BOARD OF COUNTY COMMISSIONERS AGENDA

ST. LUCIE COUNTY

Regular Meeting

Tuesday, May 5, 2026
6:00 PM

St. Lucie County Commission Chambers
2300 Virginia Avenue
3rd Floor of Roger Poitras Building
Fort Pierce, FL 34982

BOARD MEMBERS

District No. 4, Chair
JAMIE FOWLER

District No. 2, Vice-Chair
LARRY LEET

District No. 1
JAMES CLASBY

District No. 3
ERIN LOWRY

District No. 5
CATHY TOWNSEND

Mission Statement

Committed To Service, Focused On Our Future, Grounded By Tradition

*Revised Final on 5/1

GENERAL RULES AND PROCEDURES – The agenda will typically determine the order of business conducted at today's Board meeting. However, the final order of agenda and items heard is to be determined by the Chair.

INVOCATION-PLEDGE – To bring order and decorum, the BOCC begins its meetings with an invocation followed by the Pledge of Allegiance. Participation is voluntary.

PUBLIC COMMENT – Time is allotted at the beginning of each regular meeting for general public comment.

CONSENT AGENDA – These items are considered routine in nature, are reviewed by BOCC members in advance, and typically do not require BOCC comment and may be voted on with one motion. There is no separate discussion or individual vote on these items unless requested by a BOCC Member.

PUBLIC HEARINGS – Public hearings will commence at or as soon as possible after the advertised time. In no event will public hearings commence prior to the advertised time. These items are heard at Regular or Special BOCC meetings and are normally scheduled for the first and third Tuesday of the month, or as soon thereafter as possible.

As a general rule, when issues are scheduled before the Commission under department request or public hearing, the order of presentation is: (1) Staff presentation (2) Applicant presentation (3) BOCC questions for Staff and/or Applicant (4) Public comment, (5) further discussion and action by the BOCC.

REGULAR AGENDA – Items appearing on the Regular Agenda require BOCC direction, a policy decision, or are otherwise of significance necessitating separate attention and action. Agenda items may consist of proposals for new County policies, adjustment of budgets, requests to approve contracts with vendors for services, and items as requested for presentation and approved through County Administration and the BOCC.

COMMISSIONER UPDATES – These items are presented by an individual BOCC Members as necessary. BOCC Members will use this time to highlight items of interest that impact their districts or special items of interest they feel warrants the attention of the St. Lucie County community.

MEETINGS – All BOCC meetings are open to the public and are held on the first Tuesdays of each month at 6 p.m. and on the third Tuesdays at 9 a.m., unless otherwise advertised. Meetings are held in the County Commission Chambers of the Roger Poitras Administration Annex located at 2300 Virigina Avenue, Fort Pierce, FL 34982. The BOCC schedules and notices additional workshops throughout the year as necessary to accomplish their goals and commitments. Anyone with a disability requiring accommodation to attend this meeting should contact the Human Resources Department at 772-462-1456, HumanResources@stlucieco.gov or TDD 772-462-1428 at least 48 hours prior to the meeting.

RULES OF DECORUM FOR PUBLIC PARTICIPATION

PURPOSE:

Pursuant to Sections 125.01(1)(a) and 286.0114, F.S., this policy sets forth the rules of decorum for public participation at the St. Lucie County Board of County Commissioners Meetings (Rules of Decorum). These Rules of Decorum are adopted to ensure a positive and productive environment that is conducive to good order and discipline which in turn will enhance the democratic process, individual rights of expression, engaging conversations and mutual respect for shared ideas.

As used in these Rules of Decorum, decorum means propriety and good taste in conduct or behavior.

The St. Lucie Board of County Commissioners (BOCC) has numerous public meetings that include, but are limited to, Regular, Informal (Workshops), and Special meetings. Having set rules, policies, and guidelines are paramount in maintaining a civil, respectful, and a courteous environment during government proceedings, which ensure support of and respect for an open, fair, transparent decision-making process.

A. General Guidelines for Appearance Before the BOCC

1. Individuals may participate in the public meeting process.
2. Individuals wishing to speak must adhere to these Rules of Decorum.
3. Individuals will be recognized by the BOCC Chair.
4. Individuals will approach the podium and provide their name, address, and/or associated organization (if applicable).
5. Individuals will be provided with three (3) minutes and a representative of an organization has five (5) minutes to speak during Public Comment and during Public Hearings.
6. Individuals will direct all comments directly to the BOCC. All remarks will be directed to the BOCC as a body and not to any one person or commissioner.
7. Individuals will address all BOCC Members by their proper title.
8. Individuals will limit comments to a proposition before the BOCC, or a subject matter related to county government related items. Individuals should make comments concise and to the point and present any data or evidence they wish the BOCC to consider.
9. Comments in support or opposition to candidates for public office are not pertinent to the BOCC's duties. This includes any speaker identifying himself or herself as a candidate for public office.
10. No person may speak more than once on the same subject unless granted permission by the Chair.
11. Individuals will observe the timer device located directly under the microphone at the podium. Lights indicate the following:

    Green: Indicates commencement of addressing the BOCC.
    Yellow: Indicates the individual has one (1) minute left and should begin to close their comments.
    Red: Indicates time has expired and the individual needs to end their remarks.

12. Once time has expired individuals must cordially leave the podium and return to their seat.
13. The Chair has the discretion to either extend or reduce the time limits for public comment based on the number of speakers. To ensure the orderly conduct of meetings, if a large number of individuals wish to speak for public comment on a topic, the BOCC may require that one representative of a group or faction on a specific proposition be permitted to address the BOCC, rather than all members of such groups or factions, and/or the Chair may designate a specified period of time for public comment.
14. Individuals who are not able to attend a scheduled meeting may submit a public comment via the St. Lucie County Web Page at https://stluciecounty.formstack.com/forms/public_comment_form.

B. Speakers Decorum

1. Speakers will:
   a. Conduct themselves in a respectful manner.
   b. Be clear and concise.
   c. Be civil in nature (polite, courteous and respectful).
   d. Address the BOCC directly.
   d. Speak into the microphone.

2. Speakers will NOT:
   a. Make comments of a personal nature regarding others.
   b. Shout, yell, or /scream.
   c. Use obscene or disruptive language.
   d. Make complaints, remarks, personal attacks or inflammatory comments against any public official or staff member.
   e. Members of the audience will not be allowed to enter the public meeting discussion from their seats. Individuals wishing to speak must follow the proper etiquette, approach the podium, and be recognized by the Chair.
   f. Individuals in attendance may not interfere with or interrupt the orderly procedure of the BOCC, any BOCC Member, or the person speaking whom the Chair has properly recognized.

C. Audience Decorum

1. Turn off or silence all devices.
2. Refrain from inappropriate and/or disruptive behavior.
3. Refrain from private conversations.
4. Restrict disruptive commotion when transiting meeting spaces.
5. To ensure the safety of the public, campaign placards, banners or signs will NOT be permitted in the Chambers.
6. Refrain from disorderly or boisterous conduct to include but not be limited to:
   a. Applause
   b. Whistling
   c. Stamping of feet
   d. Booing
   e. Threatening dialogue
   f. Slanderous utterance
   g. Actions that impede the orderly conduct of a meeting

D. Enforcement of the Rules of Decorum

1. The BOCC Chair is responsible for maintaining and enforcing the Rules of Decorum.
2. Individuals who do not adhere to the Rules of Decorum will receive an initial warning from the Chair to cease and desist in order to restore order.
3. If an individual continues to breach the Rules of Decorum, the Chair may order the individual to relinquish the podium and/or leave the public meeting.
4. If any person refuses to leave following an order to leave, the Chair may order the Law Enforcement on duty to remove them from the public meeting.

Any person who disrupts or interrupts a BOCC meeting by violation of these Rules of Decorum, including the use of profane language or the threat of physical violence, or who makes personal, impertinent remarks or who exhibits loud or boisterous behavior while the BOCC is in session, may be removed from the meeting by the Sheriff's office. Removal may be requested at the direction of the Chair or by consensus of the BOCC, or by the Sheriff's office, if there is perceived to be an immediate threat to any person.

1. CALL TO ORDER

2. INVOCATION

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF AGENDA - ADDITIONS, DELETIONS, REVISIONS

5. PRESENTATIONS

A. Boys & Girls Clubs of St. Lucie County Updates & State Youth of the Year Winner Presentation

6. PUBLIC COMMENT (excluding Public Hearing Items)

7. PROCLAMATIONS APPROVAL

A. Resolution No. 26-068 - Proclaiming the Week of May 6 through May 12, 2026 as National Nurses Week in St. Lucie County, Florida

8. APPROVAL OF MINUTES

A. Board of County Commissioners minutes for the BOCC Informal Meeting of April 14, 2026.

9. CONSENT AGENDA

A. WARRANTS

1. Warrant Lists 29 - 30

B. AIRPORT

1. Garland Roofing Material & Services Proposal for Airport Main Terminal Roof - $244,235.00

   Staff recommends Board acceptance of Garland Roofing Material & Services Proposal for the Airport Main Terminal Roof $244,235.00 and authorization for the Chair to sign documents as approved by the County Attorney. This initiative is in accordance with ECON 2.4.3.

2. Fort Pierce FBO LLC aka APP Jet Center Ground Sublease JM Aviation and Storage, LLC - **ADD ON**

Staff recommends Board acceptance of the sublease and the Chair to sign documents as reviewed and approved by the County Attorney.

C. COUNTY ATTORNEY

1. Resolution No. 26-067 - Proclaiming May 2026 as Mental Health Awareness Month in St. Lucie County, Florida

D. COMMUNITY SERVICES

1. A Resolution of the Board of County Commissioners of St. Lucie County, Florida, Sunsetting the Veterans Advisory Council Created by Resolution No. 88-66

Staff recommends the Board approve Resolution No. 2026-73, formally sunsetting the Veterans Advisory Council and repealing Resolution No. 88-66; and authorize the Chair to sign documents as approved by the County Attorney.

E. FACILITIES

1. Fairgrounds Restoration/Recoating of Roofing for Buildings A, B & C - $209,326.00

Staff recommends Board approval to proceed with restoration/recreation of Buildings A, B and C as outlined in Garland Proposal #25-FL-260360 via US Communities MICPA # PW1925, in the amount of $209,326.00 to provide a safe and dry environment for patrons at the fairgrounds, as well as preservation and continued use of the existing three buildings and authorize the Chair to sign the contract as approved by the County Attorney in accordance with Strategic Plan Policy QI.3.1.1.

F. HUMAN RESOURCES

1. 2026 Summer of Success - Grant Agreement

Staff recommends Board approval of the grant agreement for the Summer of Success program, and authorization for the Chair to sign documents as approved by the County Attorney in accordance with Strategic Plan Policy AO 2.2.1.

G. OFFICE OF MANAGEMENT & BUDGET

1. Request for Proposal (RFP) No. 26-014 - Disaster Debris Monitoring Management and Consultant Services - **ADD ON**

   Staff recommends Board approval of the short-listed firms for RFP No. 26-014 and permission to:

   - Conduct contract negotiations with the highest-ranked proposer, Thompson Consulting Services, as the primary consultant and Debris Tech, as the secondary consultant.
   - If negotiations are successful, award contracts to both proposers and authorize the Chair to sign the documents as prepared by the County Attorney in accordance with Strategic Plan Policy HS 4.4.
   - If negotiations are unsuccessful with either firm, negotiations will be terminated with that firm and staff will start negotiations with the next ranked firm(s).

2. Request for Qualifications (RFQ) No. 26-016 - Professional Engineering Services – Bridge and Structure Evaluation and Design Services - Continuing Contracts

   Staff recommends Board approval of the short-listed firms for RFQ No. 26-016 and permission to:

   - Conduct contract negotiations with successful short-listed firms;
   - If negotiations are successful, award contracts to the successful short-listed firms and authorize the Chair to sign the documents as prepared by the County Attorney.

3. Request for Qualifications (RFQ) No. 26-017 - Professional Construction Engineering & Inspection Services - Continuing Contracts

   Staff recommends Board approval of the short-listed firms for RFQ No. 26-017 and permission to:

   - Conduct contract negotiations with successful short-listed firms;
   - If negotiations are successful, award contracts to the successful short-listed firms and authorization for the Chair to sign the documents as prepared by the County Attorney.

H. PARKS & RECREATION

1. SLC Children's Services Council - More Than A Game Graduation - Fee Waiver $562.50

   Staff recommends Board approval to waive the facility use fee of $562.50 as outlined in this agenda memorandum and authorization for the Chair to sign documents as approved by the

County Attorney in accordance with Strategic Plan Policy TC 5.2.1.

I. PLANNING & DEVELOPMENT SERVICES

1. Revocation of Economic Incentive Resolution No. 23-006 and Job Growth Investment Grant 23-001 granted to Meyer Utility Structures, LLC, AKA Arcosa

   Staff recommends the Board approve the draft Resolution and allow the Chair to sign documents as approved by the County Attorney.

2. Revocation of Economic Incentive Resolution No. 23-007 and Job Growth Investment Grant 23-002 for PB Holdco, LLC. (d/b/a/ Pursuit Boats) for their Tooling Building Expansion

   Staff recommends the Board approve the draft Resolution and allow the Chair to sign documents as approved by the County Attorney.

J. PROPERTY ACQUISITIONS

1. Bryn Mawr Utility Site - Utility Easement in favor of Florida Power & Light Company Parcel ID 1410-501-0017-010-5

   Staff recommends the Board authorize the Chair to sign the Florida Power & Light Easement and direct staff to record the Easement in the public records of St. Lucie County, Florida.

2. Taylor Dairy Road Water Treatment Facility - Florida Power & Light - Easement - Parcel ID 1313-430-0000-000-5

   Staff recommends the Board authorize the Chair to sign the Florida Power & Light easement and direct staff to record the easement in the public records of St. Lucie County, Florida.

3. Florida Department of Transportation Jurisdictional Transfer - Parcel 104 County Deed - Item/Segment Number FDIP: 438379-2-52-01 - Parcel ID 1336-232-0001-000-5

   Staff recommends the Board authorize the Chair to sign the County Deed and Resolution and direct staff to send the executed County Deed and Resolution to FDOT for recordation in the public records of St. Lucie County, Florida.

4. Florida Department of Transportation Jurisdictional Transfer - Parcel 702 Temporary Easement - Item/Segment Number FDIP: 438379-2-52-01 - Parcel ID 1336-232-0001-000-5

   Staff recommends the Board authorize the Chair to sign the Temporary Easement and

Resolution and direct staff to send the executed Temporary Easement and Resolution to FDOT for recordation in the public records of St. Lucie County, Florida.

5. Florida Department of Transportation Jurisdictional Transfer - Parcel 801 Permanent Easement - Item/Segment Number FDIP: 438379-2-52-01 - Parcel ID 1336-232-0001-000-5

   Staff recommends the Board authorize the Chair to sign the Permanent Easement and Resolution and direct staff to send the executed Permanent Easement and Resolution to FDOT for recordation in the public records of St. Lucie County, Florida.

K. PUBLIC WORKS

1. Florida East Coast Railway Agreement for Signal Improvement and Maintenance at Commerce Center Drive (Go Team Crossing) - **ITEM PULLED PRIOR TO MEETING**

2. Ratification of Administrative Approval of the Lighting Maintenance Commitment to Maintain Forty-six New Streetlights on SR 713/Kings Highway (Project # 438379-4-52-01) and Fifty-seven New Streetlights on SR 713/Kings Highway (Project # 438379-5-52-01) under the Terms of St. Lucie County's State Highway Lighting, Maintenance and Compensation Agreement with the Florida Department of Transportation

   Staff recommends Board approval of the Lighting Maintenance Commitments to maintain forty-six new streetlights on SR 713/Kings Highway (Project # 438379-4-52-01) and fifty-seven new streetlights on SR 713/Kings Highway (Project # 438379-5-52-01) under the terms of St. Lucie County's State Highway Lighting, Maintenance and Compensation Agreement with the Florida Department of Transportation, and authorizes the Chair to sign documents as approved by the County Attorney in accordance with Strategic Policy QI 3-1.1.

3. Creekside Parcel B Subdivision Improvements Acceptance - Release of Security

   Staff recommends Board approval of the final site improvements and release of Bond number 30079432 in the amount of $225,712.50 in accordance with Strategic Plan Policy QI 3.1.1.

4. Seagrove Plat 2 Phase 3 Subdivision Improvements Conditional Acceptance - Partial Release of Security

   Staff recommends Board approval of the partial site improvements and authorize the partial release of Bond No. 24284040 in the amount of $3,898,348.61 in accordance with Strategic Plan Policy QI 3.1.1.

5. Seagrove Plat 3 Phase 4 Subdivision Improvements Conditional Acceptance - Partial Release of Security

Staff recommends Board approval of the partial site improvements and partial release of Bond No.24284042 in the amount of $1,561,490.70 in accordance with Strategic Plan Policy QI 3.1.1.

10. PUBLIC HEARINGS

A. PLANNING & DEVELOPMENT SERVICES

1. Project Orchid - Future Land Use Map Amendment (Small-Scale) for +/-20.85 acres within the Lucie Rock MXD - **ADD ON**

   Staff recommends the Board evaluate and approve the proposed Future Land Use Map Amendment (FLUMA) via Ordinance 2026-14, authorizing the Chair to sign documents as approved by the County Attorney.

2. Project Orchid - Rezoning +/-20.25 Acres from IL, Industrial Light to IH, Industrial Heavy - **THIS ITEM IS QUASI-JUDICIAL - ADD ON**

   Staff recommends the Board evaluate the proposed amendments and approve the rezoning of +/- 20.25 acres from the IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District.

3. Project Orchid Metal Foundry - Conditional Use Permit in the IH, Industrial Heavy Zoning District on N. Rock Road - **THIS ITEM IS QUASI-JUDICIAL - ADD ON**

   Staff recommends the Board approves the Project Orchid Conditional Use with conditions as contained in Resolution 2026-83, authorizing the Chair to sign documents as approved by the County Attorney.

4. Project Orchid - First Amendment to the St. Lucie Commerce Center (AKA Lucie Rock) Development Agreement - **THIS ITEM IS QUASI-JUDICIAL - FIRST READING - ADD ON**

   Staff recommends the Board review the proposed Development Agreement, explore any content with the applicant and staff, and schedule the Second Reading at their May 19, 2026.

5. Proposed Evaluation and Appraisal Review Comprehensive Plan Amendments (EAR-based Amendments) - **ADOPTION HEARING - ADD ON**

   Staff recommends the Board vote to adopt the proposed EAR-based amendments.

6. Pitstop Mini Market, Inc. Conditional Use Permit for Packaged Alcohol Sales within the Commercial Neighborhood Zoning District - **THIS ITEM IS QUASI-JUDICIAL**

   Staff recommends the Board approve the Conditional Use Permit and allow the Chair to sign the Resolution as approved by the County Attorney.

7. Linda Vista Trails (and 21st Street) Road Paving Waiver - **THIS ITEM IS QUASI-JUDICIAL**

   Staff recommends the Board approve the paving waiver, and waiver of the prorated proportionate share contribution for this site is $234,903.00. Consistent with previous St Lucie County Board of County Commissioners actions, staff recommends a condition that the current and future owners and their heirs/assigns agree to participate and shall be a "yes" vote in any lawfully established MSTU, MSBU or other special assessment district created for the purpose of providing paving and/or drainage improvements to Linda Vista Ave. and South 21st St.

B. COUNTY ATTORNEY

1. Ordinance No. 26-011 - Correcting a Scrivener's Error in Ordinance 26-004

   Staff recommends the Board approve Ordinance No. 26-011 and authorize the Chair to sign the ordinance.

11. REGULAR AGENDA

A. PLANNING & DEVELOPMENT SERVICES

1. Project Orchid - Major Site Plan on N. Rock Road - **THIS ITEM IS QUASI-JUDICIAL - ADD ON**

   Staff recommends the Board approve the Project Orchid Major Site Plan, subject to essential Amendments to the St. Lucie Commerce Center Development Agreement and the effective date of the associated Future Land Use Map and Zoning Atlas Amendments, with conditions as contained in Resolution 2026-84, authorizing the Chair to sign documents as approved by the County Attorney.

12. COMMISSIONER COMMENTS

13. UPCOMING MEETINGS

A. The Board of County Commissioners will hold an Informal meeting on Tuesday, May 12, 2026 at 9am in the Commission Chambers of the Roger Poitras Administration Annex located at 2300

Virginia Avenue, Fort Pierce, FL.

B. The Board of County Commissioners will hold a Regular meeting on Tuesday, May 19, 2026 at 6pm in the Commission Chambers of the Roger Poitras Administration Annex located at 2300 Virginia Avenue, Fort Pierce, FL.

14. ANNOUNCEMENTS

A. Summer is right around the corner, and the Oxbow Eco-Center has week-long day camps for students from elementary school through high school, taking place June 8 through July 31. Some camps already have a waitlist, so don’t delay. For details, visit www.oxboweco.com.

15. MOTION TO ADJOURN

AGENDA REQUEST

7.A. PROCLAMATIONS APPROVAL
RES-2026-68
DATE: **5/5/2026**
*RESOLUTION ITEM - PROCLAMATION

TO: **Board of County Commissioners**

PRESENTED BY: Katherine Barbieri, County Attorney

SUBMITTED BY: County Attorney

SUBJECT: Resolution No. 26-068 - Proclaiming the Week of May 6 through May 12, 2026 as National Nurses Week in St. Lucie County, Florida

BACKGROUND:

It has been requested that this Board proclaim the week of May 6 through May 12, 2026 as "National Nurses Week". The attached resolution has been drafted for that purpose.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: April 06, 2026
Katherine Barbieri, County Attorney

Date: April 15, 2026
Mayte Santamaria, Deputy County Administrator

RESOLUTION NO. 26-068
A RESOLUTION PROCLAIMING THE WEEK OF MAY 6 - 12, 2026 AS "NATIONAL NURSES WEEK" IN ST. LUCIE COUNTY, FLORIDA

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. Nurses are the backbone of the healthcare system, providing compassionate, skilled, and evidence-based care to individuals, families, and communities across St. Lucie County.
2. Nurses play a vital role in promoting health, preventing illness, and improving patient outcomes across diverse settings including hospitals, clinics, schools, and community organizations.
3. The dedication, resilience, and unwavering commitment of nurses have been especially evident during times of public health challenges, demonstrating their courage, leadership, and adaptability in the face of adversity.
4. Nurses serve not only as caregivers but also as educators, advocates, and leaders who contribute to advancing the quality and accessibility of healthcare within our community.
5. The education and preparation of future nurses through institutions such as local nursing programs and partnerships with healthcare organizations ensure the continued strength and excellence of the nursing profession.
6. National Nurses Week, observed annually from May 6 through May 12, recognizes the invaluable contributions of nurses and culminates on May 12, the birthday of Florence Nightingale, the founder of modern nursing.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida does hereby proclaim the week of May 6 - 12, 2026 as **"NATIONAL NURSES WEEK"** in St. Lucie County, Florida and encourages all residents to join in honoring and celebrating the dedication, compassion, and essential contributions of nurses within our community.

PASSED AND DULY ADOPTED this 5th day of May 2026.

ATTEST:

_____
DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO LEGAL FORM AND CORRECTNESS:

_____
COUNTY ATTORNEY

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
Informal Meeting

April 14, 2026

Convened: 9:00 AM
Adjourned: 11:46 AM

1. CALL TO ORDER - JAMIE FOWLER, CHAIR, BOARD OF COUNTY COMMISSIONERS

The meeting was called to order at 9:00 AM by Chair Jamie Fowler, District No. 4.

Present

Commissioner Jamie Fowler, District 4; Commissioner Larry Leet, District 2; Commissioner James Clasby, District 1; Commissioner Erin Lowry, District 3

Excused

Commissioner Cathy Townsend, District 5

Also Present

Katherine Barbieri, County Attorney
George Landry, County Administrator
Mayte Santamaria, Deputy County Administrator
Thomas Carrino, Deputy County Administrator
Erick Gill, Communications Director
Amy Griffin, Environmental Resources Director
Benjamin Balcer, Planning & Development Services Director
Kori Benton, Planning & Zoning Manager
Jennifer Hill, Office of Management & Budget Director
Jennifer Garrity, Budget Manager
Sydney Halleran, Agenda Coordinator
Vera Smith, Deputy Clerk Recording Secretary

Special Guest
Tessa Toman

2. PLEDGE OF ALLEGIANCE

3. DISCUSSION ITEMS

A. St. Lucie Woods Sensory-Friendly Preserve

Amy Griffin, Environmental Resources Director, presented to the Board an overview of the sensory-friendly nature preserve designed for individuals on the autism spectrum and other neurodivergent individuals. She acknowledged the staff and thanked the chair, commissioners, and other contributors

to the St. Lucie Woods sensory-friendly Preserve project, as well as the stakeholders for their support and leadership. She highlighted the importance of the 12,000 acres of natural areas and 50 miles of greenways and trails in St Lucie County, funded by various commissioners and county leaders over the last 30 years. Since 1994, nearly 7,000 acres have been acquired along the North Fork of the St. Lucie River and 10 Mile Creek, creating a beautiful network of public spaces in St. Lucie County. This includes the Petra family preserve to the north, Oxbow Eco Center, and 225 acres to the west, along with St. Lucie Woods to the south, forming a central hub of connectivity in the area. The nature preserves buffer the river, enabling wildlife movement, natural tidal changes, and floodwater management to recharge local aquifers, while also offering public spaces for enjoying nature. The St. Lucie Woods Preserve encompasses a 33-acre property in St. Lucie County acquired with a grant from the Florida Communities Trust program and additional funding from the state. A grant was received for $229,000 for the acquisition of the land. Thank you to the Florida Communities Trust for support. Additionally, applied for $800,000 from the state to help fund the design and construction of the amenities. Thank you to State Representative Dana Trabulsy and her sponsorship of the legislative appropriations request, the program was awarded that funding allowing them to make the dream and turn it into a reality. Ms. Griffin introduced Dr. Kim Delaney, Director of Strategic Development and Policy at Treasure Coast Regional Planning Council, to present the project.

Dr. Kim Delaney, Director of Strategic Development and Policy for the Treasure Coast Regional Planning Council, addressed the Board and expressed gratitude for the County's confidence in the council, and provided a brief overview of the project. She advised that she has been with the council for 22 years, and they are celebrating the 50th anniversary, and introduced her attending supporting staff for the project. She advised that the project involves broad stakeholder engagement, including local government agencies, a well-established steering committee, and public workshops to gather input from parents, caregivers, and industry professionals. The project aims to create accessible spaces not only for autism but for neurodivergent individuals, seniors, and those with visual or hearing challenges, and conservation and enhancement of natural resources. The site is not a playground; it is a preserve. There are lots of playground opportunities that are beginning to emerge across the landscape, but not as many that are designed for a nature-based experience. The design is not towards construction, but on conservation and enhancement, and using natural resources to create the kind of environment that makes it safe for individuals to use. It is an opportunity for a nature-based classroom, an outdoor classroom, a lot of engagement with the School District and the Education Foundation, as well as IRSC and FAU, to understand ways in which to implement educational experiences. Many partners want to engage in the process, both for programming and for providing materials, and continuing to input their experiences towards the design of the project, and for funding. Dr. Delaney describes the design of the site, including ADA parking, a bus loop, a welcome pavilion, and restrooms with additional facilities for adults. The site has an entry from Oleander Avenue. The expectation is that there will be busloads of individuals coming to use the site, both for outdoor therapy and educational opportunities. The restroom has been designed with additional adult-changing facilities to make the site as accommodating as possible. The site includes a magic meadow for toddlers, individuals who may otherwise elope, and a nature trail with a quieter and noisier side to accommodate different sensory needs. The project includes two trails to the water, a wilderness trail and a boardwalk trail to take you to the water's edge, where there will be a kayak landing and an observation deck as well. The safety features that have been thought about with respect to the project, with red marks on the map for different gates and interventions designed for elopers. There will be double-lock gates along the

journey so that the experience is safe. The fencing that's been designed for the site is specific to make sure that kids and individuals cannot climb to get into trouble. Staff at the Oxbow center, in particular, have worked through a series of interactive exhibits and the theming for the property. The theme the staff has identified with input from the public is about adaptation. Each animal and each element in nature has a superpower that helps it become more adaptable in its space.

The goal is a nature-based set of exhibits that each creates an educational opportunity that ranges from making sound or listening to nature, to the climbable elements, mazes, and puzzles that are again designed specifically to accommodate the neurodivergent population, but the larger population as well. They are designed to be accessible and interesting for all different levels of abilities. County staff and team, with input from the committee, have been working through the types of educational moments on the site. Those educational elements are understandable to the verbally challenged, Braille elements as well, and themed by color to help individuals better navigate the project. Communication boards are designed for the non-verbal population and distributed throughout the site, so that throughout the journey, the communication level can be maintained. The trail is designed to accommodate an individual wheelchair bound, service animals, and someone accompanying them throughout the journey. The water fountains are envisioned to have three levels of access for able-bodied, wheelchair-bound, and service animals as well. While this project may be designed for service animals, other locations for dog parks may be more suitable. With respect to the project schedule, the due diligence work and project planning have been completed. The project is underway with stakeholder engagement, building the web interface, and developing the program and curriculum with the participation of members of the steering committee. The construction is progressing to meet the grant deadline, with the entryway fencing, driveway, and parking currently being worked on. There's a ranger location on the site. The welcome pavilion and restrooms, boardwalk, and trail are underway, and additional improvements will be continued, and those contracts will come before the Board.

Heather Roland, Executive Director of Exceptional Student Education & Student Services for St. Lucie County Public Schools, and Thom Jones, President of the Education Foundation of St. Lucie County, addressed the Board and thanked the commission for their support, highlighting the importance of the project for students with unique abilities. They mentioned that over the past few years, the renovation of 25 sensory rooms in the school district. They have experience in the sensory area and will gladly work with the School District and the Steering Committee in creating those themes for the project, along with creating portable learning kits. The project can be supported through fundraising. The Education Foundation offers support and is willing to serve as a fiscal agent at no charge. This would help streamline the process. They acknowledged Autism Awareness Month. The preserve is more than just a natural space; it is a place of opportunity, inclusion, and connection for students and adults with unique abilities. They advised that the project offers opportunities for families to come together, educators to use as a living classroom, and a safe and welcoming environment for exploration and learning. The Board's support has helped remove barriers and create access where it's needed most.

Anthony Bonna, City of Port St. Lucie Councilman, addressed the Board, applauded the commission's vision for designing the preserve, and highlighted the city's commitment to creating accessible spaces for residents. Access to nature is among their top priorities, leading them to create the Naturally City of Port St. Lucie initiative, a resident-driven initiative launched by the City of Port St. Lucie to preserve, enhance, and connect the community with its natural green spaces for residents. He is looking forward

to this incredible preserve opening, which residents can also access and enjoy the collaborative opportunities it can provide. He mentioned that the city will host an autism awareness and community resource event, and residents can also attend the Oxbow Earth Day festival.

Commissioner Lowry commented, representing the professionals of the steering committee for the St. Lucie County sensory-friendly nature preserve. She thanked the Board for their support and described the project as a legacy that will touch lives for generations. The committee includes professionals with a deep understanding of how environments impact communication, behavior, and overall well-being.

Tiffany Luque, Speech-Language Pathologist with Solutions Therapy and Learning, addressed the Board and expressed the importance of communication in the project, providing examples of core vocabulary boards and communication tools. The Steering Committee of St. Lucie Woods represents something very special. Each has been touched in some way, shape, or form by an individual with Autism, Down syndrome, or another unique ability that may affect sensory processing and communication. The preserve is more than a park; it is a reflection of compassion, understanding, and inclusion. She advised that the project aims to create a space where individuals with sensory and communication challenges can connect with nature and others, fostering a sense of inclusion and support. She also provided her history overview in her experience and an overview of the communication boards within the project.

Allison & Jacob DeRocher of Sunshine Therapies in St. Lucie County addressed the Board and provided a history overview of her family background, company, and experience. She highlighted the importance of the environment in supporting sensory integration, motor planning, and emotional regulation. She advised that traditional parks can be overwhelming for children with sensory sensitivities, leading families to avoid such spaces. The St. Lucie Woods sensory-friendly nature preserve will provide a calming and predictable environment, supporting self-regulation and sensory exploration. The project will be a place where families feel welcomed and comfortable, fostering a sense of belonging and connection.

Ellyn Kulwin, Co-Chairperson, Family Care Council Area 15, addressed the Board regarding the organization and experience of educating and empowering individuals with developmental disabilities and their families, partnering with the agency for persons with disabilities to bring quality services to individuals with dignity and choice. Ellyn also shared her personal experience as a mother of a child with autism, highlighting the challenges of simple outings like going to a park due to sensory overload and unpredictability. She advised that a sensory park would provide a place where children with disabilities can be truly included, feel calm, and explore safely without being overwhelmed. Ellyn stressed the importance of inclusive, thoughtfully designed spaces for individuals with intellectual and developmental disabilities, which are essential rather than a luxury.

Aaron Kulwin, a St. Lucie County student, addressed the Board and provided his experience in the autism-specific classroom at Centennial High School. He expressed that having autism sometimes makes the world feel overwhelming, making it hard for him to relax and have fun like the other kids. He expressed his excitement for the new sensory park, a place where he can feel calm and safe, move around, swing, walk, and explore in a way that helps him feel good. He highlighted that the sensory park is not just for him but also for other kids and adults who need a safe, happy place. He thanked everyone for helping with the project for individuals with autism.

Amanda Thompson, Training & Education Coordinator at the Center for Conservation Initiatives, The Nature Conservancy in Florida, expressed gratitude for the invitation to return to participate in the project. She mentioned the grant from the Florida Community Trust and the Department of Environmental Protection, ranking third out of 30 projects across the state. She shares her personal connection to the project, mentioning that family members have been diagnosed with neurodivergence, and nature has always been a peaceful place for them. She expressed the importance of nature as a safe and inclusive space for individuals with neurodivergence, and the project's potential to provide a much-needed resource for the community.

Karen Spera, Speech Language Pathologist at St. Lucie County School Board, addressed the Board and expressed the importance of considering the needs of adults with disabilities in the project. She mentioned the inclusion of adults with various disabilities and the impact of the project. She thanked the Board for its support.

Discussion

The Board expressed support for the project and thanked Commissioner Lowry for her integral role. They also expressed the need to preserve a critical amenity for individuals with unique disabilities. The Board highlighted the importance of the project for the entire community, including adults with disabilities, and expressed gratitude for the collective effort and support.

The Board did not have any further questions or comments.

No direction was sought. Informational only.

B. Non-Conforming Lot Discussion

Ben Balcer, Planning & Development Services Director, and Kori Benton, Planning & Zoning Manager, presented an overview of the non-conforming lots in St. Lucie County and their impact on property development. In 1961, the County adopted its first set of land development regulations that set minimum requirements for billable lots, such as lot size, width, and road frontage. Since then, code updates have increased those standards, so some once-compliant lots no longer meet the current requirements. In an example, lots were created under a one-acre standard with 100 feet of frontage, and later, rezoned to require 2.5 acres and 150 feet of frontage; the parcels are now considered non-conforming. So even though they were legally created, they no longer meet the current zoning standards. Another source of non-conforming lots comes from historic plats. Many subdivisions were recorded in the 1920s, long before zoning was ever adopted in the County. In an example, a 50-foot-wide lot was platted in 1925, and in 1961, the County required 75 feet of lot width, making the 50-foot-wide lot non-conforming. In 1984, the requirement increased again to 100 feet. So those lots remain non-conforming, often requiring a combination of lots in order to be built on. The key rule, a lot may still be buildable if it was under separate ownership on July 1, 1984, which is the key date when the current zoning regulations were adopted. If the same owner held adjoining lots on that date, they are treated as one parcel and must remain together. If it were separately owned, it may still be buildable, and in these instances, they are called non-conforming lots of record. Going back to September 11, 1961, is when the County first adopted its zoning resolution, which established how the County would handle non-conforming lots. There are two key principles that still currently guide the County. One, non-conforming

lots could continue, but the County would not encourage their survival. The goal was to eventually reduce or eliminate them. Second non-conforming lots must be in separate ownership. In other words, adjoining non-conforming lots under the same ownership were treated as one larger parcel, not separate billable lots. This reflects the long-standing balance between property rights and avoiding undersized parcels. The code does provide relief for a single lot of record created before July 1, 1984, that may still be developed, even if it doesn't meet the dimensional requirements, as long as it was in separate ownership at that time. If multiple lots were under the same ownership in 1984, they are treated again as one parcel and must be combined. This prevents substandard development while preserving property rights. As an example in a subdivision, some parcels lack road frontage and do not meet minimum size requirements. Due to the plat was unrecorded, infrastructure was never provided. As a result, many parcels lack frontage and are non-conforming. Staff must research ownership back to 1984 to determine buildability. These lots often also fail the lot area and width requirements. In an example, located in Harmony Heights, there are 55-foot-wide lots, and they do not meet the required 75-foot lot width within the RS-4 zoning district. Because the two non-conforming lots were under the same ownership in 1984, they're considered an undivided parcel and must be combined to build. In an example further west in the County, located off of North FFA Road, where the parcels do not have any adequate road frontage. The following Lot 1, Lot 5, Lot 6, Lot 7, Lot 8, and Lot 9 were under the same ownership in 1984 and are considered one parcel and must be re-combined to be developed, or a road must be built to County standards.

Staff provided an example of a parcel in St. Lucie Gardens, just south of Dyer Road. The parcel was in common ownership in 1984, and in 2000, the owner illegally subdivided the lot into four separate plots. They were later recombined, and a single-family home is now being constructed on the one larger parcel. In an example, north of Indrio Road along the tree-top trail, the parcels meet size requirements but rely on private easements for access. The easements do not qualify as road frontage. For a single non-conforming lot of record, the code allows a home to be built even without frontage, but if multiple lots were under the same ownership in July 1984, they are considered one undivided parcel. To build, they must be combined and provided with a road, meeting County standards. Similar to the prior example, just to the north, two parcels were under common ownership in 1984 and needed to be recombined to construct a home. To provide flexibility, prior interpretations by the Planning & Development Services Director have allowed lots to be reconfigured, so long as no additional units are created. In another example, three parcels in common ownership in 1984 and the overall development potential of six units. Instead of strictly recombining, the lots can be merged with other conforming lots, and owners can record deed restrictions to prevent future subdivision, as long as density is not increased and the non-conformity is not expanded. This maintained the intended code while providing limited flexibility to owners of non-conforming lots. In other counties, Martin, Okeechobee, Alachua, Brevard, and Volusia utilize the same approach of contiguous non-conforming lots of common ownership being recombined in order to be developed. The takeaway is that the County's approach is consistent with other counties with the shared goal of reducing substandard parcels. The County has a formal process to determine if a parcel qualifies. When someone applies, staff will conduct detailed research, including reviewing ownership history back to July 1, 1984, reviewing deeds and property records, and verifying legal access. If access does not exist, it may require easements or other legal documents. Staff also confirms with legal or the County Attorney's Office on the legal access. If it wasn't in common ownership in 1984 and has legal access, it qualifies as a non-conforming law of record. The application fee for the service is $300.

Staff requested the Board's input on non-conforming lots.

Discussion

Chair Fowler commented on the Board's role in deciding policy and the importance of not engaging in spot zoning. She questioned the tree-top trail example and whether it was properly reported to the County. In response, Mr. Balcer confirmed that the tree-top trail is an unrecorded plat that was never constructed with the appropriate infrastructure, with unpaved private easements for road access/access.

Chair Fowler discussed the deed language that stated the original developer was supposed to pave easements by 1975, which hasn't occurred, referencing the tree-top trail. She asked how someone would learn if something is not buildable if the property was not properly advertised by the realtor, etc. In response, Mr. Balcer explained the importance of due diligence by real estate agents and prospective property owners to check with the County. The County provides a non-conforming lot of record research service. He expressed the importance of the service for anyone before they sign and purchase a piece of property, the need to check with the local jurisdiction, and ensure that they can build, and the intentions of the property.

Chair Fowler discussed her research and mentioned that building is occurring in the subdivision, which is currently zoned one dwelling per acre. She discussed the need to get everyone off septic and the potential for 46 new houses in the area. She suggested exploring options like a limited build-to-suit ability ordinance or a conditional use process.

Commissioner Clasby asked about the possibility of a board of zoning adjustment or individual option for an individual to prove non-self-imposed hardships, to get a variance. In response, Mr. Balcer explained the existence of the Board of Adjustments, Special Magistrate, and Citizen Board of Adjustment. He advised that the non-conforming lots are unbuildable, and a building permit would not be issued. There are provisions in the code, such as the recombination, in order to get them to where they want to go. But an item has not been taken to the Board of Adjustment that would completely waive a frontage requirement.

Mr. Benton provided a subsection of the County Land Development Code Section 10.01.03, Sub-part A, which reads variances shall not be granted. He advised that the section establish parameters that the Board of Adjustments can or cannot grant relief for. Sub-Part one of the section explains that variances cannot permit a building height exceeding 120% of the permitted height or a lot width or road frontage less than 80% of the permitted by said table. For any district that is not AG-1, AG-25, or AG-5 with a parcel of at least 10 acres.

Commissioner Clasby mentioned that he is not in favor of providing any relief to non-standard lot sizes, less than 10,000 square feet, or less than 75 feet in width. He advised that it sets a dangerous precedent for other PUD developments in the County.

The Board discussed the complexities of a subdivision with non-conforming lots to grant additional rights, the need to avoid spot zoning, the importance of fairness and equity, other options, current regulations, changes to the comp plan, record/additional provisions, designing standards, variances, lot

incentives, density, buildable lots, blanket allowances, ensuring environmental requirements are met, BMAP area, and flood zoning. A suggestion was made to look into a special exception process for specific zoning categories, like AR-1. The Board debated expanding the Board of Adjustment's authority to grant individual variances based on the merits of individual sites, but for AR-1 zoning districts.

Mayte Santamaria, Deputy County Administrator, mentioned that despite parcel sizes, there is a need to examine ownership, which will take time due to title research on the ownership structure. It's not just the dimensions and the lack of frontage; it is still that ownership piece that is the difficult part to resolve. She also mentioned that the variance process requires a hardship process and is not self-induced.

Mr. Balcer mentioned holding internal meetings across Planning & Development Services, Environmental, Public Works/Roads, Health Department, and County Administration to analyze the unreported plat/non-conforming lot issue, design and develop specific policy and procedural options. and prepare a detailed proposal to present back to the Board within the coming months.

George Landry, County Administrator, commented and advised that staff would speak to the Board individually to outline a plan to discuss the issue further for the framework, and prepare a detailed proposal to present back to the Board within the coming months.

The Board did not have any further questions or comments.

No formal direction or action was taken; staff will follow up with the Board regarding the suggestions made.

C. SLC Economic Incentive Program Draft Revisions

Benjamin Balcer, Planning & Development Services Director, presented an update of the County's Economic Incentive Programs for targeted industries. This effort is focused on improving transparency, consistency, and accountability, while ensuring economic incentives are aligned with measurable economic outcomes. He highlighted the relevant statutes that allow counties to invest in economic development as a valid public purpose, supporting job creation, tax base, and economic expansion. The key takeaway is that while the incentives are authorized, they are expected to deliver measurable public benefit, and the updates better align the County's program with that expectation. In addition to expedited building permitting, the County currently has three performance-based monetary incentives available to new or expanding businesses that fall within the County's targeted industry list. These incentives include the County's job growth investment grant, impact fee mitigation, and ad valorem tax exemption. These programs have been effective, but they operate independently from each other and without a unified evaluation framework. The eligibility is largely based on minimum thresholds, primarily job creation, a minimum of 10 jobs, and wages of at least 107% of the County's average wage, which for this year is $26.33 per hour. While that establishes a baseline and doesn't fully differentiate between projects to deliver varying levels of economic benefit. The County's job growth investment grant program was created in 1994 to attract new businesses. The program has done an excellent job of creating employment opportunities within the County. The grant pays a new or expanding targeted industry company based on the number of jobs they create over five years. The program pays the company a minimum of $1,500 per job. However, the company can receive bonuses up to $3,075 per job based on the number of jobs created, paying a higher average wage, hiring more than 90% of St. Lucie

County residents, and using local construction contractors. The grant requires annual compliance reporting and stipulates that if a company meets 85% of its job creation goals for that year, the grant can be prorated based on the actual job creation and further reduced by 50%. The company also receives no grant payment for failure to achieve 85% of its yearly job creation goal. While this program is performance-based, it is still somewhat rigid and not applied consistently across all programs. The Job Growth Investment Program (JGIG) also includes clear claw-back language if a company decides to relocate outside of St. Lucie County within five years of their last JGIG payment. The Impact Fee Mitigation Program provides discretionary mitigation for road impact fees with multiple eligible pathways. Impact Fee Mitigation agreements are approved by the Board, and at that point, the County is responsible for paying the company's impact fees using funds that cannot be derived from impact fee dollars. The terms of these agreements require annual reporting to ensure wage and job creation commitments are met, but there are no clear claw-back provisions established. It also relies on separate eligibility pathways, rather than a comprehensive evaluation of overall economic impact. The third incentive is the County's Ad Valorem Tax Exemption, which the Board may grant to a targeted industry that has relocated to St. Lucie County or is expanding. County voters have approved the Board's ability to grant these exemptions in 1992, 2002, 2012, and most recently in 2022. These exemptions are typically granted on a declining scale. However, it has become common for a more one-size-fits-all exemption that provides for 100% ad valorem exemption for the first one through five years and a declining exemption for years six through ten, ending in a 20% ad valorem exemption. Once the tax exemption is approved, the company must provide annual reports to the County and the Property Appraiser to verify compliance with job creation and wage level requirements. In 2003, the Board approved tax exemption program guidelines that create a point system intended to be used to develop the tax exemption scale for the projects. Points are based on the number of jobs created, average hourly wage, and capital investment. This idea and the criteria behind the point system are the basis for the new Scoring Matrix, which aims to standardize the incentive programs. So, it is not a new concept. It's an expansion and formalization of what the County has already been doing since 2003. The public needs to know the County is not starting from scratch. The County already uses elements such as scoring, performance thresholds, tiered incentives, and compliance reporting. However, these tools are not consistently structured or applied across all of the incentive programs. Through the review, the staff identified several gaps, including a lack of a consistent scoring system, limited differentiation between projects, inconsistent application across programs, and the need for stronger compliance and enforcement tools. The proposed framework directly addresses each of the gaps.

The key shift, previously programs were evaluated independently and largely on a case-by-case basis. Under the proposed framework, all incentives are evaluated under a single, unified system using a standardized Scoring Matrix. This is the structural change for the programs. Another major change is how incentives are rewarded. Another major change is how incentives are rewarded, and previously, they were largely negotiated or based on typical structures. The proposal includes incentives that are directly tied to the paid project score, creating a consistent and transparent connection between economic impact and incentive level. In other words, the incentive is no longer negotiated, is earned based on measurable economic outcomes. One of the most significant updates the program shifts to a fully performance-based system. Incentives are proportionate to actual performance, with a minimum threshold of 70% required for payment eligibility. If the performance falls below 70%, no payment is made. Additionally, the County will have clear authority to require repayment either full or prorated, and those obligations will survive the termination of any agreement. Also, a clear timeline requirement has

been added. Any approved incentive must move forward within 24 months, or it expires, unless extended by the Board of County Commissioners. This prevents projects from remaining inactive indefinitely and ensures that projects are prioritized that are ready to move forward. The updated framework introduces a standardized scoring system based on jobs, wages, and capital investment. Bonus criteria have also been included for large-scale projects and catalytic projects, which have the most economic benefit. The scoring framework has been applied across each incentive program. The JGIG is now structured with a base per job value, similar enhancements to the current JGIG program, and the final award is tied to the company's score. Higher impact projects receive proportionately higher incentives. The per-job value can't exceed $2,500 per new job, but the opportunity was taken to increase the project cap from $1.5 million to $2.5 million. The criteria for the JGIG bonus eligibility include substantially higher than the County average wages, high capital investment, and increases for hiring over 90% local residents and using local contractors. The annual reporting requirements have been continued, and clarified that the Board has the authority to require repayment for failure to meet obligations, relocation, or cessation of operations. The Impact Fee Mitigation Program now requires a minimum score and aligns mitigation with the overall project impact. This ensures that the County is only providing direct financial subsidies to projects that demonstrate a minimum level of economic benefit. It has been clearly stated that the Board has sole discretion on awarding this incentive and included language that would require repayment of the impact fees if the performance obligations are not met. The Ad Valorem Exemption Incentive now ties duration and value of the exemption directly to the project score. The revisions identify a recommended schedule based on the economic impact and retain the maximum exemption for those projects with significant economic impact. Again, the Board retains the right and full discretion to grant the tax exemption incentive, as well as the adopted exemption schedule. The annual compliance reporting is still required to maintain eligibility. Clear clawback language has been included if performance obligations are not met, or the company relocates outside of St. Lucie County. It has been added that the Board may authorize a pro-rated exemption if the company achieves at least 70% of its performance obligations. However, if it is less than 70%, they would forfeit the exemption for that year. This ensures that the exemption is directly tied to actual performance each year.

From the last presentation, the Board requested to increase wage expectations, develop a consistent scoring mechanism to ensure that projects providing the greatest economic benefit received a proportionate incentive package, strengthen compliance reporting and clawback provisions across all programs, and establish timelines for project commencement. The updates directly address those priorities from the Board. The updates result in a setup program that ties the award to measurable economic outcomes, applies consistent evaluation across all projects, protects the use of public funds, and sets clear expectations for applicants. Overall, this creates a more transparent, defensible, and performance-driven framework and maintains the full discretion of the Board.

Staff requested that the Board provide input and policy direction on the County's Economic Incentive Programs.

Discussion

Commissioner Leet questioned the rationale behind using 35 hours instead of 40 hours for full-time equivalents (FTEs). In response, Mr. Balcer explained that the 35-hour threshold has been consistent since the initiation of the county's incentive program.

Wes McCurry, President of the St. Lucie County Economic Development Council (EDC), addressed the Board and confirmed that the 35-hour threshold is consistent across most jurisdictions that offer incentives. He mentioned a statewide incentive survey conducted with the Florida Economic Development Council, and the good feedback regarding the FTE's.

Commissioner Leet asked if the hours affected the FTE benefit package. In response, George Landry, County Administrator, explained that the federal rules require benefits for employees working over 30 hours a week on average, aligning with the County's policy. The full-time analysis on the federal side ranges between 35 and 40 hours.

Commissioner Leet asked if the EDC had any feedback on the benefit package and the scoring matrix. He also asked about the competitiveness of the county's incentive package compared to surrounding counties. In response, Mr. McCurry praised the scoring matrix and tiered award approach that the staff put together. Overall, the approach is consistent with survey findings, which were a need to update the point system and transition to a tier-based award that is focused on a higher tier for higher wages and higher economic impact, and lower awards for lower economic impact. He suggested comparing the County's scoring system with the one developed by the staff and EDC to fill in gaps. In terms of competitiveness, the County is situated well compared to other counties. The package of incentives that St. Lucie County offers is fairly competitive compared to its peers.

Commissioner Leet provided a historical context of the County's transition from a citrus economy to a distribution center. He highlighted the increase in wages to 120% and the role of the EDC in replacing the dying citrus industry, the importance of raising employee wages to compete with surrounding counties, and encouraged the Board to work together to make the incentive package more competitive.

Commissioner Clasby discussed government intervention and the previous economic incentive program. He commented on the hourly wage and percentage, noting the $38.26 hourly wage for affordable housing under the Live Local Act. In response, Mr. Balcer explained the difference between the MSA average wage and the County's average wage, with the County's average being $24.61 an hour.

Commissioner Clasby, staff, and Mr. McCurry discussed the need to set a higher standard for wages and only waive road impact fees for the highest categories. He suggested pushing developers to provide workforce housing at a higher AMI range. He discussed the baseline level for incentives, the points/scoring system, road impact fees eligibility, Area Median Income (AMI) limits/conversion, the increase in wages, workforce housing, the County's incentive program, the number of road impact fees waived for a specific project, and the adequacy of current wage standards.

Commissioner Lowry thanked the team for their hard work and acknowledged the need for further refinement of the incentive package. She asked if other counties waived 100% impact fees, and in response, staff advised yes.

The Board discussed the threshold of full-time equivalent hours, wages, and the affordability of housing for median-income county residents.

In response to the Board discussion, Mr. Landry suggested that staff continue working on the incentive package to ensure it meets the County's goals and standards. Staff will formalize a plan based on the feedback and come back to the Board for finalization.

The Board did not have any further questions or comments.

No formal direction or action was taken; staff will follow up with the Board regarding the suggestions made.

D. Budget Discussion - ADD ON - ATTACHMENT AMENDED

George, Landry, County Administrator, discussed and clarified Florida CFO Blaise Ingoglia's most recent press conference statement regarding discrepancies in the County's budget projections, which indicate overspending. He advised that the staff is not disputing his methodology or intentions. The purpose of the discussion is to highlight some points of clarity from the budget book, as the CFO and his team did not reach out to anyone at the County for input. The CFO pulled all the data from the County website and the budget book on the website. Mr. Landry advised that the CFO's presentation included a six-year spending review, identifying $46 million and $123 million in growth and taxes from FY 20 to FY 26. He identified a 72,000 population growth of about 22%, and made a statement that the County grew by 212 FTEs based on his presentation. The formula the CFO utilized, which he called an acceptable general fund budget, took the base budget year and had an index factor representing the population growth and inflation at an acceptable level. He reviewed the base year of FY 20, which was adopted on October 1, 2019, working from estimated numbers rolling into that budget. Going back to the time of FY 2020, the information that was provided to the Board at the time of adoption would have been from January through August of 2019, to adopt a budget from October 1. The CFO then compared it against the FY 26 budget, which was adopted on October 1, 2025. The CFO utilized a five-year factor on six years of his numbers. Looking back at other entities, the CFO ran a five-year budget against a five-year analysis, and for the staff, it was a five-year analysis with a six-year budget run. The CFO basically provided his index factors based on five years, which was a 22.01% population growth, which was the population growth from FY 2019-2020 through FY 2025, and not counting FY 2026. The CFO also utilized an inflation of 25.5% for the same time frame, which was a five-year inflation using the six-year budget process. When using the CFO's same formula over the six years, the County has a 27.38% population growth. Staff attempted to mimic the same inflation numbers and struggled to come up with the information he presented, and are hoping to get the same formula from the CFO and bring it back to the Board in the future. But if the raw numbers of 25.5% are used and divided by five years, the inflation growth is about 5.1%, which is what the CFO allowed, which is favorable. If the numbers are run over six years, it would be 31.3%. Mr. Landry advised that numbers were run through the US Labor of Statistics and ran over six years, coming up with 27.32%, which is close to the CFO's five-year assumptions over six years. The numbers will be provided based on both calculations.

Mr. Landry provided a detailed breakdown of the budget books, comparing FY 2020 and FY 2026 budgets. In the budget book, FY 2020, page 119 of 440 pages, the CFO utilized an assumption, which was that the general fund revenue was $162,006,140 of ad valorem tax collected from residents, commercial, and everything in the County. In the budget book, FY 2026, page 116 of 424 pages, the general fund number is $285,146,261, which are the two numbers used, and the CFO pulled from the budget books. However, in both books for FY 2020, page 111 of 440 pages, the (001) General Fund Ad Valorem account, where the

money is collected, and the amount is $154,932,962, and the (001S) Sub-fund is $7,073,178, which are grants and possibly leftover Covid-19 funding, and not from ad valorem collection/tax money. Same with FY 2026, page 110 of 424 pages of the budget book online account (001) General Fund reviews $263,723,697 and (001S) Sub-Fund account at $21,422,564, which is grant money, American Rescue Plan, and other funds. The CFO only discussed tax money and what was collected and assessed by the residents and businesses, etc. In the analysis that was completed, there is an increase of $108,790,735, which is 70.22%, and by including the sub-funds, the CFO came up with his numbers of $123,140,121, which is 76.01%. The claim is that the County grew by $123 million, and the response is pulled from the budget book, which technically shows the County grew by $108 million. This is only a 6% difference from what the CFO previewed in his press conference. In review of the source of the population and the CPI index, the CFO had 22.01% for population growth and 25.5% for inflation, which both equated to five years. That information can be found in the Florida DOGE Report on Local Government Spending, January 2026, which cites the University of Florida Bureau of Economic and Business Research (BEBR) as the source for population growth and the U.S. Bureau of Labor Statistics as the source for inflation. Using the same resources over six years, it will be viewed with 27.38% for population growth for St. Lucie County and 31.3% for inflation, based on staff trying to understand the CFO's formula. Or staff can pull down to the 27.32% factor from the Bureau of Labor Statistics. Just as a caveat, when the Bureau of Labor Statistics was used for over five years, staff could not mimic the 25.5% either, therefore it is a variance. If staff were able to use the formula and find how the CFO calculated 25.5%, they would have shown that and used that same methodology.

Mr. Landry explained in a recap that staff identified the total as $108 million, and the CFO identified $123 million, which included sub-funds. Taking $123 million and applying the CFO's five-year formula, considering FY20, which is $162,006,140 multiplied by the 25.5% inflation rate and the 22.01% population growth, there is a targeted budget of $238,975,257. The target amount minus the number the CFO utilized, which is the FY26 $285,146,261, equates to the number the CFO came up with, which is the $46,171,004. Everything matches what the CFO presented and can be found in the budget book. When the correct aspects are applied with the same formula, utilizing the same process, but over six years for FY20, is $154,932,962, multiplied by 31.3% inflation rate, and 27.38% population growth equals a target budget of $245,847,624 verses the $238 million the CFO showed. The target amount minus $263,723,697 equates to a difference of only $17,876,073. With the alternate inflation rate of 27.32%, the difference equates to $24,042,405. Both are less than the CFO's amount shown. The CFO also claimed that the County grew by 212 FTE's since FY20. In response to this, in the FY26 budget book on page 35 of 424 pages, the County only grew by 131.85 FTE's for St. Lucie County. The CFO may have made an assumption and included some of the constitutional offices and other agencies, in which the County has no control, regarding FTE counts. Mr. Landry advised that 54 of the 131.85 FTEs were not from the General Fund. They were utility/building employees who came from funds that tax money was not going into. Technically, the County is much less of a growth than that number, with less than 80 FTE's over that period of time and growth. The County FTE is 50.4, less than it was in 2007, which was 982 FTE's serving a population of just over 200,000. The County is at 932 FTE's serving a population of almost 400,000, which is referenced in the budget book. On page 101 of 440 pages of FY20, the adopted 800.53 FTE's can be reviewed, and FY26 page 99 of 424 pages 932.38 FTE's can be viewed. The third claim the CFO referenced at approximately 13:10 minute timestamp during the press conference, is that the additional funds should have been used towards infrastructure and capital. In response, Mr. Landry explained that from FY24 to FY26 of the existing Board, there has been over $49 million invested in infrastructure and capital

due to growth. It breaks down in the FY24 budget of the money collected in the ad valorem; the Board moved $15,817,000 into capital and infrastructure, and it did not go to operational or recurring funds, etc. He advised that a majority of the $15 million went to outside agencies supported by the Board, which are constitutionally required. A small portion of the funding went to internal Board aspects. In FY25, the number grew, in addition to the $15 million from the year before, to $19,350,000 in FY20 alone in capital investments and infrastructure. In FY26, an additional $14,262,000 went into those investments as well.

In conclusion, Mr. Landry advised that the CFO's presented a six-year process at $46,176,241 and $123,140,121 (76.01%) growth, population growth of 72,452 (22.01%), and 212 FTE's added. With the actual six-year spending review being at $17,876,073, and $108,790,735 (70.22%) growth, population growth of 84,675 (27.38%), and 132 FTE added, with 54 not from tax money. He expressed the need for clarity and advised that the CFO's methodology is not being disputed or anything stated. He suggests that the Board consider the long-term impact of adopting a consistent methodology for budgeting.

Discussion

The Board discussed the CFO's statements during the press conference and the accuracy of the information provided, the need for transparency and accountability in budgeting, growth, historical perspective on budget cuts/budget cuts, forensic audits, property taxes, homestead exemptions, and potential savings. The number of unfilled FTE positions was mentioned, as well as motor pool vehicle expenses, and the need for a breakdown of expenses in each department.

Chair Fowler discussed the Board's commitment to transparency and accountability, and the invitation of the CFO for a review. She mentioned the concept of zero-based budgeting, where everything is accounted for from scratch, the importance of accurate FTE counts and budget numbers, discrepancies, and wasteful spending. The goal of the discussion was to clarify numbers without being adversarial, ensuring an accurate representation of financial data.

Commissioner Clasby's proactive approach involved preparing for the CFO's visit by assuming the worst and ensuring all details were covered. He acknowledged that the algorithm used is generic and not a forensic audit, and discussed budget cuts, accountability for current and future actions, and the board's budget process. He mentioned the need for a worksheet to help determine where 3% cuts should come from, avoiding essential services like public works. He advised that departments should be prioritized regarding the cuts and programs that are fee-based or subsidized by the general fund. He suggested removing the subsidy from the general fund and having them operate solely on the fees they generate. He expressed the importance of providing significant input to the administrator to make informed decisions.

Commissioner Leet stated that he spoke with the CFO after the press conference and suggested conducting a forensic audit of the County, to which the CFO responded that it would possibly be by the end of the year. He advised that the Board is attuned to tax concerns and the millage rate, growth, and associated expenses.

Chair Fowler mentioned last year's budget and the claim of $23 million left in the budget. In response, Jenniffer Hill, Office of Management & Budget Director, advised that the discussion was related to the fund balance and the reserves. The original estimated fund balance in last year's budget was $92.1

million, and the actual amount was just under $113 million, making it a $21 million difference in the general fund, including the sub-funds. She advised that $8 million of the 21 million was related to grants and sub-funds, with restrictions tied to it; another $8.9 million was related to capital projects that needed to be carried over to the next year's budget. Almost $17 million of the $21 million was already obligated with restrictions. There was $3.9 million left unrestricted and was allocated in the budget when the fund balance was true-up last year. That difference assisted in the purchase of the Liberty Medical Building as well as replenishing some of the reserves that were depleted after Hurricane Milton.

The Board did not have any further questions or comments.

4. COMMISSIONER COMMENTS

Commissioner Clasby commented, expressing concerns about the meeting attendance policy for County Commissioners and the number of allowable absences. He suggested that, in future meetings, a formal roll call be held to record at the beginning of the minutes which commissioners are present.

George Landry, County Administrator, referenced the Florida Statute Section 125, stating that the policy is at the will of the governor's office, controlled by Tallahassee, and not quantifiable at the County level regarding commissioner attendance.

Commissioner Clasby asked if the Board could vote if public comment was allowed during the Informal meeting. In response, Katherine Barbieri, County Attorney, clarified that the meeting is informal due to the lack of public comment, but it could be formalized with voting rights.

Commissioner Clasby discussed the need for clear rules and decorum for public comment, including prohibitions on props and campaigning. He suggested adopting a practice similar to Fort Pierce, where public commenters are shown a PowerPoint outlining the rules.

Mr. Landry detailed rules from the agenda, emphasizing the need for concise, respectful comments and the Chair's responsibility to enforce decorum.

Commissioner Leet expressed the desire to maintain the County's reputation and avoid actions that could harm its image.

The Board discussed the rules and decorum for public comment at County commission meetings and the importance of all board members participating in enforcing decorum to avoid awkward situations. The enforcement process was explained, including warnings and potential removal from the meeting if rules are breached. Suggestions were made to display the rules on TV screens to make them more visible to the public. The Board agreed to enforce the rules more strictly to maintain order and respect for all participants, while still upholding First Amendment rights.

The Board did not have any further questions or comments.

5. ADJOURNMENT

With no other information to be brought for consideration before the Board, the meeting was adjourned at

11:46 AM.

Please note: Final minutes are recorded in the official minute books filed with the Clerk of the Circuit Court and Comptroller, which are available for inspection upon request. **(Full Audio Available Upon Request)**

FZABWARR WARRANT LIST #29- 11-APR-2026 TO 17-APR-2026
FUND SUMMARY

FUND	TITLE	EXPENSES	PAYROLL
001	General Fund	1,223,514.29	0.00
001001	Recreation Special Events	7,214.98	0.00
001315	FDEM EMPA Grant FY2025	9,044.95	0.00
001630	US Treasury American Rescue Plan	3,230.00	0.00
001663	FHA Section 112 MPO Planning Grant	1,941.82	0.00
001664	FHA Surface Transport Block Grant	4,279.26	0.00
001668	USHHS Com. Dev Block Grant FY25-26	2,457.55	0.00
001834	TCERDA	8,458.65	0.00
001835	Artificial Reef Program	45.36	0.00
101	Transportation Trust Fund	84,039.08	0.00
101001	Transportation Trust Interlocals	65.76	0.00
102	Unincorporated Services Fund	65,300.84	0.00
102001	Stormwater MSTU	227,073.77	0.00
103	Law Enforcement MSTU	14,084.78	0.00
107	Fine & Forfeiture Fund	1,534,602.03	0.00
107001	Fine & Forfeiture Fund-Wireless Sur	10,198.55	0.00
107003	Fine & Forfeiture Fund-800 Mhz Oper	20,483.16	0.00
107005	F&F Fund-Legal Aid	10,948.98	0.00
107006	F&F Fund-Court Related Technology	120,322.16	0.00
107524	FEMA 2022 Stonegarden Grant	17,346.62	0.00
130	SLC Public Transit MSTU	645,935.09	0.00
130139	FL-2020-059 FTA 5307/5339 20	96,651.21	0.00
130152	FL 2025-064 FTA 5307/5339 24	175,459.22	0.00
130153	FTA/FDOT Section 5311-FFY2025	24,292.12	0.00
130154	FCTD SFY26 Innovative Svc Develop	11,355.00	0.00
130253	FDOT Lakewood Park Transit Dev.	23,208.31	0.00
130258	FCTD SFY2026 Trip & Equipment	65,379.22	0.00
130259	FDOT SFY2026 Block Grant	253,751.59	0.00
130800	S. FL. Commuter Svc. Van Pool Grant	548.38	0.00
132	Culvert MSBU	22,475.00	0.00
140	Airport Fund	386,487.47	0.00
140001	Port Fund	1,348.41	0.00
160	Plan Maintenance RAD Fund	11,750.29	0.00
182	Environmental Land Acquisition Fund	1,200.00	0.00
183	Ct Administrator-19th Judicial Cir	3,572.97	0.00
183006	Guardian Ad Litem Fund	1,046.96	0.00
183101	USDOJ Drug Court Enhancement	960.00	0.00
185026	FHFC SHIP Grant FY2025-2026	730.03	0.00
187	Boating Improvement Projects	7,828.00	0.00
189119	US HUD HOME PARTNERSHIP FY22	20,516.77	0.00
190	Sports Complex Fund	20,603.83	0.00
194	S Hutch Beach Erosion MSTU Fund	1,207.95	0.00
310010	Impact Fees-Library "North"	2,725.82	0.00
310011	Impact Fees-Library "South"	11,261.47	0.00
310012	Impact Fees-Park "North"	885.54	0.00
310014	Impact Fees-Park "South"	7,967.50	0.00
316	County Capital	33,488.24	0.00
366	Non-Ad Valorem Bonds 2025A-Const	101,615.00	0.00

FZABWARR WARRANT LIST #29- 11-APR-2026 TO 17-APR-2026
FUND SUMMARY

FUND	TITLE	EXPENSES	PAYROLL
401	Sanitary Landfill Fund	1,036,112.64	0.00
418	Golf Course Fund	3,474.25	0.00
471	Water & Sewer District Operations	12,336.42	0.00
478	Water & Sewer District R&R	2,438.80	0.00
479	Water & Sewer Dist.-Cap Facilities	214,688.03	0.00
491	Building Code Fund	5,666.71	0.00
505	Health Insurance Fund	856,155.23	0.00
505001	Risk Management Fund	4,239.29	0.00
611	Tourist Development Trust-Adv Fund	119,761.27	0.00
625	Law Library	679.86	0.00
630	Medical Examiner Agency Fund	9,998.18	0.00
631	Victim Services Agency Fund	2,748.35	0.00
801	Bank Fund	1,565,379.15	0.00
	GRAND TOTAL:	9,132,582.16	0.00

FZABWARR WARRANT LIST #30- 18-APR-2026 TO 24-APR-2026
FUND SUMMARY

FUND	TITLE	EXPENSES	PAYROLL
001	General Fund	610,368.45	1,055,700.13
001001	Recreation Special Events	0.00	4,135.20
001009	Gen-One Time Funding	188,209.59	0.00
001312	FCTD SFY26 Transport. Disadvantaged	0.00	292.56
001313	FDEM HLMP Residential Wind Retrofit	97,890.00	0.00
001630	US Treasury American Rescue Plan	196,977.74	0.00
001631	FEMA Direct Administrative Costs	0.00	3,108.39
001663	FHA Section 112 MPO Planning Grant	9,287.82	12,245.39
001664	FHA Surface Transport Block Grant	0.00	8,744.59
001668	USHHS Com. Dev Block Grant FY25-26	0.00	6,790.40
001834	TCERDA	1,359.81	5,252.22
001835	Artificial Reef Program	0.00	2,935.20
101	Transportation Trust Fund	26,467.72	202,586.21
101001	Transportation Trust Interlocals	0.00	3,667.97
102	Unincorporated Services Fund	5,058.88	107,228.80
102001	Stormwater MSTU	32,457.66	42,208.07
107	Fine & Forfeiture Fund	37,138.01	295,016.86
107001	Fine & Forfeiture Fund-Wireless Sur	1,817.27	20,152.82
107002	Fine & Forfeiture Fund-E911 Surchar	2,343.80	1,733.90
107003	Fine & Forfeiture Fund-800 Mhz Oper	2,423.02	0.00
107006	F&F Fund-Court Related Technology	5,719.62	23,182.15
130	SLC Public Transit MSTU	11,232.08	17,094.55
130152	FL 2025-064 FTA 5307/5339 24	0.00	4,822.16
132	Culvert MSBU	4,800.00	0.00
140	Airport Fund	17,357.67	53,786.85
140001	Port Fund	0.00	8,541.02
140424	FDOT Aero-West TAXIWAY CONSTRUCTION	3,247.50	0.00
140428	FDOT Port Terminal Paving Init.	3,658.00	0.00
150	Impact Fee Collections	0.00	3,709.59
160	Plan Maintenance RAD Fund	14,963.76	6,346.14
183	Ct Administrator-19th Judicial Cir	8,638.72	25,441.57
183101	USDOJ Drug Court Enhancement	700.00	2,365.98
185025	FHFC SHIP Grant FY2025-2025	225.00	308.40
185026	FHFC SHIP Grant FY2025-2026	0.00	7,686.22
189119	US HUD HOME PARTNERSHIP FY22	24,484.04	0.00
189120	US HUD HOME Investment Partnership	0.00	4,119.06
190	Sports Complex Fund	20,385.09	47,543.28
310010	Impact Fees-Library "North"	389.32	0.00
310014	Impact Fees-Park "South"	25,374.00	0.00
310015	Impact Fees-Park "Island"	13,855.00	0.00
310016	Impact Fees-Transportation "North"	3,800.00	0.00
310018	Impact Fees-Transportation "South"	56,846.06	0.00
310103	FHA/FDOT Walton Road Sidewalk	154,272.57	0.00
316	County Capital	60,474.35	0.00
316001	5th Cent Fuel-Capital	14,760.00	0.00
316205	FDOT FP Harbour Point Dev. Init.	15,797.25	0.00
319	Infrastructure Surtax Capital	320,994.64	0.00
362	Sports Complex Improv Fund	2,040.00	0.00

FZABWARR WARRANT LIST #30- 18-APR-2026 TO 24-APR-2026
FUND SUMMARY

FUND	TITLE	EXPENSES	PAYROLL
366	Non-Ad Valorem Bonds 2025A-Const	1,876,072.74	0.00
367	Non-Ad Valorem Bonds 2025B-Const	1,447.42	0.00
401	Sanitary Landfill Fund	150,544.14	146,940.68
418	Golf Course Fund	6,145.44	11,829.47
471	Water & Sewer District Operations	144,417.05	91,140.85
479	Water & Sewer Dist.-Cap Facilities	12,212.54	0.00
479201	FDEP/SFWMD Aquifer Wells PW2&3	694,985.21	0.00
491	Building Code Fund	1,536.50	103,966.57
505	Health Insurance Fund	1,780.50	9,290.51
505001	Risk Management Fund	3,317.10	7,561.39
611	Tourist Development Trust-Adv Fund	17,125.83	11,673.94
625	Law Library	7,679.47	0.00
630	Medical Examiner Agency Fund	3,805.41	78,201.91
631	Victim Services Agency Fund	54,422.98	0.00
801	Bank Fund	2,415.18	0.00
	GRAND TOTAL:	4,973,721.95	2,437,351.00

AGENDA REQUEST

9.B.1.
2026-565
CONSENT AGENDA - AIRPORT
DATE: **5/5/2026**
*ACTION ITEM - BOARD ACCEPTANCE
QUASI-JUDICIAL ITEM? No

TO: **Board of County Commissioners**

PRESENTED BY: Cameron Howard, Airport Director

SUBMITTED BY: Airport

SUBJECT: Garland Roofing Material & Services Proposal for Airport Main Terminal Roof - $244,235.00

BACKGROUND:

Garland/DBS Inc. supplies the Greenlock Plus Roof Membrane with a 30 year warranty. Garland/DBS Inc. put out a bid to roofing contractors to install the Greenlock Plus Roof Membrane at the AIrport Main Terminal. The 4 roofing companies responded were: Rack'D Roofing & Construction $244,235.00, All System Roofing $268,644.00, Triple M Roofing $350,549, and Crawford Roofing $368,039.00. The lowest bid was Rack'D Roofing and Construction 2605 Orange Ave, Fort Pierce = $244,235.00.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

Total Project Funding of $244,235.00 will be made in account # 316-4210-546200-420000 (Maintenance Improvement Projects).

RECOMMENDATION:

Staff recommends Board acceptance of Garland Roofing Material & Services Proposal for the Airport Main Terminal Roof $244,235.00 and authorization for the Chair to sign documents as approved by the County Attorney. This initiative is in accordance with ECON 2.4.3.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None

EXCUSED:	None

Coordination/Signatures



Date: April 16, 2026

Cameron Howard, Airport Director



Date: April 23, 2026

Jennifer Hill, Office of Management & Budget Director



Date: April 24, 2026

Jean Stasio, Assistant County Attorney III



Date: April 28, 2026

Katherine Barbieri, County Attorney



Date: April 28, 2026

Mayte Santamaria, Deputy County Administrator

Garland/DBS, Inc.
3800 East 91st Street
Cleveland, OH 44105
Phone: (800) 762-8225
Fax: (216) 883-2055

ROOFING MATERIAL AND SERVICES PROPOSAL

St. Lucie County
Treasure Coast International Airport
3000 Curtis King Blvd.
Fort Pierce, FL 34946

Date Submitted: 4/02/2026
Proposal #: 25-FL-260087
MICPA # PW1925
Florida General Contractor License #: CGC1533467

Purchase orders to be made out to: Garland/DBS, Inc.

Please Note: The following budget/estimate is being provided according to the pricing established under the Master Intergovernmental Cooperative Purchasing Agreement (MICPA) with Racine County, WI and OMNIA Partners, Public Sector (U.S. Communities). The line item pricing breakdown from Attachment C: Bid Form should be viewed as the maximum price an agency will be charged under the agreement. Garland/DBS, Inc. administered an informal competitive process for obtaining quotes for the project with the hopes of providing a lower market-adjusted price whenever possible.

Scope of Work:

1. Remove and discard disconnected solar panels.
2. Contractor shall be responsible to hire proper personnel with experience removing solar panels to avoid any residual electrical current still in the system.
3. Contractor shall cut membrane in an “X” in 10’x10’ sections.
4. Mechanically fasten ½” DensDeck Prime over the existing roof system into the steel deck per approval.
5. Install Flexbase plus 80 base sheet set in GreenLock Plus Membrane zero VOC adhesive
   a. Base sheet will be relaxed prior to installation
   b. Base sheet must not exceed 18’ of continuous run
   c. Base sheet must have 8” end laps
   d. Base sheet must have heavy roller to ensure contact with coverboard
6. Install Stressply Plus FR Mineral set in Greenlock Plus Membrane zero VOC adhesive.
   a. Cap sheet will be relaxed prior to installation
   b. Cap sheet must not exceed 18’ of continuous run
   c. Cap sheet must have 8” end laps
   d. Cap sheet must have heavy roller to ensure contact base sheet.
7. Night time tie in must use GreenLock Membrane Flashing Grade
   a. If plastic cement or any other solvent based product is utilized it must be cut out and removed entirely prior to commencement of work

8. Any curbs that are not compliant with 8” height above the new roof plane must be raised to compliance (exception covered skylight curbs install crickets over existing cap and roof over)
   a. Termination bar must be utilized for termination of membrane at all curbs
   i. GreenLock XL sealant must be used on the top side of all termination bar

9. Install Flexbase plus 80 base sheet up and over all coping edges, terminate on the outside of the wooden nailer.
   a. Install Cant Strip at all 90 degree transitions
   b. Base sheet will extend 6” onto the field of the roof
   c. Base sheet will be installed with GreenLock Plus Flashing Grade
   i. Coverage rate will be 4 gallon per 100 sf
   d. Used weighted hand roller to ensure full contact with substrate
10. Install Stressply Plus FR Mineral up and over all coping edges, terminate to the outside of the wood nailer simultaneously with base sheet.
   a. Install Cant Strip at all 90 degree transitions
   b. Cap sheet will extend 8” onto the field of the roof
   c. Cap sheet will be installed with GreenLock Plus Flashing Grade
   i. Coverage rate will be 4 gallon per 100 sf
   d. Used weighted hand roller to ensure full contact with base sheet.
11. Remove existing coping stone palletize for the purpose of re-utilizing
   a. Any existing or broken during removal of coping stone must be replace with like size, profile, color, and dimension.
12. Install R-Mer Seal high temp underlayment over the parapet wall
   a. R-Mer seal should lap the base and cap sheet a minimum of 4”
13. Install termination bar through the base sheet and cap sheet on the inside of the parapet wall
14. Install all new Rmer Edge Coping, 040 aluminum, Kynar coated.
15. Install all new slip metal using 032 aluminum, Kynar coated.
16. Install all new 24ga stainless steel scupper sleeves, all seams to be soldered.
17. Place all conduit and condensation lines on rubber based stands. Condensation lines to be tapered at 1/8” per foot.
18. Install all new 24ga stainless steel pitch pockets with umbrellas.
   a. All Seams shall be soldered.
   b. Fill the bottom ¾ with Gar_Rock fast curing concrete.
   c. Fill the top ¼ with Seal_Tite pourable sealant.
   d. Install stainless steel umbrella the fully covers the entire pitch pocket.
19. Install all new lead around all drains per detail.
20. Stop the installation of the cover board 3’ from the drain bowl and taper the edge. Mechanically fasten HPR Tribase Premium directly to the wood deck from the tapered edge to the drain bowl.
21. Paint all drain strainers “Fire Engine Red.”
22. Apply one coat of SilverShield at 2gal per square on the field of the roof.
23. Install Garlabrite at 1gal per square on all vertical flashings.
24. Contractor shall issue 5 Year, Labor and Installation Warranty.
25. Garland shall issue 30 Year, Edge to Edge, Watertight Warranty.

Scope of Work: Addemdum #1

1. Contractor shall remove existing, non-utilized conduit for solar panels connections into the building and properly dispose.
2. Contractor shall be responsible to raise any mechanical units to meet code requirements.
3. Leader heads and downspouts are to be re-used.

4. Two Piece Counter Flashing:
   a. Receiver shall remain in place.
   b. New male slip metal to be installed, fabricated from Garland Flat Stock.
5. Walkway Pads:
   a. Mirror existing pattern around mechanical units.
   b. Apply Liquitec Base Coat at 1.5gal per square, properly tape oV for pattern.
   c. Broadcast white granules at 40lbs per square.

Attachment C: Bid Form - Line Item Pricing Breakdown

Item #	Item Description	Unit Price	Quantity	Unit	Extended Price
4.10	Insulation Recovery Board & Insulations Options: RECOVERY BOARD TYPE 1/2" Treated Gypsum Insulation Board with Glass-Mat (e.g. DensDeck / Securock / Equal) Installed Over an Existing Roof Mechanically Fastened to Roof Deck - Wood / Tectum Deck	$ 2.93	6,000	SF	$ 17,577.00
12.02.03	2-PLY ROOF SYSTEMS - COMBINATIONS OF A BASE PLY & A CAP SHEET (TOP PLY) PLEASE NOTE: BASE PLY & CAP SHEET COMBINATIONS MUST BE APPROVED BY THE MANUFACTURER: ROOF CONFIGURATION 1 Ply Modified Base Sheet Adhered in Cold Process Modified Asphalt: BASE PLY OPTION: ASTM D 6162 SBS Fiberglass/Polyester Reinforced Modified Bituminous Sheet Material Type III - 310 lbf/in tensile	$ 6.16	6,000	SF	$ 36,981.00
12.02.05	2-PLY ROOF SYSTEMS - COMBINATIONS OF A BASE PLY & A CAP SHEET (TOP PLY) PLEASE NOTE: BASE PLY & CAP SHEET COMBINATIONS MUST BE APPROVED BY THE MANUFACTURER: ROOF CONFIGURATION 1 Ply Modified Base Sheet Adhered in Cold Process Modified Asphalt: INTERPLY ADHESIVE OPTION: Add/Deduct for Cold Applied Modified Multi-ply Systems Substitute Cold Process Adhesive with Alternative Solvent Free Adhesive	$ 2.63	6,000	SF	$ 15,750.00
12.09.03	2-PLY ROOF SYSTEMS - COMBINATIONS OF A BASE PLY & A CAP SHEET (TOP PLY) PLEASE NOTE: BASE PLY & CAP SHEET COMBINATIONS MUST BE APPROVED BY THE MANUFACTURER: ROOF CONFIGURATION 1 Ply Mineral Surfaced Cap Sheet Adhered in Cold Process Modified Asphalt: ROOFING MEMBRANE OPTION: ASTM D 6162 SBS Fiberglass/Polyester Reinforced Modified Bituminous Sheet Material Type III - Minimum of 310 lbf/in tensile	$ 8.43	6,000	SF	$ 50,589.00

12.09.06	2-PLY ROOF SYSTEMS - COMBINATIONS OF A BASE PLY & A CAP SHEET (TOP PLY) PLEASE NOTE: BASE PLY & CAP SHEET COMBINATIONS MUST BE APPROVED BY THE MANUFACTURER: ROOF CONFIGURATION 1 Ply Mineral Surfaced Cap Sheet Adhered in Cold Process Modified Asphalt: MEMBRANE ADHESIVE OPTION: Add/Deduct for Cold Applied Modified BUR Substitute Cold Process Adhesive with Alternative Solvent Free Adhesive	$ 2.52	6,000	SF	$ 15,120.00
20.01.13	NEW FLASHINGS FOR ROOFING SYSTEMS & RESTORATION OPTIONS: ROOF FLASHINGS FOR MODIFIED & COAL TAR PITCH ROOF SYSTEMS: Minimum 1 Ply of Base Flashing and Mineral Cap Sheet Installed in Hot ASTM D 312 Type III or IV Asphalt FLASHING OPTION: BASE PLY: SBS Modified Polyester/Fiberglass Reinforced Base Flashing Ply - 300 lbf/in tensile (ASTM D 5147); TOP PLY: ASTM D 6162 SBS Fiberglass/Polyester Reinforced Modified Bituminous Sheet Material Type III - 310 lbf/in tensile	$ 23.59	1,200	SF	$ 28,308.00
20.01.20	NEW FLASHINGS FOR ROOFING SYSTEMS & RESTORATION OPTIONS: ROOF FLASHINGS FOR MODIFIED & COAL TAR PITCH ROOF SYSTEMS: Minimum 1 Ply of Base Flashing and Mineral Cap Sheet Installed in Hot ASTM D 312 Type III or IV Asphalt PER SQUARE FOOT COSTS - INSTALLING IN COLD PROCESS FLASHING ADHESIVE Substitute Hot Asphalt Application for No VOCs, 100% Solids Cold Process Flashing Adhesive Application	$ 14.70	1,200	SF	$ 17,640.00
	Metal Stretch Out: Rmer Edge Coping .040 Aluminum	$ 50.49	600	LF	$ 30,294.00
	Sub Total Prior to Multipliers				**$ 212,259.00**
22.20	MULTIPLIER - ROOF SIZE IS GREATER THAN 5,000 SF, BUT LESS THAN 10,000 SF Multiplier is applied when Roof Size is greater than 5,000 SF, but less than 10,000 SF. Situation creates the fixed costs: equipment, mobilization, demobilization, disposal, & set-up labor to be allocated across a smaller roof area resulting in fixed costs being a larger portion of the overall job costs	20	212,259.00	%	$ 42,451.80
22.02	MULTIPLIER - SECURE ACCESS IS REQUIRED TO WORK ON ROOF OR WALLS Multiplier is applied when labor production is effected daily by the lost time in getting through security or getting access to the job site. Situations include, but are not limited to clearing each employee and all tools through metal detectors, passing through security gates with vehicles, tradespeople and equipment, stringent background checks or higher clearance levels, etc.	18	212,259.00	%	$ 38,206.62

22.05	MULTIPLIER - NIGHT, WEEKEND OR HOLIDAY WORKING HOURS Multiplier is applied when increased labor burdens are required due to working hours being limited to nights (equivalent of 3rd shift), weekends or holidays.	32	212,259.00	%	$ 67,922.88
	Total After Multipliers				**$ 360,840.30**

Base Bid Total Maximum Price of Line Items under the MICPA:	**$ 360,840**
Proposal Price Based Upon Market Experience:	**$ 244,235**

Garland/DBS Price Based Upon Local Market Competition:

Rack'D Roofing & Construction - 2605 Orange Ave. Fort Pierce, FL 34947	**$**	**244,235**
All Systems Roofing - 855 S Kings Hwy, Fort Pierce, FL 34945	$	268,644
Triple M Roofing - 914 NW 19th ave Miami FL 33126	$	350,549
Crawford Roofing - 4890 Okeechobee Rd., Fort Pierce, FL 34947	$	368,039

Potential issues that could arise during the construction phase of the project will be addressed via unit pricing for additional work beyond the scope of the specifications. This could range anywhere from wet insulation, to the replacement of deteriorated wood nailers.

Please Note – The construction industry is experiencing unprecedented global pricing and availability pressures for many key building components. Specifically, the roofing industry is currently experiencing long lead times and significant price increases with roofing insulation and roofing fasteners. Therefore, this proposal can only be held for 30 days. DBS greatly values your business, and we are working diligently with our long-term suppliers to minimize price increases and project delays which could effect your project. Thank you for your understanding and cooperation.

Clarifications/Exclusions:

1. Sales and use taxes are included.
2. Plumbing, Mechanical, Electrical work is excluded.
3. Masonry work is included to which it obtains to the scope of work.
4. Interior Temporary protection is excluded.
5. Prevailing Wages are excluded.
6. Any work not exclusively described in the above proposal scope of work is excluded.

If you have any questions regarding this proposal, please do not hesitate to call me at my number listed below.

Respectfully Submitted,

Nathan Parker

Nathan Parker
Garland/DBS, Inc.
(216) 302-3791

Breanna Mckeon

All Area Roofing & Construction, Inc

Apr 28, 2025 | 17 Photos

workorders



1



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 9:23 AM
Creator: Adrian Flores

2



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 9:23 AM
Creator: Adrian Flores

3



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 9:23 AM
Creator: Adrian Flores

4



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 9:23 AM
Creator: Adrian Flores

5



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 9:23 AM
Creator: Adrian Flores

6



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 9:23 AM
Creator: Adrian Flores

7



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:10 AM
Creator: Adrian Flores

8



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:10 AM
Creator: Adrian Flores

9



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:10 AM
Creator: Adrian Flores

10



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:10 AM
Creator: Adrian Flores

11



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:15 AM
Creator: Adrian Flores

12



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:15 AM
Creator: Adrian Flores

13



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:16 AM
Creator: Adrian Flores

14



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:16 AM
Creator: Adrian Flores

15



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:16 AM
Creator: Adrian Flores

16



Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:16 AM
Creator: Adrian Flores

17



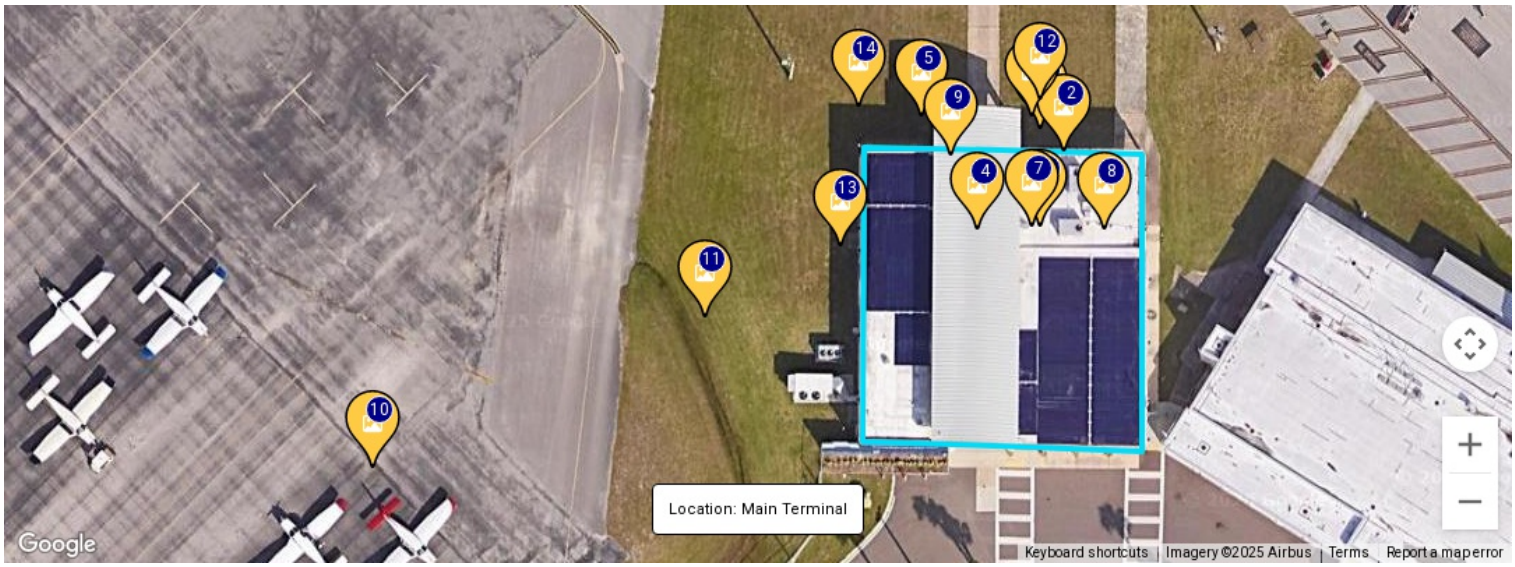
Project: TC Intl Airport Main Terminal - 3000 Curtis King Blvd - New Leak
Date: Apr 25, 2025, 10:16 AM
Creator: Adrian Flores

Photo Report

ST. LUCIE COUNTY
2300 VIRGINIA AVE.
FORT PIERCE, FLORIDA 34982

FACILITY: Treasure Coast Airport	**ROOF SECTION:** Main Terminal	**TITLE:** Visual Assessment: Leak Investigation	**DATE:** 09/05/2025

Map



Summary

Two leaks were observed.

Pipe boot failure around the third leg. This should be removed and replaced and properly sealed.

Second leak is coming from the downspout straps. The leader head and downspout to be removed. Tap con voids to be sealed. New straps to be fabricated and installed with sealant applied prior to installation.

Joint sealant to be applied under the coping cap by the downspout leak as well due to driving rain issues.

Estimated cost for leak repairs: NTE $4500

1



Location of leak is below the third leg of the railing system.

2



Leak is directly below this pipe boot.

3



Water observed dripping from the spray foam.

4



Leak is in line with the downspout and leader head.

5



Staining of the tiles indicating water intrusion.

6



Exterior cracking observed on the stucco.

7



This should be crimped back in place, pop rivets installed.

8



Overview of the right side of the rear terminal roof.

9



Missing soffit.

10



Location of leak due to tapcons not being properly sealed when the downspout straps were installed.

11



Water is believed to be running behind and coming in where the downspout straps are fastened into the wall.

12



Active water leak.

13



Extensive gap on the coping cap, this should be sealed to prevent driving rain from entering the building.

14



Water is coming from the third leg of the railing system.

Turnkey Roof Consulting Inc.

SURPASSING EXPECTATIONS

TESTING APPLICATION STANDARD (TAS) 126-95
MOISTURE SURVEY TEST REPORT RESULTS

CLIENT INFORMATION

Date:	**December 22, 2025**	*TRCI Job No:*	**25-686-MS**
Name:	**Garland/DBS Inc.**	*Page:*	**1**
Address:	**3800 W 91st Street**		
City / State / Zip Code:	**Cleveland, Ohio, 44105**		

PROJECT INFORMATION

Name:	**Treasure Coast Airport**
Address:	**3000 Curtis King Boulevard**
City / State / Zip Code:	**Fort Pierce, Florida 34946**
Building Area:	**Roof 1**

TESTING AGENCY INFORMATION

Name:	**Turnkey Roof Consulting, Inc.**	**Phone:**	**(954) 978-9330**
Address:	**3260 NW 23rd Avenue, Ste 300E**	**Fax:**	**(954) 978-9339**
City / State / Zip Code:	**Pompano Beach, Florida 33069**	**E-Mail:**	**mike@turnkeyroofconsulting.com**

MIAMI-DADE COUNTY APPROVED TESTING LABORATORY CERTIFICATE No. # 24-0513.02

FLORIDA BOARD OF PROFESSIONAL ENGINEERS CERTIFICATE OF AUTHORIZATION No. # 29976

LABORATORY APPROVED PROFESSIONAL ENGINEER

RANDALL FOWLER P.E. #51156
PROFESSIONAL ENGINEER

Randall Fowler
Digitally signed by Randall Fowler
Date: 2025.12.22 15:51:59 -05'00'

Randall Fowler, State of Florida, Professional Engineer, License No. 51156
This item has been digitally signed by Randall Fowler on the date indicated here.
Printed copies of this document are not considered signed and sealed
and the signature must be verified on any electronic copies.

Turnkey Roof Consulting Inc.

SURPASSING EXPECTATIONS

TAS 126-95

BUILDING/ROOF SYSTEM INFORMATION

TRCI Job No: **25-686-MS**

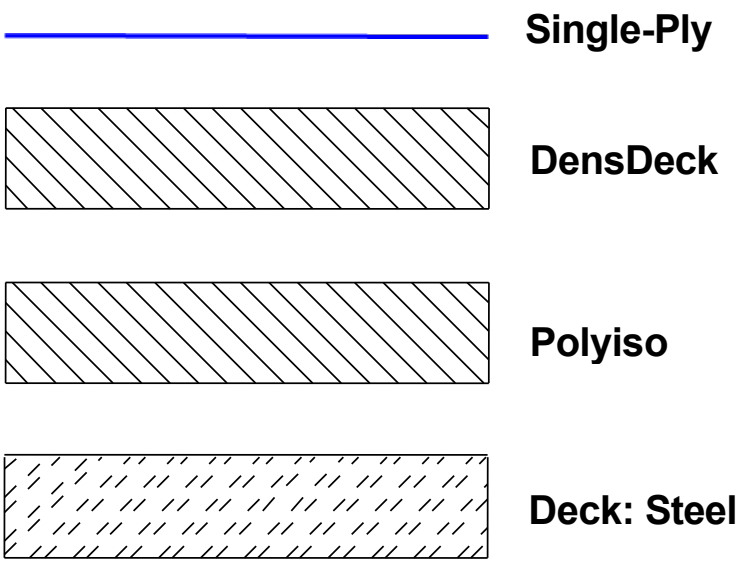
Page: **2**

DECK: New [ ] Existing [X]

DECK MATERIAL: Steel [X] LWC [ ] Concrete [ ]

Roof 1 Wood [ ] CWF / Tectum [ ] Gypsum [ ] Other: _____

ROOF AREA COMPONENTS:



TAS 126-95

TROXLER – 3216 SCANNER FIELD DATA READINGS

Test Apparatus: Troxler 3216 Nuclear Scanner Meter

A nuclear scanner meter emits neutrons from a radiation source within the meter downward to the roof assembly. The meter registers a relative reading, not percentage of moisture, which is later calibrated to the lab-tested core samples.

Test Date: **12/18/2025**

Tested By: **D. D'aquila & W. Morrobel**

TRCI Job No: **25-686-MS**

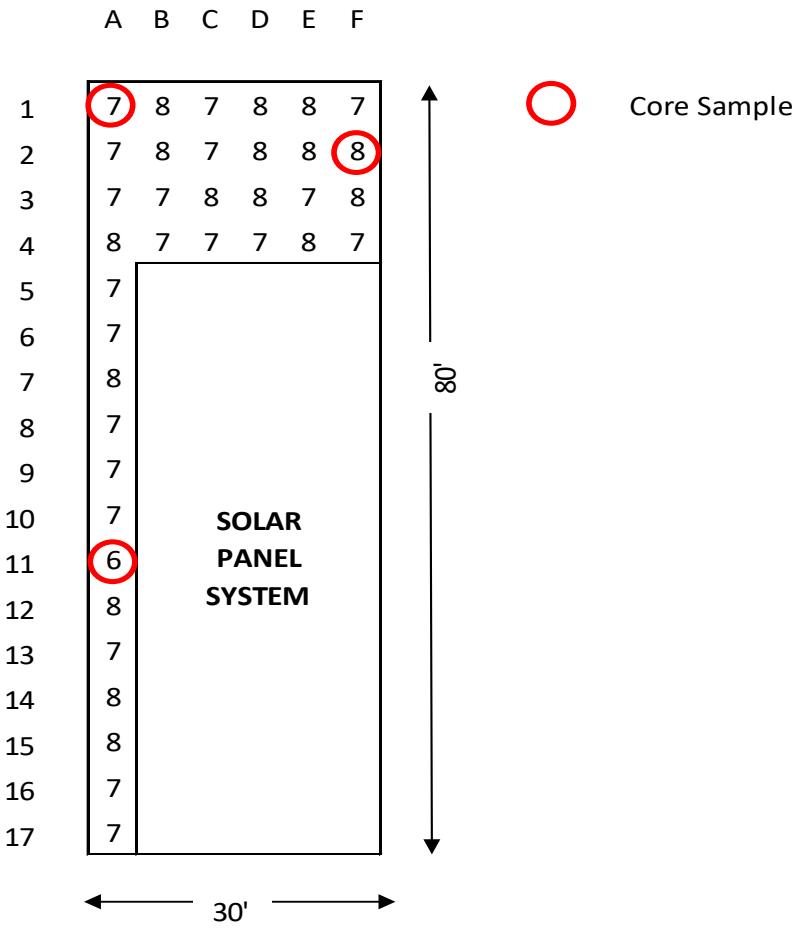
Page: **3**

Treasure Coast Airport
3000 Curtis King Boulevard
Fort Pirce, Florida 34946

North

5' x 5' Grid

Roof 1



TAS-126-95

GRAPHIC MOISTURE PLOT

TRCI Job No: **25-686-MS**

Page: **4**

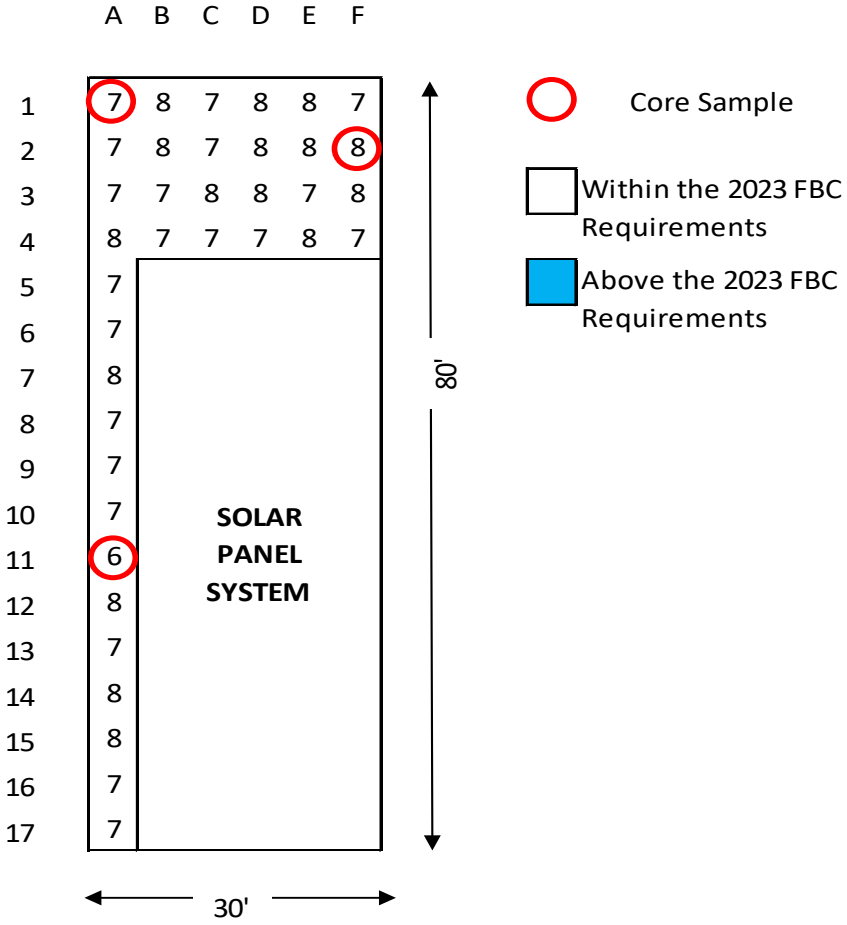
The graphic moisture plot is based on the percentage of moisture by weight. It is produced from readings of existing roof components with a calibrated Troxler nuclear scanner meter as well as visual observations.

Treasure Coast Airport
3000 Curtis King Boulevard
Fort Pirce, Florida 34946

North

5' x 5' Grid

Roof 1



December 18, 2025	MOISTURE SURVEY TAS-126	TRCI # 25-686
Technician: D. D'aquila & W. Morrobel	LABORATORY GRAVIMETRIC ANALYSIS	Page: 5

SAMPLE # (READING)		DESCRIPTION	PAN WT.	GROSS WET WT.	NET WET WT.	GROSS DRY WT.	NET DRY WT.	WATER WT.	% MOIST.
Treasure Coast Airport									
Roof 1									
A11	6	Single-Ply	7.23	11.57	4.34	11.53	4.30	0.04	0.93
		Dens Deck	7.20	21.31	14.11	21.28	14.08	0.03	0.21
		Polyiso	7.03	10.09	3.06	10.01	2.98	0.08	2.68
A1	7	Single-Ply	7.11	11.35	4.24	11.32	4.21	0.03	0.71
		Dens Deck	7.32	22.66	15.34	22.64	15.32	0.02	0.13
		Polyiso	7.14	14.20	7.06	13.87	6.73	0.33	4.90
F2	8	Single-Ply	7.17	11.12	3.95	11.08	3.91	0.04	1.02
		Dens Deck	7.36	18.18	10.82	18.15	10.79	0.03	0.28
		Polyiso	7.31	11.62	4.31	11.33	4.02	0.29	7.21

MOISTURE SURVEY

TRCI Job No: **25-686-MS**

Page: **6**

SCOPE OF WORK

- A non-destructive procedure to test for the presence of moisture in roof system assemblies.
- Subsequence destructive core sampling and laboratory testing performed to determine moisture content by weight and calibrate the nuclear readings.
- Moisture contents over 5% in the roofing membrane, and over 8% in the insulation are considered not suitable to roof over, per the Florida Building Code, Section 1521.12.
- This test has been conducted in accordance with TAS-126-95 of the test protocols for the High Velocity Hurricane Zone of the 2023 Florida Building Code.

CONCLUSIONS

ROOF 1

Moisture content in the Single-Ply roof membrane is below 5% and considered acceptable per the 2023 Florida Building Code, Section 1521.12. Moisture content is below 8% in the DensDeck & Polyiso insulation and is considered acceptable per the 2023 Florida Building Code, Section 1521.12. See Gravimetric Analysis sheet (page 5 of this report) for percentages of moisture by weight.

Certificate of Calibration

KELC-1090504

Kimball Electronic Laboratory, Inc.

Purchase Order #

Calibration Performed By:

KIMBALL ELECTRONIC LABORATORY, INC.
8020 W 20 AVENUE
HIALEAH, FL. 33016

For: TURN0001

TURNKEY ROOF CONSULTING, INC
3260 NW 23RD AVENUE
SUITE 300E
POMPANO BEACH FL 33069

Equipment Information KELI I.D.: KEL-206226

Description: DIGITAL SCALE
Manufacturer: A&D COMPANY LTD
Model Number: EJ-410
Part Number: EJ-410
Serial Number: 5A2819773
Customer ID: N/A
Cust. Barcode: N/A
Cust. Dept.: N/A

Cal Location: ON-SITE
Range: 410 G
Specifications: +/- 0.02 GRAMS

Cal Date: 01-Oct-25
Cal. Due Date: 01-Oct-26
Cal. Interval: 12 MONTHS - DAY-MONTH-YEAR
Received: IN TOLERANCE
Calibration Result: PASS
Environmental Conditions: 78 DEG F / 50 % RH
Performed By: MARIO LOPEZ JACOME
Procedure: SYN141

This is to certify that the above listed instrument meets or exceeds all specifications as stated in the referenced procedure at the points tested (unless otherwise noted). It has been calibrated using measurement standards traceable to the SI units of measurement via NIST, or to NIST accepted intrinsic standards of measurement, or derived by the ratio type of self-calibration techniques. This calibration is in accordance with Kimball Electronic Laboratory, Inc Quality Assurance Manual. KELI's Quality system is A2LA-Accredited to ISO/IEC-17025:2017 and compliant with MIL-STD-45662A and ANSI/NCSL Z540-1-1994. TURS when applicable are greater than or equal to 4:1 except where noted with expanded uncertainty used to calculate the Test Uncertainty Ratio, with a coverage factor of K=2 at a confidence level of approximately 95%, unless otherwise noted.

All measuring equipment used for calibration meets a 4:1 TAR or better, except where noted

Any number of factors may cause the calibration item to drift out of calibration before the recommended interval has expired.

KELI will not take into account measurement uncertainty on conditional statements such as in tolerance, out of tolerance, pass and fail. Keli's conditional statements will only take into account the nominal value at a specific test point +/- the tolerance. Measurement uncertainty will be stated on the certificate and where applicable at each measured test point.

KELI shall allow the customer to assess and conclude if the results meet their specific needs.

Calibration Remarks

THIS UNIT WAS FOUND TO BE IN TOLERANCE AT THE TIME OF CALIBRATION.
PERFORMED ROUTINE CAL. NO ADJUSTMENTS REQUIRED

Standards Used To Calibrate Equipment

Company	I.D.	Manufacturer	Model/PN	Description	Serial Number	Last Cal.	Cal. Due Date
KIM001	277	DENVER INSTRUMENT	855100.4	WEIGHT SET	AERO0029	12-Nov-24	30-Nov-25

Signatures:

Technician: 302
MARIO LOPEZ JACOME 01-Oct-25 10:13:53 AM

Quality Assurance:
JAVIER BALCEIRO 02-Oct-25 10:14:41 AM

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Kimball Electronic Laboratory, Inc.
Tel: 305-822-5792 - Toll Free: 800-393-1094 - Fax: 305-362-3125 - Web: www.kelilabs.com

Date of issue: 02-Oct-25 **Page 1 of 1**

Certificate of Calibration

KELC-1053369

Kimball Electronic Laboratory, Inc.

Purchase Order #

Calibration Performed By:

KIMBALL ELECTRONIC LABORATORY, INC.
8020 W 20 AVENUE
HIALEAH, FL. 33016

For: TURN0001

TURNKEY ROOF CONSULTING, INC
3260 NW 23RD AVENUE
SUITE 300E
POMPANO BEACH FL 33069

Equipment Information KELI I.D.: KEL-226416

Description: LABORATORY OVEN W/ DIAL THERMOMETER
Manufacturer: THE GRIEVE CORPORATION/ VEE GEE
Model Number: LW-201C/ N/A
Part Number: LW-201C
Serial Number: 633200
Customer ID: N/A
Cust. Barcode: N/A
Cust. Dept.: N/A

Cal Location: ON-SITE
Range: 50-500ºF/ 10-29*0ºC
Specifications: +/- 1 DIVISION

Cal Date: 01-Apr-25
Cal. Due Date: 01-Apr-26
Cal. Interval: 12 MONTHS - DAY-MONTH-YEAR
Received: IN TOLERANCE
Calibration Result: PASS
Environmental Conditions: 75 DEG F / 50 % RH
Performed By: MARIO LOPEZ JACOME
Procedure: SYN1910

This is to certify that the above listed instrument meets or exceeds all specifications as stated in the referenced procedure at the points tested (unless otherwise noted). It has been calibrated using measurement standards traceable to the SI units of measurement via NIST, or to NIST accepted intrinsic standards of measurement, or derived by the ratio type of self-calibration techniques. This calibration is in accordance with Kimball Electronic Laboratory, Inc Quality Assurance Manual. KELI's Quality system is A2LA-Accredited to ISO/IEC-17025:2017 and compliant with MIL-STD-45662A and ANSI/NCSL Z540-1-1994. TURS when applicable are greater than or equal to 4:1 except where noted with expanded uncertainty used to calculate the Test Uncertainty Ratio, with a coverage factor of K=2 at a confidence level of approximately 95%, unless otherwise noted.

All measuring equipment used for calibration meets a 4:1 TAR or better, except where noted

Any number of factors may cause the calibration item to drift out of calibration before the recommended interval has expired.

KELI will not take into account measurement uncertainty on conditional statements such as in tolerance, out of tolerance, pass and fail. Keli's conditional statements will only take into account the nominal value at a specific test point +/- the tolerance. Measurement uncertainty will be stated on the certificate and where applicable at each measured test point.

KELI shall allow the customer to assess and conclude if the results meet their specific needs.

Calibration Remarks

THIS UNIT WAS FOUND TO BE IN TOLERANCE AT THE TIME OF CALIBRATION.
PERFORMED ROUTINE CAL. NO ADJUSTMENTS REQUIRED

Standards Used To Calibrate Equipment

Company	I.D.	Manufacturer	Model/PN	Description	Serial Number	Last Cal.	Cal. Due Date
KIM001	1598	OMEGA	CL23A	TEMPERATURE CALIBRATOR	T-168346	01-May-24	31-May-25

Signatures:

Technician: 302
MARIO LOPEZ JACOME 01-Apr-25 9:37:59 AM

Quality Assurance:
JAVIER BALCEIRO 03-Apr-25 9:39:00 AM

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Tel: 305-822-5792 - Toll Free: 800-393-1094 - Fax: 305-362-3125 - Web: www.kelilabs.com

Date of issue: 03-Apr-25 **Page 1 of 1**

Troxler Electronic Laboratories, Inc.
3008 Cornwallis Rd., P.O. Box 12057
Research Triangle Park, NC 27709
Tel: (877) 876-9537 Fax: (866) 391-2759
License: NC 032-0182-1

MIKE CROOKS
TURNKET ROOFING CONSULTING
3260 NW 23RD AVE,SUITE 300E
POMPANO,FL 33069

Cust Id: 13874

LEAK TEST CERTIFICATE

DEVICE:

Model: 3216 **Serial No:** 73394

SEALED SOURCES:

Serial No.	Measure Date	Nuclide	GBq	mCi
78-11564	10/02/2017	Am-241:Be	1.480	40

LEAK TEST ANALYSIS:

Sample collected on: 02/07/2025
Sample analyzed on: 02/18/2025 **Position:** 78
Analyzed by: TH

	ALPHA	BETA-GAMMA
Conversion factor (cpm/Bq)	1.69E+001	2.19E+001
Background measurement (cpm)	0	2
Sample measurement (cpm)	0	1
Activity (Bq)	< MDA	< MDA
Min. Detectable Activity (Bq)	1.7E-001	1.2E+000

This certifies that the leak test results are:

☑ **Less than 185 Bq (0.005 uCi)** ☐ **Greater than 185 Bq (0.005 uCi)**

Turnkey Roof Consulting Inc.

SURPASSING EXPECTATIONS

TESTING APPLICATION STANDARD (TAS) 126-95
MOISTURE SURVEY TEST REPORT RESULTS

CLIENT INFORMATION

Date:	**December 22, 2025**	*TRCI Job No:*	**25-686-MS**
Name:	**Garland/DBS Inc.**	*Page:*	**1**
Address:	**3800 E 91st Street**		
City / State / Zip Code:	**Cleveland, Ohio 44105**		

PROJECT INFORMATION

Name:	**Treasure Coast Airport**
Address:	**3000 Curtis King Boulevard**
City / State / Zip Code:	**Fort Pierce, Florida 34946**
Building Area:	**Roof 2**

TESTING AGENCY INFORMATION

Name:	**Turnkey Roof Consulting, Inc.**	**Phone:**	**(954) 978-9330**
Address:	**3260 NW 23rd Avenue, Ste 300E**	**Fax:**	**(954) 978-9339**
City / State / Zip Code:	**Pompano Beach, Florida 33069**	**E-Mail:**	**mike@turnkeyroofconsulting.com**

MIAMI-DADE COUNTY APPROVED TESTING LABORATORY CERTIFICATE No. # 24-0513.02

FLORIDA BOARD OF PROFESSIONAL ENGINEERS CERTIFICATE OF AUTHORIZATION No. # 29976

LABORATORY APPROVED PROFESSIONAL ENGINEER

RANDALL FOWLER P.E. #51156
PROFESSIONAL ENGINEER

Randall Fowler
Digitally signed by Randall Fowler
Date: 2025.12.22 15:52:36 -05'00'

Randall Fowler, State of Florida, Professional Engineer, License No. 51156
This item has been digitally signed by Randall Fowler on the date indicated here.
Printed copies of this document are not considered signed and sealed
and the signature must be verified on any electronic copies.

Turnkey Roof Consulting Inc.

SURPASSING EXPECTATIONS

TAS 126-95

BUILDING/ROOF SYSTEM INFORMATION

TRCI Job No: **25-686-MS**

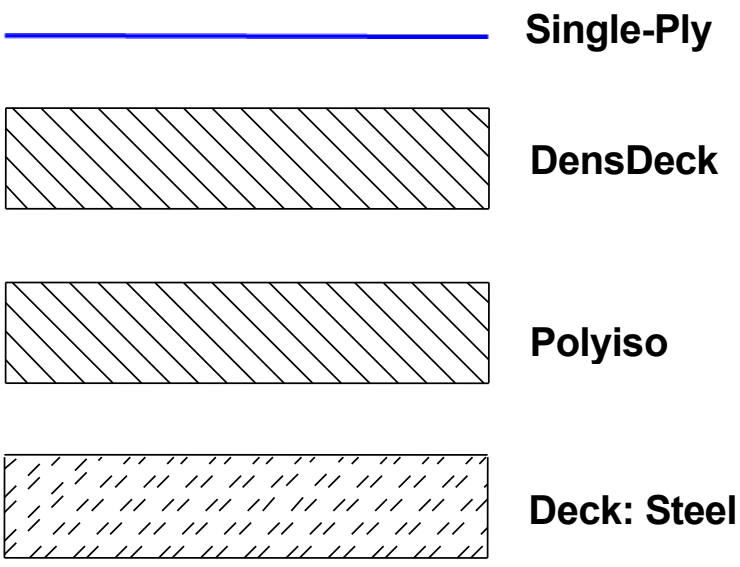
Page: **2**

DECK: New [ ] Existing [X]

DECK MATERIAL: Steel [X] LWC [ ] Concrete [ ]

Roof 2 Wood [ ] CWF / Tectum [ ] Gypsum [ ] Other: _____

ROOF AREA COMPONENTS:



TAS 126-95

TROXLER – 3216 SCANNER FIELD DATA READINGS

Test Apparatus: Troxler 3216 Nuclear Scanner Meter

A nuclear scanner meter emits neutrons from a radiation source within the meter downward to the roof assembly. The meter registers a relative reading, not percentage of moisture, which is later calibrated to the lab-tested core samples.

Test Date: **25-686**

Tested By: **D. D'aquila & W. Morrobel**

TRCI Job No: **25-686-MS**

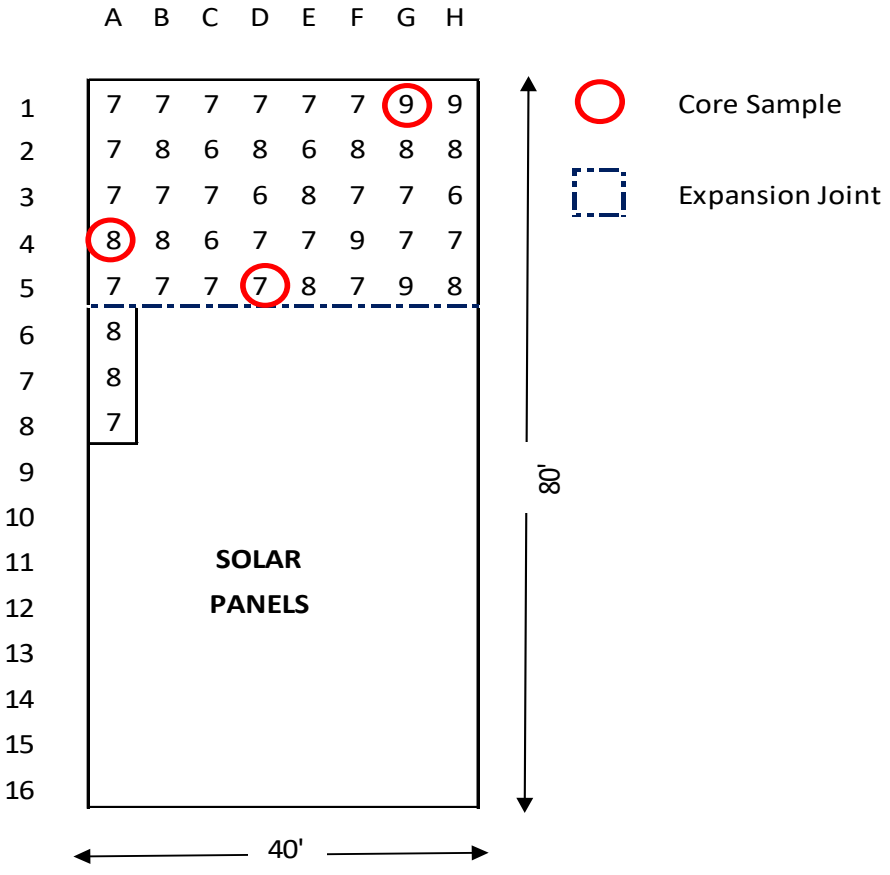
Page: **3**

Treasure Coast Airport
3000 Curtis King Boulevard
Fort Pierce, Florida 34946

North

5' x 5' Grid

Roof 2



TAS-126-95

GRAPHIC MOISTURE PLOT

TRCI Job No: **25-686-MS**

Page: **4**

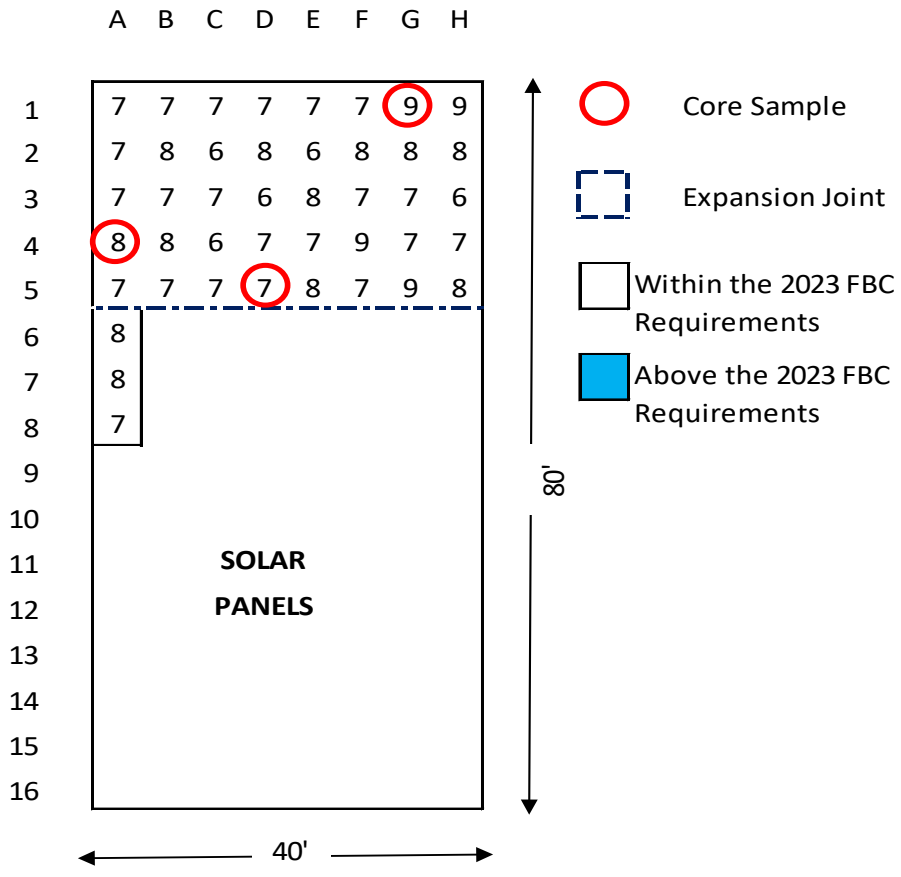
The graphic moisture plot is based on the percentage of moisture by weight. It is produced from readings of existing roof components with a calibrated Troxler nuclear scanner meter as well as visual observations.

Treasure Coast Airport
3000 Curtis King Boulevard
Fort Pierce, Florida 34946

North

5' x 5' Grid

Roof 2



December 18, 2025		MOISTURE SURVEY TAS-126					TRCI # 25-686	
Technician: D. D'aquila & W. Morrobel		LABORATORY GRAVIMETRIC ANALYSIS					Page: 5	
SAMPLE # (READING)	DESCRIPTION	PAN WT.	GROSS WET WT.	NET WET WT.	GROSS DRY WT.	NET DRY WT.	WATER WT.	% MOIST.
Treasure Coast Airport								
Roof 2								
D5	7	Single-Ply	7.00	12.16	5.16	12.09	5.09	0.07	1.38
		DensDeck	6.97	22.56	15.59	22.54	15.57	0.02	0.13
		Polyiso	7.04	13.47	6.43	13.34	6.30	0.13	2.06
A5	8	Single-Ply	7.00	11.98	4.98	11.91	4.91	0.07	1.43
		DensDeck	6.98	24.28	17.30	24.08	17.10	0.20	1.17
		Polyiso	7.07	13.85	6.78	13.69	6.62	0.16	2.42
G1	9	Single-Ply	7.09	14.01	6.92	13.75	6.66	0.26	3.90
		DensDeck	7.09	23.11	16.02	22.51	15.42	0.60	3.89
		Polyiso	7.30	10.71	3.41	10.58	3.28	0.13	3.96

MOISTURE SURVEY

TRCI Job No: **25-686-MS**

Page: **6**

SCOPE OF WORK

- A non-destructive procedure to test for the presence of moisture in roof system assemblies.
- Subsequence destructive core sampling and laboratory testing performed to determine moisture content by weight and calibrate the nuclear readings.
- Moisture contents over 5% in the roofing membrane, and over 8% in the insulation are considered not suitable to roof over, per the Florida Building Code, Section 1521.12.
- This test has been conducted in accordance with TAS-126-95 of the test protocols for the High Velocity Hurricane Zone of the 2023 Florida Building Code.

CONCLUSIONS

ROOF 2

Moisture content in the Single-Ply roof membrane is below 5% and considered acceptable per the 2023 Florida Building Code, Section 1521.12. Moisture content is below 8% in the DensDeck & Polyiso insulation and is considered acceptable per the 2023 Florida Building Code, Section 1521.12. See Gravimetric Analysis sheet (page 5 of this report) for percentages of moisture by weight.

Certificate of Calibration

KELC-1090504

Kimball Electronic Laboratory, Inc.

Calibration Performed By:

KIMBALL ELECTRONIC LABORATORY, INC.
8020 W 20 AVENUE
HIALEAH, FL. 33016

Purchase Order #

For: TURN0001

TURNKEY ROOF CONSULTING, INC
3260 NW 23RD AVENUE
SUITE 300E
POMPANO BEACH FL 33069

Equipment Information KELI I.D.: KEL-206226

Description: DIGITAL SCALE
Manufacturer: A&D COMPANY LTD
Model Number: EJ-410
Part Number: EJ-410
Serial Number: 5A2819773
Customer ID: N/A
Cust. Barcode: N/A
Cust. Dept.: N/A

Cal Location: ON-SITE
Range: 410 G
Specifications: +/- 0.02 GRAMS

Cal Date: 01-Oct-25
Cal. Due Date: 01-Oct-26
Cal. Interval: 12 MONTHS - DAY-MONTH-YEAR
Received: IN TOLERANCE
Calibration Result: PASS
Environmental Conditions: 78 DEG F / 50 % RH
Performed By: MARIO LOPEZ JACOME
Procedure: SYN141

This is to certify that the above listed instrument meets or exceeds all specifications as stated in the referenced procedure at the points tested (unless otherwise noted). It has been calibrated using measurement standards traceable to the SI units of measurement via NIST, or to NIST accepted intrinsic standards of measurement, or derived by the ratio type of self-calibration techniques. This calibration is in accordance with Kimball Electronic Laboratory, Inc Quality Assurance Manual. KELI's Quality system is A2LA-Accredited to ISO/IEC-17025:2017 and compliant with MIL-STD-45662A and ANSI/NCSL Z540-1-1994. TURS when applicable are greater than or equal to 4:1 except where noted with expanded uncertainty used to calculate the Test Uncertainty Ratio, with a coverage factor of K=2 at a confidence level of approximately 95%, unless otherwise noted.

All measuring equipment used for calibration meets a 4:1 TAR or better, except where noted

Any number of factors may cause the calibration item to drift out of calibration before the recommended interval has expired.

KELI will not take into account measurement uncertainty on conditional statements such as in tolerance, out of tolerance, pass and fail. Keli's conditional statements will only take into account the nominal value at a specific test point +/- the tolerance. Measurement uncertainty will be stated on the certificate and where applicable at each measured test point.

KELI shall allow the customer to assess and conclude if the results meet their specific needs.

Calibration Remarks

THIS UNIT WAS FOUND TO BE IN TOLERANCE AT THE TIME OF CALIBRATION.
PERFORMED ROUTINE CAL. NO ADJUSTMENTS REQUIRED

Standards Used To Calibrate Equipment

Company	I.D.	Manufacturer	Model/PN	Description	Serial Number	Last Cal.	Cal. Due Date
KIM001	277	DENVER INSTRUMENT	855100.4	WEIGHT SET	AERO0029	12-Nov-24	30-Nov-25

Signatures:

Technician: 302
MARIO LOPEZ JACOME 01-Oct-25 10:13:53 AM

Quality Assurance:
JAVIER BALCEIRO 02-Oct-25 10:14:41 AM

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Kimball Electronic Laboratory, Inc.
Tel: 305-822-5792 - Toll Free: 800-393-1094 - Fax: 305-362-3125 - Web: www.kelilabs.com

Certificate of Calibration

KELC-1053369

Kimball Electronic Laboratory, Inc.

Purchase Order #

Calibration Performed By:

KIMBALL ELECTRONIC LABORATORY, INC.
8020 W 20 AVENUE
HIALEAH, FL. 33016

For: TURN0001

TURNKEY ROOF CONSULTING, INC
3260 NW 23RD AVENUE
SUITE 300E
POMPANO BEACH FL 33069

Equipment Information KELI I.D.: KEL-226416

Description: LABORATORY OVEN W/ DIAL THERMOMETER
Manufacturer: THE GRIEVE CORPORATION/ VEE GEE
Model Number: LW-201C/ N/A
Part Number: LW-201C
Serial Number: 633200
Customer ID: N/A
Cust. Barcode: N/A
Cust. Dept.: N/A

Cal Location: ON-SITE
Range: 50-500ºF/ 10-29*0ºC
Specifications: +/- 1 DIVISION

Cal Date: 01-Apr-25
Cal. Due Date: 01-Apr-26
Cal. Interval: 12 MONTHS - DAY-MONTH-YEAR
Received: IN TOLERANCE
Calibration Result: PASS
Environmental Conditions: 75 DEG F / 50 % RH
Performed By: MARIO LOPEZ JACOME
Procedure: SYN1910

This is to certify that the above listed instrument meets or exceeds all specifications as stated in the referenced procedure at the points tested (unless otherwise noted). It has been calibrated using measurement standards traceable to the SI units of measurement via NIST, or to NIST accepted intrinsic standards of measurement, or derived by the ratio type of self-calibration techniques. This calibration is in accordance with Kimball Electronic Laboratory, Inc Quality Assurance Manual. KELI's Quality system is A2LA-Accredited to ISO/IEC-17025:2017 and compliant with MIL-STD-45662A and ANSI/NCSL Z540-1-1994. TURS when applicable are greater than or equal to 4:1 except where noted with expanded uncertainty used to calculate the Test Uncertainty Ratio, with a coverage factor of K=2 at a confidence level of approximately 95%, unless otherwise noted.

All measuring equipment used for calibration meets a 4:1 TAR or better, except where noted

Any number of factors may cause the calibration item to drift out of calibration before the recommended interval has expired.

KELI will not take into account measurement uncertainty on conditional statements such as in tolerance, out of tolerance, pass and fail. Keli's conditional statements will only take into account the nominal value at a specific test point +/- the tolerance. Measurement uncertainty will be stated on the certificate and where applicable at each measured test point.

KELI shall allow the customer to assess and conclude if the results meet their specific needs.

Calibration Remarks

THIS UNIT WAS FOUND TO BE IN TOLERANCE AT THE TIME OF CALIBRATION.
PERFORMED ROUTINE CAL. NO ADJUSTMENTS REQUIRED

Standards Used To Calibrate Equipment

Company	I.D.	Manufacturer	Model/PN	Description	Serial Number	Last Cal.	Cal. Due Date
KIM001	1598	OMEGA	CL23A	TEMPERATURE CALIBRATOR	T-168346	01-May-24	31-May-25

Signatures:

Technician: 302
MARIO LOPEZ JACOME 01-Apr-25 9:37:59 AM

Quality Assurance:
JAVIER BALCEIRO 03-Apr-25 9:39:00 AM

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Kimball Electronic Laboratory, Inc.
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Date of issue: 03-Apr-25 **Page 1 of 1**

Troxler Electronic Laboratories, Inc.
3008 Cornwallis Rd., P.O. Box 12057
Research Triangle Park, NC 27709
Tel: (877) 876-9537 Fax: (866) 391-2759
License: NC 032-0182-1

MIKE CROOKS
TURNKET ROOFING CONSULTING
3260 NW 23RD AVE,SUITE 300E
POMPANO,FL 33069

Cust Id: 13874

LEAK TEST CERTIFICATE

DEVICE:

Model: 3216 **Serial No:** 73394

SEALED SOURCES:

Serial No.	Measure Date	Nuclide	GBq	mCi
78-11564	10/02/2017	Am-241:Be	1.480	40

LEAK TEST ANALYSIS:

Sample collected on: 02/07/2025
Sample analyzed on: 02/18/2025 **Position:** 78
Analyzed by: TH

	ALPHA	BETA-GAMMA
Conversion factor (cpm/Bq)	1.69E+001	2.19E+001
Background measurement (cpm)	0	2
Sample measurement (cpm)	0	1
Activity (Bq)	< MDA	< MDA
Min. Detectable Activity (Bq)	1.7E-001	1.2E+000

This certifies that the leak test results are:

☑ **Less than 185 Bq (0.005 uCi)** ☐ **Greater than 185 Bq (0.005 uCi)**

AGENDA REQUEST

9.B.2.
2026-657
CONSENT AGENDA - AIRPORT
DATE: **5/5/2026**
*ACTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? No

TO: **Board of County Commissioners**

PRESENTED BY: Cameron Howard, Airport Director

SUBMITTED BY: Airport

SUBJECT: Fort Pierce FBO LLC aka APP Jet Center Ground Sublease JM Aviation and Storage, LLC - **ADD ON**

BACKGROUND:

Ft. Pierce FBO LLC is lessee under the Amended and Restated Lease Agreement C00-10-058 dated 10/10/2000 with St. Lucie County of certain land located at Treasure Coast International Airport. Lessee desires to sublease a part of the demised Ground Master Lease to JM Aviation and Storage, LLC and needs the consent of St. Lucie County to sublease upon the terms and conditions as set forth therein.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends Board acceptance of the sublease and the Chair to sign documents as reviewed and approved by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: April 30, 2026

Cameron Howard, Airport Director

Date: May 01, 2026

Jean Stasio, Assistant County Attorney III

Date: May 01, 2026

Katherine Barbieri, County Attorney

Date: May 01, 2026

Mayte Santamaria, Deputy County Administrator

2982 Curtis King Blvd
Fort Pierce, FL 34946
772-489-2285, 772-468-0252

GROUND SUBLEASE

Reference Page

Tenant:	**JM Aviation and Storage LLC**
Landlord:	**Fort Pierce FBO LLC,** **a Florida Limited Liability Company**
Tenant's Notice Address:	**1320 Mallard Ct, Fort Pierce, FL 34946**
Address of Premises:	3836 St. Lucie Blvd, Ft. Pierce, Florida
Rentable Area of Premises:	Approximately 3600 rentable square feet, as shown on Exhibit A
Commencement Date:	May 8th, 2026
Termination Date :	Termination Date of the Landlord's Ground Master Lease, if not earlier terminated pursuant to the terms hereof
Base Rent:	$181.28, plus applicable sales tax
Net Rent Adjustment:	Adjusted in accordance with Section 3
Non-Refundable Deposit:	N/A

This Reference Page (herein so called) information is incorporated into and made a part of the Ground Sublease. The Ground Sublease includes Exhibit A (Legal Description of the Premises), Exhibit B (Environmental Requirements), and Master Ground Landlord's Consent.

Landlord:	**Tenant:**
Fort Pierce FBO, LLC	JM Aviation and Storage LLC
2982 Curtis King Blvd	1320 Mallard Ct
Fort Pierce, FL 34946	Fort Pierce, FL 34946

GROUND SUBLEASE
(Tenant-Owned Improvements)

THIS GROUND SUBLEASE ("**Sublease**") is made and entered into as of the 8th day of May, 2026 ("**Effective Date**"), by and between **FORT PIERCE FBO LLC**, a Florida limited liability company ("**Landlord**"), and **JM Aviation and Storage, LLC** ("**Tenant**").

WITNESSETH:

A. Landlord is the lessee under an Amended and Restated Lease Agreement dated October 10, 2000 (as amended and modified, "**Ground Master Lease**") with St. Lucie County, Florida ("**Ground Master Landlord**"), of certain land located at the Treasure Coast International Airport ("**Airport**").

B. Tenant desires to sublease from Landlord, and Landlord has agreed to sublease to Tenant, a part of the demised Ground Master Lease premises located at the Airport ("**Premises**"), subject to Ground Master Landlord's consent to such sublease and upon the terms and conditions set forth in this Sublease.

C. On or after the date hereof, Landlord has conveyed or will convey to Tenant all improvements located on the Premises ("**Improvements**"), which conveyance is subject to all terms and conditions of this Sublease.

NOW, THEREFORE, in consideration of these premises and the mutual provisions set forth in this Sublease, and other good and valuable consideration, the receipt and sufficiency of which hereby are acknowledged, the parties hereby agree as follows:

1. **PREMISES; USE; NON-COMPETE.**

(a) Premises. Tenant leases the Premises shown on Exhibit A and described on the Reference Page from Landlord. The Premises and contiguous or related property which are managed jointly are referred to as the "Property" and are located at the Airport. In addition, Tenant, its agents, employees and invitees shall have access to the full airport facility known as the St. Lucie County International Airport; shall at all reasonable times be permitted access to the runways, taxiways and other public facilities located upon the Property; and shall have non-exclusive rights in common with others to park in parking areas located on the Property.

(b) Use. The Premises shall be used and occupied solely for personal aircraft storage, maintenance, and activities related to the transport of goods and personnel and in conformity with the location, design and structure thereof and the Ground Master Lease. Tenant shall not permit anything to interfere with the rights of other tenants on the Property or injure, annoy or disturb them. Tenant shall not permit any waste or illegal act nor anything that will increase the Property insurance rate. Tenant shall be financially responsible for its failure to observe any covenant or condition of this Section. During the Term of this Sublease, the Premises shall not be used (1) for any purpose in violation of any federal, state or municipal statute or ordinance, or of any order, regulation or directive of a governmental agency, as such statutes, ordinances, orders, regulations or directives may now exist or may hereafter provide concerning the use and safety of the Premises; (2) for any purpose in violation of the Ground Master Lease; or (3) for

any subletting or providing of occupancy to third parties in exchange for rent or other payment or compensation.

(c) Covenant Not to Compete. Tenant shall use the Premises solely for the purposes set forth herein and shall not, during the Term of this Sublease, enter into any commercial activity on the Airport that would in any form or manner compete with any of the activities in which Landlord is engaged on the Airport as of the Commencement Date, or which involve the sale of aircraft fuels, rental of ground vehicles, sale of food or beverage, rental of life gear, or subletting of any of the Premises to third parties. Additionally, Tenant shall not permit any entity to perform any activity on the Premises which in any form or manner competes with any commercial activity in which Landlord is engaged as of the Commencement Date.

2. **TERM; HOLDING OVER; ABANDONMENT.**

(a) Term. The term of this Sublease ("**Term**") shall begin on the Commencement Date and end on the termination date of the Ground Master Lease ("**Termination Date**"). Tenant shall surrender the Premises to the Landlord immediately upon termination of the Term or earlier termination as provided herein. Delivery of possession of the Premises to Tenant shall be made on the date of this Sublease.

(b) Holding Over. If Tenant remains in possession of the Premises after the end of the Term or earlier termination of this Sublease, Tenant shall be bound by the terms and provisions of this Sublease except that no tenancy or interest in the Premises shall result, but such holding over shall be an unlawful detainer and all such parties shall be subject to immediate eviction, and Tenant shall upon demand pay to Landlord, as liquidated damages, a sum equal to one hundred fifty percent of the Base Rent payable during the calendar month immediately preceding the expiration or earlier termination of this Sublease for any period during which Tenant shall hold the Premises after the stipulated Term of this Lease shall expire or may have terminated. In addition, Tenant shall also pay all direct, actual damages sustained by Landlord on account of Tenant holding over.

(c) Abandonment. If Tenant vacates the Premises prior to the scheduled expiration of the Term, other than as permitted pursuant to this Sublease, Tenant shall be in default of this Sublease, and if Tenant has not re-entered the Premises and resumed the operation of its business for a period of thirty consecutive days, Tenant shall be deemed to have abandoned the Premises and the Improvements, and Landlord shall have the right, but not the obligation, to take sole possession of the Premises and the Improvements on or after the tenth day following the expiration of said thirty-day period and Landlord may relet said Premises.

3. **RENT.**

(a) Tenant shall pay the Base Rent, as set forth on the Reference Page, on the entire area being leased, plus all sales tax levied by any federal, state, county, city or any agency authorized to levy and collect rent tax, payable in equal monthly installments, due on the first of each month. The Base Rent shall increase by the percentage increase in ground rent paid by Landlord under the Ground Master Lease with respect to the Premises, effective on the same date that the increase in ground rent takes effect under the Ground Master Lease.

(b) Other sums due hereunder, if any ("**Additional Rent**" and together with the Monthly Base Rent, "**Rent**") shall also be due on the first of each month.

(c) Rent shall be paid to Landlord without offset, deduction or notice.

(d) Each Rent payment not received by the tenth (10th) of the month shall bear a late charge of two percent per month from the due date until the date the Landlord receives payment ("Late Charge"). In addition to the Late Charge, Landlord may charge a one-time bookkeeping charge of five percent of the amount due ("Bookkeeping Charge"). These charges are for the purpose of collection efforts and to defray costs incurred by Landlord in regard to such collection efforts. Partial payments of delinquent amounts shall be applied to pay past due amounts and charges in the following order: Bookkeeping Charges, Late Charges, Rent.

(e) In addition, Landlord shall have all the rights and remedies provided by law. The provisions for installment payment of any sums set forth in this Section are a privilege for the benefit of Tenant. If Tenant fails to make timely payments, the provisions of Section 16 shall apply. Nothing in this Section shall be deemed a waiver by Landlord of any covenant, term or condition of Section 16.

4. **EXPENSES.** Tenant shall pay any and all expenses in connection with the Premises, Improvements and Alterations (defined below), including without limitation its pro rata share of all ad valorem real property taxes attributable to the Premises and the Improvements and all utilities, but excluding ground rent under the Ground Master Lease (which shall be paid by Landlord). Utilities shall be paid in accordance with Section 12. Tenant is responsible for and shall pay directly for all other expenses related to its business, and all other expenses incurred as a direct result of Tenant's failure to abide by any and all regulations or rules as set forth by the county, state, and federal government or any governing authority over the Premises.

5. **ALTERATIONS.** Any construction on the Premises, including any alterations, changes or additions to the Improvements ("**Alterations**"), shall be subject to the terms of the Ground Master Lease and Landlord's prior written approval. Tenant shall design and construct all Alterations in accordance with state and federal accessibility guidelines and provide Landlord with copies of all plans and specifications with respect to such Alterations, prior to commencing such Alterations. Tenant, at its sole expense, shall obtain all required permits from authorities having jurisdiction prior to the commencement of any construction activity. Tenant acknowledges that Landlord must approve any alteration to any approved site plan with respect to the Premises.

6. **CONDITION OF PREMISES.** By taking possession, Tenant fully accepts the Premises in its present "as is" state or condition, which is the condition in which Landlord is obligated to deliver the Premises.

7. **MAINTENANCE.** Tenant shall maintain the Premises and the Improvements thereon in good condition, regularly servicing and promptly making all repairs and replacements, whether ordinary or extraordinary, with high quality materials and workmanship in compliance with all laws and regulations. Tenant shall maintain all portions of the Premises including all mechanical and electrical fixtures and equipment and all landscaping on the Premises.

8. **LIENS.** Tenant shall keep the Premises free from liens. If Tenant does not, within ten days following the filing of a lien against the Premises, cause such lien to be released, Landlord may cause it to be released by such means as it shall deem proper, including payment of the claim. Such sums advanced shall be considered Additional Rent and payable by Tenant upon demand from Landlord.

9. **ASSIGNMENT; SUBLETTING.** Tenant shall not assign or pledge this Sublease or sub-sublet the Premises or any part thereof without the prior written consent of Landlord, which may be withheld in Landlord's sole and absolute discretion. A transfer directly or indirectly of a controlling interest in Tenant (either in one transfer or a series of transfers) shall constitute an assignment hereunder.

10. **INDEMNIFICATION.** To the fullest extent permitted by applicable law, Tenant waives all claims against Landlord for damage to any property or injury to any person connected with Tenant's use of the Premises. Tenant shall hold Landlord and Ground Master Landlord harmless from, and defend Landlord and Ground Master Landlord against, all claims, liability, loss or costs for property damage or personal injury (including that to Tenant's customers, employees, agents or invitees) on the Premises, or in the parking areas, sidewalks and loading areas adjacent to the Premises, occurring or alleged to have occurred during the Term; provided that such liability, loss or costs is not due to the gross negligence or willful act or omission of the Landlord. This Section shall survive the termination of this Sublease.

11. **INSURANCE.** Tenant shall at all times during the Term continuously maintain, to the extent applicable as reasonably determined by Landlord, (i) commercial general liability insurance with limits not less than $1 million per occurrence, written on an occurrence basis, which insures against claims for bodily injury, personal injury, and property damage based upon, involving or arising out of the use, occupancy or maintenance of the Premises, improvements thereon, and the Property; (ii) Worker's Compensation insurance for all personnel in statutory limits, (iii) business automobile liability insurance with limits not less than $1 million each accident covering owned, hired, and non-owned vehicles used by Tenant, (iv) all risk property insurance (including windstorm coverage) on the Premises, the Improvements and any Alterations in the amount of full replacement cost, (v) aircraft insurance, if applicable, inclusive of aircraft liability, airport liability, contractual liability, independent contractor liability and Premises liability, and (vi) environmental liability coverage with limits not less than $1 million per occurrence or such larger coverage amount as Landlord may reasonably require if the nature of the operations in the Improvements may pose a significant risk of environmental liabilities. Tenant agrees to increase auto liability amounts to County-mandated $5 million minimum if operating on Airport operations areas (AOA). In addition, all insurance Tenant shall maintain shall name Landlord and its affiliates, management company, Ground Master Landlord and mortgagee as additional insureds (on a primary and noncontributory basis) and provide thirty days notice of cancellation. A certificate of insurance shall be delivered to Landlord prior to the Commencement Date. Tenant hereby waives any rights of recovery against Landlord for any loss normally covered by fire, extended coverage or all risk insurance, and shall obtain the necessary endorsements from its insurer with respect thereto. Upon the reasonable request of Landlord, Tenant shall be obligated to increase the limits or change or obtain additional insurance. Tenant acknowledges that insurance limits and deductibles may increase due to requirements of Ground Master Landlord and agrees to abide by such requirements.

12. **UTILITIES.** Tenant shall pay promptly and in full for all utilities including but not limited to all electricity, water, sewer, communications, Internet access and trash and garbage removal with respect to the Premises. This includes all deposits, connection fees, tap fees, and demand or reservation fees together with all taxes levied or other charges on such utilities and governmental charges based on utility consumption. Landlord shall not be liable for any interruption or diminution of utility services. In the event of utility "deregulation" Landlord shall choose the service provider.

13. **SUBORDINATION.** This Sublease shall be subordinate to any Property mortgage or ground lease, including without limitation the Ground Master Lease. Tenant agrees to attorn to any transferee, including any mortgagee under such mortgagee or the Ground Master Landlord as if it were the transferee, as its Landlord; and the Tenant agrees to execute such evidences of attornment as the mortgagee or the Ground Master Landlord may from time to time reasonably request. Tenant further agrees that such attornment shall not be terminated by foreclosure; and that the mortgagee or Ground Master Landlord may, at their sole option, accept or reject such attornment. In the event of attornment by Tenant, the mortgagee or Ground Master Landlord shall not be (a) liable for any act or omission of Landlord; or (b) subject to any offsets or defenses Tenant has against Landlord; or (c) bound by prepayment of more than one month's Rent; or (d) be required to account for any security deposit not actually delivered to such ground owner or mortgagee; or (e) bound by any modification of this Sublease not approved by it. Tenant shall execute a subordination, non-disturbance and attornment agreement upon ten days notice, provided that such agreement is mortgagee's standard form. Tenant further agrees to provide any mortgagee of the Property written notice of a Landlord default under this Sublease and a reasonable opportunity to cure such default.

14. **RULES; SIGNS.**

(a) Rules. Tenant and Tenant's agents, employees, visitors, licensees, invitees, clients and customers shall comply with the Environmental Requirements attached as Exhibit "B" and all reasonable rules and regulations promulgated by Landlord from time to time which, in Landlord's opinion, shall be necessary for the reputation, safety, care, efficient operation or appearance of the Premises or the Property, provided such rules and regulations are applied in a non-discriminatory manner. Landlord shall not be liable to Tenant for the violation of any said rules and regulations or the breach of any covenant or condition in any lease or sublease by any other tenant, subtenant or assignee, or by the employees or invitees of any other tenant, subtenant or assignee.

(b) Signs. Tenant shall install signs or lettering and advertising in compliance with governmental regulations, FAA and Airport requirements, and Property standards after obtaining Landlord's written consent, which shall not be unreasonably withheld. Tenant shall hold and keep current all permits and licenses required by any law or regulation.

15. **REENTRY.** Landlord may reenter the Premises at any time to inspect, provide services, or alter or repair the Premises. Tenant waives any claim for reasonable interference to its business.

16. **DEFAULT.**

(a) As to Rent. If Tenant defaults in the payment of Rent and any sums of money required to

be paid by Tenant to Landlord remain unpaid for a period 30 days, then Landlord shall have all the following options and privileges:

(1) Landlord may declare one year's Base Rent as presently due and payable. Such declaration shall not be construed as a splitting of a cause of action, nor shall it alter or affect Tenant's obligations to pay Rent under the terms of this Sublease.

(2) Landlord may, after the statutorily required notice, terminate this Sublease.

(3) In addition, Landlord may exercise any and all other options available to it, in law or in equity, which options may be exercised concurrently with or separately from the exercise of the above options.

(4) If Tenant cures the delinquency after receipt of the termination notice, Landlord shall no longer have the right to terminate the Sublease by reason of such delinquency; provided, however, that the curing of any delinquency in such a manner shall not be construed to limit or restrict the right of Landlord to declare the Sublease terminated and enforce all of its rights and remedies for any other (including any subsequent) delinquency not so cured.

(b) As to Other Provisions of the Sublease. If Tenant defaults (i) in the observance of any ordinance, law or regulation or any term, covenant or condition of this Sublease or other agreement with Landlord and fails to remedy, or commence to remedy (and diligently pursue until completion), such default within twenty days after notice; or (ii) in subletting or assigning this Sublease without consent; then, Landlord may give Tenant the statutorily required notice of Sublease termination, if any, and Tenant shall remain liable for damages and Rent due hereunder. If Tenant defaults two times in any six-month period, Landlord may serve notice of Sublease termination without giving Tenant an opportunity to cure such default.

(c) No Waiver. Landlord's failure to enforce one or more of its rights under this Sublease, in the law, or in equity, shall not be construed as a waiver or limitation of Landlord's ability to subsequently enforce any of its rights.

(d) Tenant Bankruptcy. Upon the appointment of a receiver or an assignment of assets for the benefit of creditors, or action taken by Tenant under any bankruptcy or other debtor relief act, this Sublease shall automatically terminate without notice.

17. **REMEDIES.** If this Sublease shall terminate due to a default by Tenant, then Tenant shall pay all Rent until termination and, as damages, any deficiency between the future Rent herein and the rent collected under any re-letting, net of all expenses. Landlord may elect not to terminate this Sublease but to (i) recover the Rent as the same becomes due or, in advance, the present value of the future Rent and/or (ii) cure the default of Tenant and recover from Tenant the cost of such cure plus interest at the rate of two percent (2%) per month until paid. After termination due to such default, Landlord may reenter the Premises, dispossess Tenant from the Premises thereon and remove all personal property without releasing Tenant from any obligation, including payment of Rent. Tenant and Tenant's creditors waive all rights to file claims for damages resulting from such reentry and expulsion, or to reenter or repossess the Premises, after Tenant shall have been dispossessed by any judgment.

18. **QUIET ENJOYMENT.** Landlord warrants that it has the authority to enter into this Sublease and that Tenant, while paying Rent and performing its other covenants and agreements shall peaceably and quietly have, hold and enjoy the Premises without hindrance from Landlord.

19. **CASUALTY.** If the Premises or access thereto shall, at any time during the Term hereby created or any renewal thereof, be damaged or destroyed, (i) this Sublease shall continue in full force and effect, (ii) Tenant shall be obligated to rebuild on the Premises, with reasonable promptness, the Improvements and Alterations that existed on the Premises prior to the date of said casualty, and (iii) Rent shall continue unabated. The provisions of this Article shall be subject and subordinate to the Ground Master Lease on the Premises or Property.

20. **EMINENT DOMAIN.**

(a) Termination on Material Taking. If possession of any material part of the Premises or Improvements is taken under the power of eminent domain, or conveyance in lieu thereof, either party may terminate this Sublease within thirty days of such taking. Landlord shall be entitled to any condemnation award with respect to its interest in this Sublease and the Ground Master Lease, and Tenant shall be entitled to any condemnation award with respect to the Improvements, its interest in this Sublease and dislocation damages. For purposes of this Section, "material part" shall mean forty percent or more of the square footage of the Premises.

(b) Termination on Non-material Taking. If less than forty percent of the square footage of the Premises is taken under the power of eminent domain, or conveyance in lieu thereof, and if, in Tenant's opinion, the remainder of the Premises is in a location, or in a form, shape or reduced size that makes it impossible for Tenant to effectively and practicably conduct its regular activities on the remaining Premises, then Tenant shall so notify Landlord in writing no later than 30 days after receiving notice of approval of the taking, and this Sublease shall terminate on the date title to the portion of the Premises being taken vests in the condemning authority. If Tenant fails to timely notify Landlord, then Tenant will be deemed to have determined to remain on the Premises, and the Sublease will remain in effect subject to provisions of paragraph (c) below. Landlord shall be entitled to any condemnation award with respect to its interest in this Sublease and the Ground Master Lease, and Tenant shall be entitled to any condemnation award with respect to the Improvements, its interest in this Sublease and dislocation damages.

(c) Continuation with Rent Abatement after Non-material Taking. If less than forty percent of the square footage of the Premises is taken under the power of eminent domain, or conveyance in lieu thereof, and if, in Tenant's opinion, the remainder of the Premises is in a location, or in a form, shape or reduced size that permits Tenant to continue to effectively and practicably conduct its regular activities on the remaining Premises, this Sublease shall terminate as the portion of the Premises taken as of the date title to the portion of the Premises being taken vests in the condemning authority. However, this Sublease shall continue in full force and effect as to the remaining Premises. From and after the date title to the portion of the Premises being taken vests in the condemning authority, the Base Rent required to be paid by Tenant shall be reduced proportionally and shall be calculated in accordance with the Base Rent formula shown on the Reference Page, as such Base Rent may have been increased pursuant to paragraph (a) of Article 3.

21. **SALE BY LANDLORD.** If the Landlord's interest in the Ground Master Lease is sold,

Landlord shall be released from any future liability under this Sublease and Tenant shall look solely to Landlord's successor. Except as set forth in this Section, this Sublease shall not be affected by any such sale.

22. **ESTOPPEL CERTIFICATES.** Within ten days of request, Tenant shall deliver to Landlord or any prospective landlord or mortgagee a statement certifying (a) the Termination Date; (b) that this Sublease is unmodified except as specified; (c) the date to which Rent has been paid; (d) that there are no defaults of Landlord's obligations except as specified; and (e) financial, environmental and other information as reasonably requested.

23. **TITLE TO IMPROVEMENTS UPON TERMINATION.** Upon the termination of this Sublease for any reason whatsoever, Tenant hereby surrenders to Landlord all of Tenant's right, title and interest in the Improvements, and such right, title and interest shall vest in Landlord. Such vesting in Landlord shall be self-operative without the need for any further documents or instruments, but Tenant shall, upon request, execute and deliver to Landlord such documents or instruments as Landlord may reasonably request to confirm the foregoing. No compensation shall be due and payable to Tenant in connection with the transfer of Tenant's right, title and interest in the Improvements.

24. **SURRENDER OF PREMISES.** Upon termination of this Sublease, Tenant shall peaceably and quietly leave, surrender and yield up unto Landlord all of the Premises and Improvements. The provisions of this Article 24 shall survive the termination of this Sublease.

25. **NOTICES.** Notices shall be sent by hand delivery, overnight courier, Certified Mail, or by fax with a confirmation of delivery followed by a copy sent by regular mail, using the addresses set forth on the Reference Page or such replacement address as has been provided by one party to the other in accordance with the terms hereof, and shall be deemed given upon delivery or refusal of delivery.

26. **FORCE MAJEURE.** Landlord and Tenant shall be excused for any delay and shall not be in default with respect to the performance of any of the terms or conditions of this Sublease when prevented from so doing by a cause beyond their control. This Section shall not apply to the timely payment of Rent and/or Additional Rent.

27. **MISCELLANEOUS.**

(a) Headings. The headings herein are for convenience and in no way describe the scope or intent of any Section.

(b) Indemnification or Insurance of Landlord. Any indemnification or insurance for the benefit of Landlord shall include Landlord's lenders, trustees, directors, officers, shareholders, members, agents, affiliates, employees and ground owner.

(c) Construction. The terms person, Tenant and Landlord or any pronoun used in place thereof shall include the masculine or feminine, the singular or plural number, individuals, firms, and corporations according to the context hereof.

(d) Severability. No determination by any court or other governmental authority that any

provision of this Sublease is invalid or unenforceable in any instance shall affect the validity or enforceability of (i) any other provision of this Sublease, or (ii) such provision of this Sublease in any circumstance not controlled by such determination. Each provision of this Sublease shall be valid and enforceable to the fullest extent allowed by, and shall be construed whenever possible as being consistent with, all applicable laws.

(e) Time. TIME IS OF THE ESSENCE for this Sublease and all of its provisions. Any time period which shall end or expire on a Saturday, Sunday or legal holiday shall be deemed extended to the next day which is not a Saturday, Sunday or legal holiday.

(f) Negotiated Document. This Sublease has been freely negotiated between the parties and in any controversy over the interpretation of anything contained herein, there shall be no presumption or conclusion drawn against either party by virtue of that party having drafted that section of the Sublease.

(g) Limitation of Liability. Tenant shall look solely to Landlord's equity in its interest in the Property for satisfaction of any judgments or awards.

(h) Entire Agreement. This Sublease represents the entire agreement between the parties as to the subject matter hereof and supersedes any previous understanding or agreement of the parties.

(i) Amendment. This Sublease may not be modified except in writing, signed by the parties and duly recorded.

(j) Governing Law. This Sublease and the performance thereof shall be governed, interpreted, construed and regulated by the laws of the State of Florida, without regard to its conflicts of laws provisions.

(k) Attorneys' Fees. If any party is required to resort to litigation to enforce its rights under this Sublease, the parties agree that any judgment awarded to the prevailing party shall include all litigation expenses of the prevailing party, including (without limitation) actual attorneys' fees and court costs ("Award"). If the Landlord is the prevailing party, the Award shall be deemed Additional Rent hereunder and shall be due from Tenant on the first day of the month following the month in which the Award was determined. If Tenant is the prevailing party, the Award may be deducted from the next rental payment(s).

(l) Third Party Beneficiary. Ground Master Landlord (and including its successors and assigns), is a third party beneficiary of this Sublease.

(m)Further Assurances. The parties hereto agree that they will execute such other and further documents as may be necessary and/or required to effectuate the terms, provisions, conditions and covenants of this Sublease.

(n) No Partnership. Notwithstanding anything contained herein to the contrary, it is not the intention of the parties hereto to create under any circumstances a partnership or a joint venture. The rights, duties, obligations and liabilities of Landlord and Tenant hereunder are separate and not joint or collective, and nothing herein shall ever be construed to create a partnership or joint

venture under the laws of the State of Florida.

(o) Counterparts. This Sublease may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Copies (facsimile or original) of signatures to this Sublease shall be deemed to be originals and shall be binding to the same extent as original signatures.

28. **FUEL.** During the Term hereof Tenant shall, and shall cause anyone else who uses the Premises, to purchase from Landlord (and its assigns) all fuel, if available and if fueling is conducted on the Premises. This provision is a material consideration in Landlord's execution of this Sublease.

29. **WAIVER OF JURY TRIAL.** Landlord and Tenant hereby waive trial by jury in any proceeding brought against each other. Any legal proceedings shall be governed by the laws of the State in which the Property is located and tried in the court system in such state.

30. **NONRESPONSIBILITY OF LANDLORD.** There shall be no abatement from or reduction of the Rent due hereunder regardless of the reason or cause. Tenant shall not be entitled to damages, costs, losses or disbursements from Landlord regardless of the cause or reason therefor. Tenant shall have no claim of any nature whatsoever against Landlord, no abatement or reduction of rent, and no recovery by Tenant from Landlord on account of partial or total failure of, or damage caused by (a) lessening of supply of, or stoppage of, heat, air-conditioning, electric light, power, water, plumbing, sewerage, elevators, or any other service, (b) any damage or annoyance occasioned by water, snow, or ice being upon or coming through the roof, skylight, trapdoors, windows, or otherwise, (c) any defect or break in any pipes, tanks, fixtures, or otherwise whereby steam, water, snow, smoke or gas, leak, issue or flow into the Premises, (d) any damage or annoyance occasioned by the condition or arrangements of any electric or other wiring, (e) any damage or annoyance arising from any acts, omissions, or negligence of owners or occupants of adjacent or contiguous property, or (f) the making of major repairs, alterations, repairs, improvements, or structural changes to the Property, or any thing or service therein or thereon or contiguous thereto provided the same shall be made with reasonable expedition.

31. **GROUND MASTER LEASE; APPROVAL OF GROUND MASTER LANDLORD.**

(a) Ground Master Lease. Tenant is cognizant of the terms and conditions of the Ground Master Lease, and hereby covenants and agrees that its use and occupancy of the Premises hereunder and Improvements thereon shall be subject to all the provisions of the Ground Master Lease (as may be amended from time to time) and that it will not do or omit to do or permit to be done or omitted to be done any act or thing over which Tenant has control if such act, thing or omission would constitute a breach of any covenant in the Ground Master Lease on the part of Landlord to be performed and observed. Landlord shall not require the consent of Tenant to amend the Ground Master Lease, and Tenant hereby waives any right it may have to give any such consent or consents, provided that such amendment does not reduce the term, impose any increased material obligation on Tenant or materially diminish any of its rights. Except as otherwise provided, all of the terms and conditions of the Ground Master Lease shall be incorporated herein as if Tenant were the tenant thereunder and Landlord were the landlord thereunder. Tenant hereby indemnifies Landlord against all claims, damages, costs, and

expenses arising out of its nonperformance or nonobservance of any terms of the Ground Master Lease.

(b) Approval of Ground Master Landlord. The Ground Master Landlord has approved this Sublease, and further conditions this Sublease upon the Tenant complying with all the terms, conditions, rules, regulations, and directives issued or adopted with respect to the Property. This Sublease is subordinate to the terms of the Ground Master Lease.

32. **SECURITY**. Tenant, and its employees, invitees, guests, and contractors must abide by those security regulations, policies and procedures (applicable at any time during the Term) ("Security Policies and Procedures") of the Landlord, the Airport, Federal Aviation Administration, the Transportation Security Administration, or any other applicable governmental or regulatory body, promulgated from time to time. Tenant shall indemnify, protect, hold harmless, and shall defend at its own expense, the Landlord and Landlord's mortgagees from time to time against any and all loss, claims and demands made by or arising in connection with Tenant's failure to comply with any applicable Security Policies and Procedures. The provisions of this Section shall survive the expiration or earlier termination of this Sublease.

[Signatures begin on following page]

IN WITNESS WHEREOF, the parties have executed this Sublease as of the Effective Date.

LANDLORD:

Fort Pierce FBO, LLC
a Florida limited liability company

By: APP Properties, Inc.,
Managing Member

WITNESSES:

_____
Name: _____

_____
Name: _____

By: _____
Name: _____
Title: _____

STATE OF _____)
) ss:
COUNTY OF _____)

BEFORE ME, the undersigned authority, personally appeared _____, as _____ of APP Properties, Inc., Managing Member of Fort Pierce FBO, LLC, a Florida limited liability company, who is known to me or proven to me by satisfactory identification, as the person who signed the foregoing instrument, and acknowledged the same on behalf of the limited liability company on this ___ day of _____, 201__.

_____
Notary Public

My Commission Expires: _____

TENANT:

JM Aviation and Storage, LLC

WITNESSES:

_____
Name: _____

By: _____
Name: _____
Title: _____

_____
Name: _____

STATE OF _____)
) ss:
COUNTY OF _____)

BEFORE ME, the undersigned authority, personally appeared _____ _____, as _____ of _____, who is known to me or proven to me by satisfactory identification, the person who signed the foregoing instrument, and acknowledged the same on behalf of the corporation on this _____ day of _____ _____, 201__.

_____
Notary Public

My Commission Expires: _____

EXHIBIT A
PREMISES

Total Square Footage= Approx. 3600 sf
3836 St. Lucie Blvd



EXHIBIT B
ENVIRONMENTAL REQUIREMENTS

Tenant shall operate its business on the Property and maintain the Premises (for purposes of this Exhibit Premises includes any improvements thereon) in compliance with all federal, state and local laws, regulations, and requirements relating to the discharge of air pollutants, water pollutants or wastewater or otherwise relating to the environment or "Hazardous Substances" ("Environmental Laws"). The term "Hazardous Substances" means all hazardous or toxic substances, materials or wastes, including but not limited to, those substances identified as "hazardous substances" under the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended from time to time; any oil or petroleum products; asbestos, PCBs; and any substances, materials or wastes that are or become regulated under Environmental Laws. Tenant shall make reasonable efforts not to use propane-fueled forklift trucks but if they are used, shall regularly monitor air quality to insure compliance with all applicable health standards.

Tenant shall give Landlord prompt written notice of any instituted or threatened action, proceeding or claim alleging a violation of Environmental Laws or Hazardous Substances contamination at or affecting the Property. Tenant shall also give Landlord prompt written notice of any condition or occurrence at the Property which constitutes a violation of Environmental Laws or would justify a demand for removal or remediation under Environmental Laws.

Within ten (10) days of request, Tenant shall execute and deliver to Landlord or any prospective landlord or mortgagee a statement certifying: (1) the Hazardous Substances previously used or then in use by Tenant at the Property; (2) that Tenant has obtained and maintained in full force and effect all permits and approvals required under Environmental Laws for the conduct of Tenant's business at the Property and providing copies of those permits and approvals; (3) that Tenant has no notice or knowledge of the presence of Hazardous Substances on the Property that could form the basis for cleanup, remedial, removal or restoration work under Environmental Laws; and (4) such other environmental or related information as reasonably requested.

If Tenant breaches its obligations under this Article, or if the presence of Hazardous Substances on the Property caused or permitted by Tenant results in contamination of the Property or increases Landlord's cost of renovating and/or repairing the Property, or if contamination of the Property by Hazardous Substances otherwise occurs for which Tenant is legally responsible, then Tenant shall indemnify, defend and hold Landlord, its officers, directors, shareholders, employees and trustees or its agents harmless from and against any and all claims, judgments, damages, penalties, fines, costs, liabilities or losses (including, without limitations, diminution in value of Property and sums paid in settlement or defense of claims, attorneys' fees, consultant fees and expert fees) which arise before or after the Sublease termination as a result of such contamination. This indemnification of Landlord by Tenant includes, without limitations, costs incurred in connection with any investigation of site conditions or any cleanup, remedial, removal or restoration work required by an federal, state or local government agency or political subdivision or private party.

Without limiting the foregoing, if the presence of any Hazardous Substances on the Property caused or permitted by Tenant results in any contamination of the Property, Tenant, at its sole expense, shall promptly take all actions necessary to return the Property to the condition existing prior to the introduction of any such Hazardous Substances to the Property.

Landlord shall not cause or intentionally allow the presence of Hazardous Substances in the Premises that would be in violation of Environmental Laws. Landlord agrees to indemnify, defend and hold Tenant, its officers, directors, partners, shareholders, employees and agents harmless from and against any and all claims, judgments, damages, penalties, fines, costs, liabilities or losses which arise from the presence of Hazardous Substances in the Premises if caused by Landlord, its employees, agents or contractors. This indemnification of Tenant by Landlord includes, without limitation, costs in connection with any investigation of site condition on any cleanup, remedial, removal or restoration work required by any federal, state or local government agency or political subdivision or private party.

The foregoing indemnity and obligations shall survive the expiration or earlier termination of this Sublease. Landlord and its agents shall have the right, but not the duty, to inspect the Property at any time to determine whether Tenant is complying with the terms of this Sublease.

CONSENT OF GROUND MASTER LANDLORD

Ground Master Landlord hereby consents to this Sublease and all terms and provisions hereof and represents to Landlord and Tenant that to Ground Master Landlord's actual knowledge (a) the Ground Master Lease is in full force and effect; (b) the party executing this Consent on behalf of Ground Master Landlord has the authority to consent to this Sublease; and (c) the Ground Master Lease has not been assigned, modified, or amended in any manner, except as follows: Assignment and Assumption of Lease dated January 24, 2011, by and between Treasure Coast FBO, LLC, as assignor and Landlord, as assignee. Ground Master Landlord recognizes this Sublease and agrees that neither Tenant's right of possession to the Premises nor Tenant's rights under this Sublease shall be affected or disturbed by Ground Master Landlord so long as the Landlord is in compliance with its Lease and shall be affected or disturbed only the extent of, and for the period of time during which, there exists any breach of the Lease.

IN WITNESS WHEREOF, Ground Master Landlord has executed this Consent as of this _____ day of _____, 201__.

GROUND MASTER LANDLORD:

WITNESS:

St. Lucie County, Florida

_____
Deputy Clerk

By: _____
Name: _____
Title: _____

APPROVED AS TO FORM AND CORRECTNESS

_____
County Attorney

STATE OF FLORIDA)
) ss:
COUNTY OF ST. LUCIE)

BEFORE ME, the undersigned authority, personally appeared _____ _____, as Chairman of the Board of County Commissioners, St. Lucie County, a political subdivision of the State of Florida, who is known to me or proven to me by satisfactory identification, the person who signed the foregoing instrument, and acknowledged the same on behalf of the subdivision on this ____ day of _____, 201__.

_____
Notary Public

My Commission Expires: _____

EXHIBIT C

FEDERAL AVIATION ADMINISTRATION REQUIRED PROVISIONS

A. **General Civil Rights Clause.**

1. In all its activities within the scope of its Airport program, Tenant agrees to comply with pertinent statutes, Executive Orders, and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and Authorities to ensure that no person shall, on the grounds of race, color, national origin, creed, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

2. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

3. If Tenant transfers its obligation to another, the transferee is obligated in the same manner as Tenant.

4. The above provision obligates Tenant for the period during which the property is owned, used or possessed by Tenant and the Airport remains obligated to the Federal Aviation Administration.

B. **Title VI List of Pertinent Nondiscrimination Acts and Authorities**.

During the performance of this Agreement, Tenant, for itself, its assignees, and successors in interest (hereinafter referred to as the **"Contractor"**) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);

- 49 CFR part 21 (Non-discrimination in Federally-Assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964) including amendments thereto;

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C § 4601) (prohibits unfair treatment of Persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C § 794 et seq.), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);

- The Age Discrimination Act of 1975, as amended (42 U.S.C § 6101 et seq.) (prohibits discrimination on the basis of age);

- Airport and Airway Improvement Act of 1982 (49 U.S.C § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);

- The Civil Rights Restoration Act of 1987 (P.L. 100-259) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

- Titles II and III of the Americans with Disabilities Act of 1990 (42 U.S.C § 12101, et seq) (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implemented by U.S. Department of Transportation regulations at 49 CFR Parts 37 and 38;

- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C § 1681, et seq).

C. **Compliance with Nondiscrimination Provisions.**

During the performance of this Agreement, Tenant, for itself, its assignees, and successors in interest (hereinafter referred to as the **"Contractor"**), agrees as follows:

1. **Compliance with Regulations**: The Contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination**: The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, creed, sex, age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21 including amendments thereto.

3. **Solicitations for Subcontracts, including Procurements of Materials and Equipment**: In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the contractor's obligations under this contract and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin.

4. **Information and Reports**: The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the Sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance**: In the event of a Contractor's noncompliance with the non-discrimination provisions of this contract, the Sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

    a. Withholding payments to the Contractor under the contract until the Contractor complies; and/or

    b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions**: The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the Sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Sponsor to enter into any litigation to protect the interests of the Sponsor. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

D. **Transfer of Real Property Acquired or Improved Under the Airport Improvement Program.**

1. Tenant, for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land:

    a. In the event facilities are constructed, maintained, or otherwise operated on the property described in this Agreement for a purpose for which a Federal Aviation Administration activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, Tenant will maintain and operate such facilities and services in compliance with all requirements imposed by the Nondiscrimination Acts and Regulations listed in the Title VI List of Pertinent Nondiscrimination Acts and Authorities (as may be amended) such that no Person on the grounds of race, color, or national origin, will be

excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

2. In the event of breach of any of the above Nondiscrimination covenants, the Landlord will have the right to terminate the Agreement and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the Agreement had never been made or issued.

E. **Construction/Use/Access to Real Property Acquired Under the Airport Improvement Program.**

1. Tenant, for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that (1) no Person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no Person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that Tenant will use the premises in compliance with all other requirements imposed by or pursuant to the Title VI List of Pertinent Nondiscrimination Acts and Authorities.

2. In the event of breach of any of the above non-discrimination covenants, the Landlord will have the right to terminate the Agreement and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said Agreement had never been made or issued.

AGENDA REQUEST

9.C.1. CONSENT AGENDA
RES-2026-67
DATE: **5/5/2026**
*RESOLUTION ITEM - PROCLAMATION

TO: **Board of County Commissioners**

PRESENTED BY: Katherine Barbieri, County Attorney

SUBMITTED BY: County Attorney

SUBJECT: Resolution No. 26-067 - Proclaiming May 2026 as Mental Health Awareness Month in St. Lucie County, Florida

BACKGROUND:

It has been requested that this Board proclaim the month of May 2026 as "Mental Health Awareness Month". The attached resolution has been drafted for that purpose.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: April 06, 2026
Katherine Barbieri, County Attorney

Date: April 15, 2026
Mayte Santamaria, Deputy County Administrator

RESOLUTION NO. 26-067
A RESOLUTION PROCLAIMING MAY 2026 AS
"MENTAL HEALTH AWARENESS MONTH" IN ST. LUCIE COUNTY, FLORIDA

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. Mental health is an integral component of overall well-being, impacting individuals, families, and communities across St. Lucie County.

2. Despite its prevalence, mental health remains shrouded in stigma, preventing many from seeking help.

3. Early interventions and access to quality care are crucial for managing mental health conditions and are vital to creating a more compassionate, healthier, and thriving St. Lucie County.

4. Collaboration among local organizations, healthcare providers, and community leaders is essential to ensuring accessible and effective mental health resources for all residents.

5. May is recognized nationally as Mental Health Awareness Month, providing an opportunity to raise awareness, combat stigma, and promote mental health resources.

6. Mental Health Awareness Month encourages community members to wear green ribbons and participate in educational activities to show support, raise awareness, and promote mental health well-being.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida does hereby proclaim the month of May 2026 as "MENTAL HEALTH AWARENESS MONTH" in St. Lucie County, Florida and encourages all citizens to empower individuals to seek help and prioritize self-care, advocate for accessible mental health services, and educate themselves and others about mental health conditions, treatment options, and resources.

PASSED AND DULY ADOPTED this 5th day of May 2026.

ATTEST:

_____
DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO LEGAL FORM AND CORRECTNESS:

_____
COUNTY ATTORNEY

9.D.1.
RES-2026-73
CONSENT AGENDA - COMMUNITY SERVICES
DATE: **5/5/2026**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? NO

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Jennifer Hance, Community Services Director

SUBMITTED BY: Community Services

SUBJECT: A Resolution of the Board of County Commissioners of St. Lucie County, Florida, Sunsetting the Veterans Advisory Council Created by Resolution No. 88-66

BACKGROUND:

On March 15, 1988, the Board adopted Resolution No. 88-66 establishing the Veterans Advisory Council to serve in an advisory capacity to the Board and to coordinate activities among local veterans organizations. The Council was also intended to function as an informational clearinghouse and provide recommendations regarding veterans-related activities.

The Veterans Advisory Council has not convened since approximately 2012. Since that time, the County's Veterans Services Division, along with numerous local veterans organizations and community partners, have continued to provide coordination, outreach, and support services to veterans in St. Lucie County.

Given that similar coordination and advisory functions are currently being carried out through existing organizations and partnerships, staff recommends formally sunsetting the Veterans Advisory Council. This action streamlines advisory structures while maintaining the County's ongoing commitment to supporting veterans through its existing programs and partnerships. The continued existence of an inactive advisory body is no longer necessary to fulfill the intended purpose outlined in Resolution No. 88-66.

PREVIOUS ACTION:

On March 15, 1988, the Board of County Commissioners adopted Resolution No. 88-66 creating the Veterans Advisory Council.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board approve Resolution No. 2026-73, formally sunsetting the Veterans Advisory Council and repealing Resolution No. 88-66; and authorize the Chair to sign documents as approved by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 20, 2026

Jennifer Hance, Community Services Director



Date: April 20, 2026

Ciara Forbes, Assistant County Attorney III



Date: April 20, 2026

Katherine Barbieri, County Attorney



Date: April 24, 2026

Mayte Santamaria, Deputy County Administrator

881193

RESOLUTION NO. 88-66

A RESOLUTION AUTHORIZING THE CREATION OF A VETERANS ADVISORY COUNCIL, APPOINTING MR. SAM BIONDO AS CHAIRMAN OF THE VETERANS ADVISORY COUNCIL, AND PROVIDING FOR DUTIES AND FUNCTIONS

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. This Board should create a Veterans Advisory Council for the purpose of coordinating the timing of the activities of the various veterans organizations and to be an informational clearinghouse.

2. On December 15, 1987, the Board of County Commissioners met for the purpose of discussing the creation of a Veterans Advisory Council, and designation of Mr. Sam Biondo as Chairman of the Veterans Advisory Council, if created.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

1. This Board does hereby create the Veterans Advisory Council and appoints Mr. Sam Biondo as Chairman of the Veterans Advisory Council.

2. Each Veterans Organization will appoint its representatives as members of the Veterans Advisory Council, and shall set their terms of office.

3. The Council shall establish a time and place for holding meetings as shall be necessary and the Council shall adopt such rules of organization and procedure as may be required. The Council may establish subcommittees for specific subjects or tasks from among its members.

4. The Council shall have the following duties and functions:

(a) Serve in an advisory role to the St. Lucie County Board of County Commissioners.

(b) Make recommendations to the Board of County Commissioners concerning Veterans activities.

5. The St. Lucie County Veteran's Service Officer will provide administrative support for the Council.

After motion and second the vote on this resolution was as follows:

Chairman Jack Krieger	Aye
Vice Chairman Havert L. Fenn	Aye
Commissioner R. Dale Trefelner	Aye
Commissioner Judy Culpepper	Aye
Commissioner Jim Minix	Aye

PASSED AND DULY ADOPTED this 15th day of March, 1988.

ATTEST:

Jane C. Marsh
Deputy **CLERK**

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIRMAN

881193

'88 MAR 28 A11:11

FILED AND RECORDED
DOUGLAS DIXON CLERK
ST. LUCIE COUNTY, FL.

APPROVED AS TO FORM AND CORRECTNESS:

_____
COUNTY ATTORNEY

O R BOOK 579 PAGE 2946

RESOLUTION NO. 2026-73

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA, SUNSETTING THE VETERAN'S ADVISORY COUNCIL CREATED BY RESOLUTION NO. 88-66; PROVIDING FOR FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, adopted Resolution No. 88-66 on March 15, 1988, creating a Veterans Advisory Council to serve in an advisory capacity to the Board and to coordinate activities among local veterans' organizations; and

WHEREAS, the Veterans Advisory Council was established to act as an informational clearinghouse and to provide recommendations to the Board of County Commissioners regarding veteran's activities within the County; and

WHEREAS, the Board has determined that the Veterans Advisory Council has not met or functioned in an active capacity since approximately 2012; and

WHEREAS, the Board recognizes that multiple active veterans' organizations and collaborative efforts currently exist within St. Lucie County that effectively serve in a similar advisory, coordination, and support capacity for veterans; and

WHEREAS, the continued existence of an inactive advisory body is no longer necessary to fulfill the intended purpose outlined in Resolution No. 88-66; and

WHEREAS, the Board finds that it is in the best interest of the public to formally sunset and dissolve the Veterans Advisory Council.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

1. **Sunset.**
   The Veterans Advisory Council created pursuant to Resolution No. 88-66 is hereby sunset and dissolved.
2. **Repeal of Prior Resolution.**
   Resolution No. 88-66 is hereby repealed in its entirety.
3. **Administrative Support.**
   Any administrative responsibilities previously assigned to the Veterans Service Division in support of the Veterans Advisory Council are hereby discontinued.
4. **Continuation of Services.**
   Nothing in this Resolution shall be construed to limit or affect the County's continued support of veterans through its Veterans Services Division or partnerships with local veterans' organizations.
5. **Effective Date.**
   This Resolution shall take effect immediately upon adoption.

After motion and second the vote on this resolution was as follows:

Commissioner Jamie Fowler, Chair	XXX
Commissioner Larry Leet, Vice Chair	XXX
Commissioner James Clasby	XXX
Commissioner Erin Lowry	XXX
Commissioner Cathy Townsend	XXX

PASSED AND DULY ADOPTED by the Board of County Commissioners of St. Lucie County, Florida, this ___ day of _____, 2026.

ATTEST:

_____
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
Chair

APPROVED AS TO FORM AND
CORRECTNESS:

_____
County Attorney

AGENDA REQUEST

9.E.1.
2026-563
CONSENT AGENDA - FACILITIES
DATE: **5/5/2026**
*ACTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? No

TO: **Board of County Commissioners**

PRESENTED BY: Bob Ettswold, Sr. Project Manager

SUBMITTED BY: Facilities

SUBJECT: Fairgrounds Restoration/Recoating of Roofing for Buildings A, B & C - $209,326.00

BACKGROUND:

Buildings A, B and C all have their original metal roofs. All three of them have leaks, sheet metal panels that have rust, fasteners that need to be replaced and inside insulation that needs repair. The proposal consists of a Restoration/Recoating, not replacement. The warranty is for ten years. The overall total amount is $209,326.00, buildings A & B $137,387.00 and building C $71,939.00.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

Funding will be available in account 001001-1930-546200-72108, pending line to line 2026-0296.

RECOMMENDATION:

Staff recommends Board approval to proceed with restoration/recreation of Buildings A, B and C as outlined in Garland Proposal #25-FL-260360 via US Communities MICPA # PW1925, in the amount of $209,326.00 to provide a safe and dry environment for patrons at the fairgrounds, as well as preservation and continued use of the existing three buildings and authorize the Chair to sign the contract as approved by the County Attorney in accordance with Strategic Plan Policy QI.3.1.1.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 23, 2026

Matt Baum, Facilities Director



Date: April 24, 2026

Charlotte Bireley, Director of Tourism & Venues



Date: April 27, 2026

Jennifer Hill, Office of Management & Budget Director



Date: April 28, 2026

Katherine Barbieri, County Attorney



Date: April 28, 2026

Thomas Carrino, Deputy County Administrator

Garland/DBS, Inc.
3800 East 91st Street
Cleveland, OH 44105
Phone: (800) 762-8225
Fax: (216) 883-2055

ROOFING MATERIAL AND SERVICES PROPOSAL

St Lucie County
St Lucie Fairgrounds
15601 Midway Road
Fort Pierce, FL 34945

Date Submitted: 04/14/2026
Proposal #: 25-FL-260360
MICPA # PW1925
FL General Contractor License #:CGC1533467

Purchase orders to be made out to: Garland/DBS, Inc.

Please Note: The following budget/estimate is being provided according to the pricing established under the Master Intergovernmental Cooperative Purchasing Agreement (MICPA) with Racine County, WI and OMNIA Partners, Public Sector (U.S. Communities). The line item pricing breakdown from Attachment C: Bid Form should be viewed as the maximum price an agency will be charged under the agreement. Garland/DBS, Inc. administered an informal competitive process for obtaining quotes for the project with the hopes of providing a lower market-adjusted price whenever possible.

Scope of Work:

1. Replace any missing or loose fasteners. Use one size larger with neoprene washer.
2. Wire brush any visible rust off roof surface.
3. Prime all areas where rust was removed with Rust-Go Primer at .25gal per square.
4. Replace or repair any rusted through panels with like kind.
5. Pressure wash entire roof surface using 10% mix of Simple Green with water to remove any loose dirt.
6. Any previously repaired areas that have an asphalt or oil based repair, sand blasting the area may be required.
7. Contractor shall replace all rubber boots with new. Contractor shall fill existing holes with Seam Sealer TG and then install new boot, one size large. Contractor shall install a bead of Tuff Stuff MS under the new boot ring prior to installing fasteners for a water tight seal.
8. On all cracks and seams more than 1/64” wide and less than 1/8” wide must be filled and sealed with CPR Seam Sealer BG. Openings and joints wider than 1/8” should be covered with Grip Polyester Soft and CPR Seam Sealer TG. Allow the CPR Seam Sealers to dry 24-48 hours before application of the CPR Base Coat.
9. Seam Sealer BG must be applied at a rate of .67gal/sq.

10. Seam Sealer TG must be applied at a rate of 1gal/14ln.ft at 8” wide pass at ¼” thick. If seams or joints are larger than 1/8” wide , Grip Polyester Soft must be applied or Uni-Bond.
11. All horizontal seams must be covered with Seam Sealer TG and Grip Polyester Soft or Uni-Bond.
12. Allow Seam Sealer to dry 24-48 hrs before applying base coat.
13. Install CPR Base coat at a rate of 1.5gal/sq.
14. Allow CPR Base coat to dry for 24 hrs.
15. Apply CPR White Coating at a rate of 1.5gal/sq.
16. Contractor to provide 3yr warranty.
17. Garland to provide 10 Year Warranty.

Fairgrounds-Building A: Addendum #1

1. Contractor shall apply seam tape to roughly 8 areas on the inside of the building on the batten insulation to pull it back up/repair where draping down.
2. Remove existing coping cap, fabricate new coping cap that correctly extends over top of the wall panels using 22ga Kynar Coated Steel. 6” Face and 4” back, fully extend over sil trim on the back.
3. Install pop rivets on panel laps where they are elevated, prior to apply Unibond and Seam Sealer TG or three coursing with Grip Polyester and Seam Sealer TG.
4. Remove with a wire brush/grinder areas where Silicone is present prior to start of the job.
5. Apply Seam Sealer TG around all gutter brackets on three sides.

Fairgrounds-Building A,B,& C: Addendum

1. Include 50 LNFT of taping seams for each building (B & C)

Attachment C: Bid Form - Line Item Pricing Breakdown

Item #	Item Description	Unit Price	Quantity	Unit	Extended Price
18.03.12	FLUID APPLIED WATERPROOFING MEMBRANE SYSTEMS WITH POLYURETHANE RESIN COATINGS: FLUID APPLIED WATERPROOFING MEMBRANE SYSTEM BASE ON POLYURETHANE RESINS - CONCRETE SURFACE REPAIRS & PREPARATION PRESSURE WASHING - HORIZONTAL Pressure washing horizontal surfaces with 2000 PSI or greater	$ 1.14	9,400	SF	$ 10,716.00

15.06	RESTORATIONS - RECOATING OF EXISTING ROOF SYSTEMS : RESTORATION OF METAL ROOF SYSTEM WITH SYNTHETIC RUBBER COLD-APPLIED COATING Prepare Metal Roof Surface by Scraping, Sanding, Wire Brush or Blasting (USE SEPRATE LINE ITEM FOR BLASTING OR WIRE BRUSHING); Clean with TSP or Simple Green; Use Portable Blowers to Clear Roof of Moisture; Apply seam sealer to seams (1 Gallon per 14 left) Base Coat / Top Coat with Synthetic Rubberized Restorative Coating (1.5 Gallons per Sq.) According to Manufacturer's Specifications	$ 8.63	9,400	SF	$ 81,122.00
	Sub Total Prior to Multipliers				**$ 91,838.00**
22.03	MULTIPLIER - MULTIPLE MATERIAL STAGINGS Multiplier is applied when labor production is effected by the time it takes to stage a roof multiple times. Situations include, but are not limited to staging materials to perform work on multiple roof levels, planned shutdowns and restarts, portion of the job is over sensitive work areas requiring staging from more than one point, etc.	30	91,838.00	%	$ 27,551.40
22.20	MULTIPLIER - ROOF SIZE IS GREATER THAN 5,000 SF, BUT LESS THAN 10,000 SF Multiplier is applied when Roof Size is greater than 5,000 SF, but less than 10,000 SF. Situation creates the fixed costs: equipment, mobilization, demobilization, disposal, & set-up labor to be allocated across a smaller roof area resulting in fixed costs being a larger portion of the overall job costs	25	91,838.00	%	$ 22,959.50
	Total After Multipliers				**$ 142,348.90**

Base Bid Total Maximum Price of Line Items under the MICPA:	**$ 142,349**
Proposal Price Based Upon Market Experience:	**$ 137,387**

Garland/DBS Price: Base Bid Building A & B

1 All Systems Roofing - 885 S Kings Hwy Fort Pierce, FL 34945 United States	**$**	**137,387**
2 Rack'd Roofing & Construction - 2605 Orange Ave. Fort Pierce, FL 34947 United States	$	168,593
3 Crawford Roofing - 4890 Okeechobee Rd., Fort Pierce, FL 34947	$	233,296

Garland/DBS Price: Add-Alternate Building C

1 All Systems Roofing	**$**	**71,939**

Potential issues that could arise during the construction phase of the project will be addressed via unit pricing for additional work beyond the scope of the specifications. This could range anywhere from wet insulation, to the replacement of deteriorated wood nailers.

Please Note – The construction industry is experiencing unprecedented global pricing and availability pressures for many key building components. Specifically, the roofing industry is currently experiencing long lead times and significant price increases with roofing insulation and roofing fasteners. Therefore, this proposal can only be held for 30 days. DBS greatly values your business, and we are working diligently with our long-term suppliers to minimize price increases and project delays which could effect your project. Thank you for your understanding and cooperation.

Clarifications/Exclusions:

1. Plumbing, Mechanical, Electrical work is excluded.
2. Masonry work is included to which it obtains to the scope of work.
3. Interior Temporary protection is excluded.
4. Any work not exclusively described in the above proposal scope of work is excluded.

If you have any questions regarding this proposal, please do not hesitate to call me at my number listed below.

Respectfully Submitted,

John Petersen

John Petersen
Garland/DBS, Inc.
(216) 302-3777

9.F.1.
2026-455
CONSENT AGENDA - HUMAN RESOURCES & RISK MANAGEMENT DEPARTMENT
DATE: **5/5/2026**
*ACTION ITEM - AGREEMENT
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Kelly Lang, Training & Engagement Coordinator

SUBMITTED BY: Human Resources & Risk Management Department

SUBJECT: 2026 Summer of Success - Grant Agreement

BACKGROUND:

St. Lucie County has partnered with Careersource Research Coast to offer the Summer of Success Youth Program again in 2026. With Board approval, this will be the eighth year that the program has been funded since the kickoff in the summer of 2016. This program has been successful in providing young people in our community with needed employability skills and workplace experience. The summer internships will serve up to 40 young people, ages 16-21, residing in St. Lucie County. In past years, this program has been funded by St. Lucie County and the Common Good Initiative Grant provided by Alleghany Franciscan Ministries (AFM) with the intent of phasing out AFM's contribution. However, Covid reduced participant numbers, which created excess grant funds that have been carried over each year since. The Allegany Franciscan Ministries carry over balance has now been expended and the program is now fully funded by the Board.

PREVIOUS ACTION:

Approval of Grant Agreements with CareerSource Research Coast for 2016, 2019, 2021, 2022, 2023, 2024, 2025 & 2026.

Year 1 - 80% Common Good Initiative $240,000, 20% St. Lucie Board of County Commissioners $60,000
Year 2 - 60% Common Good Initiative $180,000, 40% St. Lucie Board of County Commissioners $120,000
Year 3 - 50% Common Good Initiative $150,000, 50% St. Lucie Board of County Commissioners $150,000
Year 4 - 40% Common Good Initiative $120,000, 60% St. Lucie Board of County Commissioners $180,000
Year 5 - 67% Common Good Initiative $100,000, 33% St. Lucie Board of County Commissioners $50,000
Year 6 - 27% Common Good Initiative $44,000, 73% St. Lucie Board of County Commissioners $121,000
Year 7 - 54% Common Good Initiative $88,877, 46% St. Lucie Board of County Commissioners $76,123
Year 8 - 0% Common Good Initiative, 100% St. Lucie Board of County Commissioners $150,000

FINANCIAL IMPACT:

The FY25-26 budget was approved for the Summer of Success program. The total cost of the program is $150,000.00. Funding in the amount of $150,000.00 is available in 001-6900-583000-690000.

RECOMMENDATION:

Staff recommends Board approval of the grant agreement for the Summer of Success program, and authorization for the Chair to sign documents as approved by the County Attorney in accordance with Strategic Plan Policy AO 2.2.1.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Jennifer Hill, Office of Management & Budget Director — Date: April 15, 2026



Kimberly Butler, Human Resources-Risk Mgmt Director — Date: April 15, 2026



Katherine Barbieri, County Attorney — Date: April 15, 2026



George Landry, County Administrator — Date: April 20, 2026

GRANT AGREEMENT

THIS AGREEMENT, made this 7th day of April, 2026 between **ST. LUCIE COUNTY**, a political subdivision of the State of Florida, hereinafter called the "County," and **THE WORKFORCE DEVELOPMENT BOARD OF THE TREASURE COAST/ DBA CAREERSOURCE RESEARCH COAST, LWDB20**, or its successors, executors, administrators, and assigns hereinafter called "Recipient":

IN CONSIDERATION of the mutual benefits received by each part, the parties mutually agree as follows:

1. The County shall disburse to the Recipient a grant in a total amount not to exceed one hundred fifty thousand and 00/100 dollars ($150,000) payable in two installments of seventy five thousand and 00/100 dollars each. The first installment shall be due on or before June 30, 2026. The second installment shall be due on or before July 30, 2026. The Recipient shall use the grant funds for the Summer of Success St. Lucie County 2026 Youth Program, hereinafter referred to as the "Program."

2. The Program shall provide up to forty (40) St. Lucie County youth, between the ages of sixteen (16) and twenty-one (21) with meaningful summer work experiences to prepare them for future careers and further education and training, as set forth in the Tentative Budget and Summer Work Experience Supervisor Manual, attached hereto and incorporated herein as Exhibits "A" and "B", respectively.

3. The Recipient shall provide the County Human Resources Department with an initial written report and supporting documents regarding the use of the grant funds and program progress report by July 1, 2026. A final report and supporting documents shall be provided on or before October 1, 2026, and should include a program outcome report. The report should also provide a list of the youth, their ages and grade level, as well as indicators of successful completion of the training and employment segments and/or reason for failure to complete.

4. The Recipient shall have internal controls adequate to safeguard the grant.

5. If the grant cannot be used or a subsequent audit reveals the grant was not used according to this Agreement, any money not so used shall be reimbursed to the County.

6. The Recipient shall provide an audit, by a certified or duly licensed public accountant, of the expenditure of monies disbursed pursuant to this Agreement. The Recipient shall submit all documents required under this paragraph within one hundred and eighty days (180) days after the end of its last fiscal year during which funds are expended under this Agreement.

7. The Recipient gives the County the right, until the expiration of three (3) years after expenditure of funds under this Agreement, to audit the use of the grant monies. Upon demand, the County shall have access to and the right to examine any directly pertinent books, documents, papers, and records of Recipient involving transactions related to these grant monies. All required

records shall be maintained until an audit is completed and all questions arising there from are resolved, or until the expiration of three (3) years after the expenditure of the funds.

8. The Recipient is and shall be an independent contractor, responsible to all parties for all of its acts or omissions and the County shall in no way be responsible for such acts or omissions. Recipient shall and will indemnify and hold harmless the County from and against any and all liability, claims, damages, expenses, fees, fines, penalties, suits, proceedings, and actions and cost of actions, including reasonable attorney's fees of any kind and nature arising or growing out or in any way connected with the use, occupations, administration or control of the above described services by Recipient or its agents, employees, customers, patrons or invitee, or resulting from injury to person or property, or a loss of life or property of any kind or nature whatsoever sustained during the term of this Agreement. Recipient hereby acknowledges that the payments made under this Agreement include specific consideration for the indemnification provided herein.

9. SCRUTINIZED COMPANIES TERMINATION: The County may immediately terminate the Contract without cause at any time upon ascertaining that pursuant to § 287.135, Florida Statutes, a company is ineligible to, and may not, bid on, submit a proposal for, or enter into or renew a contract with an agency or local government entity for goods or services if at the time of bidding or submitting a proposal for a new contract or renewal of an existing contract, or at any time thereafter, the company: (1) is on the Scrutinized Companies that Boycott Israel List, created pursuant to § 215.4725, Florida Statutes, or is engaged in a boycott of Israel; (2) is on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to § 215.473, Florida Statutes; or (3) is engaged in business operations in Cuba or Syria. Furthermore, the County may immediately terminate the Contract if it is determined that the company submitted a false certification stating that it was not (1) on the Scrutinized Companies that Boycott Israel List or engaged in a boycott of Israel; (2) was not on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List; (3) or was not engaged in business operations in Cuba or Syria when in fact the company was engaged in such activities at the time of the bid or proposal, or at the time of entering into or renewing the Contract.

10. PUBLIC RECORDS: The Recipient shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the Recipient in conjunction with this Agreement. Specifically, the Recipient shall:

(a) Keep and maintain public records that ordinarily and necessarily would be required by the County in order to perform the service.

(b) Provide the public with access to public records on the same terms and conditions that the County would provide the records and at a cost that does not exceed the cost provided in state law or as otherwise provided by law.

(c)Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.

(d) Upon completion of the Contract, transfer, at no cost, to the County all public records in possession of the Recipient or keep and maintain public records required by the County to perform the service. If the Recipient transfers all public records to the County upon completion of the Contract, the Recipient shall destroy any duplicate public records that are exempt or confidential and exempt from public

record disclosure requirements. If the Recipient keeps and maintains public records upon completion of the Contract, the Recipient shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the County, upon request from the County's custodian of public records, in a format that is compatible with the information technology system of the County.

IF THE RECIPIENT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE RECIPIENT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (772)462-1441, SLCAttorneyPRR@stlucieco.gov, COUNTY ATTORNEY'S OFFICE 2300 VIRIGNIA AVENUE, FORT PIERCE, FL 34982

11 All publications, media productions and exhibit graphics shall include the following statement: Sponsored in part by the Board of County Commissioners, St. Lucie County, Florida.

12. Any notice shall be in writing and sent registered or certified mail, postage, and charges prepaid, and addressed to the parties at the following address:

TO THE COUNTY:
St. Lucie County Administrator
2300 Virginia Avenue
Fort Pierce, Florida 34982

WITH COPIES TO:
St. Lucie County Attorney
2300 Virginia Avenue
Fort Pierce, Florida 34982

TO THE RECIPIENT:
The Workforce Development Board of The Treasure Coast/
Dba Careersource Research Coast, Lwdb20
4100 Okeechobee Road
Fort Pierce, Florida 34947

13. No amendment, modification or waiver of this Agreement shall be valid or effective unless in writing and signed by both parties and no waiver of any breach or condition of this Agreement shall be deemed to be a waiver of any other conditions or subsequent breach whether of like or different nature. If the County currently provides or subsequently provides any forms for agreement modification, the Recipient agrees to use said forms.

14. The Recipient represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of services required hereunder, as provided for in Section 112.311, Florida Statutes, as may be amended from time to time. Recipient further represents that no person having any interest shall be employed for said performance.

The Recipient shall promptly notify the County in writing by certified mail of all potential conflicts of interest prohibited by existing state law for any prospective business association, interest or other circumstance that may influence or appear to influence Recipient's judgment or quality of services being provided hereunder. Such written notification shall identify the prospective business association, interest or circumstance, the nature of work that the Recipient may undertake and request an opinion of the County as to whether the association, interest or circumstance would, in the opinion of the

County, constitute a conflict of interest if entered into by the Recipient. The County agrees to notify the Recipient of its opinion by certified mail within thirty (30) days of receipt of notification by the Recipient. If, in the opinion of the County, the prospective business association, interest or circumstance would not constitute a conflict of interest by the Recipient, the County shall so state in the notification and shall, at his/her option, enter into said association, interest or circumstance and it shall be deemed not in conflict of interest with respect to services provided to the County by the Recipient under the terms of this Agreement.

15. Except as otherwise provided, this Agreement shall be binding upon and shall insure to the benefit of the parties.

16. E-VERIFY/ VERIFICATION OF EMPLOYMENT STATUS: Effective January 1, 2021, as required by Section 448.095(2)(a), Florida Statutes, the Recipient and any subcontractors shall register with and use the E-Verify System to verify the work authorization status of all newly hired employees. The County, the Recipient, and any subcontractors may not enter into a contract unless each party uses the E-Verify System. The Recipient shall provide documentation of its compliance with this requirement upon request by the County.

If the Recipient enters into a contract with a subcontractor, the subcontractor must provide the Recipient with an affidavit stating the subcontractor does not employee, contract with or subcontract with an unauthorized alien. The Recipient shall maintain a copy of the affidavit during the terms of this Agreement.

The County will not intentionally award contracts to any contractor who knowingly employs unauthorized alien workers, constituting a violation of the employment provisions of the Immigration and Nationality Act ("INA"). The County shall consider the employment by the Recipient of unauthorized aliens a violation of 8 Section U.S.C. 1324(a)(3) [Section 274(e) of the INA]. The Recipient agrees that violation by Recipient shall be grounds for unilateral termination of this Agreement by the County.

17. In the event of a dispute between the parties in connection with this Agreement, the parties agree to submit the disputed issue or issues to a mediator for non-binding mediation prior to filing a lawsuit. The parties shall agree on a mediator chosen from a list of certified mediators available from the Clerk of Court for St. Lucie County. The parties shall share the fee of the mediator equally. To the extent allowed by law, the mediation process shall be confidential and the results of the mediation or any testimony or argument introduced at the mediation shall not be admissible as evidence in any subsequent proceeding concerning the disputed issue.

18. In the event it is necessary for either party to initiate legal action regarding this Agreement, venue shall be in the Nineteenth Judicial Circuit for St. Lucie County, Florida for claims under state law and the Southern District of Florida for any claims that are justiciable in federal court.

19. SOVEREIGN IMMUNITY: The County is a state agency or subdivision as defined in Section 768.28, F.S. The County is responsible for its own acts of negligence which result in claims or suits arising out of the Agreement, and agrees to be liable to the limits set forth in Section 768.28, F.S. Nothing herein shall be construed as a waiver of sovereign immunity or consent by a state agency to be sued by third parties in any matter arising out of the Agreement.

20. This Agreement embodies the whole understanding of the parties. There are no promises, terms, conditions, or obligations other than those contained herein, and this Agreement shall supersede all previous communications, representations, or agreements, either verbal or written, between the parties hereto.

IN WITNESS WHEREOF, the parties have caused the execution by their duly authorized officials as of the day and year first written above.

ATTEST:

BY: _____
DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO FORM AND CORRECTNESS:

BY: _____
COUNTY ATTORNEY

THE WORKFORCE DEVELOPMENT BOARD OF THE TREASURE COAST/ DBA CAREERSOURCE RESEARCH COAST, LWDB20

BY: Brian K Bauer

NAME: Brian Bauer

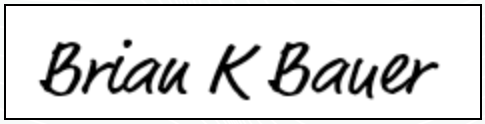
TITLE: President/CEO

DATE: 04/07/2026

CERTIFICATE *of* SIGNATURE

REF. NUMBER
WPOQF-Z6UZI-8Y5KB-4XGU3

DOCUMENT COMPLETED BY ALL PARTIES ON
07 APR 2026 19:26:06
UTC

SIGNER	TIMESTAMP	SIGNATURE
BRIAN BAUER EMAIL BBAUER@CAREERSOURCERC.COM	SENT 07 APR 2026 19:21:48 VIEWED 07 APR 2026 19:25:17 SIGNED 07 APR 2026 19:26:06	 IP ADDRESS 73.85.135.172 LOCATION PORT SAINT LUCIE, UNITED STATES

RECIPIENT VERIFICATION

EMAIL VERIFIED
07 APR 2026 19:25:17

9.G.1.
2026-491
CONSENT AGENDA - PURCHASING DIVISION
DATE: **5/5/2026**
*ACTION ITEM - REQUEST FOR PROPOSAL
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Desiree Cimino, Purchasing Manager

SUBMITTED BY: Purchasing Division

SUBJECT: Request for Proposal (RFP) No. 26-014 - Disaster Debris Monitoring Management and Consultant Services - **ADD ON**

BACKGROUND:

On February 18, 2026, responses to RFP No. 26-014, Disaster Debris Monitoring Management and Consultant Services, were opened. Four proposals were received; 469 companies were notified, and 37 RFP documents were distributed.

The purpose of this RFP is for a firm to assist in debris collection during disaster recovery. St. Lucie County seeks to establish contractual arrangements, with at least one (1) primary and up to three (3) additional qualified firms, to provide management services and technical assistance in regard to the monitoring of disaster debris collection on an as-needed basis.

Hurricanes, tornadoes, and other natural and man-made events frequently produce substantial volumes of debris, creating hazardous conditions that impact public health, welfare and safety by obstructing roads, by creating obstacles to safe passage of emergency and essential pedestrian and vehicular traffic, and by notably increasing potential exposure to fire and hazardous materials. To mitigate the hazardous conditions, it is mandatory that there be an early, safe and rapid response to restoring safe and economically viable conditions by the removal of the debris in a prompt and environmentally protective manner.

St. Lucie County Solid Waste will assign a Debris Manager to the debris collection/management project and will establish and staff a Debris Management Center at the St. Lucie County Baling and Recycling Facility. The Debris Management Center will provide a site for overall coordination of the project with the proposer(s) and local, state, and federal agencies. Authorized local, state, and federal agencies will also provide staff to the Debris Management Center to assure a proper level of coordination. The Debris Management Center will be the primary point of contact for the proposer(s).

The response of the selected monitoring proposer(s) to the disaster recovery process must be immediate, rapid and efficient with acceptable cost controls, accountability procedures, written reports and submittals to

assure that the County shall have the means to be reimbursed for all eligible disaster recovery costs from appropriate federal, state, and private agencies. Response will typically be activated only in the event of an emergency and in accordance with an awarded contract.

On March 26, 2026, the selection committee evaluated and ranked the proposals that were received. The committee members' scores and ranking for each firm are provided in Attachment A.

The short-listed firms in order of ranking are as follows:

1. Thompson Consulting Services
2. Debris Tech
3. True North Emergency Management, LLC
4. Tetra Tech, Inc.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

In the event of an emergency, debris removal expenditures will be funded from a variety of sources including FEMA, Florida Department of Emergency Management, and County reserves.

RECOMMENDATION:

Staff recommends Board approval of the short-listed firms for RFP No. 26-014 and permission to:

- Conduct contract negotiations with the highest-ranked proposer, Thompson Consulting Services, as the primary consultant and Debris Tech, as the secondary consultant.
- If negotiations are successful, award contracts to both proposers and authorize the Chair to sign the documents as prepared by the County Attorney in accordance with Strategic Plan Policy HS 4.4.
- If negotiations are unsuccessful with either firm, negotiations will be terminated with that firm and staff will start negotiations with the next ranked firm(s).

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 20, 2026

Rebecca Ventrella, Public Utilities Director

Jennifer Hill, Office of Management & Budget Director

Date: April 28, 2026

Katherine Barbieri, County Attorney

Date: May 01, 2026

George Landry, County Administrator

Date: May 01, 2026

Attachment A

RFP No. 26-014

Disaster Debris Monitoring Management and Consulting Services

Selection Committee Rebecca Ventrella Greg Atkinson Adolfo Covelli Oscar Hance Purchasing Division: Desiree Cimino	Rebecca Ventrella	Greg Atkinson	Adolfo Covelli	Oscar Hance	**TOTAL**	**RANKING**
APPLICANTS:	**100**	**100**	**100**	**100**	**400**	
Thompson Consulting Services	**71**	**88**	**88**	**96**	**343**	**1**
Debris Tech	**77**	**89**	**88**	**85**	**339**	**2**
True North Emergency Management, LLC	76	90	84	88	338	3
Tetra Tech, Inc.	61	89	89	89	328	4

BOARD OF COUNTY COMMISSIONERS

PURCHASING DEPARTMENT

TABULATION SHEET

RFP No. 26-014
Disaster Debris Monitoring Management & Consulting Services

COMPANY NAME: **Debris Tech**	
CONTACT NAME: **Brooks Wallace**	
PHONE: **601-916-1113**	EMAIL: **brooks@debristech.com**
ADDRESS: **923 Goodyear Blvd. Picayune, MS 39466**	
COMPANY NAME: **Tetra Tech Inc.**	
CONTACT NAME: **Ms. Betty Kamara**	
PHONE: **407-803-2551**	EMAIL: **contracts@tetratech.com**
ADDRESS: **2301 Lucien Way, Suite 120 Maitland, FL 32751**	
COMPANY NAME: **Thompson Consulting Services**	
CONTACT NAME: **Oliver Yao**	
PHONE: **407-792-0018**	EMAIL: **oyao@thompsoncs.net**
ADDRESS: **2601 Maitland Center Parkway Maitland, FL 32951**	
COMPANY NAME: **True North Emergency Management, LLC.**	
CONTACT NAME: **Victoria Kelly**	
PHONE: **601-508-6820**	EMAIL: **vkelley@truenorthem.com**
ADDRESS: **700 Rockmead Drive, Suite 158 Kingwood, TX 77339**	

9.G.2.
2026-570
CONSENT AGENDA - PURCHASING DIVISION
DATE: **5/5/2026**
*ACTION ITEM - REQUEST FOR QUALIFICATIONS
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Desiree Cimino, Purchasing Manager

SUBMITTED BY: Purchasing Division

SUBJECT: Request for Qualifications (RFQ) No. 26-016 - Professional Engineering Services – Bridge and Structure Evaluation and Design Services - Continuing Contracts

BACKGROUND:

On February 25, 2026, responses to RFQ No. 26-016, Professional Engineering Services – Bridge and Structure Evaluation and Design Services - Continuing Contracts, were opened. Six proposals were received; 845 companies were notified and 51 RFQ documents were distributed.

The purpose of this RFQ is to establish multiple continuing contracts with engineering firms with bridge evaluation and design expertise to perform professional engineering services for the St. Lucie County Public Works Department.

On April 8, 2026, the selection committee evaluated and ranked the proposals that were received. The committee members' scores and ranking for each firm are provided in Attachment A.

The short-listed firms in order of ranking are as follows:

1. Kimley-Horn & Associates
2. Kisinger, Campo & Associates
3. BCC Engineering LLC
4. WGI, Inc.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

Sufficient funding is available from various departmental professional service budgets as-needed.

RECOMMENDATION:

Staff recommends Board approval of the short-listed firms for RFQ No. 26-016 and permission to:

- Conduct contract negotiations with successful short-listed firms;
- If negotiations are successful, award contracts to the successful short-listed firms and authorize the Chair to sign the documents as prepared by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Daniel Zrallack, County Engineer — Date: April 16, 2026



Patrick Dayan, Public Works Director — Date: April 17, 2026



Jennifer Hill, Office of Management & Budget Director — Date: April 20, 2026



Katherine Barbieri, County Attorney — Date: April 20, 2026



George Landry, County Administrator — Date: April 27, 2026

Attachment A

RFQ No.26-016

Bridge and Structure Evaluation and Design Services - Continuing Contracts

Date: April 8, 2026	A	A	B	C		
Selection Committee Michael Harvey Charly Perez Matt Morse Gary Franklin	Michael Harvey	Charly Perez	Matt Morse	Gary Franklin	TOTAL	RANKING
APPLICANTS:	**100**	**100**	**100**	**100**	**400**	
Kimley-Horn and Associates, Inc.	97	92	94	98	381	**1**
Kisinger Campo & Associates, Corp	94	93	92	88	367	**2**
BCC Engineering, LLC	86	93	88	93	360	**3**
WGI, Inc.	89	88	86	96	359	**4**
BTS Consultants Corp.	92	90	82	90	354	5
Modjeski and Masters, Inc.	85	89	80	85	339	6

BOARD OF COUNTY COMMISSIONERS

PURCHASING DEPARTMENT

TABULATION SHEET

RFQ No. 26-016
Professional Engineering Services - Bridge and Structure Evaluation & Design Services - Continuing Contracts

COMPANY NAME: **BCC Engineering LLC.**	
CONTACT NAME: **Eugenio Ochoa**	
PHONE: **954-928-1828**	EMAIL: **eoachoa@bcceng.co**
ADDRESS: **4901 NW 17th Way 4506 Fort Lauderdale, FL 33309**	
COMPANY NAME: **BTS Consultants Corp.**	
CONTACT NAME: **Chelsea Romero**	
PHONE: **407-951-2239**	EMAIL: **cromero@btsengineeringcorp.com**
ADDRESS: **851 Bighorn St. Oviedo, FL 32765**	
COMPANY NAME: **Kisinger Campo & Associates, Corp.**	
CONTACT NAME: **Guillermo Madriz**	
PHONE: **813-871-5331**	EMAIL: **kca-marketing@kcaeng.com**
ADDRESS: **201 N. Franklin Street, Suite 900, Tampa, FL 33602**	
COMPANY NAME: **Kimley-Horn and Associates, Inc**	
CONTACT NAME: **Brian Good**	
PHONE: **772-794-4083**	EMAIL: **Brian.Good@kimley-horn.com**
ADDRESS: **445 24th Street, Suite 200, Vero Beach, FL 32960**	
COMPANY NAME: **Modjeski and Masters, Inc.**	
CONTACT NAME: **Jack R. Haynes**	
PHONE: **717-790-9565**	EMAIL: **JRHaynes@modjeski.com**
ADDRESS: **600 Corporate Drive, Suite 410 Fort Lauderdale, FL 33334**	
COMPANY NAME: **WGI, Inc.**	
CONTACT NAME: **Bradley Gersh**	
PHONE: **954-660-1660**	EMAIL: **Bradley.Gersh@WGInc.com**
ADDRESS: **3230 W. Commercial Boulevard, #300 Fort Lauderdale, FL 33309**	

9.G.3.
2026-571
CONSENT AGENDA - PURCHASING DIVISION
DATE: **5/5/2026**
*ACTION ITEM - REQUEST FOR QUALIFICATIONS
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Desiree Cimino, Purchasing Manager

SUBMITTED BY: Purchasing Division

SUBJECT: Request for Qualifications (RFQ) No. 26-017 - Professional Construction Engineering & Inspection Services - Continuing Contracts

BACKGROUND:

On February 25, 2026, responses to RFQ No. 26-017, Professional Construction Engineering & Inspection Services – Continuing Contracts, were opened. Ten proposals were received; 875 companies were notified and 59 RFQ documents were distributed.

The scope of work for this contract is the engineering oversight, inspection, and verification testing for Public Works construction projects, on an as-needed basis.

On April 13, 2026, the selection committee evaluated and ranked the proposals that were received. The committee members' scores and ranking for each firm are provided in Attachment A.

The short-listed firms in order of ranking are as follows:

1. Johnson, Mirmiran & Thompson, Inc. (JMT)
2. Culpepper & Terpening, Inc.
3. Consor North America, Inc.
4. Velcon Construction Management, LLC
5. AECOM Technical Services, Inc.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

Sufficient funding is available from various departmental professional service budgets as-needed.

RECOMMENDATION:

Staff recommends Board approval of the short-listed firms for RFQ No. 26-017 and permission to:

- Conduct contract negotiations with successful short-listed firms;
- If negotiations are successful, award contracts to the successful short-listed firms and authorization for the Chair to sign the documents as prepared by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Daniel Zrallack, County Engineer — Date: April 16, 2026



Patrick Dayan, Public Works Director — Date: April 17, 2026



Jennifer Hill, Office of Management & Budget Director — Date: April 21, 2026



Katherine Barbieri, County Attorney — Date: April 21, 2026



George Landry, County Administrator — Date: April 27, 2026

Attachment A

RFQ No.26-017

Construction Engineering and Inspection Services - Continuing Contracts

Date: April 13, 2026						
Selection Committee Michael Harvey Daniel Zrallack Daniel Finz Brion Pauley	Michael Harvey	Daniel Zrallack	Daniel Finz	Brion Pauley	**TOTAL**	**RANKING**
APPLICANTS:	**100**	**100**	**100**	**100**	**400**	
Johnson, Mirmiran & Thompson, Inc.	99	74	94	95	362	**1**
Culpepper & Terpening, Inc.	92	85	91	90	358	**2**
Consor North America, Inc.	97	82	94	78	351	**3**
Velcon Construction Management, LLC	84	62	87	93	326	**4**
AECOM Technical Services, Inc.	86	60	81	97	324	**5**
Dewberry Engineers, Inc.	78	51	92	85	306	6
WSB, LLC	90	48	88	77	303	7
South Florida Engineering & Consulting, LLC	78	47	90	85	300	8
Metric Engineering, Inc.	83	44	89	83	299	9
CAPTEC Engineering, Inc.	79	55	90	70	294	10

BOARD OF COUNTY COMMISSIONERS

PURCHASING DEPARTMENT

TABULATION SHEET

RFQ No. 26-017
Professional Engineering Services - Construction Engineering & Inspection Services - Continuing Contracts

COMPANY NAME: **AECOM Technical Services, Inc.**	
CONTACT NAME: **Jeff Blazowski**	
PHONE: **813-927-6887**	EMAIL: **jeff.blazowski@aecom.com**
ADDRESS: **1400 Centrepark BLVD. Ste. 860 West Palm Beach, FL 33401**	
COMPANY NAME: **CAPTEC Engineering, Inc.**	
CONTACT NAME: **Joseph W. Capra**	
PHONE: **772-69-4344**	EMAIL: **jcapra@gocaptec.com**
ADDRESS: **301 NW Flagler Avenue Stuart, FL 34994**	
COMPANY NAME: **Consor North American, Inc.**	
CONTACT NAME: **Aren Griffin**	
PHONE: **772-834-5467**	EMAIL: **agriffin@consoreng.com**
ADDRESS: **2552 Peters Rd., Suite C Fort Pierce, FL 34945**	
COMPANY NAME: **Culpepper & Terpening, Inc.**	
CONTACT NAME: **Stefan K. Matthes**	
PHONE: **772-464-3537**	EMAIL: **smatthes@ct-eng.com**
ADDRESS: **2980 S. 25th Street Fort Pierce, FL 34981**	
COMPANY NAME: **Dewberry Engineers, Inc.**	
CONTACT NAME: **Robert Beltran**	
PHONE: **863-345-0838**	EMAIL: **rbeltran@dewberry.com**
ADDRESS: **1479 Town Center Drive, Suite D214 Lakeland, FL 33803**	
COMPANY NAME: **Johnson, Mirmiran & Thompson, Inc.**	
CONTACT NAME: **Steven Haines**	
PHONE: **772-448-4459**	EMAIL: **shaines@jmt.com**
ADDRESS: **3731 Oleander Avenue, Suite 108 Fort Pierce, FL 34982**	
COMPANY NAME: **Metric Engineering Inc.**	
CONTACT NAME: **Nelson V. Perez**	
PHONE: **305-216-5112**	EMAIL: **nelson.perez@metriceng.com**
ADDRESS: **13940 SW 136th St. Miami, FL 33186**	
COMPANY NAME: **South Florida Engineering and Consulting LLC**	
CONTACT NAME: **Thomas V. Conboy**	
PHONE: **561-412-6997**	EMAIL: **tconboy@sfec.us**

ADDRESS: **30 South M Street, Lake Worth Beach, FL 33460**	
COMPANY NAME: **Velcon Construction Management, LLC (VCM)**	
CONTACT NAME: **Heath Stocton**	
PHONE: **772-879-0477**	EMAIL: **HeathS@velconfl.com**
ADDRESS: **1449 Commerce Center Drive, Port St. Lucie, FL 34986**	
COMPANY NAME: **WSB LLC**	
CONTACT NAME: **Rod Myrick**	
PHONE: **904-337-6324**	EMAIL: **rmyrick@wsbeng.com**
ADDRESS: **2707 Peters Rd. Suite 49 Fort Pierce, FL 34945**	

9.H.1.
2026-546
CONSENT AGENDA - PARKS & RECREATION
DATE: **5/5/2026**
*ACTION ITEM - WAIVER OF FEES
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Decreta Meely, Venue Coordinator

SUBMITTED BY: Parks & Recreation

SUBJECT: SLC Children's Services Council - More Than A Game Graduation - Fee Waiver $562.50

BACKGROUND:

The St. Lucie County Children's Services Council is planning the graduation ceremony and resource fair for the More Than a Game Program on May 27, 2026, at the Havert L. Fenn Center. This program is an engagement initiative by the SLC Children's Services Council aimed at reaching fathers in the community. The program is in partnership with Roundtable of St. Lucie County, Inc., which provides the curriculum, along with other organizations and businesses supporting various aspects of the project.

Certain rental fees may be waived by the BOCC, pursuant to B.8.b. in Exhibit A of Resolution 14-053. Any additional costs for County staff and equipment will be covered by the renter.

PREVIOUS ACTION:

Previous fee waiver approvals 2023, 2024, 2025.

FINANCIAL IMPACT:

If the fee waiver is approved, the County will forgo $562.50 in rental fee revenue under accounting string 001-7215-347220-7510 User Fees.

RECOMMENDATION:

Staff recommends Board approval to waive the facility use fee of $562.50 as outlined in this agenda memorandum and authorization for the Chair to sign documents as approved by the County Attorney in accordance with Strategic Plan Policy TC 5.2.1.

COMMISSION ACTION:

RESULT:
MOVER: None

SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: April 09, 2026

Joyania Hawthorne, Director of Parks & Recreation

Date: April 13, 2026

Jennifer Hill, Office of Management & Budget Director

Date: April 13, 2026

Katherine Barbieri, County Attorney

Date: April 14, 2026

George Landry, County Administrator

ST. LUCIE COUNTY
Children's SERVICES COUNCIL
Our Children · Our Community · Our Future

April 01, 2026

Council Members

Chair
Amy Gregory
Circuit 19 Dept. of Children & Families

Vice Chair
Deborah Hawley
School Board Member

Secretary
Jamie Fowler
County Commissioner

Carmine Izzo
Governor Appointed

Amy Longar
Governor Appointed

Candice Loupe
Governor Appointed

Anastasia Norman
Circuit Judge

Dr. Jon R. Prince
Superintendent of Schools

Andrew Treadwell
Governor Appointed

Melanie Wiles
Governor Appointed

Sean Boyle
Chief Executive Officer

John Cesar
Community Engagement Coordinator
Children's Services Council of St. Lucie County
546 NW University Blvd, Suite 201
Port St. Lucie, FL 34986
jcesar@cscslc.org
772-408-1100 x 112

Re: Request to use the Havert L. Fenn Center for More Than A Game Season VI Graduation

To Whom It May Concern,

I am writing to request the use of the Havert L. Fenn Center on Wednesday, May 27, 2026. We plan to host our graduation ceremony and resource fair for our More Than a Game program, as we have successfully done for the past three years—on June 25, 2023, May 22, 2024, and May 28, 2025. Each year, we receive positive feedback from attendees, and we would be grateful to continue holding our graduation at the Havert L. Fenn Center.

More Than a Game is an engagement initiative developed by the Children's Services Council to support fathers and father figures in our community. We partner with the Roundtable of St. Lucie County and the Inner Truth Project for the curriculum component, which explores themes related to fatherhood. Additionally, we collaborate with organizations and businesses to provide valuable resources for participants. More Than a Game offers fathers and father figures the opportunity to learn about community resources and engage in meaningful discussions about fatherhood with their peers.

We hope you will grant us permission to use the facility for this event. Thank you in advance for your consideration.

Best regards,

ST. LUCIE COUNTY
Children's SERVICES COUNCIL
Our Children • Our Community • Our Future

FREE OPEN GYM!

MORE THAN A GAME

SEASON V 2026

JOIN US TO DISCUSS FATHERING, LEARN ABOUT LOCAL RESOURCES AND PLAY BALL!

EVERY

TUESDAY

FOR 10 WEEKS

MARCH 24 - MAY 26

5:30PM to 9:00PM



SCAN ME

SCAN QR CODE OR REGISTER AT

WWW.CSCSLC.ORG

TO SECURE YOUR SPOT

MAX 45 PLAYERS

FORT PIERCE, FL • THE SUNRISE CITY •

CITY OF FORT PIERCE
RECREATION CENTER
903 S 21ST ST

Dads, step-dads, grandads, adoptive dads, permanent guardians, and father figures... ALL ARE INVITED!

CONTACT:
John Cesar
jcesar@cscslc.org
772-237-1665

THIS PROGRAM IS BEING HOSTED IN PARTNERSHIP WITH THE ROUNDTABLE OF ST. LUCIE COUNTY AND THE KIDS AT HOPE INITIATIVE. SEASON IV WELCOMES A NEW PARTNER, THE INNER TRUTH PROJECT.

THE INNER TRUTH PROJECT

KIDS AT HOPE NO EXCEPTIONS

ST. LUCIE COUNTY
Children's
SERVICES COUNCIL
Our Children • Our Community • Our Future

MORE THAN A GAME

DADS, STEP-DADS, GRANDADS, ADOPTIVE DADS, PERMANENT GUARDIANS, AND FATHER FIGURES... ALL ARE INVITED!

JOIN US FOR A DISCUSSION ON FATHERHOOD AND PARENTING, LEARN ABOUT LOCAL RESOURCES FOR YOUR FAMILY, AND ENJOY FREE PLAY!

BASKETBALL



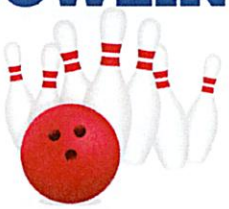
SPRING
MARCH-JUNE

GOLF



SUMMER
JUNE-JULY

BOWLING



FALL
OCTOBER-NOVEMBER

SCAN ME

SCAN THE QR CODE OR REGISTER AT WWW.CSCSLC.ORG TO SECURE YOUR SPOT

LIMITED SPOTS EACH SEASON

CONTACT: John Cesar | jcesar@cscslc.org | 772-237-1665

MORE THAN A GAME IS HOSTED IN PARTNERSHIP WITH THE ROUNDTABLE OF ST. LUCIE COUNTY, THE KIDS AT HOPE INITIATIVE AND THE INNER TRUTH PROJECT. SINCE 2022, FATHERS IN OUR COMMUNITY HAVE HAD THE OPPORTUNITY TO LEARN HOW TO HELP THEIR FAMILIES WITH SUPPORT FROM LOCAL PROGRAMS AND RESOURCES.

Roundtable of St. Lucie County
LEADERS UNITED FOR CHILDREN

THE INNER TRUTH PROJECT

KIDS AT HOPE
NO EXCEPTIONS

EXHIBIT A
RESERVATION FEES

VENUE: Havert L. Fenn Center

PHONE: 772-462-1521 **FAX: 772-462-1128**

Date: **April 8, 2026**

Event: More Than a Game
No. of Attendees
Contact: John Ceasar

Event Date: May 27, 2026
Event Day: Wednesday
Event Times: 4pm-10pm
Set Up/Load In: 4pm
Break Down/Load Out: 9:30am
Total Event Hours, Inc. Load in/Out: 6

Organization: Children's Services Council
546 NW University Blvd Ste. 201
Port St. Lucie, FL 34986
Office Phone:
Cell: 772-408-1100

Fax:
E-mail Address: jcesar@cscslc.org

****

Facility Use Fee	**Rate**		**Fee**
Gymnasium	6 hours @ $125		$750.00
		Sub-total	$750.00
		25% NP Discount	-$187.50
		Revised Sub-Total	$562.50
		Sales Tax 7%	**T/E**
		FACILITY USE FEE TOAL REQUESTED WAVIER	**$562.50**
Equipment Use Fees			
Tables and chairs	N/C		$0.00
Stage	$18 per section X 6 sec		$108.00
		Sub- Total	$108.00
		Sales Tax 7.0 %	T/E
		EQUIPMENT FEES TOTAL	**$108.00**
Staff/Personnel	(Does not include cost of any required security personnel)		
Event Supervisor (Required)	$25 per hr. X 8 hours		$200.00
Custodian/Event Staff	$18 per hr. X 4 hrs. X 2 staff		$144.00
		STAFF FEES TOTAL	**$344.00**
Other Fees			
Event Insurance Premium (if applicable; by separate check)			
		OTHER FEES TOTAL	**$0.00**
Refundable Security Deposit		**SECURITY DEPOSIT TOTAL**	
		TOTAL ESTIMATED BALANCE	**$1,014.50**
Payable to St. Lucie County BOCC		**ESTIMATED CHARGES W/ WAIVER**	**$452.00**

Other Requirements include but are not limited to:

1. 50% Deposit with Signed Facility Use Agreement, Required Documents to Confirm Reservation. Payment in full and all Required Documents due no less than 30 days prior to event to avoid cancellation.

Prepared by: Dee Meely

FORM APPROVED MAY 2012

AGENDA REQUEST

9.I.1.
RES-2026-78
CONSENT AGENDA - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? NO

TO: **Board of County Commissioners**

PRESENTED BY: Benjamin Balcer, Planning & Development Services Director

SUBMITTED BY: Planning & Development Services

SUBJECT: Revocation of Economic Incentive Resolution No. 23-006 and Job Growth Investment Grant 23-001 granted to Meyer Utility Structures, LLC, AKA Arcosa

BACKGROUND:

On January 24, 2023, the Board of County Commissioners approved Resolution No. 2023-006, committing to provide economic incentives for a new manufacturing facility owned by Meyer Utility Structures, LLC, also known as Arcosa. Subsequently, on March 7, 2023, the Board approved Job Growth Investment Grant Agreement No. 23-001 for the creation of 101 new jobs and deferred the fee in lieu of sidewalk construction for a period of up to 12 months.

On February 6, 2024, the Board approved the first amendment to JGIG Agreement No. 23-001, extending the Year One job creation deadline to December 31, 2024, and providing a 12-month extension for the fee in lieu of sidewalk construction. On January 21, 2025, the Board approved a second amendment to the agreement, extending the Year One job creation deadline to December 31, 2025, and granting an additional 12-month extension for the fee in lieu of sidewalk construction.

On February 27, 2026, Arcosa requested a third extension of the JGIG agreement, citing its inability to meet the job creation requirements within the specified timeframe. At the March 10, 2026, Board of County Commissioners Informal Meeting, staff presented the request, and the Board directed staff to terminate the existing agreement and renegotiate a new agreement that would account for any changes to the County's economic incentive program criteria.

On April 2, 2026, Arcosa submitted a letter supporting termination of the existing JGIG agreement and requested the deferment of the fee in lieu of sidewalk construction remain in place pending negotiation of a new agreement. In response to this request, staff suggests deferring the payment of the sidewalk fee in lieu for a period of 180-days to allow the County and Arcosa to negotiate a new economic incentive agreement.

Revocation of the resolution and termination of JGIG Agreement No. 23-001 will not affect Meyer Utility Structures, LLC, also known as Arcosa's ability to request economic incentives from the Board of County Commissioners in the future.

PREVIOUS ACTION:

On January 24, 2023, the Board of County Commissioners (Board) approved Resolution 2023-006, committing to incentivize a new manufacturing facility owned by Meyer Utility Structures, LLC, AKA Arcosa.

On March 7, 2023, the Board approved a Job Growth Investment Grant agreement (JGIG agreement 23-001) for the creation of 101 new jobs and deferred the payment in lieu of sidewalk construction for a period of up to 12-months.

On February 6, 2024, JGIG agreement 23-001 was amended to extend the Year One job creation date to December 31, 2024, and provide a 12-month extension on the fee in lieu of sidewalk construction.

On January 21, 2025, JGIG agreement 23-001 was amended to extend the Year One job creation date to December 31, 2025, and provide an additional 12-month extension for the sidewalk fee in lieu of payment.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board approve the draft Resolution and allow the Chair to sign documents as approved by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Benjamin Balcer, Planning & Development Services Director — Date: April 24, 2026



Katherine Barbieri, County Attorney — Date: April 26, 2026



Date: April 27, 2026

Mayte Santamaria, Deputy County Administrator

RESOLUTION 2026-XX

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FL REVOKING RESOLUTION 2023-006 AND JOB GROWTH INVESTMENT GRANT (JGIG) 23-001 WHICH APPROVED CERTAIN ECONOMIC INCENTIVES ON BEHALF OF MEYER UTILITY STRUCTURES, LLC, AKA ARCOSA.

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations

1. On January 24, 2023, the Board of County Commissioners (Board) approved Resolution 2023-006, committing to incentivize a new manufacturing facility owned by Meyer Utility Structures, LLC, AKA Arcosa, consisting of approximately 89,000 square feet.

2. Resolution 2023-006 authorized County staff to prepare a Job Growth Investment Grant (JGIG) Agreement for the creation of one hundred and one (101) new jobs associated with the company's new manufacturing facility.

3. On March 7, 2023, the Board of County Commissioners approved Job Growth Investment Grant (JGIG) Agreement 23-001, for Meyer Utility Structures, LLC, AKA Arcosa, incentivizing the creation of one hundred and one (101) new jobs over a three-year period and deferring the payment of $35,280.00 in lieu of sidewalk construction for a period of up to 12 months.

4. On February 6, 2024, JGIG Agreement 23-001 was amended to extend the Year One job creation date to December 31, 2024, and provide a 12-month extension on the fee in lieu of sidewalk construction.

5. On January 21, 2025, JGIG Agreement 23-001 was amended to extend the Year One job creation date to December 31, 2025, and provide an additional 12-month extension for the sidewalk fee in lieu of payment.

6. Meyer Utility Structures, LLC, AKA Arcosa has not met the job creation requirements established under JGIG Agreement 23-001, as amended.

7. On April 2, 2026, Meyer Utility Structures, LLC, AKA Arcosa, submitted correspondence to the County, agreeing to terminate the existing agreement with the understanding that the company will have the opportunity to renegotiate a future economic incentive agreement with the County.

8. The Board of County Commissioners intends to provide Meyer Utility Structures, LLC, AKA Arcosa, with one hundred eighty (180) days from the effective date of this Resolution to negotiate and obtain approval of a new economic incentive agreement with the County. In the event a new agreement is not approved within such time, the company shall be responsible for payment of $35,280.00, representing the deferred fee in lieu of sidewalk construction in accordance with applicable County requirements.

9. The revocation of Resolution 2023-006 and JGIG Agreement 23-001 shall not prevent Meyer Utility Structures, LLC, AKA Arcosa from requesting economic incentives from the Board of County Commissioners in the future.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

A. Resolution 2023-006 for Meyer Utility Structures, LLC, AKA Arcosa, authorized by the Board of County Commissioners on January 24, 2023, is hereby revoked.

B. Job Growth Investment Grant (JGIG) Agreement 23-001 for Meyer Utility Structures, LLC, AKA Arcosa, approved on March 7, 2023, as amended, is hereby revoked in its entirety.

C. The revocation of Resolution 2023-006 and JGIG Agreement 23-001 shall not create any obligation on the part of the County to approve or provide future economic incentives.

D. This Resolution shall take effect on the date of the adoption.

After motion and second, the vote on this Resolution was as follows:

Commissioner, Jamie Fowler, Chair	XX
Commissioner Larry Leet, Vice Chair	XX
Commissioner James Clasby	XX
Commissioner Erin Lowry	XX
Commissioner Cathy Townsend	XX

PASSED AND DULY ADOPTED this 5th day of May, 2026.

ATTEST:

BY:_____
DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY:_____
CHAIR

APPROVED AS TO FORM AND CORRECTNESS:

BY:_____
COUNTY ATTORNEY

Arcosa, Inc.
500 N. Akard St. Suite 400
Dallas, TX 75201
arcosa.com

ARCOSA

April 2, 2026

Mr. George Landry, County Administrator
St. Lucie County
2300 Virginia Avenue
Fort Pierce, Florida 34982

Re: JGIG Agreement 23-001 with Meyer Utility Structures, LLC

Dear Mr. Landry,

On behalf of Meyer Utility Structures, LLC, I would like to thank you and other members of the County Staff for meeting with me last week to discuss the continuing viability of Meyer's Job Growth Investment Grant Agreement 23-001 (the "JGIG Agreement"). As we discussed, we believe that it would be in the mutual interests of Meyer and the County to terminate the existing JGIG Agreement and work toward a new agreement with recalibrated goals and incentives. Accordingly, Meyer is requesting formal termination of the Agreement, with the understanding that Meyer and the County will promptly enter into negotiation of a replacement JGIG agreement

As we also discussed, Meyer entered into an Agreement to Pay Fee in Lieu of Constructing Concrete Sidewalks (the "Sidewalk Fee Agreement") with the County in connection with Meyer's development of the project for which the JGIG Agreement applies. Per the terms of the Sidewalk Fee Agreement and the JGIG Agreement, the applicable sidewalk fees were to be paid to the County through the grant funds to be disbursed under the JGIG Agreement. In light of the termination of the existing JGIG Agreement and the expectation of entering into a new agreement, Meyer is requesting that the payment of the fees otherwise due under the Sidewalk Fee Agreement be deferred by the County pending the negotiation of, and incorporation into, the new JGIG agreement.

We appreciate the patience that the County has shown as Meyer continues to try to expand its presence in St. Lucie County, and we look forward to working with you to quickly negotiate a new JGIG agreement. In the meantime, if you or any member of the County staff may reach out to me by email at hal.fonville@arcosa.com of by phone at (901)359-2767 with any questions or concerns about the Meyer project.

Sincerely,

Hal Fonville
Vice President
Meyer Utility Structures, LLC

cc: Wes McCurry, Economic Development Council of St. Lucie County

RESOLUTION 2023-006

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY APPROVING CERTAIN INCENTIVES ON BEHALF OF MEYER UTILITY STRUCTURES, LLC., ("ARCOSA").

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. Meyer Utility Structures, LLC., ("ARCOSA") is an industry leader in the engineering design and fabrication of concrete, lattice, and tubular steel structures for transmission, distribution, and substation applications manufacturer, which is a targeted industry in St. Lucie County.

2. In addition to a generous benefits package, ARCOSA earnings per worker is above the average earnings for St. Lucie County.

3. ARCOSA has identified vacant land and has begun construction of a manufacturing facility in Fort Pierce.

4. The project will include approximately 89,000 square feet of new manufacturing facility and the creation of 101 new jobs. The employment schedule consists of 50 new jobs in Year 1, 42 new jobs in Year 2, and 9 new jobs in Year 3.

5. St. Lucie County is offering an incentive package to ARCOSA for the benefit of the residents of St. Lucie County.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida, that in consideration of the benefits gained by the residents of St. Lucie County through the development of ARCOSA's new facility, the following incentives are offered:

A. *St. Lucie County Job Growth Incentive Grant (JGIG)* - The Board authorizes County staff to prepare a JGIG agreement with ARCOSA for the creation of 101 new jobs pursuant to the Job Growth Investment Grant guidelines.

B. After motion and second, the vote on this Resolution was as follows:

After motion and second, the vote on this resolution was as follows:

Commissioner Cathy Townsend, Chair	AYE
Commissioner Linda Bartz, Vice Chair	AYE
Commissionner Jamie Fowler	AYE
Commissioner Chris Dzadovsky	AYE
Commissioner Larry Leet	AYE

PASSED AND DULY ADOPTED this 24th day of January, 2023.

ATTEST:

DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO LEGAL FORM AND
CORRECTNESS:

_____
COUNTY ATTORNEY

ST. LUCIE COUNTY FLORIDA

AGENDA REQUEST

10.A.4.
RES-2023-6
REGULAR AGENDA - COUNTY ATTORNEY
DATE: **1/24/2023**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? NO

TO: **Board of County Commissioners**

PRESENTED BY: Daniel McIntyre, County Attorney

SUBMITTED BY: County Attorney

SUBJECT: Resolution No. 2023-006 - Approving Certain Incentives on Behalf of Meyer Utility Structures, LLC ("ARCOSA")

BACKGROUND:

Meyer Utility Structures, LLC., ("ARCOSA") is an industry leader in the engineering design and fabrication of concrete, lattice, and tubular steel structures for transmission, distribution, and substation applications manufacturer, which is a targeted industry in St. Lucie County. ARCOSA has identified vacant land and has begun construction of a manufacturing facility in Fort Pierce. The project will include approximately 89,000 square feet of new manufacturing facility and the creation of 101 new jobs. The employment schedule consists of 50 new jobs in Year 1, 42 new jobs in Year 2, and 9 new jobs in Year 3. ARCOSA earnings per worker is above the average earnings for St. Lucie County.

Attached is a copy of Resolution No. 2023-006 which, if adopted, would authorize a St. Lucie County Job Growth Incentive Grant (JGIG).

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends that the Board adopt Resolution No. 2023-006 and authorize the Chair to sign the resolution.

COMMISSION ACTION:

RESULT:
MOVER:

SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



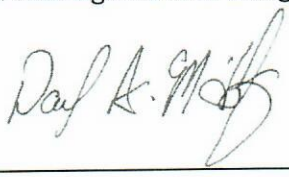
Benjamin Balcer, Planning & Development Services Assistant Director — Date: January 12, 2023



Mayte Santamaria, Planning & Development Services Director — Date: January 12, 2023



Jennifer Hill, Office of Management & Budget Director — Date: January 13, 2023



Daniel McIntyre, County Attorney — Date: January 18, 2023

JGIG-23-001 C23-03-161

ST. LUCIE COUNTY JOB GROWTH INVESTMENT GRANT AGREEMENT

THIS AGREEMENT is made as of the 7th day of March, 2023 by and between St. Lucie County, a political subdivision of the State of Florida, by and through its Board of County Commissioners, hereinafter referred to as the COUNTY and Meyer Utility Structures, LLC, a limited liability company authorized to do business in the State of Florida, hereinafter referred to as the COMPANY whose Federal I.D. number is **47-1177304**.

W I T N E S S E T H:

WHEREAS, it is the policy of the COUNTY to stimulate economic growth in St. Lucie County, by either attracting new businesses to St. Lucie County or by encouraging the expansion of existing businesses within St. Lucie County; and

WHEREAS, the creation of new employment opportunities for residents of St. Lucie County and the increased tax revenues resulting from such business expansion or relocation within St. Lucie County is beneficial to the local economy; and

WHEREAS, the Board of County Commissioners has determined that offering a Job Growth Investment Grant encourages either businesses to expand or new businesses to enter St. Lucie County and thereby create new employment opportunities for the residents of St. Lucie County; and

WHEREAS, St. Lucie County, through its Board of County Commissioners, has created a Job Growth Investment Grant; and

WHEREAS, the COMPANY will either relocate to St. Lucie County or expand its existing business in St. Lucie County and thereby create certain new employment opportunities having a specific wage level or higher in St. Lucie County in accordance with the Job Growth Investment Grant criteria if the COUNTY provides to the COMPANY a Job Growth Investment Grant; and

WHEREAS, the COMPANY has been determined to be eligible to receive a Job Growth Investment Grant by the COUNTY'S Job Growth Investment Grant Review Committee; and

WHEREAS, the COMPANY acknowledges that this Agreement shall be based upon the COMPANY'S obtainment of the performance requirements as outlined in this Agreement; and,

WHEREAS, on January 24, 2023, the COUNTY approved to defer the payment in lieu of sidewalk construction for a period of up to twelve (12) months from the date of this Agreement and provide the option for the COMPANY to utilize future Job Growth Investment Grant (JGIG) funds to satisfy this requirement; and,

WHEREAS, the COUNTY finds and declares that it is in the public interest to award a Job Growth Investment Grant to COMPANY pursuant to the terms of this Agreement.

NOW, THEREFORE, in consideration of the premises and mutual covenants hereinafter contained, the parties do agree as follows:

1. Definitions. As used in this Agreement, the following terms shall mean:

   a. "Annual Average Hourly Wage" - includes the hourly cost of wages, bonuses, and commissions but does not include benefits. The Top two Executive salaries as defined in this Agreement shall not be included in the average wage calculations.

   b. "Base Period for Hourly Wage level and Job Creation" - As set forth in the State of Florida Employer's Quarterly Report (RT-6A) for the quarter preceding the Grant application.

   c. "Default" - failure to comply with the terms of the Agreement.

   d. "Effective Date" – The date of execution of this Agreement by the COUNTY.

   e. "Employer's Quarterly Report Form RT-6" - COMPANY's State of Florida Employer's Quarterly Report Form RT-6A provided to the COUNTY in conjunction with the execution of this Agreement, and thereafter as required pursuant to this Agreement.

   f. "Expansion of an existing business" - A business establishing 10 or more jobs to employ 10 or more new full-time employees in the County. These jobs must represent a net increase in employment at the site/facility and be not less than a 10 percent increase.

   g. "Full-time Equivalent Job" - shall be calculated by total payroll hours per year divided by 52 weeks and then, divided by 35 hours.

   h. "JGIG" - shall mean Job Growth Investment Grant.

   i. "New Business" - a business establishing 10 or more jobs to employ 10 or more full-time employees in the County within the term of the Grant provided that such business first begins operations on a site in the County clearly separate from any other operation owned by the same business.

j. Research Firm – A company that employs 50% or more of their workforce in the development of new products, refinement of existing products, testing of products, development of new scientific information and others to be defined.

k. "St. Lucie County Average Hourly Wage" – At least 107% of the average annual hourly wage per job in St. Lucie County, as determined by State of Florida Department of Labor, Workforce Development Board or Enterprise Florida, Inc.

2. Wage Level Commitment.

As a condition precedent to and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to pay an average hourly wage of not less than **$22.38** per hour annually for those new jobs which are eligible for Grant hereunder. This per hour wage will be adjusted on the third and sixth anniversaries of the Effective Date of this Agreement for wage rate inflation based upon the percentage change in the Consumer Price Index ("CPI Index") between the Effective Date of this Agreement and the third and sixth anniversary of the Effective Date of this Agreement.

The target wage rate will then be increased by the percentage change in the CPI Index in order to determine the new target wage rate on the third anniversary and sixth anniversary of this Agreement. The COMPANY shall provide written verification satisfactory to the COUNTY that the average hourly wage of the new jobs meets the average rate of **$22.38** per hour in the first three years of the Agreement and adjusted as defined above in year three and year six.

The first report provided by the COMPANY will be the State of Florida Employer's Quarterly Report (Form RT-6) including hours worked per month, total number of employees, gross wages paid in the quarter and a total of hours and wages for the Top Executive wages for the quarter before the JGIG Application Date. These Top Executives are defined as the wages for the two (2) highest paid employees on a wage basis. The COMPANY will provide the hours and wage dollars for these Top Two (2) Executives for each reporting period. Each quarter after the approval of the JGIG the COMPANY must provide this information to the COUNTY when filing the Employer's Quarterly Report (Form RT-6). The first report after the Effective Date may include only a partial quarter due to the approval timing. The base period or the adjusted base period at three (3) years or six (6) years will be subtracted from the current twelve (12) month report to equal net growth of hours and wages. The net wages will be divided by the net hours for the average hourly wage rate to compare to the adjusted targeted minimum hourly wage level.

The COMPANY'S failure to maintain its hourly wage level commitment for any year will result in the forfeiture of the Grant amount for that year. Such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for subsequent years in which it is able to maintain its hourly wage level commitment.

3. Job Creation Commitment.

As a condition precedent to, and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to create a minimum of **101** new Full-Time Equivalent Jobs in St. Lucie County over the term of this Agreement as more specifically set forth on **Exhibit "A"**, which is attached hereto and made a part hereof. These new jobs will be phased in on the following schedule;

Year One a minimum of **50 jobs**
Year Two a minimum of **42 jobs**
Year Three a minimum of **9 jobs**

To obtain the Grant amount for jobs created, the annual calculation of jobs created must meet or exceed the minimum job levels and meet the hourly wage requirements.

The annual calculation of the incremental jobs will be determined by taking the Base Period quarterly reported hours and dividing by 455 (35 hours x 52 weeks x .25 of year) to arrive at a full-time employee count. The same calculation for the current year shall be made by taking the reported annual hours divided by 1820 (35 hours x 52 weeks) to arrive at a full-time employee count. The Base Period employee count shall be subtracted from the current employee count then comparing to the minimum jobs committed by the COMPANY to create.

If the COMPANY does not achieve the job creation goal stated within the Job Growth Investment Grant but has achieved a minimum of 85% of the job creation commitment for the period, the JGIG amount will be recalculated for the scheduled year. The County will recalculate the Grant amount based on the actual job levels obtained, and pay the annual amount as calculated reduced by 50%. The COMPANY'S failure to achieve a minimum job creation of 85% of the job creation commitment for any one year will result in the forfeiture of the entire Grant amount it was scheduled to receive for that year and such funds shall not be available in a subsequent year of the Grant. The COMPANY'S failure to receive funds in any year it fails to meet or maintain its job creation commitment shall not be grounds for an extension of the established payment schedule.

4. Term; Termination.

This Agreement shall be effective upon the date of execution of this contract by both parties hereto and shall automatically terminate 5 years after the last scheduled JGIG payment (May 15, 2034) unless terminated earlier by the COUNTY because of a default by the COMPANY provided however, provisions of this contract shall survive the termination of the contract.

5. Grant Eligibility; Payment Schedule.

a. Eligibility Determination; Payment. The initial eligibility determination for payment of the JGIG shall be made on the first anniversary of the Effective Date of this Agreement. Subsequent eligibility determinations shall be made at each subsequent anniversary of the Effective Date of this Agreement.

Payment of JGIG Funds shall be made as follows: All Grants with an Effective Date between October 1st and March 31st will be paid by May 15th after the successful completion and submission of the required documentation each year. All Grants with an Effective Date between April 1st and September 30th will be paid by November 15th after the successful completion and submission of the required documentation each year.

Notwithstanding the foregoing, should the date for filing the last annual Employer's Quarterly Report (Form RT6), not coincide with the date that an eligibility determination is made; the COMPANY shall have the right to file a report, in a form substantially similar to an Employer's Quarterly Report in a form acceptable to the

COUNTY for payment.

b. Subject to continued compliance with the requirements of Paragraphs 2 and 3 of this Agreement, the COMPANY will be eligible for a Job Growth Investment Grant (hereinafter a "Grant") of an amount up to **$212,100.00** which Grant shall be payable as follows:

Year 1 - $42,420
Year 2 - $42,420
Year 3 - $42,420
Year 4 - $42,420
Year 5 - $42,420

Year 1 of the 5-year payout schedule will begin on **January 1, 2024**, and will continue on January 1st of each year thereafter through the 5-year payment payout based on the payout schedule noted above. The COUNTY shall pay **$2,100** per Full-Time Equivalent Job.

6. Relocation Commitment.

The parties acknowledge and agree that the JGIG incentive agreement was an inducement to have the COMPANY expand or relocate to St. Lucie County. This means that the COMPANY made the decision to expand or relocate after considering the JGIG package. As a condition precedent to, and as consideration for obtaining JGIG funds from COUNTY, the COMPANY agrees to locate or expand its business operations to/within St. Lucie County for a period of at least **5** years after the last scheduled JGIG payment. Should the Company relocate before the agreed number of years, all grant dollars paid to the Company shall be paid back to the County within a 120 day period.

7. Annual Job Status.

The COMPANY must provide the COUNTY with the Employer's Quarterly Report (Form RT-6) of its business operations within St. Lucie County on the State form RT-6 as amended. The COMPANY shall provide the reports at the same time it provides the State of Florida with the reports. With prior approval of the COUNTY, the COMPANY may submit a form substantially similar to the annual Employer's Quarterly Report (Form RT-6 provided that information necessary to meet the requirements of this grant award is provided in a form acceptable to the COUNTY the alternative form must be notarized and signed on Company letterhead.

8. Grant Restriction.

The JGIG funds available under this Agreement as referenced in paragraph 5 will be provided only for reimbursement of expenses associated with the physical move, relocation and/or expansion of the COMPANY to St. Lucie County including but not limited to corporate or COMPANY relocation expenses, infrastructure costs, leasehold improvements, COMPANY sponsored child day care facilities, rent for COMPANY facilities, lease buyouts, training expenses and other expenses approved by the Job Growth Investment Grant Committee.

As approved by the COUNTY on January 24, 2023, JGIG funds available under this Agreement may be utilized for the COMPANY'S payment in lieu of sidewalk construction.

9. Default; Termination.

In the event the COMPANY defaults in the performance of its guarantees and commitments as provided for in this Agreement, the COUNTY may, at its option, terminate this Agreement.

10. Indemnification.

For the sum of ten ($10.00) dollars consideration, receipt of which is hereby acknowledged, the COMPANY shall indemnify and save harmless and defend the COUNTY, its servants, and employees from and against any and all claims, liabilities, losses, and/or cause of action which may arise from any negligent act or omission of the COMPANY, its agents, servants, or employees in the performance of services under this Agreement.

11. Forum; Venue.

This Agreement shall be governed by the laws of the State of Florida. Any and all legal action necessary to enforce the Agreement will be held in St. Lucie County or the Federal District Court for the Southern District of Florida. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing by law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

12. Lobbyist Certification.

The COMPANY warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the COMPANY to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the COMPANY, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the award or making of this Agreement.

13. No Discrimination Certification.

The COMPANY warrants and represents that all of its employees are treated equally during employment without regard to race, color, religion, disability, sex, age, national origin, ancestry, marital status, or sexual orientation.

14. Attorneys' Fees.

If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default or misrepresentation in connection with any provisions of this Agreement, the successful or prevailing party or parties shall be entitled to recover reasonable attorney's fees, court costs and all expenses (including taxes) even if not taxable as court costs (including, without limitation, all such fees, costs and expenses incident to appeals), incurred in that action or proceeding, in addition to any other relief to which such party or parties may be entitled.

15. Enforceability.

If any term or provision of this Agreement, or the application thereof to any person or

circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement, or the application of such terms or provision, to persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected, and every other term and provision of this Agreement shall be deemed valid and enforceable to the extent permitted by law. The COMPANY'S failure to maintain its job creation commitment or salary level commitment for any one year will result in the forfeiture of the Grant amount it was scheduled to receive for that year; however, such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for those subsequent years in which it is able to maintain its job creation and salary level commitment.

16. Assignment.

The COMPANY shall not assign this Agreement to any other persons or firm without first obtaining COUNTY'S written approval.

17. Conflict of Interest.

The COMPANY represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of services required herein, as provided for in Section 112.311, Florida Statutes. The COMPANY further represents that no person having any interest shall be employed for said performance.

18. Notices.

All notices required in this Agreement shall be sent by certified mail, return receipt requested and if sent to the COUNTY shall be mailed to:

St. Lucie County Administrator
2300 Virginia Avenue
Fort Pierce, FL 34982

With copy to:

St. Lucie County Attorney
2300 Virginia Avenue
Fort Pierce, FL 34982

19. Entire Agreement.

The COUNTY and the COMPANY agree that this Agreement sets forth the entire Agreement between the parties, and that there are no promises or understandings other than those stated herein. None of the provisions, terms and conditions contained in this Agreement may be added to, modified, superseded or otherwise altered, except by written instrument executed by the parties hereto.

IN WITNESS WHEREOF, the Board of County Commissioners of St. Lucie County, Florida, has made and executed this Agreement on behalf of the COUNTY and COMPANY has hereunto sets its hand the day and year above written.

ATTEST:

Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO FORM AND
CORRECTNESS:

_____
County Attorney

WITNESSES:

_____

_____

(Corporate Seal)

COMPANY

BY: _____
Signature and Title

Hal Fonville, Vice President
Typed Name

February 28, 2023
Date

Exhibit A

To the Job Growth Investment Grant Agreement between St. Lucie County and Meyer Utility Structures, LLC., d/b/a ARCOSA

I. Target:

Industry Category eligible for application. Qualified companies are listed on the Target Industry List attached – circle the qualified industry. Attachment Exhibit B – 1

II. Application Section Criteria:

___	Expansion	_____ of net new jobs (number)
x	New Business	101 of net new jobs (number)
___	Relocation	_____ of net new jobs (number)

III. Employment Commitment:

COMPANY is receiving this grant based upon its representation that it will bring the following employment opportunities to St. Lucie County:

101	Total number of employees (new and existing) expected during term of grant
101	New, full time employees (eligible for grant application) expected during term of grant
90	% of County residents
$22.38	Average hourly wage of all employees to be employed by company
$20.70	Current average hourly wage in St. Lucie County
$19,200,000	Capital Investment Amount (Building improvements, equipment etc).

IV. Grant Amount:

Grant award calculation not to exceed $1,500,000 including bonuses

$151,500	Base Grant Amount $1,500 X number of new jobs eligible for grant

Bonus computations:

n/a	50-99 total new jobs (20% bonus)
$45,450	100-199 total new jobs (30% bonus)
n/a	200+ total new jobs (35% bonus)
$7,575	90% or more local hires – St. Lucie County Residents (5% bonus)

n/a	Average salary for applicant's jobs will be 125% of St. Lucie County average salary (15% bonus)
n/a	Average salary for applicant's jobs will be 150% of St. Lucie County average salary (30% bonus)
n/a	Research Firm (30% bonus)
$7,575	Use of local contractors for construction activity* (5% bonus)
$60,600	Total Bonuses
$212,100	**Total Grant (base amount + total bonuses)**

* Local contractors are those contractors who are licensed in St. Lucie County and have an office located in St. Lucie County.

Exhibit A - 1

Target Industry List

MANUFACTURING FACILITIES
Chemical Manufacturing
Pharmaceutical Manufacturing
Plastics & Rubber Products Mfg.
Computer & Electronic Product Mfg.
Computer & Electronic Component Mfg
Electromedical Apparatus Mfg.
Laser Manufacturing
Semiconductor Manufacturing
Software Reproducing
Transportation Equipment Manufacturing
Aviation & Aerospace Manufacturing
Machinery Manufacturing
Instruments for Measuring & Testing Elec.
Lens Manufacturing
Power Distrib., Generation & Technology
Electrical Equipment Manufacturing
Appliance Component Manufacturing
Fiber Optic Cable Manufacturing
Miscellaneous Manufacturing
Surgical & Medical Instrument Mfg.
Food & Beverage Products Manufacturing
Textile Mills & Apparel Manufacturing
Wood & Paper Product Manufacturing
Printing & Related Support Activities
Metal Manufacturing
Furniture & Related Products Mfg.
Aquaculture

FINANCE & INSURANCE SERVICES
Nondepository Credit Institutions
Securities, Commodity Contracts
Insurance Carriers
Funds, Trust & Other Financial Vehicles

INFORMATION INDUSTRIES
Sound Recording Industries
Film, Video/Electronic Media Production
Information Services & Data Processing
Internet Svc Providers, Web Search Portals
Data Processing Services
Publishing Industries
Software Publishing
Music Publishing
Telecommunications
Satellite Communications

PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES
Professional, Scientific & Technical
Computer Programming/Software
Computer System Design
Management, Scientific & Tech Services
Research & Development
Scientific & Technical Consulting Svc
Simulation Training
Testing Laboratories
Bio-Medical & Bio-Science

MANAGEMENT & DISTRIBUTION
Management Services
National, International & Regional Headqtrs
Distribution Centers
National, International & Regional
Distribution Centers

ADMINISTRATIVE & SUPPORT SERVICES
Customer Care Centers
Inbound Telephonic & On-line Business Svs
(no outbound services)
Customer Support
Transaction Processing
Technical Support
Credit Bureaus

Other industries may be considered by the Board of County Commissioners if the company can improve the quality of life within the community by creating new jobs and/or high wage jobs.

Exhibit B

To the Job Growth Investment Grant Agreement between St. Lucie County and Meyer Utility Structures, LLC., d/b/a ARCOSA

Company Identification and Information

Application Code Number _____

Effective Date _____

Company Description _____

Board Approval Date _____

Local mailing address of company/ location of new business _____

_____

_____

_____

_____

Arcosa, Inc.
500 N. Akard St. Suite 400
Dallas, TX 75201
arcosa.com

ARCOSA

February 28, 2023

Ben Balcer
Planning & Development Services
2300 Virginia Ave.
Fort Pierce, FL 34982

Via FedEx

RE: Meyer Utility Structures, LLC
JGIG-23-001 St. Lucie County Job Growth Investment Grant Agreement

Dear Mr. Balcer,

Enclosed herewith is the St. Lucie County Job Growth Investment Grant Agreement executed by Meyer Utility Structures, LLC.

Please contact me by telephone (901)566-6606 or by email at chris.solomon@arcosa.com if you have any questions or need anything further in regard to this matter.

Sincerely,

Chris Solomon
Sr. Paralegal
Arcosa, Inc.

encl.

FIRST AMENDMENT TO JGIG-23-001

ST. LUCIE COUNTY JOB GROWTH INVESTMENT GRANT AGREEMENT

C23-03-161

THIS FIRST AMENDMENT TO THE JGIG AGREEMENT 23-001 is made as of the 6 day of February, 2024 by and between St. Lucie County, a political subdivision of the State of Florida, by and through its Board of County Commissioners, hereinafter referred to as the COUNTY and Meyer Utility Structures, LLC, a limited liability company authorized to do business in the State of Florida, hereinafter referred to as the COMPANY whose Federal I.D. number is **47-1177304.**

WITNESSETH:

WHEREAS, it is the policy of the COUNTY to stimulate economic growth in St. Lucie County, by either attracting new businesses to St. Lucie County or by encouraging the expansion of existing businesses within St. Lucie County; and

WHEREAS, the creation of new employment opportunities for residents of St. Lucie County and the increased tax revenues resulting from such business expansion or relocation within St. Lucie County is beneficial to the local economy; and

WHEREAS, the Board of County Commissioners has determined that offering a Job Growth Investment Grant encourages either businesses to expand or new businesses to enter St. Lucie County and thereby create new employment opportunities for the residents of St. Lucie County; and

WHEREAS, St. Lucie County, through its Board of County Commissioners, has created a Job Growth Investment Grant; and

WHEREAS, the COMPANY will either relocate to St. Lucie County or expand its existing business in St. Lucie County and thereby create certain new employment opportunities having a specific wage level or higher in St. Lucie County in accordance with the Job Growth Investment Grant criteria if the COUNTY provides to the COMPANY a Job Growth Investment Grant; and

WHEREAS, the COMPANY has been determined to be eligible to receive a Job Growth Investment Grant by the COUNTY'S Job Growth Investment Grant Review Committee; and

WHEREAS, the COMPANY acknowledges that this Agreement shall be based upon the COMPANY'S obtainment of the performance requirements as outlined in this Agreement; and,

WHEREAS, on January 24, 2023, the COUNTY approved to defer the payment in lieu of sidewalk construction for a period of up to twelve (12) months from the date of this Agreement and provide the option for the COMPANY to utilize future Job Growth Investment Grant (JGIG) funds to satisfy this requirement; and,

WHEREAS, the COUNTY agrees to extend the deferment of the payment in lieu of sidewalk construction for a period of up to twelve (12) months from the date of this amended Agreement and provide for the COMPANY to utilize future Job Growth Investment Grant (JGIG) funds to satisfy this requirement; and,

WHEREAS, the COUNTY finds and declares that it is in the public interest to award a Job Growth Investment Grant to COMPANY pursuant to the terms of this Agreement.

NOW, THEREFORE, in consideration of the premises and mutual covenants hereinafter contained, the parties do agree as follows:

1. Definitions. As used in this Agreement, the following terms shall mean:

   a. "Annual Average Hourly Wage" - includes the hourly cost of wages, bonuses, and commissions but does not include benefits. The Top two Executive salaries as defined in this Agreement shall not be included in the average wage calculations.

   b. "Base Period for Hourly Wage level and Job Creation" - As set forth in the State of Florida Employer's Quarterly Report (RT-6A) for the quarter preceding the Grant application.

   c. "Default" - failure to comply with the terms of the Agreement.

   d. "Effective Date" – The date of execution of this Agreement by the COUNTY.

   e. "Employer's Quarterly Report Form RT-6" - COMPANY's State of Florida Employer's Quarterly Report Form RT-6A provided to the COUNTY in conjunction with the execution of this Agreement, and thereafter as required pursuant to this Agreement.

   f. "Expansion of an existing business" - A business establishing 10 or more jobs to employ 10 or more new full-time employees in the County. These jobs must represent a net increase in employment at the site/facility and be not less than a 10 percent increase.

   g. "Full-time Equivalent Job" - shall be calculated by total payroll hours per year divided by 52 weeks and then, divided by 35 hours.

h. "JGIG" - shall mean Job Growth Investment Grant.

i. "New Business" - a business establishing 10 or more jobs to employ 10 or more full-time employees in the County within the term of the Grant provided that such business first begins operations on a site in the County clearly separate from any other operation owned by the same business.

j. Research Firm – A company that employs 50% or more of their workforce in the development of new products, refinement of existing products, testing of products, development of new scientific information and others to be defined.

k. "St. Lucie County Average Hourly Wage" – At least 107% of the average annual hourly wage per job in St. Lucie County, as determined by State of Florida Department of Labor, Workforce Development Board or Enterprise Florida, Inc.

2. Wage Level Commitment.

As a condition precedent to and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to pay an average hourly wage of not less than **$22.38** per hour annually for those new jobs which are eligible for Grant hereunder. This per hour wage will be adjusted on the third and sixth anniversaries of the Effective Date of this Agreement for wage rate inflation based upon the percentage change in the Consumer Price Index ("CPI Index") between the Effective Date of this Agreement and the third and sixth anniversary of the Effective Date of this Agreement.

The target wage rate will then be increased by the percentage change in the CPI Index in order to determine the new target wage rate on the third anniversary and sixth anniversary of this Agreement. The COMPANY shall provide written verification satisfactory to the COUNTY that the average hourly wage of the new jobs meets the average rate of **$22.38** per hour in the first three years of the Agreement and adjusted as defined above in year three and year six.

The first report provided by the COMPANY will be the State of Florida Employer's Quarterly Report (Form RT-6) including hours worked per month, total number of employees, gross wages paid in the quarter and a total of hours and wages for the Top Executive wages for the quarter before the JGIG Application Date. These Top Executives are defined as the wages for the two (2) highest paid employees on a wage basis. The COMPANY will provide the hours and wage dollars for these Top Two (2) Executives for each reporting period. Each quarter after the approval of the JGIG the COMPANY must provide this information to the COUNTY when filing the Employer's Quarterly Report (Form RT-6). The first report after the Effective Date may include only a partial quarter due to the approval timing. The base period or the adjusted base period at three (3) years or six (6) years will be subtracted from the current twelve (12) month report to equal net growth of hours and wages. The net wages will be divided by the net hours for the average hourly wage rate to compare to the adjusted targeted minimum hourly wage level.

The COMPANY'S failure to maintain its hourly wage level commitment for any year will result in the forfeiture of the Grant amount for that year. Such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for subsequent years in which it is able to maintain its hourly wage level commitment.

3. Job Creation Commitment.

As a condition precedent to, and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to create a minimum of **101** new Full-Time Equivalent Jobs in St. Lucie County over the term of this Agreement as more specifically set forth on **Exhibit "A"**, which is attached hereto and made a part hereof. These new jobs will be phased in on the following schedule;

Year One, ending December 31, 2024 - a minimum of **50 jobs**
Year Two, ending December 31, 2025 - a minimum of **42 jobs**
Year Three, ending December 31, 2026 - a minimum of **9 jobs**

To obtain the Grant amount for jobs created, the annual calculation of jobs created must meet or exceed the minimum job levels and meet the hourly wage requirements.

The annual calculation of the incremental jobs will be determined by taking the Base Period quarterly reported hours and dividing by 455 (35 hours x 52 weeks x .25 of year) to arrive at a full-time employee count. The same calculation for the current year shall be made by taking the reported annual hours divided by 1820 (35 hours x 52 weeks) to arrive at a full-time employee count. The Base Period employee count shall be subtracted from the current employee count then comparing to the minimum jobs committed by the COMPANY to create.

If the COMPANY does not achieve the job creation goal stated within the Job Growth Investment Grant but has achieved a minimum of 85% of the job creation commitment for the period, the JGIG amount will be recalculated for the scheduled year. The County will recalculate the Grant amount based on the actual job levels obtained, and pay the annual amount as calculated reduced by 50%. The COMPANY'S failure to achieve a minimum job creation of 85% of the job creation commitment for any one year will result in the forfeiture of the entire Grant amount it was scheduled to receive for that year and such funds shall not be available in a subsequent year of the Grant. The COMPANY'S failure to receive funds in any year it fails to meet or maintain its job creation commitment shall not be grounds for an extension of the established payment schedule.

4. Term; Termination.

This Agreement shall be effective upon the date of execution of this contract by both parties hereto and shall automatically terminate 5 years after the last scheduled JGIG payment (May 15, 2034) unless terminated earlier by the COUNTY because of a default by the COMPANY provided however, provisions of this contract shall survive the termination of the contract.

5. Grant Eligibility; Payment Schedule.

a. Eligibility Determination; Payment. The initial eligibility determination for payment of the JGIG shall be made by the first anniversary of the Effective Date of this Agreement. Subsequent eligibility determinations shall be made by each subsequent anniversary of the Effective Date of this Agreement.

Payment of JGIG Funds shall be made as follows: All Grants with an Effective Date between October 1st and March 31st will be paid by May 15th after the successful completion and submission of the required documentation each year. All Grants

with an Effective Date between April 1st and September 30th will be paid by November 15th after the successful completion and submission of the required documentation each year.

Notwithstanding the foregoing, should the date for filing the last annual Employer's Quarterly Report (Form RT6), not coincide with the date that an eligibility determination is made; the COMPANY shall have the right to file a report, in a form substantially similar to an Employer's Quarterly Report in a form acceptable to the COUNTY for payment.

b. Subject to continued compliance with the requirements of Paragraphs 2 and 3 of this Agreement, the COMPANY will be eligible for a Job Growth Investment Grant (hereinafter a "Grant") of an amount up to **$212,100.00** which Grant shall be payable as follows:

Year 1 - $42,420
Year 2 - $42,420
Year 3 - $42,420
Year 4 - $42,420
Year 5 - $42,420

Year 1 of the 5-year payout schedule will begin on **January 1, 2025**, and will continue on January 1st of each year thereafter through the 5-year payment payout based on the payout schedule noted above. The COUNTY shall pay **$2,100** per Full-Time Equivalent Job.

6. Relocation Commitment.

The parties acknowledge and agree that the JGIG incentive agreement was an inducement to have the COMPANY expand or relocate to St. Lucie County. This means that the COMPANY made the decision to expand or relocate after considering the JGIG package. As a condition precedent to, and as consideration for obtaining JGIG funds from COUNTY, the COMPANY agrees to maintain its business operations to/within St. Lucie County for a period of at least **5** years after the last scheduled JGIG payment. Should the Company relocate before the agreed number of years, all grant dollars paid to the Company shall be paid back to the County within a 120 day period.

7. Annual Job Status.

The COMPANY must provide the COUNTY with the Employer's Quarterly Report (Form RT-6) of its business operations within St. Lucie County on the State form RT-6 as amended. The COMPANY shall provide the reports at the same time it provides the State of Florida with the reports. With prior approval of the COUNTY, the COMPANY may submit a form substantially similar to the annual Employer's Quarterly Report (Form RT-6 provided that information necessary to meet the requirements of this grant award is provided in a form acceptable to the COUNTY the alternative form must be notarized and signed on Company letterhead.

8. Grant Restriction.

The JGIG funds available under this Agreement as referenced in paragraph 5 will be provided only for reimbursement of expenses associated with the physical move, relocation and/or expansion of the COMPANY to St. Lucie County including but not limited

to corporate or COMPANY relocation expenses, infrastructure costs, leasehold improvements, COMPANY sponsored child day care facilities, rent for COMPANY facilities, lease buyouts, training expenses and other expenses approved by the Job Growth Investment Grant Committee.

As approved by the COUNTY on January 24, 2023, and extended in accordance with this Agreement, JGIG funds available under this Agreement may be utilized for the COMPANY'S payment in lieu of sidewalk construction.

9. Default; Termination.

In the event the COMPANY defaults in the performance of its guarantees and commitments as provided for in this Agreement, the COUNTY may, at its option, terminate this Agreement.

10. Indemnification.

For the sum of ten ($10.00) dollars consideration, receipt of which is hereby acknowledged, the COMPANY shall indemnify and save harmless and defend the COUNTY, its servants, and employees from and against any and all claims, liabilities, losses, and/or cause of action which may arise from any negligent act or omission of the COMPANY, its agents, servants, or employees in the performance of services under this Agreement.

11. Forum; Venue.

This Agreement shall be governed by the laws of the State of Florida. Any and all legal action necessary to enforce the Agreement will be held in St. Lucie County or the Federal District Court for the Southern District of Florida. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing by law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

12. Lobbyist Certification.

The COMPANY warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the COMPANY to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the COMPANY, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the award or making of this Agreement.

13. No Discrimination Certification.

The COMPANY warrants and represents that all of its employees are treated equally during employment without regard to race, color, religion, disability, sex, age, national origin, ancestry, marital status, or sexual orientation.

14. Attorneys' Fees.

If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default or misrepresentation in connection with

any provisions of this Agreement, the successful or prevailing party or parties shall be entitled to recover reasonable attorney's fees, court costs and all expenses (including taxes) even if not taxable as court costs (including, without limitation, all such fees, costs and expenses incident to appeals), incurred in that action or proceeding, in addition to any other relief to which such party or parties may be entitled.

15. Enforceability.

If any term or provision of this Agreement, or the application thereof to any person or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement, or the application of such terms or provision, to persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected, and every other term and provision of this Agreement shall be deemed valid and enforceable to the extent permitted by law. The COMPANY'S failure to maintain its job creation commitment or salary level commitment for any one year will result in the forfeiture of the Grant amount it was scheduled to receive for that year; however, such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for those subsequent years in which it is able to maintain its job creation and salary level commitment.

16. Assignment.

The COMPANY shall not assign this Agreement to any other persons or firm without first obtaining COUNTY'S written approval.

17. Conflict of Interest.

The COMPANY represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of services required herein, as provided for in Section 112.311, Florida Statutes. The COMPANY further represents that no person having any interest shall be employed for said performance.

18. Notices.

All notices required in this Agreement shall be sent by certified mail, return receipt requested and if sent to the COUNTY shall be mailed to:

	With copy to:
St. Lucie County Administrator 2300 Virginia Avenue Fort Pierce, FL 34982	St. Lucie County Attorney 2300 Virginia Avenue Fort Pierce, FL 34982

19. Entire Agreement.

The COUNTY and the COMPANY agree that this Agreement sets forth the entire Agreement between the parties, and that there are no promises or understandings other than those stated herein. None of the provisions, terms and conditions contained in this Agreement may be added to, modified, superseded or otherwise altered, except by written instrument executed by the parties hereto.

IN WITNESS WHEREOF, the Board of County Commissioners of St. Lucie County, Florida, has made and executed this Agreement on behalf of the COUNTY and COMPANY has hereunto sets its hand the day and year above written.

ATTEST:

Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO FORM AND
CORRECTNESS:

_____
County Attorney

WITNESSES:

_____

_____

(Corporate Seal)

COMPANY: MEYER UTILITY STRUCTURES, LLC

BY: _____
Signature and Title

Hal Fonville, Vice President
Typed Name

2/7/24
Date

Exhibit A

To the Job Growth Investment Grant Agreement between St. Lucie County and Meyer Utility Structures, LLC., d/b/a ARCOSA

I. Target:

Industry Category eligible for application. Qualified companies are listed on the Target Industry List attached – circle the qualified industry. Attachment Exhibit B – 1

II. Application Section Criteria:

___	Expansion	_____ of net new jobs (number)
x	New Business	101 of net new jobs (number)
___	Relocation	_____ of net new jobs (number)

III. Employment Commitment:

COMPANY is receiving this grant based upon its representation that it will bring the following employment opportunities to St. Lucie County:

101	Total number of employees (new and existing) expected during term of grant
101	New, full time employees (eligible for grant application) expected during term of grant
90	% of County residents
$22.38	Average hourly wage of all employees to be employed by company
$20.70	Current average hourly wage in St. Lucie County
$19,200,000	Capital Investment Amount (Building improvements, equipment etc).

IV. Grant Amount:

Grant award calculation not to exceed $1,500,000 including bonuses

$151,500	Base Grant Amount $1,500 X number of new jobs eligible for grant

Bonus computations:

n/a	50-99 total new jobs (20% bonus)
$45,450	100-199 total new jobs (30% bonus)
n/a	200+ total new jobs (35% bonus)
$7,575	90% or more local hires – St. Lucie County Residents (5% bonus)

n/a	Average salary for applicant's jobs will be 125% of St. Lucie County average salary (15% bonus)
n/a	Average salary for applicant's jobs will be 150% of St. Lucie County average salary (30% bonus)
n/a	Research Firm (30% bonus)
$7,575	Use of local contractors for construction activity* (5% bonus)
$60,600	Total Bonuses
$212,100	**Total Grant (base amount + total bonuses)**

* Local contractors are those contractors who are licensed in St. Lucie County and have an office located in St. Lucie County.

Exhibit A - 1

Target Industry List

MANUFACTURING FACILITIES
Chemical Manufacturing
Pharmaceutical Manufacturing
Plastics & Rubber Products Mfg.
Computer & Electronic Product Mfg.
Computer & Electronic Component Mfg
Electromedical Apparatus Mfg.
Laser Manufacturing
Semiconductor Manufacturing
Software Reproducing
Transportation Equipment Manufacturing
Aviation & Aerospace Manufacturing
Machinery Manufacturing
Instruments for Measuring & Testing Elec.
Lens Manufacturing
Power Distrib., Generation & Technology
Electrical Equipment Manufacturing
Appliance Component Manufacturing
Fiber Optic Cable Manufacturing
Miscellaneous Manufacturing
Surgical & Medical Instrument Mfg.
Food & Beverage Products Manufacturing
Textile Mills & Apparel Manufacturing
Wood & Paper Product Manufacturing
Printing & Related Support Activities
Metal Manufacturing
Furniture & Related Products Mfg.
Aquaculture

FINANCE & INSURANCE SERVICES
Nondepository Credit Institutions
Securities, Commodity Contracts
Insurance Carriers
Funds, Trust & Other Financial Vehicles

INFORMATION INDUSTRIES
Sound Recording Industries
Film, Video/Electronic Media Production
Information Services & Data Processing
Internet Svc Providers, Web Search Portals
Data Processing Services
Publishing Industries
Software Publishing
Music Publishing
Telecommunications
Satellite Communications

PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES
Professional, Scientific & Technical
Computer Programming/Software
Computer System Design
Management, Scientific & Tech Services
Research & Development
Scientific & Technical Consulting Svc
Simulation Training
Testing Laboratories
Bio-Medical & Bio-Science

MANAGEMENT & DISTRIBUTION
Management Services
National, International & Regional Headqtrs
Distribution Centers
National, International & Regional
Distribution Centers

ADMINISTRATIVE & SUPPORT SERVICES
Customer Care Centers
Inbound Telephonic & On-line Business Svs
(no outbound services)
Customer Support
Transaction Processing
Technical Support
Credit Bureaus

Other industries may be considered by the Board of County Commissioners if the company can improve the quality of life within the community by creating new jobs and/or high wage jobs.

Exhibit B

To the Job Growth Investment Grant Agreement between St. Lucie County and Meyer Utility Structures, LLC., d/b/a ARCOSA

Company Identification and Information

Application Code Number _____

Effective Date _____

Company Description _____

Board Approval Date _____

Local mailing address of company/ location of new business _____

_____

_____

_____

_____

C23-03-161

SECOND AMENDMENT TO JGIG-23-001

ST. LUCIE COUNTY JOB GROWTH INVESTMENT GRANT AGREEMENT

THIS SECOND AMENDMENT TO THE JGIG AGREEMENT 23-001 is made as of the 21st day of January, 2025 by and between St. Lucie County, a political subdivision of the State of Florida, by and through its Board of County Commissioners, hereinafter referred to as the COUNTY and Meyer Utility Structures, LLC, a limited liability company authorized to do business in the State of Florida, hereinafter referred to as the COMPANY whose Federal I.D. number is **47-1177304**.

W I T N E S S E T H:

WHEREAS, it is the policy of the COUNTY to stimulate economic growth in St. Lucie County, by either attracting new businesses to St. Lucie County or by encouraging the expansion of existing businesses within St. Lucie County; and

WHEREAS, the creation of new employment opportunities for residents of St. Lucie County and the increased tax revenues resulting from such business expansion or relocation within St. Lucie County is beneficial to the local economy; and

WHEREAS, the Board of County Commissioners has determined that offering a Job Growth Investment Grant encourages either businesses to expand or new businesses to enter St. Lucie County and thereby create new employment opportunities for the residents of St. Lucie County; and

WHEREAS, St. Lucie County, through its Board of County Commissioners, has created a Job Growth Investment Grant; and

WHEREAS, the COMPANY will either relocate to St. Lucie County or expand its existing business in St. Lucie County and thereby create certain new employment opportunities having a specific wage level or higher in St. Lucie County in accordance with the Job Growth Investment Grant criteria if the COUNTY provides to the COMPANY a Job Growth Investment Grant; and

WHEREAS, the COMPANY has been determined to be eligible to receive a Job Growth Investment Grant by the COUNTY'S Job Growth Investment Grant Review Committee; and

WHEREAS, the COMPANY acknowledges that this Agreement shall be based upon the COMPANY'S obtainment of the performance requirements as outlined in this Agreement; and,

WHEREAS, on January 24, 2023, the COUNTY approved to defer the payment in lieu of sidewalk construction for a period of up to twelve (12) months from the date of this Agreement and provide the option for the COMPANY to utilize future Job Growth Investment Grant (JGIG) funds to satisfy this requirement; and,

WHEREAS, the COUNTY agrees to extend the deferment of the payment in lieu of sidewalk construction for a period of up to twelve (12) months from the date of this amended Agreement and provide for the COMPANY to utilize future Job Growth Investment Grant (JGIG) funds to satisfy this requirement; and,

WHEREAS, the COUNTY finds and declares that it is in the public interest to award a Job Growth Investment Grant to COMPANY pursuant to the terms of this Agreement.

NOW, THEREFORE, in consideration of the premises and mutual covenants hereinafter contained, the parties do agree as follows:

1. Definitions. As used in this Agreement, the following terms shall mean:

   a. "Annual Average Hourly Wage" - includes the hourly cost of wages, bonuses, and commissions but does not include benefits. The Top two Executive salaries as defined in this Agreement shall not be included in the average wage calculations.

   b. "Base Period for Hourly Wage level and Job Creation" - As set forth in the State of Florida Employer's Quarterly Report (RT-6A) for the quarter preceding the Grant application.

   c. "Default" - failure to comply with the terms of the Agreement.

   d. "Effective Date" – The date of execution of this Agreement by the COUNTY.

   e. "Employer's Quarterly Report Form RT-6" - COMPANY's State of Florida Employer's Quarterly Report Form RT-6A provided to the COUNTY in conjunction with the execution of this Agreement, and thereafter as required pursuant to this Agreement.

   f. "Expansion of an existing business" - A business establishing 10 or more jobs to employ 10 or more new full-time employees in the County. These jobs must represent a net increase in employment at the site/facility and be not less than a 10 percent increase.

   g. "Full-time Equivalent Job" - shall be calculated by total payroll hours per year divided by 52 weeks and then, divided by 35 hours.

h. "JGIG" - shall mean Job Growth Investment Grant.

i. "New Business" - a business establishing 10 or more jobs to employ 10 or more full-time employees in the County within the term of the Grant provided that such business first begins operations on a site in the County clearly separate from any other operation owned by the same business.

j. Research Firm – A company that employs 50% or more of their workforce in the development of new products, refinement of existing products, testing of products, development of new scientific information and others to be defined.

k. "St. Lucie County Average Hourly Wage" – At least 107% of the average annual hourly wage per job in St. Lucie County, as determined by State of Florida Department of Labor, Workforce Development Board or Enterprise Florida, Inc.

2. Wage Level Commitment.

As a condition precedent to and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to pay an average hourly wage of not less than **$22.38** per hour annually for those new jobs which are eligible for Grant hereunder. This per hour wage will be adjusted on the third and sixth anniversaries of the Effective Date of this Agreement for wage rate inflation based upon the percentage change in the Consumer Price Index ("CPI Index") between the Effective Date of this Agreement and the third and sixth anniversary of the Effective Date of this Agreement.

The target wage rate will then be increased by the percentage change in the CPI Index in order to determine the new target wage rate on the third anniversary and sixth anniversary of this Agreement. The COMPANY shall provide written verification satisfactory to the COUNTY that the average hourly wage of the new jobs meets the average rate of **$22.38** per hour in the first three years of the Agreement and adjusted as defined above in year three and year six.

The first report provided by the COMPANY will be the State of Florida Employer's Quarterly Report (Form RT-6) including hours worked per month, total number of employees, gross wages paid in the quarter and a total of hours and wages for the Top Executive wages for the quarter before the JGIG Application Date. These Top Executives are defined as the wages for the two (2) highest paid employees on a wage basis. The COMPANY will provide the hours and wage dollars for these Top Two (2) Executives for each reporting period. Each quarter after the approval of the JGIG the COMPANY must provide this information to the COUNTY when filing the Employer's Quarterly Report (Form RT-6). The first report after the Effective Date may include only a partial quarter due to the approval timing. The base period or the adjusted base period at three (3) years or six (6) years will be subtracted from the current twelve (12) month report to equal net growth of hours and wages. The net wages will be divided by the net hours for the average hourly wage rate to compare to the adjusted targeted minimum hourly wage level.

The COMPANY'S failure to maintain its hourly wage level commitment for any year will result in the forfeiture of the Grant amount for that year. Such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for subsequent years in which it is able to maintain its hourly wage level commitment.

3. Job Creation Commitment.

As a condition precedent to, and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to create a minimum of **101** new Full-Time Equivalent Jobs in St. Lucie County over the term of this Agreement as more specifically set forth on **Exhibit "A"**, which is attached hereto and made a part hereof. These new jobs will be phased in on the following schedule;

Year One, ending December 31, 2025 - a minimum of **50 jobs**
Year Two, ending December 31, 2026 - a minimum of **42 jobs**
Year Three, ending December 31, 2027 - a minimum of **9 jobs**

To obtain the Grant amount for jobs created, the annual calculation of jobs created must meet or exceed the minimum job levels and meet the hourly wage requirements.

The annual calculation of the incremental jobs will be determined by taking the Base Period quarterly reported hours and dividing by 455 (35 hours x 52 weeks x .25 of year) to arrive at a full-time employee count. The same calculation for the current year shall be made by taking the reported annual hours divided by 1820 (35 hours x 52 weeks) to arrive at a full-time employee count. The Base Period employee count shall be subtracted from the current employee count then comparing to the minimum jobs committed by the COMPANY to create.

If the COMPANY does not achieve the job creation goal stated within the Job Growth Investment Grant but has achieved a minimum of 85% of the job creation commitment for the period, the JGIG amount will be recalculated for the scheduled year. The County will recalculate the Grant amount based on the actual job levels obtained, and pay the annual amount as calculated reduced by 50%. The COMPANY'S failure to achieve a minimum job creation of 85% of the job creation commitment for any one year will result in the forfeiture of the entire Grant amount it was scheduled to receive for that year and such funds shall not be available in a subsequent year of the Grant. The COMPANY'S failure to receive funds in any year it fails to meet or maintain its job creation commitment shall not be grounds for an extension of the established payment schedule.

4. Term; Termination.

This Agreement shall be effective upon the date of execution of this contract by both parties hereto and shall automatically terminate 5 years after the last scheduled JGIG payment (May 15, 2035) unless terminated earlier by the COUNTY because of a default by the COMPANY provided however, provisions of this contract shall survive the termination of the contract.

5. Grant Eligibility; Payment Schedule.

a. Eligibility Determination; Payment. The initial eligibility determination for payment of the JGIG shall be made by the first anniversary of the Effective Date of this Agreement. Subsequent eligibility determinations shall be made by each subsequent anniversary of the Effective Date of this Agreement.

Payment of JGIG Funds shall be made as follows: All Grants with an Effective Date between October 1st and March 31st will be paid by May 15th after the successful completion and submission of the required documentation each year. All Grants with an Effective Date between April 1st and September 30th will be paid by

November 15th after the successful completion and submission of the required documentation each year.

Notwithstanding the foregoing, should the date for filing the last annual Employer's Quarterly Report (Form RT6), not coincide with the date that an eligibility determination is made; the COMPANY shall have the right to file a report, in a form substantially similar to an Employer's Quarterly Report in a form acceptable to the COUNTY for payment.

b. Subject to continued compliance with the requirements of Paragraphs 2 and 3 of this Agreement, the COMPANY will be eligible for a Job Growth Investment Grant (hereinafter a "Grant") of an amount up to **$212,100.00** which Grant shall be payable as follows:

Year 1 - $42,420
Year 2 - $42,420
Year 3 - $42,420
Year 4 - $42,420
Year 5 - $42,420

Year 1 of the 5-year payout schedule will begin on **January 1, 2026**, and will continue on January 1st of each year thereafter through the 5-year payment payout based on the payout schedule noted above. The COUNTY shall pay **$2,100** per Full-Time Equivalent Job.

6. Relocation Commitment.

The parties acknowledge and agree that the JGIG incentive agreement was an inducement to have the COMPANY expand or relocate to St. Lucie County. This means that the COMPANY made the decision to expand or relocate after considering the JGIG package. As a condition precedent to, and as consideration for obtaining JGIG funds from COUNTY, the COMPANY agrees to maintain its business operations to/within St. Lucie County for a period of at least **5** years after the last scheduled JGIG payment. Should the Company relocate before the agreed number of years, all grant dollars paid to the Company shall be paid back to the County within a 120 day period.

7. Annual Job Status.

The COMPANY must provide the COUNTY with the Employer's Quarterly Report (Form RT-6) of its business operations within St. Lucie County on the State form RT-6 as amended. The COMPANY shall provide the reports at the same time it provides the State of Florida with the reports. With prior approval of the COUNTY, the COMPANY may submit a form substantially similar to the annual Employer's Quarterly Report (Form RT-6 provided that information necessary to meet the requirements of this grant award is provided in a form acceptable to the COUNTY the alternative form must be notarized and signed on Company letterhead.

8. Grant Restriction.

The JGIG funds available under this Agreement as referenced in paragraph 5 will be provided only for reimbursement of expenses associated with the physical move, relocation and/or expansion of the COMPANY to St. Lucie County including but not limited to corporate or COMPANY relocation expenses, infrastructure costs, leasehold

improvements, COMPANY sponsored child day care facilities, rent for COMPANY facilities, lease buyouts, training expenses and other expenses approved by the Job Growth Investment Grant Committee.

As approved by the COUNTY on January 24, 2023, and extended in accordance with this Agreement, JGIG funds available under this Agreement may be utilized for the COMPANY'S payment in lieu of sidewalk construction.

9. Default; Termination.

In the event the COMPANY defaults in the performance of its guarantees and commitments as provided for in this Agreement, the COUNTY may, at its option, terminate this Agreement.

10. Indemnification.

For the sum of ten ($10.00) dollars consideration, receipt of which is hereby acknowledged, the COMPANY shall indemnify and save harmless and defend the COUNTY, its servants, and employees from and against any and all claims, liabilities, losses, and/or cause of action which may arise from any negligent act or omission of the COMPANY, its agents, servants, or employees in the performance of services under this Agreement.

11. Forum; Venue.

This Agreement shall be governed by the laws of the State of Florida. Any and all legal action necessary to enforce the Agreement will be held in St. Lucie County or the Federal District Court for the Southern District of Florida. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing by law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

12. Lobbyist Certification.

The COMPANY warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the COMPANY to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the COMPANY, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the award or making of this Agreement.

13. No Discrimination Certification.

The COMPANY warrants and represents that all of its employees are treated equally during employment without regard to race, color, religion, disability, sex, age, national origin, ancestry, marital status, or sexual orientation.

14. Attorneys' Fees.

If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default or misrepresentation in connection with any provisions of this Agreement, the successful or prevailing party or parties shall be

entitled to recover reasonable attorney's fees, court costs and all expenses (including taxes) even if not taxable as court costs (including, without limitation, all such fees, costs and expenses incident to appeals), incurred in that action or proceeding, in addition to any other relief to which such party or parties may be entitled.

15. Enforceability.

If any term or provision of this Agreement, or the application thereof to any person or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement, or the application of such terms or provision, to persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected, and every other term and provision of this Agreement shall be deemed valid and enforceable to the extent permitted by law. The COMPANY'S failure to maintain its job creation commitment or salary level commitment for any one year will result in the forfeiture of the Grant amount it was scheduled to receive for that year; however, such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for those subsequent years in which it is able to maintain its job creation and salary level commitment.

16. Assignment.

The COMPANY shall not assign this Agreement to any other persons or firm without first obtaining COUNTY'S written approval.

17. Conflict of Interest.

The COMPANY represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of services required herein, as provided for in Section 112.311, Florida Statutes. The COMPANY further represents that no person having any interest shall be employed for said performance.

18. Notices.

All notices required in this Agreement shall be sent by certified mail, return receipt requested and if sent to the COUNTY shall be mailed to:

St. Lucie County Administrator
2300 Virginia Avenue
Fort Pierce, FL 34982

With copy to:

St. Lucie County Attorney
2300 Virginia Avenue
Fort Pierce, FL 34982

19. Entire Agreement.

The COUNTY and the COMPANY agree that this Agreement sets forth the entire Agreement between the parties, and that there are no promises or understandings other than those stated herein. None of the provisions, terms and conditions contained in this Agreement may be added to, modified, superseded or otherwise altered, except by written instrument executed by the parties hereto.

IN WITNESS WHEREOF, the Board of County Commissioners of St. Lucie County, Florida, has made and executed this Agreement on behalf of the COUNTY and COMPANY has hereunto sets its hand the day and year above written.

ATTEST:

Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO FORM AND
CORRECTNESS:

_____
County Attorney

WITNESSES:

_____

_____

(Corporate Seal)

COMPANY

BY: _____
Signature and Title

Hal Fonville, Vice President
Typed Name

1/22/25
Date

MEYER UTILITY STRUCTURES, LLC
LIMITED LIABILITY COMPANY
SEAL
DELAWARE

Exhibit A

To the Job Growth Investment Grant Agreement between St. Lucie County and Meyer Utility Structures, LLC., d/b/a ARCOSA

I. Target:

Industry Category eligible for application. Qualified companies are listed on the Target Industry List attached – circle the qualified industry. Attachment Exhibit B – 1

II. Application Section Criteria:

___	Expansion	_____ of net new jobs (number)
x	New Business	101 of net new jobs (number)
___	Relocation	_____ of net new jobs (number)

III. Employment Commitment:

COMPANY is receiving this grant based upon its representation that it will bring the following employment opportunities to St. Lucie County:

101	Total number of employees (new and existing) expected during term of grant
101	New, full time employees (eligible for grant application) expected during term of grant
90	% of County residents
$22.38	Average hourly wage of all employees to be employed by company
$20.70	Current average hourly wage in St. Lucie County
$19,200,000	Capital Investment Amount (Building improvements, equipment etc).

IV. Grant Amount:

Grant award calculation not to exceed $1,500,000 including bonuses

$151,500	Base Grant Amount $1,500 X number of new jobs eligible for grant

Bonus computations:

n/a	50-99 total new jobs (20% bonus)
$45,450	100-199 total new jobs (30% bonus)
n/a	200+ total new jobs (35% bonus)
$7,575	90% or more local hires – St. Lucie County Residents (5% bonus)

n/a	Average salary for applicant's jobs will be 125% of St. Lucie County average salary (15% bonus)
n/a	Average salary for applicant's jobs will be 150% of St. Lucie County average salary (30% bonus)
n/a	Research Firm (30% bonus)
$7,575	Use of local contractors for construction activity* (5% bonus)
$60,600	Total Bonuses
$212,100	**Total Grant (base amount + total bonuses)**

* Local contractors are those contractors who are licensed in St. Lucie County and have an office located in St. Lucie County.

Exhibit A - 1

Target Industry List

MANUFACTURING FACILITIES
Chemical Manufacturing
Pharmaceutical Manufacturing
Plastics & Rubber Products Mfg.
Computer & Electronic Product Mfg.
Computer & Electronic Component Mfg
Electromedical Apparatus Mfg.
Laser Manufacturing
Semiconductor Manufacturing
Software Reproducing
Transportation Equipment Manufacturing
Aviation & Aerospace Manufacturing
Machinery Manufacturing
Instruments for Measuring & Testing Elec.
Lens Manufacturing
Power Distrib., Generation & Technology
Electrical Equipment Manufacturing
Appliance Component Manufacturing
Fiber Optic Cable Manufacturing
Miscellaneous Manufacturing
Surgical & Medical Instrument Mfg.
Food & Beverage Products Manufacturing
Textile Mills & Apparel Manufacturing
Wood & Paper Product Manufacturing
Printing & Related Support Activities
Metal Manufacturing
Furniture & Related Products Mfg.
Aquaculture

FINANCE & INSURANCE SERVICES
Nondepository Credit Institutions
Securities, Commodity Contracts
Insurance Carriers
Funds, Trust & Other Financial Vehicles

INFORMATION INDUSTRIES
Sound Recording Industries
Film, Video/Electronic Media Production
Information Services & Data Processing
Internet Svc Providers, Web Search Portals
Data Processing Services
Publishing Industries
Software Publishing
Music Publishing
Telecommunications
Satellite Communications

PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES
Professional, Scientific & Technical
Computer Programming/Software
Computer System Design
Management, Scientific & Tech Services
Research & Development
Scientific & Technical Consulting Svc
Simulation Training
Testing Laboratories
Bio-Medical & Bio-Science

MANAGEMENT & DISTRIBUTION
Management Services
National, International & Regional Headqtrs
Distribution Centers
National, International & Regional
Distribution Centers

ADMINISTRATIVE & SUPPORT SERVICES
Customer Care Centers
Inbound Telephonic & On-line Business Svs
(no outbound services)
Customer Support
Transaction Processing
Technical Support
Credit Bureaus

Other industries may be considered by the Board of County Commissioners if the company can improve the quality of life within the community by creating new jobs and/or high wage jobs.

AGREEMENT TO PAY FEE IN LIEU
OF CONSTRUCTING CONCRETE SIDEWALKS C23-03-556

THIS AGREEMENT is made and entered into this 7 day of March, 2023, by and between **ST. LUCIE COUNTY, FLORIDA,** a political subdivision of the State of Florida ("County") and **MEYER UTILITY STRUCTURES.** ("Developer").

W I T N E S S E T H:

WHEREAS, Developer intends to construct a project to be known as Arcosa (the "Development"); and

WHEREAS, the Developer cannot construct concrete sidewalks at the project location due to site conditions.

WHEREAS, the Developer agrees to pay to the County thirty-five thousand two hundred eighty dollars ($35,280.00) as payment in lieu of constructing the required concrete sidewalks at the project location.

WHEREAS, on January 24, 2023, the County approved to defer the payment in lieu of sidewalk construction a period of up to twelve (12) months from the date of this Agreement and provide the option for the Developer to utilize future Job Growth Investment Grant (JGIG) funds to satisfy this requirement.

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties covenant and agree as follows:

Within twelve (12) months from the date of this Agreement, the Developer shall deliver to the County funds in the amount of $35,280.00 (the "Funds") or utilize Year 1 grant funds provided to the Developer through the Job Growth Investment Grant (JGIG 23-001) to satisfy the amount of $35,280.00. The Funds shall be used for design and construction of sidewalks at locations as determined by the County. The Funds are nonrefundable.

In the event the Developer defaults in the performance of its guarantees and commitments provided for in the Job Growth Investment Grant (JGIG 23-001) and the subject JGIG funds were utilized to satisfy this payment in lieu of sidewalk construction, the Developer shall deliver to the County funds in the amount of $35,280.00 within 60 days.

IN WITNESS WHEREOF, the parties have caused this Agreement to be made and entered into the day and year first above written.

ATTEST:

BY: _____

Deputy Clerk

BY: _____

Chair

APPROVED AS TO FORM AND CORRECTNESS:

BY: _____

County Attorney

WITNESSES:

_____

_____

BY: _____

Print Name: Douglas Bryson

Title: President

AGENDA REQUEST

9.I.2.
RES-2026-79
CONSENT AGENDA - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? NO

TO: **Board of County Commissioners**

PRESENTED BY: Benjamin Balcer, Planning & Development Services Director

SUBMITTED BY: Planning & Development Services

SUBJECT: Revocation of Economic Incentive Resolution No. 23-007 and Job Growth Investment Grant 23-002 for PB Holdco, LLC. (d/b/a/ Pursuit Boats) for their Tooling Building Expansion

BACKGROUND:

On January 24, 2023, the Board of County Commissioners approved Resolution No. 2023-007, committing to provide economic incentives for a new 100,000 SF manufacturing facility owned by PB Holdco, LLC, also known as Pursuit Boats.

Subsequently, on February 27, 2023, the Board approved Job Growth Investment Grant Agreement No. 23-002 for the creation of 100 new jobs.

On January 27, 2025, the Board approved the first amendment to JGIG Agreement No. 23-002, extending the Year One job creation deadline to December 31, 2025, and amending the job creation schedule.

On February 20, 2026, Pursuit Boats requested a second extension of the JGIG agreement, citing its inability to meet the job creation requirements within the specified timeframe. At the March 10, 2026, Board of County Commissioners Informal Meeting, staff presented the request, and the Board directed staff to terminate the existing agreement and renegotiate a new agreement that would account for any changes to the County's economic incentive program criteria.

On March 30, 2026, Pursuit Boats submitted a letter supporting termination of the existing JGIG agreement.

Revocation of the resolution and termination of JGIG Agreement No. 23-002 will not affect Pursuit Boats ability to request economic incentives from the Board of County Commissioners in the future.

PREVIOUS ACTION:

On January 24, 2023, the Board of County Commissioners approved Resolution No. 2023-007, committing to provide economic incentives for a new manufacturing facility owned by PB Holdco, LLC, also known as Pursuit Boats.

On February 27, 2023, the Board approved Job Growth Investment Grant Agreement No. 23-002 for the creation of 100 new jobs over two years (50 in year one and 50 in year 2).

On January 27, 2025, the Board approved the first amendment to JGIG Agreement No. 23-002, extending the Year One job creation deadline to December 31, 2025, and amending the job creation schedule.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board approve the draft Resolution and allow the Chair to sign documents as approved by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 24, 2026

Benjamin Balcer, Planning & Development Services Director



Date: April 26, 2026

Katherine Barbieri, County Attorney



Date: April 27, 2026

Mayte Santamaria, Deputy County Administrator

RESOLUTION 2026-79

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FL REVOKING RESOLUTION 2023-007 AND JOB GROWTH INVESTMENT GRANT (JGIG) 23-002 WHICH APPROVED CERTAIN ECONOMIC INCENTIVES ON BEHALF OF PB HOLDCO, LLC., AKA PURSUIT BOATS.

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations

1. On January 24, 2023, the Board of County Commissioners (Board) approved Resolution 2023-007, committing to incentivize a new manufacturing facility owned by PB HOLDCO LLC, AKA Pursuit Boats, consisting of approximately 100,000 square feet.

2. Resolution 2023-007 authorized County staff to prepare a Job Growth Investment Grant (JGIG) Agreement for the creation of one hundred (100) new jobs associated with the company's new manufacturing facility.

3. On February 27, 2023, the Board of County Commissioners approved Job Growth Investment Grant (JGIG) Agreement 23-002, for PB HOLDCO LLC, AKA Pursuit Boats, incentivizing the creation of one hundred (100) new jobs over a two-year period.

4. On January 27, 2025, JGIG Agreement 23-002 was amended to extend the Year One job creation date to December 31, 2025.

5. PB HOLDCO LLC, AKA Pursuit Boats, has not met the job creation requirements established under JGIG Agreement 23-002, as amended.

6. On March 30, 2026, PB HOLDCO LLC, AKA Pursuit Boats, submitted correspondence to the County, agreeing to terminate the existing agreement with the understanding that the company will have the opportunity to renegotiate a future economic incentive agreement with the County.

7. The revocation of Resolution 2023-007 and JGIG Agreement 23-002 shall not prevent PB HOLDCO LLC, AKA Pursuit Boats, from requesting economic incentives from the Board of County Commissioners in the future.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

A. Resolution 2023-007 for PB HOLDCO LLC., AKA Pursuit Boats, authorized by the Board of County Commissioners on January 24, 2023, is hereby revoked.

B. Job Growth Investment Grant (JGIG) Agreement 23-002 for PB HOLDCO LLC, AKA Pursuit Boats, approved on February 27, 2023, as amended, is hereby revoked in its entirety.

C. The revocation of Resolution 2023-007 and JGIG Agreement 23-002 shall not create any

obligation on the part of the County to approve or provide future economic incentives.

D. This Resolution shall take effect on the date of the adoption.

After motion and second, the vote on this Resolution was as follows:

Commissioner, Jamie Fowler, Chair	XX
Commissioner Larry Leet, Vice Chair	XX
Commissioner James Clasby	XX
Commissioner Erin Lowry	XX
Commissioner Cathy Townsend	XX

PASSED AND DULY ADOPTED this 5th day of May, 2026.

ATTEST:

BY:_____
DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY:_____
CHAIR

APPROVED AS TO FORM AND CORRECTNESS:

BY:_____
COUNTY ATTORNEY

MALIBU BOATS, INC.™

March 30th, 2026

Mr. George Landry
County Administrator
St. Lucie County
2300 Virginia Avenue
Fort Pierce, Florida 34982

Re: Request for new JGIG with Malibu Boats, Inc. ("MBI") and related St. Lucy County affiliates.

Dear Mr. Landry,

Thank you for your time last week. With appreciation for the County's efforts in recent years in connection with the expansion of PB Holdco's (Pursuit Boats) facilities in St. Lucie County, and related incentives in support of those efforts, please accept this letter as a request for action by the County Commission to enter a new JGIG Agreement with Pursuit, and its parent company, Malibu Boats, Inc. ("MBI"). This may include initiatives, as agreed to with the County, for MBI affiliates located in St. Lucy County (including PB Holdco, LLC and Maverick Boat Group, Inc.)

Our previous JGIG Agreement granted PB Holdco a JGIG award in consideration of PB Holdco's agreement to construct a new 100,000 square foot Tooling & Service facility in the County. The TDC facility is fully operational.

The company remains committed to the overall business growth and job creation in St. Lucie County. There are numerous projects the company is contemplating. MBI respectfully requests:

A.) *A* new JGIG agreement with the county. We understand that entering into this agreement, PB Holdco, LLCs *First Amendment to JGIG Agreement 23-002* will be terminated with the county.
B.) The new measurement period will be determined from a baseline set from headcount as of 12/31/2025.
C.) The Job Creation Commitment for the new JGIG will be 100 headcount increase, with a minimum of 30 jobs in Year One, ending December 31, 2026, and 70 new jobs in year in Year Two, ending December 31, 2027.
D.) Our understanding is the current target hourly rate in St. Lucie County is 24.61 per hour. We will commit to 115% of the current company target average hourly wage in St. Lucie County.

Thank you for your continued support and consideration in this matter. If you should have any questions, please feel to contact me. We look forward to our continued partnership.

Regards,

Rick Lynch

Director of Finance

RESOLUTION 2023-007

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY APPROVING CERTAIN INCENTIVES ON BEHALF OF PB HOLDCO, LLC., ("PURSUIT BOATS").

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. PB Holdco, LLC., ("PURSUIT BOATS"), which is a targeted industry, is an economic driver and leader in the boat manufacturing industry in St. Lucie County for over 10 years and employs 602 production, skilled trade, professional and management executives.

2. PURSUIT BOATS average earnings per worker is above the average earnings for St. Lucie County plus employees receive a generous benefits package.

3. PURSUIT BOATS possesses a strong corporate culture of continual in-house skill building, cross-training and advanced career opportunities and has become a desired employer in the region, and one of the most respected companies in the boat manufacturing industry.

4. PURSUIT BOATS is expanding its current operations with the construction of a new 109,000 square foot tooling and service facility in close proximity to its existing facility and employee base.

5. PURSUIT BOATS proposed expansion will allow for the creation of 100 new jobs. The employment schedule consists of 50 new jobs in Year 1 and 50 new jobs in Year 2.

6. In recognition of PURSUIT BOATS desire to expand locally, St. Lucie County is offering an incentive package to PURSUIT BOATS for the benefit of the residents of St. Lucie County.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida, that in consideration of the benefits gained by the residents of St. Lucie County through the development of PURSUIT BOATS's expanded facility, the following incentives are offered:

A. *St. Lucie County Job Growth Incentive Grant (JGIG)* - The Board authorizes County staff to prepare a JGIG agreement with PURSUIT BOATS for the creation of 100 new jobs pursuant to the Job Growth Investment Grant guidelines.

B. After motion and second, the vote on this Resolution was as follows:

After motion and second, the vote on this resolution was as follows:

Chair Cathy Townsend	AYE
Vice Chair Linda Bartz	AYE
Commissioner Jamie Fowler	AYE
Commissioner Chris Dzadovsky	AYE
Commissioner Larry Leet	AYE

PASSED AND DULY ADOPTED this 24th day of January, 2023.

ATTEST:

DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO LEGAL FORM AND CORRECTNESS:

_____
COUNTY ATTORNEY

ST. LUCIE COUNTY FLORIDA

AGENDA REQUEST

10.A.3.
RES-2023-7
REGULAR AGENDA - COUNTY ATTORNEY
DATE: **1/24/2023**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? NO

TO: **Board of County Commissioners**

PRESENTED BY: Daniel McIntyre, County Attorney

SUBMITTED BY: County Attorney

SUBJECT: Resolution No. 2023-007 - Approving Certain Incentives on Behalf of PB Holdco, LLC ("Pursuit Boats")

BACKGROUND:

PB Holdco, LLC., ("Pursuit Boats"), which is a targeted industry, is an economic driver and leader in the boat manufacturing industry in St. Lucie County for over 10 years and employs 602 production, skilled trade, professional and management executives. Pursuit Boats is expanding its current operations with the construction of a new 109,000 square foot tooling and service facility in close proximity to its existing facility and employee base. Pursuit Boats' proposed expansion will allow for the creation of 100 new jobs. The employment schedule consists of 50 new jobs in Year 1 and 50 new jobs in Year 2. Pursuit Boats' average earnings per worker is above the average earnings for St. Lucie County.

Attached is a copy of Resolution No. 2023-007, which, if adopted, would authorize a St. Lucie County Job Growth Incentive Grant (JGIG).

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends that the Board adopt Resolution No. 2023-007 and authorize the Chair to sign the resolution.

COMMISSION ACTION:

RESULT:
MOVER:

SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: January 12, 2023

Benjamin Balcer, Planning & Development Services Assistant Director

Date: January 12, 2023

Mayte Santamaria, Planning & Development Services Director

Date: January 13, 2023

Jennifer Hill, Office of Management & Budget Director

Date: January 18, 2023

Daniel McIntyre, County Attorney

JGIG-23-002 C23-03-162

ST. LUCIE COUNTY JOB GROWTH INVESTMENT GRANT AGREEMENT

THIS AGREEMENT is made as of the 27th day of February, 2023 by and between St. Lucie County, a political subdivision of the State of Florida, by and through its Board of County Commissioners, hereinafter referred to as the COUNTY and PB Holdco, LLC., (d/b/a/ Pursuit Boats), a corporation authorized to do business in the State of Florida, hereinafter referred to as the COMPANY whose Federal I.D. number is **83-1608357**.

WITNESSETH:

WHEREAS, it is the policy of the COUNTY to stimulate economic growth in St. Lucie County, by either attracting new businesses to St. Lucie County or by encouraging the expansion of existing businesses within St. Lucie County; and

WHEREAS, the creation of new employment opportunities for residents of St. Lucie County and the increased tax revenues resulting from such business expansion or relocation within St. Lucie County is beneficial to the local economy; and

WHEREAS, the Board of County Commissioners has determined that offering a Job Growth Investment Grant encourages either businesses to expand or new businesses to enter St. Lucie County and thereby create new employment opportunities for the residents of St. Lucie County; and

WHEREAS, St. Lucie County, through its Board of County Commissioners, has created a Job Growth Investment Grant; and

WHEREAS, the COMPANY will expand its existing business in St. Lucie County and thereby create certain new employment opportunities having a specific wage level or higher in St. Lucie County in accordance with the Job Growth Investment Grant criteria if the COUNTY provides to the COMPANY a Job Growth Investment Grant; and

WHEREAS, the COMPANY has been determined to be eligible to receive a Job Growth Investment Grant by the COUNTY'S Job Growth Investment Grant Review Committee; and

WHEREAS, the COMPANY acknowledges that this Agreement shall be based upon the COMPANY'S obtainment of the performance requirements as outlined in this Agreement; and,

WHEREAS, the COUNTY finds and declares that it is in the public interest to award a Job Growth Investment Grant to COMPANY pursuant to the terms of this Agreement.

NOW, THEREFORE, in consideration of the premises and mutual covenants hereinafter contained, the parties do agree as follows:

1. Definitions. As used in this Agreement, the following terms shall mean:

   a. "Annual Average Hourly Wage" - includes the hourly cost of wages, bonuses, and commissions but does not include benefits. The Top two Executive salaries as defined in this Agreement shall not be included in the average wage calculations.

   b. "Base Period for Hourly Wage level and Job Creation" - As set forth in the State of Florida Employer's Quarterly Report (RT-6A) for the quarter preceding the Grant application.

   c. "Default" - failure to comply with the terms of the Agreement.

   d. "Effective Date" – The date of execution of this Agreement by the COUNTY.

   e. "Employer's Quarterly Report Form RT-6" - COMPANY's State of Florida Employer's Quarterly Report Form RT-6A provided to the COUNTY in conjunction with the execution of this Agreement, and thereafter as required pursuant to this Agreement.

   f. "Expansion of an existing business" - A business establishing 10 or more jobs to employ 10 or more new full-time employees in the County. These jobs must represent a net increase in employment at the site/facility and be not less than a 10 percent increase.

   g. "Full-time Equivalent Job" - shall be calculated by total payroll hours per year divided by 52 weeks and then, divided by 35 hours.

   h. "JGIG" - shall mean Job Growth Investment Grant.

   i. "New Business" - a business establishing 10 or more jobs to employ 10 or more full-time employees in the County within the term of the Grant provided that such business first begins operations on a site in the County clearly separate from any other operation owned by the same business.

   j. Research Firm – A company that employs 50% or more of their workforce in the development of new products, refinement of existing products, testing of products, development of new scientific information and others to be defined.

   k. "St. Lucie County Average Hourly Wage" – At least 107% of the average annual hourly wage per job in St. Lucie County, as determined by State of Florida

2. Wage Level Commitment.

As a condition precedent to and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to pay an average hourly wage of not less than **$24.00** per hour annually for those new jobs which are eligible for Grant hereunder. This per hour wage will be adjusted on the third and sixth anniversaries of the Effective Date of this Agreement for wage rate inflation based upon the percentage change in the Consumer Price Index ("CPI Index") between the Effective Date of this Agreement and the third and sixth anniversary from the Effective Date of the Agreement.

The target wage rate will then be increased by the percentage change in the CPI Index in order to determine the new target wage rate on the third anniversary and sixth anniversary of this Agreement. The COMPANY shall provide written verification satisfactory to the COUNTY that the average hourly wage of the new jobs meets the average rate of **$24.00** per hour in the first three years of the Agreement and adjusted as defined above in year three and year six.

The first report provided by the COMPANY will be the State of Florida Employer's Quarterly Report (Form RT-6) including hours worked per month, total number of employees, gross wages paid in the quarter and a total of hours and wages for the Top Executive wages for the quarter before the JGIG Application Date. These Top Executives are defined as the wages for the two (2) highest paid employees on a wage basis. The COMPANY will provide the hours and wage dollars for these Top Two (2) Executives for each reporting period. Each quarter after the approval of the JGIG the COMPANY must provide this information to the COUNTY when filing the Employer's Quarterly Report (Form RT-6). The first report after the Effective Date may include only a partial quarter due to the approval timing. The base period or the adjusted base period at three (3) years or six (6) years will be subtracted from the current twelve (12) month report to equal net growth of hours and wages. The net wages will be divided by the net hours for the average hourly wage rate to compare to the adjusted targeted minimum hourly wage level.

The COMPANY'S failure to maintain its hourly wage level commitment for any year will result in the forfeiture of the Grant amount for that year. Such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for subsequent years in which it is able to maintain its hourly wage level commitment.

3. Job Creation Commitment.

As a condition precedent to, and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to create a minimum of **100** new Full-Time Equivalent Jobs in St. Lucie County over the term of this Agreement as more specifically set forth on **Exhibit "A"**, which is attached hereto and made a part hereof. These new jobs will be phased in on the following schedule;

Year One a minimum of **50 jobs**
Year Two a minimum of **50 jobs**

To obtain the Grant amount for jobs created, the annual calculation of jobs created must meet or exceed the minimum job levels and meet the hourly wage requirements.

The annual calculation of the incremental jobs will be determined by taking the Base Period quarterly reported hours and dividing by 455 (35 hours x 52 weeks x .25 of year)

to arrive at a full-time employee count. The same calculation for the current year shall be made by taking the reported annual hours divided by 1820 (35 hours x 52 weeks) to arrive at a full-time employee count. The Base Period employee count shall be subtracted from the current employee count then comparing to the minimum jobs committed by the COMPANY to create.

If the COMPANY does not achieve the job creation goal stated within the Job Growth Investment Grant but has achieved a minimum of 85% of the job creation commitment for the period, the JGIG amount will be recalculated for the scheduled year. The County will recalculate the Grant amount based on the actual job levels obtained, and pay the annual amount as calculated reduced by 50%. The COMPANY'S failure to achieve a minimum job creation of 85% of the job creation commitment for any one year will result in the forfeiture of the entire Grant amount it was scheduled to receive for that year and such funds shall not be available in a subsequent year of the Grant. The COMPANY'S failure to receive funds in any year it fails to meet or maintain its job creation commitment shall not be grounds for an extension of the established payment schedule.

4. Term; Termination.

This Agreement shall be effective upon the date of execution of this contract by both parties hereto and shall automatically terminate 5 years after the last scheduled JGIG payment (May 15, 2034) unless terminated earlier by the COUNTY because of a default by the COMPANY provided however, provisions of this contract shall survive the termination of the contract.

5. Grant Eligibility; Payment Schedule.

a. Eligibility Determination; Payment. The initial eligibility determination for payment of the JGIG shall be made on the first anniversary of the Effective Date of this Agreement. Subsequent eligibility determinations shall be made at each subsequent anniversary of the Effective Date of this Agreement.

Payment of JGIG Funds shall be made as follows: All Grants with an Effective Date between October 1st and March 31st will be paid by May 15th after the successful completion and submission of the required documentation each year. All Grants with an Effective Date between April 1st and September 30th will be paid by November 15th after the successful completion and submission of the required documentation each year.

Notwithstanding the foregoing, should the date for filing the last annual Employer's Quarterly Report (Form RT6) as described in Exhibit "A", not coincide with the date that an eligibility determination is made; the COMPANY shall have the right to file a report, in a form substantially similar to an Employer's Quarterly Report in a form acceptable to the COUNTY for payment.

b. Subject to continued compliance with the requirements of Paragraphs 2 and 3 of this Agreement, the COMPANY will be eligible for a Job Growth Investment Grant (hereinafter a "Grant") of an amount up to **$210,000** which Grant shall be payable as follows:

Year 1 - $42,000
Year 2 - $42,000
Year 3 - $42,000
Year 4 - $42,000

Year 5 - $42,000

Year 1 of the 5-year payout period will begin on **January 1, 2024**, and will continue on January 1st of each year thereafter through the 5-year payment payout based on the payout schedule in paragraph 5 section a. The COUNTY shall pay **$2,100** per Full-Time Equivalent Job.

6. Relocation Commitment.

The parties acknowledge and agree that the JGIG incentive agreement was an inducement to have the COMPANY expand or relocate to St. Lucie County. This means that the COMPANY made the decision to expand or relocate after considering the JGIG package. As a condition precedent to, and as consideration for obtaining JGIG funds from COUNTY, the COMPANY agrees to locate or expand its business operations to/within St. Lucie County for a period of at least **5** years after the last scheduled JGIG payment. Should the Company relocate before the agreed number of years, all grant dollars paid to the Company shall be paid back to the County within a 120 day period.

7. Annual Job Status.

The COMPANY must provide the COUNTY with the Employer's Quarterly Report (Form RT-6) of its business operations within St. Lucie County on the State form RT-6 as amended. The COMPANY shall provide the reports at the same time it provides the State of Florida with the reports. With prior approval of the COUNTY, the COMPANY may submit a form substantially similar to the annual Employer's Quarterly Report (Form RT-6 provided that information necessary to meet the requirements of this grant award is provided in a form acceptable to the COUNTY the alternative form must be notarized and signed on Company letterhead.

8. Grant Restriction.

The JGIG funds available under this Agreement as referenced in paragraph 5 will be provided only for reimbursement of expenses associated with the physical move, relocation and/or expansion of the COMPANY to St. Lucie County including but not limited to corporate or COMPANY relocation expenses, infrastructure costs, leasehold improvements, COMPANY sponsored child day care facilities, rent for COMPANY facilities, lease buyouts, training expenses and other expenses approved by the Job Growth Investment Grant Committee.

9. Default; Termination.

In the event the COMPANY defaults in the performance of its guarantees and commitments as provided for in this Agreement, the COUNTY may, at its option, terminate this Agreement.

10. Indemnification.

For the sum of ten ($10.00) dollars consideration, receipt of which is hereby acknowledged, the COMPANY shall indemnify and save harmless and defend the COUNTY, its servants, and employees from and against any and all claims, liabilities, losses, and/or cause of action which may arise from any negligent act or omission of the COMPANY, its agents, servants, or employees in the performance of services under this Agreement.

11. Forum; Venue.

This Agreement shall be governed by the laws of the State of Florida. Any and all legal action necessary to enforce the Agreement will be held in St. Lucie County or the Federal District Court for the Southern District of Florida. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing by law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

12. Lobbyist Certification.

The COMPANY warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the COMPANY to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the COMPANY, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the award or making of this Agreement.

13. No Discrimination Certification.

The COMPANY warrants and represents that all of its employees are treated equally during employment without regard to race, color, religion, disability, sex, age, national origin, ancestry, marital status, or sexual orientation.

14. Attorneys' Fees.

If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default or misrepresentation in connection with any provisions of this Agreement, the successful or prevailing party or parties shall be entitled to recover reasonable attorney's fees, court costs and all expenses (including taxes) even if not taxable as court costs (including, without limitation, all such fees, costs and expenses incident to appeals), incurred in that action or proceeding, in addition to any other relief to which such party or parties may be entitled.

15. Enforceability.

If any term or provision of this Agreement, or the application thereof to any person or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement, or the application of such terms or provision, to persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected, and every other term and provision of this Agreement shall be deemed valid and enforceable to the extent permitted by law. The COMPANY'S failure to maintain its job creation commitment or salary level commitment for any one year will result in the forfeiture of the Grant amount it was scheduled to receive for that year; however, such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for those subsequent years in which it is able to maintain its job creation and salary level commitment.

16. Assignment.

The COMPANY shall not assign this Agreement to any other persons or firm without first obtaining COUNTY'S written approval.

17. Conflict of Interest.

The COMPANY represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of services required herein, as provided for in Section 112.311, Florida Statutes. The COMPANY further represents that no person having any interest shall be employed for said performance.

18. Notices.

All notices required in this Agreement shall be sent by certified mail, return receipt requested and if sent to the COUNTY shall be mailed to:

St. Lucie County Administrator
2300 Virginia Avenue
Fort Pierce, FL 34982

With copy to:

St. Lucie County Attorney
2300 Virginia Avenue
Fort Pierce, FL 34982

19. Entire Agreement.

The COUNTY and the COMPANY agree that this Agreement sets forth the entire Agreement between the parties, and that there are no promises or understandings other than those stated herein. None of the provisions, terms and conditions contained in this Agreement may be added to, modified, superseded or otherwise altered, except by written instrument executed by the parties hereto.

IN WITNESS WHEREOF, the Board of County Commissioners of St. Lucie County, Florida, has made and executed this Agreement on behalf of the COUNTY and COMPANY has hereunto sets its hand the day and year above written.

ATTEST:

Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO FORM AND CORRECTNESS:

County Attorney

WITNESSES:

Michael Brander

Michael Brander, TAX DIRECTOR

(Corporate Seal)

COMPANY

BY: _____ CFO
Signature and Title

WAYNE WILSON
Printed Name

2/27/23
Date

Exhibit A

To the Job Growth Investment Grant Agreement between St. Lucie County and PB Holdco, LLC., d/b/a Pursuit Boats

I. Target:

Industry Category eligible for application. Qualified companies are listed on the Target Industry List attached – circle the qualified industry. Attachment Exhibit B – 1

II. Application Section Criteria:

x	Expansion	100	of net new jobs (number)
___	New Business	___	of net new jobs (number)
___	Relocation	___	of net new jobs (number)

III. Employment Commitment:

COMPANY is receiving this grant based upon its representation that it will bring the following employment opportunities to St. Lucie County:

702	Total number of employees (new and existing) expected during term of grant
100	New, full time employees (eligible for grant application) expected during term of grant
90	% of County residents
$24.00	Average hourly wage of all employees to be employed by company
$20.70	Current average hourly wage in St. Lucie County
$20,000,000	Capital Investment Amount (Building improvements, equipment etc).

IV. Grant Amount:

Grant award calculation not to exceed $1,500,000 including bonuses

$150,000	Base Grant Amount $1,500 X number of new jobs eligible for grant

Bonus computations:

n/a	50-99 total new jobs (20% bonus)
$45,000	100-199 total new jobs (30% bonus)
n/a	200+ total new jobs (35% bonus)
$7,500	90% or more local hires – St. Lucie County Residents (5% bonus)

n/a	Average salary for applicant's jobs will be 125% of St. Lucie County average salary (15% bonus)
n/a	Average salary for applicant's jobs will be 150% of St. Lucie County average salary (30% bonus)
n/a	Research Firm (30% bonus)
$7,500	Use of local contractors for construction activity* (5% bonus)
$60,000	Total Bonuses
$210,000	**Total Grant (base amount + total bonuses)**

* Local contractors are those contractors who are licensed in St. Lucie County and have an office located in St. Lucie County.

Exhibit A - 1

Target Industry List

MANUFACTURING FACILITIES
Chemical Manufacturing
Pharmaceutical Manufacturing
Plastics & Rubber Products Mfg.
Computer & Electronic Product Mfg.
Computer & Electronic Component Mfg
Electromedical Apparatus Mfg.
Laser Manufacturing
Semiconductor Manufacturing
Software Reproducing
Transportation Equipment Manufacturing
Aviation & Aerospace Manufacturing
Machinery Manufacturing
Instruments for Measuring & Testing Elec.
Lens Manufacturing
Power Distrib., Generation & Technology
Electrical Equipment Manufacturing
Appliance Component Manufacturing
Fiber Optic Cable Manufacturing
Miscellaneous Manufacturing
Surgical & Medical Instrument Mfg.
Food & Beverage Products Manufacturing
Textile Mills & Apparel Manufacturing
Wood & Paper Product Manufacturing
Printing & Related Support Activities
Metal Manufacturing
Furniture & Related Products Mfg.
Aquaculture

FINANCE & INSURANCE SERVICES
Nondepository Credit Institutions
Securities, Commodity Contracts
Insurance Carriers
Funds, Trust & Other Financial Vehicles

INFORMATION INDUSTRIES
Sound Recording Industries
Film, Video/Electronic Media Production
Information Services & Data Processing
Internet Svc Providers, Web Search Portals
Data Processing Services
Publishing Industries
Software Publishing
Music Publishing
Telecommunications
Satellite Communications

PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES
Professional, Scientific & Technical
Computer Programming/Software
Computer System Design
Management, Scientific & Tech Services
Research & Development
Scientific & Technical Consulting Svc
Simulation Training
Testing Laboratories
Bio-Medical & Bio-Science

MANAGEMENT & DISTRIBUTION
Management Services
National, International & Regional Headqtrs
Distribution Centers
National, International & Regional
Distribution Centers

ADMINISTRATIVE & SUPPORT SERVICES
Customer Care Centers
Inbound Telephonic & On-line Business Svs
(no outbound services)
Customer Support
Transaction Processing
Technical Support
Credit Bureaus

Other industries may be considered by the Board of County Commissioners if the company can improve the quality of life within the community by creating new jobs and/or high wage jobs.

Exhibit B

To the Job Growth Investment Grant Agreement between St. Lucie County and PB Holdco, LLC., d/b/a Pursuit Boats"("PURSUIT")

Company Identification and Information

Application Code Number _____

Effective Date _____

Company Description _____

Board Approval Date _____

Local mailing address of company/ location of new business _____

_____

_____

_____

_____

FIRST AMENDMENT TO JGIG-23-002

ST. LUCIE COUNTY JOB GROWTH INVESTMENT GRANT AGREEMENT

THIS FIRST AMENDMENT TO THE JGIG AGREEMENT 23-002 is made as of the 27th day of January, 2025 by and between **St. Lucie County**, a political subdivision of the State of Florida, by and through its Board of County Commissioners, hereinafter referred to as the COUNTY and PB Holdco, LLC., (d/b/a/ Pursuit Boats), a corporation authorized to do business in the State of Florida, hereinafter referred to as the COMPANY whose Federal I.D. number is **83-1608357**.

WITNESSETH:

WHEREAS, it is the policy of the COUNTY to stimulate economic growth in St. Lucie County, by either attracting new businesses to St. Lucie County or by encouraging the expansion of existing businesses within St. Lucie County; and

WHEREAS, the creation of new employment opportunities for residents of St. Lucie County and the increased tax revenues resulting from such business expansion or relocation within St. Lucie County is beneficial to the local economy; and

WHEREAS, the Board of County Commissioners has determined that offering a Job Growth Investment Grant encourages either businesses to expand or new businesses to enter St. Lucie County and thereby create new employment opportunities for the residents of St. Lucie County; and

WHEREAS, St. Lucie County, through its Board of County Commissioners, has created a Job Growth Investment Grant; and

WHEREAS, the COMPANY will expand its existing business in St. Lucie County and thereby create certain new employment opportunities having a specific wage level or higher in St. Lucie County in accordance with the Job Growth Investment Grant criteria if the COUNTY provides to the COMPANY a Job Growth Investment Grant; and

WHEREAS, the COMPANY has been determined to be eligible to receive a Job Growth Investment Grant by the COUNTY'S Job Growth Investment Grant Review Committee; and

WHEREAS, the COMPANY acknowledges that this Agreement shall be based upon the COMPANY'S obtainment of the performance requirements as outlined in this Agreement; and,

WHEREAS, the COUNTY finds and declares that it is in the public interest to award a Job Growth Investment Grant to COMPANY pursuant to the terms of this Agreement.

NOW, THEREFORE, in consideration of the premises and mutual covenants hereinafter contained, the parties do agree as follows:

1. Definitions. As used in this Agreement, the following terms shall mean:

   a. "Annual Average Hourly Wage" - includes the hourly cost of wages, bonuses, and commissions but does not include benefits. The Top two Executive salaries as defined in this Agreement shall not be included in the average wage calculations.

   b. "Base Period for Hourly Wage level and Job Creation" - As set forth in the State of Florida Employer's Quarterly Report (RT-6A) for the quarter preceding the Grant application.

   c. "Default" - failure to comply with the terms of the Agreement.

   d. "Effective Date" – The date of execution of this Agreement by the COUNTY.

   e. "Employer's Quarterly Report Form RT-6" - COMPANY's State of Florida Employer's Quarterly Report Form RT-6A provided to the COUNTY in conjunction with the execution of this Agreement, and thereafter as required pursuant to this Agreement.

   f. "Expansion of an existing business" - A business establishing 10 or more jobs to employ 10 or more new full-time employees in the County. These jobs must represent a net increase in employment at the site/facility and be not less than a 10 percent increase.

   g. "Full-time Equivalent Job" - shall be calculated by total payroll hours per year divided by 52 weeks and then, divided by 35 hours.

   h. "JGIG" - shall mean Job Growth Investment Grant.

   i. "New Business" - a business establishing 10 or more jobs to employ 10 or more full-time employees in the County within the term of the Grant provided that such business first begins operations on a site in the County clearly separate from any other operation owned by the same business.

   j. Research Firm – A company that employs 50% or more of their workforce in the development of new products, refinement of existing products, testing of products, development of new scientific information and others to be defined.

   k. "St. Lucie County Average Hourly Wage" – At least 107% of the average annual hourly wage per job in St. Lucie County, as determined by State of Florida Department of Labor, Workforce Development Board or Enterprise Florida, Inc.

2. Wage Level Commitment.

As a condition precedent to and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to pay an average hourly wage of not less than **$24.00** per hour annually for those new jobs which are eligible for Grant hereunder. This per hour wage will be adjusted on the third and sixth anniversaries of the Effective Date of this Agreement for wage rate inflation based upon the percentage change in the Consumer Price Index ("CPI Index") between the Effective Date of this Agreement and the third and sixth anniversary from the Effective Date of the Agreement.

The target wage rate will then be increased by the percentage change in the CPI Index in order to determine the new target wage rate on the third anniversary and sixth anniversary of this Agreement. The COMPANY shall provide written verification satisfactory to the COUNTY that the average hourly wage of the new jobs meets the average rate of **$24.00** per hour in the first three years of the Agreement and adjusted as defined above in year three and year six.

The first report provided by the COMPANY will be the State of Florida Employer's Quarterly Report (Form RT-6) including hours worked per month, total number of employees, gross wages paid in the quarter and a total of hours and wages for the Top Executive wages for the quarter before the JGIG Application Date. These Top Executives are defined as the wages for the two (2) highest paid employees on a wage basis. The COMPANY will provide the hours and wage dollars for these Top Two (2) Executives for each reporting period. Each quarter after the approval of the JGIG the COMPANY must provide this information to the COUNTY when filing the Employer's Quarterly Report (Form RT-6). The first report after the Effective Date may include only a partial quarter due to the approval timing. The base period or the adjusted base period at three (3) years or six (6) years will be subtracted from the current twelve (12) month report to equal net growth of hours and wages. The net wages will be divided by the net hours for the average hourly wage rate to compare to the adjusted targeted minimum hourly wage level.

The COMPANY'S failure to maintain its hourly wage level commitment for any year will result in the forfeiture of the Grant amount for that year. Such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for subsequent years in which it is able to maintain its hourly wage level commitment.

3. Job Creation Commitment.

As a condition precedent to, and as consideration for obtaining JGIG funds from the COUNTY, the COMPANY agrees to create a minimum of **100** new Full-Time Equivalent Jobs in St. Lucie County over the term of this Agreement as more specifically set forth on **Exhibit "A"**, which is attached hereto and made a part hereof. These new jobs will be phased in on the following schedule;

Year One, ending December 31, 2025 - a minimum of **20 jobs**
Year Two, ending December 31, 2026 - a minimum of **80 jobs**

To obtain the Grant amount for jobs created, the annual calculation of jobs created must meet or exceed the minimum job levels and meet the hourly wage requirements.

The annual calculation of the incremental jobs will be determined by taking the Base Period quarterly reported hours and dividing by 455 (35 hours x 52 weeks x .25 of year) to arrive at a full-time employee count. The same calculation for the current year shall be

made by taking the reported annual hours divided by 1820 (35 hours x 52 weeks) to arrive at a full-time employee count. The Base Period employee count shall be subtracted from the current employee count then comparing to the minimum jobs committed by the COMPANY to create.

If the COMPANY does not achieve the job creation goal stated within the Job Growth Investment Grant but has achieved a minimum of 85% of the job creation commitment for the period, the JGIG amount will be recalculated for the scheduled year. The County will recalculate the Grant amount based on the actual job levels obtained, and pay the annual amount as calculated reduced by 50%. The COMPANY'S failure to achieve a minimum job creation of 85% of the job creation commitment for any one year will result in the forfeiture of the entire Grant amount it was scheduled to receive for that year and such funds shall not be available in a subsequent year of the Grant. The COMPANY'S failure to receive funds in any year it fails to meet or maintain its job creation commitment shall not be grounds for an extension of the established payment schedule.

4. Term; Termination.

This Agreement shall be effective upon the date of execution of this contract by both parties hereto and shall automatically terminate 5 years after the last scheduled JGIG payment (May 15, 2035) unless terminated earlier by the COUNTY because of a default by the COMPANY provided however, provisions of this contract shall survive the termination of the contract.

5. Grant Eligibility; Payment Schedule.

a. Eligibility Determination; Payment. The initial eligibility determination for payment of the JGIG shall be made on the first anniversary of the Effective Date of this Agreement. Subsequent eligibility determinations shall be made at each subsequent anniversary of the Effective Date of this Agreement.

Payment of JGIG Funds shall be made as follows: All Grants with an Effective Date between October 1st and March 31st will be paid by May 15th after the successful completion and submission of the required documentation each year. All Grants with an Effective Date between April 1st and September 30th will be paid by November 15th after the successful completion and submission of the required documentation each year.

Notwithstanding the foregoing, should the date for filing the last annual Employer's Quarterly Report (Form RT6) as described in Exhibit "A", not coincide with the date that an eligibility determination is made; the COMPANY shall have the right to file a report, in a form substantially similar to an Employer's Quarterly Report in a form acceptable to the COUNTY for payment.

b. Subject to continued compliance with the requirements of Paragraphs 2 and 3 of this Agreement, the COMPANY will be eligible for a Job Growth Investment Grant (hereinafter a "Grant") of an amount up to **$210,000** which Grant shall be payable as follows:

Year 1 - $42,000
Year 2 - $42,000
Year 3 - $42,000
Year 4 - $42,000
Year 5 - $42,000

Year 1 of the 5-year payout period will begin on **January 1, 2026**, and will continue on January 1st of each year thereafter through the 5-year payment payout based on the payout schedule in paragraph 5 section a. The COUNTY shall pay **$2,100** per Full-Time Equivalent Job.

6. Relocation Commitment.

The parties acknowledge and agree that the JGIG incentive agreement was an inducement to have the COMPANY expand or relocate to St. Lucie County. This means that the COMPANY made the decision to expand or relocate after considering the JGIG package. As a condition precedent to, and as consideration for obtaining JGIG funds from COUNTY, the COMPANY agrees to locate or expand its business operations to/within St. Lucie County for a period of at least **5** years after the last scheduled JGIG payment. Should the Company relocate before the agreed number of years, all grant dollars paid to the Company shall be paid back to the County within a 120 day period.

7. Annual Job Status.

The COMPANY must provide the COUNTY with the Employer's Quarterly Report (Form RT-6) of its business operations within St. Lucie County on the State form RT-6 as amended. The COMPANY shall provide the reports at the same time it provides the State of Florida with the reports. With prior approval of the COUNTY, the COMPANY may submit a form substantially similar to the annual Employer's Quarterly Report (Form RT-6 provided that information necessary to meet the requirements of this grant award is provided in a form acceptable to the COUNTY the alternative form must be notarized and signed on Company letterhead.

8. Grant Restriction.

The JGIG funds available under this Agreement as referenced in paragraph 5 will be provided only for reimbursement of expenses associated with the physical move, relocation and/or expansion of the COMPANY to St. Lucie County including but not limited to corporate or COMPANY relocation expenses, infrastructure costs, leasehold improvements, COMPANY sponsored child day care facilities, rent for COMPANY facilities, lease buyouts, training expenses and other expenses approved by the Job Growth Investment Grant Committee.

9. Default; Termination.

In the event the COMPANY defaults in the performance of its guarantees and commitments as provided for in this Agreement, the COUNTY may, at its option, terminate this Agreement.

10. Indemnification.

For the sum of ten ($10.00) dollars consideration, receipt of which is hereby acknowledged, the COMPANY shall indemnify and save harmless and defend the COUNTY, its servants, and employees from and against any and all claims, liabilities, losses, and/or cause of action which may arise from any negligent act or omission of the COMPANY, its agents, servants, or employees in the performance of services under this Agreement.

11. Forum; Venue.

This Agreement shall be governed by the laws of the State of Florida. Any and all legal action necessary to enforce the Agreement will be held in St. Lucie County or the Federal District Court for the Southern District of Florida. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing by law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

12. Lobbyist Certification.

The COMPANY warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the COMPANY to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the COMPANY, any fee, commission, percentage, gift, or any other consideration contingent upon or resulting from the award or making of this Agreement.

13. No Discrimination Certification.

The COMPANY warrants and represents that all of its employees are treated equally during employment without regard to race, color, religion, disability, sex, age, national origin, ancestry, marital status, or sexual orientation.

14. Attorneys' Fees.

If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default or misrepresentation in connection with any provisions of this Agreement, the successful or prevailing party or parties shall be entitled to recover reasonable attorney's fees, court costs and all expenses (including taxes) even if not taxable as court costs (including, without limitation, all such fees, costs and expenses incident to appeals), incurred in that action or proceeding, in addition to any other relief to which such party or parties may be entitled.

15. Enforceability.

If any term or provision of this Agreement, or the application thereof to any person or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement, or the application of such terms or provision, to persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected, and every other term and provision of this Agreement shall be deemed valid and enforceable to the extent permitted by law. The COMPANY'S failure to maintain its job creation commitment or salary level commitment for any one year will result in the forfeiture of the Grant amount it was scheduled to receive for that year; however, such forfeiture will not preclude the COMPANY'S receipt of scheduled Grant amounts for those subsequent years in which it is able to maintain its job creation and salary level commitment.

16. Assignment.

The COMPANY shall not assign this Agreement to any other persons or firm without first obtaining COUNTY'S written approval.

17. Conflict of Interest.

The COMPANY represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of services required herein, as provided for in Section 112.311, Florida Statutes. The COMPANY further represents that no person having any interest shall be employed for said performance.

18. Notices.

All notices required in this Agreement shall be sent by certified mail, return receipt requested and if sent to the COUNTY shall be mailed to:

	With copy to:
St. Lucie County Administrator 2300 Virginia Avenue Fort Pierce, FL 34982	St. Lucie County Attorney 2300 Virginia Avenue Fort Pierce, FL 34982

19. Entire Agreement.

The COUNTY and the COMPANY agree that this Agreement sets forth the entire Agreement between the parties, and that there are no promises or understandings other than those stated herein. None of the provisions, terms and conditions contained in this Agreement may be added to, modified, superseded or otherwise altered, except by written instrument executed by the parties hereto.

IN WITNESS WHEREOF, the Board of County Commissioners of St. Lucie County, Florida, has made and executed this Agreement on behalf of the COUNTY and COMPANY has hereunto sets its hand the day and year above written.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

_____
Deputy Clerk

BY: _____
CHAIR

APPROVED AS TO FORM AND CORRECTNESS:

_____
County Attorney

WITNESSES:

Michael Brander

TAX DIRECTOR

(Corporate Seal)

COMPANY

BY: _____ CFO
Signature and Title

Bruce Beckman
Printed Name

1/27/2025
Date

Exhibit A

To the Job Growth Investment Grant Agreement between St. Lucie County and PB Holdco, LLC., d/b/a Pursuit Boats

I. Target:

Industry Category eligible for application. Qualified companies are listed on the Target Industry List attached – circle the qualified industry. Attachment Exhibit B – 1

II. Application Section Criteria:

___	Expansion	_____ of net new jobs (number)
x	New Business	100 of net new jobs (number)
___	Relocation	_____ of net new jobs (number)

III. Employment Commitment:

COMPANY is receiving this grant based upon its representation that it will bring the following employment opportunities to St. Lucie County:

100	Total number of employees (new and existing) expected during term of grant
100	New, full time employees (eligible for grant application) expected during term of grant
90	% of County residents
$24.00	Average hourly wage of all employees to be employed by company
$20.70	Current average hourly wage in St. Lucie County
$20,000,000	Capital Investment Amount (Building improvements, equipment etc).

IV. Grant Amount:

Grant award calculation not to exceed $1,500,000 including bonuses

$150,000	Base Grant Amount $1,500 X number of new jobs eligible for grant

Bonus computations:

n/a	50-99 total new jobs (20% bonus)
$45,000	100-199 total new jobs (30% bonus)
n/a	200+ total new jobs (35% bonus)
$7,500	90% or more local hires – St. Lucie County Residents (5% bonus)

n/a	Average salary for applicant's jobs will be 125% of St. Lucie County average salary (15% bonus)
n/a	Average salary for applicant's jobs will be 150% of St. Lucie County average salary (30% bonus)
n/a	Research Firm (30% bonus)
$7,500	Use of local contractors for construction activity* (5% bonus)
$60,000	Total Bonuses
$210,000	**Total Grant (base amount + total bonuses)**

* Local contractors are those contractors who are licensed in St. Lucie County and have an office located in St. Lucie County.

Exhibit A - 1

Target Industry List

MANUFACTURING FACILITIES
Chemical Manufacturing
Pharmaceutical Manufacturing
Plastics & Rubber Products Mfg.
Computer & Electronic Product Mfg.
Computer & Electronic Component Mfg
Electromedical Apparatus Mfg.
Laser Manufacturing
Semiconductor Manufacturing
Software Reproducing
Transportation Equipment Manufacturing
Aviation & Aerospace Manufacturing
Machinery Manufacturing
Instruments for Measuring & Testing Elec.
Lens Manufacturing
Power Distrib., Generation & Technology
Electrical Equipment Manufacturing
Appliance Component Manufacturing
Fiber Optic Cable Manufacturing
Miscellaneous Manufacturing
Surgical & Medical Instrument Mfg.
Food & Beverage Products Manufacturing
Textile Mills & Apparel Manufacturing
Wood & Paper Product Manufacturing
Printing & Related Support Activities
Metal Manufacturing
Furniture & Related Products Mfg.
Aquaculture

FINANCE & INSURANCE SERVICES
Nondepository Credit Institutions
Securities, Commodity Contracts
Insurance Carriers
Funds, Trust & Other Financial Vehicles

INFORMATION INDUSTRIES
Sound Recording Industries
Film, Video/Electronic Media Production
Information Services & Data Processing
Internet Svc Providers, Web Search Portals
Data Processing Services
Publishing Industries
Software Publishing
Music Publishing
Telecommunications
Satellite Communications

ROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES
Professional, Scientific & Technical
Computer Programming/Software
Computer System Design
Management, Scientific & Tech Services
Research & Development
Scientific & Technical Consulting Svc
Simulation Training
Testing Laboratories
Bio-Medical & Bio-Science

MANAGEMENT & DISTRIBUTION
Management Services
National, International & Regional Headqtrs
Distribution Centers
National, International & Regional
Distribution Centers

ADMINISTRATIVE & SUPPORT SERVICES
Customer Care Centers
Inbound Telephonic & On-line Business Svs
(no outbound services)
Customer Support
Transaction Processing
Technical Support
Credit Bureaus

Other industries may be considered by the Board of County Commissioners if the company can improve the quality of life within the community by creating new jobs and/or high wage jobs.

9.J.1.
2026-540
CONSENT AGENDA - PROPERTY ACQUISITIONS
DATE: **5/5/2026**
*ACTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: JoAnn Riley, Property Acquisition Director

SUBMITTED BY: Property Acquisitions

SUBJECT: Bryn Mawr Utility Site - Utility Easement in favor of Florida Power & Light Company
Parcel ID 1410-501-0017-010-5

BACKGROUND:

Ocean Resorts Co-Op, Inc. has requested a 5' Utility Easement along the St. Lucie County Utilities property line in order to relocate their Florida Power & Light power lines underground. This will provide for a more reliable power transmission system for their community.

The proposed Easement is attached for your review and approval. The Easement has been reviewed and approved by Utilities and the County Surveyor.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board authorize the Chair to sign the Florida Power & Light Easement and direct staff to record the Easement in the public records of St. Lucie County, Florida.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None

EXCUSED:	None

Coordination/Signatures



Rebecca Ventrella, Public Utilities Director — Date: April 28, 2026



JoAnn Riley, Property Acquisition Director — Date: April 28, 2026



Katherine Barbieri, County Attorney — Date: April 29, 2026



Thomas Carrino, Deputy County Administrator — Date: April 29, 2026

Parcel ID 1410-501-0017-010-5



4/6/2026, 12:25:43 PM

1:2,526

0 105 210 420 ft

0 30 60 120 m

Work Request No. _____

Sec. 11 , Twp 34 S, Rge 40 E.

Parcel I.D. 1410-501-0017-010-5
(Maintained by County Appraiser)

EASEMENT (BUSINESS)

This Instrument Prepared By

Name: Robert N. Johnson, P.S.M.
Co. Name: LJA Surveying, Inc.
Address: 1708 21st Street
Vero Beach, Fl 32960

Reserved for Circuit Court

The undersigned, in consideration of the payment of $1.00 and other good and valuable consideration, the adequacy and receipt of which is hereby acknowledged, grant and give to Florida Power & Light Company, its affiliates, licensees, agents, successors, and assigns ("FPL"), a non-exclusive easement forever for the construction, operation and maintenance of overhead and underground electric utility facilities (including wires, poles, guys, cables, conduits and appurtenant equipment) to be installed from time to time; with the right to reconstruct, improve, add to, enlarge, change the voltage as well as the size of, and remove such facilities or any of them within an easement described as follows:

See Exhibit "A" ("Easement Area")

Together with the right to permit any other person, firm, or corporation to attach wires to any facilities hereunder and lay cable and conduit within the Easement Area and to operate the same for communications purposes; the right of ingress and egress to the Easement Area at all times; the right to clear the land and keep it cleared of all trees, undergrowth and other obstructions within the Easement Area; the right to trim and cut and keep trimmed and cut all dead, weak, leaning or dangerous trees or limbs outside of the Easement Area, which might interfere with or fall upon the lines or systems of communications or power transmission or distribution; and further grants, to the fullest extent the undersigned has the power to grant, if at all, the rights hereinabove granted on the Easement Area heretofore described, over, along, under and across the roads, streets or highways adjoining or through said Easement Area.

IN WITNESS WHEREOF, the undersigned has signed and sealed this instrument on May 5, 2026

Signed, sealed and delivered in the presence of:

_____
(Witness' Signature)

Print Name: _____
(Witness)

Print Address: 2300 Virginia Avenue
Fort Pierce, FL 34982

_____
(Witness' Signature)

Print Name: _____
(Witness)

Print Address: 2300 Virginia Avenue
Fort Pierce, FL 34982

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS

By: _____

Print Name: Jamie Fowler

Print Title: Chair

Print Address: 2300 Virginia Avenue
Fort Pierce, FL 34982

STATE OF Florida AND COUNTY OF St. Lucie. The foregoing instrument was acknowledged before me by [ ] physical presence or [ ] on-line notarization, this 5th day of May, 2026, by Jamie Fowler, the Chair of St. Lucie County BOCC a _____, who is personally known to me or has produced _____ as identification, and who did (did not) take an oath.
(Type of Identification)

My Commission Expires:

_____
Notary Public, Signature

Print Name _____

EXHIBIT 'A'

DESCRIPTION OF A 5.00 FEET WIDE FLORIDA POWER AND LIGHT COMPANY UTILITY EASEMENT:

A 5.00 FEET WIDE FLORIDA POWER AND LIGHT COMPANY UTILITY EASEMENT SITUATED, LYING, AND BEING IN SECTION 11, TOWNSHIP 34 SOUTH, RANGE 40 EAST, SAID LAND LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE NORTH 5.00 OF THE FOLLOWING DESCRIBED PARCEL, SAID PARCEL BEING THE SAME AS THAT DESCRIBED IN THE CONVEYANCE TO ST. LUCIE COUNTY AND RECORDED IN OFFICIAL RECORDS BOOK 795, PAGE 2406, ST. LUCIE COUNTY, FLORIDA, PUBLIC RECORDS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SECTION 11, TOWNSHIP 34 SOUTH, RANGE 40 EAST, SAID POINT BEING 262.00 FEET WEST OF THE INTERSECTION OF THE WEST RIGHT OF WAY LINE OF STATE ROAD A-1-A AND THE SOUTH LINE OF SECTION 11; THENCE RUN N 00°41'08" E AT A RIGHT ANGLE TO THE SAID SOUTH LINE, A DISTANCE OF 207.00 FEET; THENCE RUN S 89°18'52" W PARALLEL TO SAID SOUTH LINE A /DISTANCE OF 432.00 FEET; THENCE RUN S 00°41'08" W A DISTANCE OF 207.00 FEET TO SAID SOUTH LINE OF SECTION 11; THENCE RUN N 89°18'52" E ALONG THE SOUTH LINE OF SECTION 11, A DISTANCE OF 432.00 FEET TO THE POINT OF BEGINNING. SAID LAND LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

THE ABOVE DESCRIBED EASEMENT CONTAINING 2160 SQUARE FEET, 0.05 ACRES, MORE OR LESS

SURVEYOR'S GENERAL NOTES AND REPORT:

1. UNLESS IT BEARS THE ORIGINAL SIGNATURE AND SEAL OR A VERIFIABLE DIGITAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

2. FIELDWORK WAS NOT PERFORMED TO DELINEATE THE LIMITS OF THIS EASEMENT.

3. LOCATION OF THE PROPOSED FP&L EASEMENT AS SHOWN HEREON PER EMAILS FROM GAVIN MELIANS, FP&L ASSOCIATE ENGINEER, DATED FEBRUARY 9TH, 2026, AND DONNA PEREZ, OCEAN RESORTS MANAGER, DATED FEBRUARY 27TH, 2026.

4. BEARINGS AND DISTANCES SHOWN HEREON ARE BASED UPON OFFICIAL RECORDS BOOK 795, PAGE 2406, AS SHOWN HEREON AND LABELED AS THE BEARING BASIS. ALL DIMENSIONS SHOWN HEREON ARE DISPLAYED IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.

5. THIS SKETCH AND DESCRIPTION HAS BEEN PREPARED FOR THE EXCLUSIVE BENEFIT AND USE OF THE PERSONS AND/OR ENTITIES NAMED HEREON FOR THE PURPOSES IDENTIFIED HEREON ONLY. UNLESS OTHERWISE STATED, CERTIFICATION OF THIS SURVEY MAP APPLIES ONLY TO THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES. THE CERTIFICATION IN NO WAY CONSTITUTES NEITHER GUARANTY NOR WARRANTY TO ANY OTHER INFORMATION NOT SHOWN HEREON. ADDITIONS, DELETIONS OR REVISIONS TO THIS DRAWING BY OTHERS ARE NOT PERMITTED AND THIS SURVEY MAY NOT BE TRANSFERRED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF THE SIGNING SURVEYOR. THIS SURVEY IS NOT VALID FOR ANY OTHER PURPOSE OTHER THAN INTENDED BY THE SIGNING SURVEYOR.

6. THE DESCRIPTION WAS DEVELOPED BY THE PROFESSIONAL SURVEYOR AND MAPPER, THE DESCRIPTION SHOWN HEREON WAS DEVELOPED BY THE PROFESSIONAL SURVEYOR AND MAPPER, MATTERS OF PUBLIC RECORD WERE FURNISHED BY THE PUBLIC RECORDS OF ST. LUCIE RIVER COUNTY, FLORIDA. THIS PARCEL WAS NOT ABSTRACTED OR RESEARCHED BY THIS OFFICE FOR ENCUMBRANCES OF RECORD. THE HEREON DESCRIBED PARCEL IS SUBJECT TO RESTRICTIONS, RESERVATIONS, EASEMENTS AND RIGHTS-OF-WAY OF RECORD, IF ANY. MATTERS OF RECORD NOT BROUGHT TO THE SURVEYOR'S ATTENTION BY THE CLIENT, THEIR AGENT OR AS DISCLOSED BY A FURNISHED TITLE INSURANCE POLICY WERE NOT INCLUDED. NO INVESTIGATION WAS MADE BY THIS OFFICE INTO THE VALIDITY OF ANY EASEMENTS CITED IN THE LEGAL DESCRIPTION OR FOR ANY ENCUMBRANCES NOT OF RECORD IN THE INFORMATION FURNISHED BY THE CLIENT. NO TITLE COMMITMENT OR ABSTRACT WAS FURNISHED FOR THE PREPARATION OF THIS SKETCH.

7. THIS SKETCH AND DESCRIPTION CONSISTS OF 2 SHEETS AND SHALL NOT BE CONSIDERED COMPLETE AND OR VALID UNLESS ALL SHEETS ARE PRESENT.

REFERENCES:

BOUNDARY SURVEY BY CARTER ASSOCIATES, INC. , DRAWING NO. 7928-B, DATED DECEMBER 6TH, 1979

SKETCH AND DESCRIPTION OF A UTILITY EASEMENT BY CARTER ASSOCIATES, INC., AN LJA COMPANY
PROJECT No. 25-367S, DATED NOVEMBER 30, 2025, DRAWING No. 23129-A

STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP SECTION No. 94060-2250, ROAD No. A-1-A, INDIAN RIVER COUNTY.

LEGEND

S.L.C., FL.	SAINT LUCIE COUNTY, FLORIDA
P.R.	PUBLIC RECORDS
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
P.O.T.	POINT OF TERMINUS
O.R.B.	OFFICIAL RECORDS BOOK
PG.	PAGE
TWP.	TOWNSHIP
RGE.	RANGE
S.F.	SQUARE FEET
R.O.W.	RIGHT OF WAY
℄	CENTERLINE
F.D.O.T.	FLORIDA DEPARTMENT OF TRANSPORTATION
CAI	CARTER ASSOCIATES, INC.
FP&L	FLORIDA POWER AND LIGHT COMPANY

CERTIFIED TO:

- OCEANS RESORTS CO-OP, INC.
- FLORIDA POWER AND LIGHT COMPANY
- ST. LUCIE COUNTY, FLORIDA, A POLITICAL SUBDIVISION

THIS SKETCH AND DESCRIPTION IS NOT A BOUNDARY SURVEY.
THIS SKETCH AND DESCRIPTION IS COMPRISED OF 2 PAGES,
ONE IS NOT VALID WITHOUT THE OTHER.

Robert N Johnson
DATE: 2026.03.26 09:59:43 -04'00'
Robert N. Johnson
License Number 6540
STATE OF FLORIDA
Professional Surveyor and Mapper
Digitally signed by Robert N Johnson
Date: 2026.03.26 09:59:43 -04'00'
ROBERT N. JOHNSON, PSM
LICENSE REGISTRATION NO. 6540
LJA SURVEYING, INC.
LICENSED BUSINESS NO. 8416

LJA SURVEYING, INC.
LB 8416
1708 21ST STREET
VERO BEACH, FL 32960
TEL: (772) 562-4191
EMAIL: RJOHNSON@LJASURVEY.COM
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DATE	: MARCH 19, 2026
PROJ. #	: 25-367
DRAWN BY:	EBH
APPD. BY	: RNJ
PLOT BY	: BOB JOHNSON
REF. #	: 7928-B; 23129-A
F.B. & PG.	:

SKETCH & DESCRIPTION
LYING WITHIN SECTION 11
TOWNSHIP 34 SOUTH, RANGE 40 EAST
ST. LUCIE COUNTY, FLORIDA
FP&L UTILITY EASEMENT DESCRIPTION

SHEET
1 OF 2
Dwg. #: 23219-A

P:\25-367 Ocean Resorts - FPL Easement\dwg\25-367-FPL EASEMENT Additional.dwg, Description
Mar. 26, 26, 9:52 AM

EXHIBIT 'A'

THIS SKETCH AND DESCRIPTION IS NOT A BOUNDARY SURVEY.
THIS SKETCH AND DESCRIPTION IS COMPRISED OF 2 PAGES,
ONE IS NOT VALID WITHOUT THE OTHER.

— INDICATES LIMITS OF UTILITY EASEMENT

P:\25-367 Ocean Resorts - FPL Easement\dwg\25-367-FPL EASEMENT Additional.dwg, Sketch

Mar. 26, 26, 9:52 AM

LJA SURVEYING, INC.
LB 8416
TEL: (772) 562-4191
1708 21ST STREET
EMAIL: RJOHNSON@LJASURVEY.COM
VERO BEACH, FL 32960

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DATE	: MARCH 19, 2026
PROJ. #	: 25-367
DRAWN BY:	EBH
APPD. BY	: RNJ
PLOT BY	: BOB JOHNSON
REF. #	: 7928-B; 23128-A
F.B. & PG.	:

SKETCH & DESCRIPTION
LYING WITHIN SECTION 11
TOWNSHIP 34 SOUTH, RANGE 40 EAST
ST. LUCIE COUNTY, FLORIDA
FP&L UTILITY EASEMENT SKETCH

SHEET
2 OF 2
Dwg. #: 23219-A

9.J.2.
2026-593
CONSENT AGENDA - PROPERTY ACQUISITIONS
DATE: **5/5/2026**
*ACTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: JoAnn Riley, Property Acquisition Director

SUBMITTED BY: Property Acquisitions

SUBJECT: Taylor Dairy Road Water Treatment Facility - Florida Power & Light - Easement - Parcel ID 1313-430-0000-000-5

BACKGROUND:

The County's Taylor Dairy Road Water Treatment Facility is currently under construction and will need a dedicated easement for energization of the facility. The easement to Florida Power & Light (FPL) provides access required to install and maintain the permanent power feed to the Taylor Dairy Road Water Treatment Facility.

We have attached the proposed easement for your review and approval. The easement has been reviewed and approved by Utilities and the County Surveyor.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board authorize the Chair to sign the Florida Power & Light easement and direct staff to record the easement in the public records of St. Lucie County, Florida.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None

NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 24, 2026

JoAnn Riley, Property Acquisition Director



Date: April 24, 2026

Rebecca Ventrella, Public Utilities Director



Date: April 26, 2026

Katherine Barbieri, County Attorney



Date: April 27, 2026

Thomas Carrino, Deputy County Administrator

Taylor Dairy Water Treatment Plan - Easement Location



4/20/2026, 4:38:51 PM

1:4,514

0 0.03 0.07 0.13 mi

0 0.05 0.1 0.2 km

St. Lucie County Property Appraiser, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Esri Community Maps Contributors, SLC Property Appraiser's Office, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, FEMA, NPS

Work Request No. 14328565

Sec.13, Twp 34, Rge 39

Parcel I.D.1313-430-0000-000-5
(Maintained by County Appraiser)

UNDERGROUND EASEMENT (BUSINESS)

This Instrument Prepared By
Name: RUBEN ZURITA
Co. Name: FP&L
Address: 1575 98TH Ave.
Vero Beach

Reserved for Circuit Court

The undersigned, in consideration of the payment of $1.00 and other good and valuable consideration, the adequacy and receipt of which is hereby acknowledged, grant and give to Florida Power & Light Company, its affiliates, licensees, agents, successors, and assigns ("FPL"), a non-exclusive easement forever for the construction, operation and maintenance of underground electric utility facilities (including cables, conduits, appurtenant equipment, and appurtenant above ground equipment) to be installed from time to time; with the right to reconstruct, improve, add to, enlarge, change the voltage as well as the size of, and remove such facilities or any of them within an easement described as follows:

See Exhibit "A" ("Easement Area")

Together with the right to permit any other person, firm, or corporation to attach or place wires to or within any facilities hereunder and lay cable and conduit within the Easement Area and to operate the same for communications purposes; the right of ingress and egress to the Easement Area at all times; the right to clear the land and keep it cleared of all trees, undergrowth and other obstructions within the Easement Area; the right to trim and cut and keep trimmed and cut all dead, weak, leaning or dangerous trees or limbs outside of the Easement Area, which might interfere with or fall upon the lines or systems of communications or power transmission or distribution; and further grants, to the fullest extent the undersigned has the power to grant, if at all, the rights hereinabove granted on the Easement Area, over, along, under and across the roads, streets or highways adjoining or through said Easement Area.

IN WITNESS WHEREOF, the undersigned has signed and sealed this instrument on _____, 20__.

Signed, sealed and delivered in the presence of:

_____
(Witness' Signature)

Print Name: _____
(Witness)

Print Address:_____

_____

_____
(Witness' Signature)

Print Name: _____
(Witness)

Print Address:_____

_____

Entity Name

By: _____

Print Name: _____

Print Title: _____

Print Address: _____

_____

STATE OF _____ AND COUNTY OF _____. The foregoing instrument was acknowledged before me by [ ] physical presence or [ ] on-line notarization, this _____ day of _____, 20__, by _____, the _____ of _____ a _____, who is personally known to me or has produced _____ as identification, and who did (did not) take an oath.
(Type of Identification)

My Commission Expires:

_____
Notary Public, Signature

Print Name _____

APPROVED AS TO FORM
AND CORRECTNESS

_____
COUNTY ATTORNEY

SKETCH OF DESCRIPTION
THIS IS NOT A SURVEY
EXHIBIT "A"

LEGAL DESCRIPTION:

THE FLORIDA POWER & LIGHT COMPANY EASEMENT OVER, UNDER, AND ACROSS THAT CERTAIN PARCEL OF LAND LYING IN SECTION 13, TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, AS RECORDED IN OFFICIAL RECORDS BOOK 2260, PAGE 2124, OF THE PUBLIC RECORDS OF SAID COUNTY, FOR THE PURPOSE OF UTILITY INSTALLATION, MAINTENANCE, AND ACCESS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH ONE-QUARTER (1/4) CORNER OF SAID SECTION 13, THENCE SOUTH 89°41'52" EAST, ALONG THE SOUTH LINE OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SAID SECTION 13, A DISTANCE OF 104.00 FEET TO THE EAST RIGHT OF WAY LINE OF TAYLOR DAIRY ROAD, AS RECORDED, IN OFFICIAL RECORDS BOOK, 5282, PAGE 2787 OF SAID RECORDS.

THENCE NORTH 00°16'05" EAST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 199.20 FEET TO THE **POINT OF BEGINNING**;

THENCE CONTINUE NORTH 00°16'05" EAST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 10.00 FEET TO A POINT ON SAID EAST RIGHT OF WAY LINE;

THENCE SOUTH 88°43'13" EAST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 242.47 FEET;

THENCE NORTH 01°16'47" EAST, A DISTANCE OF 2.50 FEET;

THENCE SOUTH 88°43'13" EAST, A DISTANCE OF 15.00 FEET;

THENCE SOUTH 01°16'47" WEST, A DISTANCE OF 15.00 FEET;

THENCE NORTH 88°43'13" WEST A DISTANCE OF 15.00 FEET;

THENCE NORTH 01°16'47" EAST, A DISTANCE OF 2.50 FEET;

THENCE NORTH 88°43'13" WEST, A DISTANCE OF 242.30 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 2,649 SQUARE FEET OR 0.061 ACRES MORE OR LESS.

Bowman CONSULTING

Bowman Consulting Group, Ltd., Inc.
1410 N Westshore BLVD., Suite 111
Tampa, FL 33607
Phone: (813) 474-7424
www.bowmanconsulting.com

© Bowman Consulting Group, Ltd.

Professional Surveyors and Mappers, Certificate NO. LB-8030

EXHIBIT "A"
4554 TAYLOR DAIRY RD,
FORT PIERCE, FL 34946

SAINT LUCIE COUNTY FLORIDA

PROJECT NO. 031878-01-001	REVISED DATE: 03/27/26	DATE: 4/6/2026
031878-LANGMAN-EASMENT SD PER CLIENT REV 1-NM	SCALE: N/A	SHEET 1 OF 4

SKETCH OF DESCRIPTION
THIS IS NOT A SURVEY

0 250'
(IN FEET)
1 inch =250' ft.
THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1"=250'

NORTH

OWNER: ST LUCIE COUNTY
PARCEL ID: 1313-411-0001-000-3
ADDRESS: TBD

OWNER: ST LUCIE COUNTY
PARCEL ID: 1313-420-0000-000-4
ADDRESS: 4600 TAYLOR DAIRY RD

NORTH LINE OF SEC 13-34S-39E

80'
4'
20'
CANAL NO. 3
WEST LINE OF THE SE. 1/4 OF SEC 13-34S-39E

PARCEL
O.R.B. 2260, PG. 2124, S.L.C.R.
OWNER: ST LUCIE COUNTY
PARCEL ID: 1313-430-0000-000-5
ADDRESS: 4554 TAYLOR DAIRY RD
1,655,892 S.F.
38.014 AC.

20-FT RIGHT-OF-WAY PER O.R.B. 5282, PG. 2787
SEE EASEMENT ON SHEET 3

FPL EASEMENT
P.O.B.

CANAL NO. 3

EAST LINE OF THE SW 1/4 OF THE SE. 1/4 SEC 13-34S-39E

OWNER: ST LUCIE COUNTY
PARCEL ID: 1313-411-0002-000-0
ADDRESS: TBD

OWNER: ST LUCIE COUNTY
PARCEL ID: 1313-411-0001-000-3
ADDRESS: TBD

OWNER: ST LUCIE COUNTY
PARCEL ID: 1313-411-0002-000-0
ADDRESS: TBD

SOUTH LINE OF SEC 13-34S-39E

PARCEL ID: 1324-122-0002-000-7

PARCEL ID: 1324-121-0001-000-7

OWNER: ST LUCIE COUNTY
PARCEL ID: 1324-122-0003-000-4
ADDRESS: 4300 TAYLOR DAIRY RD

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EXHIBIT "A"
4554 TAYLOR DAIRY RD, FORT PIERCE, FL 34946

SAINT LUCIE COUNTY FLORIDA

PROJECT NO. 031878-01-001	REVISED DATE: 03/27/26	DATE: 4/6/2026
031878-LANGMAN-EASMENT SD PER CLIENT REV 1-NM	SCALE: 1"=250'	SHEET 2 OF 4

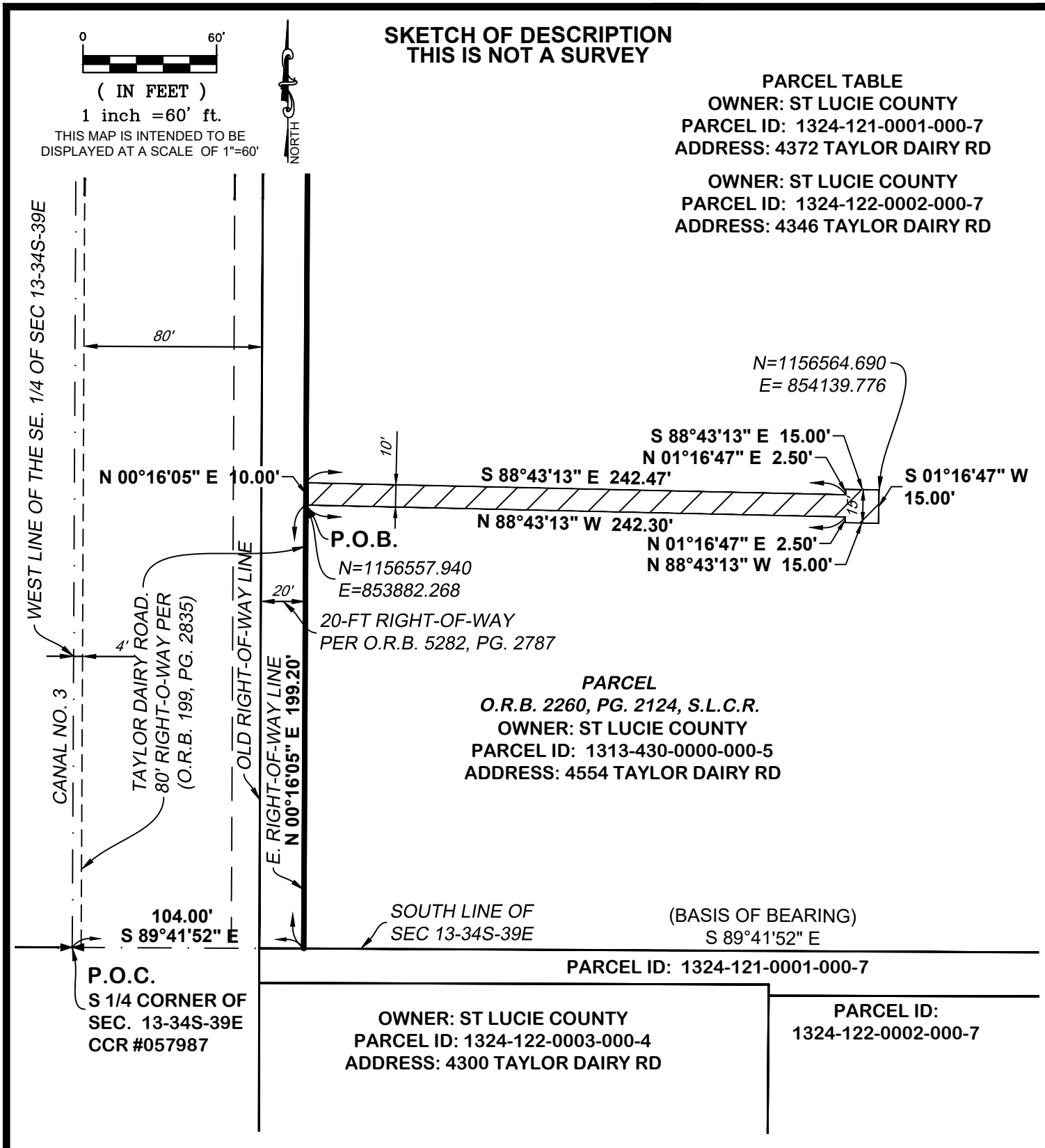

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EXHIBIT "A"

4554 TAYLOR DAIRY RD, FORT PIERCE, FL 34946

SAINT LUCIE COUNTY — FLORIDA

PROJECT NO. 031878-01-001	REVISED DATE: 03/27/26	DATE: 4/6/2026
031878-LANGMAN-EASMENT SD PER CLIENT REV 1-NM	SCALE: 1"=60'	SHEET 3 OF 4

SKETCH OF DESCRIPTION
THIS IS NOT A SURVEY
EXHIBIT "A"

SURVEYOR'S NOTES:

1. THE BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED MERIDIAN WITH THE SOUTH LINE OF SECTION 13. TOWNSHIP 34 SOUTH, RANGE 39 EAST, ST LUCIE COUNTY, FLORIDA; BEARING SOUTH 89°41'55" EAST AS SHOWN.

2. OTHER MATTERS OF RECORD AFFECTING LANDS MAY BE FOUND IN THE PUBLIC RECORDS OF ST LUCIE COUNTY, FLORIDA

3. THIS DESCRIPTION IS NOT VALID UNLESS ACCOMPANIED WITH SKETCH AS SHOWN ON SHEETS 2 OF 4 AND SHEET 3 OF 4 OF THIS DOCUMENT.

LEGEND

R=	RADIUS
Δ=	CENTRAL ANGLE
L=	ARC LENGTH
CH=	CHORD
O.R.B.	PLAT BOOK
PG.	PAGE
S.L.C.R.	SAINT LUCIE COUNTY RECORDS
LB	LICENSED BUSINESS
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCE
R/W	RIGHT OF WAY
	EASEMENT

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THIS SKETCH AND DESCRIPTION SHOWN HEREON WAS PREPARED IN ACCORDANCE WITH THE "STANDARDS OF PRACTICE" FOR SURVEYING AND MAPPING IN THE STATE OF FLORIDA AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

NICHOLAS MESSINA JR License Number 6559 STATE OF FLORIDA Professional Surveyor and Mapper

Digitally signed by Nicholas Messina Jr.
Date: 2026.04.08 16:28:03-04'00'

04/08/2026

NICHOLAS MESSINA — DATE OF SIGNATURE
FLORIDA PROFESSIONAL SURVEYOR AND MAPPER
REGISTRATION NO. 6559

BOWMAN CONSULTING GROUP, LTD., INC.
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER 8030
(LB 8030 = LICENSED BUSINESS NUMBER 8030)

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EXHIBIT "A"
4554 TAYLOR DAIRY RD,
FORT PIERCE, FL 34946

SAINT LUCIE COUNTY — FLORIDA

PROJECT NO. 031878-01-001	REVISED DATE: 03/27/26	DATE: 4/6/2026
031878-LANGMAN-EASMENT SD PER CLIENT REV 1-NM	SCALE: N/A	SHEET 4 OF 4

AGENDA REQUEST

9.J.3.
RES-2026-75
CONSENT AGENDA - PROPERTY ACQUISITIONS
DATE: **5/5/2026**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? NO

TO: **Board of County Commissioners**

PRESENTED BY: JoAnn Riley, Property Acquisition Director
Patrick Dayan, Public Works Director

SUBMITTED BY: Property Acquisitions

SUBJECT: Florida Department of Transportation Jurisdictional Transfer - Parcel 104 County Deed - Item/Segment Number FDIP: 438379-2-52-01 - Parcel ID 1336-232-0001-000-5

BACKGROUND:

On July 11, 2023, the Board of County Commissioners approved Resolution No. 2023-117, accepting the Florida Department of Transportation ("FDOT") Right of Way Acquisition Memorandum of Agreement for reconstruction of SR-713 / Kings Highway from North of Commercial Circle to North of St. Lucie Boulevard (Item/Segment Number FDIP: 438379-2-52-01). Pursuant to Resolution No. 2023-117, FDOT has requested the transfer of Parcel 104 from the County.

Attached for your review and acceptance is a County Deed and Resolution.

PREVIOUS ACTION:

November 23, 2004 - The Board of County Commissioners accepted a right-of-way donation from Atlantic Truss Company, as a condition of approval of Resolution No. 2004-04.

July 11, 2023 - The Board of County Commissioners approved Resolution No. 2023-117, accepting the Florida Department of Transportation ("FDOT") right of way acquisition memorandum of agreement for reconstruction of SR-713 / Kings Highway from North of Commercial Circle to North of St. Lucie Boulevard (Item/Segment Number FDIP: 438379-2-52-01).

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board authorize the Chair to sign the County Deed and Resolution and direct staff to send the executed County Deed and Resolution to FDOT for recordation in the public records of St. Lucie County, Florida.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 24, 2026

JoAnn Riley, Property Acquisition Director



Date: April 24, 2026

Patrick Dayan, Public Works Director



Date: April 26, 2026

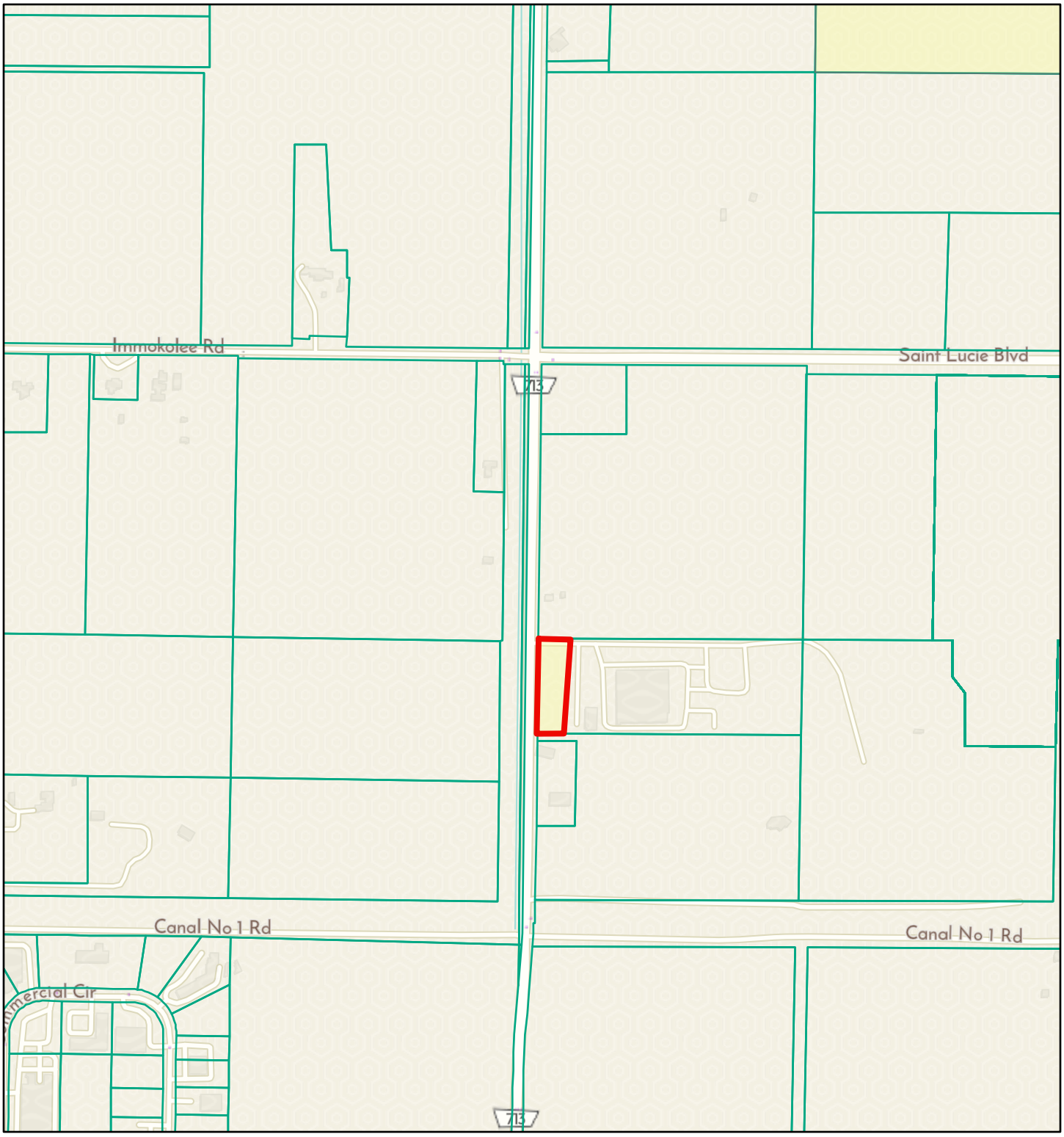
Katherine Barbieri, County Attorney



Date: April 28, 2026

Mayte Santamaria, Deputy County Administrator

Parcel ID 1336-232-0001-000-5



4/21/2026, 4:53:01 PM

1:9,028

0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

County Owned Properties

Parcels

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Esri Community Maps Contributors, SLC Property Appraiser's Office, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, FEMA, NPS

03-BSD.03-07/18

This instrument prepared under the direction of:
Elizabeth S. Quintana, Esq. _____
District 4 Assistant General Counsel
Legal Description prepared by:
Robert J. Mellis, P.L.S. (01-07-2026)
Document prepared by:
Diana Helmer)
Florida Department of Transportation
Right of Way Production Services
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309

Parcel No.	104.1R(02-23-2026)
Item/Segment No.	4383792
Section:	94003-2513
Managing District:	04
State Road (S.R.) No.	713 (Kings Highway)
County:	St. Lucie

COUNTY DEED

THIS DEED, Made this _____ day of _____, 20_____, by **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, whose address is: 2300 Virginia Avenue, Fort Pierce, Florida 34982, Grantor, to the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, Grantee: (Wherever used herein the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors, and assigns of organizations).

WITNESSETH: That the Grantor, for and in consideration of the sum of $1.00 and other valuable considerations, receipt and sufficiency being hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee, all that certain land situate in **St. Lucie** County, Florida, viz:

Parcel No. 104 Item/Segment No. 4383792

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

Commence at the West One-Quarter (W 1/4) Corner of said Section 36; thence South 89°51'23" East along the South line of said Northwest One-Quarter (NW 1/4) of Section 36, a distance of 39.00 feet to the Baseline of Survey of said State Road 713 (Kings Highway); thence North 00°27'44" East along said Baseline of Survey of State Road 713 (Kings Highway), a distance of 879.80 feet; thence South 89°32’16” East along a line at a right angle to the previously described course, a distance of 35.00 feet to a point on the Easterly Existing Right of Way line of said State Road 713 (Kings Highway) and the POINT OF BEGINNING; thence North 00°27'44" East along said Easterly Existing Right of Way line of State Road 713 (Kings Highway), a distance of 391.94 feet; thence South 89°12'49" East, a distance of 5.61 feet; thence South 00°18'38" West, a distance of 366.39 feet; thence South 89°41'22" East, a distance of 7.00 feet; thence South 00°05'04" East, a distance of 25.47 feet; thence North 89°51'24" West, a distance of 13.83 feet to a point on said Easterly Existing Right of Way line of State Road 713 (Kings Highway) and the POINT OF BEGINNING.

Containing 2,583 square feet, more or less.

AND

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

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Containing 216 square feet, more or less.

All together containing 2,799 square feet, more or less.

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

TO HAVE AND TO HOLD, the same in fee simple forever.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the said Grantor has caused these presents to be executed in its name by its Board of County Commissioners acting by the Chair or Vice-Chair of said Board, the day and year aforesaid.

ATTEST:_____

Print Name:_____
Clerk (or Deputy Clerk)

ST. LUCIE COUNTY, FLORIDA
By Its Board of County Commissioners

By: _____

Print Name: _____
Its Chair or Vice Chair

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

By: _____
County Attorney

STATE OF FLORIDA

COUNTY OF ST.LUCIE

The foregoing instrument was acknowledged before me by means of _____ physical presence or _____ online notarization, this _____ day of _____, 20_____, by _____, its Chair or Vice Chair, on behalf of **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, who is personally known to me or who has produced _____ as identification.

(SEAL)

_____
Notary Public

_____
Printed or stamped name of Notary Public

My Commission Expires: _____

Item/Segment No. 4383792 Fee Simple Right of Way
Section 94003-2513
1-07-2026

Parcel No. 104 State Road 713 St. Lucie County Description

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

Commence at the West One-Quarter (W 1/4) Corner of said Section 36; thence South 89°51'23" East along the South line of said Northwest One-Quarter (NW 1/4) of Section 36, a distance of 39.00 feet to the Baseline of Survey of said State Road 713 (Kings Highway); thence North 00°27'44" East along said Baseline of Survey of State Road 713 (Kings Highway), a distance of 879.80 feet; thence South 89°32’16” East along a line at a right angle to the previously described course, a distance of 35.00 feet to a point on the Easterly Existing Right of Way line of said State Road 713 (Kings Highway) and the POINT OF BEGINNING; thence North 00°27'44" East along said Easterly Existing Right of Way line of State Road 713 (Kings Highway), a distance of 391.94 feet; thence South 89°12'49" East, a distance of 5.61 feet; thence South 00°18'38" West, a distance of 366.39 feet; thence South 89°41'22" East, a distance of 7.00 feet; thence South 00°05'04" East, a distance of 25.47 feet; thence North 89°51'24" West, a distance of 13.83 feet to a point on said Easterly Existing Right of Way line of State Road 713 (Kings Highway) and the POINT OF BEGINNING.

Containing 2,583 square feet, more or less.

AND

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

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Parcel No. 104 State Road 713 St. Lucie County Description

South 00°18'38" West, a distance of 18.86 feet; thence North 89°32'16" West, a distance of 11.50 feet to the POINT OF BEGINNING.

Containing 216 square feet, more or less.

All together containing 2,799 square feet, more or less.

03-BSD.04-07/18

This instrument prepared under the direction of:
Elizabeth S. Quintana, Esq. _____
District 4 Assistant General Counsel
Legal Description prepared by:
Robert J. Mellis, P.L.S. (01-07-2026)
Document prepared by:
Diana Helmer
Florida Department of Transportation
Right of Way Production Services
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309

Parcel No.	104.2R(02-23-2026)
Item/Segment No.	4383792
Section:	94003-2513
Managing District:	04
State Road (S.R.) No.	713 (Kings Highway)
County:	St. Lucie

R E S O L U T I O N
2026-75

ON MOTION of County Commissioner _____, seconded by County Commissioner _____, the following Resolution was adopted:

WHEREAS, the State of Florida Department of Transportation proposes to construct or improve State Road No. **713 (Kings Highway)**, Item/Segment No. **4383792**, Section **94003-2513**, in **St. Lucie County, Florida**: and

WHEREAS, it is necessary that certain lands as described below which are now owned by **St. Lucie County, a political subdivision of the State of Florida**, be acquired by the State of Florida Department of Transportation: and

Parcel No. 104 Item/Segment No. 4383792

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

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Containing 2,583 square feet, more or less.

AND

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

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Containing 216 square feet, more or less.

All together containing 2,799 square feet, more or less.

WHEREAS, said property is not needed for County purposes: and

WHEREAS, the State of Florida Department of Transportation has made application to said County to execute and deliver to the State of Florida Department of Transportation a deed, or deeds, in favor of the State of Florida Department of Transportation, conveying all rights, title and interest that said County has in and to said lands required for transportation purposes, and said request having been duly considered.

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of **St. Lucie County, Florida**, that the application of the State of Florida Department of Transportation for a deed, or deeds, is for transportation purposes which are in the public or community interest and for public welfare and the land needed for transportation purposes is not needed for county purposes; that a deed, or deeds, in favor of the State of Florida Department of Transportation conveying all right, title and interest of **St. Lucie County, Florida**, in and to said lands should be drawn and executed by this Board of County Commissioners. Consideration shall be $1.

BE IT FURTHER RESOLVED that a certified copy of this Resolution be forwarded forthwith to the State of Florida Department of Transportation at 3400 W. Commercial Boulevard, Fort Lauderdale, Florida 33309.

STATE OF FLORIDA

COUNTY OF ST. LUCIE

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

I HEREBY CERTIFY that the foregoing is a true copy of a Resolution adopted by the Board of County Commissioners of **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, at a meeting held on the 5th day of May, 2026.

_____

Print Name: Jamie Lee Fowler
Chair
Board of County Commissioners
St. Lucie County, Florida

ATTEST:

_____
Deputy Clerk

APPROVED AS TO FORM AND CORRECTNESS:

_____
BY: County Attorney

RESOLUTION NO. 2023-117

A RESOLUTION ACCEPTING THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY ACQUISITION MEMORANDUM OF AGREEMENT FOR RECONSTRUCTION OF SR-713/KINGS HIGHWAY FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BOULEVARD (ITEM/SEGMENT NUMBER FDIP: 438379-2-52-01) AND AUTHORIZING THE CHAIR TO EXECUTE THE AGREEMENT AND FURTHER AUTHORIZING THE COUNTY ATTORNEY TO EXECUTE THE AGREEMENT BY APPROVING IT AS TO FORM AND CORRECTNESS

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. The Florida Department of Transportation is constructing a transportation project for the reconstruction of SR-713/Kings Highway from north of Commercial Circle to north of St. Lucie Boulevard ("Project").

2. St. Lucie County is the owner of St. Lucie Boulevard and pursuant to Sections 339.07, 339.08 and 339.12, Florida Statutes, and the federal funding provisions, the Florida Department of Transportation is authorized to undertake projects within St. Lucie County's geographical limits and the Project will involve the acquisition of various property along the Project corridor.

3. Acceptance of the Right of Way Acquisition Memorandum of Agreement with the State of Florida Department of Transportation for the right of way acquisition and related activities, including eminent domain proceedings, in accordance with Florida Department of Transportation's right of way procedures and applicable federal acquisition requirements more fully described in the Memorandum of Agreement and associated exhibits as the parties agree it in is the best interest of the public to promote a cooperative effort for the successful completion of the Project.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

1. The Board hereby accepts and approves the Right of Way Acquisition Memorandum of Agreement with the State of Florida Department of Transportation right of way acquisition and related activities.

2. The Board hereby authorizes and Chair to execute the above-referenced agreement and further authorizes the County Attorney to execute the agreement

by approving it as to form and correctness.

After motion and second, the vote on this resolution was as follows:

Commissioner Cathy Townsend, Chair	YEA
Commissioner Linda Bartz, Vice Chair	YEA
Commissioner Chris Dzadovsky	YEA
Commissioner Larry Leet	YEA
Commissioner Jamie Fowler	YEA

PASSED AND DULY ADOPTED this 11 day of July 2023.

ATTEST:

DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: Cathy Townsend
CHAIR

APPROVED AS TO FORM AND CORRECTNESS:

BY:
COUNTY ATTORNEY

RIGHT OF WAY ACQUISITION
MEMORANDUM OF AGREEMENT

This is a Memorandum of Agreement ("MOA") made and entered into this ____day of _____, 20_____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida ("DEPARTMENT") and Saint Lucie County, a Florida county ("AGENCY").

WITNESSETH:

WHEREAS, the DEPARTMENT is constructing a transportation project for the reconstruction of SR-713 / Kings Highway from north of Commercial Circle to north of St. Lucie Boulevard ("Project"), as depicted in the attached Exhibit "A" and associated with Item / Segment Number FPID: 438379-2-52-01; and

WHEREAS, the AGENCY is the owner of St. Lucie Boulevard; and

WHEREAS, pursuant to Sections 339.07, 339.08 and 339.12, Florida Statutes, and federal funding provisions, the DEPARTMENT is authorized to undertake projects within the AGENCY's geographical limits; and

WHEREAS, the Project will involve the acquisition of various property interests along the Project corridor; and

WHEREAS, the DEPARTMENT plans to construct the Project and conduct right of way acquisition and related activities, including eminent domain proceedings, on the Project for and on behalf of the AGENCY to prepare the Project for construction; and

WHEREAS, the DEPARTMENT will conduct its right of way acquisition activities in accordance with its right of way procedures and applicable federal acquisition requirements; and

WHEREAS, the parties agree that it is in the best interest of the public to promote a cooperative effort between the DEPARTMENT and the AGENCY for the successful completion of the Project.

NOW THEREFORE for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the parties, this MOA sets forth and outlines the following agreements between the DEPARTMENT and the AGENCY concerning the performance of acquisition and maintenance activities by the AGENCY and the DEPARTMENT:

1. The above recitals are true and correct and are incorporated herein by reference.

2. Upon completion of its acquisition and construction activities for the Project, the DEPARTMENT will transfer and the AGENCY will accept acquired property rights along the AGENCY facilities, including excess property acquired by the DEPARTMENT on behalf of the AGENCY. If for some reason the DEPARTMENT does not construct the Project, any acquired property shall be conveyed to the AGENCY in accordance with all federal and state regulations, and the AGENCY shall accept the property and comply with all regulations, including making any and all reimbursements to the DEPARTMENT or the Federal Highway Administration ("FHWA") that may be required by said regulations due to the Project not being constructed.

3. Said conveyance shall include, and the AGENCY fully accepts, a transfer and assignment of all rights and obligations pursuant to any maintenance agreement, utility agreement,

subordination, and/or other agreements or matters of record relating to the property to be conveyed and the AGENCY shall assume all responsibilities and liabilities arising from any obligations thereunder which responsibilities, liabilities and obligations as set forth in the conveyance documents shall run with the land. This provision shall survive the termination of this MOA.

4. Notwithstanding any other provision herein to the contrary, the DEPARTMENT shall not be responsible for any costs or attorney fees arising out of any liabilities or obligations incurred regarding the right of way after the transfer of property.

5. The AGENCY shall cooperate with the DEPARTMENT regarding the partial conveyance of right- of- way owned by the AGENCY, which shall be donated to the DEPARTMENT within six (6) months of an official written request by the DEPARTMENT. The AGENCY shall cooperate with the DEPARTMENT should the right-of-way requirements change due to unforeseen circumstances. See Exhibit "B.".

6. To the extent provided by law, the AGENCY shall indemnify, defend and hold harmless the DEPARTMENT and all of its officers, agents and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the AGENCY, its agents or employees during acquisition and other related activities on the Project except that neither the AGENCY, its officers, agents or employees will be liable for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the DEPARTMENT or any of its officers, agents or employees during the performance of acquisition and other related activities on the Project.

7. Any and all notices given or required under this MOA shall be in writing and either hand-delivered with receipt acknowledged or sent by certified mail, return receipt requested. All notices delivered shall be directed as follows:

As to the DEPARTMENT:

Bing Wang, Project Manager
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4482

With copy to:

Dan Marwood, Deputy Right of Way Manager - Production
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4237

As to the AGENCY**:**

Saint Lucie County

With copy to:

Dan J. Zrallack, County Engineer
Saint Lucie County
2300 Virginia Ave
Fort Pierce, Florida 34982
Phone: (772) 462-1667

Multiple copies of this MOA may be fully executed by all parties, each of which shall be deemed to be an original. The date entered above where indicated shall be the date the last party signed this MOA.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the parties hereto have made and caused this Memorandum of Agreement to be authorized and duly executed on behalf of their respective entities.

FOR DEPARTMENT:

FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT FOUR

By: _____

Print Name: Steven C. Braun

Print Title: District 4 Secretary

Administrative Assistant:

Alia E. Chancel

Print Name: Alia E. Chancel

Legal Approval:

District Four Attorney

FOR AGENCY:

ATTEST:

Saint Lucie County

By: _____
Deputy Clerk
Saint Lucie County

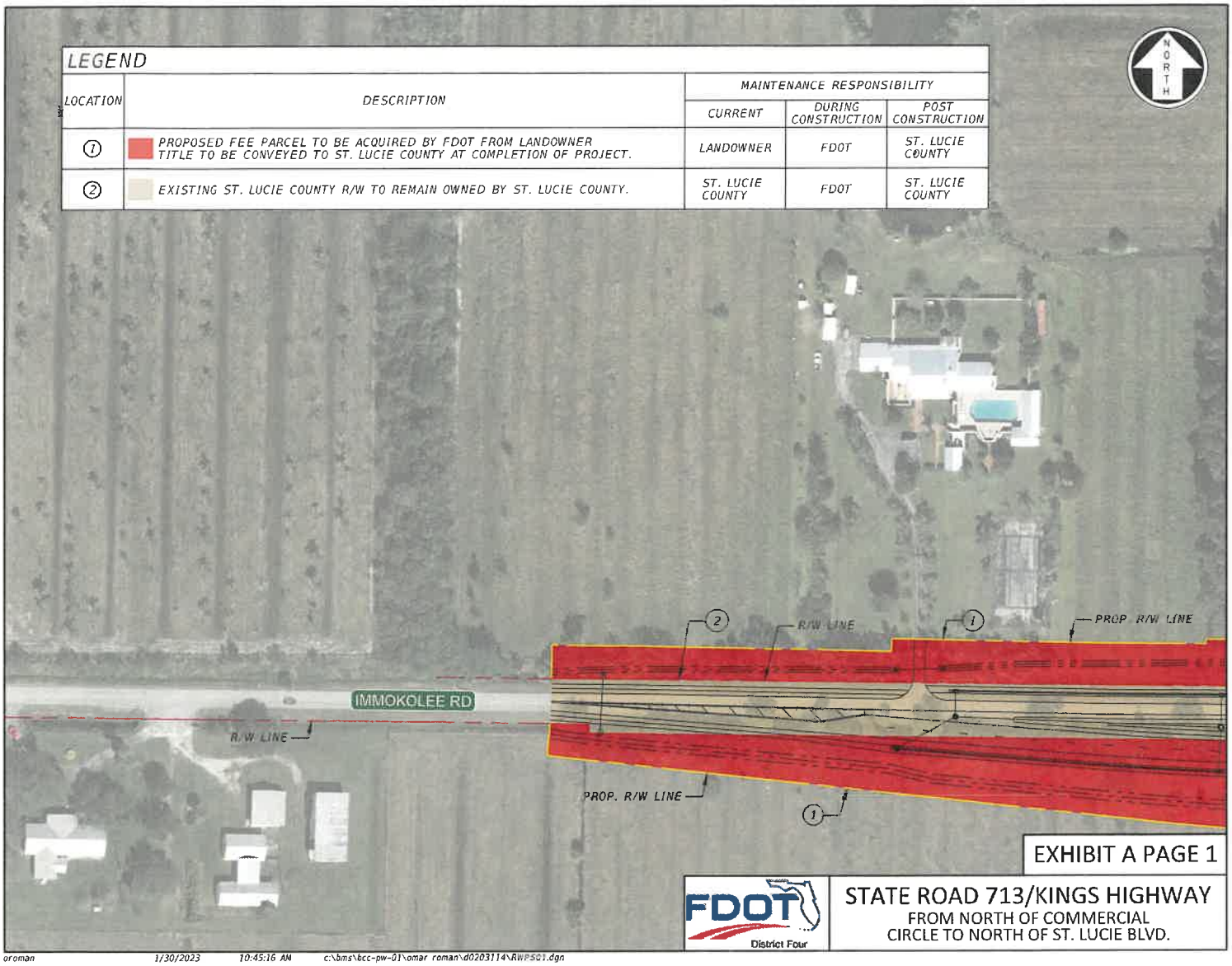
By: _____
Cathy Townsend
Chair, Saint Lucie Board of County Commissioners

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

~~Daniel S. McIntyre~~ Katherine D. Barbieri
Saint Lucie County Attorney
ASST

This Memorandum of Understanding has been duly authorized and approved on 7/11/2023 by Saint Lucie County Resolution No. 2023-117

EXHIBIT A


LEGEND
LOCATION
DESCRIPTION
MAINTENANCE RESPONSIBILITY
CURRENT
DURING CONSTRUCTION
POST CONSTRUCTION
1
PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.
LANDOWNER
FDOT
ST. LUCIE COUNTY
2
EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.
ST. LUCIE COUNTY
FDOT
ST. LUCIE COUNTY
NORTH
IMMOKOLEE RD
R/W LINE
PROP. R/W LINE
R/W LINE
PROP. R/W LINE
1
2
1
EXHIBIT A PAGE 1
FDOT
District Four
STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.
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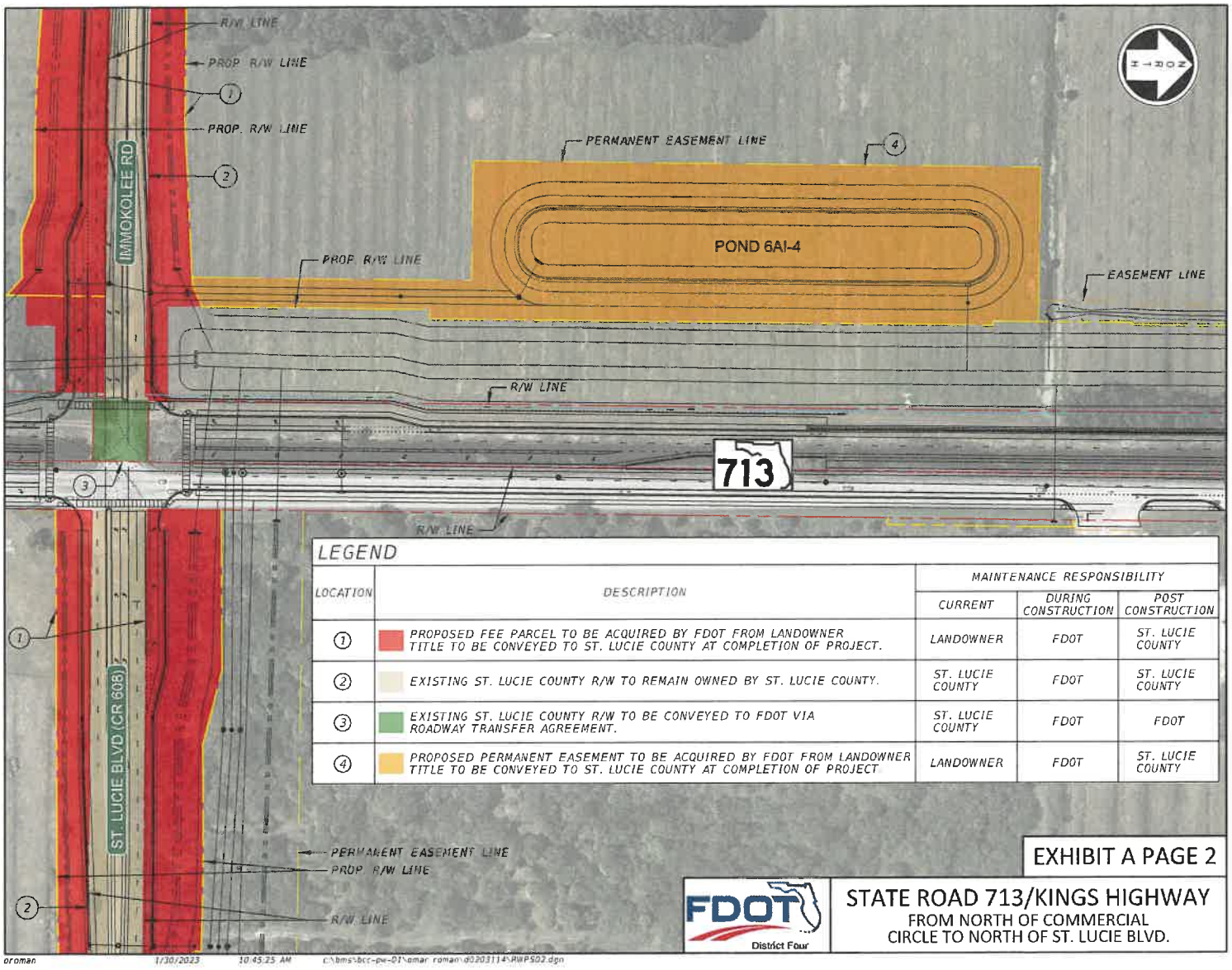

LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY
②	EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY
③	EXISTING ST. LUCIE COUNTY R/W TO BE CONVEYED TO FDOT VIA ROADWAY TRANSFER AGREEMENT.	ST. LUCIE COUNTY	FDOT	FDOT
④	PROPOSED PERMANENT EASEMENT TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY

EXHIBIT A PAGE 2

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.

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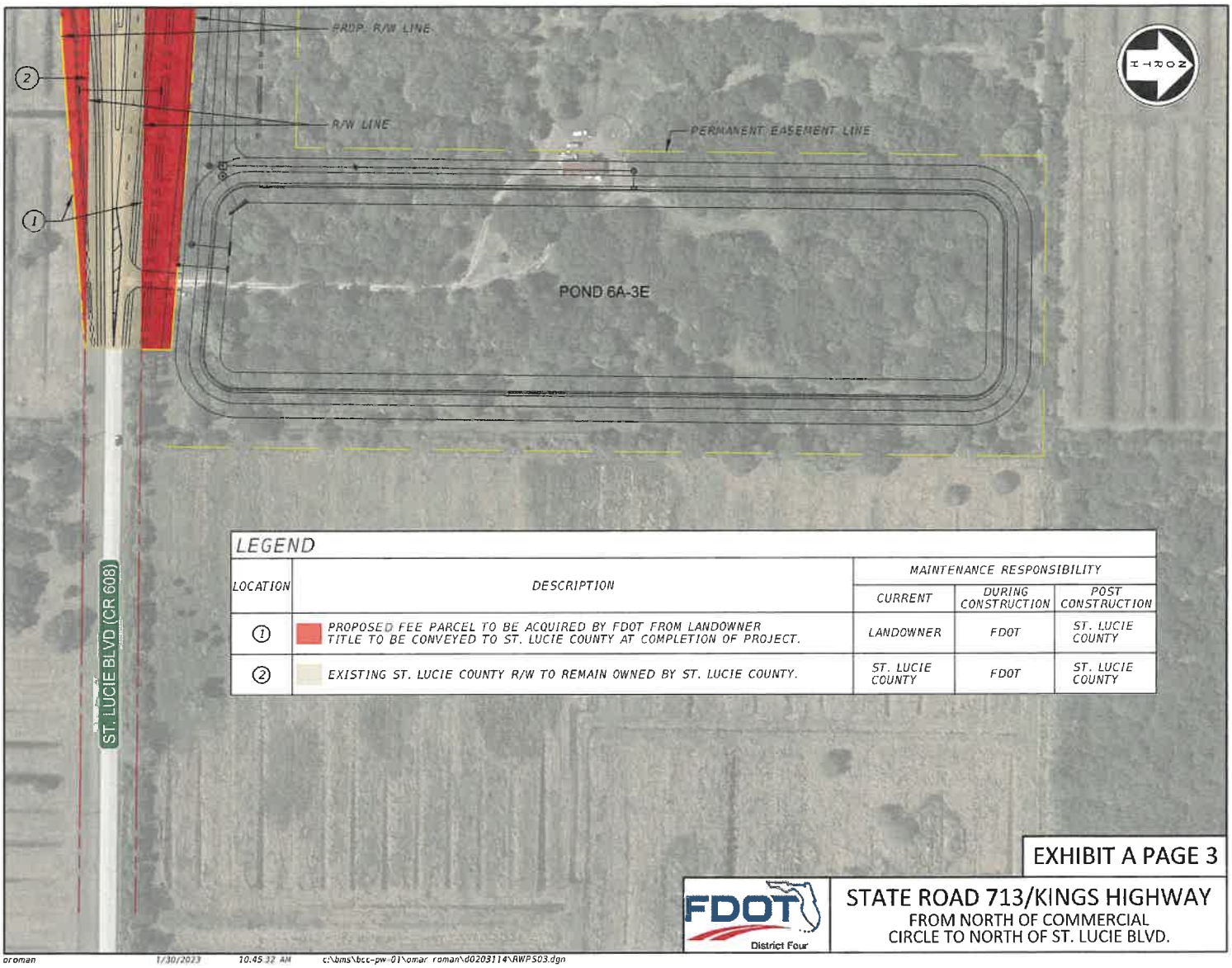

LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY
②	EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY

EXHIBIT A PAGE 3

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.

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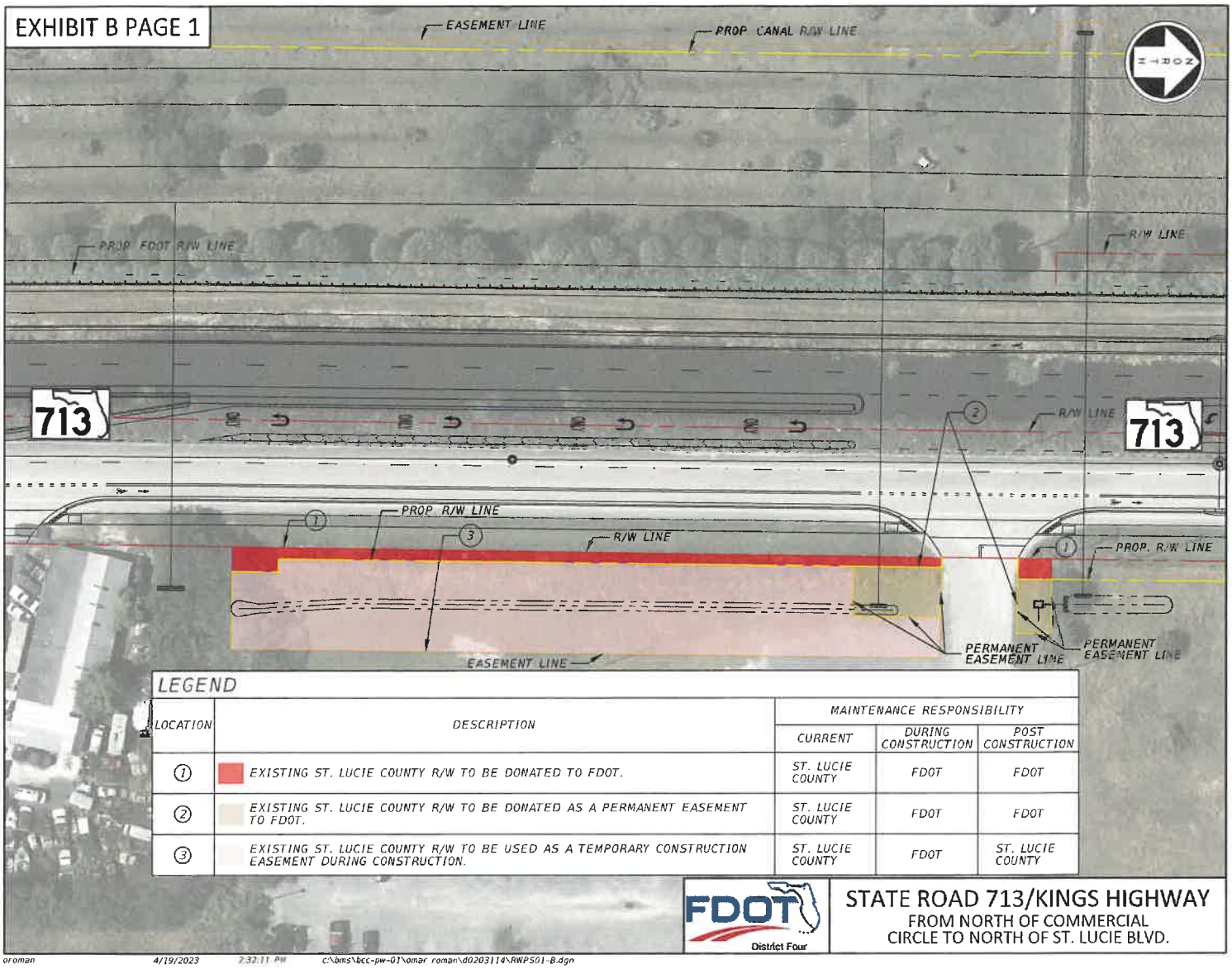
EXHIBIT B

EXHIBIT B PAGE 1



LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	EXISTING ST. LUCIE COUNTY R/W TO BE DONATED TO FDOT.	ST. LUCIE COUNTY	FDOT	FDOT
②	EXISTING ST. LUCIE COUNTY R/W TO BE DONATED AS A PERMANENT EASEMENT TO FDOT.	ST. LUCIE COUNTY	FDOT	FDOT
③	EXISTING ST. LUCIE COUNTY R/W TO BE USED AS A TEMPORARY CONSTRUCTION EASEMENT DURING CONSTRUCTION.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.

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AGENDA REQUEST

ITEM NO.C2a
DATE: November 23, 2004

REGULAR [ ]

PUBLIC HEARING
Leg. [ ] Quasi-JD [ ]

CONSENT [X]

TO: BOARD OF COUNTY COMMISSIONERS

PRESENTED BY:

SUBMITTED BY (DEPT.): County Attorney

Daniel S. McIntyre
County Attorney

SUBJECT: RIGHT-OF-WAY DONATION
Future Right-of-Way of Kings Highway
Resolution 04-274

BACKGROUND: Attached for your review, consideration and approval is a copy of the recorded Warranty Deed for the donation of right-of-way in compliance with Resolution 04-004 (See Attached). Atlantic Truss mistakenly recorded the Warranty Deed for the road right-of-way on Kings Highway before the donation was accepted by the Board of County Commissioners. The County has also requested an owners' title policy on the donated right-of-way.

FUNDS AVAILABLE: N/A

PREVIOUS ACTION: Resolution 04-004 granted Major site Plan approval for Atlantic Truss Company subject to the developer conveying to St. Lucie County road right-of-way along Kings Highway for future widening.

RECOMMENDATION: Staff recommends that the Board accept the Warranty Deed, authorize the Chairman to execute Resolution 04-27 4 and direct staff to re-record the Warranty Deed and Record Resolution 04-274 in the Public Records of St. Lucie County, Florida.

COMMISSION ACTION:

[X] APPROVED [ ] DENIED
[ ] OTHER Approved 5-0

CONCURRENCE:

Douglas M. Anderson
County Administrator

Review and Approvals

[x] County Attorney: DSM

[x] Road and Bridge:_____

[x] Public Works: DfW.

[ ]Originating Dept:____

[x] Engineering:_____

[ ]Purchasing:_____

9.J.4.
RES-2026-77
CONSENT AGENDA - PROPERTY ACQUISITIONS
DATE: **5/5/2026**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? NO

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: JoAnn Riley, Property Acquisition Director
Patrick Dayan, Public Works Director

SUBMITTED BY: Property Acquisitions

SUBJECT: Florida Department of Transportation Jurisdictional Transfer - Parcel 702 Temporary Easement - Item/Segment Number FDIP: 438379-2-52-01 - Parcel ID 1336-232-0001-000-5

BACKGROUND:

On July 11, 2023, the Board of County Commissioners approved Resolution No. 2023-117, accepting the Florida Department of Transportation ("FDOT") Right of Way Acquisition Memorandum of Agreement for reconstruction of SR-713 / Kings Highway from North of Commercial Circle to North of St. Lucie Boulevard (Item/Segment Number FDIP: 438379-2-52-01). Pursuant to Resolution No. 2023-117, FDOT has requested the County grant a Temporary Easement over Parcel 702.

This Temporary Easement is being granted for the limited purpose of construction of site improvements within this Easement area in conjunction with the above referenced project and to provide a mechanism for directing storm water runoff from properties adjacent to the Florida Department of Transportation right of way to flow in a way that is consistent with historic drainage patterns which is separated from the Florida Department of Transportation roadway drainage system and to harmonize with the existing improvements and proposed construction within this Easement area.

Attached for your review and acceptance is a Temporary Easement and Resolution.

PREVIOUS ACTION:

November 23, 2004 - The Board of County Commissioners accepted a right-of-way donation from Atlantic Truss Company, as a condition of approval of Resolution No. 2004-04.

July 11, 2023 - The Board of County Commissioners approved Resolution No. 2023-117, accepting the Florida Department of Transportation ("FDOT") Right of Way Acquisition Memorandum of Agreement for reconstruction of SR-713 / Kings Highway from North of Commercial Circle to North of St. Lucie Boulevard (Item/Segment Number FDIP: 438379-2-52-01).

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board authorize the Chair to sign the Temporary Easement and Resolution and direct staff to send the executed Temporary Easement and Resolution to FDOT for recordation in the public records of St. Lucie County, Florida.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 24, 2026

JoAnn Riley, Property Acquisition Director



Date: April 24, 2026

Patrick Dayan, Public Works Director



Date: April 26, 2026

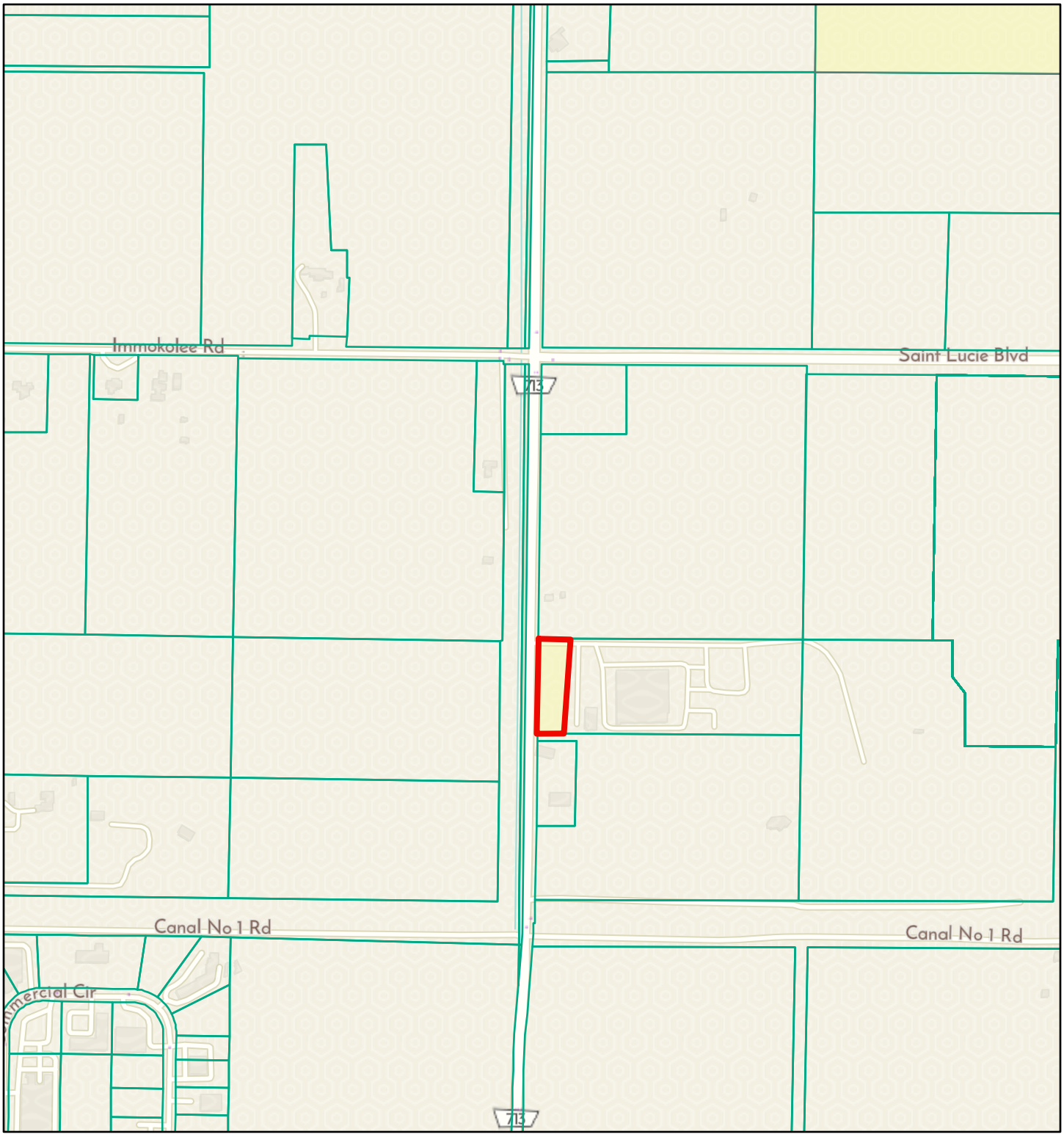
Katherine Barbieri, County Attorney



Date: April 28, 2026

Mayte Santamaria, Deputy County Administrator

Parcel ID 1336-232-0001-000-5



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0 0.05 0.1 0.2 mi

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County Owned Properties

Parcels

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Esri Community Maps Contributors, SLC Property Appraiser's Office, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, FAO, NPS

08-TE.11-07/18

This instrument prepared under the direction of:
Elizabeth S. Quintana, Esq. _____
District 4 Assistant General Counsel
Legal Description prepared by:
Robert J. Mellis, P.L.S. (01-07-2026)
Document prepared by:
Diana Helmer
Florida Department of Transportation
Right of Way Production Services
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309

Parcel No.	702.1R(02-23-2026)
Item/Segment No.	4383792
Section:	94003-2513
Managing District:	04
S.R. No.	713 (Kings Highway)
County:	St. Lucie

TEMPORARY EASEMENT

THIS EASEMENT Made this _____ day of _____, 20_____, by **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, whose address is: 2300 Virginia Avenue, Fort Pierce, Florida 34982, Grantor, and the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, its successors and assigns, Grantee.

WITNESSETH that for and in consideration of the sum of One Dollar and other valuable considerations, receipt and sufficiency of which is hereby acknowledged, the Grantor hereby gives, grants, bargains and releases to the Grantee, a temporary easement for the **purposes specified below** through the following described land in **St. Lucie County**, Florida, described as follows, viz:

Parcel No. 702 Item/Segment No. 4383792

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida; said portion lying Easterly of and adjacent to Parcel 104, extending Easterly no more than 43.00 feet between Baseline of Survey Stations 252+32.29 and 252+57.76; extending Easterly no more than 50.00 feet between Baseline of Survey Stations 252+57.74 and 255+75.35; and said portion lying Easterly of and adjacent to Parcel 801, extending Easterly no more than 22.44 feet between Baseline of Survey Stations 255+75.24 and 256+23.97, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513.

Containing 18,058 square feet, more or less.

A temporary easement for the limited purpose of construction of site improvements within this easement area in conjunction with the above referenced project and to provide a mechanism for directing storm water runoff from properties adjacent to the Florida Department of Transportation right of way to flow in a way that is consistent with historic drainage patterns which is separated from the Florida Department of Transportation roadway drainage system and to harmonize with the existing improvements and proposed construction within this easement area. Construction activities may include General Construction Operations such as construction of swales and ditches, Clearing and Grubbing, Earthwork and related Operations, installation of Drainage Structures and Sod as defined in the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, and the maintenance thereof in, over, under, upon and through the above described property together with the right of access, ingress and

egress, along with any other incidences necessary or convenient in connection with the construction to be undertaken by the Department, on State Road 713 (Kings Highway) adjacent thereto.

This Easement is granted upon the condition that the sloping and/or grading upon the above land shall not extend beyond the limits outlined above, and that all grading or sloping shall conform to all existing structural improvements within the limits designated, and all work will be performed in such manner that the existing structural improvements will not be damaged.

This Easement shall expire upon the completion of this transportation project but no later than the last day of **December 2038**.

IN WITNESS WHEREOF, the said Grantor has caused these presents to be executed in its name by its Board of County Commissioners acting by the Chair or Vice-Chair of said Board, the day and year aforesaid.

ATTEST: _____

Print Name:_____

Clerk (or Deputy Clerk)

ST. LUCIE COUNTY, FLORIDA
a political subdivision of the State of Florida
By Its Board of County Commissioners

By: _____

Print Name: _____
Its Chair (or Vice-Chair)

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

By: _____
County Attorney

STATE OF FLORIDA

COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me by means of _____ physical presence or _____ online notarization, this _____ day of _____, 20_____, by _____, Chair (or Vice-Chair) on behalf of **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, who is personally known to me or who has produced _____ as identification.

(SEAL)

_____
Notary Public

_____
Printed or stamped name of Notary Public

My Commission Expires: _____

Item/Segment No. 4383792 Temporary Easement
Section 94003-2513
1-07-2026

Parcel No. 702 State Road 713 St. Lucie County Description

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida; said portion lying Easterly of and adjacent to Parcel 104, extending Easterly no more than 43.00 feet between Baseline of Survey Stations 252+32.29 and 252+57.76; extending Easterly no more than 50.00 feet between Baseline of Survey Stations 252+57.74 and 255+75.35; and said portion lying Easterly of and adjacent to Parcel 801, extending Easterly no more than 22.44 feet between Baseline of Survey Stations 255+75.24 and 256+23.97, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513.

Containing 18,058 square feet, more or less.

A temporary easement for the limited purpose of construction of site improvements within this easement area in conjunction with the above referenced project and to provide a mechanism for directing storm water runoff from properties adjacent to the Florida Department of Transportation right of way to flow in a way that is consistent with historic drainage patterns which is separated from the Florida Department of Transportation roadway drainage system and to harmonize with the existing improvements and proposed construction within this easement area. Construction activities may include General Construction Operations such as construction of swales and ditches, Clearing and Grubbing, Earthwork and related Operations, installation of Drainage Structures and Sod as defined in the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, and the maintenance thereof in, over, under, upon and through the above described property together with the right of access, ingress and egress, along with any other incidences necessary or convenient in connection with the construction to be undertaken by the Department, on State Road 713 (Kings Highway) adjacent thereto.

This Easement is granted upon the condition that the sloping and/or grading upon the above land shall not extend beyond the limits outlined above, and that all grading or sloping shall conform to all existing structural improvements within the limits designated, and all work will be performed in such manner that the existing structural improvements will not be damaged.

This Easement shall expire upon the completion of this transportation project but no later than the last day of December 2038.

08-TE.12-07/18

This instrument prepared under the direction of:
Elizabeth S. Quintana, Esq. _____
District 4 Assistant General Counsel
Legal Description prepared by:
Robert J. Mellis, P.L.S. (01-07-2026)
Document prepared by:
Diana Helmer
Florida Department of Transportation
Right of Way Production Services
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309

Parcel No.	702.2R(02-26-2026)
Item/Segment No.	4383792
Section:	94003-2513
Managing District:	04
S.R. No.	713 (Kings Highway)
County:	St. Lucie

R E S O L U T I O N
2026-77

ON MOTION of County Commissioner _____, seconded by County Commissioner _____, the following Resolution was adopted:

WHEREAS, the State of Florida Department of Transportation proposes to construct or improve State Road No. **713**, Item/Segment No. **4383792**, Section **94003-2513**, in **St. Lucie** County, Florida: and

WHEREAS, it is necessary that certain lands now owned by **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, be used temporarily by the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**: and

WHEREAS, said use is in the best interest of the County: and

WHEREAS, the State of Florida Department of Transportation has made application to said County to execute and deliver to the State of Florida Department of Transportation a temporary easement, or easements, in favor of the State of Florida Department of Transportation, for the **purposes specified below** and said request having been duly considered.

Parcel No. 702 Item/Segment No. 4383792

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida; said portion lying Easterly of and adjacent to Parcel 104, extending Easterly no more than 43.00 feet between Baseline of Survey Stations 252+32.29 and 252+57.76; extending Easterly no more than 50.00 feet between Baseline of Survey Stations 252+57.74 and 255+75.35; and said portion lying Easterly of and adjacent to Parcel 801, extending Easterly no more than 22.44 feet between Baseline of Survey Stations 255+75.24 and 256+23.97, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513.

Containing 18,058 square feet, more or less.

A temporary easement for the limited purpose of construction of site improvements within this easement area in conjunction with the above referenced project and to provide a mechanism for directing storm water runoff from properties adjacent to the Florida Department of Transportation right of way to flow in a way that is consistent with historic drainage patterns which is separated from the Florida Department of Transportation roadway drainage system and to harmonize with the existing improvements and proposed construction within this easement area. Construction activities may include General Construction Operations such as construction of swales and ditches, Clearing and Grubbing, Earthwork and related Operations, installation of Drainage Structures and Sod as defined in the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, and the maintenance thereof in, over, under, upon and through the above described property together with the right of access, ingress and egress, along with any other incidences necessary or convenient in connection with the construction to be undertaken by the Department, on State Road 713 (Kings Highway) adjacent thereto.

This Easement is granted upon the condition that the sloping and/or grading upon the above land shall not extend beyond the limits outlined above, and that all grading or sloping shall conform to all existing structural improvements within the limits designated, and all work will be performed in such manner that the existing structural improvements will not be damaged.

This Easement shall expire upon the completion of this transportation project but no later than the last day of **December 2038**.

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, that the application of the State of Florida Department of Transportation for a temporary easement, or easements, is for transportation purposes which are in the public or community interest and for public welfare; that a temporary easement, or easements, in favor of the State of Florida Department of Transportation, in **St. Lucie** County, Florida, should be drawn and executed by this Board of County Commissioners. Consideration shall be $1.

BE IT FURTHER RESOLVED that a certified copy of this Resolution be forwarded forthwith to the State of Florida Department of Transportation at 3400 W. Commercial Boulevard, Fort Lauderdale, Florida 33309.

STATE OF FLORIDA

COUNTY OF ST. LUCIE

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I HEREBY CERTIFY that the foregoing is a true copy of a Resolution adopted by the Board of County Commissioners of **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, at a meeting held on the 5th day of May, 2026.

_____
Print Name: Jamie Lee Fowler
Chair
Board of County Commissioners
St. Lucie County, Florida

ATTEST:

_____
Deputy Clerk

APPROVED AS TO FORM AND CORRECTNESS:

_____
BY: County Attorney

RESOLUTION NO. 2023-117

A RESOLUTION ACCEPTING THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY ACQUISITION MEMORANDUM OF AGREEMENT FOR RECONSTRUCTION OF SR-713/KINGS HIGHWAY FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BOULEVARD (ITEM/SEGMENT NUMBER FDIP: 438379-2-52-01) AND AUTHORIZING THE CHAIR TO EXECUTE THE AGREEMENT AND FURTHER AUTHORIZING THE COUNTY ATTORNEY TO EXECUTE THE AGREEMENT BY APPROVING IT AS TO FORM AND CORRECTNESS

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. The Florida Department of Transportation is constructing a transportation project for the reconstruction of SR-713/Kings Highway from north of Commercial Circle to north of St. Lucie Boulevard ("Project").

2. St. Lucie County is the owner of St. Lucie Boulevard and pursuant to Sections 339.07, 339.08 and 339.12, Florida Statutes, and the federal funding provisions, the Florida Department of Transportation is authorized to undertake projects within St. Lucie County's geographical limits and the Project will involve the acquisition of various property along the Project corridor.

3. Acceptance of the Right of Way Acquisition Memorandum of Agreement with the State of Florida Department of Transportation for the right of way acquisition and related activities, including eminent domain proceedings, in accordance with Florida Department of Transportation's right of way procedures and applicable federal acquisition requirements more fully described in the Memorandum of Agreement and associated exhibits as the parties agree it in is the best interest of the public to promote a cooperative effort for the successful completion of the Project.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

1. The Board hereby accepts and approves the Right of Way Acquisition Memorandum of Agreement with the State of Florida Department of Transportation right of way acquisition and related activities.

2. The Board hereby authorizes and Chair to execute the above-referenced agreement and further authorizes the County Attorney to execute the agreement

by approving it as to form and correctness.

After motion and second, the vote on this resolution was as follows:

Commissioner Cathy Townsend, Chair	YEA
Commissioner Linda Bartz, Vice Chair	YEA
Commissioner Chris Dzadovsky	YEA
Commissioner Larry Leet	YEA
Commissioner Jamie Fowler	YEA

PASSED AND DULY ADOPTED this 11 day of July 2023.

ATTEST:

DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: Cathy Townsend
CHAIR

APPROVED AS TO FORM AND CORRECTNESS:

BY:
COUNTY ATTORNEY

RIGHT OF WAY ACQUISITION
MEMORANDUM OF AGREEMENT

This is a Memorandum of Agreement ("MOA") made and entered into this ____day of _____, 20_____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida ("DEPARTMENT") and Saint Lucie County, a Florida county ("AGENCY").

WITNESSETH:

WHEREAS, the DEPARTMENT is constructing a transportation project for the reconstruction of SR-713 / Kings Highway from north of Commercial Circle to north of St. Lucie Boulevard ("Project"), as depicted in the attached Exhibit "A" and associated with Item / Segment Number FPID: 438379-2-52-01; and

WHEREAS, the AGENCY is the owner of St. Lucie Boulevard; and

WHEREAS, pursuant to Sections 339.07, 339.08 and 339.12, Florida Statutes, and federal funding provisions, the DEPARTMENT is authorized to undertake projects within the AGENCY's geographical limits; and

WHEREAS, the Project will involve the acquisition of various property interests along the Project corridor; and

WHEREAS, the DEPARTMENT plans to construct the Project and conduct right of way acquisition and related activities, including eminent domain proceedings, on the Project for and on behalf of the AGENCY to prepare the Project for construction; and

WHEREAS, the DEPARTMENT will conduct its right of way acquisition activities in accordance with its right of way procedures and applicable federal acquisition requirements; and

WHEREAS, the parties agree that it is in the best interest of the public to promote a cooperative effort between the DEPARTMENT and the AGENCY for the successful completion of the Project.

NOW THEREFORE for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the parties, this MOA sets forth and outlines the following agreements between the DEPARTMENT and the AGENCY concerning the performance of acquisition and maintenance activities by the AGENCY and the DEPARTMENT:

1. The above recitals are true and correct and are incorporated herein by reference.

2. Upon completion of its acquisition and construction activities for the Project, the DEPARTMENT will transfer and the AGENCY will accept acquired property rights along the AGENCY facilities, including excess property acquired by the DEPARTMENT on behalf of the AGENCY. If for some reason the DEPARTMENT does not construct the Project, any acquired property shall be conveyed to the AGENCY in accordance with all federal and state regulations, and the AGENCY shall accept the property and comply with all regulations, including making any and all reimbursements to the DEPARTMENT or the Federal Highway Administration ("FHWA") that may be required by said regulations due to the Project not being constructed.

3. Said conveyance shall include, and the AGENCY fully accepts, a transfer and assignment of all rights and obligations pursuant to any maintenance agreement, utility agreement,

subordination, and/or other agreements or matters of record relating to the property to be conveyed and the AGENCY shall assume all responsibilities and liabilities arising from any obligations thereunder which responsibilities, liabilities and obligations as set forth in the conveyance documents shall run with the land. This provision shall survive the termination of this MOA.

4. Notwithstanding any other provision herein to the contrary, the DEPARTMENT shall not be responsible for any costs or attorney fees arising out of any liabilities or obligations incurred regarding the right of way after the transfer of property.

5. The AGENCY shall cooperate with the DEPARTMENT regarding the partial conveyance of right- of- way owned by the AGENCY, which shall be donated to the DEPARTMENT within six (6) months of an official written request by the DEPARTMENT. The AGENCY shall cooperate with the DEPARTMENT should the right-of-way requirements change due to unforeseen circumstances. See Exhibit "B.".

6. To the extent provided by law, the AGENCY shall indemnify, defend and hold harmless the DEPARTMENT and all of its officers, agents and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the AGENCY, its agents or employees during acquisition and other related activities on the Project except that neither the AGENCY, its officers, agents or employees will be liable for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the DEPARTMENT or any of its officers, agents or employees during the performance of acquisition and other related activities on the Project.

7. Any and all notices given or required under this MOA shall be in writing and either hand-delivered with receipt acknowledged or sent by certified mail, return receipt requested. All notices delivered shall be directed as follows:

As to the DEPARTMENT:

Bing Wang, Project Manager
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4482

With copy to:

Dan Marwood, Deputy Right of Way Manager - Production
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4237

As to the AGENCY**:**

Saint Lucie County

With copy to:

Dan J. Zrallack, County Engineer
Saint Lucie County
2300 Virginia Ave
Fort Pierce, Florida 34982
Phone: (772) 462-1667

Multiple copies of this MOA may be fully executed by all parties, each of which shall be deemed to be an original. The date entered above where indicated shall be the date the last party signed this MOA.

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IN WITNESS WHEREOF, the parties hereto have made and caused this Memorandum of Agreement to be authorized and duly executed on behalf of their respective entities.

FOR DEPARTMENT:

FLORIDA DEPARTMENT OF
TRANSPORTATION, DISTRICT FOUR

By: _____

Print Name: Steven C. Braun

Print Title: District 4 Secretary

Administrative Assistant:

Alia E. Chancel

Print Name: Alia E. Chancel

Legal Approval:

_____
District Four Attorney

FOR AGENCY:

ATTEST:

Saint Lucie County

By: _____
Deputy Clerk
Saint Lucie County

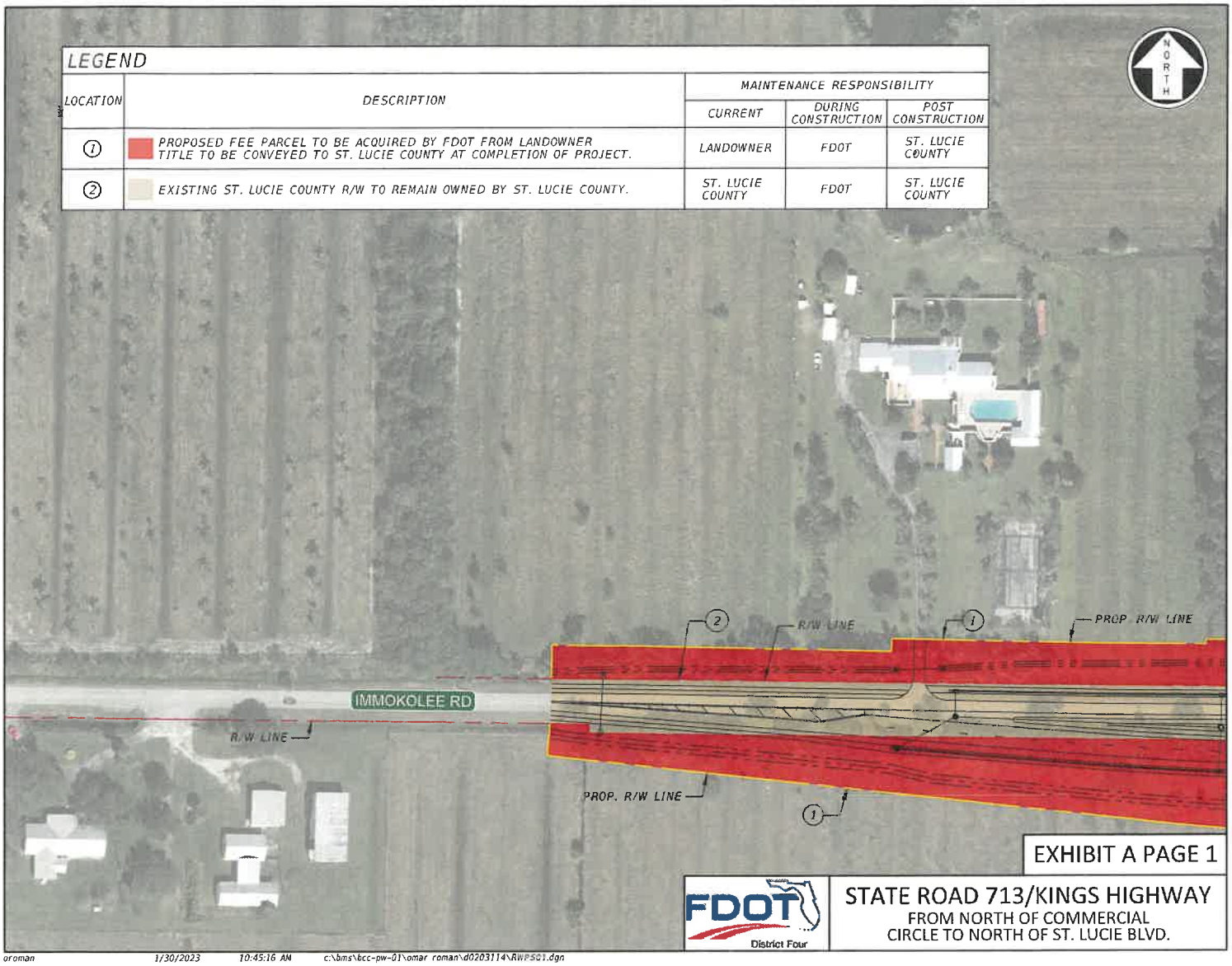
By: _____
Cathy Townsend
Chair, Saint Lucie Board of County Commissioners

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

_____
~~Daniel S. McIntyre~~ Katherine D. Barbieri
Saint Lucie County Attorney
ASST

This Memorandum of Understanding has been duly authorized and approved on 7/11/2023 by Saint Lucie County Resolution No. 2023-117

EXHIBIT A


LEGEND
LOCATION
DESCRIPTION
MAINTENANCE RESPONSIBILITY
CURRENT
DURING CONSTRUCTION
POST CONSTRUCTION
1
PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.
LANDOWNER
FDOT
ST. LUCIE COUNTY
2
EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.
ST. LUCIE COUNTY
FDOT
ST. LUCIE COUNTY
NORTH
IMMOKOLEE RD
R/W LINE
PROP. R/W LINE
R/W LINE
PROP. R/W LINE
EXHIBIT A PAGE 1
FDOT
District Four
STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.
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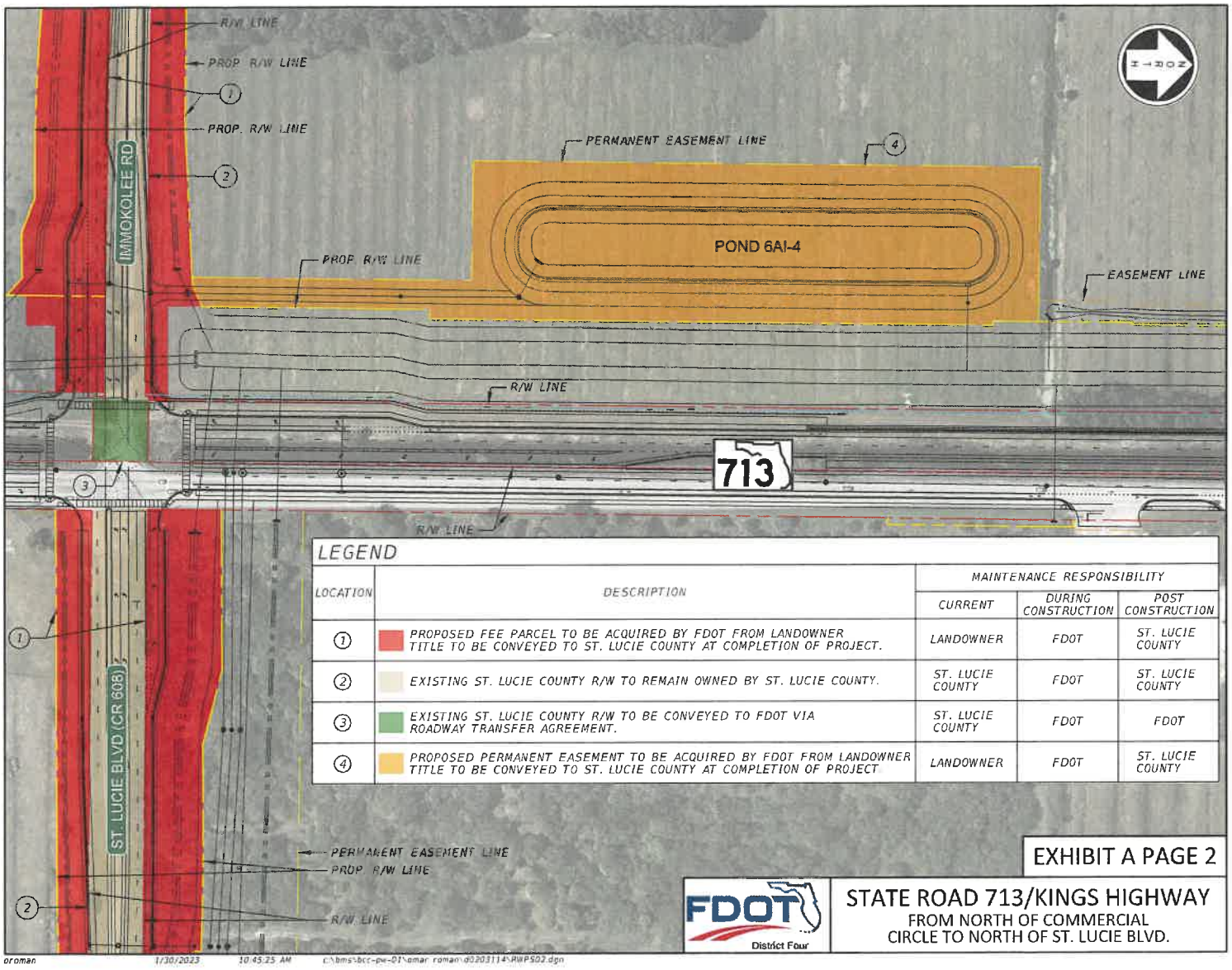

LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY
②	EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY
③	EXISTING ST. LUCIE COUNTY R/W TO BE CONVEYED TO FDOT VIA ROADWAY TRANSFER AGREEMENT.	ST. LUCIE COUNTY	FDOT	FDOT
④	PROPOSED PERMANENT EASEMENT TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY

EXHIBIT A PAGE 2

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.

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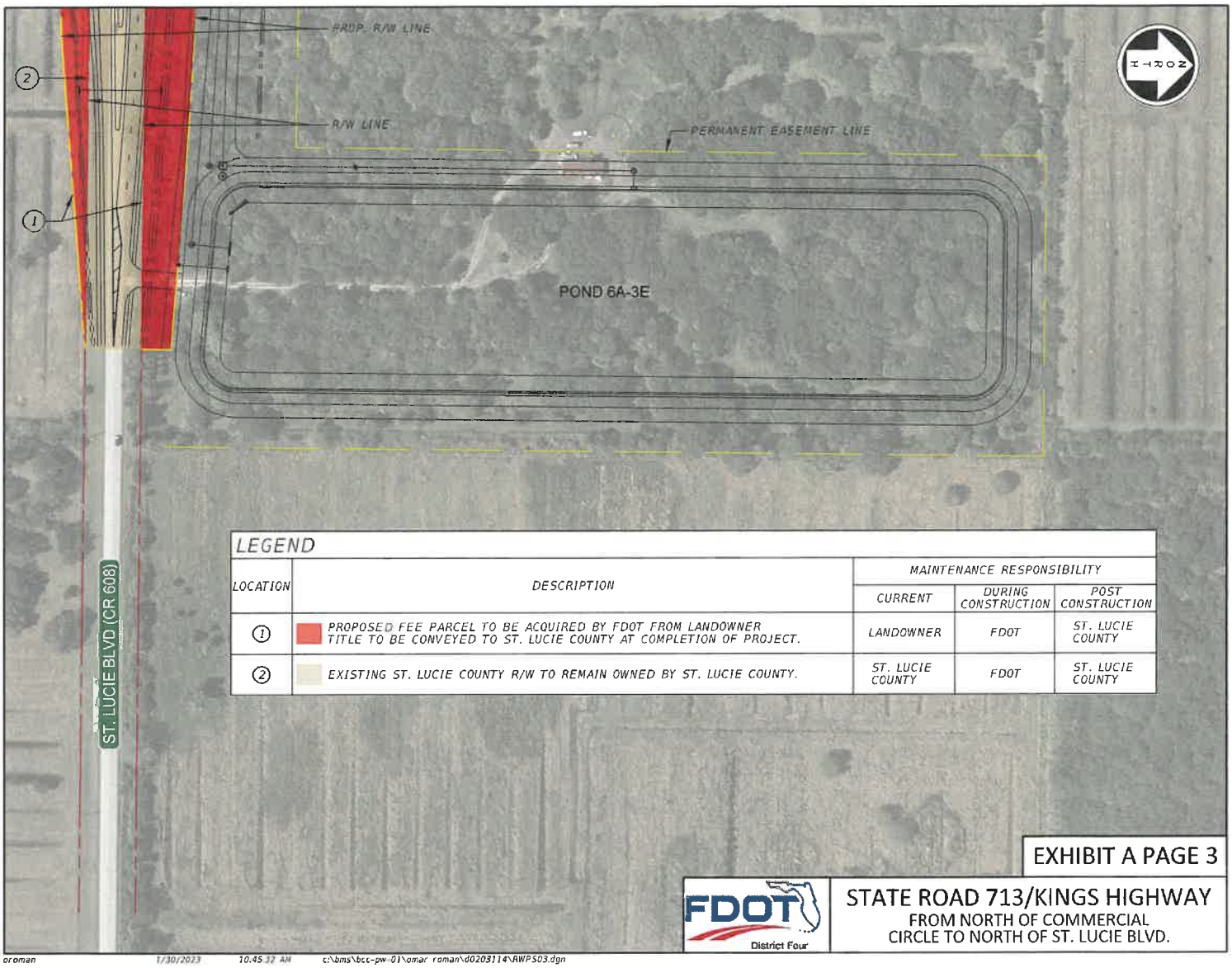

LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY
②	EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY

EXHIBIT A PAGE 3

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.

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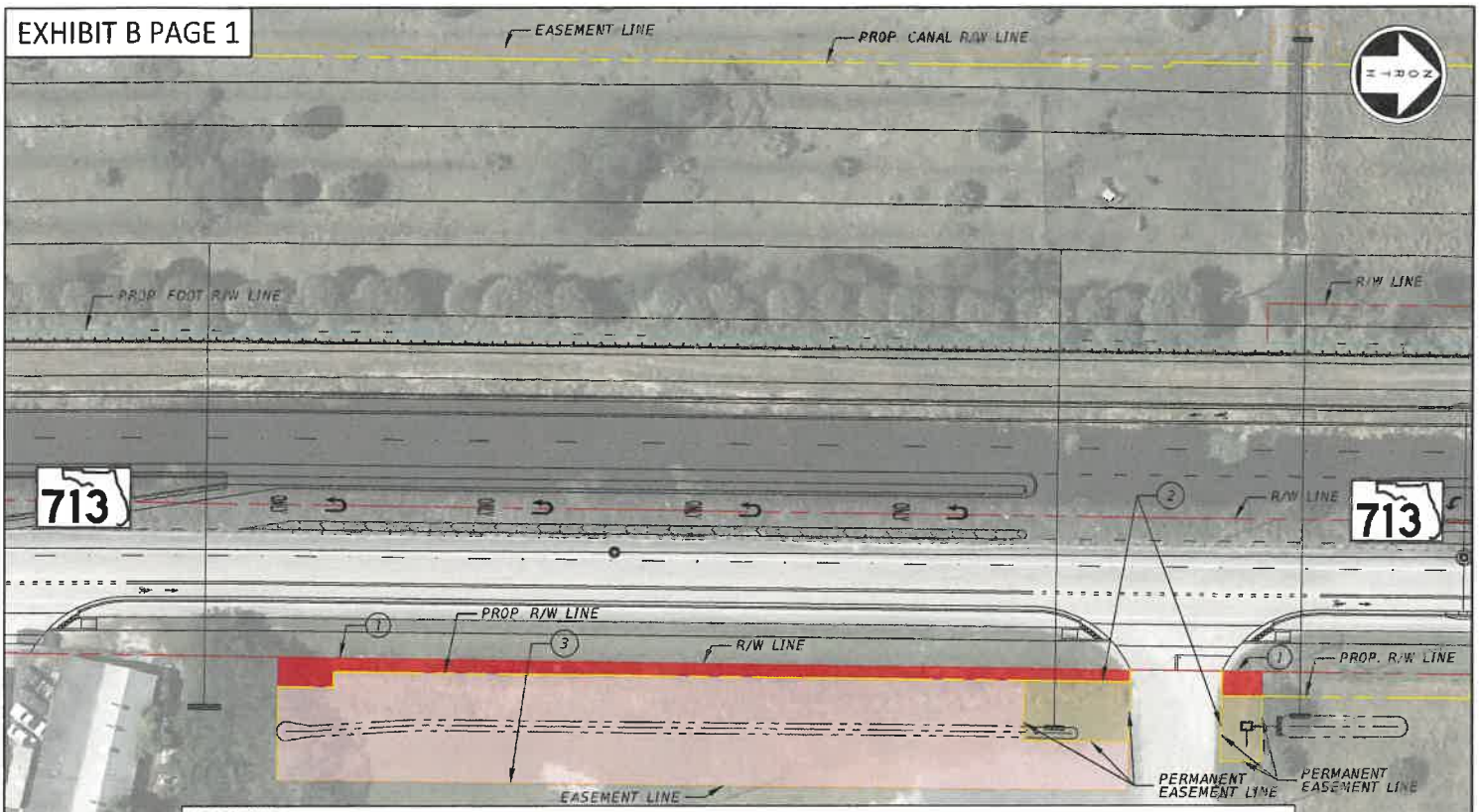
EXHIBIT B

EXHIBIT B PAGE 1



LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	EXISTING ST. LUCIE COUNTY R/W TO BE DONATED TO FDOT.	ST. LUCIE COUNTY	FDOT	FDOT
②	EXISTING ST. LUCIE COUNTY R/W TO BE DONATED AS A PERMANENT EASEMENT TO FDOT.	ST. LUCIE COUNTY	FDOT	FDOT
③	EXISTING ST. LUCIE COUNTY R/W TO BE USED AS A TEMPORARY CONSTRUCTION EASEMENT DURING CONSTRUCTION.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.

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AGENDA REQUEST

ITEM NO.C2a
DATE: November 23, 2004

REGULAR [ ]

PUBLIC HEARING
Leg. [ ] Quasi-JD [ ]

CONSENT [X]

TO: BOARD OF COUNTY COMMISSIONERS

PRESENTED BY:

SUBMITTED BY (DEPT.): County Attorney

Daniel S. McIntyre
County Attorney

SUBJECT: RIGHT-OF-WAY DONATION
Future Right-of-Way of Kings Highway
Resolution 04-274

BACKGROUND: Attached for your review, consideration and approval is a copy of the recorded Warranty Deed for the donation of right-of-way in compliance with Resolution 04-004 (See Attached). Atlantic Truss mistakenly recorded the Warranty Deed for the road right-of-way on Kings Highway before the donation was accepted by the Board of County Commissioners. The County has also requested an owners' title policy on the donated right-of-way.

FUNDS AVAILABLE: N/A

PREVIOUS ACTION: Resolution 04-004 granted Major site Plan approval for Atlantic Truss Company subject to the developer conveying to St. Lucie County road right-of-way along Kings Highway for future widening.

RECOMMENDATION: Staff recommends that the Board accept the Warranty Deed, authorize the Chairman to execute Resolution 04-27 4 and direct staff to re-record the Warranty Deed and Record Resolution 04-274 in the Public Records of St. Lucie County, Florida.

COMMISSION ACTION:

[X] APPROVED [ ] DENIED
[ ] OTHER Approved 5-0

CONCURRENCE:

Douglas M. Anderson
County Administrator

Review and Approvals

[x] County Attorney: DSM

[x] Road and Bridge:_____

[x] Public Works: DfW.

[ ]Originating Dept:____

[x] Engineering:_____

[ ]Purchasing:_____

9.J.5.
RES-2026-80
CONSENT AGENDA - PROPERTY ACQUISITIONS
DATE: **5/5/2026**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? NO

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: JoAnn Riley, Property Acquisition Director
Patrick Dayan, Public Works Director

SUBMITTED BY: Property Acquisitions

SUBJECT: Florida Department of Transportation Jurisdictional Transfer - Parcel 801 Permanent Easement - Item/Segment Number FDIP: 438379-2-52-01 - Parcel ID 1336-232-0001-000-5

BACKGROUND:

On July 11, 2023, the Board of County Commissioners approved Resolution No. 2023-117, accepting the Florida Department of Transportation ("FDOT") Right of Way Acquisition Memorandum of Agreement for reconstruction of SR-713 / Kings Highway from North of Commercial Circle to North of St. Lucie Boulevard (Item/Segment Number FDIP: 438379-2-52-01). Pursuant to Resolution No. 2023-117, FDOT has requested the County grant a Permanent Easement over Parcel 801.

This Easement is granted for the purpose of constructing and maintaining a drainage structure, pipes, ditch, or swale beneath the property.

Attached for your review and acceptance is a Permanent Easement and Resolution.

PREVIOUS ACTION:

November 23, 2004 - The Board of County Commissioners accepted a right-of-way donation from Atlantic Truss Company, as a condition of approval of Resolution No. 2004-04.

July 11, 2023 - The Board of County Commissioners approved Resolution No. 2023-117, accepting the Florida Department of Transportation ("FDOT") Right of Way Acquisition Memorandum of Agreement for reconstruction of SR-713 / Kings Highway from North of Commercial Circle to North of St. Lucie Boulevard (Item/Segment Number FDIP: 438379-2-52-01).

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board authorize the Chair to sign the Permanent Easement and Resolution and direct staff to send the executed Permanent Easement and Resolution to FDOT for recordation in the public records of St. Lucie County, Florida.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 24, 2026

JoAnn Riley, Property Acquisition Director



Date: April 24, 2026

Patrick Dayan, Public Works Director



Date: April 26, 2026

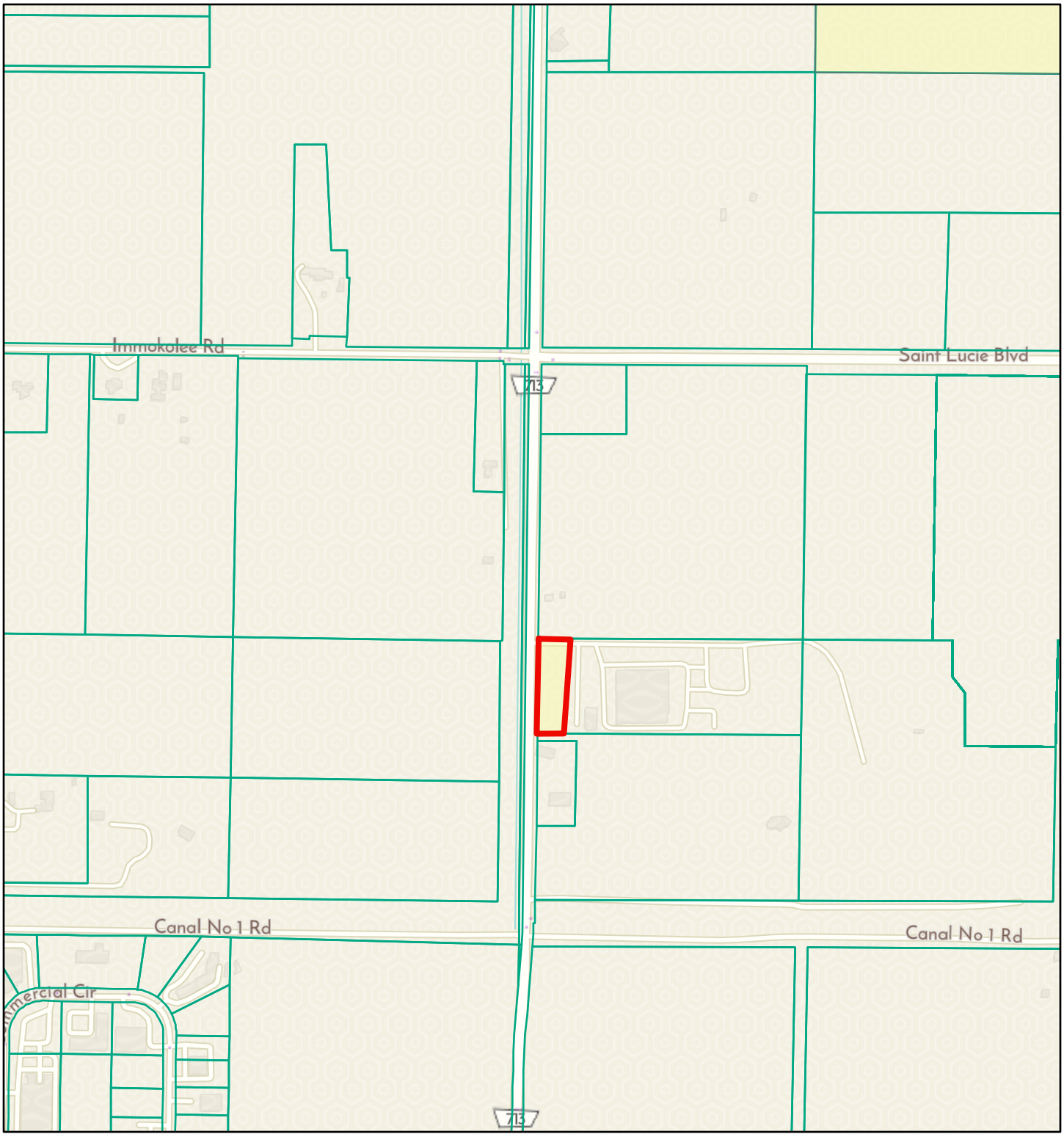
Katherine Barbieri, County Attorney



Date: April 28, 2026

Mayte Santamaria, Deputy County Administrator

Parcel ID 1336-232-0001-000-5



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0 0.1 0.2 0.4 km

County Owned Properties

Parcels

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Esri Community Maps Contributors, SLC Property Appraiser's Office, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, FEMA, NPS

07-PE.11-07/18

This instrument prepared under the direction of:
Elizabeth S. Quintana, Esq. _____
District 4 Assistant General Counsel
Legal Description prepared by:
Robert J. Mellis, P.L.S. (01-07-2026)
Document prepared by:
Diana Helmer
Florida Department of Transportation
Right of Way Production Services
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309

Parcel No.	801.1R(02-23-2026)
Item/Segment No.	4383792
Section:	94003-2513
Managing District:	04
S.R. No.	713 (Kings Highway)
County:	St. Lucie

PERPETUAL EASEMENT

THIS EASEMENT Made this _____ day of _____, 20_____, by **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, whose address is: 2300 Virginia Avenue, Fort Pierce, Florida 34982, Grantor, to the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, its successors and assigns, Grantee.

WITNESSETH: That the Grantor for and in consideration of the sum of One Dollar and other valuable considerations paid, the receipt and sufficiency of which is hereby acknowledged, hereby grants unto the Grantee, its successors and assigns, **a perpetual easement for the purpose of constructing and maintaining a drainage structure, pipes, ditch, or swale beneath the said property, together with the right of access, ingress, and egress, along with any other incidences necessary or convenient in connection therewith** through the following described land in **St. Lucie** County, Florida, viz:

Parcel No. 801 Item/Segment No. 4383792

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

Commence at the West One-Quarter (W 1/4) Corner of said Section 36; thence South 89°51’23” East along the South line of said Northwest One-Quarter (NW 1/4) of Section 36, a distance of 39.00 feet to the Baseline of Survey of said State Road 713 (Kings Highway); thence North 00°27’44” East along said Baseline of Survey of State Road 713 (Kings Highway), a distance of 1,271.71 feet; thence South 89°32’16” East along a line at a right angle to the previously described course, a distance of 40.61 feet to the POINT OF BEGINNING; thence South 89°12’49” East, a distance of 27.56 feet; thence South 00°18’38” West, a distance of 48.74 feet; thence North 89°18’02” West, a distance of 27.56 feet; thence North 00°18’38” East, a distance of 48.78 feet to the POINT OF BEGINNING.

Containing 1,344 square feet, more or less.

AND

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

Commence at the West One-Quarter (W 1/4) Corner of said Section 36; thence South 89°51'23" East along the South line of said Northwest One-Quarter (NW 1/4) of Section 36, a distance of 39.00 feet to the Baseline of Survey of said State Road 713 (Kings Highway); thence North 00°27'44" East along said Baseline of Survey of State Road 713 (Kings Highway), a distance of 1,313.51 feet; thence South 89°32'16" East along a line at a right angle to the previously described course, a distance of 46.50 feet to the POINT OF BEGINNING; thence North 00°18'38" East, a distance of 18.86 feet; thence South 89°51'24" East, a distance of 30.00 feet; thence South 00°18'38" West, a distance of 19.02 feet; thence North 89°32'16" West, a distance of 30.00 feet to the POINT OF BEGINNING.

Containing 568 square feet, more or less.

All together containing 1,912 square feet, more or less.

TO HAVE AND TO HOLD the same unto said Grantee, its successors and assigns forever.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the said Grantor has caused these presents to be executed in its name by its Board of County Commissioners acting by the Chair or Vice-Chair of said Board, the day and year aforesaid.

ATTEST: _____

Print Name:_____

Clerk (or Deputy Clerk)

ST. LUCIE COUNTY, FLORIDA
a political subdivision of the State of Florida
By Its Board of County Commissioners

By: _____

Print Name: _____
Its Chair (or Vice-Chair)

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

By: _____
County Attorney

STATE OF FLORIDA

COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me by means of _____ physical presence or _____ online notarization, this _____ day of _____, 20_____, by _____, Chair (or Vice-Chair) on behalf of **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, who is personally known to me or who has produced _____ as identification.

(SEAL)

_____
Notary Public

_____
Printed or stamped name of Notary Public

My Commission Expires: _____

Item/Segment No. 4383792 Perpetual Easement
Section 94003-2513
1-07-2026

Parcel No. 801 State Road 713 St. Lucie County Description

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

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Containing 1,344 square feet, more or less.

AND

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

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Containing 568 square feet, more or less.

All together containing 1,912 square feet, more or less.

A perpetual easement for the purpose of constructing and maintaining a drainage structure, pipes, ditch, or swale beneath the said property, together with the right of access, ingress, and egress, along with any other incidences necessary or convenient in connection therewith.

07-PE.12-07/18

This instrument prepared under the direction of:
Elizabeth S. Quintana, Esq. _____
District 4 Assistant General Counsel
Legal Description prepared by:
Robert J. Mellis, P.L.S. (01-07-2026)
Document prepared by:
Diana Helmer
Florida Department of Transportation
Right of Way Production Services
3400 W. Commercial Boulevard
Fort Lauderdale, Florida 33309

Parcel No.	802.1R(02-23-2026)
Item/Segment No.	4383792
Section:	94003-2513
Managing District:	04
S.R. No.	713 (Kings Highway)
County:	St. Lucie

R E S O L U T I O N
2026-80

ON MOTION of County Commissioner _____, seconded by County Commissioner _____, the following Resolution was adopted:

WHEREAS, the State of Florida Department of Transportation proposes to construct or improve State Road No. **713**, Item/Segment No. **4383792**, Section **94003-2513**, in **St. Lucie** County, Florida: and

WHEREAS, it is necessary that an easement or easements across certain lands now owned by **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, be acquired by the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**: and

WHEREAS, said use is in the best interest of the County: and

WHEREAS, the State of Florida Department of Transportation has made application to said County to execute and deliver to the State of Florida Department of Transportation a perpetual easement or easements in favor of the State of Florida Department of Transportation for the **purpose of constructing and maintaining a drainage structure, pipes, ditch, or swale beneath the said property, together with the right of access, ingress, and egress, along with any other incidences necessary or convenient in connection therewith** and said request having been duly considered.

Parcel No. 801 Item/Segment No. 4383792

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

Commence at the West One-Quarter (W 1/4) Corner of said Section 36; thence South 89°51’23” East along the South line of said Northwest One-Quarter (NW 1/4) of Section 36, a distance of 39.00 feet to the Baseline of Survey of said State Road 713 (Kings Highway); thence North 00°27’44” East along said Baseline of Survey of State Road 713 (Kings Highway), a distance of 1,271.71 feet; thence South 89°32’16” East along a line at a right angle to the previously described course, a distance of

40.61 feet to the POINT OF BEGINNING; thence South 89°12’49” East, a distance of 27.56 feet; thence South 00°18’38” West, a distance of 48.74 feet; thence North 89°18’02” West, a distance of 27.56 feet; thence North 00°18’38” East, a distance of 48.78 feet to the POINT OF BEGINNING.

Containing 1,344 square feet, more or less.

AND

A portion of land lying in the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 36, Township 34 South, Range 39 East, St. Lucie County, Florida, as shown on Sheet 4 of the Florida Department of Transportation Right of Way Map of State Road 713 (Kings Highway), Item/Segment No. 4383792, Section 94003-2513, being more particularly described as follows:

Commence at the West One-Quarter (W 1/4) Corner of said Section 36; thence South 89°51’23” East along the South line of said Northwest One-Quarter (NW 1/4) of Section 36, a distance of 39.00 feet to the Baseline of Survey of said State Road 713 (Kings Highway); thence North 00°27’44” East along said Baseline of Survey of State Road 713 (Kings Highway), a distance of 1,313.51 feet; thence South 89°32’16” East along a line at a right angle to the previously described course, a distance of 46.50 feet to the POINT OF BEGINNING; thence North 00°18’38” East, a distance of 18.86 feet; thence South 89°51’24” East, a distance of 30.00 feet; thence South 00°18’38” West, a distance of 19.02 feet; thence North 89°32’16” West, a distance of 30.00 feet to the POINT OF BEGINNING.

Containing 568 square feet, more or less.

All together containing 1,912 square feet, more or less.

A perpetual easement for the purpose of constructing and maintaining a drainage structure, pipes, ditch, or swale beneath the said property, together with the right of access, ingress, and egress, along with any other incidences necessary or convenient in connection therewith.

NOW THEREFORE, BE IT RESOLVED by the Board of County Commissioners of **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, that the application of the State of Florida Department of Transportation for a perpetual easement for transportation purposes which are in the public or community interest and for public welfare; that a perpetual easement, or easements, in favor of the State of Florida Department of Transportation in **St. Lucie** County, should be drawn and executed by this Board of County Commissioners. Consideration shall be $1.

BE IT FURTHER RESOLVED that a certified copy of this Resolution be forwarded forthwith to the State of Florida Department of Transportation at 3400 W. Commercial Boulevard, Fort Lauderdale, Florida 33309.

STATE OF FLORIDA

COUNTY OF ST. LUCIE

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

I HEREBY CERTIFY that the foregoing is a true copy of a Resolution adopted by the Board of County Commissioners of **ST. LUCIE COUNTY, a political subdivision of the State of Florida**, at a meeting held on the 5th day of May, 2026.

_____
Print Name: Jamie Lee Fowler
Chair
ST. LUCIE COUNTY, a political subdivision of the State of Florida

ATTEST:

_____
Deputy Clerk

APPROVED AS TO FORM AND CORRECTNESS:

_____
BY: County Attorney

RESOLUTION NO. 2023-117

A RESOLUTION ACCEPTING THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY ACQUISITION MEMORANDUM OF AGREEMENT FOR RECONSTRUCTION OF SR-713/KINGS HIGHWAY FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BOULEVARD (ITEM/SEGMENT NUMBER FDIP: 438379-2-52-01) AND AUTHORIZING THE CHAIR TO EXECUTE THE AGREEMENT AND FURTHER AUTHORIZING THE COUNTY ATTORNEY TO EXECUTE THE AGREEMENT BY APPROVING IT AS TO FORM AND CORRECTNESS

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. The Florida Department of Transportation is constructing a transportation project for the reconstruction of SR-713/Kings Highway from north of Commercial Circle to north of St. Lucie Boulevard ("Project").

2. St. Lucie County is the owner of St. Lucie Boulevard and pursuant to Sections 339.07, 339.08 and 339.12, Florida Statutes, and the federal funding provisions, the Florida Department of Transportation is authorized to undertake projects within St. Lucie County's geographical limits and the Project will involve the acquisition of various property along the Project corridor.

3. Acceptance of the Right of Way Acquisition Memorandum of Agreement with the State of Florida Department of Transportation for the right of way acquisition and related activities, including eminent domain proceedings, in accordance with Florida Department of Transportation's right of way procedures and applicable federal acquisition requirements more fully described in the Memorandum of Agreement and associated exhibits as the parties agree it in is the best interest of the public to promote a cooperative effort for the successful completion of the Project.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

1. The Board hereby accepts and approves the Right of Way Acquisition Memorandum of Agreement with the State of Florida Department of Transportation right of way acquisition and related activities.

2. The Board hereby authorizes and Chair to execute the above-referenced agreement and further authorizes the County Attorney to execute the agreement

by approving it as to form and correctness.

After motion and second, the vote on this resolution was as follows:

Commissioner Cathy Townsend, Chair	YEA
Commissioner Linda Bartz, Vice Chair	YEA
Commissioner Chris Dzadovsky	YEA
Commissioner Larry Leet	YEA
Commissioner Jamie Fowler	YEA

PASSED AND DULY ADOPTED this 11 day of July 2023.

ATTEST:

DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: Cathy Townsend
CHAIR

APPROVED AS TO FORM AND CORRECTNESS:

BY:
COUNTY ATTORNEY

RIGHT OF WAY ACQUISITION
MEMORANDUM OF AGREEMENT

This is a Memorandum of Agreement ("MOA") made and entered into this ____day of _____, 20_____, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida ("DEPARTMENT") and Saint Lucie County, a Florida county ("AGENCY").

WITNESSETH:

WHEREAS, the DEPARTMENT is constructing a transportation project for the reconstruction of SR-713 / Kings Highway from north of Commercial Circle to north of St. Lucie Boulevard ("Project"), as depicted in the attached Exhibit "A" and associated with Item / Segment Number FPID: 438379-2-52-01; and

WHEREAS, the AGENCY is the owner of St. Lucie Boulevard; and

WHEREAS, pursuant to Sections 339.07, 339.08 and 339.12, Florida Statutes, and federal funding provisions, the DEPARTMENT is authorized to undertake projects within the AGENCY's geographical limits; and

WHEREAS, the Project will involve the acquisition of various property interests along the Project corridor; and

WHEREAS, the DEPARTMENT plans to construct the Project and conduct right of way acquisition and related activities, including eminent domain proceedings, on the Project for and on behalf of the AGENCY to prepare the Project for construction; and

WHEREAS, the DEPARTMENT will conduct its right of way acquisition activities in accordance with its right of way procedures and applicable federal acquisition requirements; and

WHEREAS, the parties agree that it is in the best interest of the public to promote a cooperative effort between the DEPARTMENT and the AGENCY for the successful completion of the Project.

NOW THEREFORE for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the parties, this MOA sets forth and outlines the following agreements between the DEPARTMENT and the AGENCY concerning the performance of acquisition and maintenance activities by the AGENCY and the DEPARTMENT:

1. The above recitals are true and correct and are incorporated herein by reference.

2. Upon completion of its acquisition and construction activities for the Project, the DEPARTMENT will transfer and the AGENCY will accept acquired property rights along the AGENCY facilities, including excess property acquired by the DEPARTMENT on behalf of the AGENCY. If for some reason the DEPARTMENT does not construct the Project, any acquired property shall be conveyed to the AGENCY in accordance with all federal and state regulations, and the AGENCY shall accept the property and comply with all regulations, including making any and all reimbursements to the DEPARTMENT or the Federal Highway Administration ("FHWA") that may be required by said regulations due to the Project not being constructed.

3. Said conveyance shall include, and the AGENCY fully accepts, a transfer and assignment of all rights and obligations pursuant to any maintenance agreement, utility agreement,

subordination, and/or other agreements or matters of record relating to the property to be conveyed and the AGENCY shall assume all responsibilities and liabilities arising from any obligations thereunder which responsibilities, liabilities and obligations as set forth in the conveyance documents shall run with the land. This provision shall survive the termination of this MOA.

4. Notwithstanding any other provision herein to the contrary, the DEPARTMENT shall not be responsible for any costs or attorney fees arising out of any liabilities or obligations incurred regarding the right of way after the transfer of property.

5. The AGENCY shall cooperate with the DEPARTMENT regarding the partial conveyance of right- of- way owned by the AGENCY, which shall be donated to the DEPARTMENT within six (6) months of an official written request by the DEPARTMENT. The AGENCY shall cooperate with the DEPARTMENT should the right-of-way requirements change due to unforeseen circumstances. See Exhibit "B.".

6. To the extent provided by law, the AGENCY shall indemnify, defend and hold harmless the DEPARTMENT and all of its officers, agents and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the AGENCY, its agents or employees during acquisition and other related activities on the Project except that neither the AGENCY, its officers, agents or employees will be liable for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the DEPARTMENT or any of its officers, agents or employees during the performance of acquisition and other related activities on the Project.

7. Any and all notices given or required under this MOA shall be in writing and either hand-delivered with receipt acknowledged or sent by certified mail, return receipt requested. All notices delivered shall be directed as follows:

As to the DEPARTMENT:

Bing Wang, Project Manager
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4482

With copy to:

Dan Marwood, Deputy Right of Way Manager - Production
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Phone: (954) 777-4237

As to the AGENCY**:**

Saint Lucie County

With copy to:

Dan J. Zrallack, County Engineer
Saint Lucie County
2300 Virginia Ave
Fort Pierce, Florida 34982
Phone: (772) 462-1667

Multiple copies of this MOA may be fully executed by all parties, each of which shall be deemed to be an original. The date entered above where indicated shall be the date the last party signed this MOA.

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IN WITNESS WHEREOF, the parties hereto have made and caused this Memorandum of Agreement to be authorized and duly executed on behalf of their respective entities.

FOR DEPARTMENT:

FLORIDA DEPARTMENT OF
TRANSPORTATION, DISTRICT FOUR

By: _____

Print Name: Steven C. Braun

Print Title: District 4 Secretary

Administrative Assistant:

Alia E. Chancel

Print Name: Alia E. Chancel

Legal Approval:

_____
District Four Attorney

FOR AGENCY:

ATTEST:

Saint Lucie County

By: _____
Deputy Clerk
Saint Lucie County

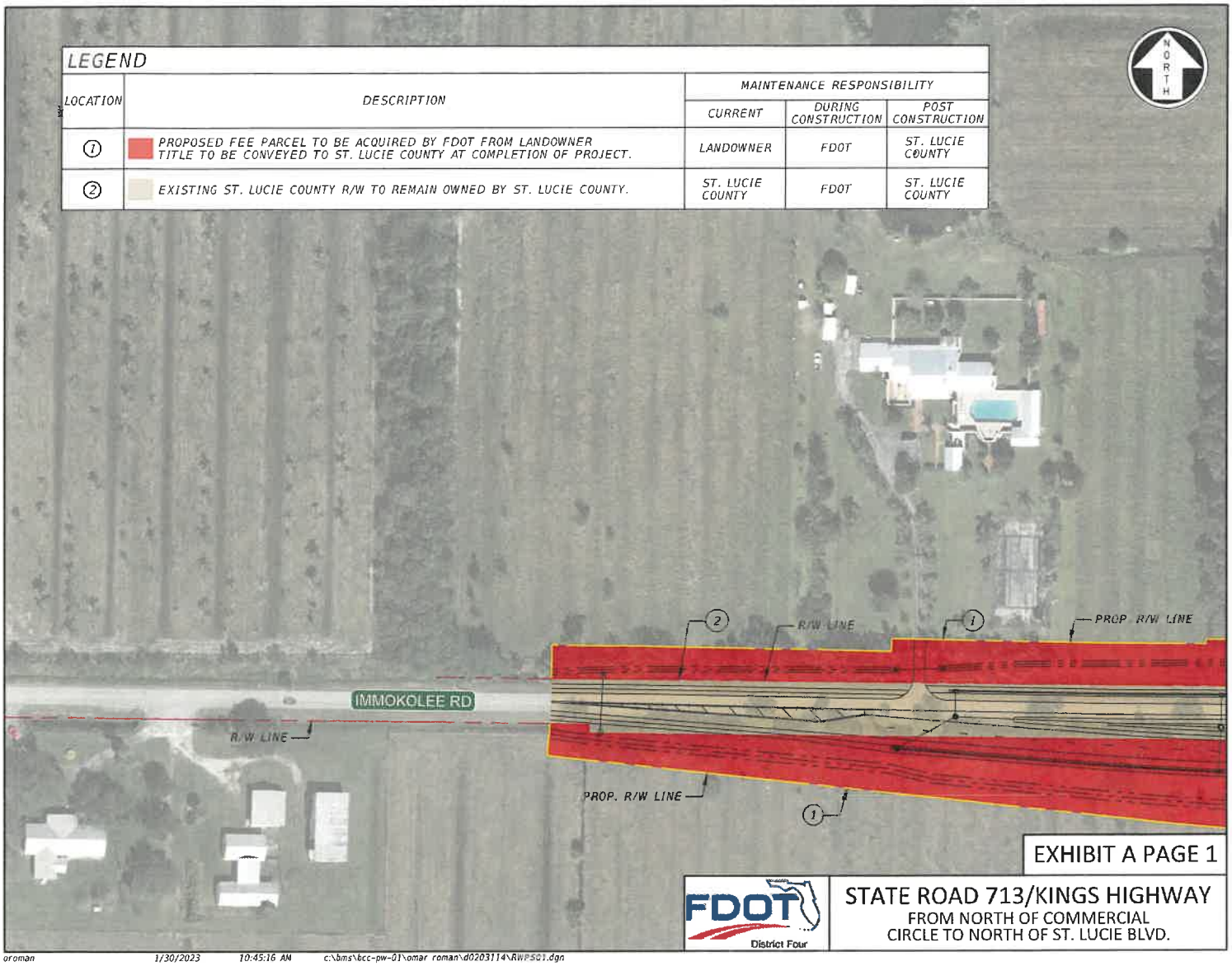
By: _____
Cathy Townsend
Chair, Saint Lucie Board of County Commissioners

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

_____
~~Daniel S. McIntyre~~ Katherine D. Barbieri
Saint Lucie County Attorney
ASST

This Memorandum of Understanding has been duly authorized and approved on 7/11/2023 by Saint Lucie County Resolution No. 2023-117

EXHIBIT A


LEGEND
LOCATION
DESCRIPTION
MAINTENANCE RESPONSIBILITY
CURRENT
DURING CONSTRUCTION
POST CONSTRUCTION
1
PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.
LANDOWNER
FDOT
ST. LUCIE COUNTY
2
EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.
ST. LUCIE COUNTY
FDOT
ST. LUCIE COUNTY
NORTH
IMMOKOLEE RD
R/W LINE
PROP. R/W LINE
R/W LINE
PROP. R/W LINE
1
2
1
EXHIBIT A PAGE 1
FDOT
District Four
STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.
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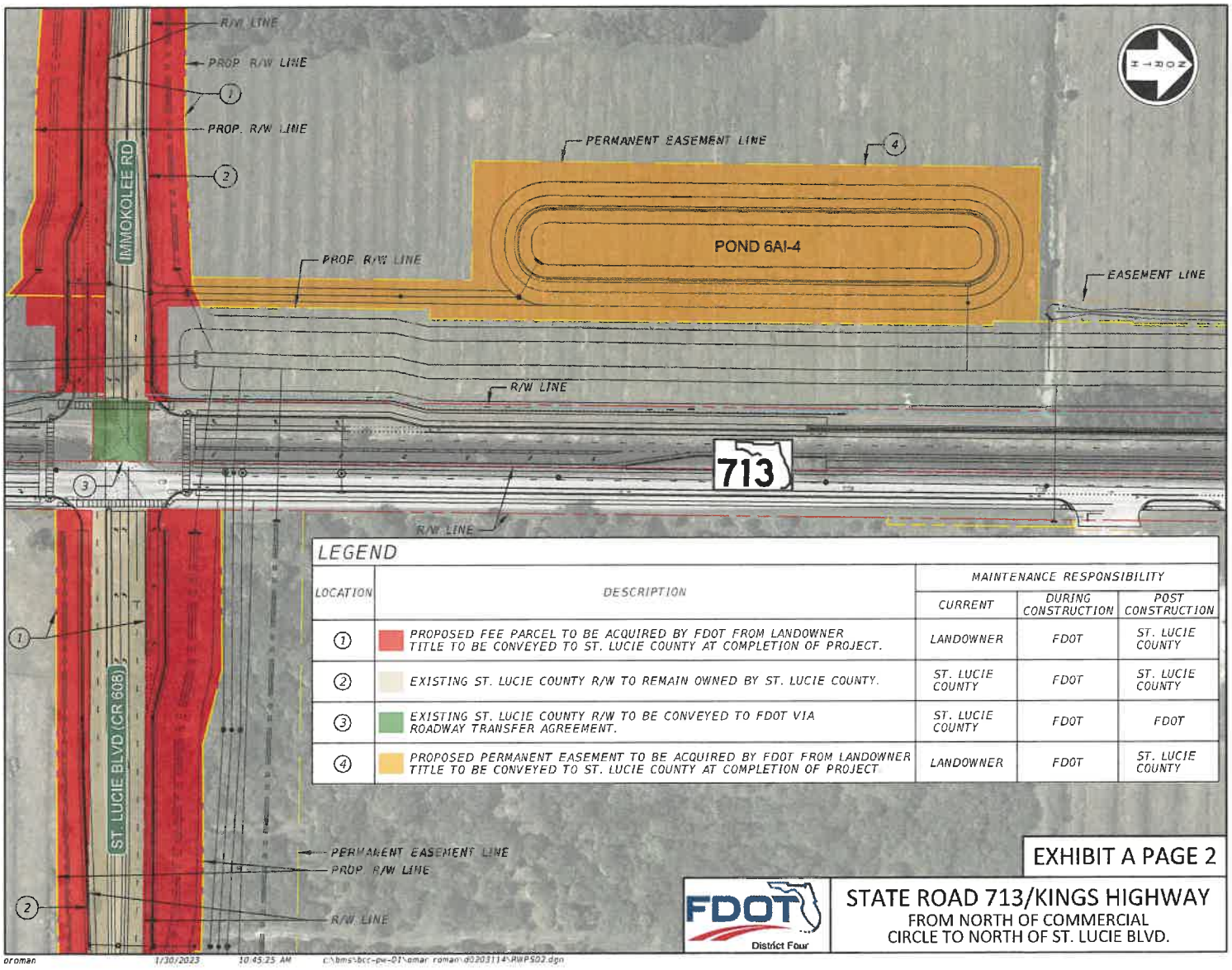


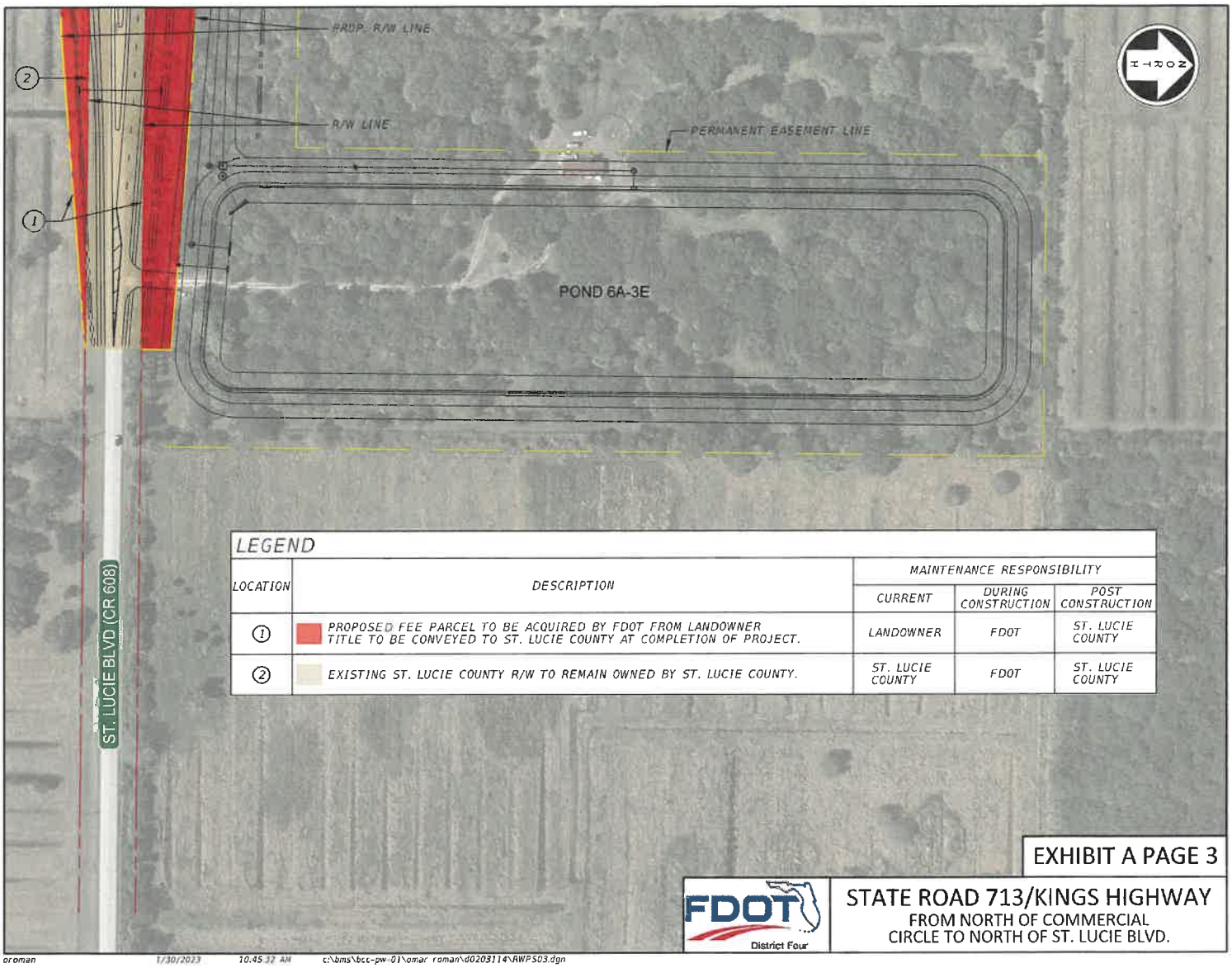
LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY
②	EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY
③	EXISTING ST. LUCIE COUNTY R/W TO BE CONVEYED TO FDOT VIA ROADWAY TRANSFER AGREEMENT.	ST. LUCIE COUNTY	FDOT	FDOT
④	PROPOSED PERMANENT EASEMENT TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY

EXHIBIT A PAGE 2

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.



LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	PROPOSED FEE PARCEL TO BE ACQUIRED BY FDOT FROM LANDOWNER TITLE TO BE CONVEYED TO ST. LUCIE COUNTY AT COMPLETION OF PROJECT.	LANDOWNER	FDOT	ST. LUCIE COUNTY
②	EXISTING ST. LUCIE COUNTY R/W TO REMAIN OWNED BY ST. LUCIE COUNTY.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY

EXHIBIT A PAGE 3

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.

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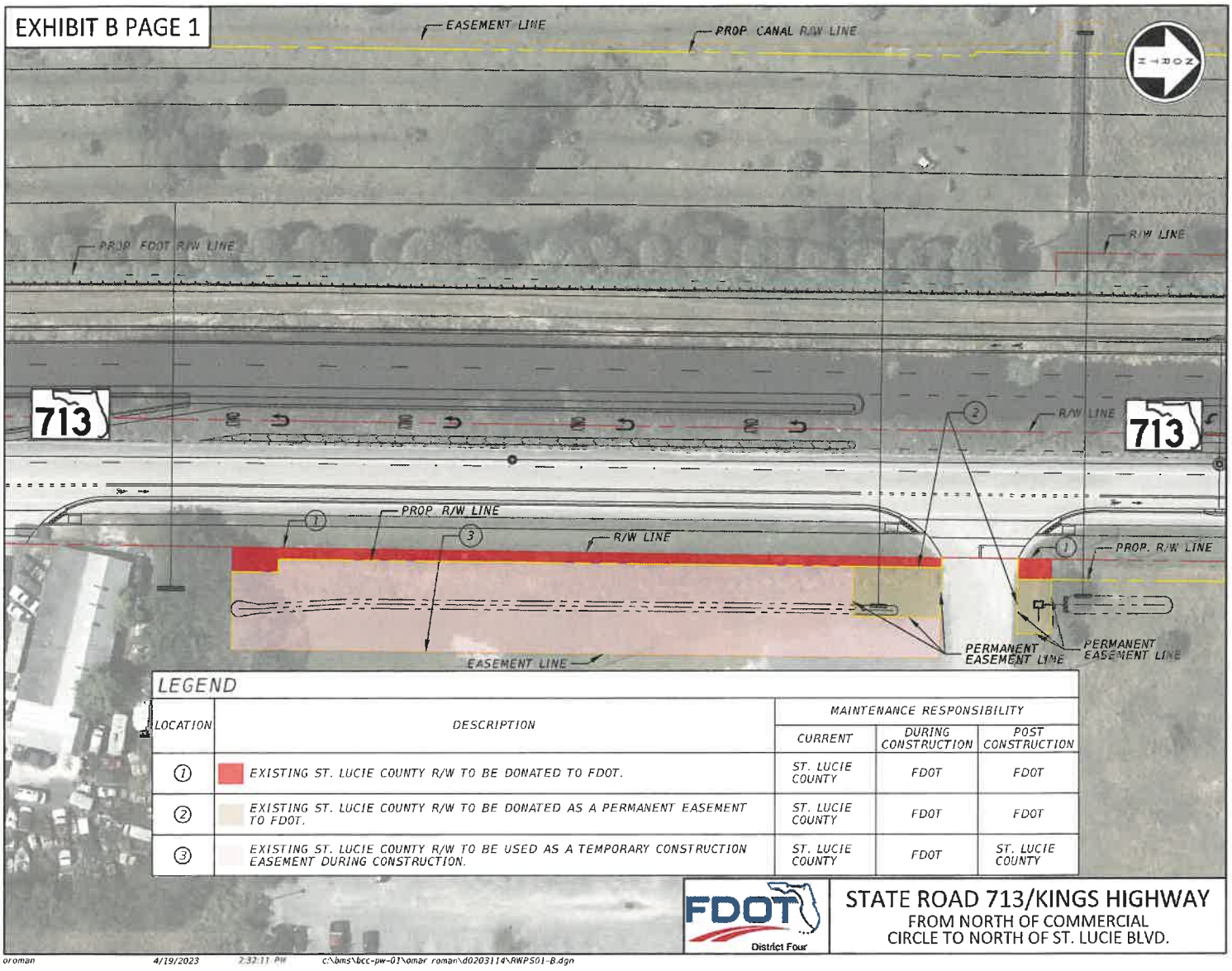
EXHIBIT B

EXHIBIT B PAGE 1



LEGEND

LOCATION	DESCRIPTION	MAINTENANCE RESPONSIBILITY		
		CURRENT	DURING CONSTRUCTION	POST CONSTRUCTION
①	EXISTING ST. LUCIE COUNTY R/W TO BE DONATED TO FDOT.	ST. LUCIE COUNTY	FDOT	FDOT
②	EXISTING ST. LUCIE COUNTY R/W TO BE DONATED AS A PERMANENT EASEMENT TO FDOT.	ST. LUCIE COUNTY	FDOT	FDOT
③	EXISTING ST. LUCIE COUNTY R/W TO BE USED AS A TEMPORARY CONSTRUCTION EASEMENT DURING CONSTRUCTION.	ST. LUCIE COUNTY	FDOT	ST. LUCIE COUNTY

FDOT District Four

STATE ROAD 713/KINGS HIGHWAY
FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST. LUCIE BLVD.

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AGENDA REQUEST

ITEM NO.C2a
DATE: November 23, 2004

REGULAR [ ]

PUBLIC HEARING
Leg. [ ] Quasi-JD [ ]

CONSENT [X]

TO: BOARD OF COUNTY COMMISSIONERS

PRESENTED BY:

SUBMITTED BY (DEPT.): County Attorney

Daniel S. McIntyre
County Attorney

SUBJECT: RIGHT-OF-WAY DONATION
Future Right-of-Way of Kings Highway
Resolution 04-274

BACKGROUND: Attached for your review, consideration and approval is a copy of the recorded Warranty Deed for the donation of right-of-way in compliance with Resolution 04-004 (See Attached). Atlantic Truss mistakenly recorded the Warranty Deed for the road right-of-way on Kings Highway before the donation was accepted by the Board of County Commissioners. The County has also requested an owners' title policy on the donated right-of-way.

FUNDS AVAILABLE: N/A

PREVIOUS ACTION: Resolution 04-004 granted Major site Plan approval for Atlantic Truss Company subject to the developer conveying to St. Lucie County road right-of-way along Kings Highway for future widening.

RECOMMENDATION: Staff recommends that the Board accept the Warranty Deed, authorize the Chairman to execute Resolution 04-27 4 and direct staff to re-record the Warranty Deed and Record Resolution 04-274 in the Public Records of St. Lucie County, Florida.

COMMISSION ACTION:

[X] APPROVED [ ] DENIED
[ ] OTHER Approved 5-0

CONCURRENCE:

Douglas M. Anderson
County Administrator

Review and Approvals

[x] County Attorney:

[x] Road and Bridge:_____

[x] Public Works:

[ ]Originating Dept:____

[x] Engineering:_____

[ ]Purchasing:_____

9.K.2.
2026-572
CONSENT AGENDA - PUBLIC WORKS
DATE: **5/5/2026**
*ACTION ITEM - AGREEMENT
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Christopher Lestrange, Assistant Public Works Director

SUBMITTED BY: Public Works

SUBJECT: Ratification of Administrative Approval of the Lighting Maintenance Commitment to Maintain Forty-six New Streetlights on SR 713/Kings Highway (Project # 438379-4-52-01) and Fifty-seven New Streetlights on SR 713/Kings Highway (Project # 438379-5-52-01) under the Terms of St. Lucie County's State Highway Lighting, Maintenance and Compensation Agreement with the Florida Department of Transportation

BACKGROUND:

The Florida Department of Transportation (FDOT) has divided the widening of SR 713/Kings Highway from north of the I-95 overpass to north of Commercial Circle into two projects. Project #438379-4-52-01 includes the segment north of the I-95 overpass to Angle Road. Project #438379-5-52-01 includes the segment from Angle Road to north of Commercial Circle. The Projects include the addition of forty-six and fifty-seven new streetlights estimated for construction completion during 2028 and 2032, respectively.

The attached Commitment letters affirm the County's intent to maintain the streetlights under the terms of the State Highway Lighting, Maintenance and Compensation Agreement with the Florida Department of Transportation (Contract C25-05-573). Once the projects receive final acceptance, FDOT will reimburse the County approximately $16,500.00 and $20,500.00, respectively, for the maintenance of the streetlights each year. The reimbursement amount is adjusted annually per the terms of the Agreement.

PREVIOUS ACTION:

N/A

FINANCIAL IMPACT:

Funds will be available in account 101-4110-553110-410000 (Signal Maintenance and Installation).

RECOMMENDATION:

Staff recommends Board approval of the Lighting Maintenance Commitments to maintain forty-six new streetlights on SR 713/Kings Highway (Project # 438379-4-52-01) and fifty-seven new streetlights on SR 713/Kings Highway (Project # 438379-5-52-01) under the terms of St. Lucie County's State Highway Lighting,

Maintenance and Compensation Agreement with the Florida Department of Transportation, and authorizes the Chair to sign documents as approved by the County Attorney in accordance with Strategic Policy QI 3-1.1.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 17, 2026

Patrick Dayan, Public Works Director



Date: April 23, 2026

Jennifer Hill, Office of Management & Budget Director



Date: April 23, 2026

Katherine Barbieri, County Attorney



Date: April 28, 2026

Mayte Santamaria, Deputy County Administrator

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

April 15, 2026

Municipality Lighting Maintenance Commitment

To Christopher Lestrange, P.E.:

RE: Construction Contract Number: T4782
Construction Financial Project Number: 438379-4-52-01
State Road Name/Number: Kings Hwy/ SR 713
County: St Lucie County
Construction Start Date: Spring 2027
Estimated Construction End Date: 2028

The Department has previously made you aware that there is an upcoming project in your jurisdiction which will install additional lighting. The design of this project is nearing completion, and more accurate information is now available regarding the scope of the improvements. Below is a summary of the proposed lighting improvements within St. Lucie County.

Please acknowledge receipt and acceptance of this letter by responding to the FDOT Project Manager, whose contact information is given below, in writing through letter or email.

Should we not receive a response from your agency within 30 days, we will proceed with the assumption that your agency has acknowledged and has no concerns regarding this matter.

This project includes:

FDOT Lighting:

- 46 proposed aluminum poles to be installed.
- 0 existing light poles that will be retrofitted with new luminaires at the specified location.
- 3 existing light poles that will be removed from the specified location.

FPL Lighting:

- 0 proposed FPL shared-use luminaires to be installed.
- 0 existing FPL lighting that will be retrofitted with new luminaires at the specified location.
- 0 existing FPL luminaires will be removed from the specified location.

To ensure the continued functionality and safety of the roadway, St. Lucie County will assume maintenance responsibilities for the 46 new poles and luminaires. The new lighting will be included in the existing Roadway Lighting System Maintenance Agreement and the Maintenance Lighting Agreement for the next fiscal year between FDOT and St. Lucie County. once the project has received final acceptance. The reimbursement amount given to St. Lucie County will be adjusted accordingly as per the agreement.

We greatly appreciate your continued dedication to maintaining these lighting systems, which play a vital role in ensuring the safety and aesthetics of our roadways. Please feel free to contact me with any questions or concerns.

Maintenance Lighting Agreement (MLA) Contract Number: ASM72
Maintenance Lighting Agreement (MLA) Financial Project Number: 405122-2-78-07

Sincerely,

_____

Bing Wang P.E.
3400 W. Commercial Blvd.
Ft. Lauderdale Fl 33309
Bing.Wang@dot.state.fl.us
(954) 777-4406

_____

St. Lucie County
Christopher Lestrange, P.E.
Public Works Department Assistant Director

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

April 15, 2026

Municipality Lighting Maintenance Commitment

To Christopher Lestrange, P.E.:

RE: Construction Contract Number: T4782
Construction Financial Project Number: 438379-5-52-01
State Road Name/Number: Kings Hwy/ SR 713
County: St Lucie County
Construction Start Date: Summer 2030
Estimated Construction End Date: 2032

The Department has previously made you aware that there is an upcoming project in your jurisdiction which will install additional lighting. The design of this project is nearing completion, and more accurate information is now available regarding the scope of the improvements. Below is a summary of the proposed lighting improvements within St. Lucie County.

Please acknowledge receipt and acceptance of this letter by responding to the FDOT Project Manager, whose contact information is given below, in writing through letter or email.

Should we not receive a response from your agency within 30 days, we will proceed with the assumption that your agency has acknowledged and has no concerns regarding this matter.

This project includes:

FDOT Lighting:

- 49 proposed aluminum poles to be installed.
- 8 luminaires to be installed on new mast arms.
- 0 existing light poles that will be retrofitted with new luminaires at the specified location.
- 6 existing light poles that will be removed from the specified location.

FPL Lighting:

- 0 proposed FPL Shared-use luminaires to be installed.
- 0 existing FPL lighting that will be retrofitted with new luminaires at the specified location.

- 0 existing FPL luminaires will be removed from the specified location.

To ensure the continued functionality and safety of the roadway, St. Lucie County will assume maintenance responsibilities for the 57 new poles and luminaires. The new lighting will be included in the existing Roadway Lighting System Maintenance Agreement and the Maintenance Lighting Agreement for the next fiscal year between FDOT and St. Lucie County once the project has received final acceptance. The reimbursement amount given to St. Lucie County will be adjusted accordingly as per the agreement.

We greatly appreciate your continued dedication to maintaining these lighting systems, which play a vital role in ensuring the safety and aesthetics of our roadways. Please feel free to contact me with any questions or concerns.

Maintenance Lighting Agreement (MLA) Contract Number: ASM72
Maintenance Lighting Agreement (MLA) Financial Project Number: 405122-2-78-07

Sincerely,

_____

Bing Wang P.E.
3400 W. Commercial Blvd.
Ft. Lauderdale Fl 33309
Bing.Wang@dot.state.fl.us
(954) 777-4406

_____

St. Lucie County
Christopher Lestrange, P.E.
Public Works Department Assistant Director

Docusign Envelope ID: 69700BEA-2F02-4292-B61E-D824763088C4

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY LIGHTING, MAINTENANCE, AND COMPENSATION AGREEMENT

C25-05-573

CONTRACT NO. ASM72
FINANCIAL PROJECT NO. 405122-2-78-07
F.E.I.D. NO. F596000835079
06/05/2025 | 2:53 PM EDT

THIS AGREEMENT, entered into this _____ day of _____, year of _____, by and between the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as **"FDOT"**, and St. Lucie County, hereinafter referred to as the **"MAINTAINING AGENCY"**;

WITNESSETH:

WHEREAS, FDOT is authorized under Sections 334.044 and 335.055, Florida Statutes, to enter into this Agreement, and the **MAINTAINING AGENCY** has the authority to enter into this Agreement and to undertake the maintenance and operation of lighting on the State Highway System; and

WHEREAS, the **MAINTAINING AGENCY** has authorized its undersigned officers to enter into and execute this Agreement;

WHEREAS, FDOT has identified sites where lighting and/or lighting systems, hereinafter referred to as "Facilities", are located on the State Highway System within the jurisdictional boundaries of the **MAINTAINING AGENCY.** A list of the Facilities is included as Exhibit A, attached hereto and incorporated herein.

WHEREAS, the **MAINTAINING AGENCY** agrees to maintain the Facilities as further set forth herein.

NOW, THEREFORE, in consideration of the premises and the mutual covenants contained herein, **FDOT** and the **MAINTAINING AGENCY** hereby agree as follows:

1. Maintenance of Facilities

a. The **MAINTAINING AGENCY** shall maintain the Facilities listed in Exhibit A. The Facilities may include lighting for roadways, as well as park and ride, pedestrian overpasses, and recreational areas owned by or located on the property of **FDOT.** The Facilities shall not include lighting located in weigh stations, rest areas, or on Interstate highways.

The location and type of lighting to be maintained pursuant to this Agreement is set forth in Exhibit A. Any changes or modifications to Exhibit A must be in writing and signed by both **FDOT** and the **MAINTAINING AGENCY**. Any Facilities added to Exhibit A during the **FDOT**'s fiscal year shall be maintained and operated by the **MAINTAINING AGENCY** upon the **FDOT**'s final acceptance of installation of any new lighting and/or lighting systems. Prior to the start of each new fiscal year, the **MAINTAINING AGENCY** and **FDOT** shall amend Exhibit A to reflect any changes to the Facilities, including addition, removal, or change in lighting type maintained pursuant to this Agreement.

The **MAINTAINING AGENCY** will be compensated for Facilities added to Exhibit A by amendment of this Agreement in the **FDOT**'s fiscal year occurring after the lighting and/or lighting systems are installed and final acceptance of such installation is given by **FDOT**. In the event that no change is made to the previous year's Exhibit A, a certification from the **MAINTAINING AGENCY** shall be provided to **FDOT** certifying that no change has been made to Exhibit A during **FDOT**'s previous fiscal year. Unless stated otherwise, all references to fiscal years within this agreement refer to **FDOT's** fiscal year, beginning July 1st and ending June 30th.

b. In maintaining the Facilities, the **MAINTAINING AGENCY** shall perform all activities necessary to keep the Facilities fully operating, properly functioning, with a minimum of 90% of the lights burning for any lighting type (e.g., high mast, standard, underdeck, and sign) or roadway system at all times in accordance with the original design thereof, whether necessitated by normal wear and tear, accidental or intentional damage, or acts of nature. Required maintenance includes, but is not limited to, providing electrical power and paying all charges associated therewith, routine inspection and testing, preventative maintenance, emergency maintenance, replacement of any component parts of the Facilities (including the poles and any and all other component parts installed as part of the Facilities), and locating (both vertically and horizontally) the Facilities. All repairs or replacement will be in kind unless a variance is approved in writing by **FDOT**.

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c. All maintenance must be in accordance with the provisions of the following:

(1) Manual of Uniform Traffic Control Devices; and

(2) All other applicable local, state, or federal laws, rules, resolutions, or ordinances, and **FDOT** procedures.

d. For lighting installed as part of a **FDOT** project, the **MAINTAINING AGENCY's** obligation to maintain the Facility commences upon the **MAINTAINING AGENCY's** receipt of notification from **FDOT** that **FDOT** has formally accepted the project, except for the obligation to provide for electrical power, which obligation to provide for electrical power commences at such time as the lighting system is ready to be energized; provided, however, that the **MAINTAINING AGENCY** is not required to perform any activities which are the responsibilities of **FDOT's** contractor.

Prior to acceptance by **FDOT**, the **MAINTAINING AGENCY** shall have the opportunity to inspect and request modifications/corrections to the installation(s). **FDOT** agrees to make modifications/corrections prior to acceptance so long as the modifications/corrections comply with the installation contract documents and specifications.

e. The term for this Agreement is seven (7) years. Either party may terminate this Agreement by a notice of termination. The notice of termination must be in writing. Should the **MAINTAINING AGENCY** choose to terminate the Agreement, the **MAINTAINING AGENCY** shall provide a minimum notice period of two (2) fiscal years prior to the effective date of termination and the notice shall be endorsed by the elected body (County Commission, City Council, or local agency governing body) under which the Agency operates. The effective date of the termination will coincide with the end of the FDOT's fiscal year of June 30th following the two-year notice.

The termination of this Agreement will not terminate maintenance responsibilities for lighting owned by the **MAINTAINING AGENCY**. Maintenance obligations for lights owned by the **MAINTAINING AGENCY** will remain the responsibility of the **MAINTAINING AGENCY**. Nor does termination of this Agreement operate to relieve the **MAINTAINING AGENCY** of any maintenance obligations contained in other agreements. Maintenance of lights governed by a separate maintenance agreement will continue per the terms of that separate maintenance agreement.

2. Compensation and Payment

FDOT shall pay to the **MAINTAINING AGENCY** a sum of $ 249,053.44 for the fiscal year in which this Agreement is signed. Payments will be calculated and made in accordance with Exhibit A.

Prior to the beginning of each fiscal year, the **MAINTAINING AGENCY** shall submit an amended Exhibit A or a certification of no change to Exhibit A and **FDOT** and the **MAINTAINING AGENCY** shall agree on the amount and percentage of lighting to be paid for the coming fiscal year. **FDOT** will issue a work order confirming the amount and authorizing the performance of maintenance for each new fiscal year. The work order must be an **FDOT**-signed letter of authorization to the **MAINTAINING AGENCY** with a subject line containing the terms "State Highway Lighting, Maintenance, and Compensation Agreement work order". The work order must reflect the contract number, financial project number, FEID No. of the **MAINTAINING AGENCY**, the fiscal year, the percentage of lighting funded and the lump sum amount to be paid for the fiscal year indicated. The work order must be signed by the **MAINTAINING AGENCY** and returned to **FDOT**. Failure by the **MAINTAINING AGENCY** to take any of the actions required by this paragraph may result in nonpayment by **FDOT**.

FDOT expressly assigns its rights, interests and privileges pertaining to damage to Facilities caused by third parties to the **MAINTAINING AGENCY**, so they may pursue all claims and causes of actions against the third parties responsible for the damage. **FDOT** will assist the **MAINTAINING AGENCY** and will confirm the **MAINTAINING AGENCY**'s authorization to pursue recovery. The **MAINTAINING AGENCY** will be responsible for all attorneys' fees and litigation costs incurred in its recovery activities.

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3. Record Keeping

The **MAINTAINING AGENCY** shall keep records of all activities and report all maintenance performed and replacement components and parts installed pursuant to this Agreement. The records shall be kept in an electronic format approved by **FDOT**.

Records shall be maintained and made available upon request to **FDOT** during the period of this Agreement and for three (3) years after final payment for the work pursuant to this Agreement is made. Copies of these documents and records will be furnished to **FDOT** upon request.

4. Invoicing

The **MAINTAINING AGENCY** shall invoice **FDOT** annually in a format acceptable to the FDOT. Invoices must be submitted no earlier than May 1 and no later than June 15 of the fiscal year in which the services were provided in order to be processed for payment by June 30.

Upon receipt, **FDOT** has five (5) working days to inspect and approve the goods and services. **FDOT** has twenty (20) days to deliver a request for payment (voucher) to the Department of Financial Services. The twenty (20) days are measured from the latter of the date the invoice is received or the goods or services are received, inspected, and approved.

If a payment is not available within forty (40) days, a separate interest penalty at a rate as established pursuant to Section 215.422, Florida Statutes, will be due and payable, in addition to the invoice amount, to the **MAINTAINING AGENCY**. Interest penalties of less than one (1) dollar will not be enforced unless the **MAINTAINING AGENCY** requests payment. Invoices returned to a **MAINTAINING AGENCY** because of **MAINTAINING AGENCY** preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to **FDOT**.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for contractors/vendors who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 410-9724 or by calling the Chief Financial Officer's Hotline, 1-800-848-3792.

The State of Florida's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. In the event this Agreement is in excess of $25,000 and has a term for a period of more than one (1) year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

FDOT, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection shall be null and void, and no money may be paid on such contract. **FDOT** shall require a statement from the Comptroller of **FDOT** that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be incorporated verbatim in all contracts of **FDOT** which are for an amount in excess of $25,000 and which have a term for a period of more than 1 year.

5. Default

In the event that the **MAINTAINING AGENCY** breaches any provision of this Agreement, then in addition to any other remedies which are otherwise provided for in this Agreement, **FDOT** may exercise one or more of the following options, provided that at no time may **FDOT** be entitled to receive double recovery of damages:

a. Pursue a claim for damages suffered by **FDOT** or the public.

b. Pursue any other remedies legally available.

c. As to any work not performed by the **MAINTAINING AGENCY**, perform such work with its own forces or through contractors and seek reimbursement for the cost thereof from the **MAINTAINING AGENCY** if the **MAINTAINING AGENCY** fails to cure the non-performance within fourteen (14) days after written notice from **FDOT** of the non-performance; provided, however, that advance notice and cure will not be preconditions in the event of an emergency.

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6. Force Majeure

Neither the **MAINTAINING AGENCY** nor **FDOT** will be liable to the other for any failure to perform under this Agreement to the extent such performance is prevented by an act of God, war, riots, natural catastrophe, or other event beyond the control of the non-performing party and which could not have been avoided or overcome by the exercise of due diligence; provided that the party claiming the excuse from performance has (a) promptly notified the other party of the occurrence and its estimated duration, (b) promptly remedied or mitigated the effect of the occurrence to the extent possible, and (c) resumed performance as soon as possible.

7. Miscellaneous

a. **FDOT** shall consider the employment by any contractor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the contractor knowingly employs unauthorized aliens, such violation will be cause for unilateral cancellation of this Agreement.

b. The **MAINTAINING AGENCY** shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the **MAINTAINING AGENCY** in conjunction with this Agreement. Failure by the **MAINTAINING AGENCY** to grant such public access will be grounds for immediate unilateral cancellation of this Agreement by **FDOT**.

c. This Agreement constitutes the complete and final expression of the parties with respect to the subject matter hereof and supersedes all prior agreements, understandings, or negotiations with respect thereto. Without limiting the generality of the foregoing, this Agreement shall replace and supersede all prior agreements between **FDOT** and the **MAINTAINING AGENCY** with respect to maintenance of the lighting and/or lighting systems for the Facilities identified in Exhibit A.

d. This Agreement is governed by the laws of the State of Florida. Any provision hereof found to be unlawful or unenforceable are severable and will not affect the validity of the remaining provisions hereof.

e. All notices required pursuant to the terms hereof may be sent by first class United States Mail, facsimile transmission, hand delivery, electronic mail, or express mail and will be deemed to have been received by the end of five (5) business days from the proper sending thereof unless proof of prior actual receipt is provided. The **MAINTAINING AGENCY** must notify the local District of **FDOT** of the appropriate persons for notices to be sent pursuant to this Agreement. Unless otherwise notified in writing, notices must be sent to the following addresses:

MAINTAINING AGENCY:

St. Lucie County
2300 Virginia Avenua
Fort Pierce, FL 34982

FDOT:

Florida Department of Transportation, District 4
District Maintenance Office
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

f. **PUBLIC ENTITY CRIME INFORMATION STATEMENT**: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for **CATEGORY TWO** for a period of thirty six (36) months from the date of being placed on the convicted vendor list.

g. An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity.

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h. By signing this agreement the Maintaining Agency certifies that it is not: (1) listed on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S., (2) engaged in a boycott of Israel, (3) or listed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, Florida Statutes. For contracts involving $1,000,000 or more, if the Department determines the Maintaining Agency submitted a false certification under Section 287.135(5) of the Florida Statutes regarding the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, Florida Statutes, or for contracts involving any amount, if the Maintaining Agency has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, the Department shall either terminate the Contract after it has given the Maintaining Agency notice and an opportunity to demonstrate the Department's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met.

i. Nothing herein shall be construed as a waiver of either party's sovereign immunity.

j. **MAINTAINING AGENCY**:

1. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the **MAINTAINING AGENCY** during the term of the contract; and

2. shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

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

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

5. Failure by the **Maintaining Agency** to comply with Chapter 119, Florida Statutes, shall be grounds for immediate unilateral cancellation of this Agreement by **FDOT**

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IF THE MAINTAINING AGENCY HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE MAINTAINING AGENCY'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

District 1
863-519-2623
D1prcustodian@dot.state.fl.us
Florida Department of Transportation
District 1 – Office of General Counsel
801 N. Broadway
Bartow, FL 33830

District 2
386-758-3727
D2prcustodian@dot.state.fl.us
Florida Department of Transportation
District 2 - Office of General Counsel
1109 South Marion Avenue, MS 2009
Lake City, FL 32025

District 3
850-330-1391
D3prcustodian@dot.state.fl.us
Florida Department of Transportation
District 3 - Office of General Counsel
1074 Highway 90 East
Chipley, FL 32428

District 4
954-777-4529
D4prcustodian@dot.state.fl.us
Florida Department of Transportation
District 4 – Office of General Counsel
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

District 5
386-943-5000
D5prcustodian@dot.state.fl.us
Florida Department of Transportation
District 5 – Office of General Counsel
719 South Woodland Boulevard
Deland, FL 32720

District 6
305-470-5453
D6prcustodian@dot.state.fl.us
Florida Department of Transportation
District 6 – Office of General Counsel
1000 NW 111 Avenue
Miami, FL 33172-5800

District 7
813-975-6491
D7prcustodian@dot.state.fl.us
Florida Department of Transportation
District 7 - Office of General Counsel
11201 N. McKinley Drive, MS 7-120
Tampa, FL 33612

Florida's Turnpike Enterprise
407-264-3170
TPprcustodian@dot.state.fl.us
Turnpike Enterprise Chief Counsel
Florida Turnpike – Office of General Counsel
Turnpike Mile Post 263, Bldg. 5315
Ocoee, FL 34761

Central Office
850-414-5355
COprcustodian@dot.state.fl.us
Office of the General Counsel
Florida Department of Transportation
605 Suwannee Street, MS 58
Tallahassee, Florida 32399-0458

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8. Certification

This document is a printout of an **FDOT** form maintained in an electronic format and all revisions thereto by the **MAINTAINING AGENCY** in the form of additions, deletions, or substitutions are reflected only in an Appendix entitled "Changes to Form Document" and no change is made in the text of the document itself. Hand notations on affected portions of this document may refer to changes reflected in the above-named Appendix but are for reference purposes only and do not change the terms of the document. By signing this document, the **MAINTAINING AGENCY** hereby represents that no change has been made to the text of this document except through the terms of the Appendix entitled "Changes to Form Document."

You MUST signify by selecting one of the applicable options:

☒ No changes have been made to this Forms Document and no Appendix entitled "Changes to Form Document" is attached.

☐ No changes have been made to this Form Document, but changes are included on the attached Appendix entitled "Changes to Form Document."

IN WITNESS WHEREOF, the parties hereto have executed this Agreement effective the day and year first written.

APPROVED AS TO FORM AND CORRECTNESS
ASST. COUNTY ATTORNEY

MAINTAINING AGENCY

BY: (Signature) Jamie Lee Fowler

(Printed Name: Jamie Fowler)

(Printed Title: SLC BOCC Chair)

ATTEST: DEPUTY CLERK

Date: 5/6/25

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DocuSigned by:

BY: (Signature) Paul A. Lampley, P.E., MS
9EDDE694B8FD497...

(Printed Name: Paul A. Lampley, P.E.)

(Printed Title: Director of Transportation Operations)

Date: 06/05/2025 | 2:53 PM EDT

FDOT Legal Review

DocuSigned by:

BY: (Signature) Elizabeth Quintana
Counsel
1A2D0B70287748B...

(Printed Name: Elizabeth S. Quintana)

Date: 05/28/2025 | 11:36 AM EDT

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Exhibit A
STATE HIGHWAY LIGHTING, MAINTENANCE, AND COMPENSATION AGREEMENT
For Fiscal Year 2026-2027

1.0 PURPOSE

This exhibit defines the method and limits of compensation to be made to the **MAINTAINING AGENCY** for the services described in this Agreement and method by which payments will be made.

2.0 FACILITIES

The lighting or lighting systems listed below, or in an attached spreadsheet, or other electronic form are included with this Agreement and represent the Facilities to be maintained by the **MAINTAINING AGENCY**:

1. See below spreadsheet.
2. _____
3. _____
4. _____
5. _____
6. _____

3.0 COMPENSATION

For the satisfactory completion of all services detailed in this Agreement, **FDOT** will pay the **MAINTAINING AGENCY** the Total Sum as provided in Section 2 of the Agreement. The **MAINTAINING AGENCY** will receive one single payment at the end of each fiscal year for satisfactory completion of service.

The per-light unit rate shall increase by 3% each fiscal year. E.g., the per-light unit rate of $347.84 in fiscal year 2026 shall increase to $358.28 in fiscal year 2027.

Total Payment Amount for each fiscal year is calculated by inputting the actual number of qualifying types of lights into the table below and multiplying by the unit rate and ___%. Example: 330 (lights) x $_____ (unit rate) x 0.90 (90% requirement) = $ 0.00

Type of Light	# of lights	LED or HPS	Unit rate	0.00%	Total
High Mast		HPS	0.00	**0.00**	0.00
Standard		HPS	0.00	**0.00**	0.00
Underdeck		HPS	0.00	**0.00**	0.00
Sign		HPS	0.00	**0.00**	0.00
High Mast		LED	0.00	**0.00**	0.00
Standard		LED	0.00	**0.00**	0.00
Underdeck		LED	0.00	**0.00**	0.00
Sign		LED	0.00	**0.00**	0.00

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FDOT ID			Local Name	Mile Post		Limits		Owner			Side	Direction	Traffic Count	FDOT Count	SLC Count	Total No. of Poles (DOT COUNT)	Number of Poles not Working	Type of Pole											
																		Roadway							POWER		Intersectio		
FDOT ID	GeraldoIT			From	To	From	To	FDOT	SLC	Other	Side	Direction	Traffic Count	FDOT Count	SLC Count	Total No. of Poles (DOT COUNT)	Number of Poles not Working	Aluminum	Concrete	Wood	High Mast	Steel	UnderDeck	Deco	FPL	FPUA	Stand Alone	Mas Arm
FDOT			Indrio Road	0.48	3.584	I95 - Spanish Lakes Blvd	Kobleguard Rd	18			N	E	18	92														
FDOT			Indrio Road	1.563		Kobleguard Rd	Johnston Road	0			N	E	0															
FDOT			Indrio Road	2.571		Johnston Road	Emerson Ave	21			N	E	21															
FDOT			Indrio Road			N Kings Hwy/Tpke Feeder Rd	US1																					
FDOT			Indrio Road			N Kings Hwy/Tpke Feeder Rd	Emerson Ave	0			S	W	0															
FDOT			Indrio Road			Emerson Ave	Johnston Rd	4			S	W	4															
FDOT			Indrio Road			Johnston Rd	Kobleguard Rd	22			S	W	22															
FDOT			Indrio Road			Kobleguard Rd	I95 Spanish Lakes Blvd	20			S	W	20															
FDOT			Indrio Road	0.802		Indrio & Kobleguard Rd	Intersection	4	0	0	Mast Arm	Mast Arm	4															
FDOT	70		Indrio Road	1.563		Indrio & Johnston Rd	Intersection	4	0	0	Mast Arm	Mast Arm	4															
FDOT		X	Indrio Road	2.571		Indrio & Emerson Ave	Intersection	4	0	0	Mast Arm	Mast Arm	4															
FDOT	15		Indrio Road			Indrio Rd & Kings Hwy	Intersection (Mast Arm)	4	0	0	Mast Arm	Mast Arm	4															
			Emerson Ave	0	2.525	Indrio Road	IRC - 25th St	1			E	N	1	1														
			Emerson Ave	0	2.525	IRC - 25th St	Indrio Rd	0			W	S	0															
FDOT			A1A / N Beach Cswy	0	0.51	Old Dixie Dr (N Beach Cswy)	Shore Winds Dr / Atlantic Beach Blvd	32			E	N	32	51														
FDOT			A1A / N Beach Cswy			Shore Winds Dr / Atlantic Beach Blvd	SLC Limit - Atlantic Beach Blvd	0			E	N	0															
FDOT			A1A / N Beach Cswy	1.528	7.709	SLC Limit - Atlantic Beach Blvd	Shore Winds Dr	4			W	S	4															
FDOT			A1A / N Beach Cswy	0	0.51	Shore Winds Dr /Atlantic Beach Blvd	(N Beach Cswy)/Old Dixie Dr	15			W	S	15															
FDOT	18		A1A / N Beach Cswy	0	0.51	A1A @Atlantic Beach Blvd	Intersection (Mast Arm)	4			Mast Arm	Mast Arm	4															
FDOT	19		A1A / N Beach Cswy	0	0.51	A1A @Old Dixie Dr	Intersection (Stand Alone)	2			Intersection	Intersection	2															
FDOT	26		A1A / N Beach Cswy			Old Dixie@ Harbor Branch	Intersection (None)	0					0															
FDOT			A1A / S Ocean Drive	0	13.122	Nettles Blvd	Blue Heron Blvd	1			E	N	1	9														
FDOT			A1A / S Ocean Drive	0	13.122	Blue Heron Blvd	Nettles Blvd	8			W	S	8															
FDOT			Kings Highway	0	10.198	Okeechobee Rd	I95	4			E	N	4	20														
FDOT			Kings Highway	0	10.198	I95	Angle Rd	4			E	N	4															
FDOT			Kings Highway	0	10.198	Angle Rd	Immokalee Rd	2			E	N	2															
FDOT			Kings Highway	0	10.198	I95	Okeechobee Rd	13			W	S	13															
FDOT	12		Kings Highway	0	0	Kings Hwy & Angle Rd	Intersection (Stand Alone)	1			E	N	1															
FDOT	NEW		Kings Highway	0	0	Kings Hwy/Turnpike Feeder	Intersection (Stand Alone)	2			Intersection	Intersection	2															
FDOT	10		Kings Highway	0	0	Kings Hwy/Wintergarden Pkwy	Intersection (Mast Arm)	2			Mast Arm	Mast Arm	2															
FDOT	13		Kings Highway	0	0.569	Kings Hwy & St Lucie Blvd	Intersection (Mast Arm)	1			Mast Arm	Mast Arm	1															
FDOT	NEW		Kings Highway	NEW	NEW	S of SR70	N of Picos Rd	73			NEW INTERSECTION	NEW INTERSECTION	73															
FDOT	NEW		Kings Highway	NEW	NEW	Picos Rd	I95	48			NEW INTERSECTION	NEW INTERSECTION	48															
FDOT			N/S 25th Street	3.75	5	Edwards Rd	Orange Ave				E	N		52														
FDOT			N/S 25th Street	3.75	5	Orange Ave	St Lucie Blvd/25th St				E	N																
FDOT			N/S 25th Street	3.75	5	St Lucie Blvd/25th St	Juanita Ave		29		W	S	29															
FDOT			N/S 25th Street	0	0.991	Juanita Ave	Midway Rd		18		W	S	18															
FDOT			N/S 25th Street	0	0.991	25th St & Forest Grove	Intersection (Stand Alone)		1		Intersection	Intersection	1															
FDOT	66		N/S 25th Street	0	0.991	25th St & Bell Ave	Intersection (Stand Alone)		1		Intersection	Intersection	1															
FDOT			N/S 25th Street	0	0.991	25th St & Edwards Rd	Intersection (Mast Arm)		1		Mast Arm	Mast Arm	1															
FDOT	69		N/S 25th Street	0	0.991	25th St & Cortez Blvd	Intersection (Stand Alone)		2		Intersection	Intersection	2															
FDOT			N/S 25th Street	0	0.991	25th St & Virginia Ave	Intersection	0	0	0	Mast Arm	Mast Arm																
FDOT			N/S 25th Street	0	0.991	25th St & Orange Ave	Intersection	0	0	0	Mast Arm	Mast Arm																
FDOT			N/S 25th Street	0	0.991	25th St & Avenue Q	Intersection	0	0	0	Mast Arm	Mast Arm	0															
FDOT	21		N/S 25th Street	0	0.991	25th St & St Lucie Blvd	Intersection (None)	3		0	Intersection	Intersection	3															

Docusign Envelope ID: 697006EA-2F02-4292-B61E-D82476308BC4

FDOT ID			Local Name	Mile Post		Limits		Owner			Side	Direction	Traffic Count	FDOT Count	SLC Count	Total No. of Poles (DOT COUNT)	Number of Poles not Working	Type of Pole											
																		Roadway							POWER		Intersecti		
FDOT ID	Geralco IT			From	To	From	To	FDOT	SLC	Other	Side	Direction	Traffic Count	FDOT Count	SLC Count	Total No. of Poles (DOT COUNT)	Number of Poles not Working	Aluminum	Concrete	Wood	High Mast	Steel	UnderDeck	Deco	FPL	FPUA	Stand Alone	Mas Arm
FDOT	33		N/S 25th Street	0	0.991	25th St & Ft Pierce Central	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT	41		N/S 25th Street	0	0.991	25th St & Juanita Ave	Intersection (None)	0	3	0	Intersection	Intersection	3															
FDOT			Orange Avenue	17.174	19.698	Kings Hwy	Jenkins Rd	21			E	N	21	12														
FDOT			Orange Avenue	17.174	19.698	Jenkins Rd	Angle Rd	2			E	N	2															
FDOT			Orange Avenue	17.174	19.698	Angle Rd	Jenkins Rd	2			S	W	2															
FDOT			Orange Avenue	17.174	19.698	Jenkins Rd	Kings Hwy	1			S	W	1															
FDOT	11		Orange Avenue	17.174	19.698	Orange Ave & Kings Hwy	Intersection (Stand Alone)	1			N	E	1															
FDOT	56		Orange Avenue	17.174	19.698	Orange Ave & Jenkins	Intersection (Mast Arm)	3			Mast Arm	Mast Arm	3															
FDOT	27		Orange Avenue			Orange Ave & Hartman Rd	Intersection (Stand Alone)	2			Intersection	Intersection	2															
FDOT			St. Lucie Blvd.	0	0.569	25th St	US 1	3			S	W	3	3														
FDOT			St. Lucie Blvd.	0	0.569	US1	25th St	9			N	E	9															
FDOT			US1			PSL City Limit (S of Savannah Club)	Mediterranean	16					81	100														
FDOT			US1	14.621	21.451	Mediterranean	Prima Vista Dr	2			E	N																
FDOT			US1	14.621	21.451	Prima Vista Dr	Rio Mar Dr	1			E	N																
FDOT			US1	14.621	21.451	Rio Mar Dr	Kitterman Rd	18			E	N																
FDOT			US1	0	0.61	Kitterman Rd	Easy St	11			E	N																
FDOT			US1	14.621	21.451	Easy St	Ulrich Rd	12			E	N																
FDOT			US1	0	0.61	Ulrich Rd	Midway Rd	18			E	N																
FDOT			US1	3.51	10.104	Midway Rd	Weatherbee Rd	3			E	N																
FDOT																												
FDOT			US1	3.51		Weatherbee Rd	Midway Rd	3			W	S	98	150														
FDOT			US1	3.51		Midway Rd	Ulrich St	18			W	S																
FDOT			US1	3.51		Ulrich St	Easy St	12			W	S																
FDOT			US1	3.51		Easy St	Kitterman Rd	13			W	S																
FDOT			US1	3.51		Kitterman Rd	Rio Mar Dr	17			W	S																
FDOT			US1	3.51		Rio Mar Dr	Prima Vista Blvd	1			W	S																
FDOT			US1	3.51		Prima Vista Blvd	Mediterranean	12			W	S																
FDOT			US1	14.621	21.451	Mediterranean Blvd	SLC County Line	17	0		W	S	0															
FDOT	37		US1	3.51	10.104	US1 & Spanish Lakes Blvd	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT	36		US1	3.51	10.104	US1 & Mediterranean	Intersection (None)			0	Intersection	Intersection	0															
FDOT			US1			US1 & Prima Vista Blvd	Intersection (Stand Alone)	3	0	0	Intersection	Intersection	0															
FDOT	34		US1	3.51	10.104	US1 & Rio Mar Dr	Intersection (Stand Alone)	2	0	0	Intersection	Intersection	0															
FDOT			US1	3.51	10.104	US1 & Lake Vista Dr	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT			US1			US 1 & Ulrich Rd	Intersection (None)			0	Intersection	Intersection	0															
FDOT	48					US 1 & Kitterman Rd	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT	42		US1	3.51	10.104	US1 & Easy St	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT			US1	3.51		US1 & Ulrich Rd	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT	3		US1	3.51		US1 & Midway Rd	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT	50		US1	14.621	21.451	US1 & Weatherbee Rd	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT			US1	3.51	10.104	A1A	St Lucie Blvd	0	0	0	E	N	0															
FDOT			US1	0	0.61	St Lucie Blvd	25th St/ MLK Blvd	0	0	0	E	N	0															
FDOT			US1	14.621	21.451	25th St/MLK Blvd	Indrio Rd	0	0	0	E	N	0															
FDOT			US1	0	0.61	Indrio Rd	Kings Hwy	0	0	0	E	N	0															
FDOT																												
FDOT			US1	3.51	10.104	Kings Hwy (IRC Line)	Indrio Rd	0	0	0	W	S	0															
FDOT			US1	14.621	21.451	Indrio Rd	25th St/ MLK Blvd	0	0	0	W	S	0															
FDOT			US1	0	0.61	25th St/MLK Blvd	St Lucie Blvd	0	0	0	W	S	0															

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FDOT ID			Local Name	Mile Post		Limits		Owner			Side	Direction	Traffic Count	FDOT Count	SLC Count	Total No. of Poles (DOT COUNT)	Number of Poles not Working	Type of Pole											
																		Roadway							POWER		Intersecti		
FDOT ID	GeraldOIT			From	To	From	To	FDOT	SLC	Other	Side	Direction	Traffic Count	FDOT Count	SLC Count	Total No. of Poles (DOT COUNT)	Number of Poles not Working	Aluminum	Concrete	Wood	High Mast	Steel	UnderDeck	Deco	FPL	FPUA	Stand Alone	Mas Arm
			US1	3.51	10.104	St Lucie Blvd	A1A	0	0	0	W	S	0															
FDOT			US1	0	0.61	US1 & A1A	Intersection (Stand Alone)	1	0	0	Intersection	Intersection	1															
FDOT	14		US1	14.621	21.451	US1 & St Lucie Blvd	Intersection (None)	0	0	0	Intersection	Intersection	0															
FDOT	32		US1	3.51	10.104	US1 & 25th St/MLK Blvd	Intersection (Stand Alone)	1	0	0	Intersection	Intersection	1															
FDOT	16		US1	Intersection	Intersection	US1 & Indrio Rd	Intersection (Mast Arm)	2	0	0	Mast Arm	Mast Arm	2															
FDOT	17		US1			US1 & Kings Hwy	Intersection (Stand Alone)	2	0	0	Intersection	Intersection	2															
FDOT-NEW			Midway Road			Midway Rd & I95 NB (None)	Intersection (None)				NEW Intersection	NEW Intersection	0															
FDOT-NEW	45		Midway Road			Midway Rd & I95 SB (Mast Arm(	Intersection (None)	2			NEW Intersection	NEW Intersection	2															
FDOT-NEW			Midway Road			Midway Rd & LTC Parkway	Intersection	7			NEW Intersection	NEW Intersection	7															
FDOT-NEW	53		Midway Road			Midway Rd @ Torino Pkwy	Intersection (Mast Arm)	2			NEW Intersection	NEW Intersection	2															
FDOT-NEW	38		Midway Road			Midway Rd & Glades Cut off	Intersection	5			NEW Intersection	NEW Intersection	5															
FDOT-NEW	40		Midway Road			Midway Rd & Selvitz	Intersection (Mast Arm)	2			NEW Intersection	NEW Intersection	2															
FDOT-NEW			Midway			Okeechobee Rd	Midway Rd	16			New Intersection	New Intersection	16															
FUTURE SWAP			Midway			Line	25th St	2			FUTURE SWAP	FUTURE SWAP	2															
FUTURE SWAP			Midway			25th St	Sunrise	26			FUTURE SWAP	FUTURE SWAP	26															
FUTURE SWAP			Midway			Sunrise	Oleander Rd	11			FUTURE SWAP	FUTURE SWAP	11															
FUTURE SWAP			Midway			Oleander Rd	US 1	18			FUTURE SWAP	FUTURE SWAP	18															
FUTURE SWAP			Midway								FUTURE SWAP	FUTURE SWAP																
FUTURE SWAP	4		Midway			Line	25th St	2			FUTURE SWAP	FUTURE SWAP	2															
FUTURE SWAP			Midway			25th St	Sunrise	27			FUTURE SWAP	FUTURE SWAP	27															
FUTURE SWAP			Midway			Sunrise	Oleander Rd	13			FUTURE SWAP	FUTURE SWAP	13															
FUTURE SWAP			Midway			Oleander Rd	US 1	23			FUTURE SWAP	FUTURE SWAP	23															
SLC			Midway Road			Midway Rd @ Oleander Ave	Intersection (Stand Alone)	4			Intersection	Intersection	4															
SLC	22		Midway Road			Midway Rd & 25th St	Intersection	6			Intersection	Intersection	6															
SLC			Edwards Rd	Ed		Edwards Rd@Selvitz Rd	Intersection		2		Intersection	Intersection	2															
SLC	6		Edwards Rd			Edwards Rd@Sunrise Blvd	Intersection (Stand Alone)		2		Intersection	Intersection	2															
SLC	49		Angle Rd			Angle Rd @ Avenue Q	Intersection		0	0	Intersection	Intersection	0															
SLC	5		Edwards Rd			Edwards Rd & Oleander Rd	Intersection (Stand Alone)		2		Intersection	Intersection	2															
SLC	113		Prima Vista Blvd			Prima Vista Blvd @ Rio Mar	Intersection (Stand Alone)		4		Intersection	Intersection	4															
SLC	114		Prima Vista Blvd			Prima Vista Blvd @ Naranja	Intersection (Stand Alone)		1		Intersection	Intersection	1															
SLC	115		Prima Vista Blvd			Prima Vista Blvd @ Floresta	Intersection (Stand Alone)		3		Intersection	Intersection	3															
SLC	116		Prima Vista Blvd			Prima Vista Blvd @ Alroso	Intersection (Stand Alone)		3		Intersection	Intersection	3															
					Total # of Lights			716	72	0	0	0	788	499														
					Total # of Lights Out								27															
													761															

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RESOLUTION NO. 2025-102

A RESOLUTION AUTHORIZING AND APPROVING EXECUTION OF THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND ST. LUCIE COUNTY STATE HIGHWAY LIGHTING, MAINTENANCE AND COMPENSATION AGREEMENT TO UNDERTAKE THE MAINTENANCE AND OPERATION OF LIGHTING ON THE STATE HIGHWAY SYSTEM BY THE ST. LUCIE COUNTY BOARD OFCOUNTY COMMISSIONERS; AND AUTHORIZING THE CHAIR OF THE ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS TO EXECUTE THE AGREEMENT; FURTHER AUTHORIZING THE COUNTY ATTORNEY TO EXECUTE THE AGREEMENT BY APPROVING IT AS TO FORM AND CORRECTNESS.

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, has made the following determinations:

1. The Department, FDOT, and the County, the Maintaining Agency, are desirous of having the County maintain all the lighting now or hereafter located on the State Highway System within the jurisdictional boundaries of the Maintaining Agency, hereinafter referred to as the "Facilities," throughout its expected useful life.

2. This Board should authorize and approve execution of the State Highway Lighting, Maintenance and Compensation Agreement with the State of Florida Department of Transportation to pay to the County a lump sum in the amount of $249,053.44 for maintaining all the lighting now or hereafter located on the State Highway System within the jurisdictional boundaries of the Maintaining Agency.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County Florida:

1. This Board does hereby authorize and approve execution of the State Highway Lighting, Maintenance and Compensation Agreement with the State of Florida for maintaining all of the lighting now or hereafter located on the State Highway System.

2. The Chair of the Board of County Commissioners and the Clerk are hereby authorized to execute the State Highway Lighting, Maintenance and Compensation Agreement approved by this resolution; and further, the County Attorney is hereby authorized to execute the agreement by approving it as to form and correctness.

Docusign Envelope ID: 697006EA-2F02-4292-B61E-D824763088C4

After motion and second, the vote on this resolution was as follows:

Commissioner Jamie Fowler, Chair	AYE
Commissioner Larry Leet, Vice-Chair	AYE
Commissioner James Clasby	AYE
Commissioner Erin Lowry	AYE
Commissioner Cathy Townsend	AYE

PASSED AND DULY ADOPTED this 6th day of May 2025.

ATTEST:

DEPUTY CLERK

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
CHAIR

APPROVED AS TO FORM AND CORRECTNESS

BY: _____
ASST. **COUNTY ATTORNEY**

July 24, 2020

Ms. Bing Wang, P.E.
FDOT D4-Consultant Management
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421

RE: Kings Highway North of I-95 Overpass to North of Commercial Blvd
0-15300-3-EM-200602-2-43837915201
Smart Streetlighting Request

Dear Ms. Wang:

Please accept this letter as a formal request from St. Lucie County (County) to include streetlighting in the above-referenced FDOT project. The County requests the design meet the latest smart streetlighting technology.

The County agrees to maintain the smart streetlighting and understands a new Memorandum of Agreement for this maintenance may be required or an existing agreement will need to be amended.

If you have any questions or require additional information, please do not hesitate to contact me at (772) 462-1707 or by email at grahamk@stlucieco.org.

Sincerely,

Kimberly Graham

Kimberly Graham, P.E
County Engineer

cc: Patrick Dayan, PE – Assistant Public Works Director
Edmund Bas, PE – Assistant County Engineer
Selena Griffett, PE – Senior Project Engineer
Lisa Campbell – SLC Project Manager
Bann Williams – FDOT
Oscar Oliva, PE – BCC Engineering

ST. LUCIE COUNTY
BOARD OF COUNTY
COMMISSIONERS

CATHY TOWNSEND
CHAIR
DISTRICT 5

CHRIS DZADOVSKY
VICE-CHAIRMAN
DISTRICT 1

SEAN MITCHELL
DISTRICT 2

LINDA BARTZ
DISTRICT 3

FRANNIE HUTCHINSON
DISTRICT 4

HOWARD N. TIPTON
COUNTY ADMINISTRATOR

DAN MCINTYRE
COUNTY ATTORNEY

MAILING ADDRESS
2300 VIRGINIA AVENUE
FORT PIERCE, FL 34982

PHONE
(772) 462-1707

TDD
(772) 462-1428

FAX
(772) 462-2362

E-MAIL
GRAHAMK@STLUCIECO.ORG

WEBSITE
WWW.STLUCIECO.GOV

9.K.3.
2026-579
CONSENT AGENDA - PUBLIC WORKS
DATE: **5/5/2026**
*ACTION ITEM - BOARD ACCEPTANCE
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Daniel Zrallack, County Engineer

SUBMITTED BY: Public Works

SUBJECT: Creekside Parcel B Subdivision Improvements Acceptance - Release of Security

BACKGROUND:

On June 4, 2019, the applicant received a Planning and Development Services Director approval for PDS Order 2020-080, granting a minor adjustment to the planned unit development known as Parcel B. The project was conditioned, requiring bonding of all required improvements prior to the final plat.

The applicant then requested a reduction in the bond after the onsite work was completed. The bond reduction was accepted in March 2021, and the amount was reduced to reflect only the offsite sidewalk within FDOT right-of-way. The sidewalk has since been completed.

The applicant has requested that the Board of County Commissioners provide final acceptance of the required improvements and release the SIA and bond in accordance with 11.04.01 of the County's Land Development Code and SIA conditions.

A field inspection was performed on the constructed improvements within the development. Staff concurs that the constructed improvements have been built in general compliance with the approved engineering plans.

PREVIOUS ACTION:

September 17, 2019, a Subdivision Agreement and Plat parcel B was approved and Filed as No. C19-09-755 for a total of $7,143,427.00.
September 17, 2020, Planning and Development Service Director approved a minor adjustment granting Creekside parcel B to replat.
On March 8, 2021, a Subdivision Agreement Reduction Bond No. 30079432 was requested for $6,887,714.50 leaving a retainage of $225,712.50.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends Board approval of the final site improvements and release of Bond number 30079432 in the amount of $225,712.50 in accordance with Strategic Plan Policy QI 3.1.1.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 22, 2026

Patrick Dayan, Public Works Director



Date: April 22, 2026

Katherine Barbieri, County Attorney



Date: April 24, 2026

Mayte Santamaria, Deputy County Administrator

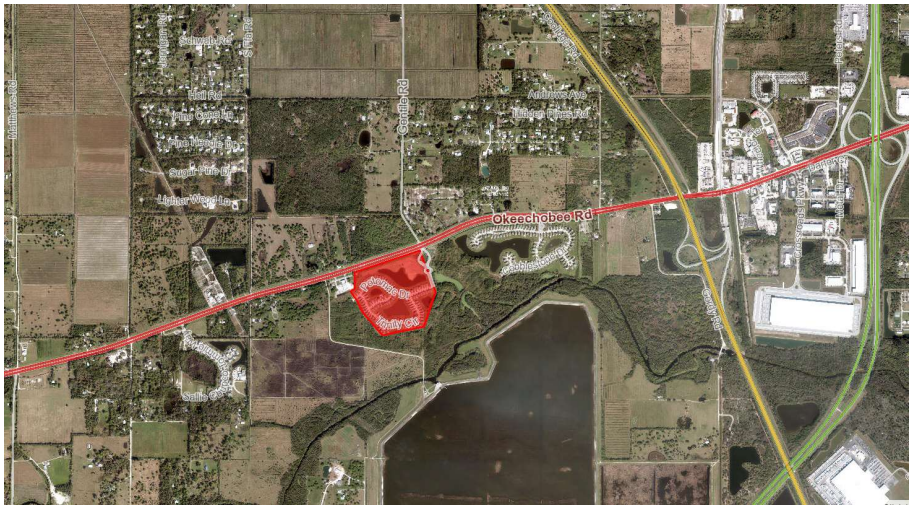
Public Works Department Agenda Item Summary

BOARD OF COUNTY COMMISSIONERS

Agenda Date:
Tuesday, 6:00 PM
May 5, 2026

Creekside Parcel B

Acceptance of Final Subdivision Improvements – Final Plat



Division:
Public Works - Engineering

Consultant/Contractor:
N/A – Private Development
Creekside Parcel B

Project Location(s):
South of State Road 70 and west Florida's Turnpike

Funding Source:
N/A – Private Development

Commissioner District:
1 – James Clasby

Project Manager:
Name: Dan Zrallack, PE
Tel #: 772-462-1667
Email: zrallackd@stlucieco.org



Project Description

Private residential subdivision, installation of sidewalks and landscape.

Background

On June 4, 2019, the applicant received a Planning and Development Services Director approval for PDS order 2020-080 granting a minor adjustment to the planned unit development known as Parcel B. The project was conditioned requiring bonding of all required improvements prior to the final plat.

The applicant then requested a reduction in the bond after the onsite work was completed. The bond reduction was accepted in March of 2021, and the amount was reduced to reflect only the offsite sidewalk with FDOT right-of-way. The sidewalk has since been completed.

Background (con't)

The applicant has requested that the Board of County Commissioners provide final acceptance of required improvements and release the SIA and bond in accordance with 11.04.01 of the County's Land Development Code and SIA conditions.

Notice Requirements

N/A

Staff Recommendation

Staff recommends Board approval of the final site improvements and release of Bond number 30079432 in the amount of $225,712.50 and authorization for the Chair to sign documents as approved by the County Attorney.

Kimley»Horn

January 20, 2026

Grant Chambers
St. Lucie County
Engineering Department
2300 Virginia Avenue
Fort Pierce, FL 34982

Re: **Creekside Parcel B**
Recommendation for Bond Release
Bond Number: 30079432

Dear Mr. Chambers,

Please accept this letter as a request for a bond release submitted as part of the Creekside Parcel B submittal under bond number 30079432. The recorded plat was recorded in plat book 56, PG 24-28 on February 21, 2007. Creekside Parcel B has been completed in substantial accordance with the approved Construction Drawings, Details and Specifications. Please refer to the attached cost estimate for work completed.

As this work has been completed, certification has been completed, and final acceptance from city departments have been issued, we are requesting the bond release of **Bond No. 30079432** to the following amount:

Original Bond Amount:	$7,143,427.00
Bond Reduction Amount (Work Completed):	$7,143,427.00
Proposed Bond Amount (Work Remaining):	**$0.00**

If you have any questions regarding this request, please do not hesitate to contact me at 772-794-4129 or Jonathan.Gomez@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Jonathan Gomez

Digitally signed by Jonathan Gomez
DN: CN=Jonathan Gomez, email=A01410C0000019934F5853600C5791, O=KIMLEY-HORN AND ASSOCIATES INC., C=US
Date: 2026.02.24 10:34:41-05'00'

_____

Jonathan Gomez, P.E. FL PE #98493

JONATHAN JAMES GOMEZ LICENSE No. 98493 STATE OF FLORIDA PROFESSIONAL ENGINEER

PROJECT: CREEKSIDE PARCEL B (30079432)
CLIENT: D. R. Horton
Tuesday, January 20, 2026

OPINION OF PROBABLE CONSTRUCTION COSTS

DESCRIPTION	ORIGINAL ESTIMATE	WORK COMPLETED	WORK REMAINING
FRONT END			
MOBILIZATION	$ 20,000.00	$ 20,000.00	$ -
MAINTENANCE OF TRAFFIC	$ -	$ -	$ -
CLEARING & GRUBBING	$ 180,950.00	$ 180,950.00	$ -
DEMOLITION	$ -	$ -	$ -
Subtotal	**$ 200,950.00**	**$ 200,950.00**	**$ -**

DESCRIPTION	ORIGINAL ESTIMATE	WORK COMPLETED	WORK REMAINING
EROSION CONTROL			
SEDIMENT BARRIER	$ 16,463.00	$ 16,463.00	$ -
FLOATING TURBIDITY BARRIER	$ -	$ -	$ -
STAKED TURBIDITY BARRIER	$ -	$ -	$ -
SOIL TRACKING PREVENTION DEVICE	$ 1,500.00	$ 1,500.00	$ -
INLET PROTECTION SYSTEM	$ 6,000.00	$ 6,000.00	$ -
PREVENTION, CONTROL & ABATEMENT OF EROSION AND WATER POLLUTION	$ 5,000.00	$ 5,000.00	$ -
Subtotal	**$ 28,963.00**	**$ 28,963.00**	**$ -**

DESCRIPTION	ORIGINAL ESTIMATE	WORK COMPLETED	WORK REMAINING
PROFESSIONAL SERVICES			
AS-BUILT DRAWIN (BY REGISTERED SURVEYOR)	$ 45,000.00	$ 45,000.00	$ -
ENGINEERING SERVICES	$ 50,000.00	$ 50,000.00	$ -
SURVEY LAYOUT	$ 65,000.00	$ 65,000.00	$ -
TESTING	$ 30,000.00	$ 30,000.00	$ -
SURVEY CONTROL (INSTALL/RE-ESTABLISH)	$ 15,000.00	$ 15,000.00	$ -
Subtotal	**$ 205,000.00**	**$ 205,000.00**	**$ -**

DESCRIPTION	ORIGINAL ESTIMATE	WORK COMPLETED	WORK REMAINING
DRAINAGE			
EXCAVATION REGULAR	$ -	$ -	$ -
CHANNEL EXCAVATION (POND EXCAVATION)	$ 721,290.00	$ 721,290.00	$ -
EMBANKMENT, COMPACTED IN PLACE	$ 612,416.00	$ 612,416.00	$ -
CONCRETE, RETAINING WALLS	$ -	$ -	$ -
CONCRETE, ENDWALLS	$ -	$ -	$ -

Kimley»Horn

PROJECT: CREEKSIDE PARCEL B (30079432)
CLIENT: D. R. Horton
Tuesday, January 20, 2026

OPINION OF PROBABLE CONSTRUCTION COSTS

MODIFY EXISTING CONTROL STRUCTURE	$ -	$ -	$ -
INLETS, CURB, TYPE "P-5", <10'	$ -	$ -	$ -
INLETS, CURB, TYPE "P-5", >10'	$ -	$ -	$ -
INLETS, CURB, TYPE "P-6", <10'	$ -	$ -	$ -
INLETS, CURB, TYPE "P-6", >10'	$ -	$ -	$ -
INLETS, DITCH BOTTOM (TYPE "C") <10'	$ -	$ -	$ -
INLETS, DITCH BOTTOM (TYPE "D") <10'	$ -	$ -	$ -
INLETS, DITCH BOTTOM (TYPE "E") <10'	$ -	$ -	$ -
MANHOLES, P-7, <10'	$ -	$ -	$ -
MANHOLES, P-7, >10'	$ -	$ -	$ -
MANHOLES, P-8, <10'	$ -	$ -	$ -
MANHOLES, P-8, >10'	$ -	$ -	$ -
CONTROL STRUCTURE	$ -	$ -	$ -
RCP 15"	$ 5,652.00	$ 5,652.00	$ -
RCP 18"	$ 45,100.00	$ 45,100.00	$ -
RCP 24"	$ 35,340.00	$ 35,340.00	$ -
RCP 36"	$ 187,990.00	$ 187,990.00	$ -
RCP 12" X18"	$ 720.00	$ 720.00	$ -
RCP 19" X30"	$ 7,524.00	$ 7,524.00	$ -
RCP 48" X76" @ HEADWALL	$ -	$ -	$ -
CMP 18"	$ 7,544.00	$ 7,544.00	$ -
CMP 24"	$ 4,160.00	$ 4,160.00	$ -
CMP 36"	$ 18,576.00	$ 18,576.00	$ -
TYPE H CONTROL STRUCTURE/WEIR	$ 5,500.00	$ 5,500.00	$ -
TYPE E CONTROL STRUCTURE/WEIR	$ 3,500.00	$ 3,500.00	$ -
4 FT DIA VALLEY INLET	$ 75,600.00	$ 75,600.00	$ -
5 FT DIA VALLET INLET	$ 28,800.00	$ 28,800.00	$ -
4 FT DIA MANHOLE	$ 5,600.00	$ 5,600.00	$ -
5 FT DIA MANHOLE	$ 10,800.00	$ 10,800.00	$ -
TYPE "C" CATCH BASIN	$ 2,500.00	$ 2,500.00	$ -
MITERED END SECTION 19" X30"		$ -	$ -
RCP/CMP CONC COLLAR 18"	$ 4,800.00	$ 4,800.00	$ -
RCP/CMP CONC COLLAR 24"	$ 6,400.00	$ 6,400.00	$ -
RCP/CMP COC COLLAR 36"	$ 21,600.00	$ 21,600.00	$ -
MAIN ENTRAINCE HEADWALLS	$ 40,000.00	$ 40,000.00	$ -
POUR CAP ON HW 6"	$ 40,000.00	$ 40,000.00	$ -
Subtotal	**$1,891,413.00**	**$1,891,413.00**	**$ -**

ROADWAY			
FLOWABLE FILL	$ -	$ -	$ -
TYPE B STABILIZATION (SUBGRADE LBR 40)	$ 41,950.00	$ 41,950.00	$ -
6" OPTIONAL BASE GROUP 4 (LBR 100)	$ -	$ -	$ -
8" OPTIONAL BASE GROUP 6 (LBR 100)	$ 231,610.00	$ 231,610.00	$ -
SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(SP-9.5)(1")	$ 209,760.00	$ 209,760.00	$ -
SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(SP-12.5)(1.25")	$ 227,240.00	$ 227,240.00	$ -
SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(SP-12.5)(1.5")	$ -	$ -	$ -
SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(SP-12.5)(2")	$ -	$ -	$ -
STEEL GUIDERAIL/HANDRAIL	$ -	$ -	$ -

Kimley»Horn

PROJECT: CREEKSIDE PARCEL B (30079432)
CLIENT: D. R. Horton
Tuesday, January 20, 2026

OPINION OF PROBABLE CONSTRUCTION COSTS

CONCRETE CURB & GUTTER (TYPE "F")	$ -	$ -	$ -
CONCRETE CURB & GUTTER (TYPE "E")	$ -	$ -	$ -
CONCRETE VALLEY GUTTER	$ 167,535.00	$ 167,535.00	$ -
CONCRETE CURB (TYPE "A")	$ 37,665.00	$ 37,665.00	$ -
SIDEWALK CONCRETE, 4" THICK (COMMON AREA ONLY)	$ 126,000.00	$ 126,000.00	$ -
SIDEWALK CONCRETE, 6" THICK (COMMON AREA ONLY)	$ -	$ -	$ -
PATTERNED/TEXTURED PAVEMENT, CONCRETE	$ -	$ -	$ -
DETECTABLE WARNING DOMES	$ 8,000.00	$ 8,000.00	$ -
Subtotal	**$1,049,760.00**	**$1,049,760.00**	**$ -**

STRIPING & SIGNAGE			
INTERNALLY ILLUMINATED STREET NAME SIGN	$ 1,200.00	$ 1,200.00	$ -
SINGLE POST SIGNS	$ 1,200.00	$ 1,200.00	$ -
RETRO-REFLECTIVE PAVEMENT MARKERS	$ -	$ -	$ -
PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	$ -	$ -	$ -
PAINTED PAVT MARK,STD,BLUE,SOLID,6"	$ -	$ -	$ -
REFLECTIVE PAINT YELLOW	$ -	$ -	$ -
THERMOPLASTIC SOLID TRAFFIC STRIPE (6" WHITE)	$ -	$ -	$ -
THERMOPLASTIC SOLID TRAFFIC STRIPE (12" WHITE)	$ 2,400.00	$ 2,400.00	$ -
THERMOPLASTIC SOLID TRAFFIC STRIPE (24" WHITE)	$ -	$ -	$ -
THERMOPLASTIC SKIP TRAFFIC STRIPE (6" WHITE)	$ -	$ -	$ -
PAVEMENT MARKING MESSAGE (THERMOPLASTIC)	$ -	$ -	$ -
THERMOPLASTIC WHITE STANDARD TURN ARROWS	$ -	$ -	$ -
THERMOPLASTIC SOLID TRAFFIC STRIPE (6" YELLOW)	$ -	$ -	$ -
Subtotal	**$ 4,800.00**	**$ 4,800.00**	**$ -**

LANDSCAPING AND BUFFER			
LANDSCAPING - COMMON AREA	$ 375,000.00	$ 375,000.00	$ -
IRRIGATION SYSTEM - COMMON AREA, (INCLUDES WELL, PUMPS, EL	$ 125,000.00	$ 125,000.00	$ -
LITTOERAL PLANTING AREAS	$ 100,000.00	$ 100,000.00	$ -
CONSERVATION EASEMENT CLEANING	$ 15,000.00	$ 15,000.00	$ -
Subtotal	**$ 615,000.00**	**$ 615,000.00**	**$ -**

POTABLE WATER			
POTABLE WATER	$ 11,000.00	$ 11,000.00	$ -
CONSTRUCTION OBSERVATION	$ 35,500.00	$ 35,500.00	$ -
CONSTRUCTION LAYOUT/ RECORD DRAWINGS	$ 15,500.00	$ 15,500.00	$ -
DENSITY TESTING	$ 6,600.00	$ 6,600.00	$ -
6" PVC WATER MAIN	$ 3,100.00	$ 3,100.00	$ -
8" PVC WATER MAIN	$ 180,950.00	$ 180,950.00	$ -
12" PVC WATER MAIN	$ 58,500.00	$ 58,500.00	$ -
6" GATE VALVES	$ 1,230.00	$ 1,230.00	$ -
8" GATE VALVES	$ 20,800.00	$ 20,800.00	$ -
12" GATE VALVES	$ 4,200.00	$ 4,200.00	$ -
12" HDPE Directional Bore	$ 44,955.00	$ 44,955.00	$ -
12" x 12" TWS Water Main	$ 7,400.00	$ 7,400.00	$ -
FIRE HYDRANT ASSEMBLY	$ 43,000.00	$ 43,000.00	$ -
SINGLE WATER SERVICE	$ 21,285.00	$ 21,285.00	$ -

Kimley»Horn

PROJECT: CREEKSIDE PARCEL B (30079432)
CLIENT: D. R. Horton
Tuesday, January 20, 2026

OPINION OF PROBABLE CONSTRUCTION COSTS

DOUBLE WATER SERVICE	$ 34,320.00	$ 34,320.00	$ -
BAC-T SAMPLING POINT	$ 11,550.00	$ 11,550.00	$ -
BLOW OFF	$ 9,125.00	$ 9,125.00	$ -
PRESSURE AND BACTERIA TESTING	$ 3,500.00	$ 3,500.00	$ -
Subtotal	**$ 512,515.00**	**$ 512,515.00**	**$ -**

SANITARY SEWER			
MOBILIZATION	$ 24,000.00	$ 24,000.00	$ -
CONSTRUCTION OBSERVATION	$ 47,800.00	$ 47,800.00	$ -
CONSTRUCTION LAYOUT/ RECORD DRAWINGS	$ 20,600.00	$ 20,600.00	$ -
DENSITY TESTING	$ 14,300.00	$ 14,300.00	$ -
8" GRAVITY MAIN (PVC)	$ 344,160.00	$ 344,160.00	$ -
4' Dia. SANITARY MANHOLES	$ 7,600.00	$ 7,600.00	$ -
SINGLE SEWER SERVICE	$ 11,625.00	$ 11,625.00	$ -
DOUBLE SEWER SERVICE	$ 50,160.00	$ 50,160.00	$ -
4' Dia. SANITARY MANHOLES	$ 198,000.00	$ 198,000.00	$ -
Lift Station	$ 565,000.00	$ 565,000.00	$ -
6" PVC Force Main	$ 1,250.00	$ 1,250.00	$ -
8" X6" TVS FORCE MAIN	$ 4,200.00	$ 4,200.00	$ -
SANITARY TESTING	$ 15,000.00	$ 15,000.00	$ -
Subtotal	**$1,303,695.00**	**$1,303,695.00**	**$ -**

SR 70 TURN LANE			
MOBILIZATION	$ 14,900.00	$ 14,900.00	$ -
PRE-CONSTRUCTION VIDEO	$ 750.00	$ 750.00	$ -
MAINTENANCE OF TRAFFIC	$ 14,900.00	$ 14,900.00	$ -
SEDIMENT BARRIER	$ 722.00	$ 722.00	$ -
INLET PROTECTION SYSTEM	$ 356.00	$ 356.00	$ -
CONSTRUCTION LAYOUT/RECORD DRAWINGS	$ 1,500.00	$ 1,500.00	$ -
CLEARING AND GRUBBING	$ 4,698.00	$ 4,698.00	$ -
REGULAR EXCAVATION	$ 1,463.00	$ 1,463.00	$ -
EMBANKMENT	$ 5,613.00	$ 5,613.00	$ -
TYPE B STABILIZATION (12") (LBR 40)	$ 5,919.00	$ 5,919.00	$ -
OPTIONAL BASE, BASE GROUP 6	$ 14,374.00	$ 14,374.00	$ -
SUPERPAVE ASPHALTIC CONC. TRAFFIC B (1.5") (SP-9.5)	$ 16,560.00	$ 16,560.00	$ -
SUPERPAVE ASPHALTIC CONC. TRAFFIC B (2.5") (SP-12.5)	$ 23,230.00	$ 23,230.00	$ -
ASPHALTIC CONC. FRICTION COURSE, INC BIT (FC-5)	$ 11,005.00	$ 11,005.00	$ -
PIPE CULVERT, ROUND, 18", RCP	$ 7,370.00	$ 7,370.00	$ -
MITERED END SECTION, ROUND, 18", SD	$ 2,400.00	$ 2,400.00	$ -
PATTERNED PAVEMENT, VEHICULAR AREAS - GREEN BIKE LANE	$ 8,540.00	$ 8,540.00	$ -
PERFORMANCE TURF, SOD	$ 3,002.00	$ 3,002.00	$ -
SINGLE POST SIGN, RELOCATE	$ 500.00	$ 500.00	$ -
RETRO-REFLECTIVE PAVEMENT MARKER	$ 115.00	$ 115.00	$ -
THERMOPLASTIC, STANDARD, WHITE, SOLID, 6"	$ 760.00	$ 760.00	$ -
THERMOPLASTIC, STANDARD, WHITE, SOLID, 18"	$ 81.00	$ 81.00	$ -
THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	$ 78.00	$ 78.00	$ -
THERMOPLASTIC, STANDARD, WHITE, DOTTED, (2'-4')	$ 86.00	$ 86.00	$ -

Kimley»Horn

PROJECT: CREEKSIDE PARCEL B (30079432)
CLIENT: D. R. Horton
Tuesday, January 20, 2026

OPINION OF PROBABLE CONSTRUCTION COSTS

THERMOPLASTIC, WHITE, PAVEMENT MESSAGE (BIKE LANE/ARROW)	$ 720.00	$ 720.00	$ -
THERMOPLASTIC, WHITE, DIRECTIONAL ARROW	$ 96.00	$ 96.00	$ -
THERMOPLASTIC, STANDARD, YELLOW, SOLID, 6"	$ 360.00	$ 360.00	$ -
THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18"	$ 664.00	$ 664.00	$ -
Subtotal	**$ 140,761.00**	**$ 140,761.00**	**$ -**

TOTAL CONSTRUCTION BOND	**$ 5,952,856**	**$ 5,952,856**	**$ -**
BOND AMOUNT (120% OF CONSTRUCTION COSTS)	**$ 7,143,427**	**$ 7,143,427**	**$ -**

Jonathan Gomez

Digitally signed by Jonathan Gomez
DN: CN=Jonathan Gomez, o=Qualtrim+AG1419C000001993 4F5853600C5791, O=KIMLEY-HORN AND ASSOCIATES INC., C=US
Date: 2026.02.24 10:34:10-05'00'

JONATHAN JAMES GOMEZ
LICENSE
No. 98493
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Jonathan Gomez, P.E.
Florida Registration #98493
1/20/2026

Kimley-Horn and Associates, Inc. has no control over the cost of labor, materials, equipment, or services furnished by others, or over methods of determining price, or over competitive bidding or market conditions. Any and all professional opinions as to costs reflected herein, including but not limited to professional opinions as to the costs of construction materials, are made on the basis of professional experience and available data. Kimley-Horn and Associates, Inc. cannot and does not guarantee or warrant that proposals, bids, or actual costs will not vary from the professional opinions of costs shown herein.

C19-09-755

SUBDIVISION IMPROVEMENT AGREEMENT

THIS SUBDIVISION IMPROVEMENT AGREEMENT ("Agreement"), is entered into this 17 day of Sept., 2019, by and between **D.R. HORTON, INC**. (the "Developer"), a corporation organized and existing under the laws of the State of Delaware and domiciled in Brevard County, Florida, with a principal address located at 1430 Culver Drive, NE, Palm Bay, Florida 32937, and **ST. LUCIE COUNTY**, a political subdivision of the State of Florida (the "County"), with a principal address located at 2300 Virginia Avenue, Fort Pierce, Florida 34982.

WITNESETH:

WHEREAS, the Developer is commencing proceedings to subdivide land in the County and record that certain plat to be known as Creekside-Parcel B (the "Subdivision") as more fully set forth on Exhibit "A" attached hereto and made a part hereof;

WHEREAS, subdivision and platting ordinances of the County establish procedures and standards for the development and subdivision of real estate and for the surveying and platting thereof, requiring the installation of required improvements and providing penalties for violations;

WHEREAS, a final plat for the Subdivision, as located within the unincorporated area of the County, was approved by the Board of County Commissioner's on June 4, 2019, but the plat shall not be recorded until the Developer has installed required improvements (defined hereinbelow) or has guaranteed said improvements will be installed to the satisfaction of the County;

WHEREAS, the required improvements to and for the Subdivision are to be installed after recording of the plat and secured by financial guarantees posted by the Developer with the approval of the County; and

NOW THEREFORE, in consideration of the intent and desire of the Developer as set forth herein, and to induce the County to record said plat for the Subdivision, the Developer and County agree herein as follows:

(1) RECITALS

The recitals are true and correct and are incorporated herein by this reference.

(2) COMPLETION OF REQUIRED IMPROVEMENTS/OWNERSHIP.

The Developer agrees to complete the required improvements as delineated in this Agreement and the Engineer's Opinion of Cost (the "EOC"), attached hereto and made a part hereof as Exhibit "B", and as more particularly set forth on those certain plans prepared by the Developer's engineer of record, Culpepper & Terpening, Inc., dated 8/2, 2019, last revised 7/30, and entitled Site Improvement Plans for Creekside Parcel B, on file with the County, as may be further amended (the combined EOC and Site Improvement Plans hereinafter referred to, collectively, as the "Required Improvements"). The Developer agrees to complete the Required Improvements for the Subdivision within twelve (12) months from and after the recording of this Agreement, except that: (a) sidewalks in front of the individual homes sites (lots) may be completed with the construction of the individual home on that site or within thirty-six (36) months of the recording of this Agreement.

Upon completion of all Required Improvements, associated with the water and wastewater distribution/collection system for the Subdivision, ownership (and subsequent responsibility for maintenance) of the Required Improvements shall be conveyed to the Creekside Community Development District, a recognized unit of a local government, pursuant to South Florida Water Management District Permit No. 56-02198-P; except that the lift station and all utility improvements and appurtenant facilities beyond the lift station shall be conveyed to the County for the County's sole ownership and maintenance.

Upon completion of the Required Improvements associated with the roadway and associated drainage facilities for the Subdivision, lying within the street rights-of-way, ownership (and subsequent responsibility for maintenance) of the roadway and associated drainage facilities shall be conveyed to the Creekside Homeowners Association, Inc., which is not a recognized unit of local government in the State of Florida, in accordance with Section 11.04.01.F. (2), St. Lucie County Land Development Code ("LDC").

(3) SECURITY - REQUIRED IMPROVEMENTS.

The Developer, in accordance with the requirements established by the St. Lucie County LDC, agrees to supply the County with security in a form acceptable to the County Attorney, in the amount of Seven Million, One Hundred And Forty-Three Thousand, Four Hundred and Twenty Seven Dollars and (zero) Cents ($7,143,427.00) representing the estimated cost of the Required Improvements as submitted by the Developer's engineer of record in accordance with the County Codes as described in the EOC attached hereto as Exhibit "B" and approved by the County.

(4) REDUCTION OF AMOUNT OF SECURITY.

In accordance with the LDC, the amount of the security may be reduced once during the term of this Agreement upon the completion of a portion of the Required Improvements by the Developer and upon timely inspection and acceptance by the County. In no event, however, shall the amount of the security be less than one hundred percent (100%) of the cost of completing the remaining Required Improvements.

(5) SUPERVISION OF CONSTRUCTION OF THE REQUIRED IMPROVEMENTS.

The Required Improvements shall be constructed under the supervision of the Developer's engineer of record in full compliance with the applicable specifications and requirements of the County, and, when complete, the Developer's engineer of record shall furnish the County with a certificate of satisfactory completion for the County's review and approval.

(6) FAILURE TO COMPLETE REQUIRED IMPROVEMENTS.

It is further understood and agreed by and between the Developer and the County that, in the event that the Required Improvements are not constructed within the time periods set forth in Paragraph 2 hereinabove, and further subject to Paragraph 9 hereinbelow, the County shall have, and is hereby granted, the right to cause the Required Improvements to be constructed and to use the security provided herewith for payment of all costs and expenses incurred in the construction of the Required Improvements, including, but not limited to, engineering, surveying and construction costs and reasonable legal and other fees. Furthermore, it is agreed to by the Developer and the County that the County shall be reimbursed from the security provided for direct damages the County may sustain as a result of the failure of Developer to fulfill its obligations hereunder. In the event of Developer's inability to construct and install the Required Improvements in accordance with the terms

of this Agreement, the County shall have the option to do so with County employees and equipment or pursuant to public advertisement and procurement; provided, however, the County shall provide advance written notice to the Developer of its intent to construct the Requirement Improvements, and, further, that the County shall provide the Developer with reasonable time, triggered upon receipt of written notice from the County, to cure any deficiencies. In the event that the total costs incurred in construction and full completion of the Required Improvements shall exceed the amount of security provided by the Developer and the Developer has elected not to cure, such additional costs shall be paid by the Developer within ninety (90) days of its receipt of written demand by the County which demand shall include copies of all bids, estimates, receipts and invoices.

(7) RELEASE OF SECURITY.

Upon completion of construction of the Required Improvements, the Developer's engineer of record shall certify that the Required Improvements have been constructed in accordance with the regulations set forth in the LDC. When the Required Improvements have been certified by the Developer's engineer of record, the County shall inspect the Required Improvements and review the construction and supporting test/control data furnished by the Developer's engineer of record. If all Required Improvements are completed to the satisfaction of the County, the County shall confirm this in writing to the St. Lucie County Board of County Commissioners. The Developer's security shall then be promptly released in accordance with Section 11.04.01, LDC.

(8) RECORDATION OF PLAT.

Following execution of this Agreement by the Developer and the County and approval of the form of security by the County Attorney, the County agrees to record the Subdivision plat.

(9) FORCE MAJEURE

If the performance by the Developer of any of its obligations hereunder is delayed or prevented in whole or in part by any Acts of God, floods, storms, shortages of materials, fuel, power, or by any other cause not within the control of the Developer, as the case may be, to remedy, the Developer shall not be deemed to be in violation of this Agreement.

(10) NOTICE

All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be addressed as follows:

If to Developer: D.R. Horton, Inc.
Attn: Keith Williams, Division President
1430 Culver Drive, NE
Palm Bay, FL 32907
Telephone: 321-733-7972
Email: kvwilliams@drhorton.com

With a copy to: D.R. Horton, Inc.
Attn: Charbel J. Barakat, Esq., Regional Counsel
12602 Telecom Drive
Tampa, FL 33637
Telephone: 407-850-5200
Email: cbarakat@drhorton.com

If to County: County of St. Lucie
Attn: Daniel McIntyre, Esq., County Attorney
2300 Virginia Avenue, Fort Pierce, Florida 34982
Telephone: 772-462-1441
Email: mcintyred@stlucieco.org

(11) INTERPRETATION; VENUE.

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

[THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties hereto have executed these presents on the dates indicated below. The date of this Agreement shall be the date on which this Agreement is approved by administrative action by the County.

Signed, sealed and delivered
in the presence of:

Michael Weiss
Witness 1

Michael Weiss
(Print name of Witness 1)

Witness 2

John Rosbush Jr.
(Print name of Witness 2)

DEVELOPER

D.R. HORTON, INC.,
a Delaware corporation

By: _____
(Signature)

By: DANIEL LIPARINI
(Print name)

Its: ASSISTANT SECRETARY
(Title)

STATE OF FLORIDA }
COUNTY OF BREVARD }

The foregoing instrument was acknowledged before me this 5 day of August 2019 by Daniel Liparini (name) as Assistant Secretary (title) of D.R. Horton, Inc., a Delaware corporation. He/She is [✓] personally know to me [ ] produced _____ as identification and did/did not take an oath.

My commission expires: 9-13-2021

SEAL
Commission No. GG 142839

Sonja Pedretti
Notary Public

Sonja Pedretti
(Name typed, printed or stamped)

SONJA LOUISE PEDRETTI
Notary Public - State of Florida
Commission # GG 142839
My Comm. Expires Sep 13, 2021
Bonded through National Notary Assn.

Signed, sealed and delivered
in the presence of:

COUNTY
ST. LUCIE COUNTY
a political subdivision of the
State of Florida

By: Linda Bartz
(Signature)

Witness 1

By: Linda Bartz
(Print name)

(Print name of Witness 1)

Its: Chair
(Title)

Witness 2

(Print name of Witness 2)

APPROVED AS TO FORM
AND CORRECTNESS
COUNTY ATTORNEY

ATTEST:
DEPUTY CLERK

COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

EXHIBIT "A"
LEGAL DESCRIPTION

CREEKSIDE PLAT NO. 4

BEING ALL OF THE PLAT OF CREEKSIDE PLAT NO. 3, AS RECORDED IN PLAT BOOK 69, PAGE 30, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

CONTAINING 58.153 ACRES, MORE OR LESS.

EXHIBIT "B"
ENGINEER'S OPINION OF COST

[GO TO NEXT PAGE]

CREEKSIDE - PARCEL B

Site Required Improvements

Residential Subdivision - Construction Security - Performance Cost Exhibit

(REPORT DATE: August 2, 2019)

	ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST*	PROJECT COST*	PERCENT COMPLETE	REMAINING WORK (%)	BOND COST*
FRONT END	101 1	MOBILIZATION	LS	1.00	$ 20,000.00	$ 20,000.00	0%	100%	$ 20,000.00
	102-1	MAINTENANCE OF TRAFFIC	LS		$ -	$ -			$ -
	110-1-1	CLEARING & GRUBBING	LS	47.00	$ 3,850.00	$ 180,950.00	0%	100%	$ 180,950.00
	110-3	DEMOLITION	LS		$ -	$ -			$ -
		SUB-TOTAL							**$ 200,950.00**
EROSION CONTROL	104-10 3	SEDIMENT BARRIER	LF	10,975.00	$ 1.50	$ 16,462.50	0%	100%	$ 16,462.50
	104-11	FLOATING TURBIDITY BARRIER	LF		$ -	$ -			$ -
	104-12	STAKED TURBIDITY BARRIER	LF		$ -	$ -			$ -
	104-15	SOIL TRACKING PREVENTION DEVICE	EA	1.00	$ 1,500.00	$ 1,500.00	0%	100%	$ 1,500.00
	104-18	INLET PROTECTION SYSTEM	EA	30.00	$ 200.00	$ 6,000.00	0%	100%	$ 6,000.00
	104-2	PREVENTION, CONTROL & ABATEMENT OF EROSION AND WATER POLLUTION	LS	1.00	$ 5,000.00	$ 5,000.00	0%	100%	$ 5,000.00
		SUB-TOTAL							**$ 28,962.50**
PROFESSIONAL SERVICES	108-1	AS-BUILT DRAWING (BY REGISTERED SURVEYOR)	LS	1.00	$ 45,000.00	$ 45,000.00	0%	100%	$ 45,000.00
	108-1A	ENGINEERING SERVICES	LS	1.00	$ 50,000.00	$ 50,000.00	0%	100%	$ 50,000.00
	108-1B	SURVEY LAYOUT	LS	1.00	$ 50,000.00	$ 50,000.00	0%	100%	$ 50,000.00
	108-1C	TESTING	LS	1.00	$ 30,000.00	$ 30,000.00	0%	100%	$ 30,000.00
	108-2	SURVEY CONTROL (INSTALL/RE-ESTABLISH)	LS	1.00	$ 15,000.00	$ 15,000.00	0%	100%	$ 15,000.00
		SURVEY - PCP & LOT CORNERS	LS	1.00	$ 15,000.00	$ 15,000.00	0%	100%	$ 15,000.00
		SUB-TOTAL							**$ 205,000.00**
DRAINAGE	120 1	EXCAVATION REGULAR	CY		$ -	$ -	0%		$ -
	120 5	CHANNEL EXCAVATION (POND EXCAVATION)	CY	272,185.00	$ 2.65	$ 721,290.25	0%	100%	$ 721,290.25
	120 6	EMBANKMENT, COMPACTED IN PLACE	CY	272,185.00	$ 2.25	$ 612,416.25	0%	100%	$ 612,416.25
	400-1-11	CONCRETE, RETAINING WALLS	FA		$ -	$ -	0%		$ -
	400 1 2	CONCRETE, ENDWALLS	FA		$ -	$ -	0%		$ -
	425-11	MODIFY EXISTING CONTROL STRUCTURE	EA		$ -	$ -	0%		$ -
	425 1 351	INLETS, CURB, TYPE "P 5", <10'	EA		$ -	$ -	0%		$ -
	425-1-352	INLETS, CURB, TYPE "P 5", >10'	EA		$ -	$ -	0%		$ -
	425 1 361	INLETS, CURB, TYPE "P 6", <10'	EA		$ -	$ -	0%		$ -
	425-1 362	INLETS, CURB, TYPE "P 6", >10'	EA		$ -	$ -	0%		$ -
	425 1 521	INLETS, DITCH BOTTOM (TYPE "C") <10'	EA		$ -	$ -	0%		$ -
	425-1-541	INLETS, DITCH BOTTOM (TYPE "D") <10'	EA		$ -	$ -	0%		$ -
	425-1-551	INLETS, DITCH BOTTOM (TYPE "E") <10'	EA		$ -	$ -	0%		$ -
	425 2 41	MANHOLES, P 7, <10'	EA		$ -	$ -	0%		$ -
	425 2-42	MANHOLES, P 7, >10'	EA		$ -	$ -	0%		$ -
	425 2 61	MANHOLES, P 8, <10'	EA		$ -	$ -	0%		$ -
	425-2 62	MANHOLES, P 8, >10'	EA		$ -	$ -	0%		$ -

CULPEPPER & TERPENING INC

CREEKSIDE - PARCEL B

Site Required Improvements

Residential Subdivision - Construction Security - Performance Cost Exhibit

(REPORT DATE: August 2, 2019)

	ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST*	PROJECT COST*	PERCENT COMPLETE	REMAINING WORK (%)	BOND COST*
DRAINAGE	425-3-81	CONTROL STRUCTURE	EA		$	$	0%		$
	430	RCP 15"	LF	157.00	$ 36.00	$ 5,652.00	0%	100%	$ 5,652.00
	430	RCP 18"	LF	902.00	$ 50.00	$ 45,100.00	0%	100%	$ 45,100.00
	430	RCP 24"	LF	589.00	$ 60.00	$ 35,340.00	0%	100%	$ 35,340.00
	430	RCP 36"	LF	1,709.00	$ 110.00	$ 187,990.00	0%	100%	$ 187,990.00
	430	RCP 12" X 18"	LF	18.00	$ 40.00	$ 720.00	0%	100%	$ 720.00
	430	RCP 19" X 30"	LF	114.00	$ 66.00	$ 7,524.00	0%	100%	$ 7,524.00
	430	RCP 48" X 76" @ HEADWALLS	LF	74.00	$	$	0%	100%	$
	430	CMP 18"	LF	164.00	$ 46.00	$ 7,544.00	0%	100%	$ 7,544.00
	430	CMP 24"	LF	80.00	$ 52.00	$ 4,160.00	0%	100%	$ 4,160.00
	430	CMP 36"	LF	216.00	$ 86.00	$ 18,576.00	0%	100%	$ 18,576.00
		TYPE H CONTROL STRUCTURE/WEIR	EA	1.00	$ 5,500.00	$ 5,500.00	0%	100%	$ 5,500.00
		TYPE E CONTROL STRUCTURE/WEIR	EA	1.00	$ 3,500.00	$ 3,500.00	0%	100%	$ 3,500.00
		4FT DIA VALLEY INLET	EA	18.00	$ 4,200.00	$ 75,600.00	0%	100%	$ 75,600.00
		5FT DIA VALLEY INLET	EA	6.00	$ 4,800.00	$ 28,800.00	0%	100%	$ 28,800.00
		4FT DIA MANHOLE	EA	2.00	$ 2,800.00	$ 5,600.00	0%	100%	$ 5,600.00
		5FT DIA MANHOLE	EA	3.00	$ 3,600.00	$ 10,800.00	0%	100%	$ 10,800.00
		TYPE "C" CATCH BASIN	EA	1.00	$ 2,500.00	$ 2,500.00	0%	100%	$ 2,500.00
		MITERED END SECTION 19"X30"	EA	2.00	$	$	0%	100%	$
		RCP/CMP CONC COLLAR 18"	EA	4.00	$ 1,200.00	$ 4,800.00	0%	100%	$ 4,800.00
		RCP/CMP CONC COLLAR 24"	EA	4.00	$ 1,600.00	$ 6,400.00	0%	100%	$ 6,400.00
		RCP/CMP CONC COLLAR 36"	EA	9.00	$ 2,400.00	$ 21,600.00	0%	100%	$ 21,600.00
		MAIN ENTRANCE HEADWALLS	EA	4.00	$ 10,000.00	$ 40,000.00	0%	100%	$ 40,000.00
		POUR CAP ON HW 6"	EA	4.00	$ 10,000.00	$ 40,000.00	0%	100%	$ 40,000.00
		SUB-TOTAL							**$ 1,891,412.50**
ROADWAY	121-70	FLOWABLE FILL	CY		$	$			
	160-4	TYPE B STABILIZATION (SUBGRADE LBR 40)	SY	20,975.00	$ 2.00	$ 41,950.00	0%	100%	$ 41,950.00
	285-704	6" OPTIONAL BASE GROUP 4 (LBR 100)	SY		$	$			
	285-706	8" OPTIONAL BASE GROUP 6 (LBR 100)	SY	17,480.00	$ 13.25	$ 231,610.00	0%	100%	$ 231,610.00
	334-1-13A	SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(SP 9.5)(1")	SY	17,480.00	$ 12.00	$ 209,760.00	0%	100%	$ 209,760.00
	334-1-13B	SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(SP 12.5)(1.25")	SY	17,480.00	$ 13.00	$ 227,240.00	0%	100%	$ 227,240.00
	334-1-13C	SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(SP 12.5)(1.5")	SY		$	$			
	334-1-13D	SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C)(SP 12.5)(2")	SY		$	$			
	515-1-1	STEEL GUIDERAIL/HANDRAIL	LF		$	$			
	520-1-10	CONCRETE CURB & GUTTER (TYPE "F")	LF		$	$			
	520-1-7	CONCRETE CURB & GUTTER (TYPE "E")	LF		$	$			
	520-3	CONCRETE VALLEY GUTTER	LF	12,410.00	$ 13.50	$ 167,535.00	0%	100%	$ 167,535.00
	520-2-4	CONCRETE CURB (TYPE "A")	LF	2,790.00	$ 13.50	$ 37,665.00	0%	100%	$ 37,665.00
	522-1	SIDEWALK CONCRETE, 4" THICK (COMMON AREA ONLY)	SY	3,500.00	$ 36.00	$ 126,000.00	0%	100%	$ 126,000.00

CULPEPPER & TERPENING INC

CREEKSIDE - PARCEL B

Site Required Improvements

Residential Subdivision - Construction Security - Performance Cost Exhibit

(REPORT DATE: August 2, 2019)

	ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST*	PROJECT COST*	PERCENT COMPLETE	REMAINING WORK (%)	BOND COST*
ROADWAY		SIDEWALK CONCRETE, 4" THICK (LOT FRONTAGE)	SY	4,700.00	$ 36.00	$ 169,200.00	0%	100%	$ 169,200.00
	522.2	SIDEWALK CONCRETE, 6" THICK (COMMON AREA ONLY)	SY		$	$			$ -
		SOD (2' WIDE ADJACENT TO ROADWAY & SIDEWALKS)	SY	14,700.00	$ 1.50	$ 22,050.00	0%	100%	$ 22,050.00
	523.1	PATTERNED/TEXTURED PAVEMENT, CONCRETE	SY		$	$			$ -
	527.1	DETECTABLE WARNING DOMES	SF	160.00	$ 50.00	$ 8,000.00	0%	100%	$ 8,000.00
		SUB-TOTAL							$ 1,241,010.00
STRIPING & SIGNAGE	699-101	STREET NAME SIGN	EA	10.00	$ 150.00	$ 1,500.00	0%	100%	$ 1,500.00
		SINGLE POST SIGNS (SIGN AND POST) - REFER TO MARKINGS PLAN	EA	50.00	$ 150.00	$ 7,500.00	0%	100%	$ 7,500.00
	706-3	RETRO REFLECTIVE PAVEMENT MARKERS	EA		$	$			$ -
	710 11 201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	LF		$	$			$ -
	710 11 421	PAINTED PAVT MARK,STD,BLUE,SOLID,6"	LF		$	$			$ -
	710-11-290	REFLECTIVE PAINT YELLOW	LF		$	$			$ -
	711 11 121	THERMOPLASTIC SOLID TRAFFIC STRIPE (6" WHITE)	LF	100.00	$ 25.00	$ 2,500.00	0%	100%	$ 2,500.00
	711-11-123	THERMOPLASTIC SOLID TRAFFIC STRIPE (12" WHITE)	LF	100.00	$ 30.00	$ 3,000.00	0%	100%	$ 3,000.00
	711-11-125	THERMOPLASTIC SOLID TRAFFIC STRIPE (24" WHITE)	LF		$	$			$ -
	711 11 131	THERMOPLASTIC SKIP TRAFFIC STRIPE (6" WHITE)	LF		$	$			$ -
	711-11-160	PAVEMENT MARKING MESSAGE (THERMOPLASTIC)	LF		$	$			$ -
	711 11 170	THERMOPLASTIC WHITE STANDARD TURN ARROWS	LF		$	$			$ -
	711-11-211	THERMOPLASTIC SOLID TRAFFIC STRIPE (6" YELLOW)	LF		$	$			$ -
		SUB-TOTAL							$ 14,500.00
WATER & SANITARY SEWER	POTABLE WATER	POTABLE WATER	LS	1.00	$ 11,000.00	$ 11,000.00	0%	100%	$ 11,000.00
		CONSTRUCTION OBSERVATION	LS	1.00	$ 35,500.00	$ 35,500.00	0%	100%	$ 35,500.00
		CONSTRUCTION LAYOUT/ RECORD DRAWINGS	LS	1.00	$ 15,500.00	$ 15,500.00	0%	100%	$ 15,500.00
		DENSITY TESTING	LS	1.00	$ 6,600.00	$ 6,600.00	0%	100%	$ 6,600.00
		6" PVC WATER MAIN	LF	100.00	$ 31.00	$ 3,100.00	0%	100%	$ 3,100.00
		8" PVC WATER MAIN	LF	5,170.00	$ 35.00	$ 180,950.00	0%	100%	$ 180,950.00
		12" PVC WATER MAIN	LF	1,300.00	$ 45.00	$ 58,500.00	0%	100%	$ 58,500.00
		6" GATE VALVES	EA	1.00	$ 1,230.00	$ 1,230.00	0%	100%	$ 1,230.00
		8" GATE VALVES	EA	13.00	$ 1,600.00	$ 20,800.00	0%	100%	$ 20,800.00
		12" GATE VALVES	EA	2.00	$ 2,100.00	$ 4,200.00	0%	100%	$ 4,200.00
		12" HDEP Directional Bore	LF	135.00	$ 333.00	$ 44,955.00	0%	100%	$ 44,955.00
		12" x 12" TVS Water Main	EA	1.00	$ 7,400.00	$ 7,400.00	0%	100%	$ 7,400.00
		FIRE HYDRANT ASSEMBLY	EA	10.00	$ 4,300.00	$ 43,000.00	0%	100%	$ 43,000.00
		SINGLE WATER SERVICE	EA	33.00	$ 645.00	$ 21,285.00	0%	100%	$ 21,285.00
		DOUBLE WATER SERVICE	EA	48.00	$ 715.00	$ 34,320.00	0%	100%	$ 34,320.00
		BAC-T SAMPLING POINT	EA	21.00	$ 550.00	$ 11,550.00	0%	100%	$ 11,550.00

CULPEPPER & TERPENING INC

CREEKSIDE - PARCEL B

Site Required Improvements

Residential Subdivision - Construction Security - Performance Cost Exhibit

(REPORT DATE: August 2, 2019)

	ITEM NO.	ITEM		UNIT	QUANTITY	UNIT COST*	PROJECT COST*	PERCENT COMPLETE	REMAINING WORK (%)	BOND COST*
WATER & SANITARY SEWER		BLOW OFF		EA	5.00	$ 1,825.00	$ 9,125.00	0%	100%	$ 9,125.00
		PRESSURE AND BACTERIA TESTING		LS	1.00	$ 3,500.00	$ 3,500.00	0%	100%	$ 3,500.00
	SANITARY SEWER	MOBILIZATION		LS	1.00	$ 24,000.00	$ 24,000.00	0%	100%	$ 24,000.00
		CONSTRUCTION OBSERVATION		LS	1.00	$ 47,800.00	$ 47,800.00	0%	100%	$ 47,800.00
		CONSTRUCTION LAYOUT/ RECORD DRAWINGS		LS	1.00	$ 20,600.00	$ 20,600.00	0%	100%	$ 20,600.00
		DENSITY TESTING		LS	1.00	$ 14,300.00	$ 14,300.00	0%	100%	$ 14,300.00
		8" GRAVITY MAIN (PVC)		LF	5,736.00	$ 60.00	$ 344,160.00	0%	100%	$ 344,160.00
		4' Dia. SANITARY MANHOLES		EA	2.00	$ 3,800.00	$ 7,600.00	0%	100%	$ 7,600.00
		SINGLE SEWER SERVICE		EA	15.00	$ 775.00	$ 11,625.00	0%	100%	$ 11,625.00
		DOUBLE SEWER SERVICE		EA	57.00	$ 880.00	$ 50,160.00	0%	100%	$ 50,160.00
		4' Dia. SANITARY MANHOLES		EA	36.00	$ 5,500.00	$ 198,000.00	0%	100%	$ 198,000.00
		Lift Station		LS	1.00	$ 565,000.00	$ 565,000.00	0%	100%	$ 565,000.00
		6" PVC Force Main		LF	50.00	$ 25.00	$ 1,250.00	0%	100%	$ 1,250.00
		8"x 6" TVS Force Main		EA	1.00	$ 4,200.00	$ 4,200.00	0%	100%	$ 4,200.00
		SANITARY TESTING		LS	1.00	$ 15,000.00	$ 15,000.00	0%	100%	$ 15,000.00
			SUB-TOTAL							**$ 1,816,210.00**
LANDSCAPING AND BUFFER (based on plans dated 7/22/19 - Environmental Design Services)		EARTHWORK (SITE PREP)		LS	1.00	$ 15,000.00	$ 15,000.00	0%	100%	$ 15,000.00
		TREES -- SPECIES (COMMON NAME)	Dahoon Holly (65 gal)	EA	6.00	$ 685.00	$ 4,110.00	0%	100%	$ 4,110.00
			Eagleston Holly	EA	12.00	$ 425.00	$ 5,100.00	0%	100%	$ 5,100.00
			Glaucous Cassia	EA	18.00	$ 395.00	$ 7,110.00	0%	100%	$ 7,110.00
			Red Cluster Bottle Brush	EA	12.00	$ 395.00	$ 4,740.00	0%	100%	$ 4,740.00
			Royal Ponciana	EA	10.00	$ 525.00	$ 5,250.00	0%	100%	$ 5,250.00
			Slash Pine	EA	13.00	$ 525.00	$ 6,825.00	0%	100%	$ 6,825.00
			Southern Live Oak (65 gal)	EA	14.00	$ 675.00	$ 9,450.00	0%	100%	$ 9,450.00
			Southern Live oak (45 gal)	EA	227.00	$ 525.00	$ 119,175.00	0%	100%	$ 119,175.00
			Southern Magnolia	EA	3.00	$ 675.00	$ 2,025.00	0%	100%	$ 2,025.00
			White Crepe Myrtle	EA	32.00	$ 595.00	$ 19,040.00	0%	100%	$ 19,040.00
			Chinese Fan Palm (5'-6' OA)	EA	24.00	$ 460.00	$ 11,040.00	0%	100%	$ 11,040.00
			Florida Thatch Palm (7' 3' OA)	EA	21.00	$ 265.00	$ 5,565.00	0%	100%	$ 5,565.00
			Mexican Fan Palm (8-16ft)	EA	50.00	$ 550.00	$ 27,500.00	0%	100%	$ 27,500.00
			Sabal Palm (12-16ft)	EA	72.00	$ 465.00	$ 33,480.00	0%	100%	$ 33,480.00
			Wild Date Palm (10ft)	EA	9.00	$ 3,500.00	$ 31,500.00	0%	100%	$ 31,500.00
		SHRUBS -- (COMMON NAME)	Coonte Fern (7 gal)	EA	102.00	$ 60.00	$ 6,120.00	0%	100%	$ 6,120.00
			Purple Cinnam Lily	EA	20.00	$ 50.00	$ 1,000.00	0%	100%	$ 1,000.00
			Variegated Shell Ginger (AZ)	EA	26.00	$ 15.00	$ 390.00	0%	100%	$ 390.00
			Walters Viburnum	EA	370.00	$ 13.00	$ 4,810.00	0%	100%	$ 4,810.00
			Blue Plumbago	EA	261.00	$ 13.00	$ 3,393.00	0%	100%	$ 3,393.00
			Coonte Fern (3 gal)	EA	187.00	$ 13.00	$ 2,431.00	0%	100%	$ 2,431.00

CULPEPPER & TERPENING INC

CREEKSIDE - PARCEL B

Site Required Improvements

Residential Subdivision - Construction Security - Performance Cost Exhibit

(REPORT DATE: August 2, 2019)

	ITEM NO.	ITEM			UNIT	QUANTITY	UNIT COST*	PROJECT COST*	PERCENT COMPLETE	REMAINING WORK (%)	BOND COST*
LANDSCAPING AND BUFFER (based on plans dated 7/22/19 - Environmental Design Services)				Dwarf Buford Holly	EA	99.00	$ 13.00	$ 1,287.00	0%	100%	$ 1,287.00
				Dwarf Fakahatchee Grass	EA	1,121.00	$ 13.00	$ 14,573.00	0%	100%	$ 14,573.00
				Dwarf Firebush	EA	243.00	$ 13.00	$ 3,159.00	0%	100%	$ 3,159.00
				Dwarf Red Ixoria	EA	74.00	$ 13.00	$ 962.00	0%	100%	$ 962.00
				Green Island Ficus	EA	237.00	$ 13.00	$ 3,081.00	0%	100%	$ 3,081.00
				Indian Hawthorne	EA	816.00	$ 13.00	$ 10,608.00	0%	100%	$ 10,608.00
				Pink Muhly Grass	EA	274.00	$ 13.00	$ 3,562.00	0%	100%	$ 3,562.00
				Shining Jasmine	EA	813.00	$ 13.00	$ 10,569.00	0%	100%	$ 10,569.00
				Split Leaf Philodendron	EA	268.00	$ 13.00	$ 3,484.00	0%	100%	$ 3,484.00
				Variegated Shell Ginger (AV)	EA	103.00	$ 15.00	$ 1,545.00	0%	100%	$ 1,545.00
				Yaupon Holly	EA	212.00	$ 13.00	$ 2,756.00	0%	100%	$ 2,756.00
		GROUND COVERS - (COMMON NAME)		Bedding Plants	EA	139.00	$ 5.50	$ 764.50	0%	100%	$ 764.50
				Blue lily of the Nile	EA	858.00	$ 8.50	$ 7,293.00	0%	100%	$ 7,293.00
				Evergreen Border Grass	EA	1,366.00	$ 8.50	$ 11,611.00	0%	100%	$ 11,611.00
				False Heather	EA	323.00	$ 6.50	$ 2,099.50	0%	100%	$ 2,099.50
				Parson Juniper	EA	612.00	$ 8.50	$ 5,202.00	0%	100%	$ 5,202.00
				Variegated Dwarf Jasmine	EA	319.00	$ 8.50	$ 2,711.50	0%	100%	$ 2,711.50
		LITTORALS - (COMMON NAME)	Trees	Dahoon Holly (15 gal)	EA	39.00	$ 225.00	$ 8,775.00	0%	100%	$ 8,775.00
			Shrubs	Saw Palmetto	EA	98.00	$ 18.00	$ 1,764.00	0%	100%	$ 1,764.00
			Ground Cover	Fragrent Water lily	EA	1,722.00	$ 12.00	$ 20,664.00	0%	100%	$ 20,664.00
				Lanced Leaf Arrowhead	EA	1,750.00	$ 10.25	$ 17,937.50	0%	100%	$ 17,937.50
				Sand Cord Grass	EA	4,020.00	$ 6.50	$ 26,130.00	0%	100%	$ 26,130.00
				Yellow Canna	EA	1,776.00	$ 12.00	$ 21,312.00	0%	100%	$ 21,312.00
		SOD		St. Augustine/ Bahia	SF	181,093.00	$ 1.00	$ 181,093.00	0%	100%	$ 181,093.00
		MULCH			LS	1.00	$ 15,000.00	$ 15,000.00	0%	100%	$ 15,000.00
		IRRIGATION SYSTEM - COMMON AREA			LS	1.00	$ 119,000.00	$ 119,000.00	0%	100%	$ 119,000.00
				SUB-TOTAL							**$ 821,997.00**
SR 70 SIDEWALK		SR 70 SIDEWALK - (PER MASTER PLAN)		construction	SY	1,200.00	$ 36.00	$ 43,200.00	0%	100%	$ 43,200.00
				design / permitting	LS	1.00	$ 15,000.00	$ 15,000.00	0%	100%	$ 15,000.00
				SUB-TOTAL							**$ 58,200.00**

CULPEPPER & TERPENING INC

CREEKSIDE - PARCEL B

Site Required Improvements

Residential Subdivision - Construction Security - Performance Cost Exhibit

(REPORT DATE: August 2, 2019)

SR 70 TURN LANE

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST*	PROJECT COST*	PERCENT COMPLETE	REMAINING WORK (%)	BOND COST*
101-1A	MOBILIZATION	LS	1.00	$ 14,900.00	$ 14,900.00	0%	100%	$ 14,900.00
101-1B	PRE-CONSTRUCTION VIDEO	LS	1.00	$ 750.00	$ 750.00	0%	100%	$ 750.00
102-1	MAINTENANCE OF TRAFFIC	LS	1.00	$ 14,900.00	$ 14,900.00	0%	100%	$ 14,900.00
104-10-3	SEDIMENT BARRIER	LF	760.00	$ 0.95	$ 722.00	0%	100%	$ 722.00
104-18	INLET PROTECTION SYSTEM	EA	4.00	$ 89.00	$ 356.00	0%	100%	$ 356.00
108-1	CONSTRUCTION LAYOUT/RECORD DRAWINGS	LS	1.00	$ 1,500.00	$ 1,500.00	0%	100%	$ 1,500.00
110-1-1	CLEARING AND GRUBBING	AC	0.90	$ 5,220.00	$ 4,698.00	0%	100%	$ 4,698.00
120-1	REGULAR EXCAVATION	CY	275.00	$ 5.32	$ 1,463.00	0%	100%	$ 1,463.00
120-6	EMBANKMENT	CY	934.00	$ 6.01	$ 5,613.34	0%	100%	$ 5,613.34
160-4	TYPE B STABILIZATION (12") (LBR 40)	SY	1,978.00	$ 3.07	$ 5,918.96	0%	100%	$ 5,918.96
285-706	OPTIONAL BASE, BASE GROUP 6	SY	1,513.00	$ 9.50	$ 14,373.50	0%	100%	$ 14,373.50
334-1-12A	SUPERPAVE ASPHALTIC CONC. TRAFFIC B (1.5") (SP 9.5)	TON	144.00	$ 115.00	$ 16,560.00	0%	100%	$ 16,560.00
334-1-12B	SUPERPAVE ASPHALTIC CONC. TRAFFIC B (2.5") (SP 12.5)	TON	202.00	$ 115.00	$ 23,230.00	0%	100%	$ 23,230.00
337-7-22	ASPHALTIC CONC. FRICTION COURSE, INC BIT (FC 5)	TON	71.00	$ 155.00	$ 11,005.00	0%	100%	$ 11,005.00
430-174-118	PIPE CULVERT, ROUND, 18", RCP	LF	134.00	$ 55.00	$ 7,370.00	0%	100%	$ 7,370.00
430-984-125	MITERED END SECTION, ROUND, 18", SD	EA	2.00	$ 1,200.00	$ 2,400.00	0%	100%	$ 2,400.00
523-1-3	PATTERNED PAVEMENT, VEHICULAR AREAS - GREEN BIKE LANE	SY	122.00	$ 70.00	$ 8,540.00	0%	100%	$ 8,540.00
570-1-2	PERFORMANCE TURF, SOD	SY	1,340.00	$ 2.24	$ 3,001.60	0%	100%	$ 3,001.60
700-1-50	SINGLE POST SIGN, RELOCATE	EA	2.00	$ 250.00	$ 500.00	0%	100%	$ 500.00
706-3	RETRO-REFLECTIVE PAVEMENT MARKER	EA	36.00	$ 3.20	$ 115.20	0%	100%	$ 115.20
711-11-111	THERMOPLASTIC, STANDARD, WHITE, SOLID, 6"	LF	760.00	$ 1.00	$ 760.00	0%	100%	$ 760.00
711-11-124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18"	LF	30.00	$ 2.71	$ 81.30	0%	100%	$ 81.30
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	24.00	$ 3.23	$ 77.52	0%	100%	$ 77.52
711-11-131	THERMOPLASTIC, STANDARD, WHITE, DOTTED, (2"-4")	LF	114.00	$ 0.75	$ 85.50	0%	100%	$ 85.50
711-11-160	THERMOPLASTIC, WHITE, PAVEMENT MESSAGE (BIKE LANE/ARROW)	EA	2.00	$ 360.00	$ 720.00	0%	100%	$ 720.00
711-11-170	THERMOPLASTIC, WHITE, DIRECTIONAL ARROW	EA	3.00	$ 32.00	$ 96.00	0%	100%	$ 96.00
711-11-221	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 6"	LF	360.00	$ 1.00	$ 360.00	0%	100%	$ 360.00
711-11-224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18"	LF	245.00	$ 2.71	$ 663.95	0%	100%	$ 663.95
	SUB-TOTAL							$ 140,760.87

* All Costs Rounded to the nearest whole dollar.

SUBTOTAL:		$ 6,419,002.87
CONTIGENCY:	11.29%	$ 724,424.13
TOTAL		$ 7,143,427.00

Prepared By: _____

Print Name: James P. Terpenag, Jr. PE

8/2/2019
Date

STATE OF FLORIDA PROFESSIONAL ENGINEER

CULPEPPER & TERPENING INC

9.K.4.
2026-580
CONSENT AGENDA - PUBLIC WORKS
DATE: **5/5/2026**
*ACTION ITEM - BOARD ACCEPTANCE
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Daniel Zrallack, County Engineer

SUBMITTED BY: Public Works

SUBJECT: Seagrove Plat 2 Phase 3 Subdivision Improvements Conditional Acceptance - Partial Release of Security

BACKGROUND:

On September 27, 2024, the applicant received a Planning and Development Services Director approval (PDS Order 2024-062), granting a Minor Adjustment to the final PUD on resolution 2022-041. The project was conditioned on the bonding of all required improvements prior to the final plat. The surety was received, and the applicant entered into a subdivision improvement agreement with the County.

LENNAR HOMES, LLC, at this time, has provided certification of the utility systems within the development. The developer has requested that the Board of County Commissioners grant partial acceptance of the required improvements and authorize the release of a portion of the bond in accordance with Section 11.04.01 of the County's Land Development Code and the conditions of the SIA. The remaining bond amount would be retained to ensure completion of the outstanding improvements, including but not limited to paving, drainage, striping, and landscaping.

SIA Security: $8,803,148.52 Bond No. 24284040 Dated April 23, 2025
To be released: $3,898,348.61
New Security: $4,904,799.91

A field inspection was performed of the constructed improvements within the development. Staff concurs that the constructed improvements have been built in general compliance with the approved engineering plans.

PREVIOUS ACTION:

July 12, 2005 - BOCC approved Resolution 05-144, granting a change in zoning from RM-5 (Residential, Multi-family -5du/ac), RS-2 (Residential, Estate-2dy/ac, and R/C (Recreational/Conservation-1du/ac) Zoning Districts to the PUD (Planned Unit Development) Zoning District.
March 1, 2022 - BOCC held a duly noticed public hearing and approved Resolution 2022-041 granting a Major

Adjustment to the previously approved Coconut Cove (Seagrove) PUD Final Site.
February 5, 2024 - County Planning & Development Services Director through PDS Order 2024-007 granted Minor Adjustment approval to the Final Site Plan for the
Seagrove PUD, Overall Site Plan, and Seagrove (FKA Coconut Cove) PUD Phase 1 Site Plan.
July 30, 2024 - County Planning & Development Services Director through PDS Order 2024-003 granted a statutory extension of the development order and
associated authorizations.
March 4, 2025 - A Subdivision Improvement Agreement (SIA) and Plast was approved and filed as No. C25-03-541
September 9, 2025 - County Planning & Development Services Director granted Certificate of Capacity No. 2179.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends Board approval of the partial site improvements and authorize the partial release of Bond No. 24284040 in the amount of $3,898,348.61 in accordance with Strategic Plan Policy QI 3.1.1.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 21, 2026

Patrick Dayan, Public Works Director



Date: April 21, 2026

Katherine Barbieri, County Attorney



Date: April 24, 2026

Mayte Santamaria, Deputy County Administrator

CAULFIELD & WHEELER INC.
Consulting Engineers, Surveyors, & Landscape Architects

Celebrating 40 years

Engineering: EB0003591
Surveying: LB0003591
Landscape Architecture: LC0000318

April 16, 2026

Dan J. Zrallack, P.E
County Engineer
St Lucie County
2300 Virginia Ave. Fort Pierce 34982

Re: Seagrove PUD Plat 2/Phase 3 & Plat 3/Phase 4
Partial Certification for Potable Water and Sanitary Sewer
SLC Site Development Permits SDP-2410-000135 & SDP-2410-000136
C&W Project #9145

Mr. Zrallack,

To the best of my knowledge, information and belief, it is my professional opinion that the required potable water distribution and sanitary sewer collection systems in the subject permits for Seagrove PUD Plat 2/Phase 3 & Plat 3/Phase 4 based on field reviews under my responsible charge, have been constructed in substantial conformance with approved construction plans.

Enclosed are digital signed and sealed required copies of the as-builts.

If you have any questions or require additional information, please do not hesitate to call.

Sincerely,
Caulfield & Wheeler, Inc.

JOHN F. WHEELER LICENSE No 25478 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by John Wheeler
Date: 2026.04.16 17:18:07 -04'00'
Adobe Acrobat version: 2025.001.21223

John F. Wheeler, P.E.
Professional Engineer #25478
State of Florida

Seagrove Subdivision - Plat 3 (Phase 4) SDP-2410-000136
Residential Subdivision On-Site Required Improvements
Construction Security -Bond Number- 024284042- First Reduction Cost Estimate

Initial Principle Amount	**$3,457,527.18**
First Reduction Amount	**$1,561,490.70**
115% Surety Amount to remain	**$1,896,036.48**

	ITEM NO.	ITEM	UNIT	QUANTITY	UNIT COST	PROJECT COST	PERCENT TO COMPLETE	BOND COST
FRONT END	0101-1	MOBILIZATION	LS	1	$ 13,200.00	$ 13,200.00	100%	$ 13,200.00
EROSION CONTROL		TURBIDY BARRIER	LF	200	$ 21.00	$ 4,200.00	100%	$ 4,200.00
	0104 18	INLET PROTECTION SYSTEM	EA	44	$ 182.87	$ 8,046.28	100%	$ 8,046.28
PROFESSIONAL SERVICES	0108-1	UTILITIES SURVEY & AS-BUILTS	LS	1	$ 83,570.00	$ 83,570.00	50%	$ 41,785.00
	0108-1A	ENGINEERING SERVICES	LS	1	$ 75,459.00	$ 75,459.00	50%	$ 37,729.50
	0108-1C	TESTING	LS	1	$ 102,425.00	$ 102,425.00	50%	$ 51,212.50
EARTHWORK	0120-1	PROOF ROLL SITE	SY	9270	$ 0.10	$ 927.00	100%	$ 927.00
		BAHA SOD	SF	25440	$ 0.35	$ 8,904.00	100%	$ 8,904.00
	0430174112	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 12"SD HDPE	LF	1159	$ 59.00	$ 68,381.00	100%	$ 68,381.00
	0430174115	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 15"SD HPPP	LF	325	$ 66.00	$ 21,450.00	100%	$ 21,450.00
	0430174115	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 15"SD RCP	LF	301	$ 67.00	$ 20,167.00	100%	$ 20,167.00
	0430174118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"SD RCP	LF	344	$ 79.00	$ 27,176.00	100%	$ 27,176.00
	0430174118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"SD HPPP	LF	150	$ 74.00	$ 11,100.00	100%	$ 11,100.00
	0430174124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD RCP	LF	285	$ 104.00	$ 29,640.00	100%	$ 29,640.00
	0430174124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD HPPP	LF	166	$ 100.00	$ 16,600.00	100%	$ 16,600.00
	0430174124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD CAP	LF	40	$ 107.00	$ 4,280.00	100%	$ 4,280.00
	0430174130	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD RCP	LF	139	$ 147.00	$ 20,433.00	100%	$ 20,433.00
	430174136	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD HPPP	LF	143				
	430174136	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD CAP	LF	95				
	0425 10	YARD DRAIN 10"	EA	12	$ 1,750.00	$ 21,000.00	100%	$ 21,000.00
	0425 10	YARD DRAIN 12"	EA	2	$ 2,100.00	$ 4,200.00	100%	$ 4,200.00
		TYPE C DITCH BOTTOM INLET	EA	6	$ 4,310.00	$ 25,860.00	100%	$ 25,860.00
		4 FT DIA VALLEY INLET	EA	15	$ 5,250.00	$ 78,750.00	100%	$ 78,750.00
		4 FT DIA CATCH BASIN	EA	1	$ 4,730.00	$ 4,730.00	100%	$ 4,730.00
		5 FT DIA VALLEY INLET	EA	6	$ 6,940.00	$ 41,640.00	100%	$ 41,640.00
		5 FT DIA CATCH BASIN	EA	2	$ 6,590.00	$ 13,180.00	100%	$ 13,180.00
		5 FT DIA MANHOLE	EA	1	$ 7,280.00	$ 7,280.00	100%	$ 7,280.00
		6 FT DIA VALLEY INLET	EA	1	$ 9,580.00	$ 9,580.00	100%	$ 9,580.00
		15" HP X CAP COLLAR	EA	2	$ 1,800.00	$ 3,600.00	100%	$ 3,600.00
		24" HP X CAP COLLAR	EA	1	$ 1,960.00	$ 1,960.00	100%	$ 1,960.00
		30" HP X CAP COLLAR	EA	1	$ 2,070.00	$ 2,070.00	100%	$ 2,070.00
		MH TO INLET CONVERSION	EA	4	$ 2,995.00	$ 11,980.00	100%	$ 11,980.00
		PIPE JOINT WRAP	JT	245	$ 18.00	$ 4,410.00	100%	$ 4,410.00
ROADWAY	0160-4	TYPE B STABILIZATION (SUBGRADE LBR 40)	SY	9270	$ 6.40	$ 59,328.00	100%	$ 59,328.00
	0285706	8" OPTIONAL BASE GROUP 6 (LBR 100)	SY	8828	$ 16.50	$ 145,662.00	100%	$ 145,662.00
	0337-7-82	SUPERPAVE ASPHALTIC CONCRETE EAST OF BRIDGE (TRAFFIC C)(SP-9.5)(1.5")	SY	8408	$ 15.50	$ 130,324.00	100%	$ 130,324.00
	0520-3	CONCRETE VALLEY GUTTER	LF	7567	$ 16.50	$ 124,855.50	100%	$ 124,855.50
	0522-1	SIDEWALK CONCRETE, 4" THICK (COMMON AREA ONLY)	SF	39180	$ 5.75	$ 225,285.00	100%	$ 225,285.00
		HC RAMPS	EA	6	$ 500.00	$ 3,000.00	100%	$ 3,000.00
		2' STRIP OF SOD BOC	LS	1	$ 5,750.00	$ 5,750.00	100%	$ 5,750.00
STRIPING & SIGNAGE	0527-2	DETECTABLE WARNINGS	SF	60	$ 40.97	$ 2,458.20	100%	$ 2,458.20
	0700-1-11	SINGLE POST SIGNS	EA	3	$ 508.02	$ 1,524.06	100%	$ 1,524.06
	0710-11201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	GM	0.0139	$ 1,295.65	$ 18.01	100%	$ 18.01
	0711-11123	THERMOPLASTIC SOLID TRAFFIC STRIPE (12" WHITE)	LF	210	$ 3.54	$ 743.40	100%	$ 743.40
	0711-11125	THERMOPLASTIC SOLID TRAFFIC STRIPE (24" WHITE)	LF	44	$ 6.70	$ 294.80	100%	$ 294.80
WATER DISTRIBUTION		6" DIP PR350 WATERMAIN	LF	90	$ 44.00	$ 3,960.00	0%	$ -
		8" PVC C-900 WM	LF	4140	$ 48.00	$ 198,720.00	0%	$ -
		6" JUMPER ASSEMBLY	EA	2	$ 26,900.00	$ 53,800.00	0%	$ -
		8" GATE VALVE & BOX	EA	5	$ 3,130.00	$ 15,650.00	0%	$ -
		FIRE HYDRANT ASSEMBLY	EA	8	$ 8,210.00	$ 65,680.00	0%	$ -
		SINGLE WATER SERVICE	EA	37	$ 915.00	$ 33,855.00	0%	$ -
		DOUBLE WATER SERVICE	EA	34	$ 1,160.00	$ 39,440.00	0%	$ -
		WM FITTINGS	LS	1	$ 20,750.00	$ 20,750.00	0%	$ -
		SAMPLE POINT	EA	5	$ 975.00	$ 4,875.00	0%	$ -
		BLOW OFF	EA	2	$ 2,320.00	$ 4,640.00	0%	$ -
		8" WM VERT DEFLECTION	EA	1	$ 3,550.00	$ 3,550.00	0%	$ -
		CANNON FLUSH ASSEMBLY	EA	2	$ 4,970.00	$ 9,940.00	0%	$ -

SANITARY SEWER		8" PVC (0'-6' CUT) SDR26	LF	526	$ 62.00	$ 32,612.00	0%	$ -
		8" PVC (6'-8' CUT) SDR26	LF	1032	$ 67.00	$ 69,144.00	0%	$ -
		8" PVC (8'-10' CUT) SDR26	LF	585	$ 73.00	$ 42,705.00	0%	$ -
		8" PVC (10'-12' CUT) SDR26	LF	860	$ 97.00	$ 83,420.00	0%	$ -
		8" PVC (10'-12' CUT) C-900	LF	217	$ 110.00	$ 23,870.00	0%	$ -
		8" PVC (12'-14' CUT) C-900	LF	647	$ 146.00	$ 94,462.00	0%	$ -
		CONECT TO PREVISOUS PHASE MH	EA	1	$ 8,700.00	$ 8,700.00	0%	$ -
		MANHOLES (0'-6' CUT)	EA	4	$ 8,100.00	$ 32,400.00	0%	$ -
		MANHOLES (6'-8' CUT)	EA	6	$ 9,200.00	$ 55,200.00	0%	$ -
		MANHOLES (8'-10' CUT)	EA	2	$ 10,300.00	$ 20,600.00	0%	$ -
		MANHOLES (10'-12' CUT)	EA	4	$ 12,980.00	$ 51,920.00	0%	$ -
		MANHOLES (12'-14' CUT)	EA	2	$ 15,300.00	$ 30,600.00	0%	$ -
		INSIDE DROP CONNECTION	EA	1	$ 4,600.00	$ 4,600.00	0%	$ -
		SINGLE SERVICE	EA	7	$ 1,200.00	$ 8,400.00	0%	$ -
		DOUBLE SERVICE	EA	49	$ 1,840.00	$ 90,160.00	0%	$ -
ENVIRONMENTAL RESOURCES	TBD	UPLAND/TERRESTRIAL PLANTINGS (I.E., TREES, HEDGES, GROUNDCOVER OTHER THAN SOD/SEED/GRASS)	LS	1	$ 60,990.00	$ 60,990.00	100%	$ 60,990.00
	590-70	IRRIGATION SYSTEM - COMMON AREA, (DOESN'T INCLUDE WELL, PUMPS, ELECTRICAL SERVICE CONDUIT DONE IN PRIOR PHASE)	LS	1	$ 140,538.82	$ 140,538.82	100%	$ 140,538.82

Prepared By:
Date:

Digitally signed by John Wheeler
Date: 2026.04.01 12:08:16 -04'00'
Adobe Acrobat version: 2025.001.21223

SUBTOTAL	**$**	**1,498,843.07**
10% Contingency =	**$**	**149,884.31**
Total Construction Cost =	**$**	**1,648,727.38**
115% Surety =	**$**	**1,896,036.48**

ST. LUCIE COUNTY FLORIDA

April 21, 2026

Lennar Homes, LLC
3931 RCA Blvd, Ste 3105
Palm Beach Gardens, FL 33410

Attention: Mr Gregory Pittibon

Subject: Subdivision Improvement Agreement Reduction
Seagrove Plat 2 Phase 3

The County received your request, dated April 1, 2026 to process the allowable one-time reduction as outlined in the Subdivision Improvement Agreement (SIA), Part 3. On March 4, 2025, Lennar Homes, LLC, entered into a SIA, C#25-03-541, with the County to guarantee construction of required improvements and allow for platting of Seagrove Plat 2 Phase 3. A bond in the amount of $8,803,148.52 was received for the SIA security.

Some improvements as conditioned within Part 1 of the SIA remain outstanding. The revised estimate of $4,904,799.91, attached, outlines the cost to construct at 100% of those remaining required improvements. In accordance with the Land Development Codes, 11.04.01 and Part 3 of the SIA, the County allows for the one-time reduction in the amount of $3,898,348.61 and retains the amount of $4,904,799.91. No further reductions are allowed.

SIA Security: $8,803,148.52 Bond No. 24284040 Dated April 23, 2025

New Security: $4,904,799.91

To be release: $3,898,348.61

Sincerely,

Dan J. Zrallack, P.E.
County Engineer

Cc: BOCC
Katherine Barbieri, County Attorney
Patrick Dayan, P.E., Public Works Director
Grant Chambers, P.E., Sr. Project Engineer
Amy Griffin, ERD Director
Benjamin Balcer, PDS Director
Eric Collins, COO of Financial Services

Board of County Commissioners

James Clasby
DISTRICT 1

Larry Leet
DISTRICT 2
Vice-Chair

Erin Lowry
DISTRICT 3

Jamie Fowler
DISTRICT 4
Chair

Cathy Townsend
DISTRICT 5

Administration

George Landry
COUNTY ADMINISTRATOR

Katherine Barbieri
COUNTY ATTORNEY

PUBLIC WORKS DEPARTMENT
Steven.Frink@sltucieco.gov
2300 Virginia Avenue | Fort Pierce, FL 34982 (772) 462 - 2741 (772) 462 - 1428 (772) 462 - 1707 www.stlucieco.gov

9.K.5.
2026-581
CONSENT AGENDA - PUBLIC WORKS
DATE: **5/5/2026**
*ACTION ITEM - BOARD ACCEPTANCE
QUASI-JUDICIAL ITEM? No

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Daniel Zrallack, County Engineer

SUBMITTED BY: Public Works

SUBJECT: Seagrove Plat 3 Phase 4 Subdivision Improvements Conditional Acceptance - Partial Release of Security

BACKGROUND:

On September 27, 2024, the applicant received a Planning and Development Services Director approval for the PDS Order 2024-062, granting a Minor Adjustment to the final PUD on resolution 2022-041. The project was conditioned on the bonding of all required improvements prior to the final plat. The bonding was received, and the applicant entered into a subdivision improvement agreement with the County.

LENNAR HOMES, LLC, at this time, has provided certification of the utility systems within the development. The developer has requested that the Board of County Commissioners grant partial acceptance of the required improvements and authorize the release of a portion of the bond in accordance with Section 11.04.01 of the County's Land Development Code and the conditions of the SIA. The remaining bond amount would be retained to ensure completion of the outstanding improvements, including but not limited to paving, drainage, striping, and landscaping.

SIA Security: $3,457,527.18 Bond No. 24284042 Dated April 23, 2025
To be released: $1,561,490.70
New Security: $1,896,036.48

A field inspection was performed of the constructed improvements within the development. Staff concurs that the constructed improvements have been built in compliance with the approved

PREVIOUS ACTION:

July 12, 2005 - BOCC approved Resolution 05-144, granting a change in zoning from RM-5 (Residential, Multi-family -5du/ac), RS-2 (Residential, Estate-2dy/ac, and R/C (Recreational/Conservation-1du/ac) Zoning Districts to the PUD (Planned Unit Development) Zoning District.
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July 30, 2024 - County Planning & Development Services Director through PDS Order 2024-003 granted a statutory extension of the development order and associated authorizations.
March 4, 2025 - A Subdivision Improvement Agreement (SIA) and Plat was approved and filed as No. C25-03-542
September 9, 2025 - County Planning & Development Services Director granted Certificate of Capacity No. 2179.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends Board approval of the partial site improvements and partial release of Bond No.24284042 in the amount of $1,561,490.70 in accordance with Strategic Plan Policy QI 3.1.1.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 22, 2026

Patrick Dayan, Public Works Director



Date: April 22, 2026

Katherine Barbieri, County Attorney



Date: April 24, 2026

Mayte Santamaria, Deputy County Administrator

CAULFIELD & WHEELER INC.
Consulting Engineers, Surveyors, & Landscape Architects

Celebrating 40 years

Engineering: EB0003591
Surveying: LB0003591
Landscape Architecture: LC0000318

April 16, 2026

Dan J. Zrallack, P.E
County Engineer
St Lucie County
2300 Virginia Ave. Fort Pierce 34982

Re: Seagrove PUD Plat 2/Phase 3 & Plat 3/Phase 4
Partial Certification for Potable Water and Sanitary Sewer
SLC Site Development Permits SDP-2410-000135 & SDP-2410-000136
C&W Project #9145

Mr. Zrallack,

To the best of my knowledge, information and belief, it is my professional opinion that the required potable water distribution and sanitary sewer collection systems in the subject permits for Seagrove PUD Plat 2/Phase 3 & Plat 3/Phase 4 based on field reviews under my responsible charge, have been constructed in substantial conformance with approved construction plans.

Enclosed are digital signed and sealed required copies of the as-builts.

If you have any questions or require additional information, please do not hesitate to call.

Sincerely,
Caulfield & Wheeler, Inc.

JOHN F. WHEELER LICENSE No 25478 STATE OF FLORIDA PROFESSIONAL ENGINEER

Digitally signed by John Wheeler
Date: 2026.04.16 17:18:07 -04'00'
Adobe Acrobat version: 2025.001.21223

John F. Wheeler, P.E.
Professional Engineer #25478
State of Florida

Seagrove Subdivision - Plat 3 (Phase 4) SDP-2410-000136
Residential Subdivision On-Site Required Improvements
Construction Security -Bond Number- 024284042- First Reduction Cost Estimate

Initial Principle Amount	**$3,457,527.18**
First Reduction Amount	**$1,561,490.70**
115% Surety Amount to remain	**$1,896,036.48**

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	0430174124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD RCP	LF	285	$ 104.00	$ 29,640.00	100%	$ 29,640.00
	0430174124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD HPPP	LF	166	$ 100.00	$ 16,600.00	100%	$ 16,600.00
	0430174124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"SD CAP	LF	40	$ 107.00	$ 4,280.00	100%	$ 4,280.00
	0430174130	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD RCP	LF	139	$ 147.00	$ 20,433.00	100%	$ 20,433.00
	430174136	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD HPPP	LF	143				
	430174136	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD CAP	LF	95				
	0425 10	YARD DRAIN 10"	EA	12	$ 1,750.00	$ 21,000.00	100%	$ 21,000.00
	0425 10	YARD DRAIN 12"	EA	2	$ 2,100.00	$ 4,200.00	100%	$ 4,200.00
		TYPE C DITCH BOTTOM INLET	EA	6	$ 4,310.00	$ 25,860.00	100%	$ 25,860.00
		4 FT DIA VALLEY INLET	EA	15	$ 5,250.00	$ 78,750.00	100%	$ 78,750.00
		4 FT DIA CATCH BASIN	EA	1	$ 4,730.00	$ 4,730.00	100%	$ 4,730.00
		5 FT DIA VALLEY INLET	EA	6	$ 6,940.00	$ 41,640.00	100%	$ 41,640.00
		5 FT DIA CATCH BASIN	EA	2	$ 6,590.00	$ 13,180.00	100%	$ 13,180.00
		5 FT DIA MANHOLE	EA	1	$ 7,280.00	$ 7,280.00	100%	$ 7,280.00
		6 FT DIA VALLEY INLET	EA	1	$ 9,580.00	$ 9,580.00	100%	$ 9,580.00
		15" HP X CAP COLLAR	EA	2	$ 1,800.00	$ 3,600.00	100%	$ 3,600.00
		24" HP X CAP COLLAR	EA	1	$ 1,960.00	$ 1,960.00	100%	$ 1,960.00
		30" HP X CAP COLLAR	EA	1	$ 2,070.00	$ 2,070.00	100%	$ 2,070.00
		MH TO INLET CONVERSION	EA	4	$ 2,995.00	$ 11,980.00	100%	$ 11,980.00
		PIPE JOINT WRAP	JT	245	$ 18.00	$ 4,410.00	100%	$ 4,410.00
ROADWAY	0160-4	TYPE B STABILIZATION (SUBGRADE LBR 40)	SY	9270	$ 6.40	$ 59,328.00	100%	$ 59,328.00
	0285706	8" OPTIONAL BASE GROUP 6 (LBR 100)	SY	8828	$ 16.50	$ 145,662.00	100%	$ 145,662.00
	0337-7-82	SUPERPAVE ASPHALTIC CONCRETE EAST OF BRIDGE (TRAFFIC C)(SP-9.5)(1.5")	SY	8408	$ 15.50	$ 130,324.00	100%	$ 130,324.00
	0520-3	CONCRETE VALLEY GUTTER	LF	7567	$ 16.50	$ 124,855.50	100%	$ 124,855.50
	0522-1	SIDEWALK CONCRETE, 4" THICK (COMMON AREA ONLY)	SF	39180	$ 5.75	$ 225,285.00	100%	$ 225,285.00
		HC RAMPS	EA	6	$ 500.00	$ 3,000.00	100%	$ 3,000.00
		2' STRIP OF SOD BOC	LS	1	$ 5,750.00	$ 5,750.00	100%	$ 5,750.00
STRIPING & SIGNAGE	0527-2	DETECTABLE WARNINGS	SF	60	$ 40.97	$ 2,458.20	100%	$ 2,458.20
	0700-1-11	SINGLE POST SIGNS	EA	3	$ 508.02	$ 1,524.06	100%	$ 1,524.06
	0710-11201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	GM	0.0139	$ 1,295.65	$ 18.01	100%	$ 18.01
	0711-11123	THERMOPLASTIC SOLID TRAFFIC STRIPE (12" WHITE)	LF	210	$ 3.54	$ 743.40	100%	$ 743.40
	0711-11125	THERMOPLASTIC SOLID TRAFFIC STRIPE (24" WHITE)	LF	44	$ 6.70	$ 294.80	100%	$ 294.80
WATER DISTRIBUTION		6" DIP PR350 WATERMAIN	LF	90	$ 44.00	$ 3,960.00	0%	$ -
		8" PVC C-900 WM	LF	4140	$ 48.00	$ 198,720.00	0%	$ -
		6" JUMPER ASSEMBLY	EA	2	$ 26,900.00	$ 53,800.00	0%	$ -
		8" GATE VALVE & BOX	EA	5	$ 3,130.00	$ 15,650.00	0%	$ -
		FIRE HYDRANT ASSEMBLY	EA	8	$ 8,210.00	$ 65,680.00	0%	$ -
		SINGLE WATER SERVICE	EA	37	$ 915.00	$ 33,855.00	0%	$ -
		DOUBLE WATER SERVICE	EA	34	$ 1,160.00	$ 39,440.00	0%	$ -
		WM FITTINGS	LS	1	$ 20,750.00	$ 20,750.00	0%	$ -
		SAMPLE POINT	EA	5	$ 975.00	$ 4,875.00	0%	$ -
		BLOW OFF	EA	2	$ 2,320.00	$ 4,640.00	0%	$ -
		8" WM VERT DEFLECTION	EA	1	$ 3,550.00	$ 3,550.00	0%	$ -
		CANNON FLUSH ASSEMBLY	EA	2	$ 4,970.00	$ 9,940.00	0%	$ -

SANITARY SEWER		8" PVC (0'-6' CUT) SDR26	LF	526	$ 62.00	$ 32,612.00	0%	$ -
		8" PVC (6'-8' CUT) SDR26	LF	1032	$ 67.00	$ 69,144.00	0%	$ -
		8" PVC (8'-10' CUT) SDR26	LF	585	$ 73.00	$ 42,705.00	0%	$ -
		8" PVC (10'-12' CUT) SDR26	LF	860	$ 97.00	$ 83,420.00	0%	$ -
		8" PVC (10'-12' CUT) C-900	LF	217	$ 110.00	$ 23,870.00	0%	$ -
		8" PVC (12'-14' CUT) C-900	LF	647	$ 146.00	$ 94,462.00	0%	$ -
		CONECT TO PREVISOUS PHASE MH	EA	1	$ 8,700.00	$ 8,700.00	0%	$ -
		MANHOLES (0'-6' CUT)	EA	4	$ 8,100.00	$ 32,400.00	0%	$ -
		MANHOLES (6'-8' CUT)	EA	6	$ 9,200.00	$ 55,200.00	0%	$ -
		MANHOLES (8'-10' CUT)	EA	2	$ 10,300.00	$ 20,600.00	0%	$ -
		MANHOLES (10'-12' CUT)	EA	4	$ 12,980.00	$ 51,920.00	0%	$ -
		MANHOLES (12'-14' CUT)	EA	2	$ 15,300.00	$ 30,600.00	0%	$ -
		INSIDE DROP CONNECTION	EA	1	$ 4,600.00	$ 4,600.00	0%	$ -
		SINGLE SERVICE	EA	7	$ 1,200.00	$ 8,400.00	0%	$ -
		DOUBLE SERVICE	EA	49	$ 1,840.00	$ 90,160.00	0%	$ -
ENVIRONMENTAL RESOURCES	TBD	UPLAND/TERRESTRIAL PLANTINGS (I.E., TREES, HEDGES, GROUNDCOVER OTHER THAN SOD/SEED/GRASS)	LS	1	$ 60,990.00	$ 60,990.00	100%	$ 60,990.00
	590-70	IRRIGATION SYSTEM - COMMON AREA, (DOESN'T INCLUDE WELL, PUMPS, ELECTRICAL SERVICE CONDUIT DONE IN PRIOR PHASE)	LS	1	$ 140,538.82	$ 140,538.82	100%	$ 140,538.82

Prepared By:
Date:

Digitally signed by John Wheeler
Date: 2026.04.01 12:08:16 -04'00'
Adobe Acrobat version: 2025.001.21223

SUBTOTAL	**$**	**1,498,843.07**
10% Contingency =	**$**	**149,884.31**
Total Construction Cost =	**$**	**1,648,727.38**
115% Surety =	**$**	**1,896,036.48**

ST. LUCIE COUNTY FLORIDA

April 21, 2026

Lennar Homes, LLC
3931 RCA Blvd, Ste 3105
Palm Beach Gardens, FL 33410

Attention: Mr Gregory Pittibon

Subject: Subdivision Improvement Agreement Reduction
Seagrove Plat 3 Phase 4

The County received your request, dated April 1, 2026 to process the allowable one-time reduction as outlined in the Subdivision Improvement Agreement (SIA), Part 3. On March 4, 2025, Lennar Homes, LLC, entered into a SIA, C#25-03-542, with the County to guarantee construction of required improvements and allow for platting of Seagrove Plat 3 Phase 4. A bond in the amount of $3,457,527.18 was received for the SIA security.

Some improvements as conditioned within Part 1 of the SIA remain outstanding. The revised estimate of $1,896,036.48, attached, outlines the cost to construct at 100% of those remaining required improvements. In accordance with the Land Development Codes, 11.04.01 and Part 3 of the SIA, the County allows for the one-time reduction in the amount of $1,561,490.70 and retains the amount of $1,896,036.48. No further reductions are allowed.

SIA Security: $3,457,527.18 Bond No. 24284042 Dated April 23, 2025

New Security: $1,896,036.48

To be release: $1,561,490.70

Sincerely,

Dan J. Zrallack, P.E.
County Engineer

Cc: BOCC
Katherine Barbieri, County Attorney
Patrick Dayan, P.E., Public Works Director
Grant Chambers, P.E., Sr. Project Engineer
Amy Griffin, ERD Director
Benjamin Balcer, PDS Director
Eric Collins, COO of Financial Services

Board of County Commissioners

James Clasby
DISTRICT 1

Larry Leet
DISTRICT 2
Vice-Chair

Erin Lowry
DISTRICT 3

Jamie Fowler
DISTRICT 4
Chair

Cathy Townsend
DISTRICT 5

Administration

George Landry
COUNTY ADMINISTRATOR

Katherine Barbieri
COUNTY ATTORNEY

PUBLIC WORKS DEPARTMENT

Steven.Frink@sltucieco.gov

2300 Virginia Avenue | Fort Pierce, FL 34982 (772) 462 - 2741 (772) 462 - 1428 (772) 462 - 1707 www.stlucieco.gov

10.A.1.
ORD-2026-14
PUBLIC HEARINGS - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*ORDINANCE ITEM - FUTURE LAND USE MAP AMENDMENT
QUASI-JUDICIAL ITEM? NO

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Kori Benton, Planning & Zoning Manager

SUBMITTED BY: Planning & Development Services

SUBJECT: Project Orchid - Future Land Use Map Amendment (Small-Scale) for +/-20.85 acres within the Lucie Rock MXD - **ADD ON**

BACKGROUND:

HJA Design Studio submitted a petition for a Future Land Use Map Amendment (FLUMA) on behalf of property owner MC320, LLC.

The Applicant is requesting to amend the existing MXD FLUMA for +/-20.85 acres on the west and central portion of the Project Orchid Site, which altogether totals +/-73 acres, from MXD (Mixed Use District) which was initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area. This Small-Scale Future Land Use Map Amendment proposes to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area. This would allow for an 80-foot building height limit within established Medium and High Intensity Development Areas.

A companion amendment would rezone another portion of the western area from IL (Industrial, Light) to IH (Industrial, Heavy), and an additional request includes a Conditional Use Permit for a metal foundry which would be part of the overall window manufacturing complex.

The +/- 1,283,744 square foot windows manufacturing building will include a metal foundry, aluminum plant, sorting press, line production, sorting, window plant, shipping, and sorting & glass plant. A two-story 27,300 square foot office building is located in front (east) of the manufacturing building.

PREVIOUS ACTION:

On October 18, 2004, the St. Lucie County Board of County Commissioners approved Oridnance 04-031, granting a Future Land Use Map Amendment from the RS (Residential, Suburban) Category to MXD - Orange Avenue (Mixed Use Development - Orange Avenue/I-95) Activity Area, including Medium and High Intensity Areas. This MXD Activity Area is known today as the Lucie Rock MXD, encompassing the petition site.

On September 3, 2013, the St. Lucie County Board of County Commissioners granted approval, through Resolution No. 2013-167, the petition of Lucie Rock, LLC, for a Major Site Plan known as St. Lucie Commerce Center.

On September 17, 2013, the St. Lucie County Board of County Commissioners approved the St. Lucie Commerce Center 10-Year Agreement extending Resolution No. 2013-167 to September 17, 2023.

On October 9, 2020, PDS Order 2020-058 was approved by the St. Lucie County Planning & Development Services Director granting a statutory extension under Florida Statute Section 252.363 extending the expiration date for the Major Site Plan known as St. Lucie Commerce Center to November 24, 2025.

On October 10, 2023, PDS Order 2023-064 was approved by the St. Lucie County Planning & Development Services Director granting a statutory extension under Florida Statute Section 252.363 extending the expiration date for the Major Site Plan known as St. Lucie Commerce Center to November 24, 2029, and extended the Development Agreement term through September 17, 2027.

On April 16, 2026, the Planning & Zoning Commission held a public hearing on the proposal and unanimously voted to forward a recommendation of approval to the Board of County Commissioners.

FINANCIAL IMPACT:

Potential Increase in Ad-Valorem Tax Revenue.

RECOMMENDATION:

Staff recommends the Board evaluate and approve the proposed Future Land Use Map Amendment (FLUMA) via Ordinance 2026-14, authorizing the Chair to sign documents as approved by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: April 29, 2026

Katherine Barbieri, County Attorney

Date: April 29, 2026

Mayte Santamaria, Deputy County Administrator

TO: Board of County Commissioners

THROUGH: Benjamin Balcer, AICP, Planning and Development Services Director

FROM: Kori Benton, AICP, Planning and Zoning Manager
Thad Crowe, AICP, Senior Planner

DATE: April 27, 2026

SUBJECT: Project Orchid FLUMA-2603-000040 & RZ-2603-000050
Future Land Use Map (Small-Scale) and Official Zoning Atlas Amendments

GENERAL INFORMATION

Property Owner/Applicant: MC320, LLC
5701 SW Sunshine Farms Way
Palm City, FL 34990-5608

Agent: HJA Design Studio, Patti Tobin
3500 SW Corporate Pkwy Suite 203,
Palm City, FL 34990

Location: West of N. Rock Rd., south of N. Rock Rd. Ext. (Access Rd.), and north of NSLRWCD Canal #44 (Relief Canal).

Parcel ID Numbers: 2302-342-0001-000-1 (CUP & Partial FLUMA), 2302-341-0001-000-8 & 2302-331-0001-000-7 (Partial Rezoning & FLUMA).

Petition Area(s): +/-20.85 acres (new MXD subarea), +/-20.25 acres (rezoning to IH),
73.27 acres (total project site)

Future Land Use: MXD, Mixed Use District - Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area)

Proposed Land Use: MXD, Mixed Use District - Lucie Rock Mixed Use Activity Area – Amendment to create a +/- 20.85-acre subarea that would set an 80-foot building height limit within established Medium and High Intensity Development Areas

Existing Zoning: IH, Industrial Heavy (+/- 36.06 acres) & IL, Industrial Light (+/- 37.21 acres)

Proposed Zoning: IH, Industrial Heavy (+/- 20.25 acres) currently zoned IL would be rezoned to IH, resulting in +/- 56.31 acres in IH and +/- 16.96 acres in IL

Existing Use(s): Undeveloped

Utilities: FPUA service area, water & sewer lines are present on the west side of Rock Rd .

BACKGROUND ANALYSIS

The Agent, Patti Tobin of HJA Design Studio, on behalf of the owner MC320, LLC, is requesting

1) A Comprehensive Plan Future Land Use Map Amendment (FLUMA) that would create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area), an area in which an 80-foot building height limit is set, within the established Medium and High Intensity Development Areas; and
2) An amendment to the Official Zoning Atlas assigning the IH (Industrial, Heavy) zoning to +/-20.25 acres land that is currently zoned IL (Industrial, Light). The rezoning would allow construction and operation of a metals foundry as part of a windows manufacturing facility.

The Applicant also filed three companion petitions:

3) A Conditional Use Permit to allow for an approximately 76,200 square foot metals foundry within the manufacturing facility (on the north central portion of the building);
4) A Major Site Plan for the overall Project Orchid Development Plan; and
5) An Amendment to the St. Lucie Commerce Center (Lucie Rock) Development Agreement.

The proposed MXD subarea and the area requested for rezoning are internal to a site that includes three properties located west of North Rock Rd, south of North Rock Rd. Extension (Access Rd.), and north of the Relief Canal, just north of the County Correctional Facility. The site was historically used for agricultural purposes. In 2007 the BoCC rezoned the parcels from AG-1 to IL. In 2013 the BoCC approved Major Site Plan MJSP-05028 through Resolution No. 2013-167, for St. Lucie Commerce Center (aka Lucie Rock) for an industrial park with a maximum of 1,232,835 sq. ft. across four parcels. The Major Site Plan has remained active through a Board Resolution and series of PDS Orders linked to a 10-Year Development Agreement (and an Executive Order due to the threat of several hurricanes to the State of Florida). PDS Order 2023-064 granted a 48-month Major Site Plan extension until November 24, 2029, and the Development Agreement is scheduled to expire September 27, 2027.

The property is located within the Urban Service Boundary (USB).

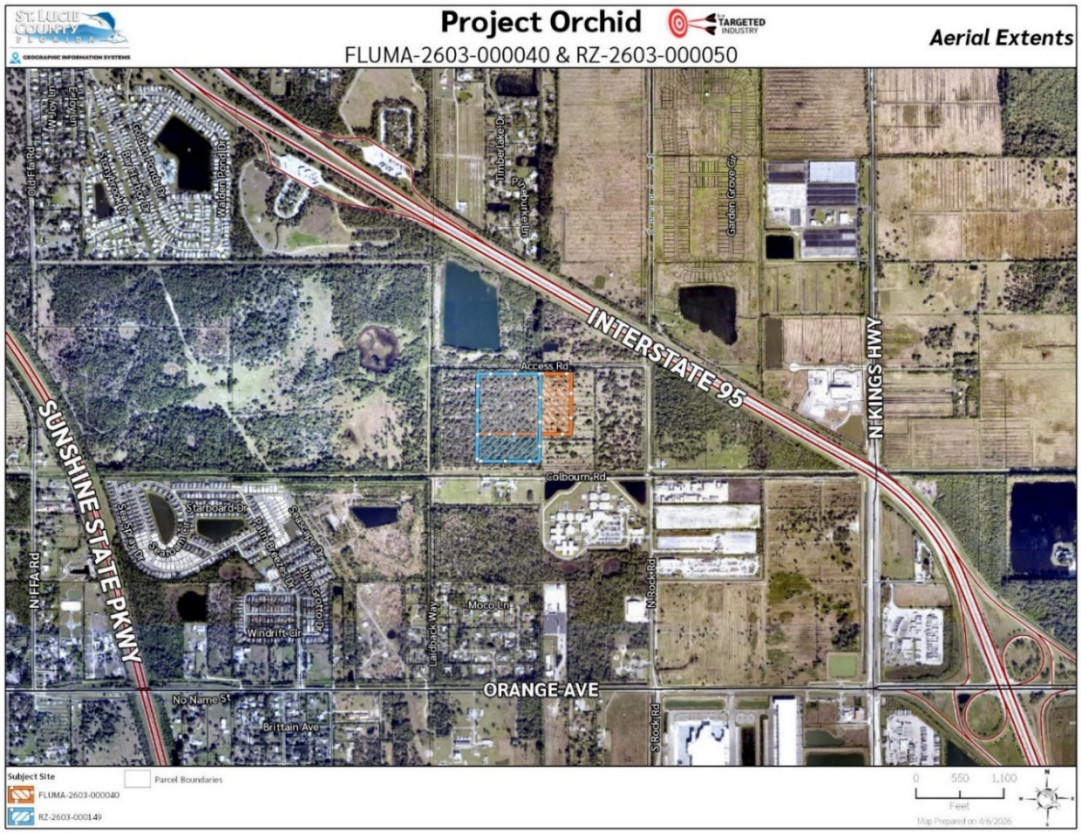


Figure 1: Aerial Map

Figure 2: Proposed Future Land Use Map Amendment – Introducing a New Subarea to the Lucie Rock MXD

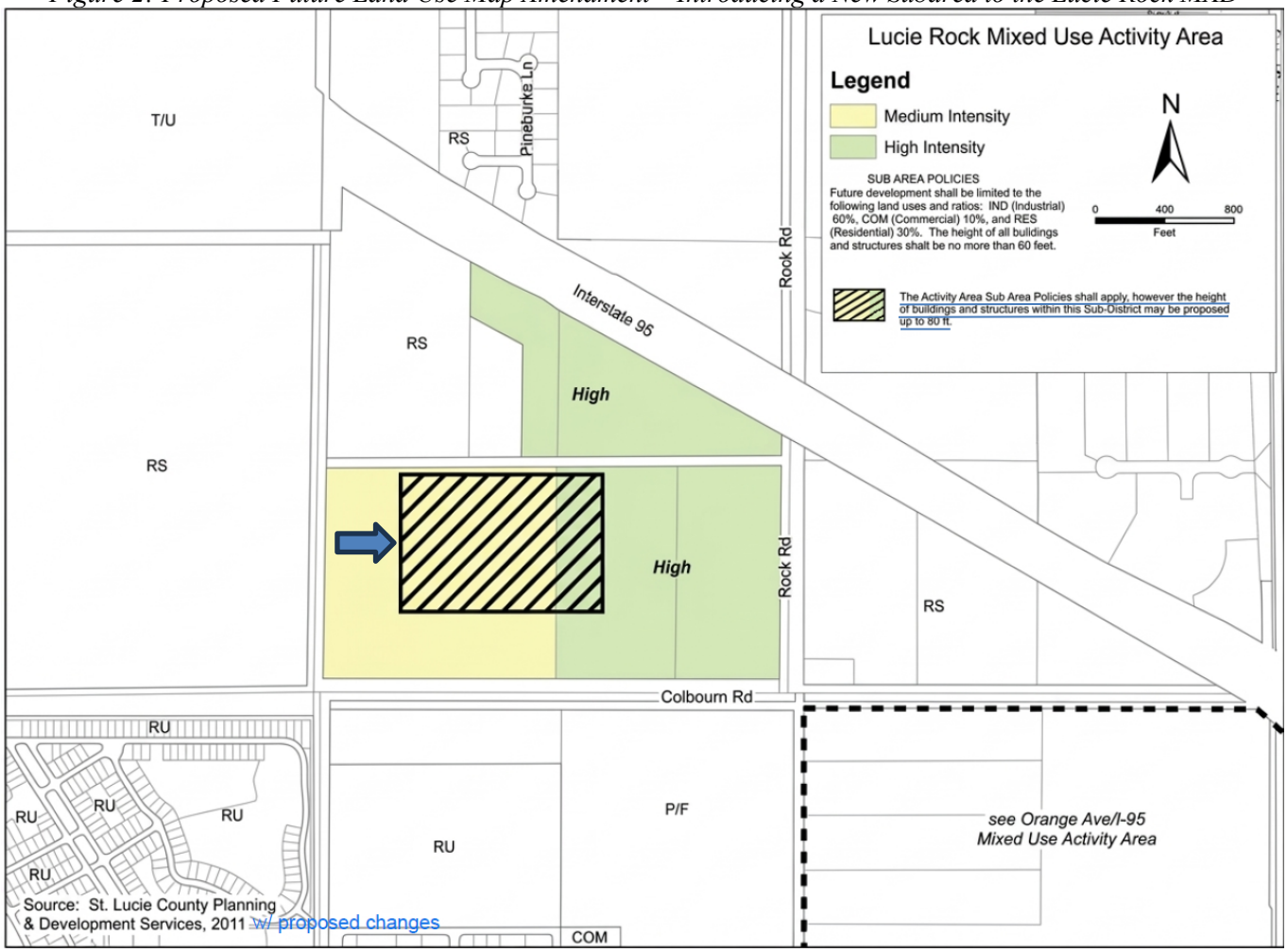
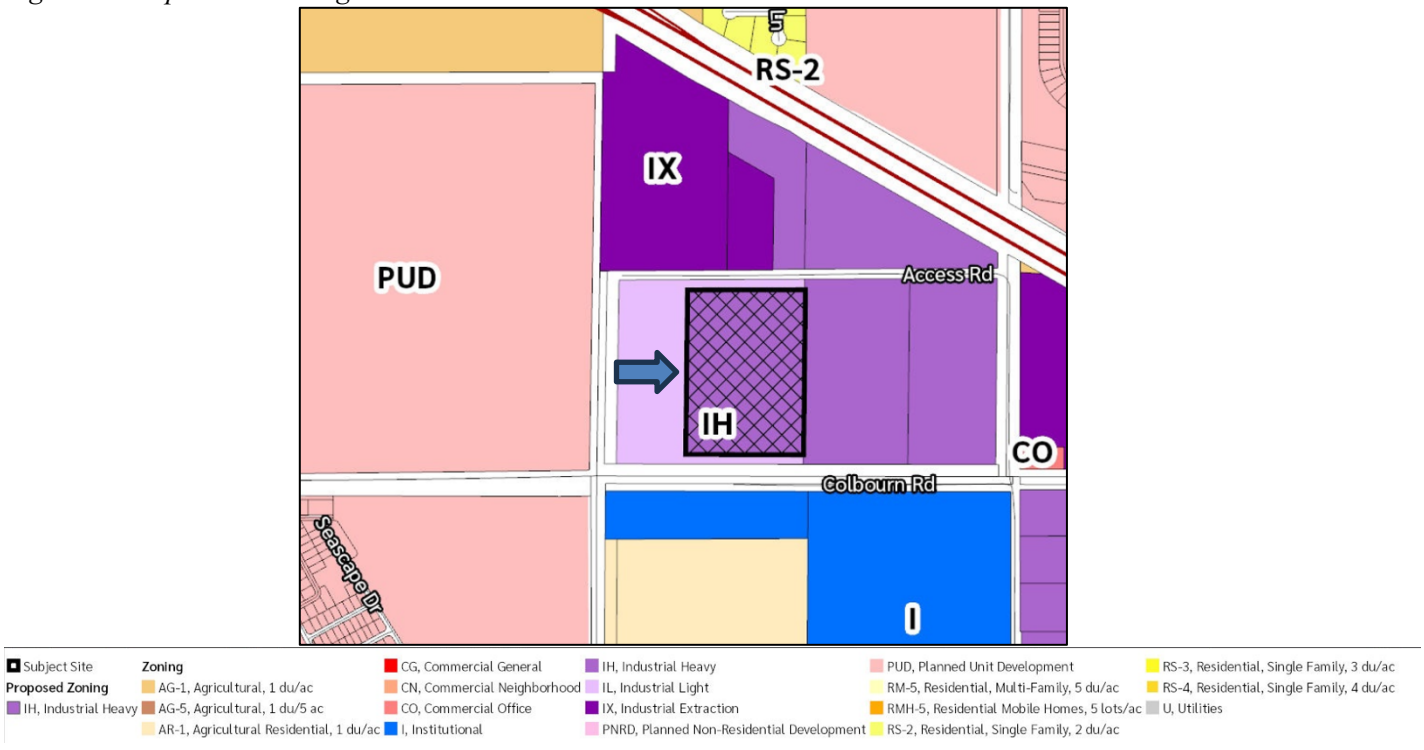


Figure 3: Proposed Rezoning Area



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FUTURE LAND USE MAP AMENDMENT STANDARDS OF REVIEW SET FORTH IN THE ST. LUCIE COUNTY COMPREHENSIVE PLAN

Proposed Amendment Consistency with Comprehensive Plan

Current Future Land Use:

The Future Land Use designation of the subject property is MXD, Mixed Use District. Comprehensive Plan Policy 1.1.1.2.H. describes the MXD future land use category as follows:

Mixed Use Development (MXD) The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special or unique environmental consideration that may not be appropriate for traditional land use designations. Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process. The following criteria, in addition to those as cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

- *Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Nonresidential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.*
- *Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.*
- *All uses shall be compatible with adjacent land uses.*

The adopted Lucie Rock Mixed Use Activity Area (MUAA) (Figure 4) was initially established as an extension of the Mixed-Use Orange Avenue/I-95 Activity Area (Figure 5). The Lucie Rock MUAA limits height to 60 feet, and the proposed FLU amendment would allow an 80-foot height limit within the hatched subarea shown in Figure 2, above.

Figure 4: Adopted Lucie Rock MUAA

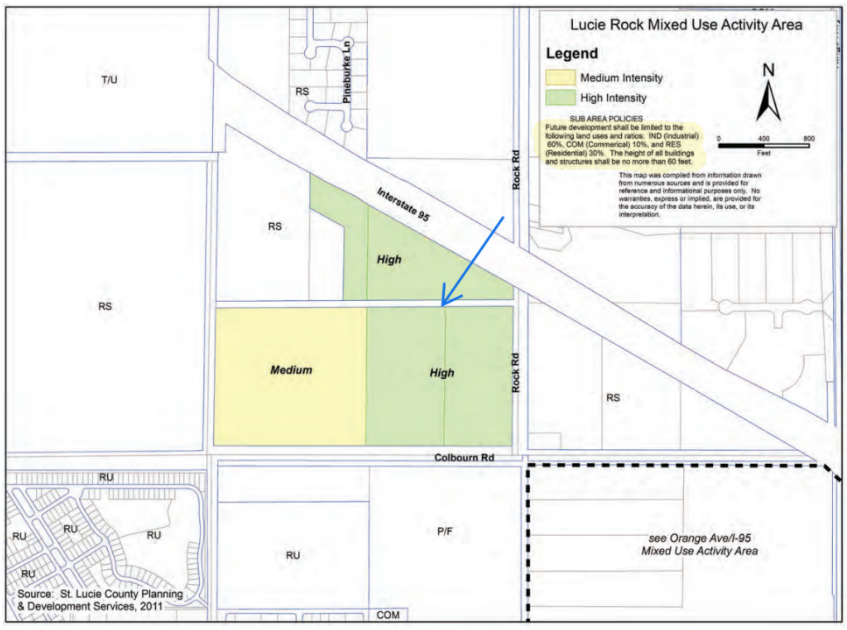
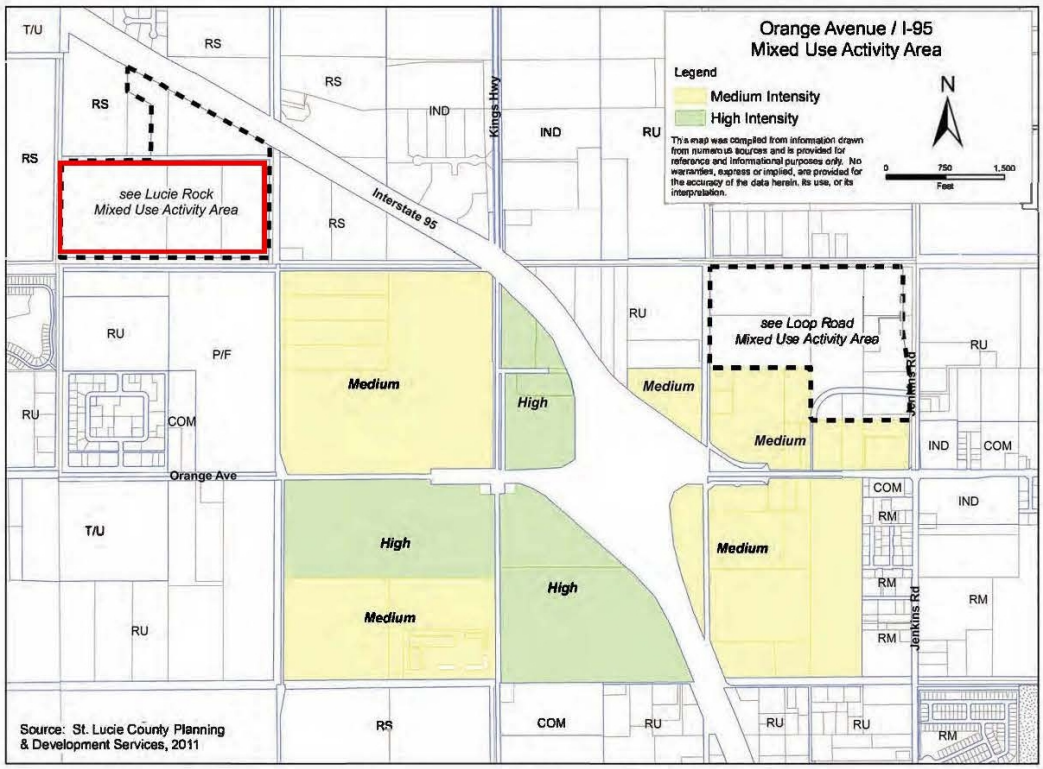


Figure 5: Orange Ave./I-95 MUAA



The proposed Future Land Use Map MUAA subarea, shown in the diagonal pattern in Figure 2 would allow an 80-foot building height limit; the remainder of the MUAA would retain the current adopted 60-foot height limit.

In reviewing petitions for amendments to the Future Land Use Map (FLUM), the Planning and Zoning Commission, acting as the Local Planning Agency, and Board of County Commissioners shall consider whether the proposed amendment is consistent with all elements of the St. Lucie County Comprehensive Plan and Florida Statutes. The following analysis presents Comprehensive Plan policies pertinent to this amendment.

(Comprehensive Plan) Future Land Use Element (FLUE) Policy 1.1.2.1.
The adopted Future Land Use Map Series and any amendments shall promote responsible growth management practices. When considering any amendment to the Future Land Use Maps of the County's Comprehensive Plan, the County Commission shall make the following findings, supported by the other elements of this Plan, prior to taking any approval actions granting an individual amendment to the Future Land Use Maps:

1. *That the property under land use amendment application is adjunct to, or within no more than one-quarter mile of the same or greater type of land use classification.*
2. *That the property under land use amendment consideration lies within the Five-Year Capital Improvement Program of the Water and Wastewater Master Plan for St. Lucie County (or can be reasonably accommodated with an amendment to the Master Plan) or otherwise meets the requirements of Policy 1.1.5.4 [formerly Policy 1.1.5.3].*

Regarding # 1. above, the FLUMA would not change the land use category, but would provide for a taller height limit for a subsection in the Lucie Rock MUAA which is eligible for MXD categories. The site also meets the intent of # 2. above as it is within the Urban Service Boundary and is served by paved roads along with central water and sewer services.

FLUE Policy 1.1.2.2.
In accordance with Florida Statutes, proposed future land use map amendments to the County's Comprehensive Plan, shall be based upon the following analyses:

1. An analysis of anticipated growth;

2. An analysis of the availability of facilities and services;
3. An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site;
4. An analysis of compatibility of adjacent land uses; and
5. An analysis of the need for job creation, capital improvement, and economic development that will strengthen and diversify the community's economy; and
6. A consultation with the Florida Department of Transportation when it is determined that a proposed amendment has the potential to affect facilities on the Strategic Intermodal System.

The subject site and the requested amendment are evaluated pursuant to the factors in Policy 1.1.2.2. below.

1. An analysis of anticipated growth.
Table 1 shows population growth in the County from 2010 to last year.

Table 1: St. Lucie County & Municipal Census Data – 2010 to 2020 Changes

Jurisdiction	April 1, 2010	April 1, 2020	April 1, 2025	Numerical Growth 2020-2025	Percentage Growth 2020-2025
St. Lucie Co. Total	**277,789**	**329,226**	**394,074**	**64,848**	**19.7%**
Fort Pierce	41,590	47,297	51,352	4,055	8.6%
Port St. Lucie	164,603	204,851	260,194	55,343	27.0%
St. Lucie Village	590	613	623	10	1.6%
UNINCORPORATED	71,006	76,465	81,905	5,440	7.1%

Sources: 2010 Population from US Census and 2025 Population Estimates from University of Florida Bureau of Economic & Business Research

The University of Florida Bureau of Economic and Business Research (BEBR) Projections of Florida Population by County for 2025–2050, projects a total population between 406,000 to 655,400 by 2050. BEBR believes the medium series is the most likely to provide accurate forecasts in most circumstances, which would place the St. Lucie County population at 530,700 by 2050. This is a total change of 201,474 or a percent change of 61.2% from the 2020 Census count. The population within the unincorporated County continues to increase, with increased demand to develop property along the western edge of growth centers and the interstate network. Encouraging and allowing industrial employment centers will provide jobs for local residents who might otherwise have to drive longer distances for work.

Pursuant to Section 163.3177, Florida Statutes, the comprehensive plan is intended to provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements; and requires that the comprehensive plan be based upon permanent and seasonal population estimates and projections, on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research (EDR) for at least a 10-year planning period. The EDR population projections for St. Lucie County are below.

Table 2: EDR Population Projections for St. Lucie County, 10 year period

ST. LUCIE	368,628						
Low		362,300	381,600	394,000	400,600	404,500	406,000
Medium		385,400	423,900	456,800	484,200	508,800	530,700
High		408,600	466,300	519,600	567,700	613,100	655,400
Bureau of Economic and Business Research, Florida Population Studies, Bulletin 198							7

2. An analysis of the availability of facilities and services.

Utilities. Water, sewer, and natural gas are available through Fort Pierce Utility Authority (FPUA), with existing

water and sewer lines adjacent to the site on N. Rock Rd. right-of-way. Florida Power and Light (FP&L) is the electric provider for the area.

Transportation

The Applicant's Transportation Impact Report (TIR), using the Institute of Transportation Engineers Trip Generation Handbook, estimated the manufacturing use would generate 6,166 weekday daily trips, including 736 AM peak hour trips and 910 PM peak hour trips. The proposed FLUMA is not proposing an increase to the allowable Floor Area Ratio (FAR) or building floor area, but rather height for operational flexibility and maneuvering.

Table 3: Project Trip Generation

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
ITE	Manufacturing	140	1,444.000 ksf	6,166	736	552	184	910	264	646
Driveway Volumes				6,166	736	552	184	910	264	646
Net New External Trips				6,166	736	552	184	910	264	646
Proposed - Existing Net New Traffic				6,166	736	552	184	910	264	646
Radius of Development Influence:				3 miles						

Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Avg. Pass By
ITE	Manufacturing	4.27 trips/ksf	0.51 trips/ksf (75% in, 25% out)	0.63 trips/ksf (29% in, 71% out)	0.0%

The TIR determined the following significant impacted (by the project) roadway links, with significance thresholds being project traffic exceeding 5% of roadway links not directly accessed by the project and 1% of roadways directly accessed by the project.

- **Orange Avenue** – From Rock Road to Kings Highway
- **Orange Avenue** – From Kings Highway to I-95
- **Orange Avenue** – From I-95 to Jenkins Road
- **Kings Highway** – From Picos Road to Orange Avenue
- **Kings Highway** – From Orange Avenue to Angle Road
- **Kings Highway** – From Angle Road to St. Lucie Boulevard
- **Kings Highway** – From St. Lucie Boulevard to Indrio Road
- **Graham Road** – From Kings Highway to Jenkins Road
- **Rock Road** – From Orange Avenue to Project Driveway

Orange Avenue from Rock Rd. to Kings Hwy. will exceed roadway capacity with project traffic, therefore the Applicant would be responsible for proportionate share payments toward the widening of this link of Orange Ave. The project's share would be at least 39% of project costs for the eastbound direction and 27% of the cost for the westbound direction.

The TIR recommends the following improvements for the Rock Rd./Orange Ave. intersection:

- Construction of an eastbound left-turn lane
- Construction of a southbound left-turn lane
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

These improvements will result in acceptable LOS for this intersection ranging between B and D.

Access to the site is proposed via two driveways on Rock Road. The proposed driveway connections were subject to turn lane analysis using information in the FDOT Multimodal Access Management Guidebook as a reference. The analysis indicated that the southerly Driveway 1 is anticipated to require a northbound left-turn lane on Rock Rd.

3. An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on-site.

The County's Environmental Resources Department provided the following statement: *ERD has no objection to the*

(land use amendment and) *rezoning of the subject parcel. Further review of the development plans will be conducted as part of the site plan approval or building permit process.*

A Major Site Plan application is being reviewed for the new location of Project Orchid headquarters. ERD has reviewed the application and provided a report with a partial list of conditions of approval. ERD will conduct further review of the site plan or building permit review process, including but not limited to, tree mitigation requirements, updating listed species surveys as necessary per individual species requirements, a vegetation removal permit or exemption, issued by the department. Clearing and earthwork will be conducted outside of the Scrub-jay nesting season and prior to Certificate of occupancy invasive plant species shall be removed from the site.

4. An analysis of the compatibility of adjacent land uses.

Manufacturing facilities are intensive uses that often generate truck traffic, loading/unloading, noise, and particle emissions. The companion Conditional Use Permit can provide conditions of approval to minimize incompatibility. The Applicant in their community meeting booklet pledged to employ the following elements to diminish potential noise, odor, and other impacts.

- All activities occur within enclosed buildings to reduce machinery & industrial processes noise.
- Fully enclosed air systems.
- Capture & filtering of emissions before their release using adsorption, absorption, and mechanical separation with the use of chemical scrubbers, sorbent-based filters, and baghouses to trap pollutants.

5. An analysis of the need for job creation, capital improvement, and economic development that will strengthen and diversify the community's economy.

The Applicant maintains that construction of the facility is expected to generate over $200 million in economic activity, supporting construction jobs and local contractors during the building phase. Anticipated employment includes more than 1,000 jobs over five years, with the median starting hourly wage at $28.50 and an estimated $53 million annual payroll. At this time, the largest manufacturing facility in the County is TAMCO in Port St. Lucie, which manufactures and distributes lighting and electrical products in a 441,000 square feet building, but the 1.3 million square foot Project Orchid would become the largest manufacturing facility in the County. Based on Property Appraiser estimates for similar manufacturing facilities, Project Orchid would generate somewhere between $2.8 and $3.0 million in annual tax revenue.

6. A consultation with the Florida Department of Transportation when it is determined that a proposed amendment has the potential to affect facilities on the Strategic Intermodal System.

St. Lucie County Engineering and Planning staff regularly consult with the Florida Department of Transportation (FDOT) regarding development projects that directly or indirectly impact the Strategic Intermodal System (SIS) and other state-owned roadways (Orange Ave. is a state highway but is not in the SIS). The Applicant must schedule a pre-application conference with FDOT. In accordance with Policy 1.1.2.2 and Objectives 1.2.1 and 2.1.1, Staff continues to involve FDOT in ongoing review of these applications.



Figure 6: Rock Rd., a substandard County road, is the eastern project boundary



Figure 7: Alcrete, a concrete precast manufacturing facility nearby on N. Rock Rd.

Proposed Amendment Consistency with Land Development Code

Current Zoning:
The overall project site is now split zoned between IL (Industrial, Light) and IH (Industrial, High, with 20.25 IL acres proposed for a rezone to IH. The St. Lucie County Land Development Code (LDC), Section 3.01.03.V. describes the purpose of the IL zoning district:

The purpose of this district is to provide and protect an environment suitable for light manufacturing, wholesale, and warehousing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding are, together with such other uses as may be necessary to and compatible with light industrial surroundings.

IL permitted uses include a wide variety of office, manufacturing, motor freight transportation & warehousing, repair services, retail trade, vocational schools, and wholesale trade. Mobile vendors, landscape services, and personal services are also permitted uses. Single-family detached dwelling units provided that the single-family dwelling unit is located on an existing lot or parcel or record, as further defined in this Code, that existed on or before August 1, 1990. Conditional uses include manufacturing, boat building and repair, wholesale: petroleum bulk station and terminals, scrap and waste materials and kennels. Accessory uses include one detached single-family dwelling or mobile home, for on-site security purposes per property.

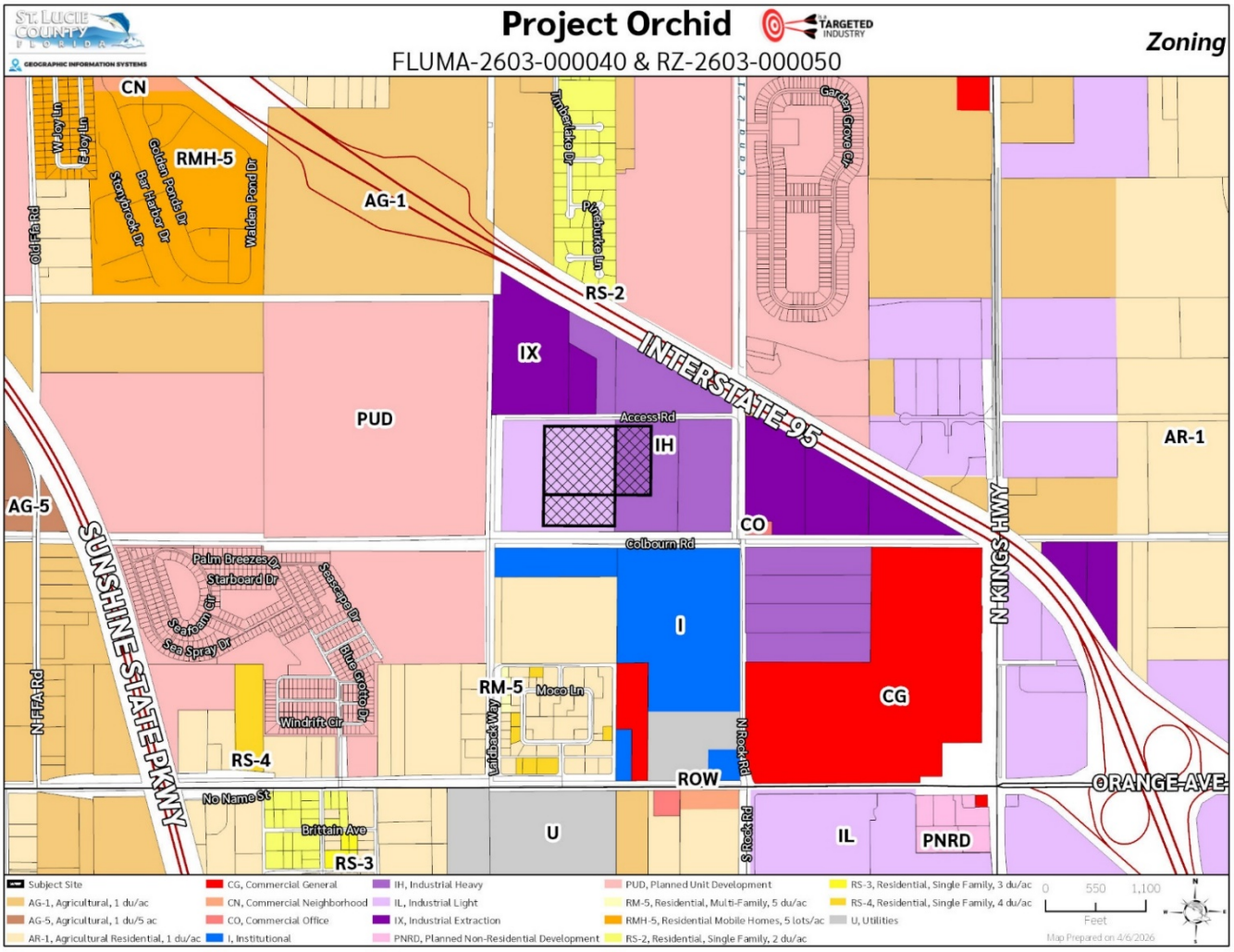


Figure 8: Current Zoning

Proposed Zoning:
The Applicant proposes to rezone +/- 20.25 acres of the subject property from IL (Industrial, Light) to IH (Industrial, Heavy), as highlighted in Exhibit 3, above, and with a broader Atlas Snapshot in Figure 9 below.

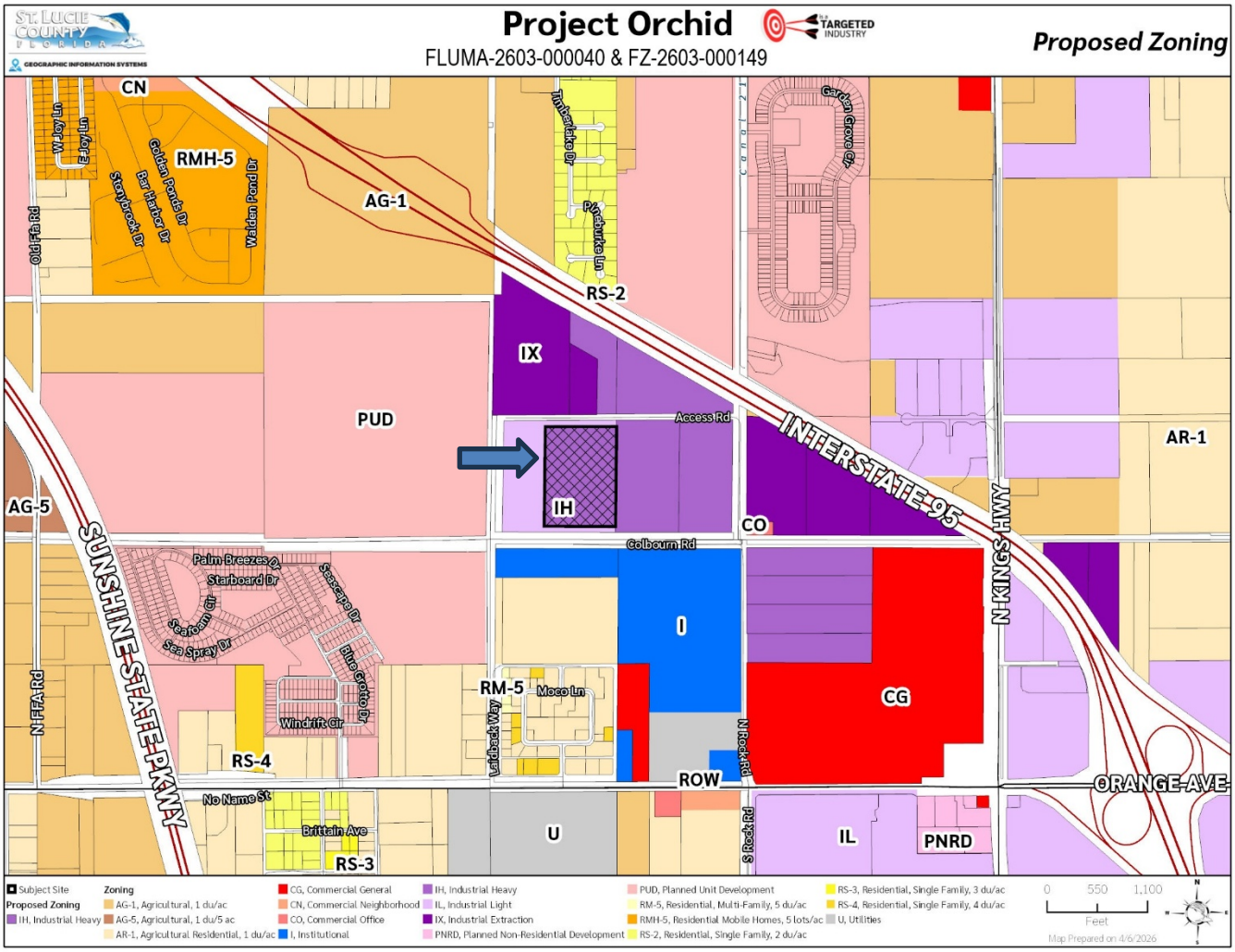


Figure 9: Proposed Zoning

LDC Section 3.01.03.U. sets forth the purpose of the IH zoning district.

The purpose of the IH zoning district is *"to provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings"*

Industrial, Heavy (IH) permitted uses include agricultural services, construction services, engineering services, and a broad range of manufacturing, wholesale, and retail trade activities. Conditional uses include various types of manufacturing, warehousing and storage services, scrap, waste, and recycling operations, as well as wholesale trade of non-durable goods, including petroleum and petroleum products. Accessory uses allow for one detached single-family dwelling or mobile home per property for onsite security purposes. Figure 9, on the next page, shows Industrial, Heavy-zoned areas. This zoning district is relatively scarce, with a total of 1,261.44 acres in the Unincorporated County, compared to 3,655.25 acres of Industrial, Light-zoned areas.

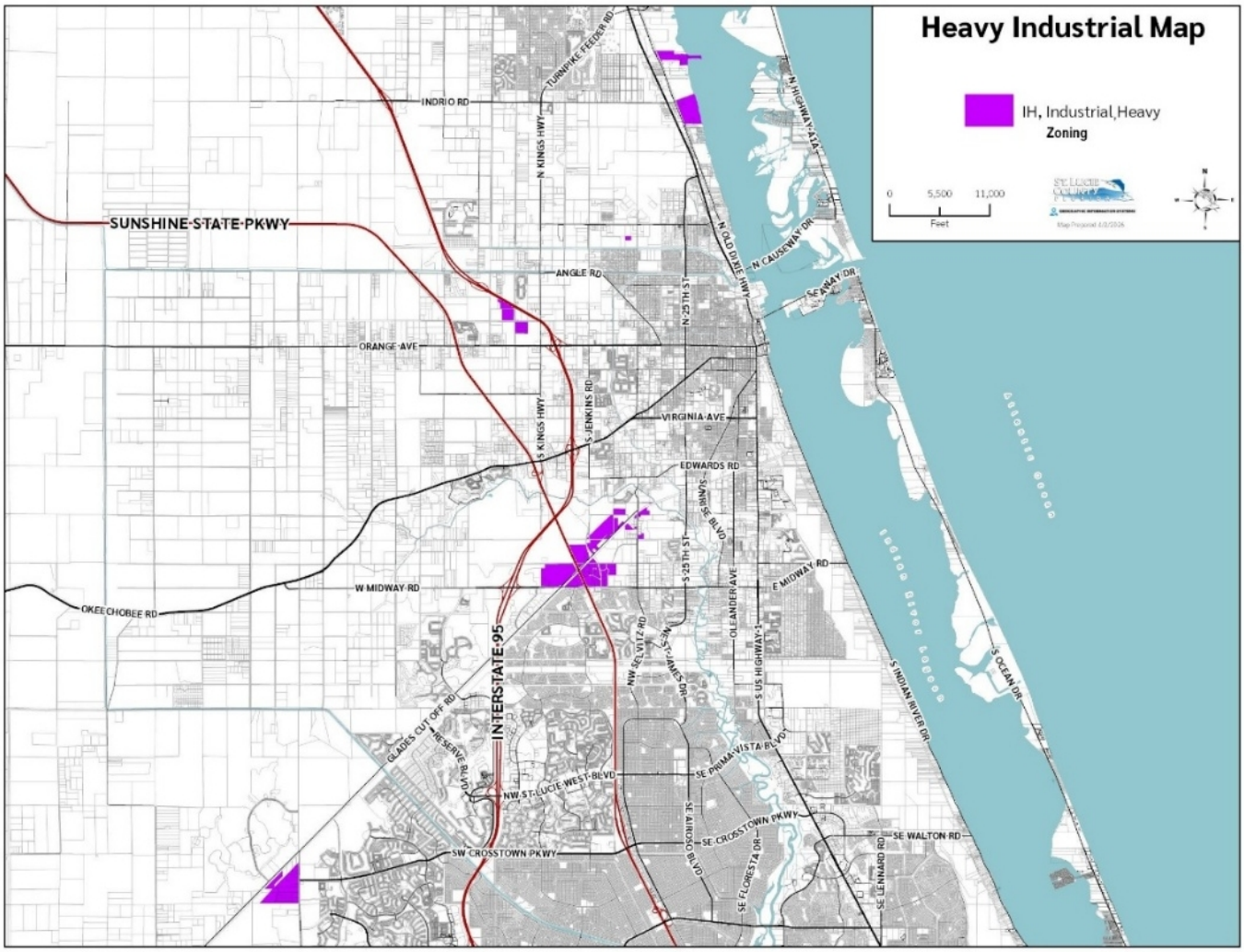


Figure 10: IH Zoning Countywide

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STANDARDS OF REVIEW FOR REZONING
AS SET FORTH IN THE LAND DEVELOPMENT CODE SECTION 11.06.03

In reviewing this application for an amendment to the Official Zoning Atlas, the Board of County Commissioners shall consider standards of review set forth in LDC Sec. 11.06.03, as follows.

A. Whether the proposed rezoning is in conflict with any applicable portions of the St. Lucie County Land Development Code;

The proposed IH zoning designation is consistent with the MXD FLUM designation. The proposed rezoning to the IH zoning district is consistent with the St. Lucie County Land Development Code (LDC) and meets the Standards of Review set forth in LDC Section 11.06.03, as displayed in Sections A thru J of this report. The rezoning is consistent with LDC Section 11.09.02(A), Table 11-1 - *Zoning District/ Land Use Category Compatibility Chart* and the site meets the dimensional requirements set forth in Section 7.04.00 and Table 7-10 – *Lot Size and Dimensional Requirements* for the IL & IH Zoning Districts.

The proposed IH zoning district is consistent with surrounding parcels, providing the use scope in LDC Sections 3.01.03(T)(U) and District purposes. Certain Conditional Uses outlined under the Heavy Industrial Zoning District may not be appropriate for this particular property, due to proximity to single-family dwellings now under development (Pineapple Grove PUD, +/- 1,300 feet to the north, and proposed single-family dwellings (Sunnyland PUD, +/- 175 feet to the west). Examples of potentially impactful Conditional Uses in the IH district include textile mills and the manufacturing of paper products, lumber and wood products, chemicals, and perfumes. All future uses must be reviewed by the St. Lucie County Development Review Committee for compliance with design standards, and Conditional Uses evaluated with greater examination for compatibility with the subject site and surrounding uses.

B. Whether the proposed amendment is consistent with all elements of the St. Lucie County Comprehensive Plan;

The IH zoning district is consistent with the IND Future Land Use designation as provided within Comprehensive Plan Policy 1.1.1.3 - *Land Use Designation / Zoning Compatibility Chart*.

ZONING DISTRICT	FUTURE LAND USE CATEGORIES																
	AG-5	AG-2.5	RE	RS	RU	RM	RH	R/C	Cpub	COM	IND	P/F	MXD	SD	H	T/U	TVC
IH, Industrial Heavy											X		**X**				**X**

The proposed amendment is consistent with the following Comprehensive Plan Future Land Use Element's (FLUE) Goals, Objectives, and Policies:

The proposed rezoning conforms to the MXD FLU Category, particularly the concurrent amendment, and is consistent with most Urban Sprawl policies associated with FLUE Objective 1.1.5; is within the Urban Service Boundary as set forth in FLUE Objective 1.1.10.6 and its policies.

Future Land Use Element Policy 1.1.13.2 sets forth the following specific criteria to be utilized for determining the suitability of new property for IH zoning, applicable to the +/-20.25-acre portion proposed for rezoning: and strengthens the industrial base, tax base, and job market as called for in Economic Development Element Policy 10.1.1.1.

1. Heavy Industrial property should have available to it central water services necessary for both domestic and fire protection purposes.
Water and sewer lines run along the west side of Rock Rd. adjacent to the property.

2. New Heavy Industrial property should not be located within 1000 feet of any Aquatic Preserve or other specially designated aquatic habitat, or a Category I Wetlands as described in the Conservation Element of this Plan.
The subject property is not within 1000 feet of such areas (known).

3. New Heavy Industrial property should not be located within the 100-year floodplain.
The property is located outside of the Special Flood Hazard Area, in Zone X.

4. Heavy Industrial property should have immediate access to the regional transportation network without the need to travel through residential areas.
The property has immediate access to the regional transportation network, with direct access to Orange Ave., a state road, without having to go through residential areas. I-95 is approximately 1.4 miles away via Rock Rd. and then east on Orange Avenue.

5. New Heavy Industrial property should not be located within any cone of influence, as identified under the County's wellfield protection program.
The property is located outside any Wellfield Protection zone.

Also, FLUE Objective 1.1.5 policies discourage urban sprawl. The property is an infill project and not in a sprawl

location, located close to Orange Ave., I-95, and the Turnpike. A water main line and sewer force main runs along eastern boundary of the site, and the property is not far from employment centers and emerging commercial areas.

C. Whether and the extent to which the proposed zoning is inconsistent with the existing and proposed land uses;
As shown in Table 3, the proposed industrial zoning is in keeping with similar existing industrial uses along Rock Rd. to the south, which include a portable buildings manufacturer and an auto broker. The County Jail is to the south. The requested rezoning is not expected to harm other properties or improvements in the area and will not create a conflict with the surrounding zoning districts.

Table 3: Land Use Table

Location		Future Land Use	Zoning	Existing Land Use
Subject Property		MXD (Mixed Use District)	IH (Industrial, Heavy, eastern half)/ IL (Industrial, Light, western half)	Undeveloped
Adjacent Parcels	***North***	MXD (Mixed Use Development), RS (Residential Suburban)	IH (Industrial, Heavy, eastern half)/ IX (Industrial, Extraction, western half)	Undeveloped, retention pond/abandoned extraction area
	South	P/F (Public Facilities)	I (Institutional)	County Correctional Facility
	East	RS (Residential Suburban)	IX (Industrial Extraction) / CO (Commercial, Office)	Office/Undeveloped
	West	RS (Residential Suburban)	PUD (Sunnyland Farms Planned Unit Development – Lapsed / Newly Proposed)	Undeveloped

D. Whether there have been changed conditions that require an amendment.
Changed conditions include ongoing improvements to Interstate 95 (now an eight-lane freeway several hundred feet east of the site), Florida's Turnpike, Kings Highway and Orange Avenue which have improved the accessibility of properties in this area for trucking/freight distribution, warehousing, and manufacturing, and have increased the demand for industrial zoned property. Additionally, development continues in and around the Treasure Coast International Airport, a 14-minute drive away.

E. Whether and the extent to which the proposed amendment would result in demands on public facilities, and whether or to the extent to which the proposed amendment would exceed the capacity of such public facilities, including but not limited to transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, mass transit, and emergency medical facilities.
The property is located within the Urban Service Boundary and is adjacent to a water and sewer line. The proposed change in zoning should not adversely affect the acceptable level of service capacity of sewage facilities, water supply, parks, drainage, schools, solid waste, mass transit, or emergency medical facilities. The Transportation Impact Report (TIR) indicated that Applicant proportionate share payments would help fund intersection improvements to the intersection of Rock Rd. & Orange Ave. Prior to the issuance of any Final Development Order, the developer must demonstrate that all public facilities are available to serve the parcel and obtain a Certificate of Capacity. On March 6, 2026, the applicant signed the required Concurrency Deferral Affidavit recognizing this requirement for future project phases.

Transportation:
Some intersections and vicinity roadway links will be significantly or adversely impacted by project traffic. However, even without the project, Orange Ave. would fail, and therefore the Applicant is not responsible for improvements. The Rock Rd./Orange Ave. is adversely impacted by the project, and the Applicant would be responsible for funding roughly one-third of improvement costs of signalization and new turn lanes. See more detailed analysis on Pages 6-7.

Water and Sewer:
Water and sewer lines run within the adjacent right-of-way of Rock Rd.

Parks:
N/A (nonresidential).

Drainage:
Development of the property is subject to County, South Florida Water Management District, US Army Corps of Engineers, and Florida Department of Environmental Protection standards.

Schools:
N/A (nonresidential)

Solid Waste:
This area is served by WastePro.

Mass Transit:
The Area Regional Transit (ART) has no fixed service routes in this area, but potential job creation in this area and along Kings Highway may warrant future expansion, whether via a fixed route or micro transit services.

Emergency Medical Facilities:
The nearest Fire Station, Fire Station #1 (Central), is currently located at 2400 Rhode Island Avenue, approximately 5.45 miles southeast of the site. Fire Station #19, located on Research Center Road, broke ground in January 2025 and is projected to be completed in mid-2026. The station will be next to the Sunshine Kitchen, approximately 2.6 miles from the site.

F. Whether and the extent to which the proposed amendment would result in significant adverse impacts on the natural environment;
The County's Environmental Resources Department provided the following statement: *ERD has no objection to the rezoning of the subject parcel. Further review of the development plans will be conducted as part of the site plan approval or building permit process.*

A concurrent Major Site Plan application has been reviewed for the new location of Project Orchid headquarters. ERD has reviewed the application and provided a report with a partial list of conditions of approval. ERD's review of the site plan and building permit include but are not limited to, tree mitigation requirements, updating listed species surveys as necessary per individual species requirements, a vegetation removal permit or exemption, issued by the department. Clearing and earthwork will be conducted outside of the Scrub-jay nesting season and prior to Certificate of occupancy invasive plant species shall be removed from the site.

***G.* Whether and the extent to which the proposed amendment would adversely affect the property values in the area**;
Given the prevalence of like uses in the vicinity, it is not likely that the proposed change in zoning will adversely affect the property values in the area. The proposed zoning is consistent with the existing Future IND land use designation.

H. Whether and the extent to which the proposed amendment would result in an orderly and logical development pattern specifically identifying any negative effects of such patterns;
The proposed change in zoning will result in an orderly and logical development pattern. The subject property is in the Urban Service Boundary and is served by improved roadways with central water and sewer lines along those roadways. Staff would also note that IL-zoned land will remain on the western parcel, providing for a transition of zoning from the more intensive IH to the residentially-zoned areas to the west.

I. Whether the proposed amendment would be in conflict with the public interest, and is in harmony with the purpose and intent of this Code;
The proposed rezoning to IH zoning is not in conflict with the public interest and is in harmony with the purpose and intent of the LDC.

J. Any other matters that may be deemed appropriate by the Planning and Zoning Commission or the Board of County Commissioners, in review and consideration of the proposed amendment.
The Board of County Commissioners may raise other matters regarding the proposed amendment.

CONCLUSION:
Staff has reviewed this petition and determined that it conforms to the Standards of Review as set forth in Section 11.06.03 of the St. Lucie County Land Development Code and is consistent with the St. Lucie County Comprehensive Plan Goals, Objectives, and Policies. A leading justification for the rezoning is the existing Lucie Rock Mixed Use Activity Area future land use, which allows industrial uses, along with the presence of similar adjacent and nearby industrial uses.

COMMUNITY PARTICIPATION MEETING:
A community meeting was held at the Sunshine Kitchen on March 25, 2026, where the Applicant set up display boards showing future development and answered the questions of attendees.

PLANNING & ZONING COMMISSION:
On April 16, 2026, the Planning & Zoning Commission held a public hearing on the proposal and unanimously voted to forward a recommendation of approval to the Board of County Commissioners. The Commission briefly discussed the development scale and traffic impacts, particularly during construction of the facility – prior to improvements to Orange Avenue and Rock Road associated with the project.

PUBLIC NOTICE:
Notice requirements were met by Planning Staff and the Applicant. The Board's Hearings for these two (2) petitions were noticed by a publication in the St. Lucie News Tribune on April 23, 2026; a sign was placed on the property; and written notice was mailed to owners of property within 500 feet of the subject property.

STAFF RECOMMENDATION:
Staff recommends the Board of County Commissioners evaluate the proposed amendments and approve the requested small scale amendment of the adopted Comprehensive Plan's Future Land Use Element – Future Land Use Map to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area) that would allow an 80-foot building height limit within a Medium Intensity subarea within established Medium and High Intensity Development Areas; and rezoning of +/- 20.25 acres from the IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District.

ORDINANCE No. 2026-14

FILE NO.: FLUMA-2603-000040

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA, TO APPROVE A SMALL SCALE AMENDMENT OF THE ADOPTED COMPREHENSIVE PLAN FUTURE LAND USE MAP — TO CREATE A +/- 20.85-ACRE SUBAREA OF THE LUCIE ROCK MIXED USE ACTIVITY AREA (INITIALLY ESTABLISHED AS AN EXTENSION OF THE MIXED USE ORANGE AVENUE/I-95 ACTIVITY AREA) THAT WOULD ALLOW AN 80-FOOT BUILDING HEIGHT LIMIT WITHIN A PORTION OF ESTABLISHED MEDIUM AND HIGH INTENSITY DEVELOPMENT AREAS, LOCATED BETWEEN NORTH ROCK ROAD, NSLRWCD CANAL NO. 41 AND THE RELIEF CANAL AND PROVIDING FOR FINDINGS, CONFLICTING PROVISIONS, SEVERABILITY, APPLICABILITY, FILING WITH THE FLORIDA DEPARTMENT OF STATE, FILING WITH THE FLORIDA DEPARTMENT OF COMMERCE, AN EFFECTIVE DATE, CODIFICATION AND ADOPTION.

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, based on the testimony and evidence, including but not limited to the staff report, has made the following determinations:

1. On January 9, 1990, the Board of County Commissioners of St. Lucie County adopted the St. Lucie County Comprehensive Plan.

2. The Board of County Commissioners as the governing body of St. Lucie County having jurisdiction over this application pursuant to Chapter 163, Florida Statutes, is authorized and empowered to consider amendment to the adopted Comprehensive Plan of St. Lucie County.

3. A petition was filed by Patti Tobin of HJA Design Studio, on behalf of MC320, LLC, owner of the land subject to the amendment, requesting a Comprehensive Plan Future Land Use Map Amendment (FLUMA) that would create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area), an area in which an 80-foot building height limit is set, within the established Medium and High Intensity Development Areas.

4. On April 16, 2026, the St. Lucie County Planning and Zoning Commission acting as the Local Planning Agency held a public hearing, of which due notice was published in the St. Lucie News Tribune, and recommended approval of the proposed amendment to the Board of County Commissioners.

5. On May 5, 2026, the Board of County Commissioners held the required public hearing, of which due notice was placed in the St. Lucie News Tribune, mailed to owners of property within 500ft. and a notice sign posted on the premises, and deemed the adoption of the amendment to the Comprehensive

Plan to be **in/not in** the best interests of the citizens and residents of the County.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of St. Lucie County, Florida:

A. ADOPTION OF THE AMENDMENT

The Board of County Commissioners **does/does not** hereby adopt the amendment to the St. Lucie County Comprehensive Plan, attached herein as Exhibit A.

B. FINDING OF CONSISTENCY

The Board of County Commissioners specifically determines that the approval of this amendment to the adopted Comprehensive Plan Future Land Use Element is internally consistent with the goals, objectives and policies contained in the St. Lucie County Comprehensive Plan and provides for the recognition that impacts of this approval on the public facilities of St. Lucie County will not occur until such time as a Final Development Order for development on this property is issued.

C. CHANGES TO THE COMPREHENSIVE PLAN AND FUTURE LAND USE MAP

The St. Lucie County Planning and Development Services Director is hereby authorized and directed to cause these changes to be made in the Future Land Use Element of the St. Lucie County Comprehensive Plan and to make notation of reference to the date of adoption of this Ordinance, upon the effective date.

D. CONFLICTING PROVISIONS

Special acts of the Florida Legislature applicable only to unincorporated areas of St. Lucie County, County Ordinances and County Resolutions, or parts thereof, in conflict with the Ordinance are hereby superseded by this Ordinance to the extent of such conflict.

E. SEVERABILITY

If any portion of this Ordinance is for any reason held or declared to be unconstitutional, inoperative or void, such holding shall not affect the remaining portions of this Ordinance. If this Ordinance or any provisions thereof shall be held to be inapplicable for any person, property, or circumstances, such holding shall not affect its applicability to any other person, property or circumstances.

F. APPLICABILITY OF ORDINANCE

This Ordinance shall be applicable as stated in Paragraph A, B, and C.

G. FILING WITH THE DEPARTMENT OF STATE

The Clerk is hereby directed forthwith to send a certified copy of the Ordinance to the Bureau of Laws, Department of State, The Capitol, Tallahassee, Florida, 32304.

H. FILING WITH THE STATE LAND PLANNING AGENCY

The Planning and Development Services Director shall send a certified copy of the Ordinance to the Department of Commerce, Community Planning and Development Programs, 107 East Madison Street, Caldwell Building, Tallahassee, Florida 32399-4120.

I. EFFECTIVE DATE

This Ordinance shall take effect thirty-one (31) days after the adoption. If the Ordinance is challenged within thirty (30) days after adoption, the Ordinance shall not be effective until the State Land Planning Agency or Administration Commission respectively issues a final order finding the adopted small-scale amendment to be incompliance in accordance with Section 163.3184(10), Florida Statutes.

J. CODIFICATION

This Ordinance, upon its effective date, shall be codified by incorporating any contained changes into the St. Lucie County Comprehensive Plan.

K. ADOPTION.

After motion and second, the vote on this ordinance was as follows:

Jamie Fowler, Chair	XXX
Larry Leet, Vice-Chair	XXX
James Clasby, Commissioner	XXX
Erin Lowry, Commissioner	XXX
Cathy Townsend, Commissioner	XXX

PASSED AND DULY ENACTED this 5th day of May, 2026.

Attest:

_____
Deputy Clerk

Board of County Commissioners
St. Lucie County, Florida

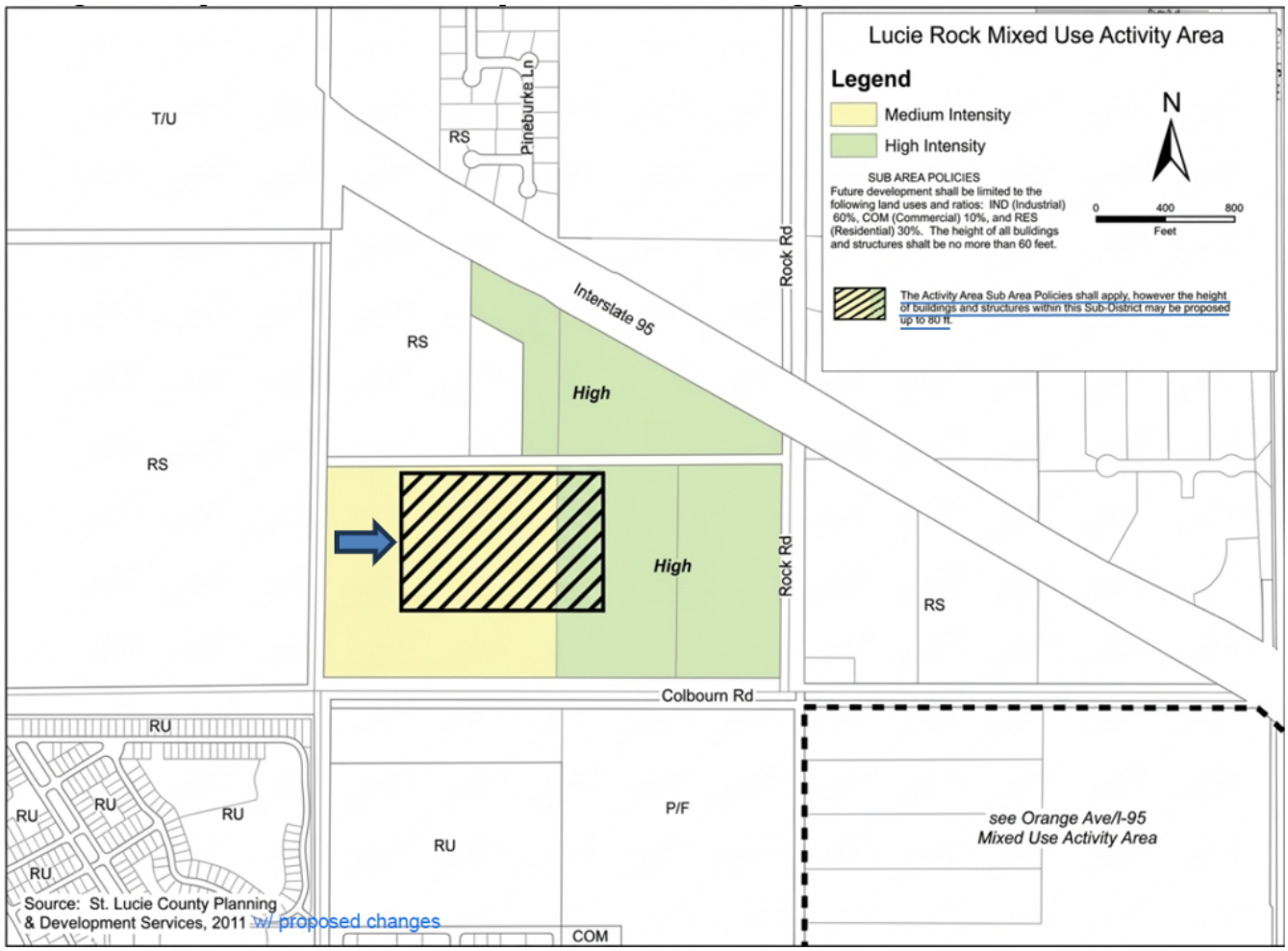
By: _____
Chair

Approved As To Form and Correctness:

By: _____
County Attorney

Exhibit A: Lucie Rock Mixed Use Activity Area Amendment

The Lucie Rock Mixed Use Activity Area is hereby amended, where affecting +/-20.85 acres denoted below, and incorporated into the Comprehensive Plan with the following Area Map and Regulating Standard.



New Text in Legend (Size Increased for Legibility), affecting +/-20.85 acres: **"The Activity Area Sub Area Policies shall apply, however the height of buildings and structures within this Sub-District may be proposed up to 80 ft."**

No other changes proposed.

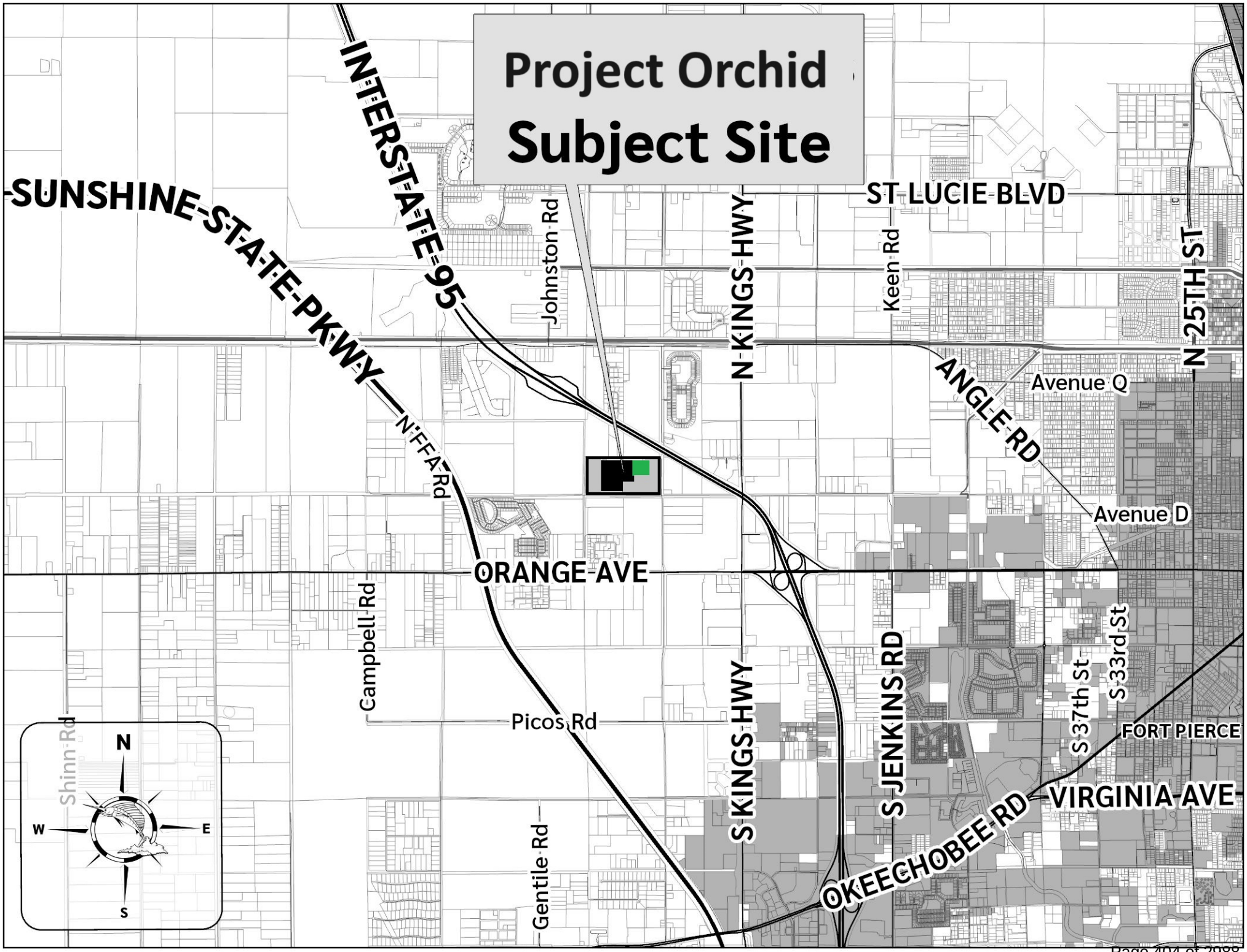
Exhibit B: Legal Description of Affected Area

DESCRIPTION:

A PORTION OF SOUTH ONE HALF OF THE SOUTHWEST ONE QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 2; THENCE N00°13'36"E ALONG THE WEST LINE OF THE SOUTHWEST ONE OF SAID SECTION 2, A DISTANCE OF 1,316.05 FEET TO A POINT OF INTERSECTION WITH A LINE LYING 5.00 FEET SOUTH OF AND PARALLEL WITH SAID SOUTH ONE HALF OF THE SOUTHWEST ONE QUARTER OF SECTION 2; THENCE N89°50'57"E ALONG SAID PARALLEL LINE AND THE SOUTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE, AS RECORDED IN OFFICIAL RECORD BOOK 3664, PAGE 1430 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, A DISTANCE OF 580.99 FEET; THENCE S00°03'07"E, A DISTANCE OF 69.15 FEET TO THE POINT OF BEGINNING; THENCE N89°56'53"E, A DISTANCE OF 1191.00 FEET; THENCE S00°03'07"E, A DISTANCE OF 762.20 FEET; THENCE S89°53'58"W, A DISTANCE OF 1191.00 FEET; THENCE N00°03'07"W, A DISTANCE OF 763.21 FEET TO THE POINT OF BEGINNING.

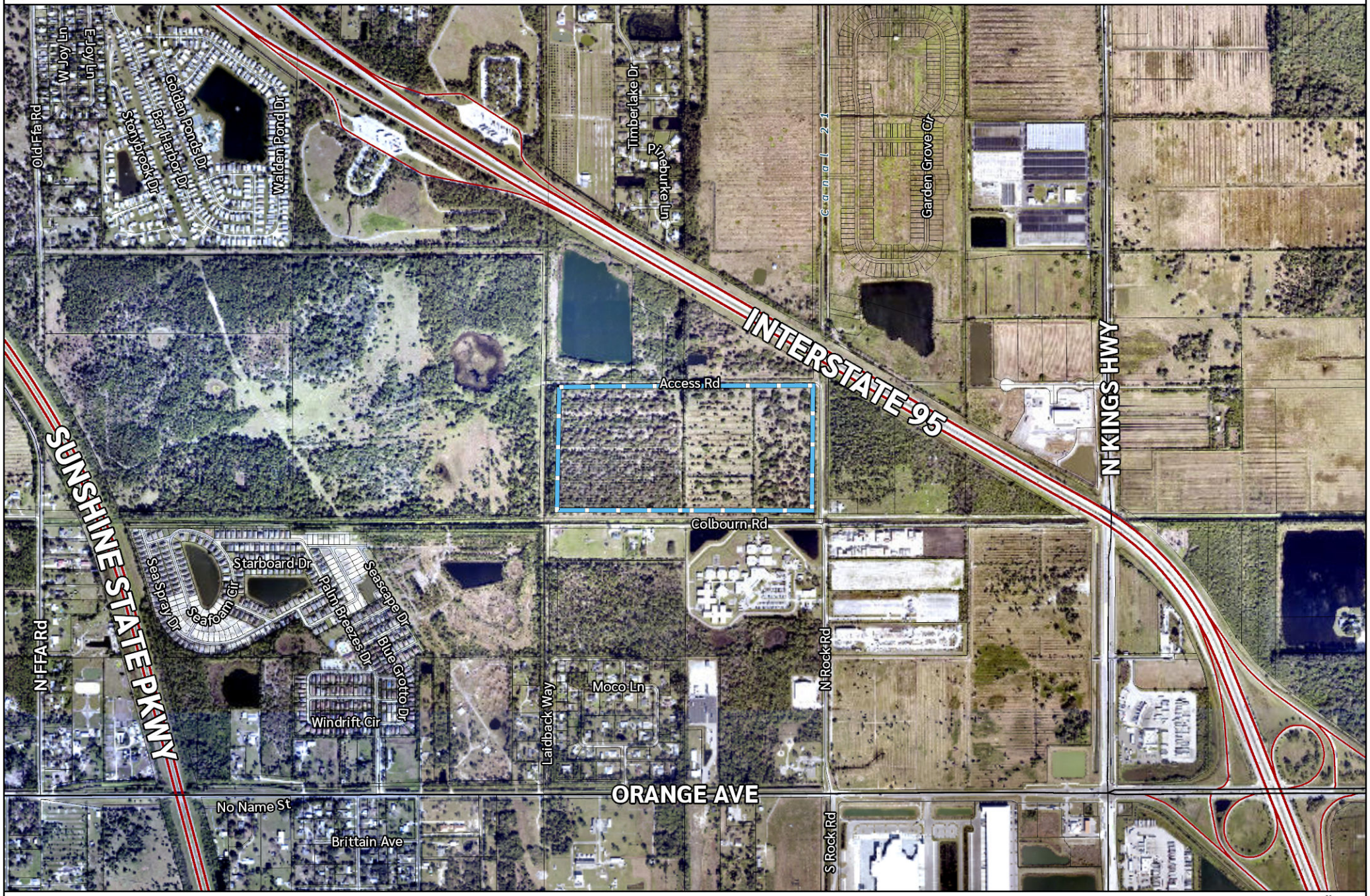
CONTAINING 908,379 SQUARE FEET OR 20.854 ACRES, MORE OR LESS.


Project Orchid
Subject Site
INTERSTATE 95
SUNSHINE STATE PKWY
ST LUCIE BLVD
Johnston Rd
N KINGS HWY
Keen Rd
N 25TH ST
Avenue Q
ANGLE RD
Avenue D
N FFA Rd
ORANGE AVE
Campbell Rd
Picos Rd
S KINGS HWY
S JENKINS RD
S 37th St
S 33rd St
FORT PIERCE
VIRGINIA AVE
OKEECHOBEE RD
Gentile Rd
Shinn Rd
N
W
E
S

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Aerial Extents



Subject Site

Parcel Boundaries

0 550 1,100

Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

TARGETED INDUSTRY

Aerial



Subject Site

Parcel Boundaries

0 150 300

Feet

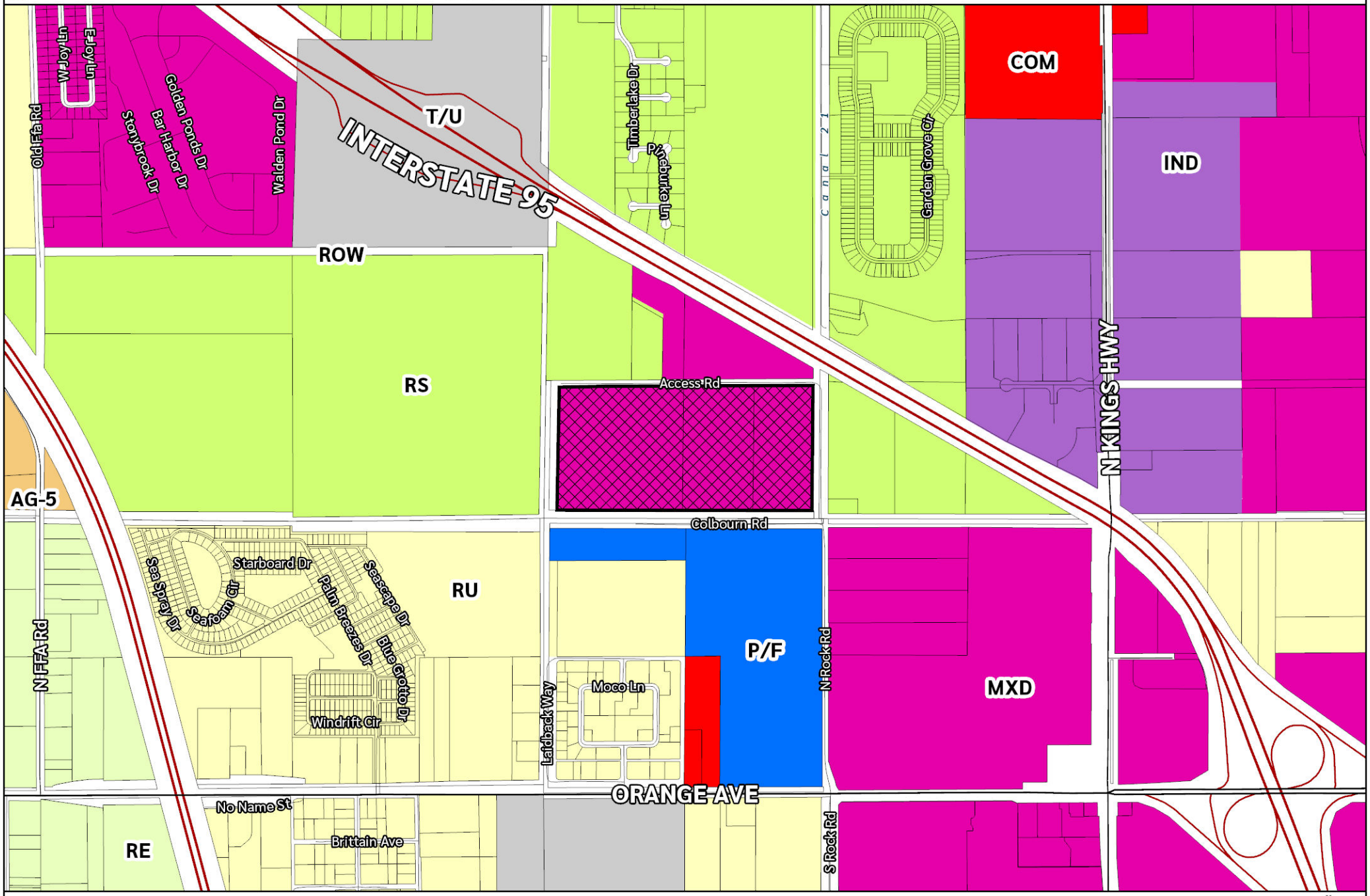
ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Project Orchid

TARGETED INDUSTRY

CU-2603-000102 & MJSP-2603-000149

Future Land Use



Subject Site
AG-5, Agricultural, 1 du/5 ac
COM, Commercial
P/F, Public Facilities
IND, Industrial
MXD, Mixed Use
RE, Residential Estate, 1 du/ac
RS, Residential Suburban, 2 du/ac
RU, Residential Urban, 5 du/ac
T/U, Transportation/Utilities

0 550 1,100
Feet

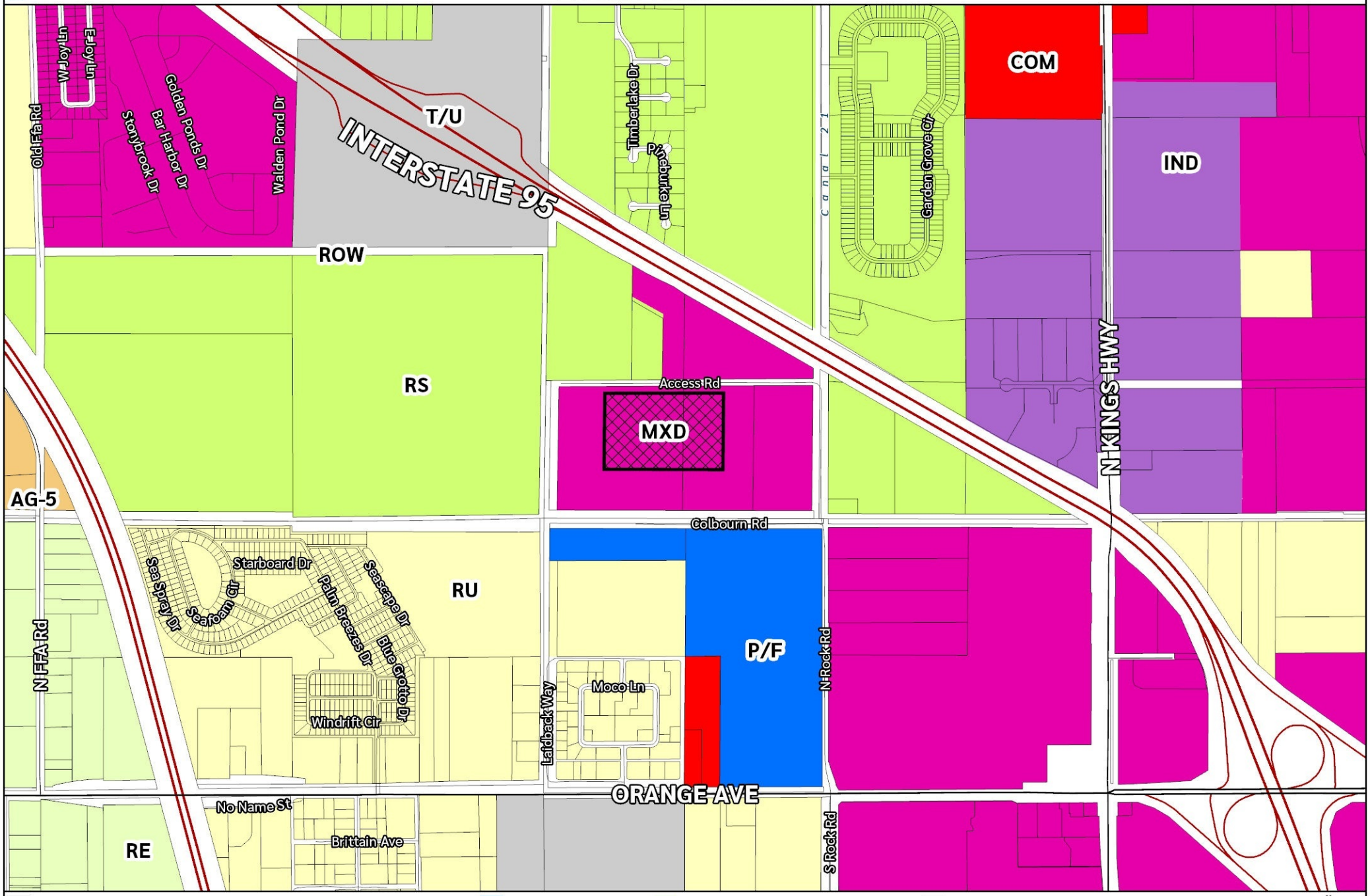
N

Map Prepared [illegible]

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Proposed Future Land Use



Subject Site

Proposed Future Land Use

- MXD, Mixed-Use Development

Future Land Use

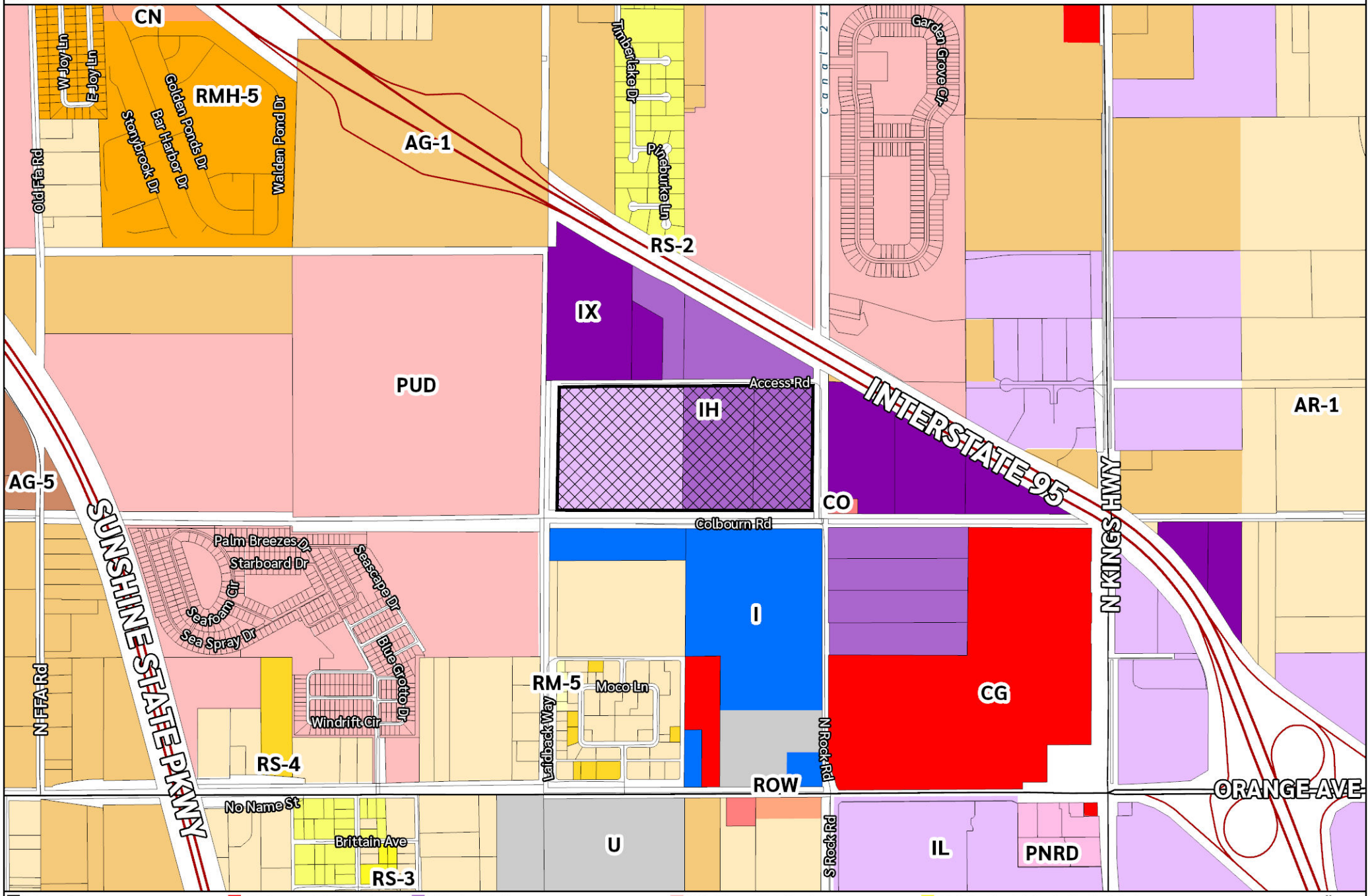
- AG-5, Agricultural, 1 du/5 ac
- COM, Commercial
- P/F, Public Facilities
- IND, Industrial
- MXD, Mixed Use
- RE, Residential Estate, 1 du/ac
- RS, Residential Suburban, 2 du/ac
- RU, Residential Urban, 5 du/ac
- T/U, Transportation/Utilities

0 550 1,100 Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Zoning



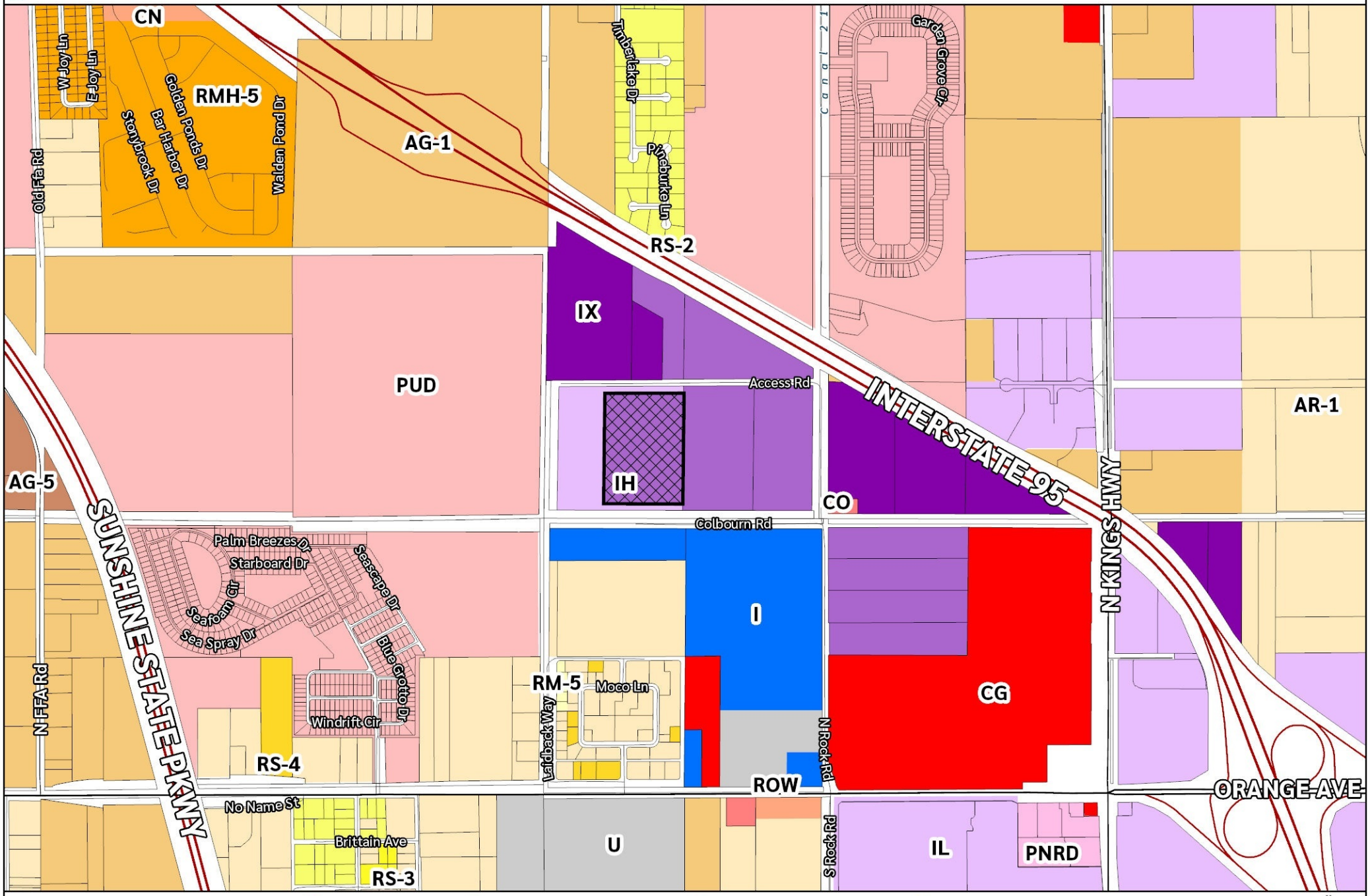
- Subject Site
- AG-1, Agricultural, 1 du/ac
- AG-5, Agricultural, 1 du/5 ac
- AR-1, Agricultural Residential, 1 du/ac
- CG, Commercial General
- CN, Commercial Neighborhood
- CO, Commercial Office
- I, Institutional
- IH, Industrial Heavy
- IL, Industrial Light
- IX, Industrial Extraction
- PNRD, Planned Non-Residential Development
- PUD, Planned Unit Development
- RM-5, Residential, Multi-Family, 5 du/ac
- RMH-5, Residential Mobile Homes, 5 lots/ac
- RS-2, Residential, Single Family, 2 du/ac
- RS-3, Residential, Single Family, 3 du/ac
- RS-4, Residential, Single Family, 4 du/ac
- U, Utilities

0 550 1,100 Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Proposed Zoning

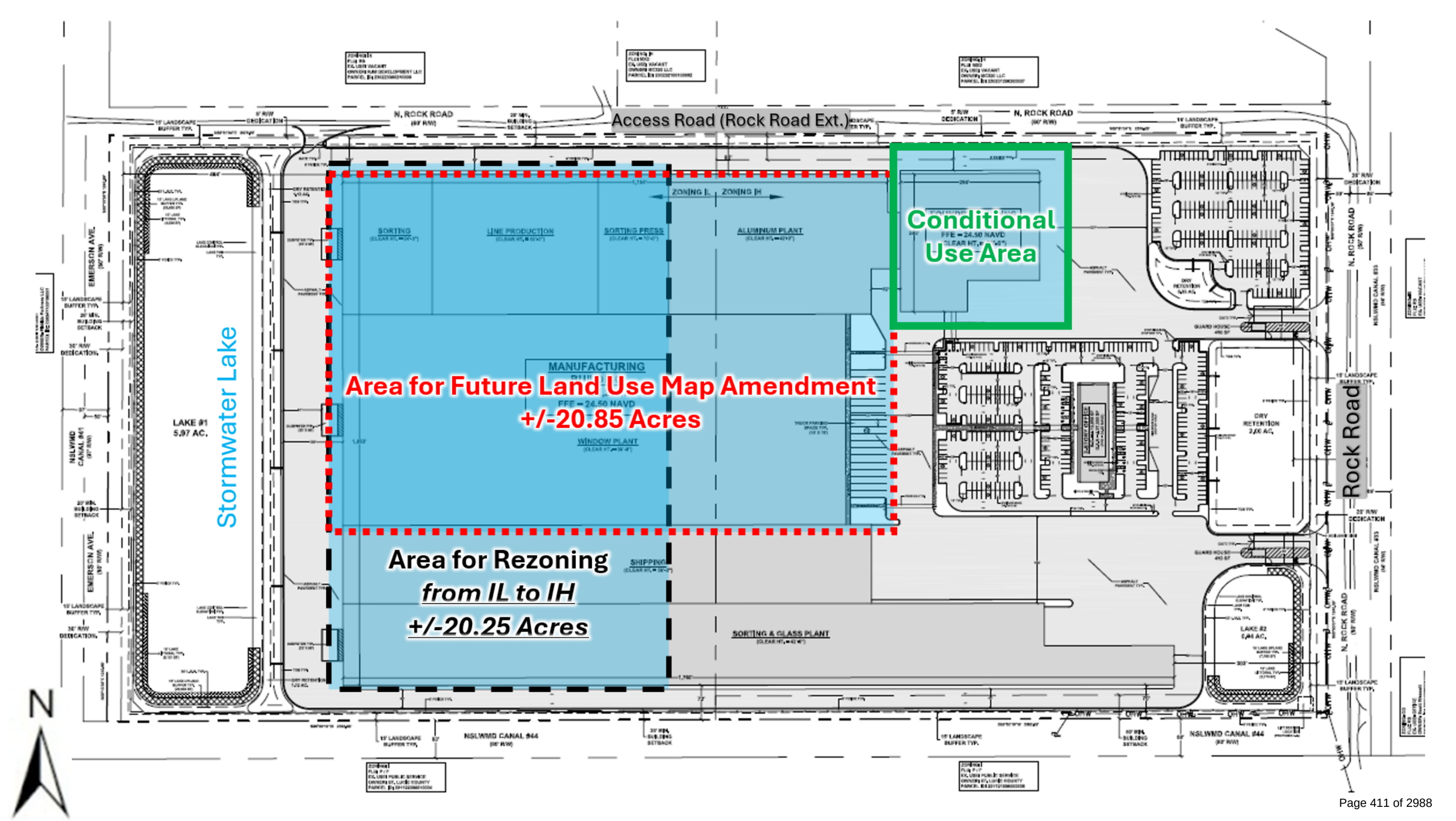


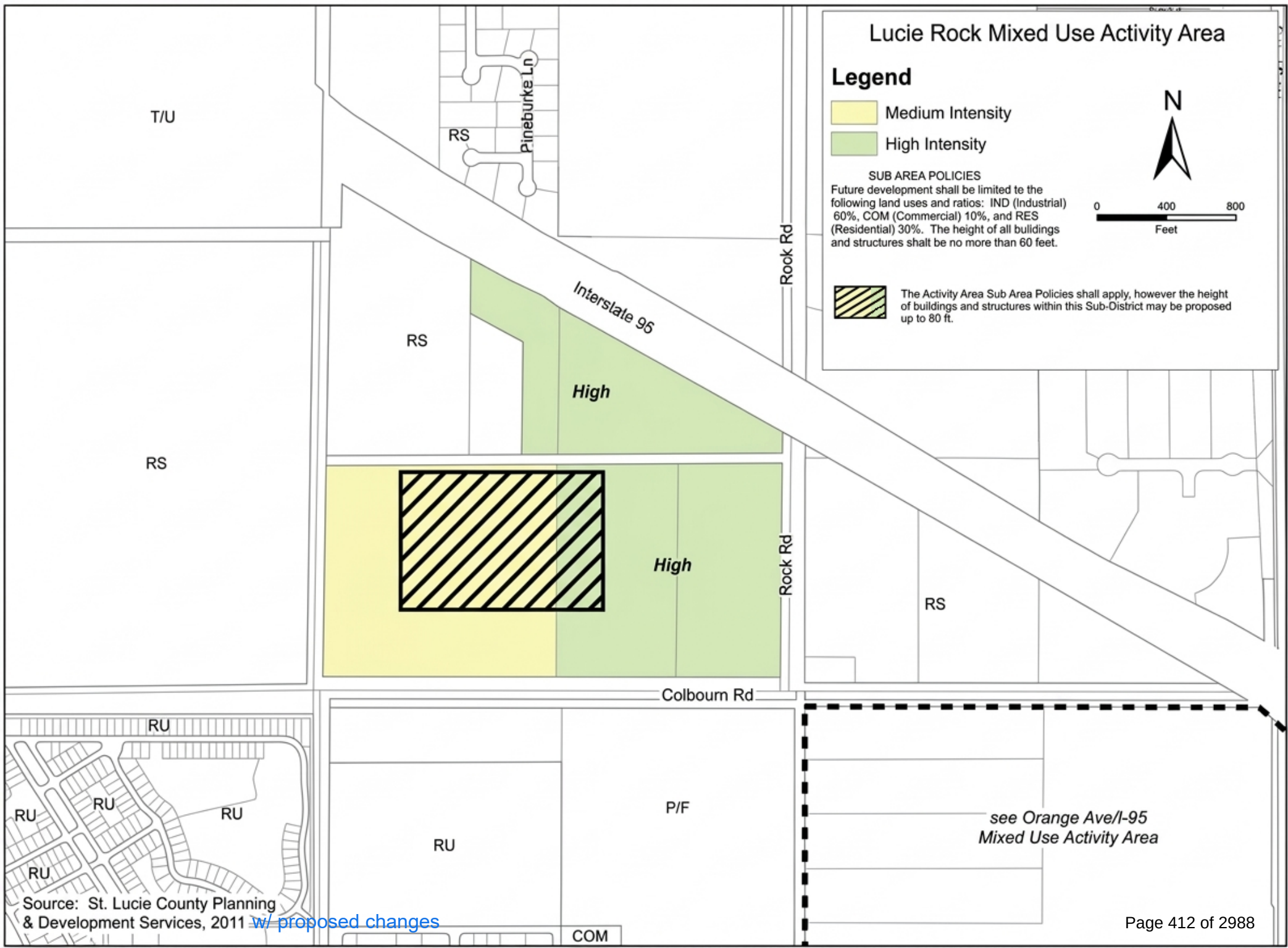
Subject Site

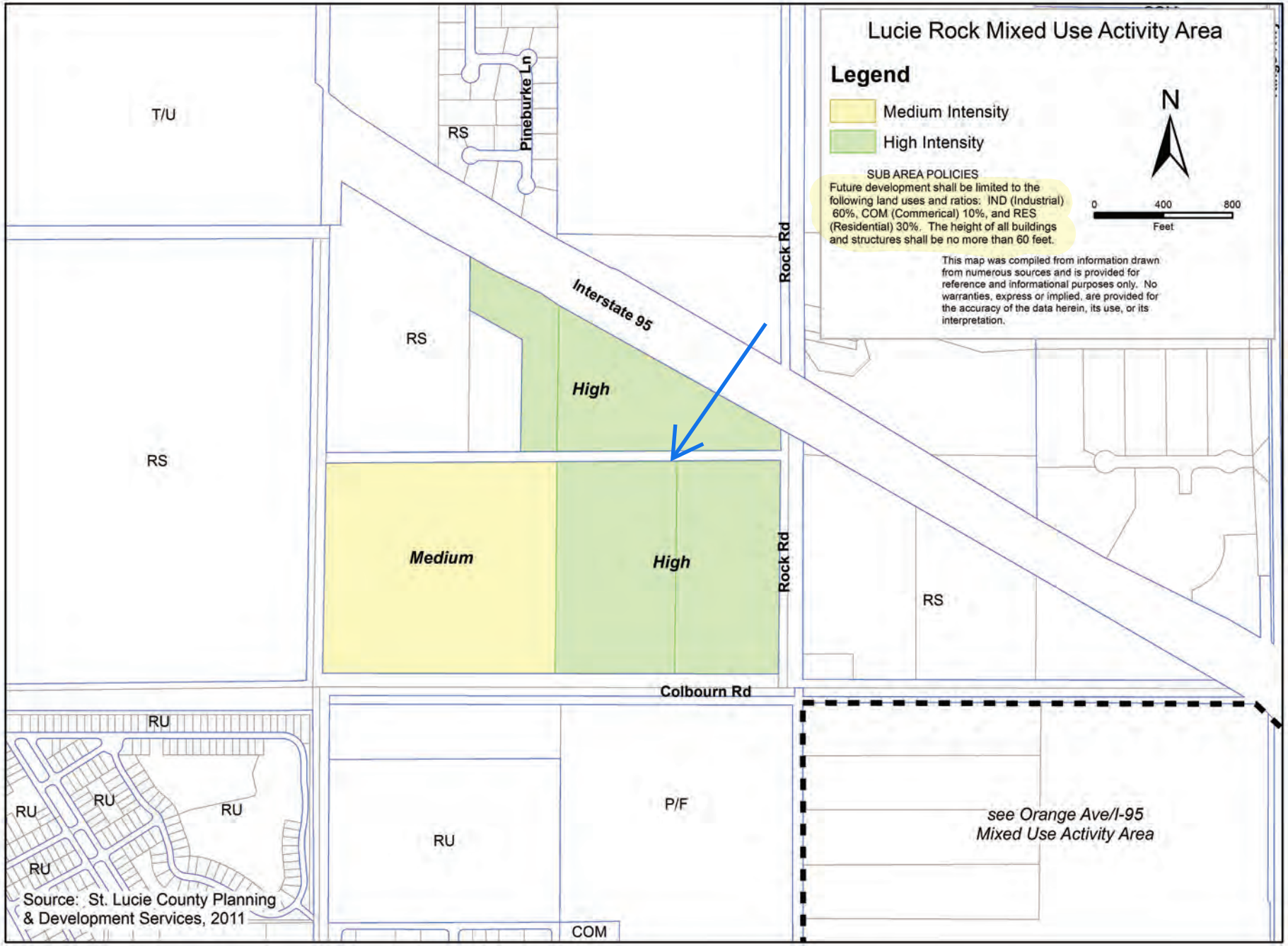
Proposed Zoning
- IH, Industrial Heavy

Zoning
- AG-1, Agricultural, 1 du/ac
- AG-5, Agricultural, 1 du/5 ac
- AR-1, Agricultural Residential, 1 du/ac
- CG, Commercial General
- CN, Commercial Neighborhood
- CO, Commercial Office
- I, Institutional
- IH, Industrial Heavy
- IL, Industrial Light
- IX, Industrial Extraction
- PNRD, Planned Non-Residential Development
- PUD, Planned Unit Development
- RM-5, Residential, Multi-Family, 5 du/ac
- RMH-5, Residential Mobile Homes, 5 lots/ac
- RS-2, Residential, Single Family, 2 du/ac
- RS-3, Residential, Single Family, 3 du/ac
- RS-4, Residential, Single Family, 4 du/ac
- U, Utilities

0 550 1,100 Feet


Access Road (Rock Road Ext.)
Conditional Use Area
Area for Future Land Use Map Amendment
+/-20.85 Acres
Area for Rezoning
from IL to IH
+/-20.25 Acres
Stormwater Lake
Rock Road
N. ROCK ROAD
EMERSON AVE.
NSLWMD CANAL #44
LAKE #1
5.97 AC.
ZONING IL
ZONING IH
SORTING
LINE PRODUCTION
SORTING PRESS
ALUMINUM PLANT
MANUFACTURING
WINDOW PLANT
SHIPPING
SORTING & GLASS PLANT
DRY RETENTION
2.00 AC.
LAKE #2
6.46 AC.
N


Lucie Rock Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
SUB AREA POLICIES
Future development shall be limited te the foliowing land uses and ratios: IND (Industrial) 60%, COM (Commercial) 10%, and RES (Residential) 30%. The height of all bulidings and structures shalt be no more than 60 feet.
The Activity Area Sub Area Policies shall apply, however the height of buildings and structures within this Sub-District may be proposed up to 80 ft.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Rock Rd
Interstate 95
High
High
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95
Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011 w/ proposed changes


Lucie Rock Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
SUB AREA POLICIES
Future development shall be limited to the following land uses and ratios: IND (Industrial) 60%, COM (Commerical) 10%, and RES (Residential) 30%. The height of all buildings and structures shall be no more than 60 feet.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Rock Rd
Interstate 95
High
Medium
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95
Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011

FUTURE LAND USE ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 1.1: Ensure the highest quality living environment possible, through a mixture of land uses reflecting the needs and desires of the local residents and how they want their community to develop. The goal shall be implemented by strictly enforced building, zoning and development codes based on objectives and policies that will enhance St. Lucie County's natural and man-made resources while minimizing any damage or threat of degradation to the health, safety and welfare of the county's citizens, native wildlife and environment, through incompatible land uses.

Objective 1.1.1: *Land Use*. Maintain the Future Land Use Map land with the following use designations to portray the future development patterns of St. Lucie County.

Policy 1.1.1.1 - The following land use designations/intensities, as indicated on the Future Land Use Maps are provided as the pattern for the future development of the area within unincorporated St. Lucie County.

Future Land Use Designation		Residential Density	Max Height[4] (For Buildings)	Max Lot Coverage (For Buildings)
AG-5	Agriculture-5	1 du/5 acres (0.2 du/1 acre)	-	-
AG-2.5	Agriculture-2.5	1 du/2.5 acres (0.4 du/1 acre)	-	-
RE	Residential Estate	1 du/a acre	-	-
RS	Residential Suburban	2 du/1 acre	-	-
RU	Residential Urban	5 du/1 acre	-	-
RM	Residential Medium	9 du/ 1 acre	-	-
RH	Residential High	15 du/ 1 acre	-	-
R/C	Residential/Conservation	1 du/5 acres (0.2 du/1 acre)	-	-
Cpub	Conservation-Public	0 du[1]	20 ft	5-10%
COM	Commercial	0 du[1,5]	60 ft[3]	40—50%
IND	Industrial	0 du[1]	80 ft	40—50%
P/F	Public Facilities	0 du[1]	80 ft	40—50%
T/U	Transportation/Utilities	0 du[1]	40 ft[6]	40—50%
MXD	Mixed Use Development	0.2-15 du/acre[2,5]	80 ft	40—50%
H	Historic	0 du[1]	40 ft	40—50%
SD	Special District	0.2-15 du/acre	80 ft	40—50%
TVC	Towns, Villages, & Countryside	Variable pursuant to special areas plan. See TVC Element Goals, Objectives, and Policies. 1-9 du/acre	-	-

Notes:	
1	Residential uses permitted under specific conditions only. Refer to Zoning/Land Development Code for special restrictions in individual zoning districts.
2	Maximum Densities subject to compliance with intensity with intensity plans for each mixed use area, as set forth in Policy 1.1.8.4
3	For motel or hotel uses, the building spacing formula as identified in the Land Development Code shall be used to establish maximum building height, unless otherwise stipulated in the Hutchinson Island Building Height Overlay Zone section of the Land Development Code, or unless otherwise restricted by Code or Ordinance of the County.
4	Unless otherwise stipulated in the Hutchinson Island Height Overlay Zone section in the Land Development Code
5	Motels/hotels shall be allowed up to 36 units/acre.
6	The height of the Treasure Coast Airport shall be regulated by the Airport Zone Height Limitations established in Section 4.00.03, of the Land Development Code, as reviewed and approved by the Federal Aviation Administration (FAA).

and restrictions as set forth in the Land Development Code.

Medium density residential land uses can act as a transition between the lower intensity RU areas and the more intense land use designations. Zoning applications within the RM land use area include single-family, multifamily, or PD zoning.

G. Residential High (RH)
Areas designated Residential High (RH) are intended to accommodate high density development, not to exceed 15 dwelling units per gross acre. In order to develop at this intensity, it must be possible to connect into a central water and wastewater service facility, and the subject property must be located in an area of the County which has available all urban services and facilities including fire protection, police, recreation, roadways, and schools.

Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

H. Mixed Use Development (MXD)
The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special or unique environmental consideration that may not be appropriate for traditional land use designations.

Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process. The following criteria, in addition to those as cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

- Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Non-Residential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.
- Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.
- All uses shall be compatible with adjacent land uses.

I. Special District (SD)
The intent of the Special District (SD) designation is to identify those areas where specific uses or combinations of uses are anticipated. SD designated areas include previously approved Community Development Districts, areas for which a site specific development plan or concept has been granted, or areas which by their location have specific issues and concerns for their development.

Residential densities within an area designated as a Special District are limited to what the current land use designation authorizes. Any increase over the present designation may be considered only through the Plan Amendment process.

Policy 1.1.8.4 - The following use density and intensity standards shall be used for the purpose of this plan for the Mixed Use activity areas:

1. *High* Intensity development areas may include the following types of land uses:	
Residential	5 to 15 du/acres
Institutional	1.5 FAR *
Professional Service/Office	1.5 FAR *
General Commercial	1.0 FAR *
Public Service/Utility	0.5 FAR *
Industrial	0.75 FAR *
* FAR = Floor Area Ratio	
2. *Medium* Intensity development areas may include the following types of land uses:	
Residential	5 to 9 du/acres
Institutional	1.0 FAR *
Professional Service/Office	1.0 FAR *
General Commercial	0.75 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR *
* FAR = Floor Area Ratio	
3. *Low* Intensity development areas may include the following types of uses:	
Residential	not to exceed 5 du/acres
Institutional	0.5 FAR *
Professional Service/Office	0.5 FAR *
General Commercial	0.5 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR
* FAR = Floor Area Ratio	
4. Specific Use Areas: Areas with special or unique local character may be included within the Mixed Use Designation. These areas, because of conditions unique or peculiar to them alone, have been limited to specific activities and zoning options as set forth in the activity area plans described in Policy 1.1.8.3. Any zoning application not consistent with this policy must be accompanied by a corresponding Comprehensive Plan Amendment indicating the change in intensity classification.	
Application of the Specific Use Area designation is to be made to those areas recognized by the County as suitable for alternative land use as the full spectrum of community services become available. This designation would serve to prevent the unplanned or premature development of such areas until all services were provided for and are consistent with the Future Land Use development philosophy of St. Lucie County.	
The terminology used in the Specific Use designation identifies the type of permitted activity, maximum zoning density or maximum zoning intensity. Each Mixed Use Activity area will identify the type of Special Use areas in the legends of each area.	
Industrial and Professional Service/Office uses may receive an intensity bonus of up to 100% of the FAR, within specific use areas served by Strategic Intermodal System (SIS) facilities operating at or above the adopted level of service (LOS) and with available water service and wastewater service.	

PLAN SNAPSHOT REPORT FLUMA-2603-000040 FOR ST LUCIE COUNTY

Plan Type:	Future Land Use Map Amendment	**Project:**	Project Orchid (PR-001710-2026)	**App Date:**	03/05/2026
Work Class:	Future Land Use Map Amendment	**District:**	1	**Exp Date:**	03/05/2027
Status:	Submitted - Online	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Benton, Kori	**Approval Expire Date:**	

Description: Amending the Lucie Rock Mixed Use Activity Area to provide for a special use for +/-20 acres and allow a maximum height of 80 feet for that part of the MXD.

Parcel: 230234100010008 Main | **Address:** | **Zone:** IH(IH)

Engineer
Jordan Haggerty, PE
Business: (561) 270-6983
Mobile: (772) 342-3183

Agent
Michael Houston
3500 SW Coporate PKWY
Suite 203
Palm City, FL 34990
Business: (772) 678-7200
Mobile: (772) 924-8492

Applicant
Kristina Harkins
3500 SW Corporate PKWY
Suite 203
Palm City, FL 34990

Applicant
Yanique Virgo
Mobile: (786) 300-7797

Engineer
Paul C Anderson
Business: (239) 271-2648
Mobile: (813) 960-4045

Applicant
Patti Tobin
3500 SW Corporate PARK 203
Palm City, FL 34990
Business: (772) 678-7200
Mobile: (772) 201-9439

Applicant
Ted Elam
Business: (561) 208-7980

		Description of Specific Use if "Other":			
Proposed Future Land Use:	Amending the Lucie Rock Mixed Use Activity Area to	Are any other applications being submitted?	Yes	Please indicate the type submitted:	Rezoning Conditional Use Site Plan - Major Development Agreement
Existing Improvements	vacant, former citrus grove	Proposed use of amendment lands:	Window manufacturer	Reason for making this request:	To allow for a small area of the building to exceed the 60-foot height limitation in the

	Lucie Rock Mixed Use Activity Area.	Conforms to the SLC Comprehensive Plan	The proposed amendment conforms to the SLC Comprehensive Plan and its goals, objectives and policies.	Amendment Lands	The +/-20 acres is part of a 92-acre planned industrial development known as Lucie Rock Mixed Use Activity Area.
Land Use Policy	a. Properties on the north have IH and IX future land use and the properties to the southeast a IH future land use designation. b. No, but all utilities except electric (FPL) are to be provided by Fort Pierce Utilities Authority.	Amendment Lands2	This property was changed from RS (Residential Suburban) to MXD - Orange Avenue (Mixed Use Development-Orange Avenue/I-95 Activity Area) in 2004. This is changing +/-20 acres of the 92 acre MXD from IL to IH.	Orderly and Logical	The change to IH for the 8.527 acres is needed to allow for small segments of the proposed building to exceed the 60-foot maximum height limitations of the IL zoning district.
Industrial Land Use	No native vegetation or wetlands exists on the property.	Traffic Report	Traffic Impact Analysis has previously been provided to the County for review by a 3rd party.	Drainage Characteristics	The proposed project will construct a stormwater management area that will consist of a series of interconnected dry retention and wet retention areas with associated underground piping and storm structures. The new system will maintain the general existing drainage patterns of the site. The new system will provide treatment and attenuation of stormwater runoff in accordance with St. Lucie County and South Florida Water Management District prior to discharging to the North St. Lucie water Control District Canal 44 located on the southern boundary of the site. This will include a net improvement for the average annual loads of nitrogen and phosphorus. The post-development peak discharge rate shall be no greater than the pre-development conditions. No off-site flows are taken into account onsite at this time.
Environmental Impacts	No protected species or wetlands were identified in the environmental review.	Capacity Analysis	The applicant is working with FPUA on the impacts to their supply. Their correspondence is an attachment to this file.	Solid Waste	This change in land use will not change the volumes of solid waste.
Recreational Facilities	N/A	Historic Resources	No known archeological or historic resources occur on or near the lands being amended.	Planned Urban Service Area	Yes
Contiguous Properties	N/A	Agricultural Category Change	N/A	Unique Area	N/A

EXHIBIT "A"

DESCRIPTION:

A PORTION OF SOUTH ONE HALF OF THE SOUTHWEST ONE QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 2; THENCE N00°13'36"E ALONG THE WEST LINE OF THE SOUTHWEST ONE OF SAID SECTION 2, A DISTANCE OF 1,316.05 FEET TO A POINT OF INTERSECTION WITH A LINE LYING 5.00 FEET SOUTH OF AND PARALLEL WITH SAID SOUTH ONE HALF OF THE SOUTHWEST ONE QUARTER OF SECTION 2; THENCE N89°50'57"E ALONG SAID PARALLEL LINE AND THE SOUTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE, AS RECORDED IN OFFICIAL RECORD BOOK 3664, PAGE 1430 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, A DISTANCE OF 580.99 FEET; THENCE S00°03'07"E, A DISTANCE OF 69.15 FEET TO THE POINT OF BEGINNING; THENCE N89°56'53"E, A DISTANCE OF 1191.00 FEET; THENCE S00°03'07"E, A DISTANCE OF 762.20 FEET; THENCE S89°53'58"W, A DISTANCE OF 1191.00 FEET; THENCE N00°03'07"W, A DISTANCE OF 763.21 FEET TO THE POINT OF BEGINNING.

CONTAINING 908,379 SQUARE FEET OR 20.854 ACRES, MORE OR LESS.

NOTES:

1. THIS SKETCH OF DESCRIPTION OR REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND THE ORIGINAL SEAL, OR THE AUTHENTICATED ELECTRONIC SIGNATURE AND SEAL, OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER.
2. LANDS SHOWN HEREON WERE ABSTRACTED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NUMBER: 12889656, REVISION NUMBER: 1: 2/18/2026 ISSUING OFFICE FILE NUMBER: G26-004, COMMITMENT DATE: 02/05/2026 AT 05:00 PM. SCHEDULE B-SECTION II EXCEPTIONS WERE REVIEWED BY THIS OFFICE AND ALL PLOTTABLE EXCEPTIONS ARE SHOWN HEREON.
3. BEARINGS SHOWN HEREON ARE BASED ON GRID, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASIS FOR THIS SKETCH OF DESCRIPTION IS BASED ON A MEASURED WEST LINE OF THE SOUTHWEST ONE QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, SAID LINE BEARS N00°13'36"E AND ALL OTHER BEARINGS ARE RELATIVE THERETO. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS
4. THE "LAND DESCRIPTION" HEREON WAS PREPARED BY THE SURVEYOR.
5. THIS IS NOT A SURVEY.

CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED SKETCH OF SKETCH OF DESCRIPTION OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS PREPARED UNDER MY DIRECTION ON MARCH 31, 2026. I FURTHER CERTIFY THAT THIS SKETCH OF DESCRIPTION MEETS THE STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17 ADOPTED BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS PURSUANT TO FLORIDA STATUTES 472.027.

SHEET 1 OF 4

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

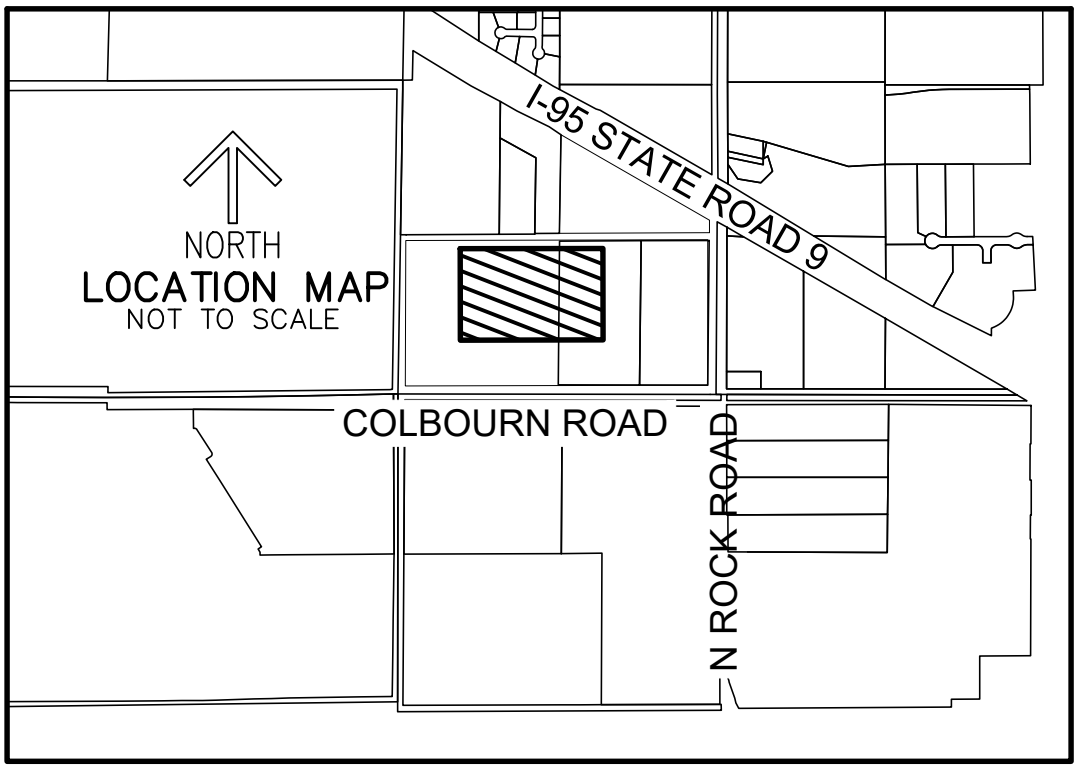
PROJECT ORCHID
FLUMA PARCEL SKETCH OF DESCRIPTION

DAVID P. LINDLEY CERTIFICATE No. 5005 STATE OF FLORIDA REGISTERED LAND SURVEYOR

Digitally signed by David Lindley
Date: 2026.04.01 15:58:49 -04'00'
Adobe Acrobat version: 2025.001.21288

DAVID P. LINDLEY
REGISTERED LAND SURVEYOR NO. 5005
STATE OF FLORIDA
L.B. 3591

DATE	3/31/2026
DRAWN BY	DL
F.B./ PG.	N/A
SCALE	AS SHOWN
JOB NO.	11784rflumv1



LEGEND ABBREVIATIONS

LB – LICENSED BUSINESS
L.W.D.D. – LAKE WORTH DRAINAGE DISTRICT
O.R.B. – OFFICIAL RECORD BOOK
R/W – RIGHT–OF–WAY

CAULFIELD & WHEELER, INC.
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LANDSCAPE ARCHITECTURE – SURVEYING
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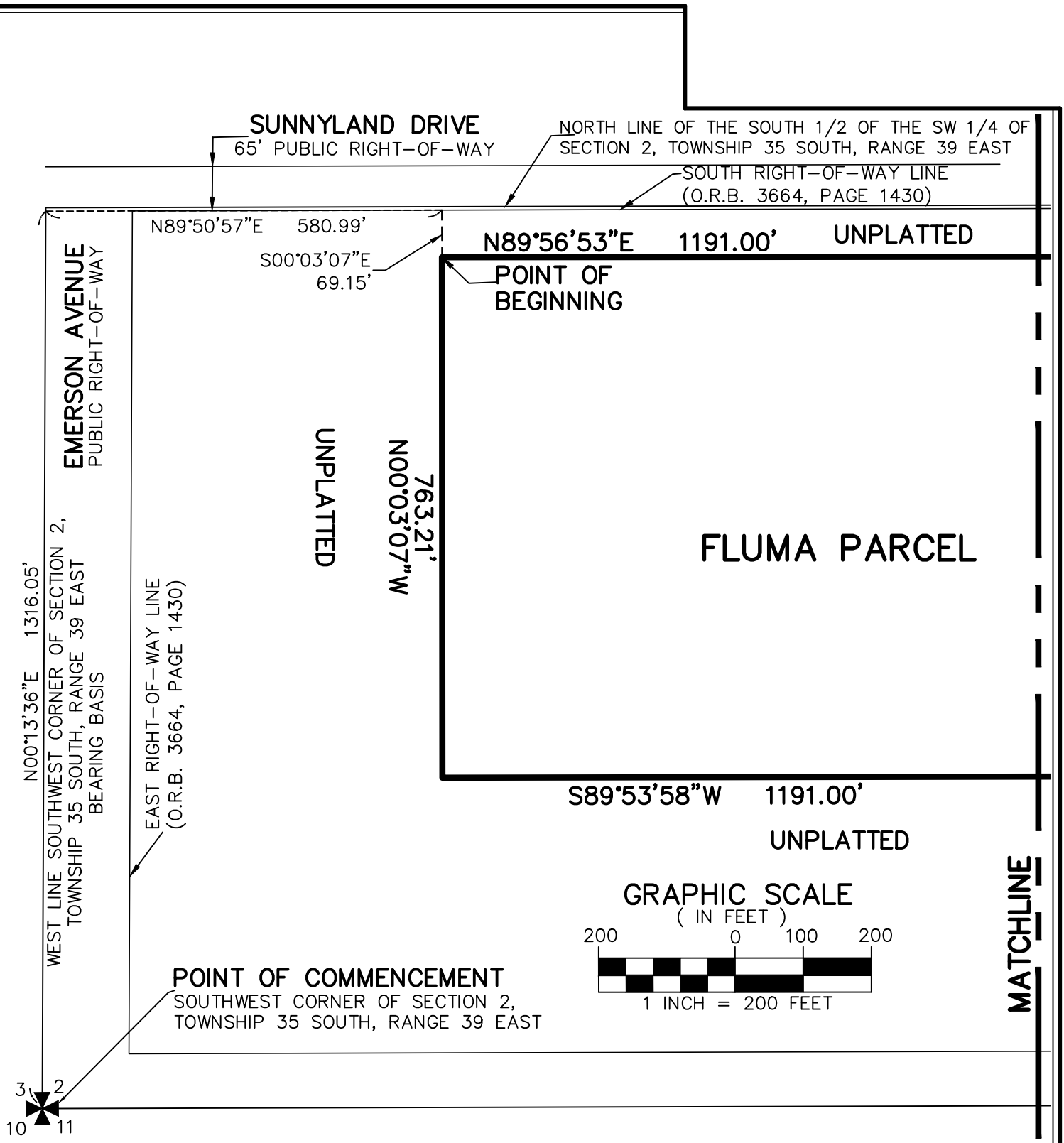
BOCA RATON, FLORIDA 33434
PHONE (561)–392–1991 / FAX (561)–750–1452

PROJECT ORCHID
FLUMA PARCEL SKETCH OF DESCRIPTION

DATE	3/31/2026
DRAWN BY	DL
F.B./ PG.	N/A
SCALE	AS SHOWN
JOB NO.	11784rflumv1



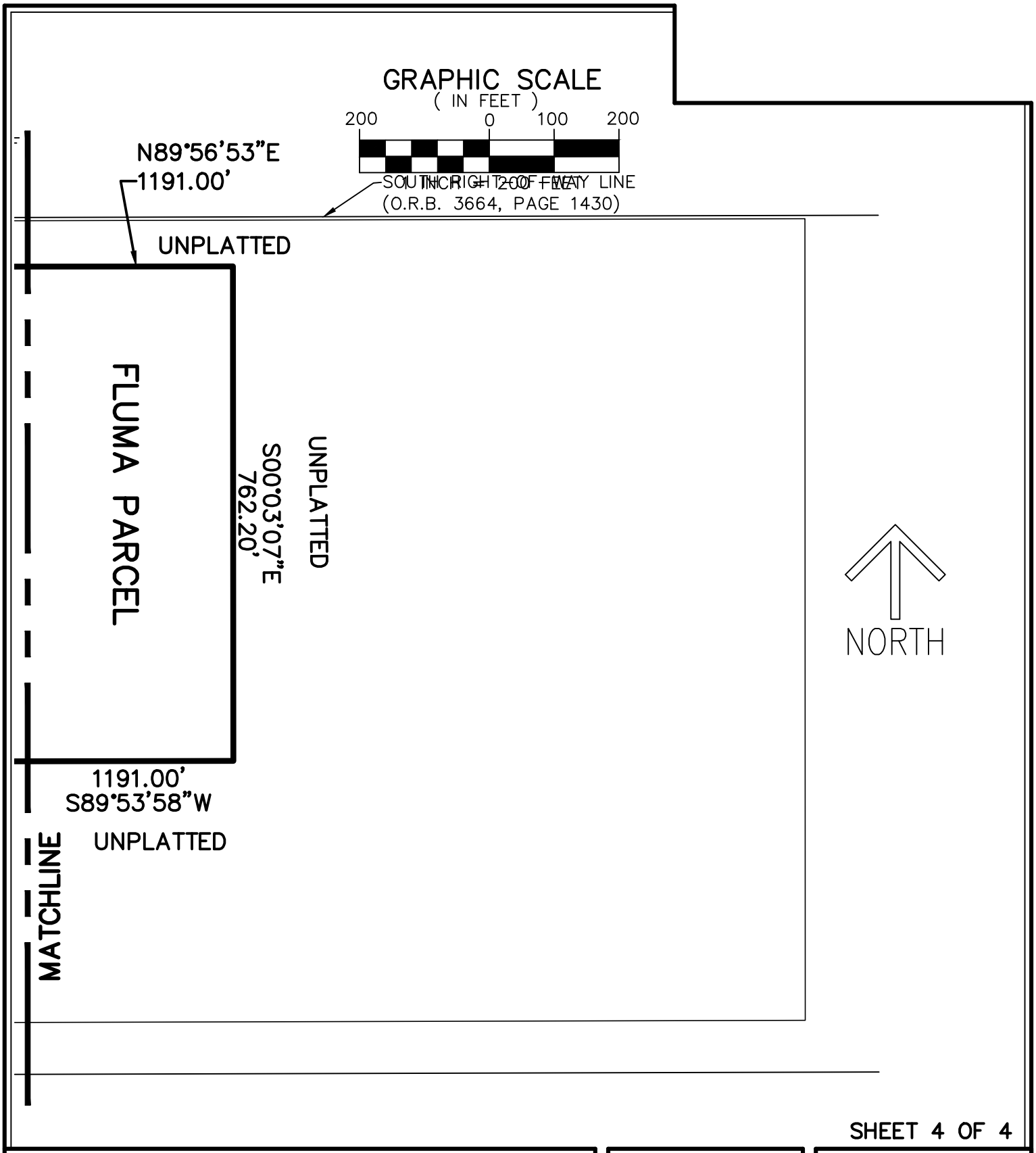
SHEET 3 OF 4

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

NORTH

DATE	3/31/2026
DRAWN BY	DL
F.B./ PG.	N/A
SCALE	AS SHOWN
JOB NO.	11784rflumv1

PROJECT ORCHID
FLUMA PARCEL SKETCH OF DESCRIPTION



SHEET 4 OF 4

CAULFIELD & WHEELER, INC.
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7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

PROJECT ORCHID
FLUMA PARCEL SKETCH OF DESCRIPTION

DATE	3/31/2026
DRAWN BY	DL
F.B./ PG.	N/A
SCALE	AS SHOWN
JOB NO.	11784rflumv1

No.	REVISIONS	DATE	BY

Kimley»Horn

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1514 BROADWAY, SUITE 301 · FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL

DAVID MERCER, P.E.

FLORIDA LICENSE NUMBER 90785

DATE:

KHA PROJECT	043918010
DATE	MARCH 2026
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	KHA

SURVEY EXHIBIT

PROJECT ORCHID

PREPARED FOR
FOUNDRY COMMERCIAL

ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
EX-1

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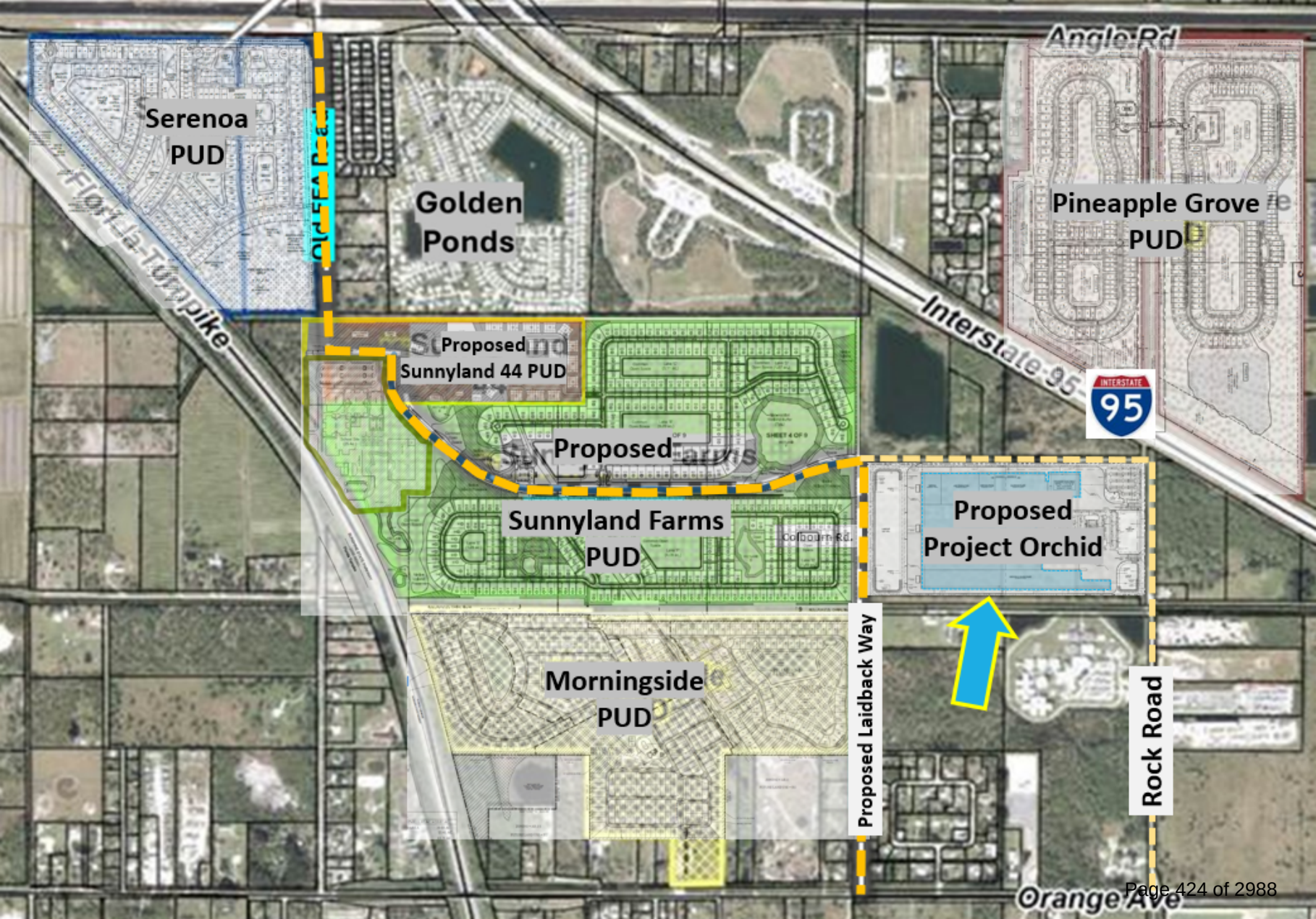
Serenoa
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Angle Rd
Pineapple Grove
PUD
Florida Turnpike
Interstate 95
INTERSTATE
95
Proposed
Sunnyland 44 PUD
Proposed
Sunnyland Farms
PUD
Proposed
Project Orchid
Morningside
PUD
Proposed Laidback Way
Rock Road
Orange Ave

TRAFFIC IMPACT ANALYSIS

PROJECT ORCHID
ST. LUCIE COUNTY, FL

PREPARED FOR:
FOUNDRY COMMERICAL

Kimley»Horn

April 2, 2026
KH # 043918010
Registry No. 35106
Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

TRAFFIC IMPACT ANALYSIS

PROJECT ORCHID

ST. LUCIE COUNTY, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida

Kimley»Horn

February 15, 2025
Revised April 2, 2026
KH # 043918010
Registry No. 35106

Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

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Stephanie Guerra
Date: 2026.04.02
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STEPHANIE A. GUERRA, P.E.
Florida Registration Number #84302
Registry No. 35106

DATE: APRIL 2, 2026

TABLE OF CONTENTS

LIST OF TABLES ii
LIST OF FIGURES ii
INTRODUCTION 1
PROJECT TRAFFIC 3
Existing and Proposed Land Uses 3
Trip Generation 3
Traffic Distribution and Assignment 3
SIGNIFICANCE CALCULATIONS AND LINK ANALYSIS 4
Capacity Analysis 4
INTERSECTION ANALYSIS 8
Data Collection 8
Existing Conditions: 8
Future Background Conditions (2031) 8
Future Total Conditions (2031) 9
Signalization at Rock Road and Orange Avenue 19
95th Percentile Queues 20
Turn Lane Length Evaluation 20
SITE CIRCULATION AND TURN LANE REQUIREMENTS 21
Turn Lane Analysis 21
Driveway 1: Left-Turn Lane Evaluation 21
Driveway 2: Left-Turn Lane Evaluation 22
SIGNAL WARRANT ANALYSIS 25
Existing Conditions 25
Data Collection 25
CONCLUSION 26
APPENDIX A: SITE PLAN ..... A
APPENDIX B: ST. LUCIE COUNTY 2025 ROADWAY LOS INVENTORY REPORT AND DATA COLLECTION ..... B
APPENDIX C: COMMITTED DEVELOPMENT C
APPENDIX D: SIGNAL TIMING DATA ..... D
APPENDIX E: VOLUME DEVELOPMENT SHEETS ..... E

APPENDIX F: SYNCHRO OUTPUT SHEETS ..... F
APPENDIX G: DRIVEWAY 1 TURN LANE EVALUATIONS ..... G
APPENDIX H: DRIVEWAY 2 TURN LANE EVALUATIONS ..... H
APPENDIX I: SIGNAL WARRANT SUMMARY I

LIST OF TABLES

Table 1: Trip Generation Calculations 3
Table 2: Peak Hour Peak Direction Significance Calculations 5
Table 3: Peak Hour Peak Direction Capacity Analysis 6
Table 4: Existing Conditions Synchro Summary 11
Table 5: Future Background Conditions Synchro Summary 13
Table 6: Future Total Conditions Synchro Summary 17
Table 7: Signal Optimization Synchro Summary 18
Table 8: Signalization at Rock Road & Orange Avenue Synchro Summary 19
Table 9: Turn Lane Length Evaluation at Orange Avenue & Rock Road 20

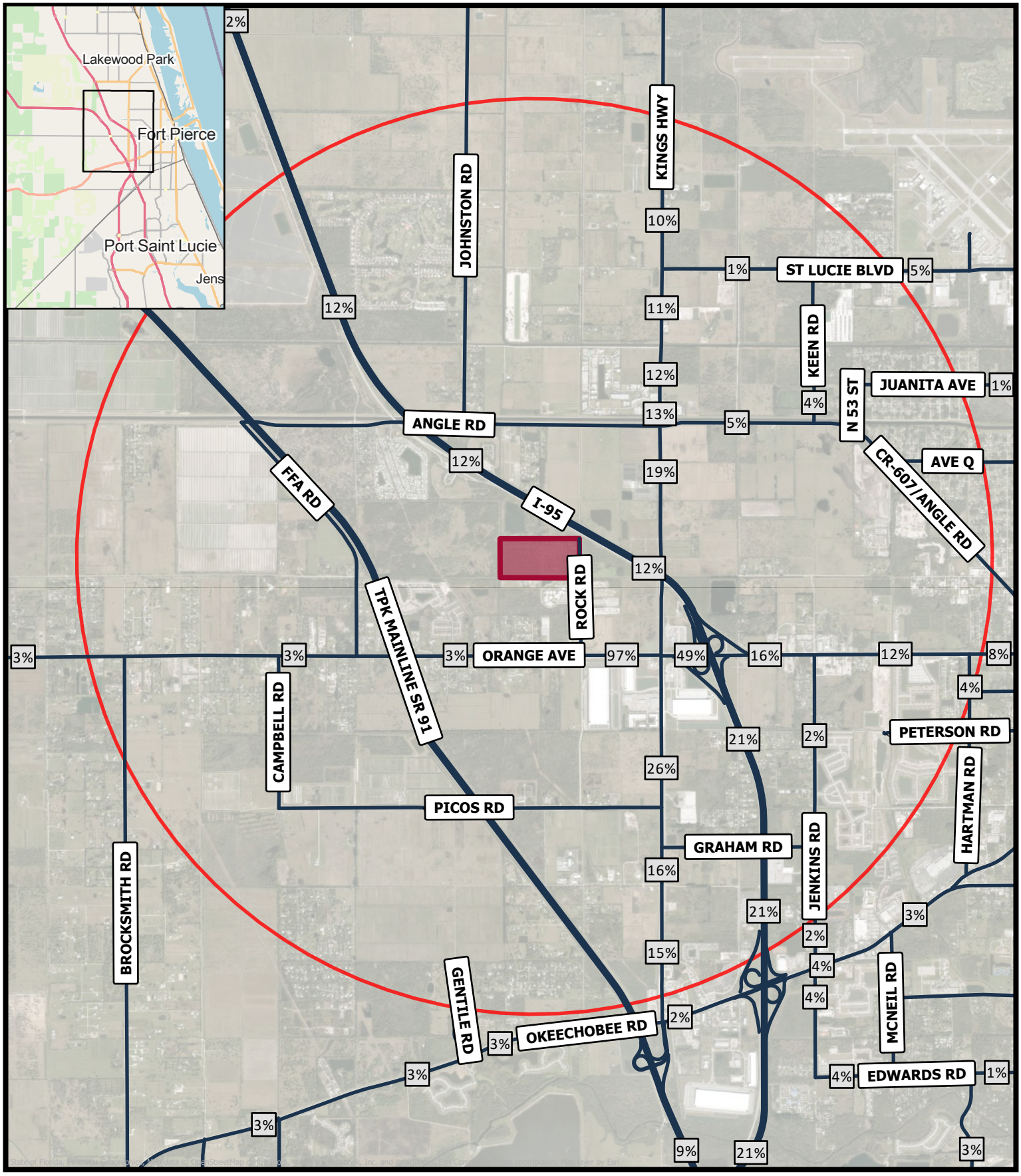
LIST OF FIGURES

Figure 1: Site Location and Trip Assignment 2
Figure 2: Existing Volumes 10
Figure 3: Background Traffic Volumes 12
Figure 4: Project Traffic Distribution 14
Figure 5: Project Traffic Volumes 15
Figure 6: Future Volumes 16
Figure 7: Driveway Assignment 23
Figure 8: Driveway Volumes 24

INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to conduct a traffic impact analysis for the Project Orchid site. The site is located on the west side of Rock Road, north of Orange Avenue, in St. Lucie County, Florida. The proposed project would develop the vacant site into a 1,444,000 square-foot manufacturing facility, with a mix of foundry, warehouse, and office uses to support the production of goods. **Figure 1** illustrates the site location and project trip assignment, which is reflective of a Treasure Coast Regional Planning Model (TCRPM) run to determine the site's distribution. The project site plan is included in Appendix A.

This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements published by the St. Lucie County TPO in the document, *Standardized Traffic Impact Studies (TIS) Methodology and Procedures.* A buildout year of 2031 was analyzed for the proposed development.



Legend

- Project Site
- Radius of Development Influence
- Main Roads
- Highway

NORTH

0 1,500 3,000 6,000 Feet

Figure 1

Orchid
Trip Distribution
KH#043918010

Kimley»Horn

PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The site is currently vacant and is proposed to be developed with 1,444,000 square feet of manufacturing use.

Trip Generation

The trip generation potential for the proposed development program was calculated using trip generation rates and equations published by the Institute of Transportation Engineers' (ITE) *Trip Generation Report, 12th Edition*. As indicated in Table 1, the proposed development is projected to generate 6,166 net new external daily trips, 736 net new external AM peak hour trips (+552 inbound, +184 outbound), and an additional 910 net new external PM peak hour trips (+264 inbound, +646 outbound).

Table 1: Trip Generation Calculations

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
ITE	Manufacturing	140	1,444.000 ksf	6,166	736	552	184	910	264	646
Driveway Volumes				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Net New External Trips				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Proposed - Existing Net New Traffic				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Radius of Development Influence:				**3 miles**						

Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Avg. Pass By
ITE	Manufacturing	4.27 trips/ksf	0.51 trips/ksf (75% in, 25% out)	0.63 trips/ksf (29% in, 71% out)	0.0%

Traffic Distribution and Assignment

Based on the St. Lucie County Standardized Traffic Impact Studies (TIS) Methodology and Procedures, the radius of development influence is 3 miles. Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. A projected traffic distribution was developed using Treasure Coast Regional Planning Model, Version 5 (TCRPM5) modeled distributions.

Figure 1 illustrates the proposed roadway link assignment. Using these percentages, project traffic was then assigned to the surrounding roadway network projected to be in place by 2031.

SIGNIFICANCE CALCULATIONS AND LINK ANALYSIS

The study roadway links were defined as the roadways upon which the project traffic has an impact of 5% or higher of the level of service capacity of the roadway links which are not directly accessed by the project and 1% or higher of the level of service capacity of the directly accessed roadway links. Significance was determined on a peak hour, peak direction (PHPD) basis using the project's PM peak hour outbound trips because this represents the highest trip generation on a PHPD basis. Existing traffic volumes were obtained from the *St. Lucie County Traffic Counts and Level of Service Report* for 2025 and FDOT count stations. For links on which capacity was not published in the *St. Lucie County Traffic Counts and Level of Service Report*, facility capacity was obtained from FDOT 2023 Quality Level of Service Handbook. **Table 2** summarizes the project percent impact as a percentage of the service volume capacity for the PM peak hour. As shown in **Table 2**, the following roadway links were determined to be significantly impacted by project traffic:

- Orange Avenue – From Rock Road to Kings Highway
- Orange Avenue – From Kings Highway to I-95
- Orange Avenue – From I-95 to Jenkins Road
- Kings Highway – From Picos Road to Orange Avenue
- Kings Highway – From Orange Avenue to Angle Road
- Kings Highway – From Angle Road to St. Lucie Boulevard
- Kings Highway – From St. Lucie Boulevard to Indrio Road
- Graham Road – From Kings Highway to Jenkins Road
- Rock Road – From Orange Avenue to Project Driveway

Therefore, further capacity analysis is required on these roadway links.

Capacity Analysis

The future traffic volumes on each significantly impacted roadway identified in **Table 2** were evaluated based on capacities established in Table 2. Existing traffic volumes were obtained from the *St. Lucie County LOS Report* for 2025 and FDOT count stations. In order to grow existing volumes for future background conditions, the greater of two volumes was added:

- A two and one half percent (2.5%) growth rate compounded annually.
- A one percent nominal growth rate compounded annually, in addition to traffic from committed projects in the surrounding area.

Table 3 summarizes the capacity analysis on these significantly impacted links on a peak hour, peak directional basis. Because the project's PM peak hour outbound trips represent the peak hour, peak direction of the proposed development, these trips were utilized in the roadway link analysis.

Table 2: Peak Hour Peak Direction Significance Calculations

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	FDOT Context Classification (From FDOT Preliminary Context Classification TDA)	LOS D GEN. SVC. VOLUME	PROJECT TRIPS			
						PROJECT % ASSIGNMENT	PM PEAK HOUR (HIGHER PEAK HOUR)		
							TRIPS	% IMPACT	
Orange Ave	Shinn Road	Campbell Road	2L	C3R	1,070	3%	19	1.78%	No
Orange Ave	Campbell Road	Rock Road	2L	C2	1,070	3%	19	1.78%	No
Orange Ave	Rock Road	Kings Hwy	2L	C2	1,070	97%	627	58.60%	Yes
Orange Ave	Kings Hwy	I-95	6LD*	C3C**	2,680	24%	155	5.78%	Yes
Orange Ave	I-95	Jenkins Rd	4LD	C4	1,790	16%	103	5.75%	Yes
Orange Ave	Jenkins Rd	Hartman Rd	4LD	C4	1,790	12%	78	4.36%	No
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Crossroads Pkwy	Graham Rd	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Graham Rd	Picos Rd	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Picos Rd	Orange Avenue	4LD	C2	2,910	26%	168	5.77%	Yes
Kings Hwy	Orange Avenue	Angle Rd	2L	C3C**	1,070	19%	123	11.50%	Yes
Kings Hwy	Angle Rd	St. Lucie Blvd	2L	C3C**	1,070	12%	78	7.29%	Yes
Kings Hwy	St. Lucie Blvd	Indrio Rd	2L	C2	730	10%	65	8.90%	Yes
Johnston Rd	Angle Rd	L20	2L	C2	1,070	0%	0	0.00%	No
Johnston Rd	L20	Meadowood Dr	2L	C2	1,070	0%	0	0.00%	No
Johnston Rd	Meadowood Dr	Old Johnston Rd	2L	C2	1,070	0%	0	0.00%	No
Keen Rd	Angle Rd	St. Lucie Blvd	2L	C2	630	4%	26	4.13%	No
Campbell Rd	Picos Rd	Orange Ave	2L	C2	540	0%	0	0.00%	No
Picos Rd	Campbell Rd	Kings Hwy	2L	C2	540	0%	0	0.00%	No
Graham Rd	Kings Hwy	Jenkins Rd	2L	C2	630	10%	65	10.32%	Yes
53rd St	Angle Rd	Juanita Ave	2L	C3R	540	1%	6	1.11%	No
Peterson Rd	Bent Creek Dr	Hartman Rd	2L	C3R**	540	0%	0	0.00%	No
Ave Q	Angle Rd	25th St	2L	C3R	750	0%	0	0.00%	No
Juanita Ave	53rd St	25th St	2L	C4	750	1%	6	0.80%	No
Florida's Turnpike	Okeechobee Rd	Indian River C.L	4LX	Limited Access (Transitioning)	3,790	0%	0	0.00%	No
I-95	Okeechobee Rd	Orange Ave	8LX	Limited Access (Transitioning)	7,440	11%	71	0.95%	No
I-95	Orange Ave	Indrio Rd	8LX	Limited Access (Transitioning)	7,440	6%	39	0.52%	No
Angle Road	Godwin Rd	Florida's Turnpike	2L	C3R**	1,070	0%	0	0.00%	No
Angle Road	Florida's Turnpike	Johnston Rd	2L	C3R	1,070	0%	0	0.00%	No
Angle Road	Johnston Rd	Kings Hwy	2L	C2	1,070	0%	0	0.00%	No
Angle Road	Kings Hwy	Keen Rd	2L	C2	880	5%	32	3.64%	No
Angle Road	Keen Rd	53rd St	2L	C2	630	1%	6	0.95%	No
Angle Road	53rd St	Ave Q	2L	C3R	600	0%	0	0.00%	No
Angle Road	Ave Q	Ave D	2L	C3C	540	0%	0	0.00%	No
Jenkins Rd	Okeechobee Rd	Graham Rd	2L	C3C**	920	0%	0	0.00%	No
Jenkins Rd	Graham Rd	Peterson Rd	2L	C2	630	0%	0	0.00%	No
Jenkins Rd	Peterson Rd	Orange Ave	2L	C2	920	2%	13	1.41%	No
Rock Road	Okeechobee Road	Picos Road	6LD	C2**	2,680	0%	0	0.00%	No
Rock Road	Picos Road	Orange Ave	6LD	C2**	2,680	0%	0	0.00%	No
Rock Road	Orange Ave	Project Driveway	2L	C3C***	856	100%	646	75.47%	Yes
St. Lucie Blvd	25th St	Keen Rd	2L	C2	880	5%	32	3.64%	No
St. Lucie Blvd	Keen Rd	Kings Hwy	2L	C2	880	1%	6	0.68%	No

FDOT Context Classification obtained from FDOT Open Data Hub GIS Map for Preliminary Context Classification

Service Volumes in blue obtained from 2025 St Lucie TPO Traffic Counts and LOS Report

Service Volumes in yellow determined from FDOT 2023 QLOS based on FDOT Context Classification from GIS Map

***6LD at Orange Avenue adjusted for auxiliary lanes and turn lanes extending between Kings Highway & I-95**

**** assumed based on surrounding, lower density, commercial uses**

***** Based on future commercial development and baseline adjusted for no center turn lanes.**

Table 3: Peak Hour Peak Direction Capacity Analysis

	From	To	Existing		Year 2024/2025 Traffic Volume Peak Hour Peak Direction	Count Station ID (County # + Station)	Committed Traffic + 1% Growth	2.5% Background Traffic Growth	Utilized (Maximum) Committed Traffic	Project Traffic	2031 Total Traffic	Meets Standard ??	Background Deficiency ??
			Lanes	LOS D Service Volume									
Orange Ave	Rock Road	Kings Hwy	2L	1070	500	759 - St. Lucie TPO	235	92	235	627	1,362	No	No
Orange Ave	Kings Hwy	I-95	6LD*	2680	998	940041	835	137	835	155	1,988	Yes	-
Orange Ave	I-95	Jenkins Rd	4LD	1790	981	940035	325	156	325	103	1,409	Yes	-
Kings Hwy	Picos Rd	Orange Avenue	4LD	2910	515	940076	775	106	775	168	1,458	Yes	-
Kings Hwy	Orange Avenue	Angle Rd	2L	1070	712	940077	707	118	707	123	1,542	No	Yes
Kings Hwy	Angle Rd	St. Lucie Blvd	2L	1070	634	940751	259	64	259	78	971	Yes	-
Kings Hwy	St. Lucie Blvd	Indrio Rd	2L	730	828	940006	231	96	231	65	1,124	No	Yes
Graham Rd	Kings Hwy	Jenkins Rd	2L	630	144	669 - St. Lucie TPO	99	36	99	65	308	Yes	-
Rock Road *	Orange Ave	Project Driveway	2L	856	84	Intersection Counts	4	11	11	646	741	Yes	-

*Count data at the intersection of Rock Road & Orange Avenue used.

As shown in **Table 3**, Orange Avenue from Rock Road to Kings Highway is projected to be over capacity with the addition of project traffic. This facility will require the following improvements to meet the adopted LOS D standards:

- Widening of Orange Avenue from Rock Road to Kings Highway from 2L to 4L.

Therefore, the proposed development is responsible for the proportionate share of these improvements. To determine the percentage the proposed development is responsible for, the following methodology was followed:

- Project Traffic along Orange Avenue from Rock Road to Kings Highway:
  - Eastbound: 627 vehicles
  - Westbound: 256 vehicles
- Current Capacity of the Roadway Segment
  - Directional: 1,070 vehicles
  - Two-way: 1,950 vehicles
- Capacity of 4L Undivided Segment
  - Directional: 2,765 vehicles
  - Two-way: 5,026 vehicles
- **Proportionate Share Calculation 1**: (627+256) / (5,026-1,950) = **29%**
- **Proportionate Share Calculation 2**:
  - Eastbound: Full cost
  - Westbound (AM Peak Hour): (1255-1070) / (2,765 – 1,070) = 11%
  - Total proportionate share of improvement: **56%**

Two calculations were performed to determine the proportionate share of the improvements attributable to the proposed development. The first calculation evaluated project-generated trips during the PM peak hour in the eastbound and westbound directions and divided them by the increase in two-way roadway service capacity, resulting in a proportionate share of 29% for the roadway widening.

The second calculation considered the full cost of improvements in the eastbound direction while determining the share for the westbound approach. AM peak hour westbound project trips were added to projected future volumes in the westbound direction and compared to the existing directional roadway service capacity; this difference was then divided by the increase in service capacity needed to determine the proportionate share. This resulted in 11% for the westbound approach, which, when combined with the full cost of the eastbound direction, yields a total proportionate share of 56% for the conversion from a two-lane roadway to four lanes.

Therefore, the proportionate share of improvements attributable to the proposed development is 56% of the road widening of Orange Avenue from Rock Road to Kings Highway from a 2-lane roadway to a 4-lane roadway.

INTERSECTION ANALYSIS

Operation conditions at the following intersections were analyzed using *Synchro 12* software and the *HCM 2000* Edition methodology [(1)]:

- Kings Highway & Orange Avenue
- I-95 Northbound Ramps & Orange Avenue
- I-95 Southbound Ramps & Orange Avenue
- Jenkins Road & Orange Avenue
- Kings Highway & Okeechobee Boulevard
- Rock Road & Orange Avenue
- Kings Highway & Angel Road
- Kings Highway & St Lucie Boulevard
- Kings Highway & Graham Road

(1) ***HCM 2000 Edition was used for this analysis since there were several intersections that had nonstandard phasing which cannot be analyzed by HCM 7th Edition methodology.***

Data Collection

Baseline traffic counts were collected during the AM peak period (7:00 AM – 9:00 AM) and the PM peak hour (4:00 PM – 6:00 PM) at the studied intersections. The turning movement counts were collected on February 3, 2026, March 27, 2025, September 3, 2025, January 14, 2026, March 11, 2026, and March 24, 2026. Turning movement counts for the following intersections were taken from the Hope Commercial traffic study:

- I-95 Northbound Ramps & Orange Avenue
- I-95 Southbound Ramps & Orange Avenue

Existing Conditions:

This analysis scenario provides a baseline evaluation of current conditions, based upon traffic volume data collected at the study intersections. Existing counts collected outside of peak season have been adjusted for peak season using Peak Season Correction Factors (PSCF) published by FDOT. The existing volumes used in the analysis are shown in **Figure 2**.

Future Background Conditions (2031)

This analysis scenario includes the baseline traffic volumes adjusted to future year conditions without the project by applying the greater of two options:

- An annually compounding background growth rate of 2.5% ***or***
- A one percent (1%) nominal growth rate compounded annually, in addition to committed traffic in the surrounding area.

The future background condition volumes are shown in **Figure 3**.

Future Total Conditions (2031)

This analysis scenario uses the Future Background Conditions (2031) volumes as a baseline and adds new project traffic generated by the proposed development. The Future Total Conditions (2031) volumes assume an estimated fully built out condition in the year 2031. The net change in trip generation potential that was calculated for the site was distributed across the transportation network using the trip distribution illustrated in **Figure 4**. The resulting project traffic volumes are shown in **Figure 5**. **Figure 6** illustrates the resulting Future Total volumes.

Synchro summaries for Existing Conditions, Future Background Conditions (2031), and Future Total Conditions (2031) are shown in **Table 4, Table 5**, and **Table 6,** respectively.

As shown in the tables, the following intersections operate at LOS E and F during the peak hours under future total conditions:

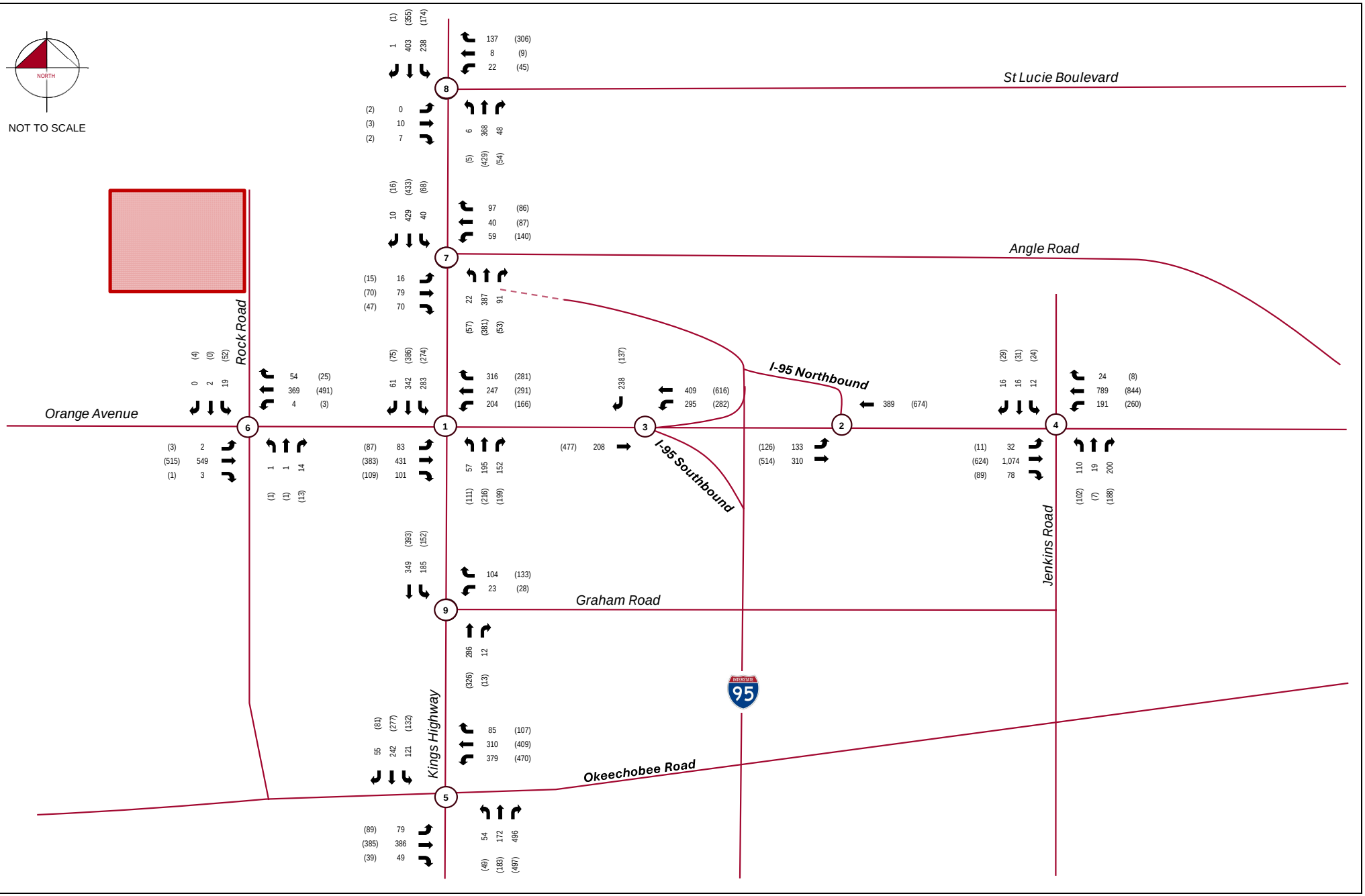
- Kings Highway & Orange Avenue (LOS F - AM and PM peak hours)
- Kings Highway & Okeechobee Boulevard (LOS E – AM and PM peak hours)
- Rock Road & Orange Avenue (LOS F – AM and PM peak hours)
- Kings Highway & Angle Road (LOS F – AM and PM peak hours)
- Kings Highway & Graham Road (LOS F – AM and PM peak hours)

Signalization at the intersection of Rock Road & Orange Avenue is recommended based on the anticipated delays associated with the southbound movements.

The deficiencies at the intersections of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Kings Highway & Angle Road, and Kings Highway & Graham Road are projected to occur under background conditions without the addition of project traffic.

According to Florida State Statute 163.3180, because the facility identified on the page exceeds its respective threshold under background conditions, and because the improvements required to address future background conditions will also provide sufficient capacity for the proposed project traffic, the project is not responsible for the proportionate share of these improvements.

Signal optimization can be performed at the intersection of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, and Kings Highway & Angle Road to reduce delays. **Table 7** shows the results of the signal optimization at these intersections.



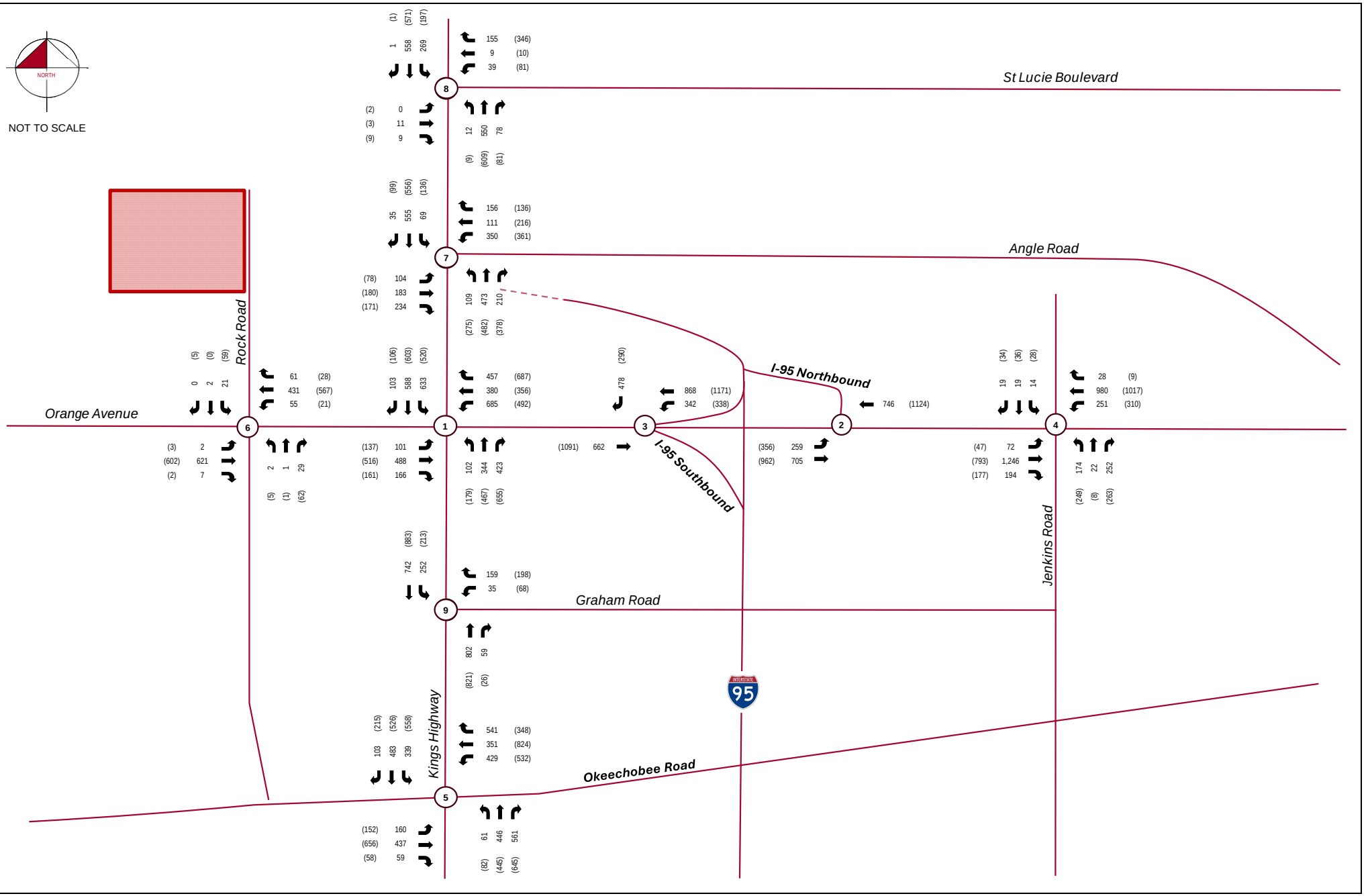
Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 2
Existing Volumes
Project Orchid
KH #043918010

Table 4: Existing Conditions Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	51.4	D	49.4	D
			WB	40.8	D	41.7	D
			NB	31.7	C	66.8	E
			SB	110.4	F	137.3	F
			Overall	**61.3**	**E**	**76.1**	**E**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	10.4	B	8.9	A
			WB	4.8	A	5.4	A
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**7.8**	**A**	**7.1**	**A**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	15.2	B	17.1	B
			WB	17.1	B	14.2	B
			NB	-	-	-	-
			SB	27.2	C	26.7	C
			Overall	**18.8**	**B**	**16.3**	**B**
4	Jenkins Road & Orange Avenue	Signalized	EB	19.8	B	15.6	B
			WB	19.1	B	13.8	B
			NB	26.4	C	26.1	C
			SB	31.1	C	30.0	C
			Overall	**20.6**	**C**	**16.7**	**B**
5	Kings Highway & Okeechobee Road	Signalized	EB	26.2	C	31.5	C
			WB	25.9	C	28.8	C
			NB	29.2	C	30.9	C
			SB	29.9	C	31.4	C
			Overall	**27.6**	**C**	**30.3**	**C**
6	Rock Road & Orange Avenue	TWSC	EBL	8.3	A	8.4	A
			EBT	0.0	A	0.0	A
			WBL	8.7	A	8.5	A
			WBT	0.0	A	0.0	A
			NB	13.6	B	13.3	B
			SB	23.8	C	25.8	D
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	73.3	E	57.9	E
			WB	71.3	E	76.6	E
			NB	33.8	C	44.3	D
			SB	67.2	E	68.8	E
			Overall	**56.1**	**E**	**61.2**	**E**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	23.6	C	23.6	C
			WB	24.2	C	24.7	C
			NB	19.4	B	23.0	C
			SB	6.3	A	7.2	A
			Overall	**13.3**	**B**	**17.4**	**B**
9	Kings Highway & Graham Road	TWSC	WBL	16.3	C	15.8	C
			WBR	9.8	A	10.2	B
			NBU	0.0	A	0.0	A
			SBL	8.7	A	8.6	A
			Overall	**-**	**-**	**-**	**-**



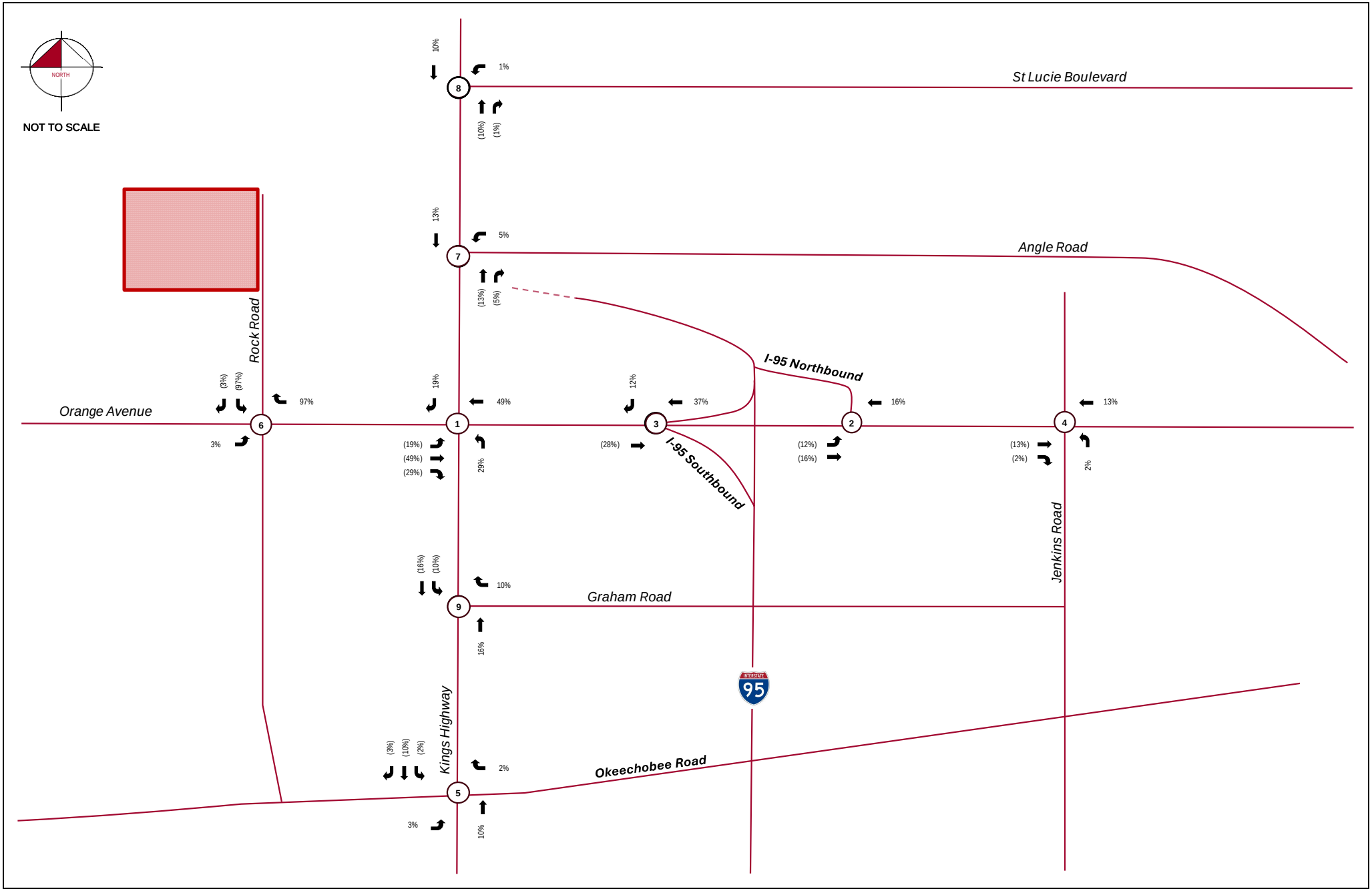
Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 3
Background Traffic Volumes
Project Orchid
KH #043918010

Table 5: Future Background Conditions Synchro Summary

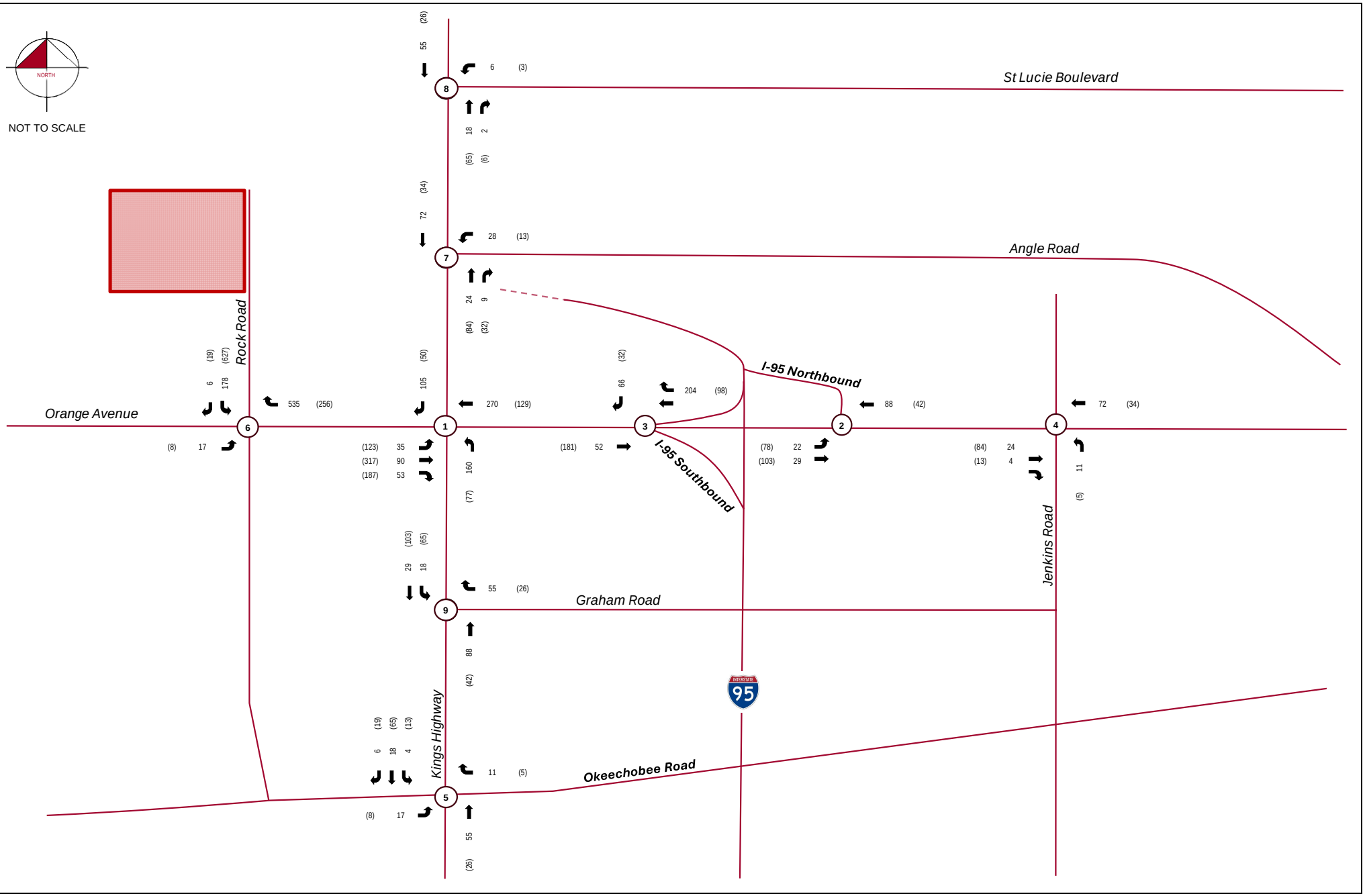
#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	53.4	D	53.5	D
			WB	190.2	F	116.1	F
			NB	53.6	D	122.1	F
			SB	519.4	F	319.4	F
			Overall	**238.0**	**F**	**158.5**	**F**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	11.4	B	13.1	B
			WB	7.6	A	10.1	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**9.7**	**A**	**11.8**	**B**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	22.0	C	31.4	C
			WB	14.7	B	12.8	B
			NB	-	-	-	-
			SB	33.1	D	30.2	D
			Overall	**20.5**	**C**	**21.5**	**C**
4	Jenkins Road & Orange Avenue	Signalized	EB	21.8	C	15.9	B
			WB	44.7	D	22.2	C
			NB	27.9	C	35.5	D
			SB	34.4	C	34.5	C
			Overall	**31.6**	**C**	**22.8**	**C**
5	Kings Highway & Okeechobee Road	Signalized	EB	43.9	D	52.5	D
			WB	44.4	D	62.1	E
			NB	68.6	E	108.8	F
			SB	39.4	D	50.2	D
			Overall	**49.7**	**D**	**68.2**	**E**
6	Rock Road & Orange Avenue	TWSC	EBL	8.5	A	8.8	A
			EBT	0.0	A	0.0	A
			WBL	9.3	A	9.0	A
			WBT	0.0	A	0.0	A
			NB	15.6	C	16.9	C
			SB	40.0	E	64.6	F
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	403.1	F	263.1	F
			WB	1,808.0	F	1,705.1	F
			NB	68.0	E	158.4	F
			SB	130.6	F	203.4	F
			Overall	**565.7**	**F**	**544.1**	**F**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	28.0	C	28.7	C
			WB	28.8	C	31.7	C
			NB	26.3	C	31.7	C
			SB	12.1	B	11.3	B
			Overall	**19.6**	**B**	**23.5**	**C**
9	Kings Highway & Graham Road	TWSC	WBL	40.3	E	47.5	E
			WBR	14.4	B	15.3	C
			NBU	0.0	A	0.0	A
			SBL	13.8	B	12.3	B
			Overall	**-**	**-**	**-**	**-**



Legend

——	Study Roadway
○	Study Intersection
XX	A.M. Peak Hour Traffic
(XX)	P.M. Peak Hour Traffic

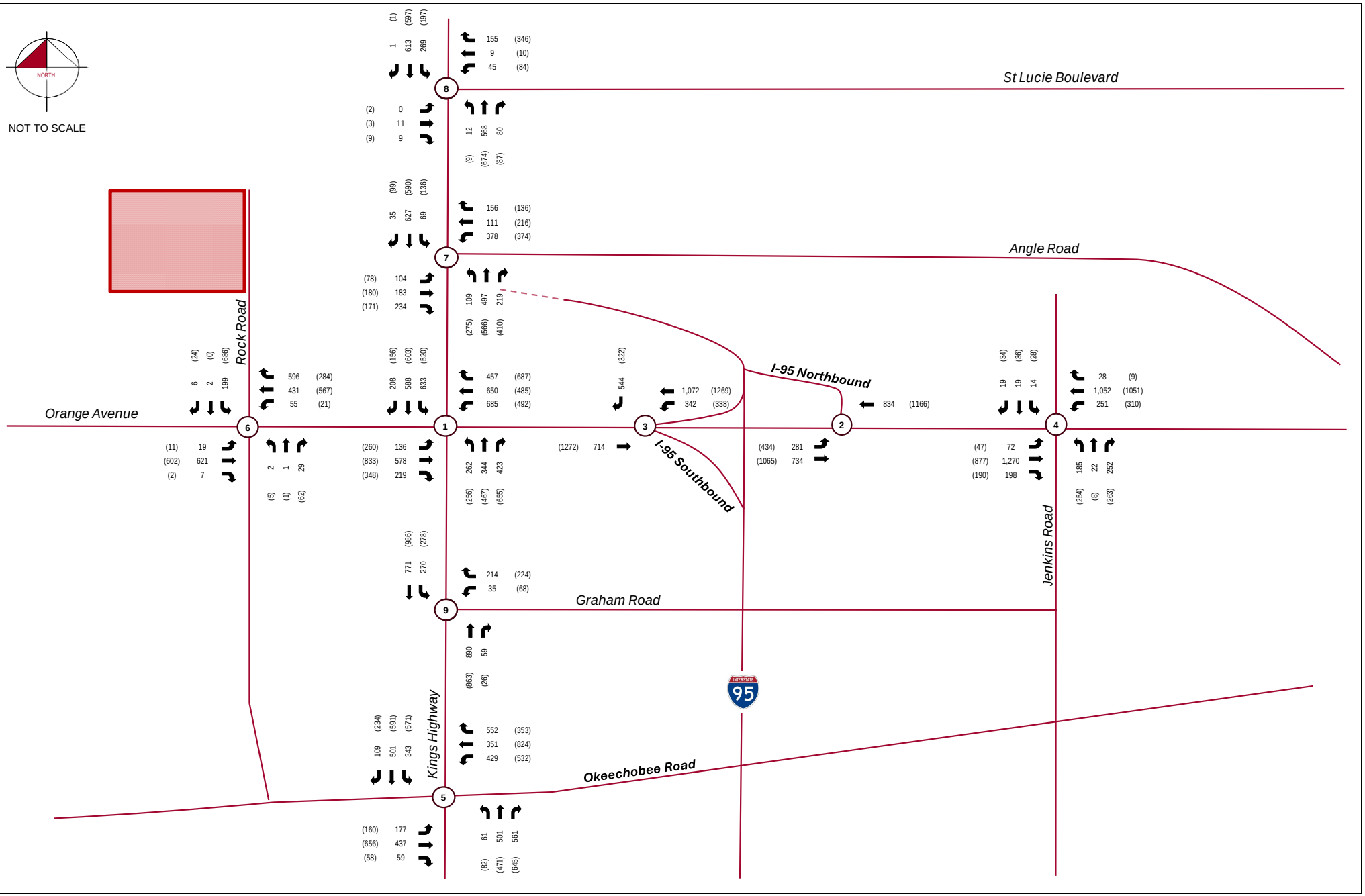
Figure 4
Project Traffic Distribution
Project Orchid
KH #043918010



Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 5
Project Traffic Volumes
Project Orchid
KH #043918010



Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 6
Future Total Volumes
Project Orchid
KH #043918010

Table 6: Future Total Conditions Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	53.8	D	57.1	E
			WB	183.4	F	134.9	F
			NB	307.2	F	277.7	F
			SB	510.7	F	371.9	F
			Overall	**274.9**	**F**	**202.2**	**F**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	11.7	B	14.9	B
			WB	8.1	A	11.4	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**10.1**	**B**	**13.4**	**B**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	26.6	C	59.1	E
			WB	16.0	B	12.7	B
			NB	-	-	-	-
			SB	37.4	D	31.0	D
			Overall	**23.2**	**C**	**33.0**	**C**
4	Jenkins Road & Orange Avenue	Signalized	EB	22.5	C	16.6	B
			WB	44.1	D	28.0	C
			NB	28.2	C	36.5	D
			SB	34.4	C	34.5	C
			Overall	**32.0**	**C**	**25.5**	**C**
5	Kings Highway & Okeechobee Road	Signalized	EB	44.6	D	53.0	D
			WB	46.7	D	64.9	E
			NB	97.6	F	126.3	F
			SB	40.6	D	52.6	D
			Overall	**59.0**	**E**	**73.8**	**E**
6	Rock Road & Orange Avenue	TWSC	EBL	11.0	B	9.9	A
			EBT	0.0	A	0.0	A
			WBL	9.3	A	9.0	A
			WBT	0.0	A	0.0	A
			NB	17.8	C	17.5	C
			SB	619.7	F	2,632.1	F
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	403.1	F	263.1	F
			WB	2,030.0	F	1,797.7	F
			NB	75.5	E	203.6	F
			SB	181.2	F	228.1	F
			Overall	**629.6**	**F**	**575.9**	**F**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	28.5	C	29.6	C
			WB	29.3	C	34.8	C
			NB	27.3	C	41.3	D
			SB	13.3	B	17.4	B
			Overall	**20.6**	**C**	**30.4**	**C**
9	Kings Highway & Graham Road	TWSC	WBL	50.2	F	83.7	F
			WBR	17.5	C	16.8	C
			NBU	0.0	A	0.0	A
			SBL	15.8	C	14.0	B
			Overall	**-**	**-**	**-**	**-**
10	Driveway 1 & Rock Road	TWSC	EB	9.2	A	14.9	B
			NBL	8.0	A	8.3	A
			NBT	0.0	A	0.0	A
			SB	-	-	-	-
			Overall	**-**	**-**	**-**	**-**
11	Driveway 2 & Rock Road	TWSC	EB	8.6	A	9.6	A
			NBL	7.6	A	7.4	A
			NBT	0.0	A	2.5	A
			SB	-	-	-	-
			Overall	**-**	**-**	**-**	**-**

Table 7: Signal Optimization Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	88.7	F	83.2	F
			WB	54.6	D	47.8	D
			NB	88.3	F	137.4	F
			SB	159.3	F	188.8	F
			Overall	**96.3**	**F**	**109.4**	**F**
5	Kings Highway & Okeechobee Road	Signalized	EB	44.4	D	75.9	E
			WB	45.3	D	59.3	E
			NB	77.2	E	71.9	E
			SB	36.0	D	73.3	E
			Overall	**51.7**	**D**	**68.8**	**E**
7	Kings Highway & Angle Road	Signalized	EB	35.8	D	39.7	D
			WB	194.8	F	194.7	F
			NB	292.6	F	349.0	F
			SB	340.9	F	443.1	F
			Overall	**228.9**	**F**	**294.4**	**F**

Signalization at Rock Road and Orange Avenue

As previously mentioned, signalization of the intersection of Rock Road & Orange Avenue is recommended based on the anticipated delays under two-way stop control conditions. A signal warrant analysis was conducted at this intersection and is summarized later in this report. Operational conditions at the intersection of Rock Road & Orange Avenue were analyzed under signalized conditions utilizing *Synchro 12* software and the *HCM 2000* Methodology.

It should be noted that, in order for the intersection to operate acceptably, the following improvements will be needed:

- Construction of an eastbound left-turn lane
- Construction of a southbound left-turn lane
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

Table 8 summarizes the Synchro summary for the Rock Road & Orange Avenue intersection under signalized conditions. As shown in the table below, the intersection of Rock Road & Orange Avenue is anticipated to operate at LOS B and C during the AM and PM peak hour, respectively.

Table 8: Signalization at Rock Road & Orange Avenue Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
6	Rock Road & Orange Avenue	Signalized	EB	24.4	C	32.7	C
			WB	9.9	A	20.5	C
			NB	37.3	D	40.9	D
			SB	32.3	C	34.1	C
			Overall	**17.5**	**B**	**28.7**	**C**

95th Percentile Queues

As requested, a 95th percentile queue analysis was conducted to evaluate the required storage lengths for the eastbound left turn lane and the westbound right turn lane at the intersection of Rock Road & Orange Avenue. *Synchro 12* software and the *HCM 2000* methodology were used to determine the results of the analysis. **Table 9** summarizes the future total queue lengths at Rock Road & Orange Avenue. As shown in the following table, the 95th percentile eastbound left-turn queue is anticipated to be 18 feet, and the 95th percentile westbound right-turn lane queue is anticipated to be 25 feet.

Table 9: Turn Lane Length Evaluation at Orange Avenue & Rock Road

#	Intersection	Movement	Storage	Future - Build	
				95th Percentile Queue (AM) (feet)	95th Percentile Queue (PM) (feet)
6	Rock Road & Orange Avenue	EBL	-	17	13
		WBL	-	38	20
		WBR	110	22	25
		SBL	-	154	538

Turn Lane Length Evaluation

A review of the turn lane lengths at the intersection of Rock Road & Orange Avenue was conducted to determine the recommended turn bay lengths for the eastbound left-turn lane and the westbound right-turn lane. As previously mentioned, the 95th percentile queue anticipated for the westbound right-turn lane is 25 feet, and the 95th percentile eastbound left-turn lane queue is 17 feet.

Guidance on deceleration lane length is provided in Chapter 212 of the FDOT Design Manual. The posted speed limit along Orange Avenue is 45 miles per hour. As outlined in Exhibit 212-1 of the FDOT Design Manual, the total deceleration length for a design speed of 45 miles per hour is 185 feet, plus the queue length. To account for heavy vehicle traffic, it is recommended that a queue length of 60 feet be added to the deceleration length, although the 95th percentile queues were lower.

Therefore, it is recommended that the eastbound left-turn lane and the westbound right-turn lane have a total length of 245 feet, consisting of 195 feet of storage and 50 feet of transition each.

SITE CIRCULATION AND TURN LANE REQUIREMENTS

Future total driveway volumes were determined by applying the distribution referenced in **Figure 1** to the proposed future trip generation potential of the site. The resulting driveway trip assignment is shown in **Figure 7** while driveway volumes are illustrated in **Figure 8.** Access to the site is proposed via two driveway connections along Rock Road.

Driveway	Location	Description
Driveway 1	Rock Road	Full-Access
Driveway 2	Rock Road	Full-Access

Turn Lane Analysis

The proposed driveway connections were subject to turn lane analysis using information in the FDOT *Multimodal Access Management Guidebook* as a reference.

Driveway 1: Left-Turn Lane Evaluation

The FDOT *Multimodal Access Management Guidebook* provides guidance related to left turn lanes at unsignalized intersections and driveways. These standards are based on the National Cooperative Highway Research Program (NCHRP) Report 457. Future Total Conditions (2031) volumes were compared to Figure 2-5a of the NCHRP Report 457. The results of the analysis are shown below:

Driveway 1 Northbound Left Turn Lane (AM Peak Hour)

Following are the parameters for analysis for this turn lane:

- Opposing Volume: 83 vehicles/hour
- Advancing Volume: 552 vehicles/hour
- Left Turn Percentage of Advancing Volume: 55%
- Speed Limit of Major Road: 25 miles per hour

Comparing the results with Figure 2-5a of the NCRHP Report 457, the plotted point for the left-turn volume is above the reference curve, therefore, a northbound left turn lane is warranted at this driveway.

Driveway 2: Left-Turn Lane Evaluation

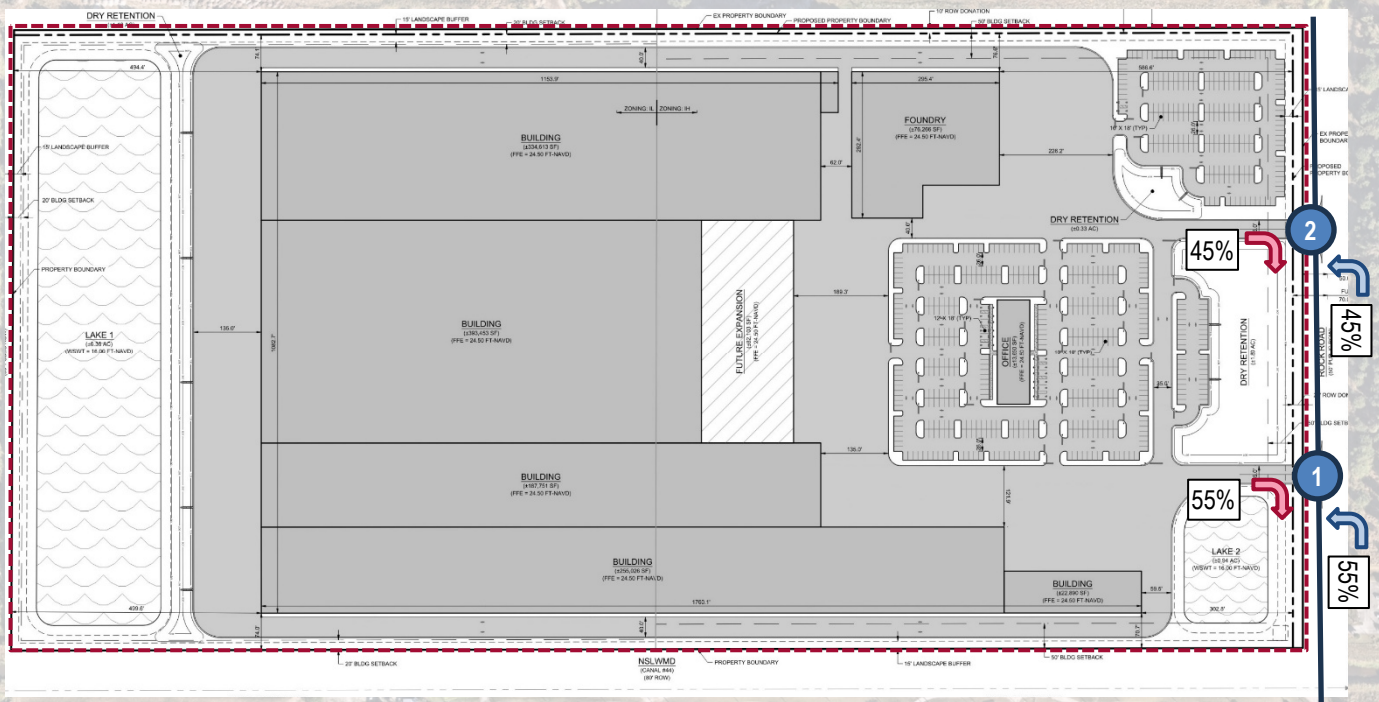
The FDOT *Multimodal Access Management Guidebook* provides guidance related to left turn lanes at unsignalized intersections and driveways. These standards are based on the National Cooperative Highway Research Program (NCHRP) Report 457. Future Total Conditions (2031) volumes were compared to Figure 2-5a of the NCHRP Report 457. The results of the analysis are shown below:

Driveway 2 Northbound Left Turn Lane (AM Peak Hour)

Following are the parameters for analysis for this turn lane:

- Opposing Volume: 0 vehicle/hour
- Advancing Volume: 248 vehicle/hour
- Left Turn Percentage of Advancing Volume: 100%
- Speed Limit of Major Road: 25 miles per hour

Comparing the results with Figure 2-5a of the NCRHP Report 457, the plotted point for the left-turn volume is below the reference curve, therefore, a left turn lane is not warranted at this driveway.



NORTH

LEGEND

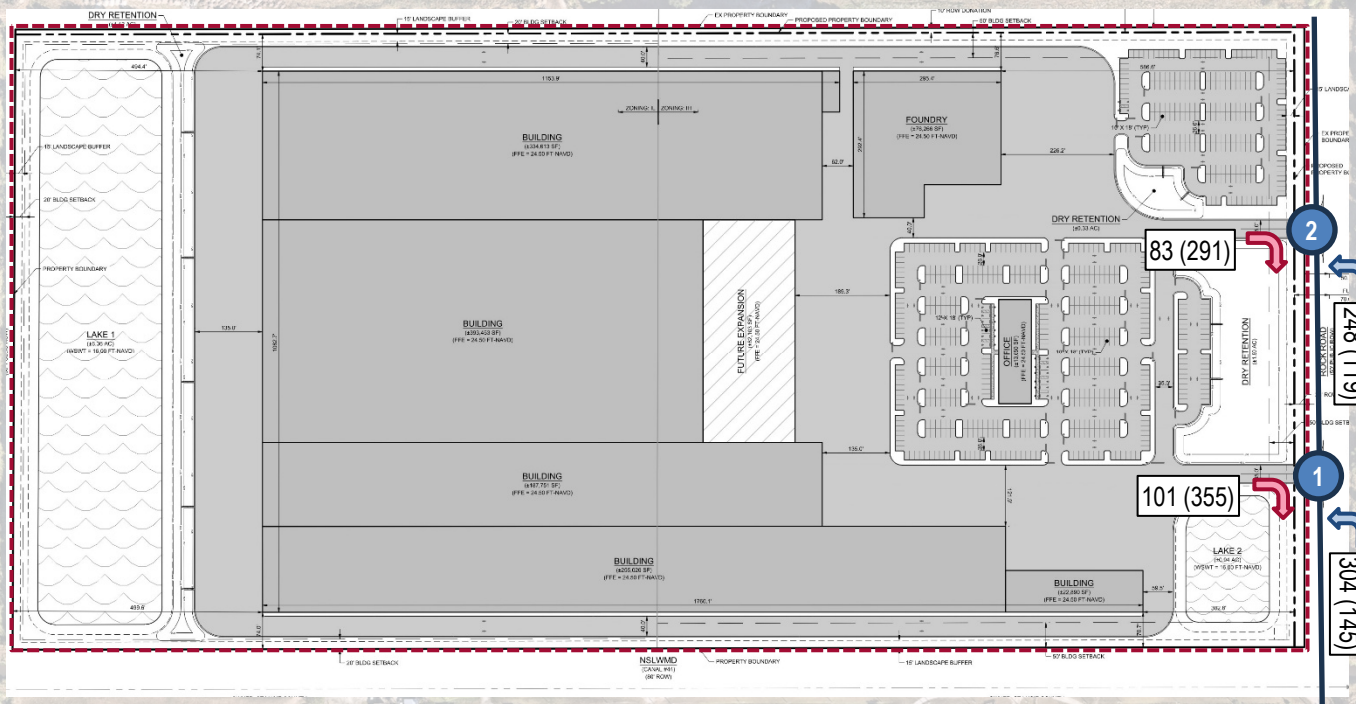
Site Location

XX% Driveway Assignment

FIGURE 7:

Driveway Assignment
Project Orchid
KH # 043918010

Kimley»Horn



NORTH

LEGEND

Site Location

XX(XX) AM (PM) Peak Hour Volumes

FIGURE 8:

Driveway Volumes
Project Orchid
KH # 043918010

Kimley»Horn

SIGNAL WARRANT ANALYSIS

An analysis of signal warrant criteria at the intersection of Rock Road & Orange Avenue was performed to evaluate future traffic projections on the approaches of Rock Road & Orange Avenue with respect to applicable signal warrant criteria.

Existing Conditions

The intersection of Rock Road & Orange Avenue currently operates as a four-legged unsignalized intersection. The major street, Orange Avenue, is a 2-lane undivided east/west roadway with a posted speed limit of 45 miles per hour. The minor street, Rock Road, is a 2-lane undivided north/south roadway with a posted speed limit of 25 miles per hour.

Data Collection

12-hour continuous roadway count data were collected at the intersection of Rock Road & Orange Avenue on Wednesday, January 14, 2026, on all approach legs of the intersection.

Future Total Conditions (2031) Volume Development

Roadway count data at the intersection of Orange Avenue & Rock Road were not taken during the peak season and therefore a peak season correction factor of 1.10 was applied. These volumes were then grown to reflect year 2031 background conditions using a nominal 2.5% growth rate compounded annually.

Signal Warrant Analysis

To perform the analyses, the volume warrant criteria contained in Chapter 4C of the 2009 *Manual on Uniform Traffic Control Devices*, *11th Edition* (MUTCD) were considered.

A two-lane approach was assumed for the major street (Orange Avenue) approach and the minor street (Rock Road) for the purposes of comparison to the warrants contained in the *MUTCD*. For this analysis, right turn volumes were adjusted by a 50% reduction. Warrants applicable for use at this location were identified.

The analysis indicates that the criteria for warrant 1B and 2 are satisfied and therefore signalization of the intersection of Rock Road & Orange Avenue is warranted. Signal warrant summary forms are included in Appendix I for reference.

CONCLUSION

Kimley-Horn and Associates, Inc. has been retained to conduct a traffic impact analysis for the Project Orchid site. The site is located on the west side of Rock Road, north of Orange Avenue, in St. Lucie County, Florida. The proposed project would develop the vacant site into 1,444,000 square feet of Manufacturing facility, with a mix of foundry, warehouse, and office uses to support the production of goods. The proposed buildout date is the end of 2031.

Based on the results of the traffic impact analysis, the roadway segment of Orange Avenue from Rock Road to Kings Highway is anticipated to be overcapacity due to the addition of project traffic. The roadway segment will require widening from a 2L facility to a 4L undivided facility. A calculation was performed to determine the development's proportionate share of the widening. The calculation indicated that the proposed development would be responsible for 56% of the costs to widen the roadway from 2L facility to 4L undivided facility.

Operational conditions at the study intersections indicated that the study intersections will operate acceptably with addition of project traffic with the exception of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Rock Road & Orange Avenue, Kings Highway & Angle Road, and Kings Highway & Graham Road. The deficiency at the intersections of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Kings Highway & Angle Road, and Kings Highway & Graham Road are projected to occur under background conditions without the addition of project traffic and therefore are not due to the addition of traffic from the development.

The intersection of Rock Road & Orange Avenue will operate acceptably with the following recommended improvements:

- Construction of an eastbound left-turn lane (245 feet)
- Extension of the existing westbound right-turn lane to 245 feet
- Construction of a southbound left-turn lane (650 feet)
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

An analysis of signal warrant criteria at the intersection of Rock Road & Orange Avenue was performed to evaluate future traffic projections on the approaches of Rock Road & Orange Avenue with respect to applicable signal warrant criteria. The analysis indicates that the criteria for warrant 1B, and 2 are satisfied upon buildout of the project and therefore signalization of the intersection of Rock Road & Orange Avenue is warranted.

Access to the site is proped via two driveways on Rock Road. The proposed driveway connections were subject to turn lane analysis using information in the FDOT Multimodal Access Management Guidebook as a reference. The analysiis indicated that Driveway 1 is anticipated to require a northbound left-turn lane.

APPENDIX A: SITE PLAN

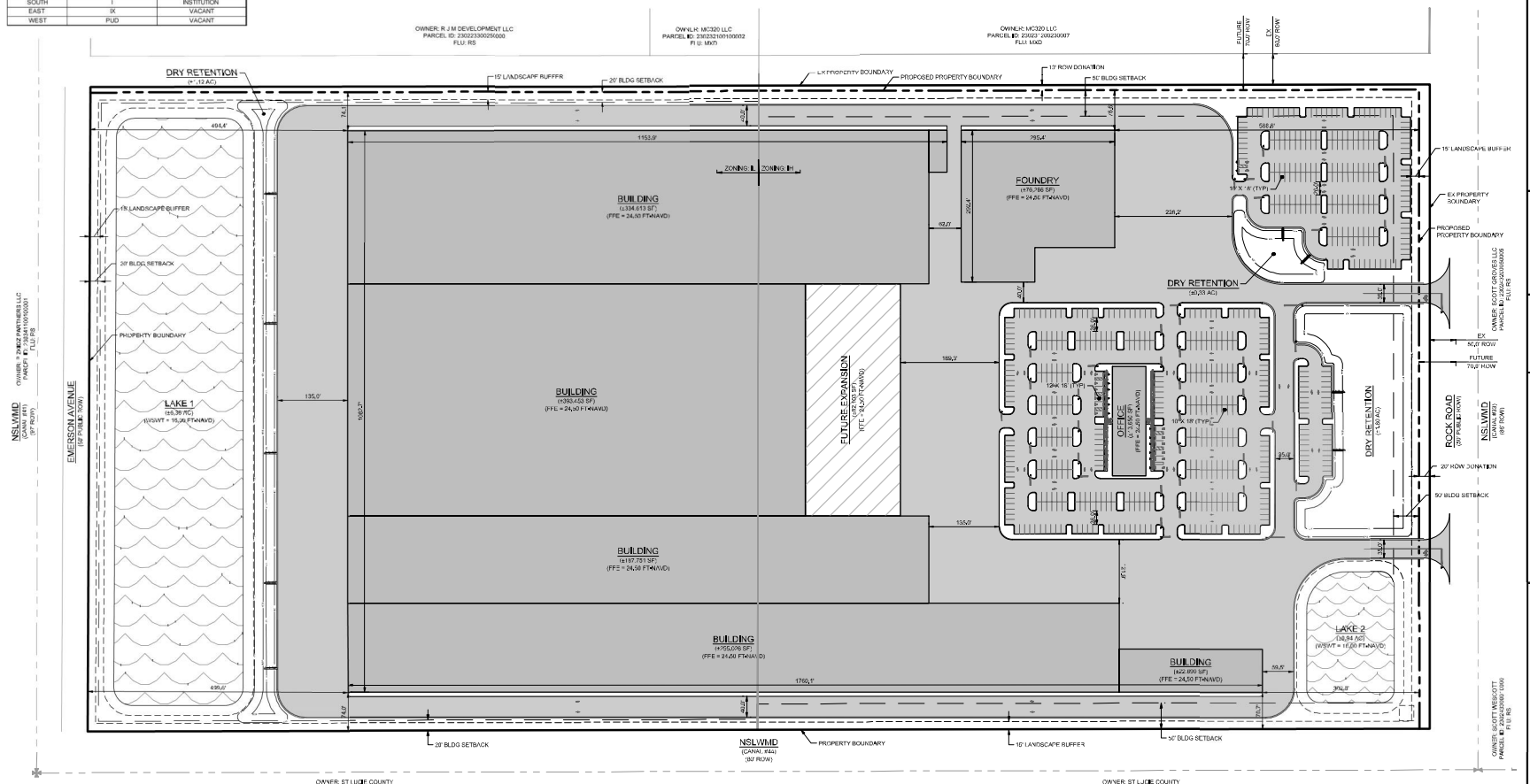
DRAFT

SITE DATA TABLE		
PROPERTY DATA		
ZONING	LIGHT INDUSTRIAL/HEAVY INDUSTRIAL	
CURRENT LAND USE	VACANT	
FUTURE LAND USE	MXD	
PROPERTY ACERAGE		
TOTAL PROPERTY AREA	73.48 AC	
INDUSTRIAL LIGHT AREA	36.66 AC	
INDUSTRIAL HEAVY AREA	36.82 AC	
SETBACKS	**REQUIRED (FT)**	**PROVIDED (FT)**
LIGHT INDUSTRIAL		
NORTH	20	74
SOUTH	20	73
EAST	N/A	N/A
WEST	20	494
HEAVY INDUSTRIAL		
NORTH	50	75
SOUTH	50	71
EAST	50	303
WEST	N/A	N/A
MAX BUILDING HEIGHT COLUMN	**LIGHT INDUSTRIAL**	**HEAVY INDUSTRIAL**
HEIGHT (FT)	50	80
BUFFERS	**REQUIRED (FT)**	**PROVIDED (FT)**
NORTH, SOUTH, EAST, WEST	15	15
SURRONDING PROPERTY DATA		

DIRECTION	ZONING	CURRENT USE
NORTH	IWH	VACANT
SOUTH	I	INSTITUTION
EAST	IX	VACANT
WEST	PUD	VACANT

OPEN SPACE SUMMARY TABLE		
	AREA (AC)	**% OF SITE**
IMPERVIOUS AREA		
BUILDING	31.35	43%
PAVEMENT/SIDEWALK	21.71	30%
PERVIOUS AREA		
OPEN SPACE	9.88	13%
DRY RETENTION	3.24	4%
LAKE	7.30	10%
TOTAL	**73.48**	**100%**

OFF-STREET PARKING		
REQUIRED PARKING		
ITE LUC 140 (MANUFACTURING) REQUIREMENT FOR EMPLOYEES PER SHIFT		
	UNIT COUNT	**NO. OF SPACES**
TOTAL REQUIRED SPACES	800	649
REQUIRED ADA SPACES	2% OF TOTAL	14
PROVIDED PARKING		
PROVIDED STANDARD SPACES	667	
PROVIDED ADA SPACES	14	
TOTAL PROVIDED SPACES	681	



Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301, FORT MYERS, FL 33901
PHONE: 239-271-2800 FAX: 941-379-4552
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

No.	REVISIONS	DATE	BY

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785

KHA PROJECT
043919010
DATE
JANUARY 2026
SCALE: AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA
DATE:

PROJECT ORCHID
PREPARED FOR
FOUNDRY COMMERCIAL
ST. LUCIE COUNTY FLORIDA

OVERALL SITE PLAN

SHEET NUMBER
C-100

Plotted By: Brian Drew Shared Cad Area Layout: C-100 January 15, 2026 - 10:41:50pm G:\PROJECTS\Orlando\Projects\043919010_FOUNDRY COMMERCIAL - DO\Project Files\CAD\Site Sheets\C-100.dwg
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APPENDIX B: ST. LUCIE COUNTY 2025 ROADWAY LOS INVENTORY REPORT AND DATA COLLECTION

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

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

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

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St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

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

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Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,013	2023	540	125	C	0.23	129	C	0.24
SAVONA BLVD	BECKER RD to PAAR DR	236	12,066	2024	790	1,089	F	1.38	883	F	1.12
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	12,066	2024	750	1,089	F	1.45	883	F	1.18
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	14,499	2024	790	697	D	0.88	659	D	0.83
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	752	12,500	2025	750	655	D	0.87	716	D	0.95
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	753	11,500	2025	750	670	D	0.89	722	D	0.96
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	9,901	2024	700	596	C	0.85	575	C	0.82
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	704	14,189	2024	790	835	E	1.06	840	E	1.06
SHINN RD	MIDWAY RD to OKEECHOBEE RD	705	444	2022	580	36	C	0.06	29	C	0.05
SHINN RD	OKEECHOBEE RD to ORANGE AVE	149	974	2023	1,080	64	B	0.06	63	B	0.06
SNEED RD	OKEECHOBEE RD to ORANGE AVE	151	1,090	2023	670	75	B	0.11	77	B	0.11
SOUTHBEND BLVD	BECKER RD to SE WEST SNOW RD (S)	777	12,000	2025	790	778	D	0.98	902	F	1.14
SOUTHBEND BLVD	SE WEST SNOW RD (S) to FLORESTA DR	337	16,500	2025	790	1,003	F	1.27	963	F	1.22
SR A1A NORTH	US 1 to OLD DIXIE HWY	940709	11,656	2024							
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	706	10,437	2024	920	599	C	0.65	613	C	0.67
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	940114	8,488	2024							
SR A1A SOUTH	MARTIN C.L. to NETTLES ISLAND	890157	17,306	2023							
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	940719	5,214	2024							
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	940116	4,693	2024							
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	945016	8,353	2024							
SR A1A SOUTH	OCEAN DR to BINNEY DR	940115	15,876	2024							
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	940115	15,876	2024							
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	940711	12,542	2024							
SR A1A SOUTH	INDIAN RIVER DR to US 1	940711	12,542	2024							
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	172	18,475	2024	2,100	1,225	C	0.58	1,246	C	0.59
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	239	18,972	2023	2,100	1,193	C	0.57	1,196	C	0.57
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	172	18,475	2024	1,800	1,225	C	0.68	1,246	C	0.69
ST JAMES DR	TELFORD AVE to MIDWAY RD	345	23,076	2023	2,100	1,300	C	0.62	1,359	C	0.65
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	707	5,231	2021	790	290	C	0.37	290	C	0.37
ST LUCIE BLVD	KINGS HWY to KEEN RD	156	5,800	2025	880	465	C	0.53	428	C	0.49
ST LUCIE BLVD	KEEN RD to 25TH ST	156	5,800	2025	880	465	C	0.53	428	C	0.49
ST LUCIE BLVD	25TH ST to SENECA AVE	940270	4,451	2024							

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APPENDIX C: COMMITTED DEVELOPMENT

TRAFFIC IMPACT ANALYSIS

KING'S HIGHWAY WAREHOUSE
ST. LUCIE COUNTY, FL

PREPARED FOR:
SEEFRIED DEVELOPMENT MANAGEMENT, INC.

Kimley»Horn

May 27, 2021
Revised July 21, 2021
KH #046265006
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.19	1.19
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/3/2018	47	213	144	367	284	50	64	344	74	126	249	404
2018 Peak Season Volume	56	253	171	437	338	60	76	409	88	150	296	481
2021 Peak Season Volume (Using Areawide Growth Rate)	62	279	188	481	372	66	84	450	97	165	326	530
Traffic Volume Growth (Using areawide growth rate)	10	44	30	76	59	10	13	71	15	26	52	84
Kingsgate Traffic	13				6	6	13	35		19	16	
Committed Trips from Kingsgate TIA		149			39			102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	13	149	0	0	45	6	13	137	0	19	187	0
1.0% Traffic Volume Growth	3	13	9	22	17	3	4	21	4	8	15	25
Committed + 1.0% Growth	16	162	9	22	62	9	17	158	4	27	202	25
Max (Committed + 1.0% or Historic Growth)	16	162	30	76	62	10	17	158	15	27	202	84
Background Traffic Volumes	78	441	218	557	434	76	101	608	112	192	528	614
Project Traffic Assignment												
Inbound Traffic Assignment					18.0%				4.0%	26.0%		
Inbound Traffic Volumes					62				14	89		
Outbound Traffic Assignment	4.0%	18.0%	26.0%									
Outbound Traffic Volumes	14	61	89									
Project Traffic	14	61	89	0	62	0	0	0	14	89	0	0
TOTAL TRAFFIC	**92**	**502**	**307**	**557**	**496**	**76**	**101**	**608**	**126**	**281**	**528**	**614**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/3/2018	66	239	131	412	275	51	63	263	54	124	247	379
Peak Season Volume	79	284	156	490	327	61	75	313	64	148	294	451
2021 Peak Season Volume (Using Areawide Growth Rate)	87	313	172	540	360	67	83	345	70	163	324	497
Traffic Volume Growth (Using areawide growth rate)	14	50	27	86	57	11	13	55	11	26	51	79
Kingsgate Traffic	11				6	6	12	32		17	14	
Committed Trips from Kingsgate TIA		105			113			132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	11	105	0	0	119	6	12	164	0	17	199	0
1.0% Traffic Volume Growth	4	14	8	25	17	3	4	16	3	8	15	23
Committed + 1.0% Growth	15	119	8	25	136	9	16	180	3	25	214	23
Max (Committed + 1.0% or Historic Growth)	15	119	27	86	136	11	16	180	11	26	214	79
Background Traffic Volumes	102	432	199	626	496	78	99	525	81	189	538	576
Project Traffic Assignment												
Inbound Traffic Assignment					18.0%				4.0%	26.0%		
Inbound Traffic Volumes					82				18	119		
Outbound Traffic Assignment	4.0%	18.0%	26.0%									
Outbound Traffic Volumes	9	39	56									
Project Traffic	9	39	56	0	82	0	0	0	18	119	0	0
TOTAL TRAFFIC	**111**	**471**	**255**	**626**	**578**	**78**	**99**	**525**	**99**	**308**	**538**	**576**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 SB & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	134	0	448	0	218	621	0
2018 Peak Season Volume	0	0	0	0	0	150	0	502	0	244	696	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	165	0	553	0	269	767	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	26	0	88	0	43	121	0
Kingsgate Traffic						13		26			22	
Committed Trips from Kingsgate TIA								102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	13	0	128	0	0	193	0
1.0% Traffic Volume Growth	0	0	0	0	0	8	0	26	0	12	36	0
Committed + 1.0% Growth	0	0	0	0	0	21	0	154	0	12	229	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	26	0	154	0	43	229	0
Background Traffic Volumes	0	0	0	0	0	191	0	707	0	312	996	0
Project Traffic Assignment												
Inbound Traffic Assignment						11.0%					15.0%	
Inbound Traffic Volumes						38					51	
Outbound Traffic Assignment								14.0%				
Outbound Traffic Volumes								48				
Project Traffic	0	0	0	0	0	38	0	48	0	0	51	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**229**	**0**	**755**	**0**	**312**	**1,047**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	130	0	385	0	358	585	0
Peak Season Volume	0	0	0	0	0	146	0	431	0	401	655	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	161	0	475	0	442	721	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	25	0	75	0	70	114	0
Kingsgate Traffic						11		23			20	
Committed Trips from Kingsgate TIA								132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	11	0	155	0	0	205	0
1.0% Traffic Volume Growth	0	0	0	0	0	7	0	22	0	20	33	0
Committed + 1.0% Growth	0	0	0	0	0	18	0	177	0	20	238	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	25	0	177	0	70	238	0
Background Traffic Volumes	0	0	0	0	0	186	0	652	0	512	959	0
Project Traffic Assignment												
Inbound Traffic Assignment						11.0%					15.0%	
Inbound Traffic Volumes						50					69	
Outbound Traffic Assignment								14.0%				
Outbound Traffic Volumes								30				
Project Traffic	0	0	0	0	0	50	0	30	0	0	69	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**236**	**0**	**682**	**0**	**512**	**1,028**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 NB & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	0	111	454	0	0	485	0
2018 Peak Season Volume	0	0	0	0	0	0	124	508	0	0	543	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	0	137	559	0	0	598	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	0	22	89	0	0	95	0
Kingsgate Traffic							13	13			13	
Committed Trips from Kingsgate TIA								145			101	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	0	13	158	0	0	114	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	6	26	0	0	28	0
Committed + 1.0% Growth	0	0	0	0	0	0	19	184	0	0	142	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	22	184	0	0	142	0
Background Traffic Volumes	0	0	0	0	0	0	159	743	0	0	740	0
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											10	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							38	10				
Project Traffic	0	0	0	0	0	0	38	10	0	0	10	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**197**	**753**	**0**	**0**	**750**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	0	122	349	0	0	702	0
Peak Season Volume	0	0	0	0	0	0	137	391	0	0	786	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	0	151	431	0	0	866	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	0	24	68	0	0	137	0
Kingsgate Traffic							12	12			11	
Committed Trips from Kingsgate TIA								168			176	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	0	12	180	0	0	187	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	7	20	0	0	40	0
Committed + 1.0% Growth	0	0	0	0	0	0	19	200	0	0	227	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	24	200	0	0	227	0
Background Traffic Volumes	0	0	0	0	0	0	175	631	0	0	1,093	0
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											14	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							24	6				
Project Traffic	0	0	0	0	0	0	24	6	0	0	14	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**199**	**637**	**0**	**0**	**1,107**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
JENKINS ROAD & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 06/28/2018	73	9	85	15	7	14	49	555	51	85	162	22
2018 Peak Season Volume	82	10	95	17	8	16	55	622	57	95	181	25
2021 Peak Season Volume (Using Areawide Growth Rate)	90	11	105	19	9	18	61	685	63	105	199	28
Traffic Volume Growth (Using areawide growth rate)	14	2	17	3	1	3	10	109	10	17	32	4
Kingsgate Traffic	2		2						6	8		
Committed Trips from Kingsgate TIA	79	50	19	22	25	150	66	131	42	18	71	33
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	81	50	21	22	25	150	66	131	48	26	71	33
1.0% Traffic Volume Growth	4	1	5	1	0	1	3	32	3	5	9	1
Committed + 1.0% Growth	85	51	26	23	25	151	69	163	51	31	80	34
Max (Committed + 1.0% or Historic Growth)	85	51	26	23	25	151	69	163	51	31	80	34
Background Traffic Volumes	175	62	131	42	34	169	130	848	114	136	279	62
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											10	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							38	10				
Project Traffic	0	0	0	0	0	0	38	10	0	0	10	0
TOTAL TRAFFIC	**175**	**62**	**131**	**42**	**34**	**169**	**168**	**858**	**114**	**136**	**289**	**62**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 06/28/2018	74	5	120	14	12	8	11	446	96	148	587	4
Peak Season Volume	83	6	134	16	13	9	12	500	108	166	657	4
2021 Peak Season Volume (Using Areawide Growth Rate)	91	7	148	18	14	10	13	551	119	183	724	4
Traffic Volume Growth (Using areawide growth rate)	14	1	23	3	2	2	2	87	19	29	115	1
Kingsgate Traffic	12		16						10	13		
Committed Trips from Kingsgate TIA	59	36	10	48	62	112	167	132	84	18	160	27
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	71	36	26	48	62	112	167	132	94	31	160	27
1.0% Traffic Volume Growth	4	0	7	1	1	0	1	26	6	8	34	0
Committed + 1.0% Growth	75	36	33	49	63	112	168	158	100	39	194	27
Max (Committed + 1.0% or Historic Growth)	75	36	33	49	63	112	168	158	100	39	194	27
Background Traffic Volumes	166	43	181	67	77	122	181	709	219	222	918	31
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											14	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							24	6				
Project Traffic	0	0	0	0	0	0	24	6	0	0	14	0
TOTAL TRAFFIC	**166**	**43**	**181**	**67**	**77**	**122**	**205**	**715**	**219**	**222**	**932**	**31**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY/FLORIDA'S TURNPIKE & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	46	105	437	70	152	24	37	363	41	348	291	169
2018 Peak Season Volume	51	117	485	78	169	27	41	403	46	386	323	188
2021 Peak Season Volume (Using Areawide Growth Rate)	53	121	501	81	175	28	42	416	48	399	334	194
Traffic Volume Growth (Using areawide growth rate)	9	20	85	14	29	5	7	70	8	67	56	33
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic			48	19				19		13	5	5
Committed Trips from Crossroads TIA			14	20				19		12	9	10
Total Committed Development Traffic	0	0	48	19	0	0	0	19	0	13	5	5
1.0% Traffic Volume Growth	3	6	25	4	9	1	2	21	2	20	16	10
Committed + 1.0% Growth	3	6	73	23	9	1	2	40	2	33	21	15
Max (Committed + 1.0% or Historic Growth)	9	20	85	23	29	5	7	70	8	67	56	33
Background Traffic Volumes	62	141	586	104	204	33	49	486	56	466	390	227
Project Traffic Assignment												
Inbound Traffic Assignment		37.0%										11.0%
Inbound Traffic Volumes		127										38
Outbound Traffic Assignment				11.0%	41.0%							
Outbound Traffic Volumes				38	140							
Project Traffic	0	127	0	38	140	0	0	0	0	0	0	38
TOTAL TRAFFIC	**62**	**268**	**586**	**142**	**344**	**33**	**49**	**486**	**56**	**466**	**390**	**265**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	66	108	465	184	172	36	38	301	26	372	433	148
Peak Season Volume	73	120	516	204	191	40	42	334	29	413	481	164
2021 Peak Season Volume (Using Areawide Growth Rate)	75	124	533	211	197	41	43	345	30	427	497	169
Traffic Volume Growth (Using areawide growth rate)	13	21	90	36	33	7	7	58	5	72	84	29
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic			16	6				6		46	19	19
Committed Trips from Crossroads TIA			21	7				6		16	4	5
Total Committed Development Traffic	0	0	16	6	0	0	0	6	0	46	19	19
1.0% Traffic Volume Growth	4	6	26	10	10	2	2	17	1	21	25	8
Committed + 1.0% Growth	4	6	42	16	10	2	2	23	1	67	44	27
Max (Committed + 1.0% or Historic Growth)	13	21	90	36	33	7	7	58	5	72	84	29
Background Traffic Volumes	88	145	623	247	230	48	50	403	35	499	581	198
Project Traffic Assignment												
Inbound Traffic Assignment		37.0%										11.0%
Inbound Traffic Volumes		169										50
Outbound Traffic Assignment				11.0%	41.0%							
Outbound Traffic Volumes				24	89							
Project Traffic	0	169	0	24	89	0	0	0	0	0	0	50
TOTAL TRAFFIC	**88**	**314**	**623**	**271**	**319**	**48**	**50**	**403**	**35**	**499**	**581**	**248**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 SB & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	245	0	260	0	917	0	0	563	0
2018 Peak Season Volume	0	0	0	272	0	289	0	1,018	0	0	625	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	281	0	298	0	1,051	0	0	645	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	47	0	50	0	178	0	0	109	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic						19		15	13		87	
Committed Trips from Crossroads TIA				8		4		30	5		31	
Total Committed Development Traffic	0	0	0	0	0	19	0	15	13	0	87	0
1.0% Traffic Volume Growth	0	0	0	14	0	15	0	52	0	0	32	0
Committed + 1.0% Growth	0	0	0	14	0	34	0	67	13	0	119	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	47	0	50	0	178	13	0	119	0
Background Traffic Volumes	0	0	0	328	0	348	0	1,229	13	0	764	0
Project Traffic Assignment												
Inbound Traffic Assignment											11.0%	
Inbound Traffic Volumes											38	
Outbound Traffic Assignment								6.0%				
Outbound Traffic Volumes								20				
Project Traffic	0	0	0	0	0	0	0	20	0	0	38	0
TOTAL TRAFFIC	**0**	**0**	**0**	**328**	**0**	**348**	**0**	**1,249**	**13**	**0**	**802**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	267	0	441	0	453		0	904	0
Peak Season Volume	0	0	0	296	0	490	0	503	0	0	1,003	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	306	0	506	0	519	0	0	1,036	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	52	0	86	0	88	0	0	175	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic						6		56			28	
Committed Trips from Crossroads TIA				5		3		28			22	
Total Committed Development Traffic	0	0	0	0	0	6	0	56	0	0	28	0
1.0% Traffic Volume Growth	0	0	0	15	0	25	0	26	0	0	51	0
Committed + 1.0% Growth	0	0	0	15	0	31	0	82	0	0	79	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	52	0	86	0	88	0	0	175	0
Background Traffic Volumes	0	0	0	358	0	592	0	607	0	0	1,211	0
Project Traffic Assignment												
Inbound Traffic Assignment											11.0%	
Inbound Traffic Volumes											50	
Outbound Traffic Assignment								6.0%				
Outbound Traffic Volumes								13				
Project Traffic	0	0	0	0	0	0	0	13	0	0	50	0
TOTAL TRAFFIC	**0**	**0**	**0**	**358**	**0**	**592**	**0**	**620**	**0**	**0**	**1,261**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 NB & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	189	0	929	0	0	0	0	766	0	0	421	0
2018 Peak Season Volume	210	0	1,031	0	0	0	0	850	0	0	467	0
2021 Peak Season Volume (Using Areawide Growth Rate)	217	0	1,065	0	0	0	0	878	0	0	482	0
Traffic Volume Growth (Using areawide growth rate)	37	0	180	0	0	0	0	148	0	0	82	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	29							15			58	
Committed Trips from Crossroads TIA	4		8					37			27	
Total Committed Development Traffic	29	0	0	0	0	0	0	15	0	0	58	0
1.0% Traffic Volume Growth	11	0	53	0	0	0	0	43	0	0	24	0
Committed + 1.0% Growth	40	0	53	0	0	0	0	58	0	0	82	0
Max (Committed + 1.0% or Historic Growth)	40	0	180	0	0	0	0	148	0	0	82	0
Background Traffic Volumes	257	0	1,245	0	0	0	0	1,026	0	0	564	0
Project Traffic Assignment												
Inbound Traffic Assignment	6.0%										5.0%	
Inbound Traffic Volumes	21										17	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								17				
Project Traffic	21	0	0	0	0	0	0	17	0	0	17	0
TOTAL TRAFFIC	**278**	**0**	**1,245**	**0**	**0**	**0**	**0**	**1,043**	**0**	**0**	**581**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	267	0	441	0	453	0	0	904	0
Peak Season Volume	0	0	0	296	0	490	0	503	0	0	1,003	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	306	0	506	0	519	0	0	1,036	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	52	0	86	0	88	0	0	175	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	9							56			19	
Committed Trips from Crossroads TIA	3		5					29			19	
Total Committed Development Traffic	9	0	0	0	0	0	0	56	0	0	19	0
1.0% Traffic Volume Growth	0	0	0	15	0	25	0	26	0	0	51	0
Committed + 1.0% Growth	9	0	0	15	0	25	0	82	0	0	70	0
Max (Committed + 1.0% or Historic Growth)	9	0	0	52	0	86	0	88	0	0	175	0
Background Traffic Volumes	9	0	0	358	0	592	0	607	0	0	1,211	0
Project Traffic Assignment												
Inbound Traffic Assignment	6.0%										5.0%	
Inbound Traffic Volumes	27										23	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								11				
Project Traffic	27	0	0	0	0	0	0	11	0	0	23	0
TOTAL TRAFFIC	**36**	**0**	**0**	**358**	**0**	**592**	**0**	**618**	**0**	**0**	**1,234**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
JENKINS ROAD & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	330	153	82	225	169	84	234	1,414	319	107	736	73
2018 Peak Season Volume	366	170	91	250	188	93	260	1,570	354	119	817	81
2021 Peak Season Volume (Using Areawide Growth Rate)	378	176	94	258	194	96	269	1,621	366	123	844	84
Traffic Volume Growth (Using areawide growth rate)	64	30	16	44	33	16	45	274	62	21	143	14
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	8							13	2		50	
Committed Trips from Crossroads TIA	44	14	119		19	1	1	2	50	184	3	
Total Committed Development Traffic	8	0	0	0	0	0	0	13	2	0	50	0
1.0% Traffic Volume Growth	19	9	5	13	10	5	13	80	18	6	42	4
Committed + 1.0% Growth	27	9	5	13	10	5	13	93	20	6	92	4
Max (Committed + 1.0% or Historic Growth)	64	30	16	44	33	16	45	274	62	21	143	14
Background Traffic Volumes	442	206	110	302	227	112	314	1,895	428	144	987	98
Project Traffic Assignment												
Inbound Traffic Assignment	1.0%					1.0%					3.0%	
Inbound Traffic Volumes	3					3					10	
Outbound Traffic Assignment							1.0%	3.0%	1.0%			
Outbound Traffic Volumes							3	10	3			
Project Traffic	3	0	0	0	0	3	3	10	3	0	10	0
TOTAL TRAFFIC	**445**	**206**	**110**	**302**	**227**	**115**	**317**	**1,905**	**431**	**144**	**997**	**98**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	289	118	25	322	160	97	197	1,057	279	93	1,208	150
Peak Season Volume	321	131	28	357	178	108	219	1,173	310	103	1,341	167
2021 Peak Season Volume (Using Areawide Growth Rate)	331	135	29	369	184	112	226	1,211	320	106	1,385	172
Traffic Volume Growth (Using areawide growth rate)	56	23	5	62	31	19	38	205	54	18	234	29
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	2							48	7		16	
Committed Trips from Crossroads TIA	33	6	39		7	1	1	2	53	32	3	
Total Committed Development Traffic	2	0	0	0	0	0	0	48	7	0	16	0
1.0% Traffic Volume Growth	16	7	1	18	9	6	11	60	16	5	68	9
Committed + 1.0% Growth	18	7	1	18	9	6	11	108	23	5	84	9
Max (Committed + 1.0% or Historic Growth)	56	23	5	62	31	19	38	205	54	18	234	29
Background Traffic Volumes	387	158	34	431	215	131	264	1,416	374	124	1,619	201
Project Traffic Assignment												
Inbound Traffic Assignment	1.0%					1.0%					3.0%	
Inbound Traffic Volumes	5					5					14	
Outbound Traffic Assignment							1.0%	3.0%	1.0%			
Outbound Traffic Volumes							2	6	2			
Project Traffic	5	0	0	0	0	5	2	6	2	0	14	0
TOTAL TRAFFIC	**392**	**158**	**34**	**431**	**215**	**136**	**266**	**1,422**	**376**	**124**	**1,633**	**201**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY & SHARED PROJECT DRIVEWAY

Areawide Growth Rate =	3.27%	
Peak Season =	1.25	1.25
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/20/2021	0	186	20	33	193	0	0	0	0	23	0	47
2021 Peak Season Volume	0	233	25	41	241	0	0	0	0	29	0	59
Traffic Volume Growth (Using areawide growth rate)	0	41	4	7	42	0	0	0	0	5	0	10
Kingsgate Traffic		13			25			35			16	
Committed Trips from Kingsgate TIA		149			39			102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	162	0	0	64	0	0	137	0	0	187	0
1.0% Traffic Volume Growth	0	12	1	2	12	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	174	1	2	76	0	0	137	0	1	187	3
Max (Committed + 1.0% or Historic Growth)	0	174	4	7	76	0	0	137	0	5	187	10
Background Traffic Volumes	0	407	29	48	317	0	0	137	0	34	187	69
Project Traffic Assignment												
Inbound Traffic Assignment			26.0%	48.0%								
Inbound Traffic Volumes			89	164								
Outbound Traffic Assignment										52.0%		24.0%
Outbound Traffic Volumes										177		82
Project Traffic	0	0	89	164	0	0	0	0	0	177	0	82
TOTAL TRAFFIC	**0**	**407**	**118**	**212**	**317**	**0**	**0**	**137**	**0**	**211**	**187**	**151**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/20/2021	0	208	28	41	186	0	0	0	0	15	0	40
2021 Peak Season Volume	0	260	35	51	233	0	0	0	0	19	0	50
Traffic Volume Growth (Using areawide growth rate)	0	45	6	9	41	0	0	0	0	3	0	9
Kingsgate Traffic		11			23							
Committed Trips from Kingsgate TIA		105			113			132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	116	0	0	136	0	0	132	0	0	185	0
1.0% Traffic Volume Growth	0	13	2	3	12	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	129	2	3	148	0	0	132	0	1	185	3
Max (Committed + 1.0% or Historic Growth)	0	129	6	9	148	0	0	132	0	3	185	9
Background Traffic Volumes	0	389	41	60	381	0	0	132	0	22	185	59
Project Traffic Assignment												
Inbound Traffic Assignment			26.0%	48.0%								
Inbound Traffic Volumes			119	220								
Outbound Traffic Assignment										52.0%		24.0%
Outbound Traffic Volumes										112		52
Project Traffic	0	0	119	220	0	0	0	0	0	112	0	52
TOTAL TRAFFIC	**0**	**389**	**160**	**280**	**381**	**0**	**0**	**132**	**0**	**134**	**185**	**111**

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

STONEMONT

Prepared for:

Mr. Brad Currie
EDC
10250 SW Village Parkway Suite 201
Port St. Lucie, Florida 34987

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

September 9, 2021
Revised October 12, 2021

SR21041.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 (772) 781-7918	Susan E O'Rourke State of Florida, Professional Engineer, License No. 42684 This Document has been electronically signed and sealed by Susan E O'Rourke, PE on 10/12/2021 using a **SHA** authentication code. Printed copies of this document are not considered signed and sealed and the **SHA** authentication code must be verified on any electronic copies.

TURNING MOVEMENT VOLUME COUNTS

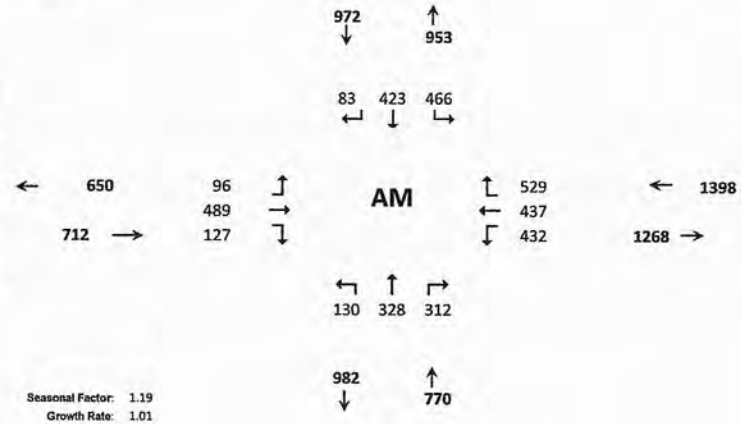
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 Without Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	59	266	180	459	355	63	80	430	93	158	311	505	2959	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	42	0	0	0	0	14	3	16	9	0	70	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	27	0	0	0	0	0	7	109	0	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	71	61	132	7	68	20	16	59	34	275	125	24	0	
Total	130	328	312	466	423	83	96	489	127	432	437	529	2959	



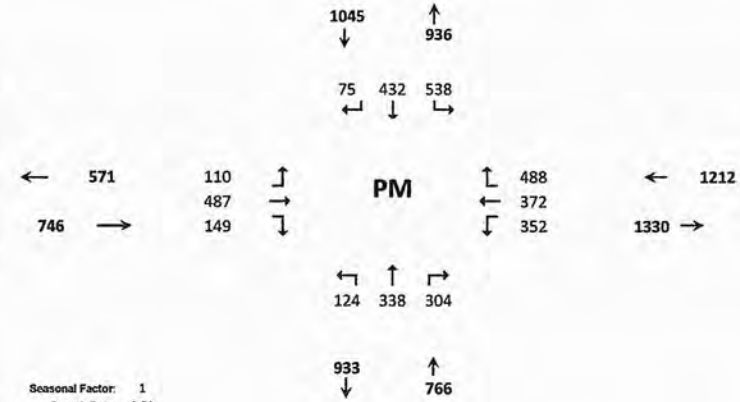
Seasonal Factor: 1.19
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	0	0
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

Kings / Orange
2023 PM Peak
w/ out Project

TURNING MOVEMENT VOLUME COUNTS

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	



PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM										
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742
Growth	83	299	164	515	344	64	79	329	68	155	309	474	2882
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%	
In/Out	OUT		OUT						IN	IN			
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%	
In/Out	IN					IN	OUT	OUT	OUT		IN		
Volume	16	0	0	0	0	5	20	98	59	0	26	0	0
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%	
In/Out				IN				IN		OUT	OUT	OUT	
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%	
In/Out			IN	IN						OUT		OUT	
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%	
In/Out	IN				IN	IN	OUT	OUT		IN	IN		
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%	
In/Out	OUT	OUT	OUT		IN				IN	IN			
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%	
In/Out	OUT		OUT						IN	IN			
Volume	2	0	35	0	0	0	0	0	2	35	0	0	0
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	
In/Out			OUT							IN			
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%	
In/Out	OUT		OUT						IN	IN			
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%	
In/Out			IN	IN				IN		OUT	OUT	OUT	
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0
Subtotal	42	39	140	23	88	11	31	158	81	197	63	14	0
Total	124	338	304	538	432	75	110	487	149	352	372	488	2882

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	0	0
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	115	371
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229

TURNING MOVEMENT VOLUME COUNTS

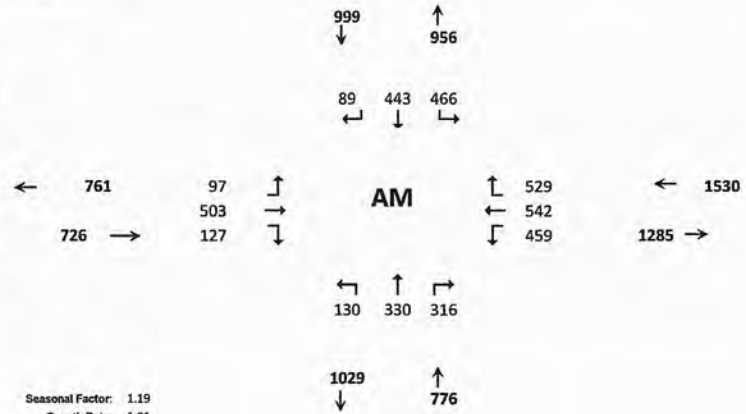
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 With Project AM

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	59	266	180	459	355	63	80	430	93	158	311	505	2959	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	3	3	0	20	6	1	14	0	26	106	0	179	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	42	0	0	0	0	14	3	16	9	0	70	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	27	0	0	0	0	0	7	109	0	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	71	61	132	7	68	20	16	59	34	275	125	24	0	
Total	130	330	316	466	443	89	97	503	127	459	542	529	3138	



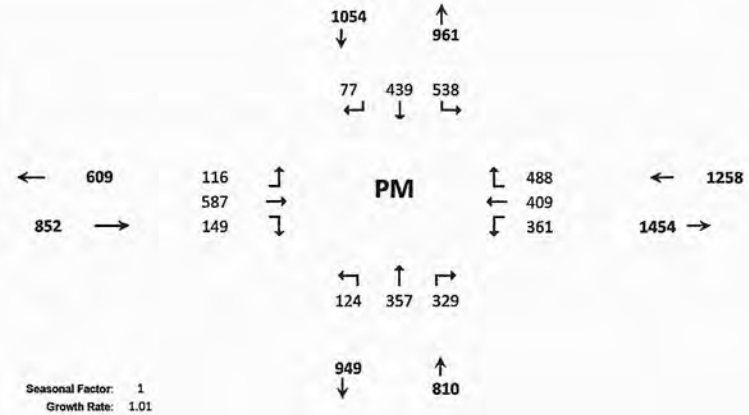
Seasonal Factor: 1.19
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	203	26
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

PM PEAK HOUR
2023 W/Project

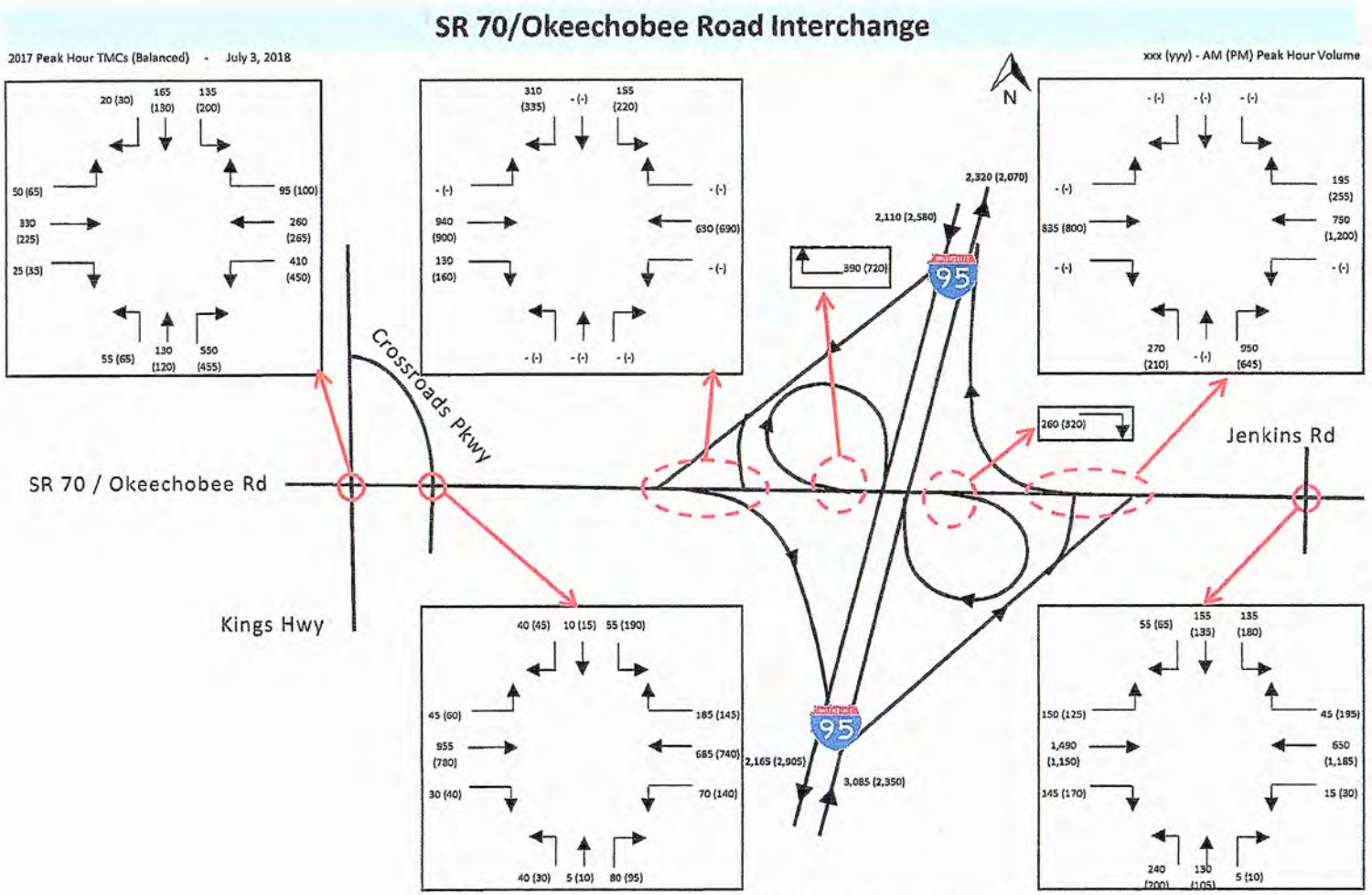
TURNING MOVEMENT VOLUME COUNTS

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	83	299	164	515	344	64	79	329	68	155	309	474	2882	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	19	25	0	7	2	6	100	0	9	36	0	204	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	16	0	0	0	0	5	20	98	59	0	26	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	35	0	0	0	0	0	2	35	0	0	0	Kings Highway Commerce Park
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	42	39	140	23	88	11	31	158	81	197	63	14	0	
Total	124	357	329	538	439	77	116	587	149	361	409	488	3086	



Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	70	192
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	115	371
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229



Estimated 2017 Turning Movement Volumes based on data collected for the Master Plan study in Oct. and Nov. 2017.

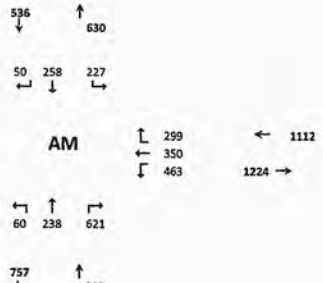
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct. 2017 FOOT Adjusted | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 Without Project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	58	138	584	143	175	21	53	350	27	435	276	101	2362	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	2	18	27	32	5	5	18	0	7	0	0	127	239	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	2	0	6	2	7	2	0	0	0	0	6	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7.15	0	0	0	0	7.15	21.05	335.8	21.05	0	114.4	0		
Subtotal	0	82	10	52	78	25	22	25	2	28	74	71	0	
Total	60	238	621	227	258	50	93	375	36	463	350	299	3071	

Other Projects	Trips In	Trips Out
Kings Highway Commerce Park	162	90
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	0	0
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385
Creekside	143	421

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 6

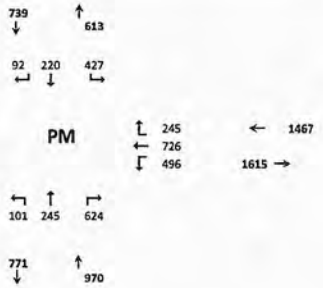


N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct 2017 Adjusted FOOT | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 Without project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	69	127	483	212	138	32	69	239	37	478	281	106	2272	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	7	6	111	130	19	19	6	0	2	0	0	40	340	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	10	0	39	10	3	10	0	0	0	0	39	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	55	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	24.9	0	0	0	0	24.9	15.55	248.8	15.55	0	398.4	0	0	
Subtotal	25	112	10	85	63	42	47	326	17	18	444	99	0	
Total	101	245	624	427	220	92	122	565	56	496	726	245	3919	

Other Projects	Trips In	Trips Out
Kings Highway Commerce Park	115	371
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	0	0
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	358	229
Creekside	498	311

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 6



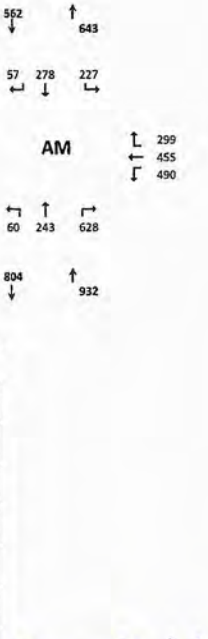
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct. 2017 FDOT Adjusted | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 With Project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	58	138	584	143	175	21	53	350	27	435	276	101	2362	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	2	18	27	32	5	5	18	0	7	0	0	127	239	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	2	0	5	2	7	2	0	0	0	0	6	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	106	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7.15	0	0	0	0	7.15	21.05	336.8	21.05	0	114.4	0		
Subtotal	0	87	17	52	99	31	29	54	2	55	179	71	0	
Total	60	243	628	227	278	57	101	405	36	490	455	299	3279	

Seasonal Factor: 1 | Growth Rate: 1.01 | Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	362	90
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	203	56
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	383
Creekside	143	421



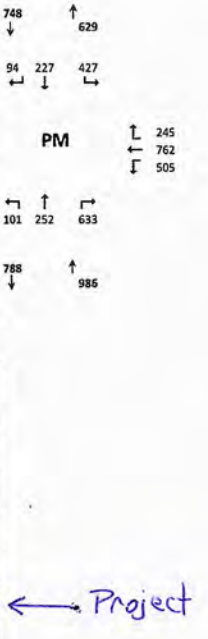
Project

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct 2017 Adjusted FDOT | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 without project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	69	127	483	212	138	32	69	239	37	478	281	106	2272	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	7	6	111	130	19	19	6	0	2	0	0	40	340	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	10	0	39	10	3	10	0	0	0	0	39	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	15	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	36	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	24.9	0	0	0	0	24.9	15.55	248.8	15.55	0	398.4	0	0	
Subtotal	25	119	39	85	70	44	57	361	17	27	481	99	0	
Total	101	252	633	427	227	94	131	601	55	505	762	245	4035	

Seasonal Factor: 1 | Growth Rate: 1.01 | Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	115	371
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	70	192
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229
Creekside	498	311

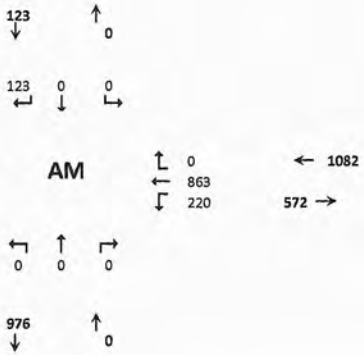


Project

TURNING MOVEMENT VOLUME COUNTS

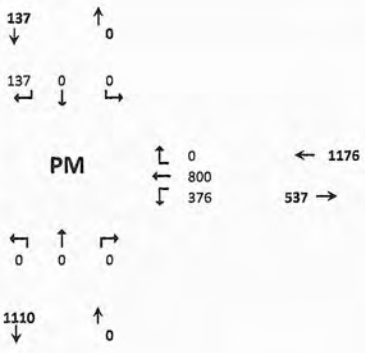
N/S STREET: I-95 SB **E/W STREET:** Orange Avenue **CONTROL:** Signalized
FILENAME:
COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023 without project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	720	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	720	209	658	0	2151	
Growth	0	0	0	0	0	123	0	470	757	220	692	0	2261	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Kings Center								10			47			
Village of Sunset Lakes								36			9			
Bent Creek								3			9			
Celebration Pointe								10			3			
Whispering Oaks								17			5			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						28		58			49			
Project Hurricane						4		1						
Project Hunt						15		7			15			
Kings Hwy Commerce Park						36		27			72			
Total	0	0	0	0	0	123	0	572	757	220	863	0	2534	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.01
Years Grown: 5

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385		358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	698	358	585	0	2156	
Growth	0	0	0	0	0	137	0	405	734	376	615	0	2266	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Kings Center								52			14			
Village of Sunset Lakes								21			40			
Bent Creek								10			6			
Celebration Pointe								6			10			
Whispering Oaks								17			17			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						29		48			50			
Project Hurricane						2		4						
Project Hunt						4		23			4			
Kings Hwy Commerce Park						12		111			23			
Total	0	0	0	0	0	137	0	537	734	376	800	0	2583	

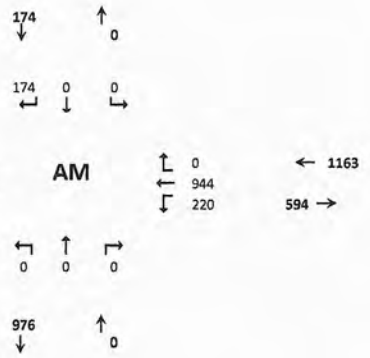


Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 0
Trips Out: 0
Years Grown: 5

TURNING MOVEMENT VOLUME COUNTS

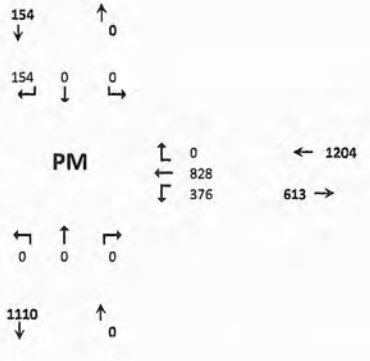
N/S STREET: I-95 SB **E/W STREET:** Orange Avenue **CONTROL:** Signalized
FILENAME:
COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	720	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	720	209	658	0	2151	
Growth	0	0	0	0	0	123	0	470	757	220	692	0	2261	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
PROJECT	0	0	0	0	0	51	0	22	0	0	81	0	0	
Kings Center								10			47			
Village of Sunset Lakes								36			9			
Bent Creek								3			9			
Celebration Pointe								10			3			
Whispering Oaks								17			5			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						28		58			49			
Project Hurricane						4		1						
Project Hunt						15		7			15			
Kings Hwy Commerce Park						36		27			72			
Total	0	0	0	0	0	174	0	594	757	220	944	0	2688	



Seasonal Factor: 1
Trips In 203
Trips Out 56
Growth Rate: 1.01
Years Grown: 5

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385		358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	698	358	585	0	2156	
Growth	0	0	0	0	0	137	0	405	734	376	615	0	2266	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
Project	0	0	0	0	0	18	0	77	0	0	28	0	0	
Kings Center								52			14			
Village of Sunset Lakes								21			40			
Bent Creek								10			6			
Celebration Pointe								6			10			
Whispering Oaks								17			17			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						29		48			50			
Project Hurricane						2		4						
Project Hunt						4		23			4			
Kings Hwy Commerce Park						12		111			23			
Total	0	0	0	0	0	154	0	613	734	376	828	0	2705	



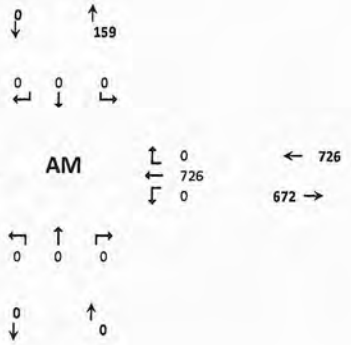
Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 70
Trips Out: 192
Years Grown: 5

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB
E/W STREET: Orange Avenue
CONTROL: Signalized
FILENAME:
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: Ft. Pierce
REPORT DATE: 7/8/2021
ANALYSIS YEAR: 2023 without project

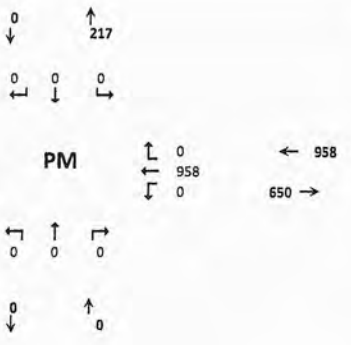
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	117	477	0	0	510	0	1104	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kings Center								2			8			
Village of Sunset Lakes								2			1			
Bent Creek								12			37			
Celebration Pointe								24			8			
Whispering Oaks								100			27			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							29	29			28			
Project Hurricane							1							
Project Hunt							3	3			15			
Kings Hwy Commerce Park							9	18			72			
Total	0	0	0	0	0	0	159	672	0	0	726	0	1557	

Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.01
Years Grown: 5



15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	141	373	0	0	726	0	1240	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kings Center								9			2			
Village of Sunset Lakes								1			3			
Bent Creek								39			23			
Celebration Pointe								14			25			
Whispering Oaks								100			103			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							24	24			29			
Project Hurricane							4							
Project Hunt							11	11			4			
Kings Hwy Commerce Park							37	74			23			
Total	0	0	0	0	0	0	217	650	0	0	958	0	1825	

Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 0
Trips Out: 0
Years Grown: 5



TURNING MOVEMENT VOLUME COUNTS

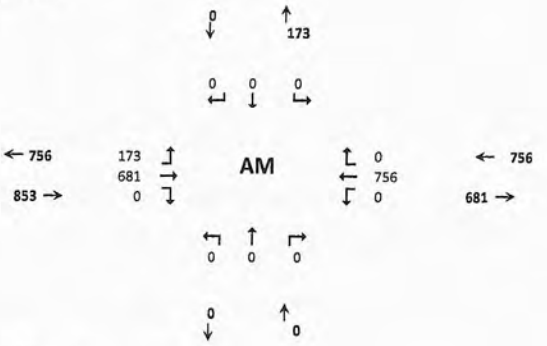
N/S STREET: I-95 NB **E/W STREET:** Orange Avenue **CONTROL:** Signalized

FILENAME:

COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce

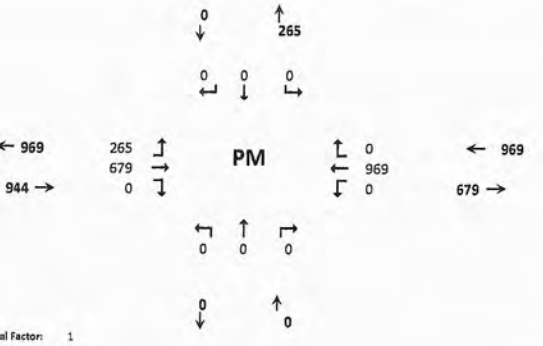
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	117	477	0	0	510	0	1104	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
PROJECT	0	0	0	0	0	0	14	8	0	0	30	0	0	
Kings Center								2			8			
Village of Sunset Lakes								2			1			
Bent Creek								12			37			
Celebration Pointe								24			8			
Whispering Oaks								100			27			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							29	29			28			
Project Hurricane							1							
Project Hunt							3	3			15			
Kings Hwy Commerce Park							9	18			72			
Total	0	0	0	0	0	0	173	681	0	0	756	0	1609	

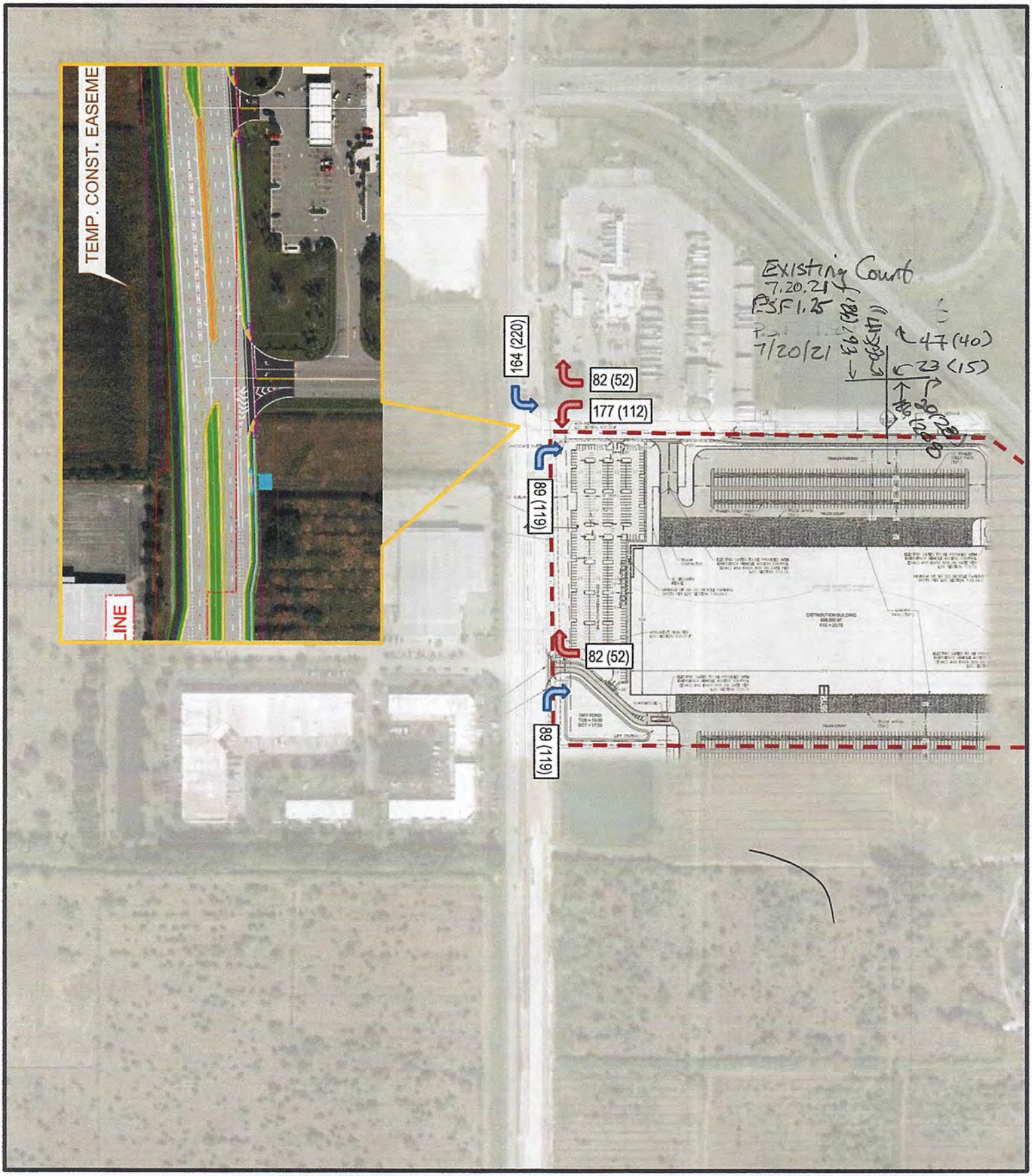


Seasonal Factor: 1
Trips In 203
Trips Out 56
Growth Rate: 1.01
Years Grown: 5

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	141	373	0	0	726	0	1240	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
Project	0	0	0	0	0	0	48	29	0	0	11	0	0	
Kings Center								9			2			
Village of Sunset Lakes								1			3			
Bent Creek								39			23			
Celebration Pointe								14			25			
Whispering Oaks								100			103			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							24	24			29			
Project Hurricane							4							
Project Hunt							11	11			4			
Kings Hwy Commerce Park							37	74			23			
Total	0	0	0	0	0	0	265	679	0	0	969	0	1912	



Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 70
Trips Out: 192
Years Grown: 5



NORTH

LEGEND

Site Location

E-3

FIGURE 3
Kings Highway Warehouse
KH #046265006
Project Traffic Driveway Volumes

Kimley»Horn

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Kings Highway Commerce Park
Concurrency

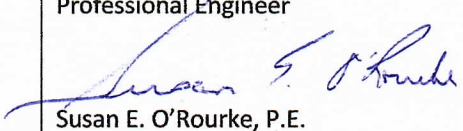
Prepared for:

Mr. Ken Morin
Kings Highway Development Partners, LLC
4923 W. Cypress St.
Tampa, FL 33607

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

March 11, 2021
Revised June 4, 2021
Revised July 27, 2021
SR21021.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 7/27/21 License #: 42684

TURNING MOVEMENT VOLUME COUNTS

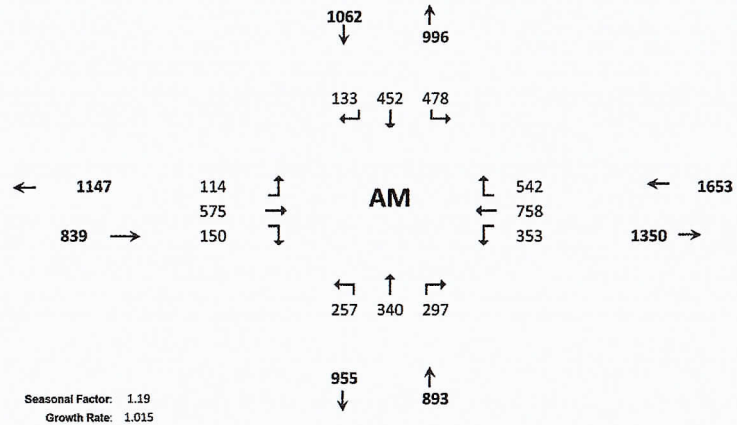
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	60	273	185	470	364	64	82	441	95	162	319	518	3033	
In/Out				-										
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	169	0	0	0	0	56	12	62	37	0	282	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	196	67	112	7	88	69	32	134	55	192	439	24	0	
Total	257	340	297	478	452	133	114	575	150	353	758	542	3033	



Seasonal Factor: 1.19
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

TURNING MOVEMENT VOLUME COUNTS

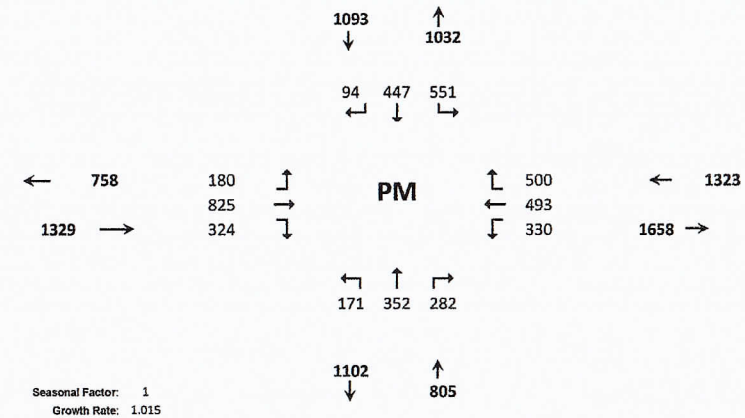
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	85	306	168	528	353	65	81	337	69	159	317	486	2954	
In/Out	0	0	0	-	0	0	0	0	0	0	0	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	62	0	0	0	0	21	78	392	235	0	104	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	86	46	114	23	95	29	99	488	255	171	177	14	0	
Total	171	352	282	551	447	94	180	825	324	330	493	500	2954	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	0	0

TURNING MOVEMENT VOLUME COUNTS

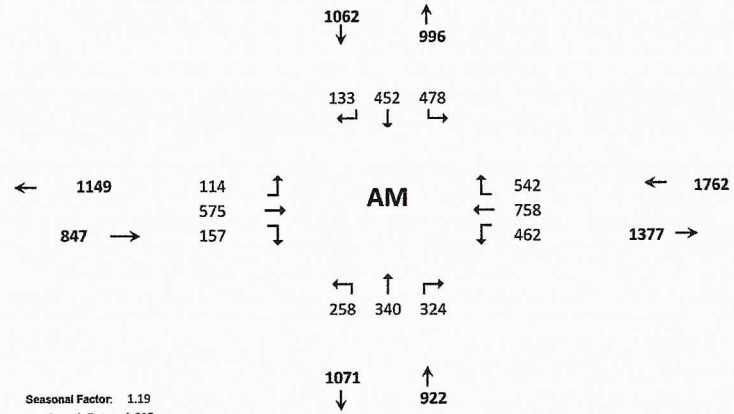
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	60	273	185	470	364	64	82	441	95	162	319	518	3033	
In/Out	OUT		OUT	-					IN	IN				
Percentage	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%	0%	
PROJECT	2	0	27	0	0	0	0	0	7	109	0	0	145	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	169	0	0	0	0	56	12	62	37	0	282	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	196	67	112	7	88	69	32	134	55	192	439	24	0	
Total	258	340	324	478	452	133	114	575	157	462	758	542	3178	



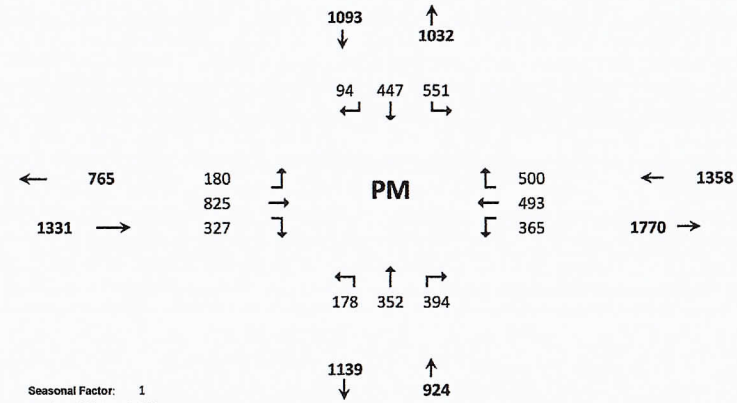
Seasonal Factor: 1.19
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	362	90
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

Kings and Orange
W/ Project 2023-PM

TURNING MOVEMENT VOLUME COUNTS

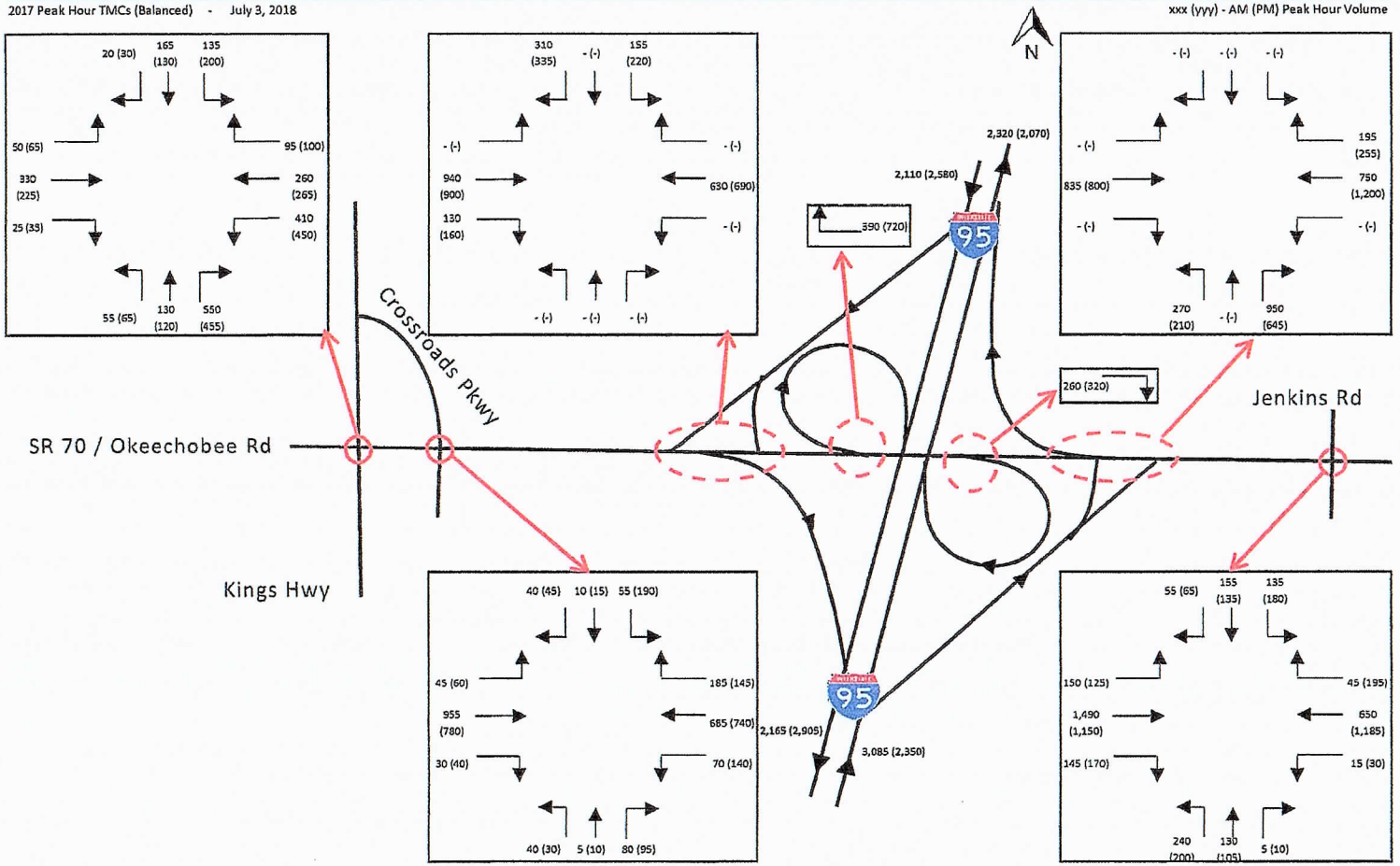
15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	85	306	168	528	353	65	81	337	69	159	317	486	2954	
In/Out	OUT	0	OUT	-	0	0	0	0	IN	IN	0	0		
Percentage	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%	0%	
PROJECT	7	0	111	0	0	0	0	0	2	35	0	0	156	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	62	0	0	0	0	21	78	392	235	0	104	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	86	46	114	23	95	29	99	488	255	171	177	14	0	
Total	178	352	394	551	447	94	180	825	327	365	493	500	3109	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SR 70/Okeechobee Road Interchange



Estimated 2017 Turning Movement Volumes based on data collected for the Master Plan study in Oct. and Nov. 2017.

TURNING MOVEMENT VOLUME COUNTS

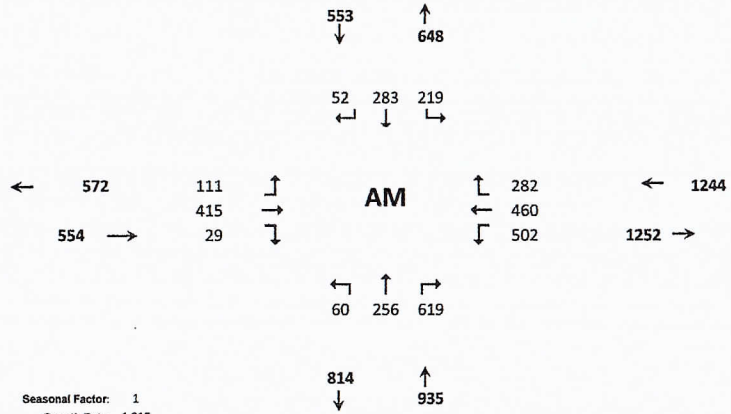
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME: Oct.2017 FDOT Adjusted

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 without project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: **8:00AM TO 9:00AM**

Volumes	55	130	135	165	20	50	330	25	410	260	95	0		
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	60	142	601	148	180	22	55	361	27	448	284	104	2433	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

SUBPROJECTS

														Trips In	Trips Out
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	Kings Highway Commerce Park	0	0
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	28	0	25	6	6	28	0	0	0	0	113	0	Hunt	76	17
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%			
In/Out			IN	IN				IN		OUT	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	St. Lucie Commerce Center	563	124
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%			
In/Out								IN			OUT				
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	Whispering Oaks	45	167
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	Bent Creek	123	371
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	Wawa Kings	63	64
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%			
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN				
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	Kings Highway Warehouse	342	341
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%			
In/Out		IN			OUT			IN			OUT				
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	Stonemont	197	55
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%			
In/Out			IN					IN	IN	OUT	OUT				
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	Walsh Crossroads	7	5
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%			
In/Out			IN					IN		OUT	OUT				
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	Project Hurricane	36	12
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%			
In/Out	IN					IN	OUT	OUT	OUT		IN				
Volume	7	0	0	0	0	7	21	337	21	0	114	0		Celebration Pointe	121	385
														Creekside	143	421
Subtotal	0	114	17	71	103	30	56	54	2	54	176	178	0			
Total	60	256	619	219	283	52	111	415	29	502	460	282	3287			

TURNING MOVEMENT VOLUME COUNTS

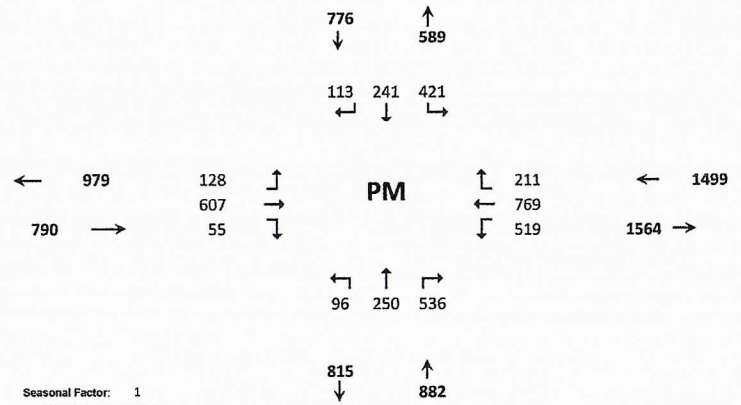
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME:

COUNT DATE: Oct 2017 FDOT Adjusted **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 Without Project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:			5:00PM TO 6:00PM											
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	71	131	498	219	142	33	71	246	38	492	290	109	2340	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	10	0	157	39	39	10	0	0	0	0	42	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	25	0	0	0	0	25	16	249	16	0	398	0	0	
Subtotal	25	119	38	202	99	81	57	361	17	27	480	101	0	
Total	96	250	536	421	241	113	128	607	55	519	769	211	3947	



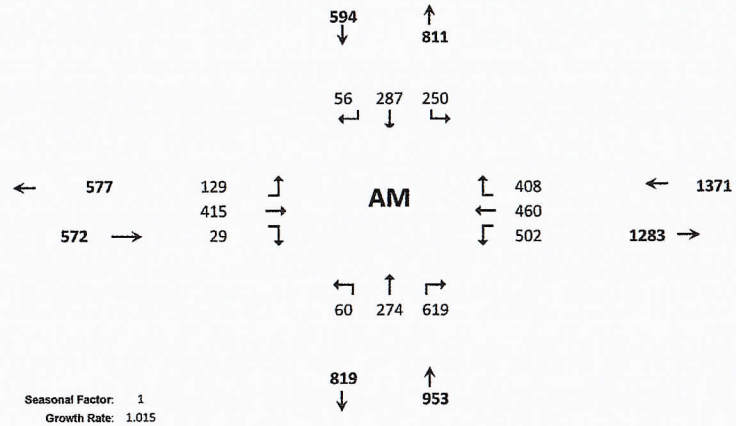
Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Hunt	19	57
St. Lucie Commerce Center	208	784
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	68	186
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229
Creekside	498	311

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized
FILENAME: Oct.2017 FDOT Adjusted
COUNT DATE: **DAY:** **CITY:** St Lucie
REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM											
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	60	142	601	148	180	22	55	361	27	448	284	104	2433	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%	
PROJECT	0	18	0	32	5	5	18	0	0	0	0	127	203	
SUBPROJECTS														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	28	0	25	6	6	28	0	0	0	0	113	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7	0	0	0	0	7	21	337	21	0	114	0		
Subtotal	0	114	17	71	103	30	56	54	2	54	176	178	0	
Total	60	274	619	250	287	56	129	415	29	502	460	408	3490	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	362	90
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385
Creekside	143	421

TURNING MOVEMENT VOLUME COUNTS

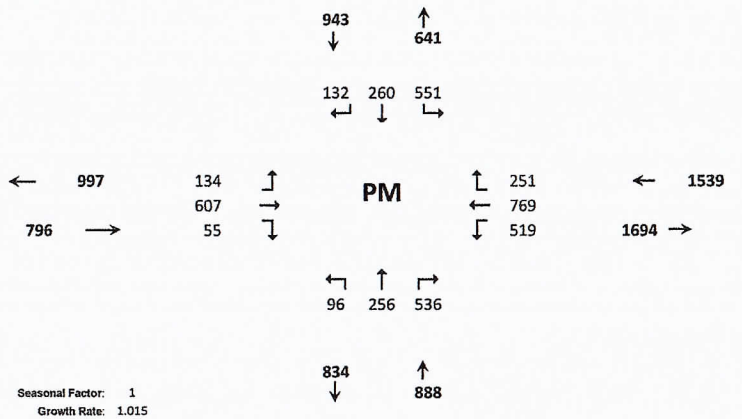
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME:

COUNT DATE: Oct 2017 FDOT Adjusted **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140
Growth	71	131	498	219	142	33	71	246	38	492	290	109	2340
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN	
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%
PROJECT	0	6	0	130	19	19	6	0	0	0	0	40	219

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	Hunt	19	57
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	10	0	157	39	39	10	0	0	0	0	42	0	St. Lucie Commerce Center	208	784
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%			
In/Out			IN	IN				IN		OUT	OUT	OUT			
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	Whispering Oaks	172	94
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%			
In/Out								IN			OUT				
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	Bent Creek	385	226
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	Wawa Kings	57	58
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	Kings Highway Warehouse	458	216
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%			
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN				
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont	68	186
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%			
In/Out		IN			OUT			IN			OUT				
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	Walsh Crossroads	10	11
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%			
In/Out			IN					IN	IN	OUT	OUT				
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	Project Hurricane	23	37
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%			
In/Out			IN					IN		OUT	OUT				
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	Celebration Pointe	398	229
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%			
In/Out	IN					IN	OUT	OUT	OUT		IN				
Volume	25	0	0	0	0	25	16	249	16	0	398	0	0	Creekside	498	311
Subtotal	25	119	38	202	99	81	57	361	17	27	480	101	0			
Total	96	256	536	551	260	132	134	607	55	519	769	251	4166			

TURNING MOVEMENT VOLUME COUNTS

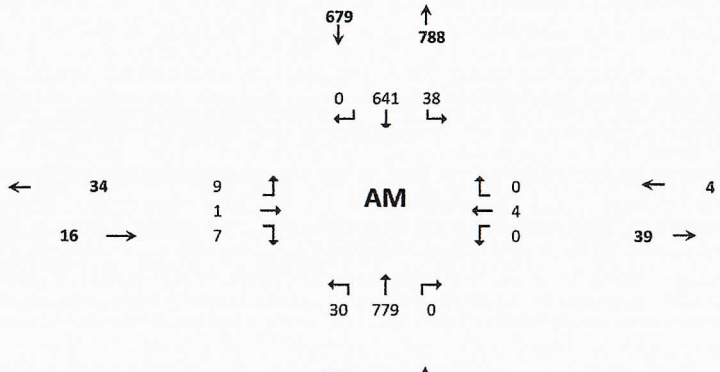
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15		91			81								172	701
7:15-7:30		81			76								157	708
7:30-7:45		100			101								201	730
7:45-8:00		90			81								171	672
8:00-8:15		86			93								179	642
8:15-8:30		88			91								179	
8:30-8:45		80			63								143	
8:45-9:00		50			91								141	



AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	0	364	0	0	366	0	0	0	0	0	0	0	730	
Season Factor	0	364	0	0	366	0	0	0	0	0	0	0	730	
Growth	0	386	0	0	388	0	0	0	0	0	0	0	775	
In/Out	-					-	-	-	-		-			
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	40%			50%			50%	5%	40%		5%			
In/Out	IN			IN			OUT	OUT	OUT		IN			
Volume	30	0	0	38	0	0	9	1	7	0	4	0	0	
%		30.0%			30.0%									
In/Out		IN			OUT									
Volume	0	169	0	0	37	0	0	0	0	0	0	0	0	
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	1	0	0	3	0	0	0	0	0	0	0	0	
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	2	0	0	7	0	0	0	0	0	0	0	0	
%		15.0%			15.0%									
In/Out		IN			OUT									
Volume	0	9	0	0	10	0	0	0	0	0	0	0	0	
%		52.0%			52.0%									
In/Out		IN			OUT									
Volume	0	178	0	0	177	0	0	0	0	0	0	0	0	
%		15.0%			15.0%									
In/Out		IN			OUT									
Volume	0	30	0	0	8	0	0	0	0	0	0	0	0	
%		30.0%			30.0%									
In/Out		OUT			IN									
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	
%														
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	2	0	0	8	0	0	0	0	0	0	0	0	
Subtotal	30	393	0	38	253	0	9	1	7	0	4	0	0	
Total	30	779	0	38	641	0	9	1	7	0	4	0	1509	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Project Hunt	76	17
St Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

TURNING MOVEMENT VOLUME COUNTS

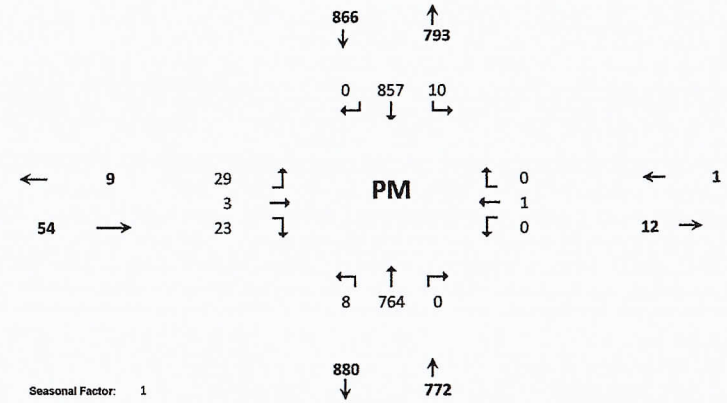
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM											
Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847	
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847	
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899	
In/Out	-	0	0	0	0	-	-	-	-	0	-	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	40.0%			50.0%			50.0%	5.0%	40.0%		5.0%			
In/Out	IN			IN			OUT	OUT	OUT		IN			
Volume	8	0	0	10	0	0	29	3	23	0	1	0	0	Project Hunt
%		30.0%			30.0%									
In/Out		IN			OUT									
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek
%		15.0%			15.0%									
In/Out		IN			OUT									
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings
%		52.0%			52.0%									
In/Out		IN			OUT									
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse
%		15.0%			15.0%									
In/Out		IN			OUT									
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont
%		30.0%			30.0%									
In/Out		OUT			IN									
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads
%														
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe
Subtotal	8	342	0	10	380	0	29	3	23	0	1	0	0	
Total	8	764	0	10	857	0	29	3	23	0	1	0	1693	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Project Hunt	19	57
St Lucie Commerce Center	208	784
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	68	186
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229

TURNING MOVEMENT VOLUME COUNTS

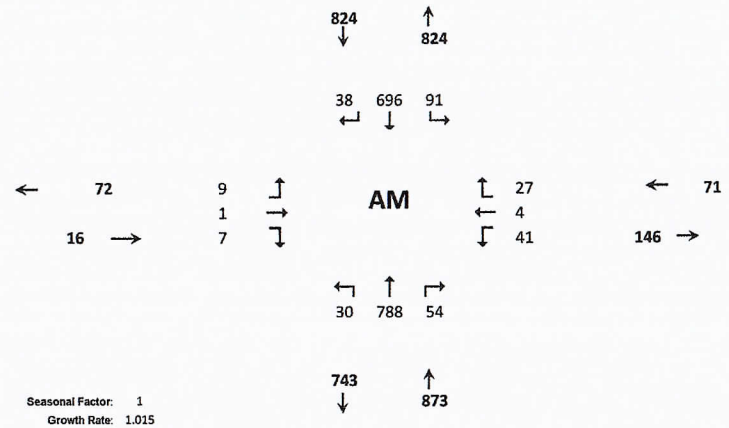
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15		91			81								172	701
7:15-7:30		81			76								157	708
7:30-7:45		100			101								201	730
7:45-8:00		90			81								171	672
8:00-8:15		86			93								179	642
8:15-8:30		88			91								179	
8:30-8:45		80			63								143	
8:45-9:00		50			91								141	



AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM												
Volumes	0	364	0	0	366	0	0	0	0	0	0	0	730
Season Factor	0	364	0	0	366	0	0	0	0	0	0	0	730
Growth	0	386	0	0	388	0	0	0	0	0	0	0	775
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT	
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%	
PROJECT	0	9	54	91	54	0	0	0	0	41	0	27	276

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

SUBPROJECTS																
%	40%					50%	50%	5%	40%		5%					
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	30	0	0	0	0	38	9	1	7	0	4	0	0	Project Hunt	76	17
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	169	0	0	37	0	0	0	0	0	0	0	0	St Lucie Commerce Center	563	124
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	3	0	0	0	0	0	0	0	0	Whispering Oaks	45	167
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	7	0	0	0	0	0	0	0	0	Bent Creek	123	371
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	10	0	0	0	0	0	0	0	0	Wawa Kings	63	64
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	178	0	0	177	0	0	0	0	0	0	0	0	Kings Highway Warehouse	342	341
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	30	0	0	8	0	0	0	0	0	0	0	0	Stonemont	197	55
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	8	0	0	0	0	0	0	0	0	Celebration Pointe	121	385
Subtotal	30	393	0	0	253	38	9	1	7	0	4	0	0			
Total	30	788	54	91	696	38	9	1	7	41	4	27	1785			

	Trips In	Trips Out
Kings Highway Commerce Park	362	90

TURNING MOVEMENT VOLUME COUNTS

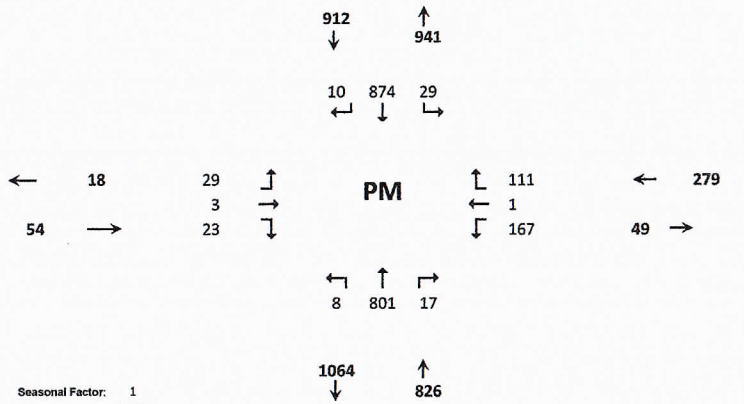
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	



PM PEAK HOUR IS FROM:	4:15PM TO 5:15PM												
Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT	
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%	
PROJECT	0	37	17	29	17	0	0	0	0	167	0	111	379

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

%	40.0%					50.0%	50.0%	5.0%	40.0%		5.0%					
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	8	0	0	0	0	10	29	3	23	0	1	0	0	Project Hunt	19	57
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center	208	784
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek	385	226
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe	398	229
Subtotal	8	342	0	0	380	10	29	3	23	0	1	0	0			
Total	8	801	17	29	874	10	29	3	23	167	1	111	2072			

TURNING MOVEMENT VOLUME COUNTS

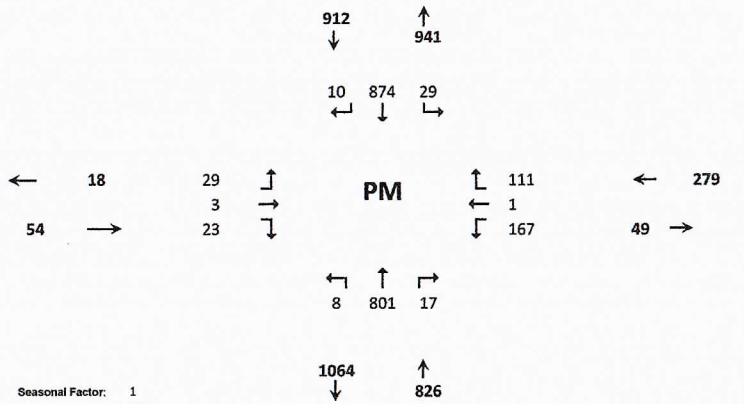
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	



PM PEAK HOUR IS FROM: 4:15PM TO 5:15PM

Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847	
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847	
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899	
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT		
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%		
PROJECT	0	37	17	29	17	0	0	0	0	167	0	111	379	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

															Trips In	Trips Out
%	40.0%					50.0%	50.0%	5.0%	40.0%		5.0%					
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	8	0	0	0	0	10	29	3	23	0	1	0	0	Project Hunt	19	57
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center	208	784
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek	385	226
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe	398	229
Subtotal	8	342	0	0	380	10	29	3	23	0	1	0	0			
Total	8	801	17	29	874	10	29	3	23	167	1	111	2072			

TRAFFIC IMPACT ANALYSIS

PRUITT COMMERCE CENTER (F.K.A. TCERDA)

ST. LUCIE COUNTY, FL

PREPARED FOR:
PCC2023, LLC.

Kimley»Horn

September 9, 2025
Revised December 16, 2025
KH # 245490000
Registry No. 35106
Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Orange Avenue

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		36	143	123		189	216	373		109	411	229		231	151	83
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume		40	157	135		208	238	410		120	452	252		254	166	91
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		66	142	119		344	170	233		67	191	228		196	174	32
Hope Commercial				2		33				4	0	10	0	0	0	0
TOTAL "VESTED" TRAFFIC		66	142	121		377	170	233		71	191	238		196	174	32
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		11	44	38		58	67	115		34	127	71		71	46	25
Background Traffic Volumes		110	315	270		607	433	686		204	690	516		477	357	133

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				10.0%		33.0%									7.0%	
				26		84									18	
Exiting										10.0%	7.0%	33.0%				
										8	5	25				
AM TOTAL PROJECT TRAFFIC	0	0	0	26	0	84	0	0	0	8	5	25	0	0	18	0
Future Total AM Volumes	0	110	315	296	0	691	433	686	0	212	695	541	0	477	375	133

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Orange Avenue

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		89	334	117		181	279	291		111	206	237		318	399	24
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume		98	367	129		199	307	320		122	227	261		350	439	26
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		74	204	88		271	149	317		148	221	349		266	230	61
Hope Commercial				1		13				2		33				
TOTAL "VESTED" TRAFFIC		74	204	89		284	149	317		150	221	382		266	230	61
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		27	103	36		56	86	90		34	64	73		98	123	7
Background Traffic Volumes		182	609	231		504	488	670		285	472	670		653	715	90

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	10.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%
	0	0	0	10	0	33	0	0	0	0	0	0	0	0	7	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	7.0%	33.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	0	0	0	26	18	84	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	10	0	33	0	0	0	26	18	84	0	0	7	0
Future Total PM Volumes	0	182	609	241	0	537	488	670	0	311	490	754	0	653	722	90

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Driveway 1

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	405	0	0	0	451	0
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume	0	0	0	0	0	0	0	0	0	0	446	0	0	0	496	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											486				637	
Hope Commercial								20			13	47		35	22	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	20	0	0	499	47	0	35	659	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	125	0	0	0	139	0
Background Traffic Volumes		0	0	0		0	0	20		0	992	47		35	1,207	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										30.0%						25.0%
										77						64
Exiting		50.0%		20.0%												
		38		15												
AM TOTAL PROJECT TRAFFIC	0	38	0	15	0	0	0	0	0	77	0	0	0	0	0	64
Future Total AM Volumes	0	38	0	15	0	0	0	20	0	77	992	47	0	35	1,207	64

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Driveway 1

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	434	0	0	0	502	0
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume	0	0	0	0	0	0	0	0	0	0	477	0	0	0	552	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											718				589	
Hope Commercial								65			44	18		13	74	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	65	0	0	762	18	0	13	663	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	134	0	0	0	155	0
Background Traffic Volumes		0	0	0		0	0	65		0	1,289	18		13	1,273	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%
	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	25
Exiting	0.0%	50.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	128	0	51	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	128	0	51	0	0	0	0	0	30	0	0	0	0	0	25
Future Total PM Volumes	0	128	0	51	0	0	0	65	0	30	1,289	18	0	13	1,273	25

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Picos Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	5	0	77	0	0	0	0	0	23	400	0	0	0	432	19
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume	0	6	0	91	0	0	0	0	0	27	472	0	0	0	510	22
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											533				302	
Hope Commercial											74				22	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	607	0	0	0	324	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH	0	2	0	25	0	0	0	0	0	8	132	0	0	0	143	6
Background Traffic Volumes		8	0	116		0	0	0		35	1,128	0		0	887	28

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										18.0%	30.0%				5.0%	5.0%
										46	77				13	13
Exiting				18.0%												
				14												
AM TOTAL PROJECT TRAFFIC	0	0	0	14	0	0	0	0	0	46	77	0	0	0	13	13
Future Total AM Volumes	0	8	0	130	0	0	0	0	0	81	1,205	0	0	0	900	41

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Picos Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	4	0	60	0	0	0	0	0	47	430	0	0	0	488	14
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume	0	5	0	71	0	0	0	0	0	55	507	0	0	0	576	17
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											387				589	
Hope Commercial											29				74	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	416	0	0	0	663	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	1	0	20	0	0	0	0	0	15	142	0	0	0	161	5
Background Traffic Volumes		6	0	91		0	0	0		70	976	0		0	1,299	22

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	30.0%	0.0%	0.0%	0.0%	5.0%	5.0%
	0	0	0	0	0	0	0	0	0	18	30	0	0	0	5	5
Exiting	0.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	46	0	0	0	0	0	18	30	0	0	0	5	5
Future Total PM Volumes	0	6	0	137	0	0	0	0	0	88	1,006	0	0	0	1,304	27

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Kings Highway & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		106	415	89		457	260	146		54	268	589		136	188	99
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume		117	457	98		503	286	161		59	295	648		150	207	109
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		76	9	0		1	23	242			215	2		113	155	34
Hope Commercial		5	0	0		0	0	27			5			8	2	2
TOTAL "VESTED" TRAFFIC		81	9	0		1	23	269		0	220	2		121	157	36
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		33	128	27		141	80	45		17	83	181		42	58	31
Background Traffic Volumes		210	585	125		644	366	447		76	546	829		287	386	156

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		5.0%						18.0%			20.0%					
		13						46			51					
Exiting														18.0%	20.0%	5.0%
														14	15	4
AM TOTAL PROJECT TRAFFIC	0	13	0	0	0	0	0	46	0	0	51	0	0	14	15	4
Future Total AM Volumes	0	223	585	125	0	644	366	493	0	76	597	829	0	301	401	160

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Kings Highway & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		79	332	35		438	440	111		80	181	572		154	194	78
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume		87	365	39		482	484	122		88	199	629		169	213	86
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		42	25	0		2	16	141			204	1		254	257	78
Hope Commercial		2	0	0		0	0	11			2			27	5	5
TOTAL "VESTED" TRAFFIC		44	25	0		2	16	152		0	206	1		281	262	83
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		24	102	11		135	136	34		25	56	176		47	60	24
Background Traffic Volumes		140	467	50		617	620	287		113	426	805		468	497	178

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	5	0	0	0	0	0	18	0	0	20	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	20.0%	5.0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	46	51	13
PM TOTAL PROJECT TRAFFIC	0	5	0	0	0	0	0	18	0	0	20	0	0	46	51	13
Future Total PM Volumes	0	145	467	50	0	617	620	305	0	113	446	805	0	514	548	191

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

I-95 Southbound Ramps & Okeechobee Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	922	193		0	647	808		0	0	0		326	0	267
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		0	1,023	214		0	718	897		0	0	0		362	0	296
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7	8			47									
TOTAL "VESTED" TRAFFIC		0	131	8		0	313	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	287	60		0	201	251		0	0	0		101	0	83
Background Traffic Volumes		0	1,310	274		0	1,106	1,148		0	0	0		463	0	379

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							20.0%									
							51									
Exiting			20.0%													
			15													
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	0	1,325	274	0	0	1,157	1,148	0	0	0	0	0	463	0	379

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

I-95 Southbound Ramps & Okeechobee Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	1,180	281	0	0	756	909	0	0	0	0	0	277	0	350
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume	0	0	1,310	312	0	0	839	1,009	0	0	0	0	0	307	0	389
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22	25			18									
TOTAL "VESTED" TRAFFIC		0	302	25		0	177	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	0	367	87	0	0	235	283	0	0	0	0	0	86	0	109
Background Traffic Volumes		0	1,749	399		0	1,104	1,292		0	0	0		393	0	498

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	0	1,800	399	0	0	1,124	1,292	0	0	0	0	0	393	0	498

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

I-95 Northbound Ramps & Okeechobee Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	954	294		0	1,233	242		215	0	1,091		0	0	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		0	1,059	326		0	1,369	269		239	0	1,211		0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7							25						
TOTAL "VESTED" TRAFFIC		0	131	0		0	266	0		25	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	297	91		0	383	75		67	0	339		0	0	0
Background Traffic Volumes		0	1,356	417		0	1,778	344		306	0	1,550		0	0	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							20.0%									
							51									
Exiting			20.0%													
			15													
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	0	1,371	417	0	0	1,829	344	0	306	0	1,550	0	0	0	0

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

I-95 Northbound Ramps & Okeechobee Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	991	466		0	1,493	328		161	0	757		0	0	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		0	1,100	517		0	1,657	364		179	0	840		0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22							10						
TOTAL "VESTED" TRAFFIC		0	302	0		0	159	0		10	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		0	308	145		0	464	102		50	0	235		0	0	0
Background Traffic Volumes		0	1,517	662		0	2,121	466		229	0	1,075		0	0	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	0	1,568	662	0	0	2,141	466	0	229	0	1,075	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		192	1,528	320		115	947	142		368	171	134		264	191	112
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		213	1,696	355		128	1,051	158		408	190	149		293	212	124
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7				27									
TOTAL "VESTED" TRAFFIC		0	131	0		0	293	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		60	475	99		36	294	44		114	53	42		82	59	35
Background Traffic Volumes		273	2,171	454		164	1,454	202		522	243	191		375	271	159

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			0.0%				20.0%	3.0%								
			0				51	8								
Exiting			20.0%											3.0%		
			15											2		
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	8	0	0	0	0	0	2	0	0
Future Total AM Volumes	0	273	2,186	454	0	164	1,505	210	0	522	243	191	0	377	271	159

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		197	1,265	328		186	1,307	170		342	173	51		324	199	112
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		219	1,404	364		206	1,451	189		380	192	57		360	221	124
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22				11									
TOTAL "VESTED" TRAFFIC		0	302	0		0	170	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		61	393	102		58	406	53		106	54	16		101	62	35
Background Traffic Volumes		280	1,853	466		264	1,857	242		486	246	73		461	283	159

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	3	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	8	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	3	0	0	0	0	0	8	0	0
Future Total PM Volumes	0	280	1,904	466	0	264	1,877	245	0	486	246	73	0	469	283	159

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		29	968	70		172	711	22		99	17	180		11	14	14
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		32	1,074	78		191	789	24		110	19	200		12	16	16
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			298				334									
Hope Commercial			5				22					2				
TOTAL "VESTED" TRAFFIC		0	303	0		0	356	0		0	0	2		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		9	301	22		53	221	7		31	5	56		3	4	4
Background Traffic Volumes		41	1,489	100		244	1,228	31		141	24	256		15	20	20

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									
							26									
Exiting			10.0%													
			8													
AM TOTAL PROJECT TRAFFIC	0	0	8	0	0	0	26	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	41	1,497	100	0	244	1,254	31	0	141	24	256	0	15	20	20

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		10	562	80		234	760	7		92	6	169		22	28	26
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		11	624	89		260	844	8		102	7	188		24	31	29
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			418				351									
Hope Commercial			16				8					5				
TOTAL "VESTED" TRAFFIC		0	434	0		0	359	0		0	0	5		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		3	175	25		73	236	2		29	2	53		7	9	8
Background Traffic Volumes		14	1,123	114		333	1,291	10		131	9	241		31	40	37

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	26	0	0	0	10	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	14	1,149	114	0	333	1,301	10	0	131	9	241	0	31	40	37

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Northbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		134	313	0		0	393	0		0	0	0		0	0	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM Peak Season Volume		134	313	0		0	393	0		0	0	0		0	0	0

Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		141	298	0		0	334	0		0	0	0	0	0	0	0
Hope Commercial		5	5				16	0								
TOTAL "VESTED" TRAFFIC		146	303	0		0	350	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		38	88	0		0	110	0		0	0	0		0	0	0
Background Traffic Volumes		294	649	0		0	784	0		0	0	0		0	0	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									0.0%
							26									0
Exiting		13.0%	10.0%													
		10	8													
AM TOTAL PROJECT TRAFFIC	0	10	8	0	0	0	26	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	304	657	0	0	0	810	0	0	0	0	0	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Northbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		127	519	0		0	681	0		0	0	0	0	0	0	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM Peak Season Volume		127	519	0		0	681	0		0	0	0	0	0	0	0

Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		259	418	0		0	351	0		0	0	0	0	0	0	0
Hope Commercial		16	16				6	0								
TOTAL "VESTED" TRAFFIC		275	434	0		0	357	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		36	145	0		0	191	0		0	0	0	0	0	0	0
Background Traffic Volumes		415	1,007	0		0	1,109	0		0	0	0		0	0	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Exiting	0.0%	13.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	33	26	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	33	26	0	0	0	10	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	448	1,033	0	0	0	1,119	0	0	0	0	0	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Soutbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	210	0		298	413	0		0	0	0		0	0	240
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM Peak Season Volume		0	210	0		298	413	0		0	0	0		0	0	240
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			408			23	381									186
Hope Commercial			10				16			0	0	0		0	0	16
TOTAL "VESTED" TRAFFIC		0	418	0		23	397	0		0	0	0		0	0	202
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	59	0		83	116	0		0	0	0		0	0	67
Background Traffic Volumes		0	650	0		381	853	0		0	0	0		0	0	467

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									10.0%
							26									26
Exiting			23.0%													
			17													
AM TOTAL PROJECT TRAFFIC	0	0	17	0	0	0	26	0	0	0	0	0	0	0	0	26
Future Total AM Volumes	0	0	667	0	0	381	879	0	0	0	0	0	0	0	0	493

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Soutbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	482	0		285	622	0		0	0	0		0	0	138
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM Peak Season Volume		0	482	0		285	622	0		0	0	0		0	0	138
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			633			40	457									196
Hope Commercial			33				6									6
TOTAL "VESTED" TRAFFIC		0	666	0		40	463	0		0	0	0		0	0	202
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		0	135	0		80	174	0		0	0	0		0	0	39
Background Traffic Volumes		0	1,198	0		365	1,150	0		0	0	0		0	0	354

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10
Exiting	0.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	59	0	0	0	10	0	0	0	0	0	0	0	0	10
Future Total PM Volumes	0	0	1,257	0	0	365	1,160	0	0	0	0	0	0	0	0	364

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Picos Road & Driveway 5
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			82				42									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume			97				50									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH			27				14									
Background Traffic Volumes			124				64									

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		0.0%		1.0%		7.0%		8.0%								
		0		3		18		20								
Exiting										1.0%		6.0%		6.0%		0.0%
										1		5		5		0
AM TOTAL PROJECT TRAFFIC	0	0	0	3	0	18	0	20	0	1	0	5	0	5	0	0
Future Total AM Volumes	0	0	124	3	0	18	64	20	0	1	0	5	0	5	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Picos Road & Driveway 5
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			64				61									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume			76				72									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH			21				20									
Background Traffic Volumes			97				92									

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	1.0%	0.0%	7.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	1	0	7	0	8	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	6.0%	0.0%	6.0%	0.0%	0.0%
	0	0	0	0	0	0	0	0	0	3	0	15	0	15	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	1	0	7	0	8	0	3	0	15	0	15	0	0
Future Total PM Volumes	0	0	97	1	0	7	92	8	0	3	0	15	0	15	0	0

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Picos Road & Driveway 6

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			82				42									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume			97				50									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH			27				14									
Background Traffic Volumes			124				64									

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		1.0%				4.0%		4.0%								
		3				10		10								
Exiting										0.0%		3.0%		3.0%		1.0%
										0		2		2		1
AM TOTAL PROJECT TRAFFIC	0	3	0	0	0	10	0	10	0	0	0	2	0	2	0	1
Future Total AM Volumes	0	3	124	0	0	10	64	10	0	0	0	2	0	2	0	1

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Picos Road & Driveway 6

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			64				61									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume			76				72									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH			21				20									
Background Traffic Volumes			97				92									

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	1.0%	0.0%	0.0%	0.0%	4.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	3.0%	0.0%	1.0%
	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	3
PM TOTAL PROJECT TRAFFIC	0	1	0	0	0	4	0	4	0	0	0	8	0	8	0	3
Future Total PM Volumes	0	1	97	0	0	4	92	4	0	0	0	8	0	8	0	3

MILLCREEK PD

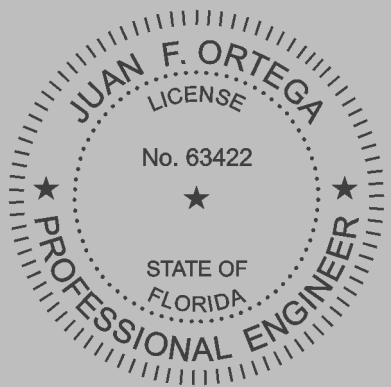
CITY OF FORT PIERCE, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
DREAM FINDERS HOMES, LLC

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458



June 14, 2024

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on June 14, 2024, using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

2. TRIP GENERATION

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

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

Table 1: Trip Generation Rates

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

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

Table 2: Trip Generation

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

MEMORANDUM

TO: St. Lucie County Growth Management

FROM: William Blazak, Sr. Project Manager

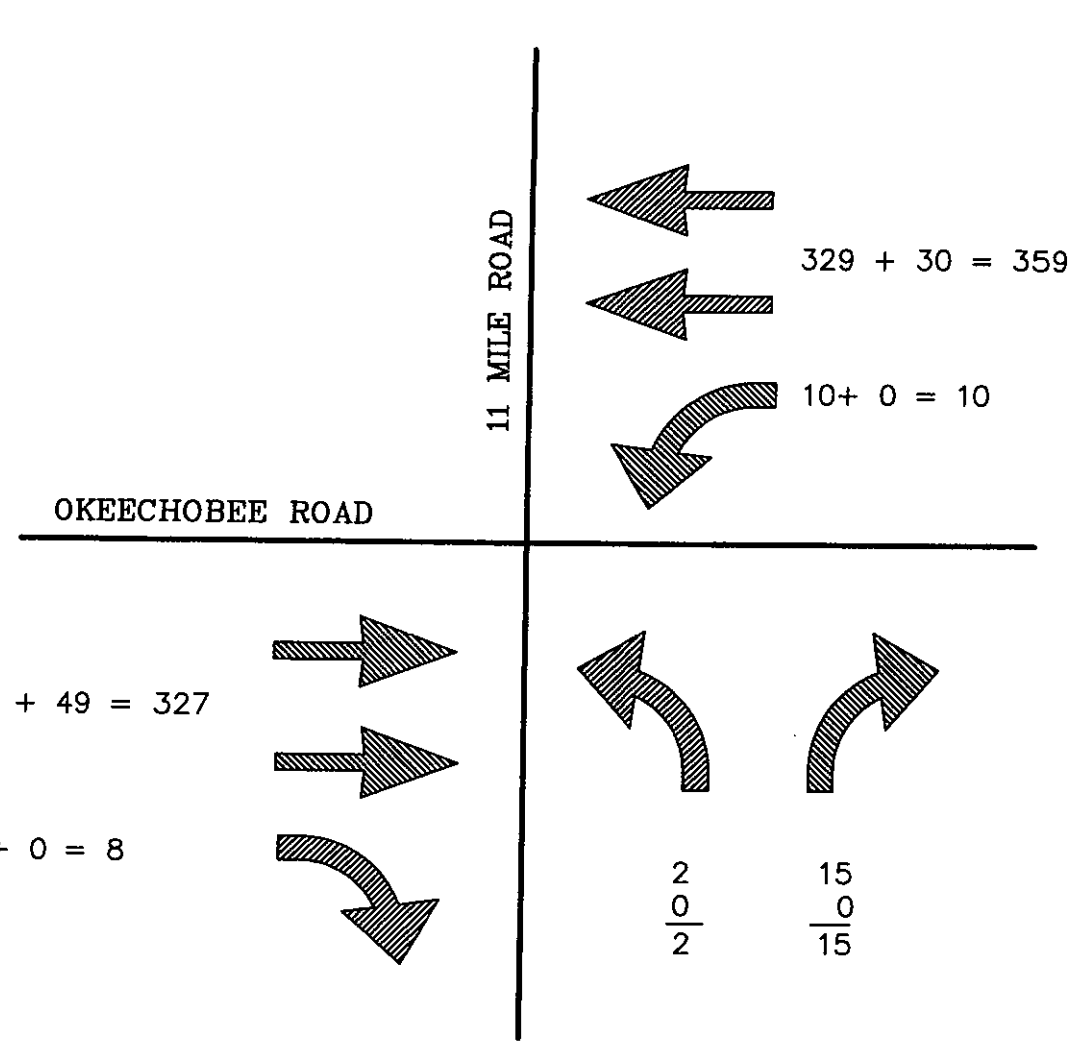
DATE: April 2006

Re: Traffic Impact Report

The following Traffic impact report was prepared for the Creekside PUD. The Creekside Addition will utilize the same entrances as previously approved with the Creekside PUD.

It is important to note that the Traffic Impact Report recognizes the 40 additional units that the Creekside Addition will add to the already approved Creekside PUD.

The 40 additional units were openly discussed with the Board of County Commissioners, St. Lucie County Road and Bridge Department and the Growth Management Division with all in agreement that the Creekside PUD with a total of 840 units, complied with concurrency requirements with regard to traffic impacts.



P.M. PEAK

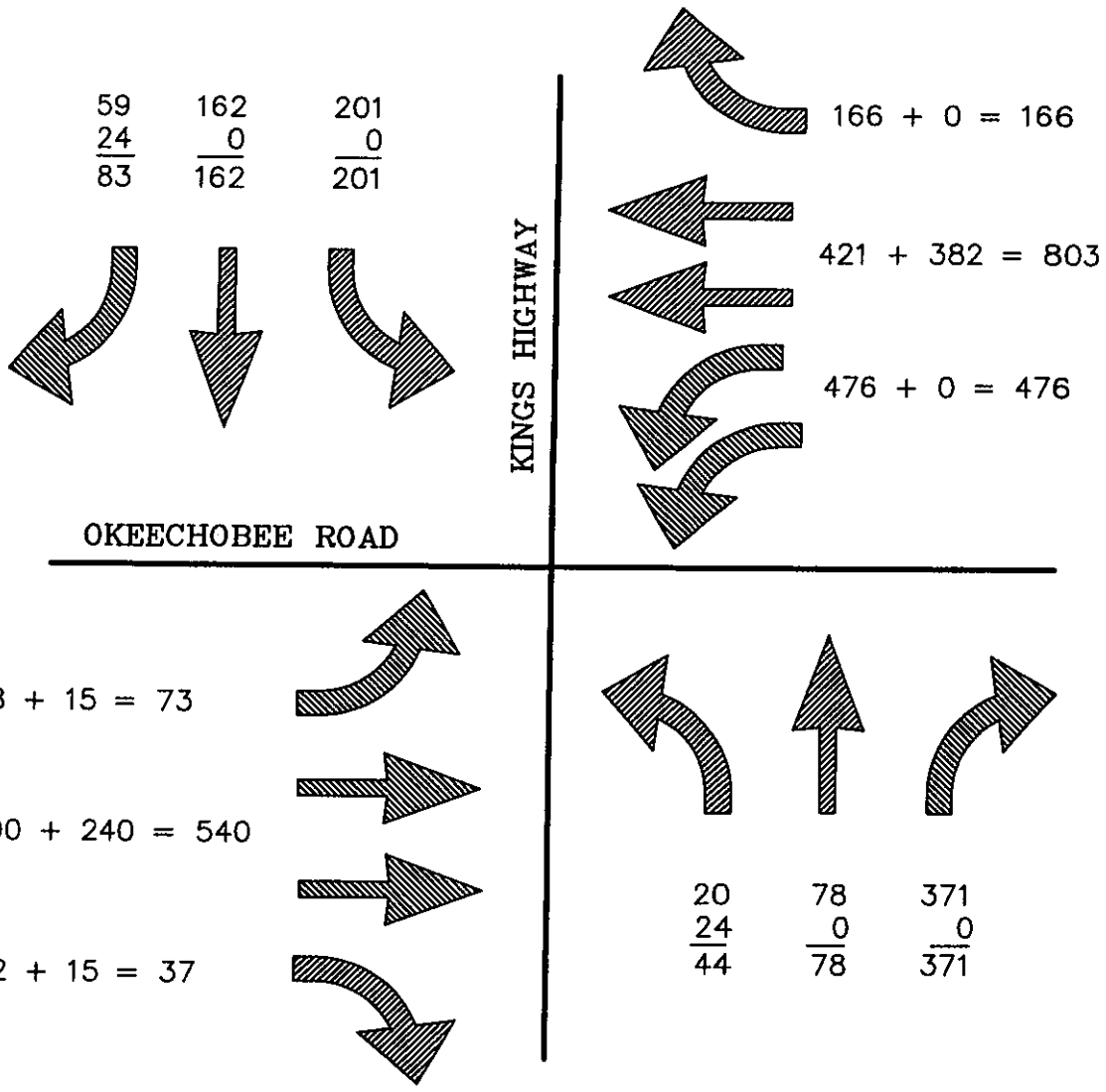
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 4

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & 11 Mile Road

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



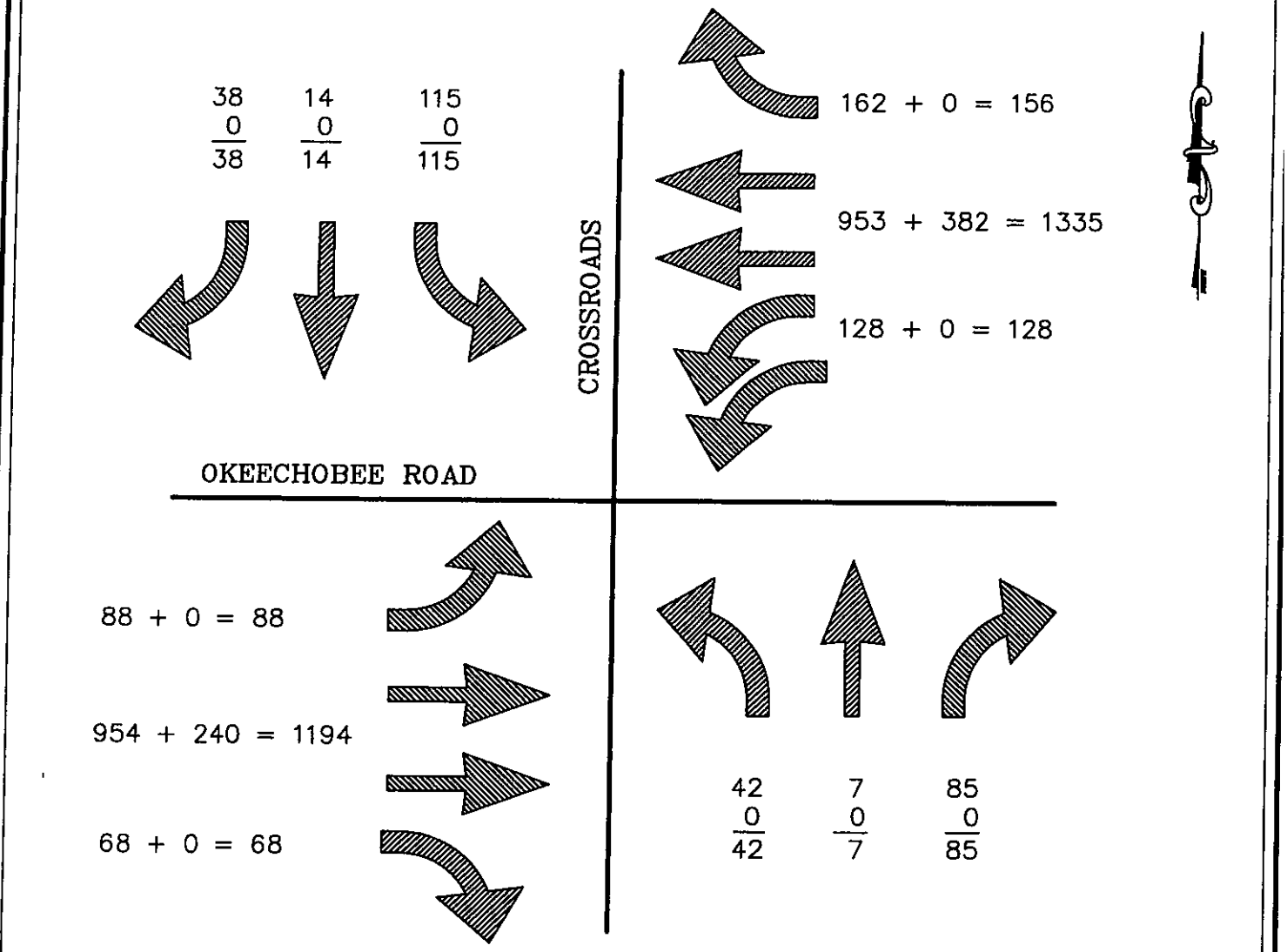
P.M. PEAK

XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 5

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE	
P.M. PEAK HOUR MOVEMENTS	
Okeechobee Road & Kings Highway	
JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

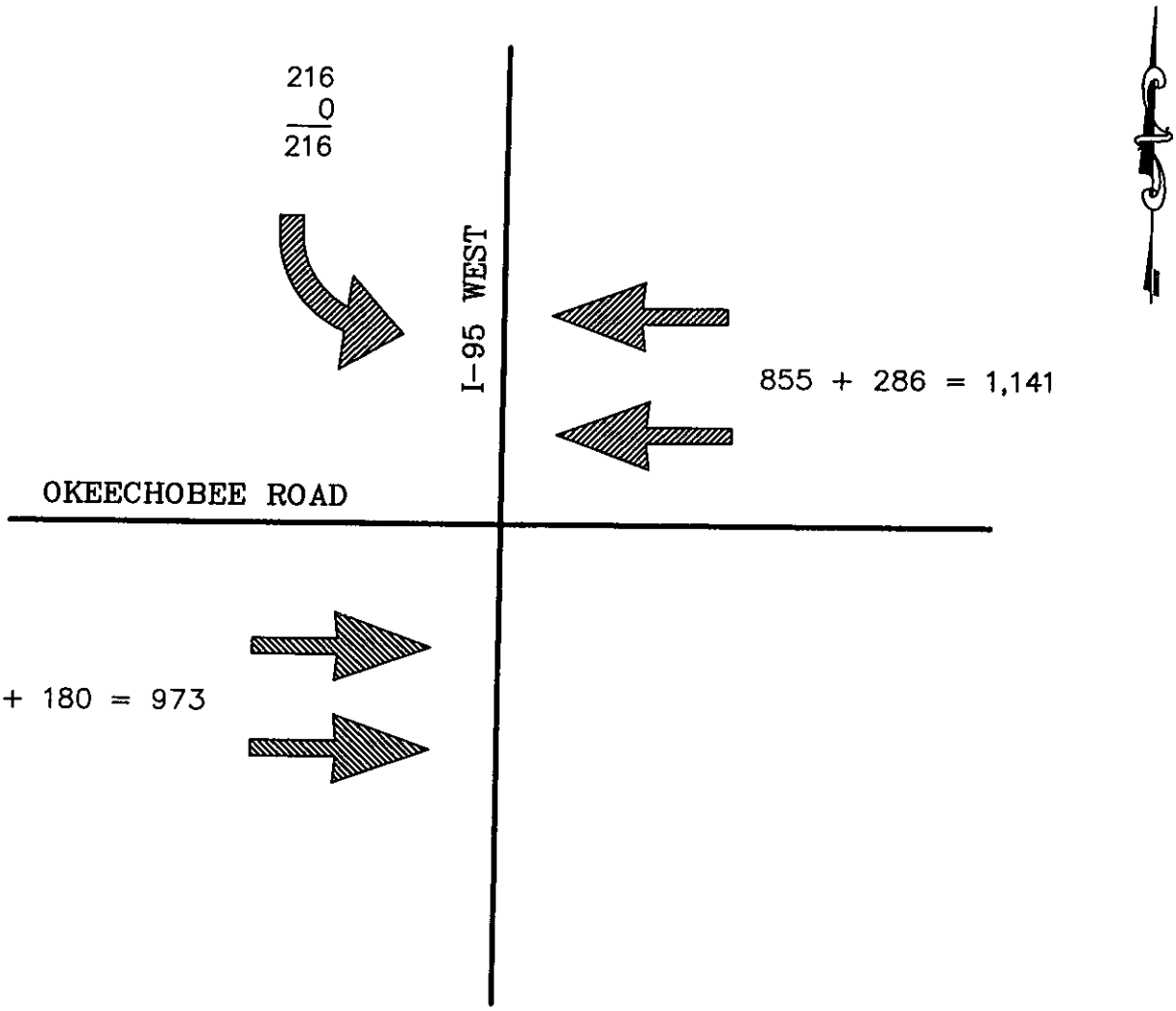
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 6

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & Crossroads

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

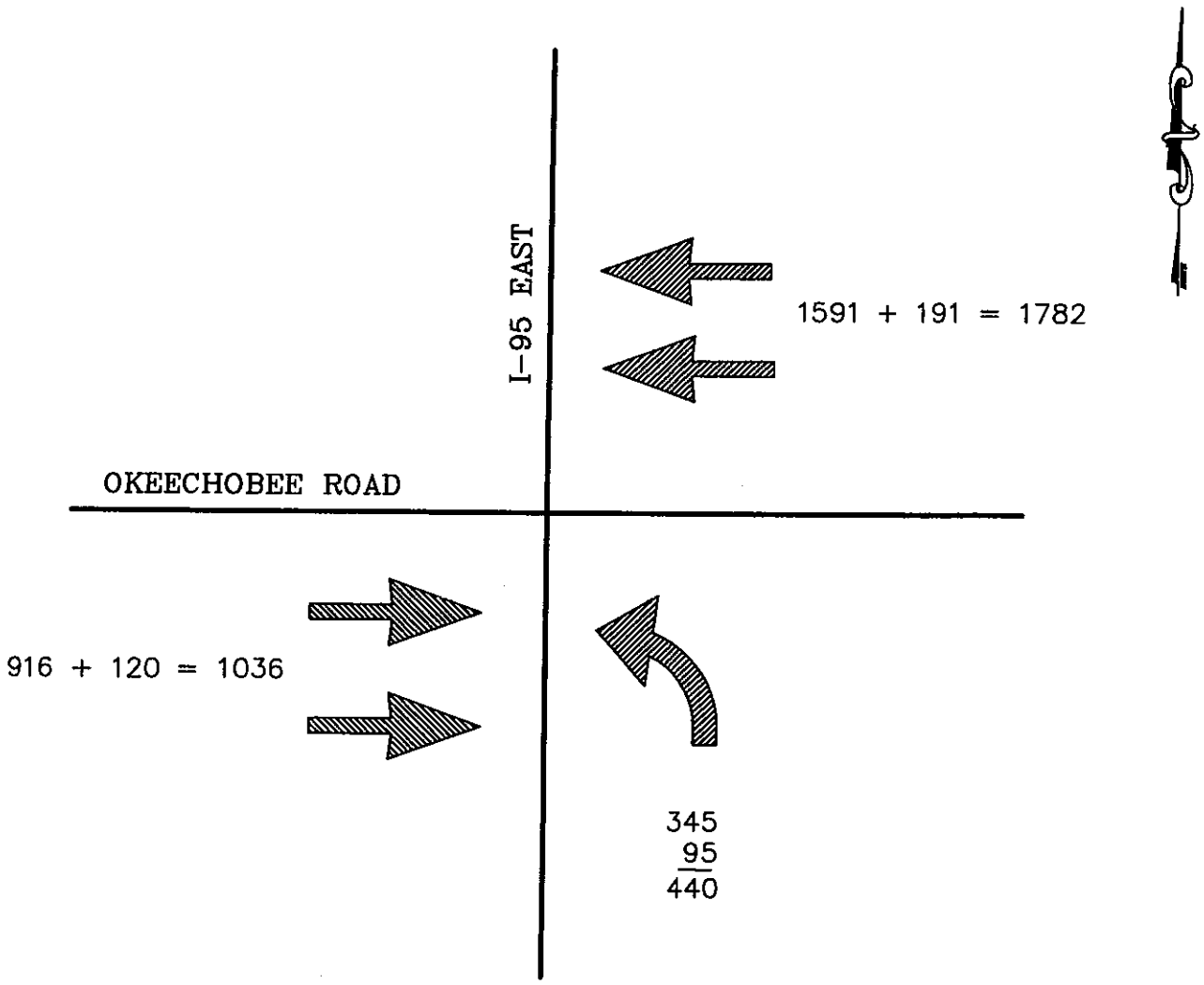
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 7

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & I-95 West

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 8

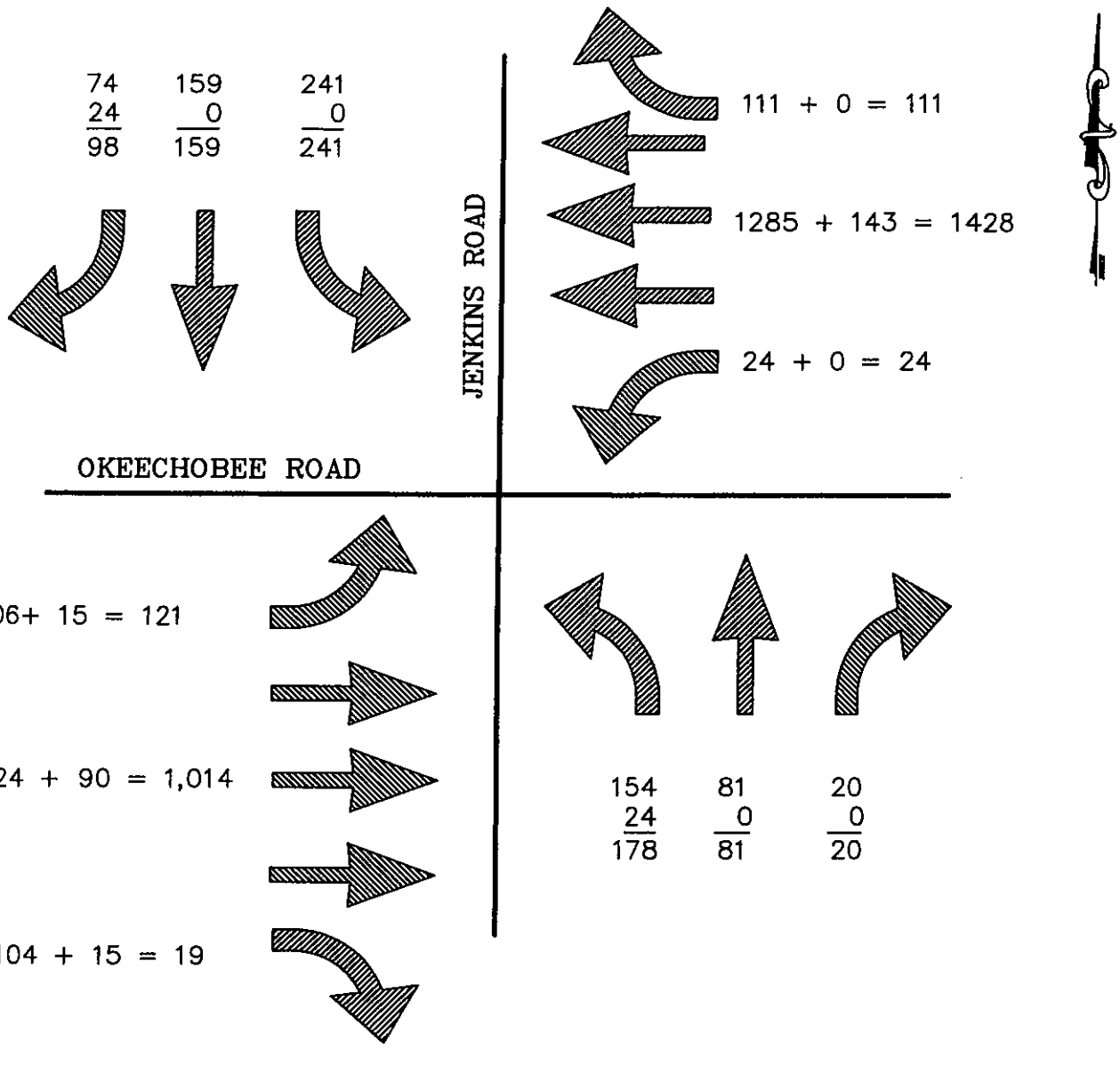
CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE

P.M. PEAK HOUR MOVEMENTS

Okeechobee Road & I-95 East

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 9

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & Jenkins Road

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Drawdy Angle Road Residential

Prepared for:

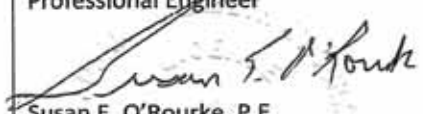
Mr. Brad Currie
EDC
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987

Prepared by

O'Rourke Engineering & Planning
22 SE Seminole St
Stuart, Florida 34994
772-781-7918

January 30, 2023
Revised May 11, 2023

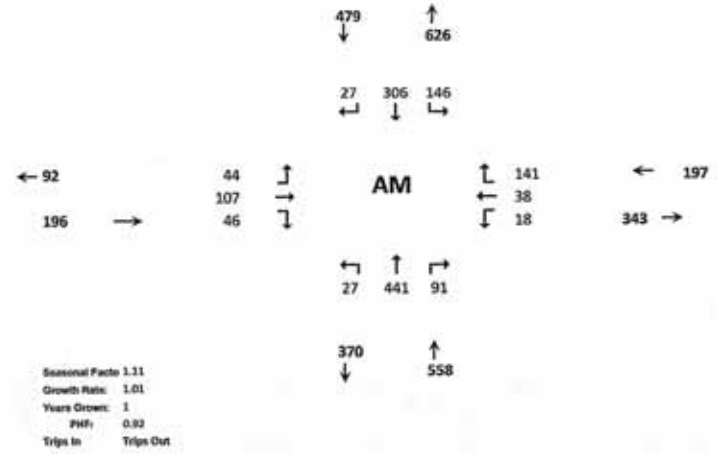
SR21112.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 5/11/2023 License #: 42684

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	12	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	89	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	
AM PEAK HOUR IS FROM:	7:00 AM TO 8:30AM													
Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	27	441	91	146	306	27	44	107	46	18	38	141	1431	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	27	441	91	146	306	27	44	107	46	18	38	141	1431	

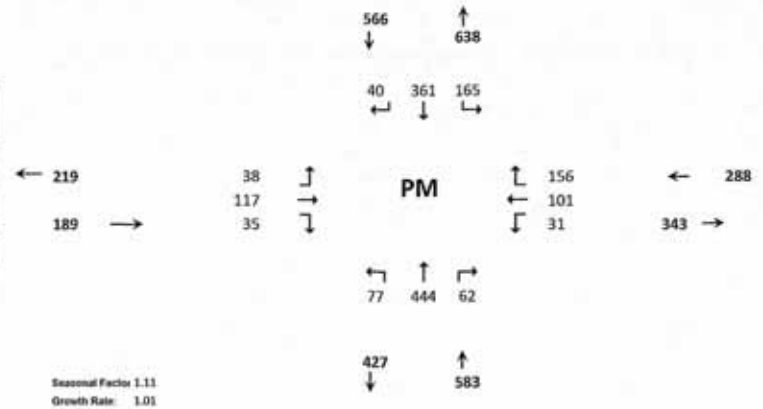


Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.92
Trips In
Trips Out

E-6

Kings Hwy / W Angle Rd - PM 2022
Existing

15 Min Period / lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	
PM PEAK HOUR IS FROM:				4:45PM TO 5:45PM										
Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451	
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611	
Growth	77	444	62	165	361	40	38	117	35	31	101	156	1627	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	77	444	62	165	361	40	38	117	35	31	101	156	1627	



Seasonal Factor 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.94
Trips In
Trips Out

E-8

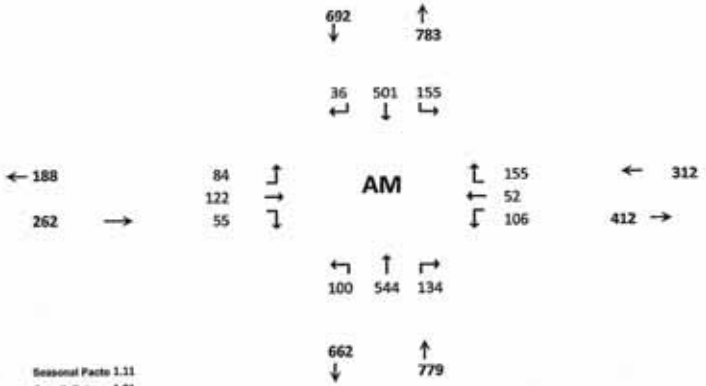
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 11/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	12	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	83	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	
AM PEAK HOUR IS FROM:				7:30 AM TO 8:30AM										
Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	28	463	95	153	322	28	46	112	48	19	40	148	1503	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	28	463	95	153	322	28	46	112	48	19	40	148	1503	

Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.92
Trips In
Trips Out

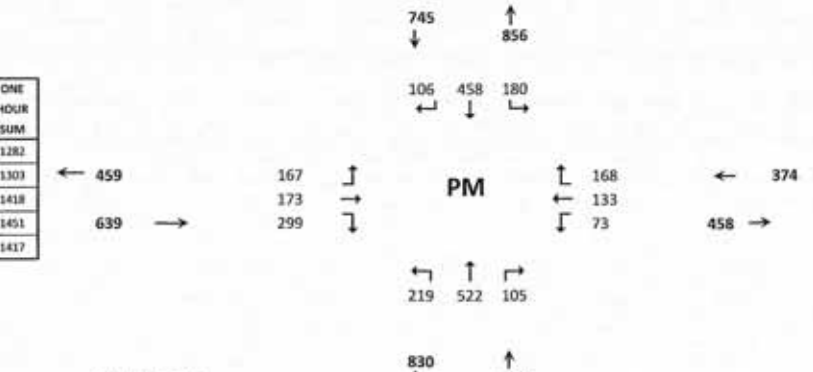
Other Projects															Trips In	Trips Out
In/Out				-		IN	OUT	OUT			IN			Sunnyland	75	223
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%				
Volume	0	0	0	0	0	8	22	4	0	0	2	0	36			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		KRE	393	117
Percentage	0%	25%	10%	0%	25%	0%	0%	0%	0%	10%	0%	0%	0%			
Volume	0	29	12	0	98	0	0	0	0	39	0	0	179			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	42	7	2	0	7	0	0	0	0	7	0	0	59	St. Lucie Commerce Center (25%)	141	81
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	13	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	7	34	20	0	34	0	0	0	7	21	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Kings Highway Commerce Park\ White Parcel	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	4	3	0	16	0	0	0	0	10	0	0	34	Stone Mont	203	56
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	23	0	0	0	16	0	16	5	0	2	2	0	64	7-11 Angle	45	46
Subtotal	72	81	39	2	179	8	38	10	7	87	12	7	542			
Total	100	544	134	155	501	36	84	122	55	106	52	155	2045			



TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / W Angle Rd - PM 2027
Background

15 Min Period / lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	



PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611
Growth	81	467	65	173	379	42	40	123	37	33	106	164	1710
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	81	467	65	173	379	42	40	123	37	33	106	164	1710

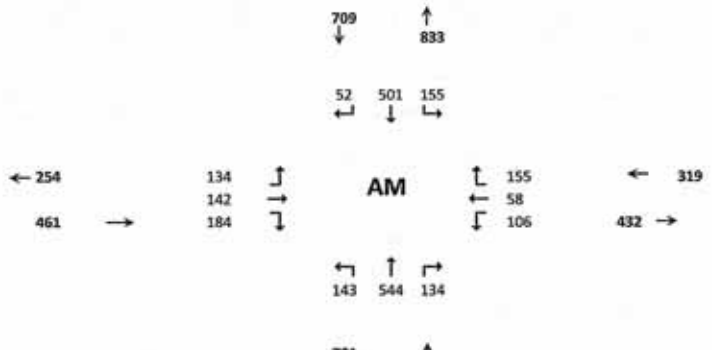
Seasonal Factor 1.11
Growth Rate 1.01
Years Grown 6
PHF: 0.94

Other Projects															Trips In	Trips Out
In/Out				-		IN	OUT	OUT			IN			Sunnyland	261	154
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%				
Volume	0	0	0	0	0	26	15	3	0	0	5	0	50			
In/Out	IN			-	IN	IN	OUT	OUT	OUT		IN	-			Trips In	Trips Out
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	KRE	151	389
Volume	98	0	0	0	0	38	97	39	253	0	15	0	540			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	19	57
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	16	10	10	0	3	0	0	0	0	3	0	0	40	St. Lucie Commerce Center (25%)	52	196
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	Whispering Oaks	172	94
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	Bent Creek (50%)	193	113
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	Wawa Kings	57	58
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	4	22	13	0	46	0	0	0	9	27	0	0	121	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Kings Highway Commerce Park\White	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	15	10	0	6	0	0	0	0	4	0	0	34	Stone Mont	70	192
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	Celebration Pointe (25%)	100	57
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	20	0	0	0	14	0	14	4	0	2	2	0	56	7-11 Angle	40	40
Subtotal	138	55	40	7	79	64	127	51	262	40	27	4	894			
Total	219	522	105	180	458	106	167	173	299	73	133	168	2603			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	13	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	83	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	28	463	95	153	322	28	46	112	48	19	40	148	1503	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	
PROJECT	43	0	0	0	0	17	50	20	129	0	7	0	265	
Total	71	463	95	153	322	45	96	132	178	19	47	148	1768	

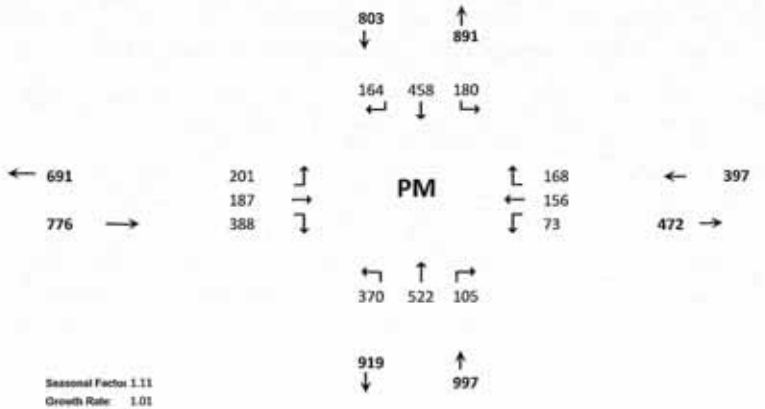
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.93
Trips In: 66
Trips Out: 199

Other Projects															Trips In	Trips Out
In/Out				-		IN	OUT	OUT			IN					
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%		Sunnyland	75	223
Volume	0	0	0	0	0	8	22	4	0	0	2	0	36			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Percentage	0%	25%	10%	0%	25%	0%	0%	0%	0%	10%	0%	0%	0%	KRE	393	117
Volume	0	29	12	0	98	0	0	0	0	39	0	0	179			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	10.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	42	2	2	0	7	0	0	0	0	7	0	0	59	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	7	34	20	0	34	0	0	0	7	21	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Kings Highway Commerce Park\White	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	4	3	0	16	0	0	0	0	10	0	0	34	Stone Mont	203	56
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	23	0	0	0	16	0	16	5	0	2	2	0	64	7-11 Angle	45	46
Subtotal	115	81	39	2	179	24	88	30	136	87	18	7	807			
Total	143	544	134	155	501	52	134	142	184	106	58	155	2310			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / W Angle Rd - PM 2027
With Project

15 Min Period (lanes)	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451	
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611	
Growth	81	467	65	173	379	42	40	123	37	33	106	164	1710	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%		
PROJECT	151	0	0	0	0	58	34	14	89	0	23	0	369	
Total	232	467	65	173	379	100	74	136	126	33	129	164	2079	
Other Projects														
In/Out				-		IN	OUT	OUT			IN			
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%		
Volume	0	0	0	0	0	26	15	3	0	0	5	0	50	
In/Out	IN			-	IN	IN	OUT	OUT	OUT		IN	-		
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	
Volume	98	0	0	0	0	38	97	39	253	0	15	0	540	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%		
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Volume	16	10	10	0	3	0	0	0	0	3	0	0	40	
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	4	22	13	0	46	0	0	0	9	27	0	0	121	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%		
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Volume	0	15	10	0	6	0	0	0	0	4	0	0	34	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%		
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-		
Volume	20	0	0	0	14	0	14	4	0	2	2	0	56	
Subtotal	289	55	40	7	79	122	161	65	351	40	50	4	1263	
Total	370	522	105	180	458	164	201	187	388	73	156	168	2972	



Seasonal Factor	1.11
Growth Rate:	1.01
Years Grown:	6
PHF:	0.94
Trips In	Trips Out
232	137

	Trips In	Trips Out
Sunnyland	261	154
KRE	151	389
Hunt	19	57
St. Lucie Commerce Center (25%)	52	196
Whispering Oaks	172	94
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park\ White Parcel	142	458
Walsh Crossroads	10	11
Stone Mont	70	192
Celebration Pointe (25%)	100	57
7-11 Angle	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 10/3/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/28/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	

AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM												
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978
Growth to 2027	59	268	181	462	357	63	81	433	93	159	313	508	2978
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	268	181	462	357	63	81	433	93	159	313	508	2978

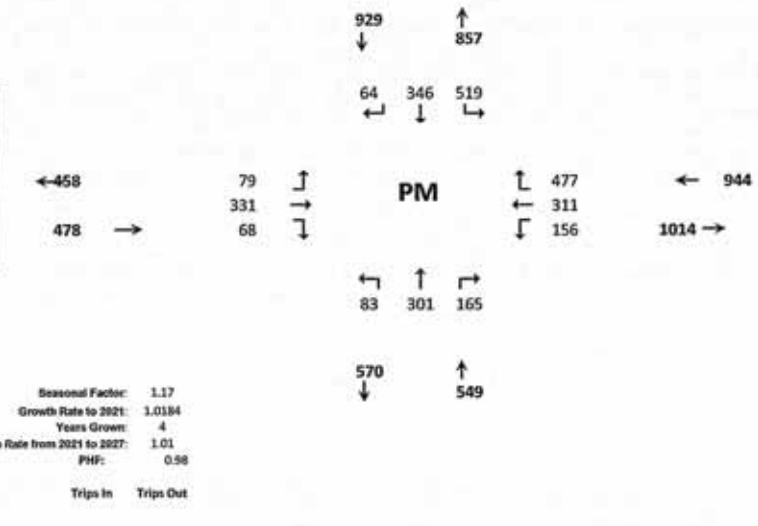


Seasonal Factor:	1.17		
Growth Rate to 2021:	1.018		
Years Grown:	4		
Growth Rate from 2021 to 2027:	1.01		
PHF:	0.94		
Years Grown:	0	Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2022
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	83	301	165	519	346	64	79	331	68	156	311	477	2900	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	83	301	165	519	346	64	79	331	68	156	311	477	2900	

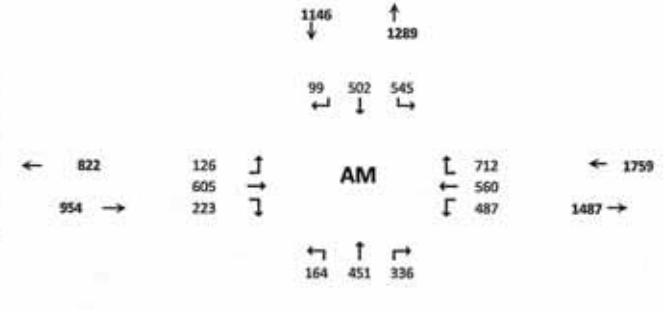


Seasonal Factor:	1.17
Growth Rate to 2021:	1.0184
Years Grown:	4
Growth Rate from 2021 to 2027:	1.01
PHF:	0.98
Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 10/3/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/28/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	53	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	



AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978
Growth to 2027	62	282	190	485	376	66	85	455	98	167	329	534	3130
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	282	190	485	376	66	85	455	98	167	329	534	3130

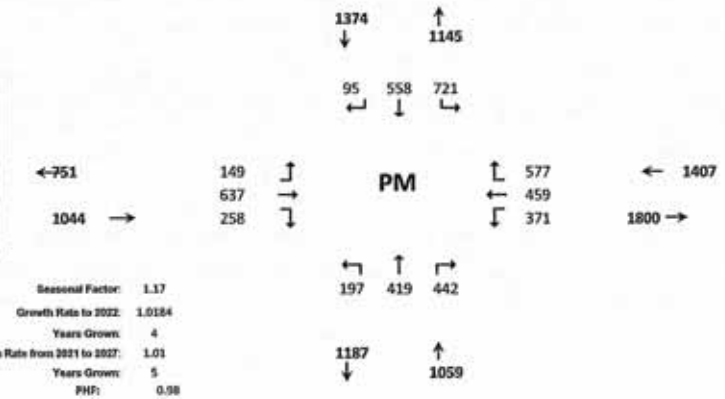
Seasonal Factor: 1.17
Growth Rate to 2022: 1.0184
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.94
Years Grown: 5

Other Projects																Trips In	Trips Out
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN					
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%					
Volume	0	50	0	47	27	2	8	0	0	0	0	157	332	ERE		393	117
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%					
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-					
Volume	90	0	0	0	0	3	9	67	89	0	23	0	221	Sunnyland		75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	1	0	7	0	0	0	0	0	2	30	0	0	40	Hunt		76	17
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%					
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-					
Volume	42	0	0	0	0	14	3	16	9	0	70	0	155	St. Lucie Commerce Center (25%)		141	31
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%					
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT					
Volume	0	0	1	1	0	0	0	2	0	3	8	5	21	Whispering Oaks		45	167
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%					
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT					
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)		62	186
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	30%	25%	0%					
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-					
Volume	13	0	0	0	6	6	13	35	0	19	16	0	108	Wawa Kings		63	64
%	4%	18%	30%	0%	18%	0%	0%	0%	4%	26%	0%	0%					
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-					
Volume	14	61	89	0	62	0	0	0	14	89	0	0	328	Kings Highway Warehouse		342	341
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	2	0	34	0	0	0	0	0	9	139	0	0	185	Kings Highway Commerce Park\ White Parcel		463	114
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%					
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	4	Walsh Crossroads		7	5
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	1	0	1	0	0	0	0	0	2	4	0	0	7	Project Hurricane		36	12
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%					
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT					
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)		30	56
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%					
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT					
Volume	0	6	10	0	20	6	7	29	0	26	106	0	210	Stonemont		203	56
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%					
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN					
Volume	0	12	0	9	11	1	1	0	0	0	0	9	43	7-11 Angle		45	46
Subtotal	102	169	146	59	126	33	41	150	126	320	230	178	1680				
Total	164	451	336	545	502	99	126	605	223	487	560	713	4810				

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:				4:45PM TO 5:45PM										
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	87	316	173	545	364	67	83	348	71	164	327	501	3048	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	87	316	173	545	364	67	83	348	71	164	327	501	3048	
Other Projects														
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Volume	0	35	0	156	89	8	3	0	0	0	0	60	351	
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	62	0	0	0	0	6	6	46	104	0	46	0	271	
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	2	0	23	0	0	0	0	0	1	8	0	0	33	
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	16	0	0	0	0	5	20	98	59	0	26		223	
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	3	5	0	0	0	9	0	2	5	3	27	
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%		
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	10%	25%	0%		
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-		
Volume	11	0	0	0	6	6	12	32	0	17	34	0	98	
%	4%	18%	26%	0%	18%	0%	0%	0%	4%	26%	0%	0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	9	39	56	0	82	0	0	0	18	119	0	0	324	
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	9	0	137	0	0	0	0	0	3	43	0	0	192	
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	3	0	0	0	0	0	0	3	0	0	6	
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	2	0	4	0	0	0	0	0	1	2	0	0	9	
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%		
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT		
Volume	0	19	35	0	7	2	25	100	0	9	36	0	233	
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	10	0	8	10	1	1	0	0	0	0	8	38	
Subtotal	110	103	269	176	195	28	66	290	186	207	132	75	1836	
Total	197	419	442	721	558	95	149	637	258	371	459	577	4884	



Seasonal Factor: 1.17
Growth Rate to 2022: 1.0184
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
Years Grown: 5
PHF: 0.98

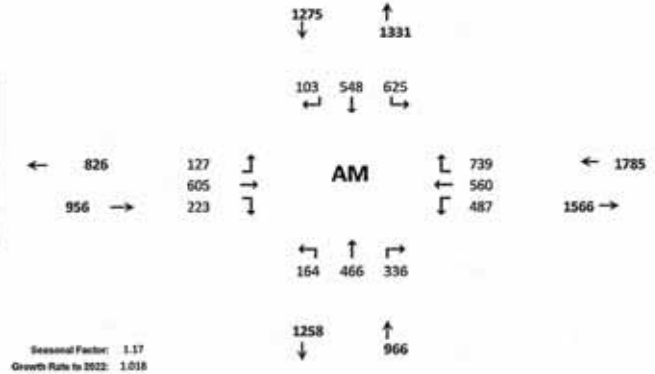
Trips In	Trips Out
0	0

	Trips In	Trips Out
KRE	151	389
Sunnyland	261	154
Hunt	19	57
St. Lucie Commerce Center (25%)	52	196
Whispering Oaks	172	96
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park\Whi	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe (25%)	100	57
Stonemont	70	192
7-11 Angle	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized
FILENAME: Drowdy Angle Road Residential
COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie
REPORT DATE: 1/28/2022 **ANALYSIS YEAR:** 2027 With Project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	



AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978
Growth to 2027	62	282	190	485	376	66	85	455	98	167	329	534	3130
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%	
Project	0	15	0	80	46	4	1	0	0	0	0	26	0
Total	62	297	190	565	423	70	86	455	98	167	329	561	3130

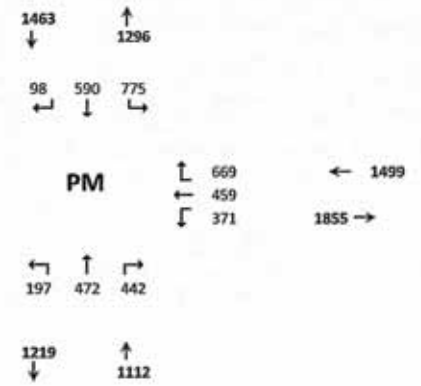
Seasonal Factor: 1.17
Growth Rate to 2022: 1.018
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.94
Years Grown: 5

Other Projects	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL		Trips In	Trips Out
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%				
Volume	0	90	0	47	27	2	8	0	0	0	0	157	332	KRE	393	117
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	30	0	0	0	0	3	9	67	89	0	23	0	221	Sunnyland	75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	40	Hunt	26	37
%	30.0%	0.0%	0.0%	0.0%	0.0%	30.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	42	0	0	0	0	14	3	16	9	0	70	0	155	St. Lucie Commerce Center (25%	141	31
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	3	8	5	21	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)	62	186
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	13	0	0	0	6	6	13	35	0	19	16	0	108	Wawa Kings	63	64
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	328	Kings Highway Warehouse	342	341
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	34	0	0	0	0	0	9	139	0	0	185	Kings Highway Commerce Park\/F	463	114
%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	2	0	0	0	0	0	0	2	0	0	4	Walsh Crossroads	7	5
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	7	Project Hurricane	36	12
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	0.0%	15.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	6	10	0	10	6	7	26	0	26	106	0	210	Stonemont	203	56
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	13	0	9	11	1	1	0	0	0	0	9	43	7-11 Angle	45	46
Subtotal	102	184	146	139	172	37	42	150	126	320	230	204	1680			
Total	164	466	336	625	548	103	127	605	223	487	560	739	4810			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2027
With Project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	87	316	173	545	364	67	83	348	71	164	327	501	3048	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Project	0	53	0	55	33	3	5	0	0	0	0	93	0	
Total	87	369	173	600	395	70	88	348	71	164	327	594	3048	
Other Projects														
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Volume	0	35	0	156	89	8	3	0	0	0	0	60	351	
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	52	0	0	0	0	6	6	46	104	0	46	0	271	
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	2	0	23	0	0	0	0	0	1	8	0	0	33	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	16	0	0	0	0	5	20	98	59	0	24		223	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	3	5	0	0	0	9	0	2	5	3	27	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	
%	20.0%	0.0%	0.0%	6.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-		
Volume	11	0	0	0	6	6	12	32	0	17	14	0	98	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	9	39	56	0	82	0	0	0	18	119	0	0	324	
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	9	0	137	0	0	0	0	0	9	43	0	0	192	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	3	0	0	0	0	0	0	3	0	0	6	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	2	0	4	0	0	0	0	0	1	2	0	0	9	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT		
Volume	0	19	35	0	7	2	25	100	0	9	36	0	233	
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	10	0	8	10	1	1	0	0	0	0	8	38	
Subtotal	110	156	269	230	226	30	71	290	186	207	132	168	1836	
Total	197	472	442	775	590	98	154	637	258	371	459	669	4884	



Seasonal Factor: 1.17
Growth Rate to 2022: 1.019
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.98

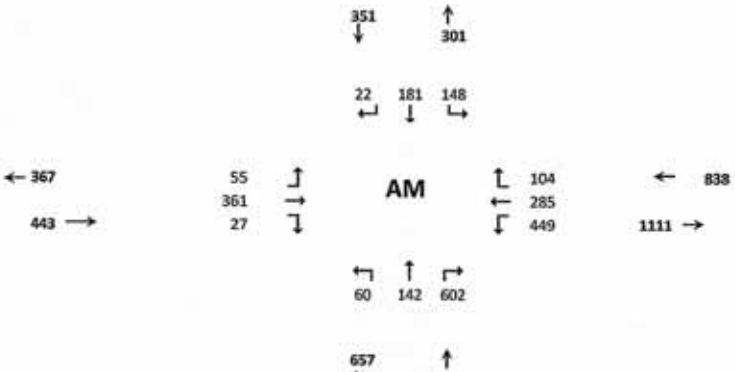
Trips In	Trips Out
232	137

	Trips In	Trips Out
KRE	151	389
Sunnyland	261	154
Hunt	19	57
St. Lucie Commerce Center (25%	52	196
Whispering Oaks	172	94
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	236
Kings Highway Commerce Park\/F	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe (25%)	100	57
Stonemont	70	192
7-11 Angle	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET:	Kings Highway	**E/W STREET:** Okeechobee Rd	**CONTROL:** Signalized
FILENAME:	Drawdy Angle Road Residential		
COUNT DATE:	Oct. 2017 FDOT Adjusted	**DAY:** Wednesday	**CITY:** St Lucie
REPORT DATE:	10/6/2022	**ANALYSIS YEAR:** 2022	Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM PEAK HOUR IS FROM:	**8:00AM TO 9:00AM**													
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	60	142	602	148	181	22	55	361	27	449	285	104	2436	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	60	142	602	148	181	22	55	361	27	449	285	104	2436	



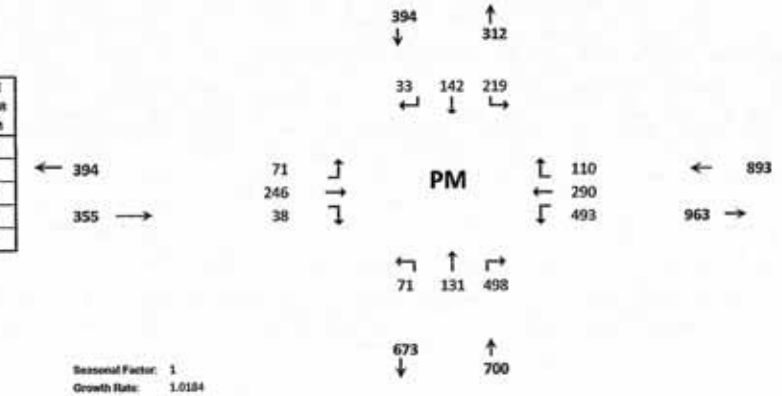
Seasonal Factor:	1
Growth Rate:	1.0184
Years Grown:	5

Trips In	**Trips Out**
0	0

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	71	131	498	219	142	33	71	246	38	493	290	110	2342	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	71	131	498	219	142	33	71	246	38	493	290	110	2342	

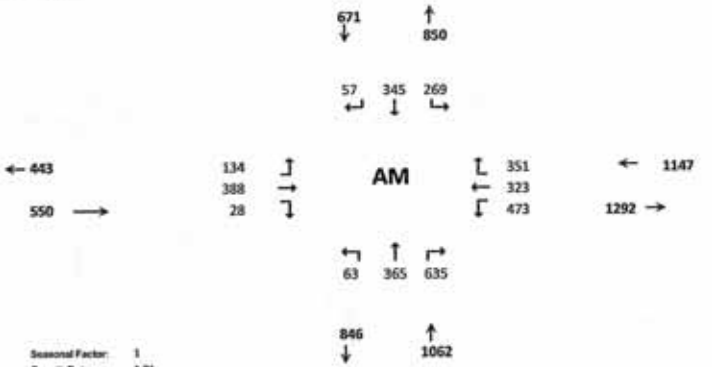


Seasonal Factor:	1
Growth Rate:	1.0184
Years Grown:	5
Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: Okeechobee Rd
CONTROL: Signalized
FILENAME: Drowdy Angle Road Residential
COUNT DATE: Oct. 2017 FDOT Adjusted & Grown to 2022
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	60	142	602	148	181	22	55	361	27	449	285	104	2436
Season Factor	60	142	602	148	181	22	55	361	27	449	285	104	2436
Growth	63	149	633	156	190	23	58	379	28	472	300	109	2560
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	149	633	156	190	23	58	379	28	472	300	109	2560

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

Trips In: 0
Trips Out: 0

Other Projects													
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	0%
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
PROJECT	0	11	0	6	9	6	20	0	0	0	0	20	0
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%	
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN	
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	37	0	34	9	6	23	0	0	0	0	135	0
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-	
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%	
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-	
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0

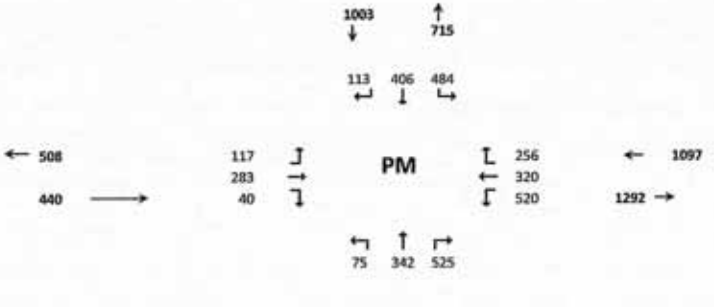
Project Name	Trips In	Trips Out
KRE	333	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park / White Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle Road	45	46

Subtotal	0	215	2	113	155	34	76	9	0	1	23	242	0
Total	63	365	635	269	345	57	134	388	28	473	323	351	2560

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



PM PEAK HOUR IS FROM:			**5:00PM TO 6:00PM**											
Volumes	71	131	498	219	142	33	71	246	38	493	290	110	2342	
Season Factor	71	131	498	219	142	33	71	246	38	493	290	110	2343	
Growth	75	138	523	230	149	35	75	259	40	518	305	116	2461	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	75	138	523	230	149	35	75	259	40	518	305	116	2461	

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	5

Trips In	Trips Out

Other Projects														
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5.0%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97	
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42	
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17	
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476	
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	11	0	137	37	23	7	0	0	0	0	43	258	
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5	
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

Subtotal	0	204	1	354	257	78	42	25	0	2	16	141	1020	
Total	75	342	525	484	406	113	117	283	40	520	320	256	3481	

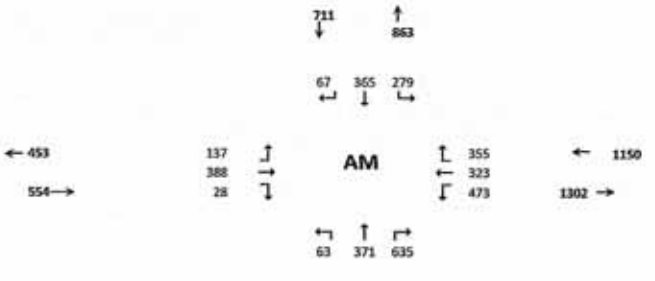
	Trips In	Trips Out
KRE	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	191
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	236
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40
0		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET	Kings Highway	E/W STREET	Cheechobee Rd
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	Oct. 2017 FDOT Adjusted & Grown to 2022	DAY	Wednesday
REPORT DATE	10/6/2022	ANALYSIS YEAR	2027
CITY	St Lucie		
	Future Total		

CONTROL: Signalized

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM												
Volumes	60	142	602	148	181	22	55	363	27	449	285	104	2436
Season Factor	60	142	602	148	181	22	55	363	27	449	285	104	2436
Growth	63	149	633	156	190	23	58	379	28	472	300	109	2560
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Percentage	0%	10%	0%	5%	10%	5%	5%	0%	0%	0%	0%	5%	
PROJECT	0	7	0	10	20	10	3	0	0	0	0	3	53
Total	63	156	633	165	210	33	61	379	28	472	300	113	2613

Seasonal Factor	1
Growth Rate	1.01
Years Grown	5
Trips In	Trips Out
66	199

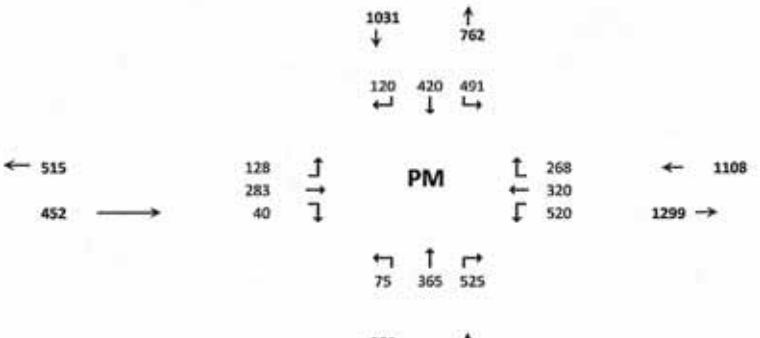
Other Projects														Project Name	Trips In	Trips Out
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%		691	393	117
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
PROJECT	0	31	0	6	9	6	20	0	0	0	0	20	0			
%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		Sunnyland		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0		75	223
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Project Hunt		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0		62	186
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Wawa Kings		
Volume	0	8	0	3	3	3	3	0	0	0	0	3	0		63	66
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Warehouse		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0		342	341
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Commerce Park/ White Parce		
Volume	0	27	0	34	9	6	23	0	0	0	0	139	0		463	114
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		Welsh Crossroads		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0		7	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0		36	13
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		30	98
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Stonemont		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0		203	56
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		7-11 Angle Road		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0		45	46
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		0		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0

Subtotal	0	222	2	123	175	44	79	9	0	1	23	245	53
Total	63	371	635	279	365	67	137	388	28	473	323	355	2613

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NST	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM												
Volumes	71	131	498	219	142	33	71	246	38	493	290	110	2342
Season Factor	71	131	498	219	142	33	71	246	38	493	290	110	2342
Growth	75	138	523	230	149	35	75	259	40	518	305	116	2461
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Percentage	0%	10%	0%	5%	10%	5%	5%	0%	0%	0%	0%	5%	
PROJECT	0	23	0	7	14	7	12	0	0	0	0	12	74
Total	75	161	523	237	163	42	86	259	40	518	305	127	2535

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	5
Trips In	Trips Out
232	137

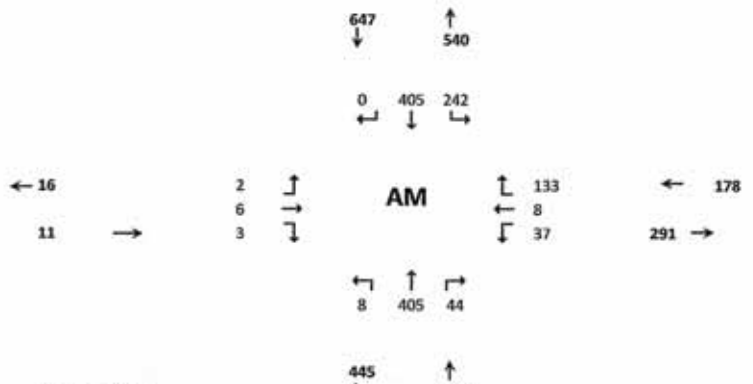
Other Projects													
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%	
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN	
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	11	0	137	37	23	7	0	0	0	0	43	258
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-	
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%	
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-	
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6
%	0%	5%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	228	1	261	270	85	54	25	0	2	16	152	1035
Total	75	365	525	491	420	120	128	283	40	520	320	268	3496

KFE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park/ White Pace	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153	
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280	
Growth	8	405	44	242	405	0	2	6	3	37	8	133	1293	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	8	405	44	242	405	0	2	6	3	37	8	133	1293	

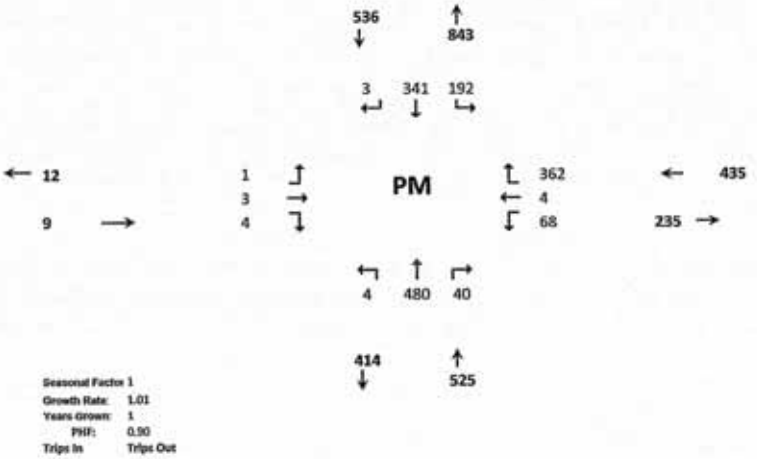


Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.86
Trips In
Trips Out

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15-5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342	
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490	
Growth	4	480	40	192	341	3	1	3	4	68	4	362	1505	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	480	40	192	341	3	1	3	4	68	4	362	1505	

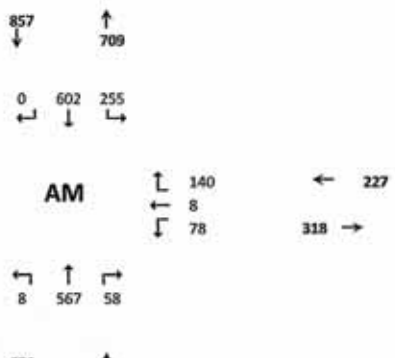


Seasonal Factor 1
Growth Rate: 1.01
Years Grown: 1
PHF: 0.90
Trips In Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280
Growth	8	425	46	255	425	0	2	6	4	39	8	140	1359
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	425	46	255	425	0	2	6	4	39	8	140	1359

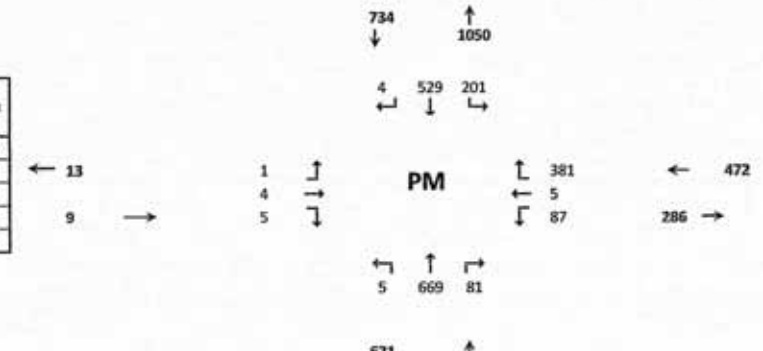
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.86

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		Sunnyland	75	223
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%				
Volume	0	22	0	0	8	0	0	0	0	0	0	0	30			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		KRE	393	117
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%				
Volume	0	18	12	0	59	0	0	0	0	39	0	0	128			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	7	0	0	0	0	0	0	0	9	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	61	0	0	62	0	0	0	0	0	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\ White Parcel	463	114
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	16	0	0	0	0	0	0	0	21	Stone Mont	203	56
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	1	0	0	0	0	0	0	0	4	Celebration Pointe (25%)	30	96
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	16	0	0	16	0	0	0	0	0	0	0	32	7-11 Angle	45	46
Subtotal	0	141	12	0	177	0	0	0	0	39	0	0	369			
Total	8	567	58	255	602	0	2	6	4	78	8	140	1728			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2027
Background

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period Ianes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15 5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	



PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM										
Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490
Growth	5	504	42	201	358	4	1	4	5	72	5	381	1581
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	504	42	201	358	4	1	4	5	72	5	381	1581

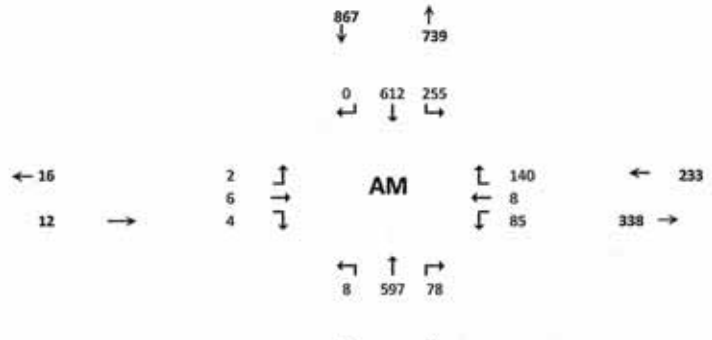
Seasonal Factor	1
Growth Rate:	1.01
Years Grown:	6
PHF:	0.90
Trips In	Trips Out

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		Sunnyland	261	154
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0.0%				
Volume	0	15	0	0	26	0	0	0	0	0	0	0	42			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-			Trips In	Trips Out
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0.0%	0%	KRE	151	389
Volume	0	58	39	0	23	0	0	0	0	15	0	0	135			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	19	57
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	10	0	0	3	0	0	0	0	0	0	0	12	St. Lucie Commerce Center (25%)	52	196
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	Whispering Oaks	172	94
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	4	0	0	0	0	0	0	0	6	Bent Creek (50%)	199	113
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	Wawa Kings	57	58
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	99	0	0	82	0	0	0	0	0	0	0	121	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	15	0	0	6	0	0	0	0	0	0	0	21	Stone Mont	70	192
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	3	0	0	0	0	0	0	0	5	Celebration Pointe (25%)	100	57
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	14	0	0	14	0	0	0	0	0	0	0	28	7-11 Angle	40	40
Subtotal	0	164	39	0	171	0	0	0	0	15	0	0	389			
Total	5	669	81	201	529	4	1	4	5	87	5	381	1971			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153	
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280	
Growth	8	425	46	255	425	0	2	6	4	39	8	140	1359	
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%	0%	
PROJECT	0	30	20	0	10	0	0	0	0	7	0	0	66	
Total	8	455	66	255	435	0	2	6	4	45	8	140	1425	



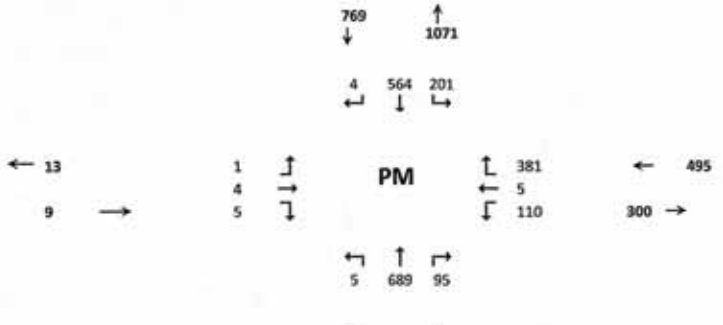
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.86
Trips In: 66
Trips Out: 199

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		Sunnyland	75	223
Volume	0	22	0	0	8	0	0	0	0	0	0	0	30			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%		KRE	393	117
Volume	0	18	12	0	59	0	0	0	0	39	0	0	128			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	7	0	0	0	0	0	0	0	9	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	61	0	0	62	0	0	0	0	0	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	16	0	0	0	0	0	0	0	21	Stone Mont	203	56
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	1	0	0	0	0	0	0	0	4	Celebration Pointe (25%)	30	96
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	16	0	0	16	0	0	0	0	0	0	0	32	7-11 Angle	45	46
Subtotal	0	171	32	0	187	0	0	0	0	46	0	0	435			
Total	8	597	78	255	612	0	2	6	4	85	8	140	1794			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2027
With Project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15-5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342	
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490	
Growth	5	504	42	201	358	4	1	4	5	72	5	381	1581	
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%		
PROJECT	0	21	14	0	35	0	0	0	0	23	0	0	92	
Total	5	525	56	201	393	4	1	4	5	95	5	381	1674	
Other Projects														
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0.0%	0%	
Volume	0	15	0	0	26	0	0	0	0	0	0	0	42	
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0.0%	0%	
Volume	0	58	39	0	23	0	0	0	0	15	0	0	135	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	10	0	0	3	0	0	0	0	0	0	0	12	
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	2	0	0	4	0	0	0	0	0	0	0	6	
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	39	0	0	82	0	0	0	0	0	0	0	121	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	9.0%	0.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	15	0	0	6	0	0	0	0	0	0	0	21	
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	2	0	0	3	0	0	0	0	0	0	0	5	
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	14	0	0	14	0	0	0	0	0	0	0	28	
Subtotal	0	185	53	0	206	0	0	0	0	38	0	0	482	
Total	5	689	95	201	564	4	1	4	5	110	5	381	2063	



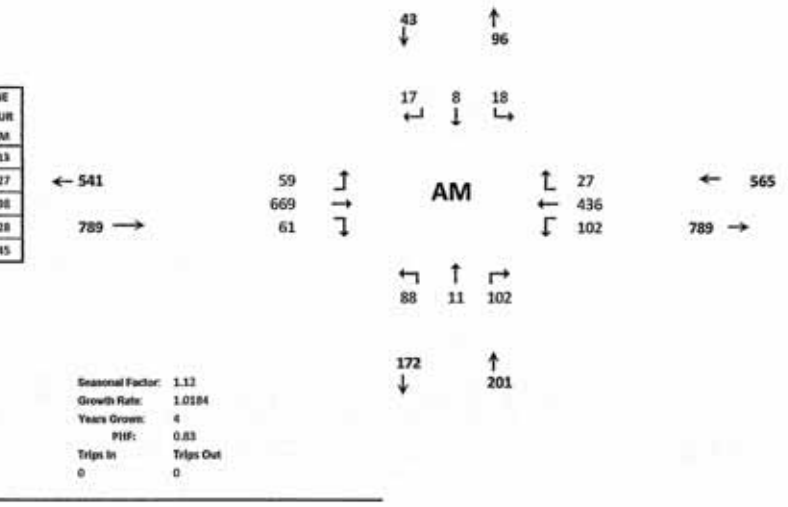
Seasonal Facto 1
Growth Rate: 1.01
Years Grown: 6
PHF: 0.90
Trips In 232 Trips Out 137

	Trips In	Trips Out
Sunnyland	261	154
KRE	151	389
Hunt	19	57
St. Lucie Commerce Center (25%)	52	196
Whispering Oaks	172	94
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park\ White Parcel	142	458
Walsh Crossroads	10	11
Stone Mont	70	192
Celebration Pointe (25%)	100	57
7-11 Angle	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 6/27/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 11/8/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	21	6	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	8	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	143	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	398	1228
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	8	255	
8:30-8:45	12	2	16	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	3	1	10	128	15	15	91	2	315	
AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327	
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486	
Growth	88	11	102	18	8	17	59	669	61	102	436	27	1599	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	88	11	102	18	8	17	59	669	61	102	436	27	1599	

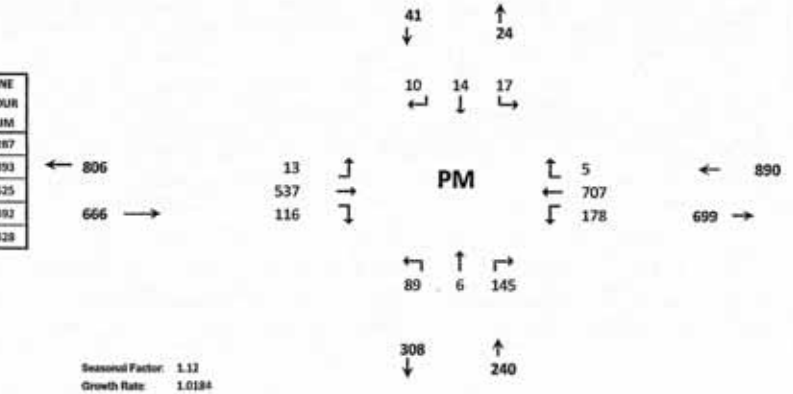


Seasonal Factor:	1.12
Growth Rate:	1.0184
Years Grown:	4
PHF:	0.83
Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	16	21	116	5	293	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	29	115	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15 5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	86	1	258	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	74	5	120	14	12	8	11	446	96	148	587	4	1525	
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708	
Growth	89	6	145	17	14	10	13	537	116	178	707	5	1837	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	89	6	145	17	14	10	13	537	116	178	707	5	1837	

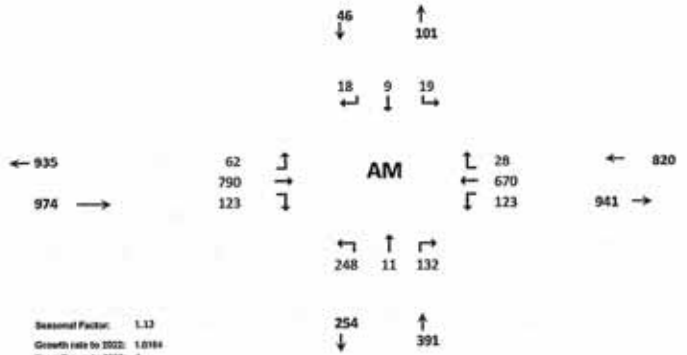


Seasonal Factor: 1.12
Growth Rate: 1.0184
Years Grown: 4
PHF: 0.84
Trips In
Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 6/27/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 11/8/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	21	8	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	9	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	143	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	398	1238
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	3	255	
8:30-8:45	12	2	16	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	5	1	10	128	15	35	91	2	315	



AM PEAK HOUR IS FROM: 7:15AM TO 8:15AM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486
Growth to 2022	88	11	102	18	9	17	59	669	61	102	436	27	1599
Growth 2022-2028	92	11	108	19	9	18	62	703	65	108	458	28	1680
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	92	11	108	19	9	18	62	703	65	108	458	28	1680

Seasonal Factor: 1.12
Growth rate to 2022: 1.0184
Years Grown to 2022: 4
Growth Rate 2022+: 1.01
Years Grown: 5
PHF: 0.83

Trips In	Trips Out
0	0

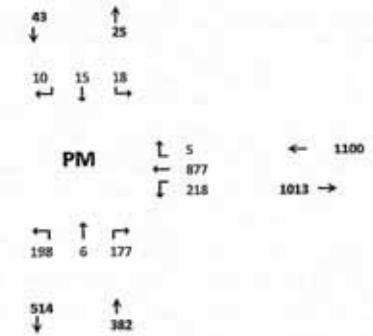
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Other Projects													
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%	0%
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
PROJECT	3	0	0	0	0	0	0	9	2	0	33	0	51
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Volume	5	0	0	0	0	0	0	16	11	0	5	0	38
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	3	0	0	14	0	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	60%	0%	10%	0%	0%	0%	0%	0%	10%	10%	0%	0%	
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-	
Volume	100	0	17	0	0	0	0	0	27	5	0	0	148
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%	
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-	
Volume	0	0	1	0	0	0	0	12	0	4	37	0	55
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Volume	6	0	0	0	0	0	0	6	6	0	6	0	25
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	10	0	0	10	0	20
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	21	0	0	83	0	104
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%	
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-	
Volume	0	0	2	0	0	0	0	0	0	5	0	0	7
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%	
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-	
Volume	34	0	5	0	0	0	0	0	8	2	0	0	58
%	3%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Volume	10	0	0	0	0	0	0	6	3	0	20	0	39
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Volume	1	0	0	0	0	0	0	4	1	0	4	0	9
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	155	0	25	0	0	0	0	87	58	15	211	0	551
Total	248	11	132	19	9	18	62	790	123	123	670	28	1232

Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	91
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Seanemore	203	56
7-11 Angle	45	46

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	18	21	116	5	293	1267
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	28	115	1	322	1432
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	66	1	258	



PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM												
Volumes	74	5	120	14	12	8	11	446	96	148	587	4	1525
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708
Growth to 2022	89	6	145	17	14	10	13	537	116	178	707	5	1837
Growth 2022-2028	94	6	152	18	15	10	14	565	122	187	743	5	1931
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	94	6	152	18	15	10	14	565	122	187	743	5	1931

Seasonal Factor:	1.12
Growth rate to 2022:	1.0184
Years Growth to 2022:	4
Growth Rate:	1.03
Years Grown:	5
PHF:	0.84
Trips In	Trips Out

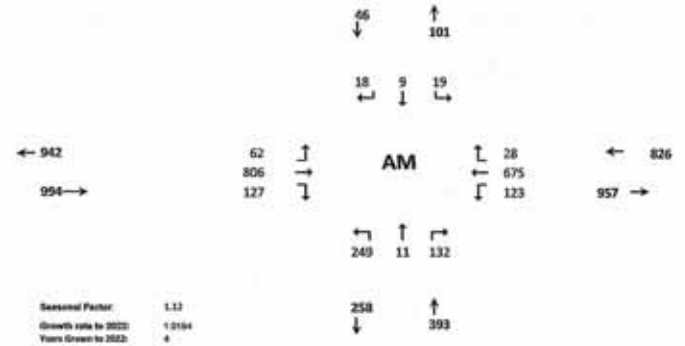
Other Projects														
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0.0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	1	0	0	0	0	0	0	31	8	0	12	0	54	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	14	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	56	0	9	0	0	0	0	0	103	17	0	0	186	
%	6%	0%	2%	0%	0%	0%	0%	10%	0%	2%	20%	6%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	8	0	0	0	0	77	0	5	45	0	134	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	8%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	82	0	0	26	0	108	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	4	0	0	0	0	0	0	19	10	0	7	0	39	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	1	0	0	0	0	0	0	3	1	0	3	0	8	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	101	0	26	0	0	0	0	254	160	30	134	0	708	
Total	198	6	177	18	15	10	14	818	281	218	877	5	2619	

KNE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	39	57
St. Lucie Commerce Center	52	106
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	142	458
Walsh Crossroads	10	11
Project Hurricane	33	37
Celebration Point	100	57
Stonemont	70	102
7-11 Angle	40	40
0		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET	Jenkins Ave	E/W STREET: Orange Ave	CONTROL: Signalized
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	6/27/2018	DAY: Wednesday	CITY: St Lucie
REPORT DATE	11/8/2022	ANALYSIS YEAR: 2027	Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	21	6	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	8	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	149	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	398	1228
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	3	255	
8:30-8:45	12	2	18	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	3	1	10	128	15	15	91	2	315	



AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM												
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486
Growth to 2022	88	11	102	18	8	17	59	669	61	102	436	27	1599
Growth 2022-2028	93	11	108	19	9	18	62	703	65	108	458	28	1680
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%	0%
PROJECT	1	0	0	0	0	0	0	16	4	0	5	0	27
Total	94	11	108	19	9	18	62	719	69	108	464	28	1707

Seasonal Factor:	1.12
Growth rate to 2022:	1.0164
Years Grown to 2022:	4
Growth Rate 2022+	1.01
Years Grown:	5
PHF:	0.83
Trips In	Trips Out
66	199

Other Projects														
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	8	0	0	0	0	0	0	9	2	0	31	0	51	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	16	11	0	5	0	38	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	14	0	17	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	90%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	100	0	17	0	0	0	0	0	27	5	0	0	148	
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	12	0	4	37	0	55	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	25	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	10	0	20	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	21	0	0	83	0	104	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	2	0	0	0	0	0	0	5	0	0	7	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	24	0	5	0	0	0	0	0	8	2	0	0	38	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	10	0	0	0	0	0	0	6	3	0	20	0	39	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	1	0	0	0	0	0	0	4	1	0	4	0	9	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

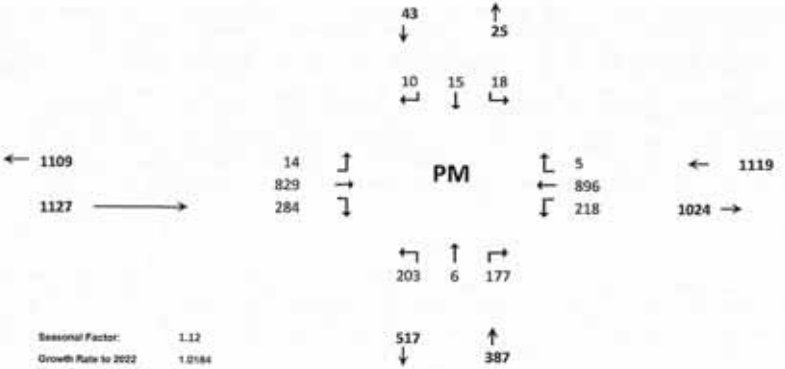
Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	189
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	463	114
Walsh Crossroads	7	5
Project Hurricane	39	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	48
0	0	0

Subtotal	157	0	25	0	0	0	0	103	62	15	217	0	576
Total	249	11	132	19	9	18	62	806	127	123	675	28	2258

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	18	21	116	5	293	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	29	115	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	86	1	258	



PM PEAK HOUR IS FROM:	4:10 PM TO 5:30PM												
Volumes	74	5	320	14	12	8	11	446	96	148	587	4	1525
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708
Growth to 2022	89	6	145	17	14	10	13	537	116	178	707	5	1837
Growth 2022-2028	94	6	152	18	15	10	14	565	122	187	743	5	1931
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Percentage	2%	0%	8%	0%	0%	0%	0%	8%	2%	0%	8%	0%	
PROJECT	5	0	0	0	0	0	0	11	3	0	19	0	37
Total	98	6	352	18	15	10	14	576	124	187	762	5	1968

Seasonal Factor:	1.12
Growth Rate to 2022	1.0184
Years Grown to 2022:	4
Growth Rate 2022+:	1.01
Years Grown 2022+:	5
PHF:	0.84
Trips In	Trips Out
232	137

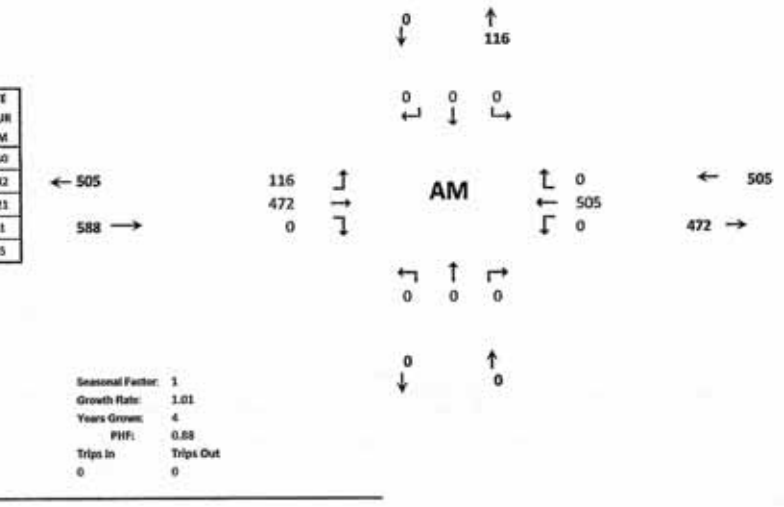
Other Projects																
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
PROJECT	3	0	0	0	0	0	0	31	8	0	12	0	54			
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58			
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
in/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	10	0	0	3	0	14			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	56	0	9	0	0	0	0	0	103	17	0	0	186			
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-				
Volume	0	0	8	0	0	0	0	77	0	5	45	0	134			
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23			
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27			
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	82	0	0	26	0	108			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
in/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%				
in/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9			
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%				
in/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47			
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	4	0	0	0	0	0	0	19	10	0	7	0	39			
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	1	0	0	0	0	0	0	3	1	0	3	0	8			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
Subtotal	109	0	26	0	0	0	0	265	163	30	153	0	745			
Total	203	6	177	18	15	10	14	829	284	218	896	5	2676			

	Trips In	Trips Out
RE	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	186
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	143	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drowdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1023
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	11	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	116	472	0	0	505	0	1093	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	116	472	0	0	505	0	1093	

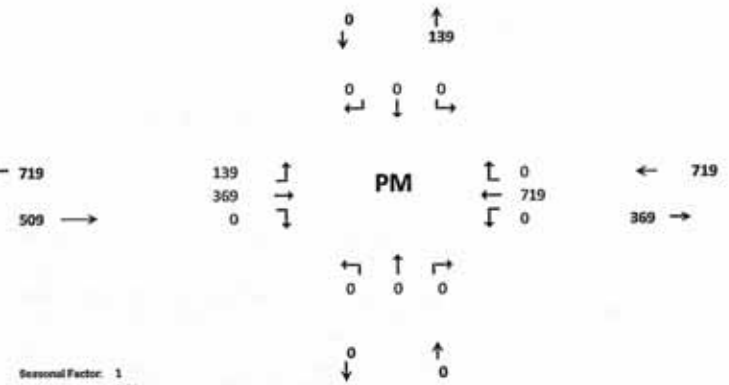


Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.88
Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15 5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	139	369	0	0	719	0	1228	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	139	369	0	0	719	0	1228	



Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.88
Trips In	Trips Out

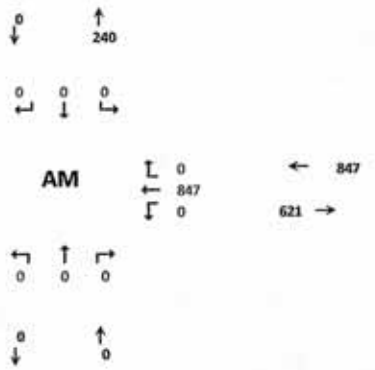
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Orandy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1033
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	29	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:				7:00AM TO 8:00AM										
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	121	497	0	0	530	0	1148	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	121	497	0	0	530	0	1148	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	12	12	0	0	38	0	0	
%	0%	0%	0%	0%	0%	0%	7%	12%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	16	29	0	0	30	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	3	3	0	0	15	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	11	0	0	75	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	13	13	0	0	13	0	0	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	38	10	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	23	23	0	0	93	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	1	2	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	14	8	0	0	30	0	0	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	7	0	0	7	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	119	124	0	0	316	0	0	
Total	0	0	0	0	0	0	240	621	0	0	847	0	1148	

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In: 0
Trips Out: 0

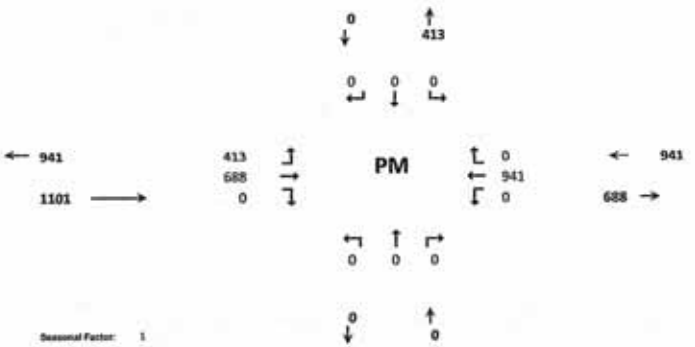
Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	229
Project Hunt	76	17
St. Lucie Commerce Center	143	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park / White Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	45



TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	9	161	0	286	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	8	165	0	268	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	



PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180
Growth	0	0	0	0	0	0	147	388	0	0	756	0	1291
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	147	388	0	0	756	0	1291

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88

Other Projects														
%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0.0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	39	39	0	0	15	0	93	
%	0%	0%	0%	0%	0%	0%	7%	13%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	20	0	0	34	0	65	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	11	0	0	4	0	27	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	43	0	0	42	0	85	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	12	12	0	0	11	0	35	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	50	14	0	0	14	0	78	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	92	92	0	0	28	0	212	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	4	6	0	0	3	0	13	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	48	29	0	0	11	0	87	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	6	0	0	6	0	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

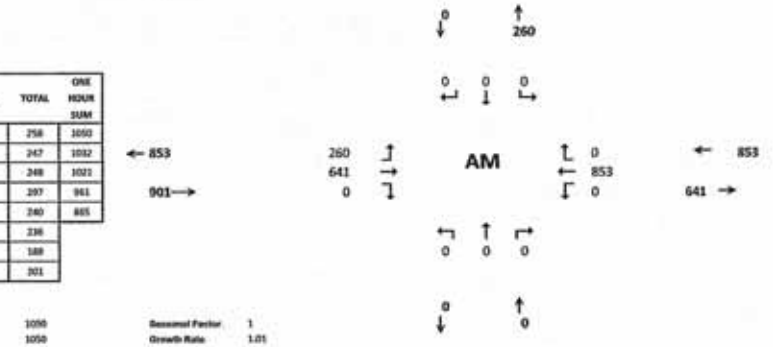
Subtotal	0	0	0	0	0	0	266	300	0	0	186	0	752
Total	0	0	0	0	0	0	413	688	0	0	941	0	2042

	Trips In	Trips Out
KRE	151	369
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	326
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	39	192
7-11 Angle	40	40
0		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	35	142	0	0	130	0	307	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	



AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050
Growth	0	0	0	0	0	0	121	497	0	0	530	0	1148
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%	
PROJECT	0	0	0	0	0	0	20	20	0	0	7	0	46
Total	0	0	0	0	0	0	141	516	0	0	537	0	1195
Other Projects													
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
PROJECT	0	0	0	0	0	0	13	12	0	0	39	0	0
%	0%	0%	0%	0%	0%	0%	7%	15%	0%	0%	15%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	16	29	0	0	10	0	0
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	3	3	0	0	15	0	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	11	0	0	75	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	1	0	0	9	0	0
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	13	13	0	0	13	0	0
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	38	10	0	0	10	0	0
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	23	23	0	0	93	0	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	1	2	0	0	5	0	0
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	1	0	0	10	0	0
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	14	8	0	0	30	0	0
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%	
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Volume	0	0	0	0	0	0	0	7	0	0	7	0	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	139	144	0	0	323	0	46
Total	0	0	0	0	0	0	260	641	0	0	853	0	1195

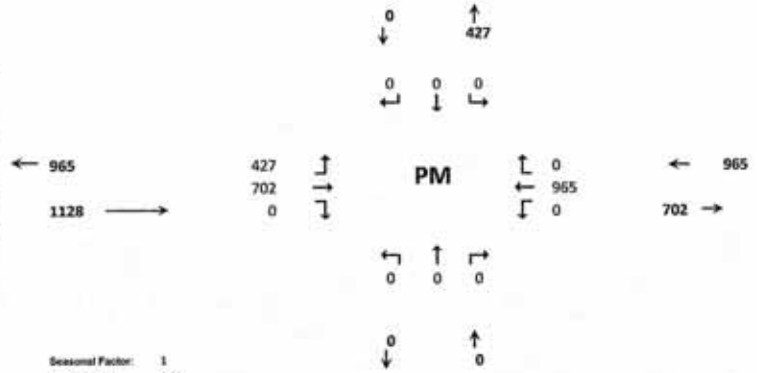
Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In: 66
Trips Out: 199

Project Name	Trips In	Trips Out
KRE	103	117
Sunnyland	75	223
Project Hunt	74	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	187
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	143	141
Kings Highway Commerce Park / Wiata Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	98
Stonemont	203	56
7-11 Angle	45	46
0	0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	



PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM												
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180
Growth	0	0	0	0	0	0	147	388	0	0	756	0	1291
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%	
PROJECT	0	0	0	0	0	0	14	14	0	0	23	0	51
Total	0	0	0	0	0	0	160	402	0	0	779	0	1341

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.88
Trips In	Trips Out
232	137

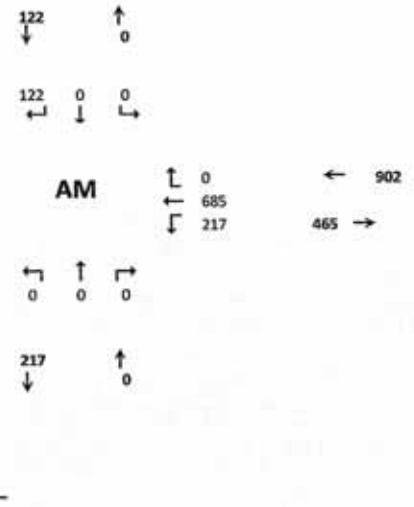
Other Projects														
%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%		
In/Out	+	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	39	39	0	0	15	0	93	
%	0%	0%	0%	0%	0%	0%	7%	13%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	20	0	0	34	0	65	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	11	0	0	4	0	27	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	43	0	0	42	0	85	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	0%	30%	30%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	12	12	0	0	11	0	35	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	50	14	0	0	14	0	78	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	+	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	92	92	0	0	28	0	212	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	4	6	0	0	3	0	13	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	48	29	0	0	11	0	87	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	6	0	0	6	0	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	280	314	0	0	209	0	802	
Total	0	0	0	0	0	0	427	702	0	0	965	0	2093	

KRE	Trips In	Trips Out
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 11/18/2018
DAY: Tuesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Growth	0	0	0	0	0	122	0	465	0	217	685	0	1489	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	122	0	465	0	217	685	0	1489	

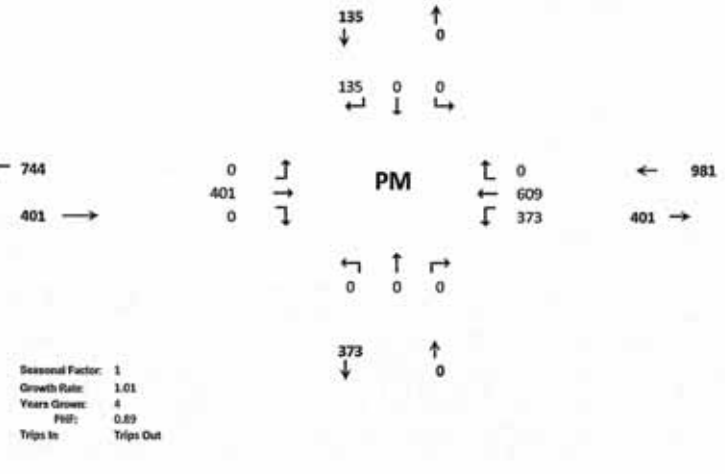


Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.88
Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15 5:30	0	0	0	0	0	29	0	78	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	141	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Growth	0	0	0	0	0	135	0	401	0	373	609	0	1517	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	135	0	401	0	373	609	0	1517	

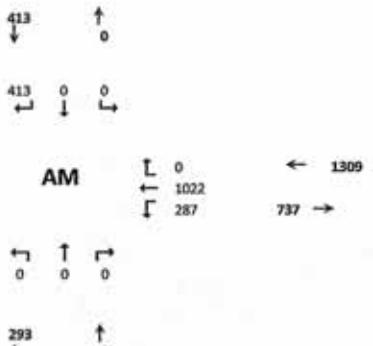


Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.89
Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	



AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Growth	0	0	0	0	0	118	0	489	0	229	720	0	1565	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	118	0	489	0	229	720	0	1565	

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In: 0
Trips Out: 0

Other Projects														
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%	0%	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	39	0	23	0	0	39	0	102	
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	5	0	45	0	0	10	0	60	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	15	0	7	0	0	15	0	37	
%	0%	0%	0%	0%	0%	20%	0%	30%	20%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	OUT	-	IN	-		
Volume	0	0	0	0	0	28	0	9	6	0	42	0	86	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	58	17	0	80	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	12	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	13	0	26	0	0	11	0	51	
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	38	0	48	0	0	10	0	96	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	93	0	46	0	0	93	0	231	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	4	0	3	0	0	5	0	12	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	13	
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	51	0	22	0	0	30	0	104	
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	9	0	0	9	0	18	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

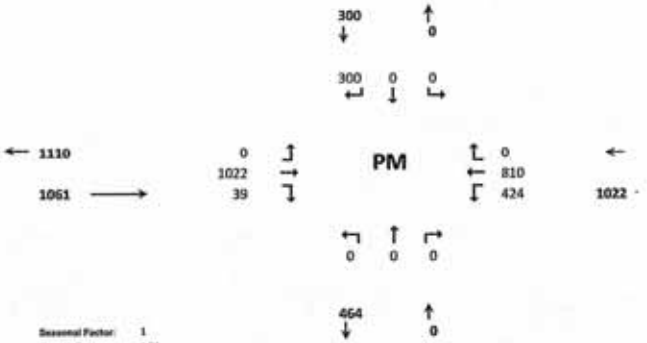
Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	143	33
Whispering Oaks	45	167
Bard Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	943
Kings Highway Commerce Park	463	134
Walsh Crossroads	7	5
Project Hurricane	38	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	46

Subtotal	0	0	0	0	0	285	0	248	6	58	302	0	900	
Total	0	0	0	0	0	413	0	737	6	287	1022	0	2465	

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Background

15 Min Period Ienes	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
4:00-4:15	0	0	0	0	0	32	0	99	0	68	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	66	137	0	307	1305
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1480
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1459
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	



PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458
Growth	0	0	0	0	0	142	0	421	0	392	640	0	1595
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	142	0	421	0	392	640	0	1595

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.89
Trips In	Trips Out

Other Projects

%	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0.0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	15	0	78	0	0	15	0	108	
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	31	0	0	34	0	83	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	4	0	23	0	0	4	0	30	
%	0%	0%	0%	0%	0%	20%	0%	30%	20%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	OUT	-	IN	-		
Volume	0	0	0	0	0	10	0	59	39	0	16	0	124	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	25%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	0	0	0	0	0	17	0	33	9	0	60	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	10%	0%	40%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	11	0	23	0	0	11	0	46	
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	50	0	64	0	0	14	0	128	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	28	0	183	0	0	28	0	240	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	2	0	9	0	0	3	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	77	0	0	11	0	105	
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	8	0	0	8	0	16	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

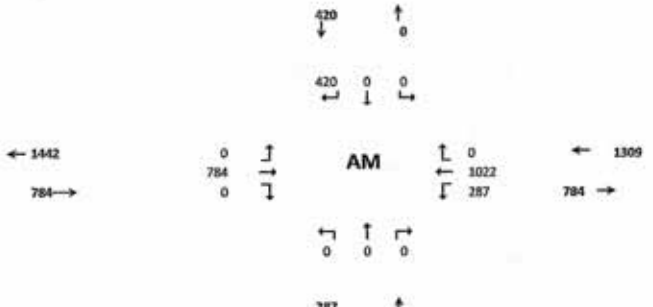
Subtotal	0	0	0	0	0	158	0	801	39	33	170	0	1001
Total	0	0	0	0	0	300	0	1022	39	424	810	0	2596

KRE	Trips In	Trips Out
	151	389
Sunnyland	281	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Best Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	78	192
7-11 Angle	40	40
0		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET	I-95 SB Ramp	E/W STREET: Orange Ave	CONTROL: Signalized
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	12/18/2018	DAY: Tuesday	CITY: St Lucie
REPORT DATE	10/6/2022	ANALYSIS YEAR: 2027	Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound			TOTAL	ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	31	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	



AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM												
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431
Growth	0	0	0	0	0	128	0	489	0	229	720	0	1565
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%	
PROJECT	0	0	0	0	0	7	0	40	0	0	7	0	53
Total	0	0	0	0	0	135	0	529	0	229	726	0	1618

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.88
Trips In	Trips Out
66	199

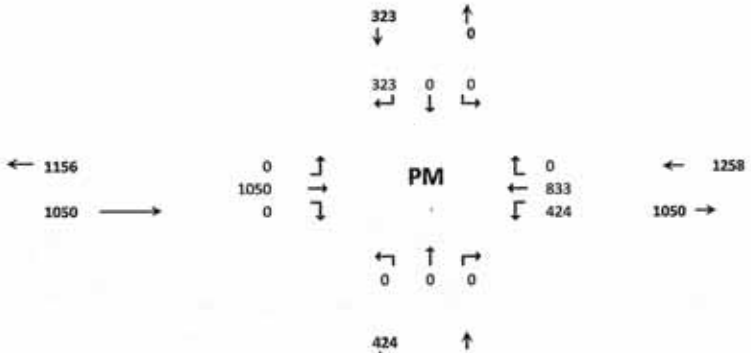
Other Projects														Project Name		
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%		KNL	Trips In	Trips Out
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
PROJECT	0	0	0	0	0	39	0	23	0	0	39	0	102		395	117
%	0%	0%	0%	0%	0%	7%	0%	25%	0%	0%	13%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	5	0	45	0	0	10	0	60		75	223
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	15	0	7	0	0	15	0	37		76	17
%	0%	0%	0%	0%	0%	20%	0%	30%	0%	0%	30%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	28	0	9	0	0	42	0	80		141	31
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	5	0	58	17	0	80		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	12		62	186
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	13	0	26	0	0	13	0	53		63	64
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	18	0	48	0	0	10	0	96		142	141
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	93	0	46	0	0	83	0	331		463	134
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Welch Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		7	5
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	4	0	3	0	0	5	0	12		36	12
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	13		30	99
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	51	0	22	0	0	30	0	104		203	56
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle		
Volume	0	0	0	0	0	0	0	9	0	0	9	0	18		45	48
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		0		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0

Subtotal	0	0	0	0	0	292	0	295	0	58	302	0	947
Total	0	0	0	0	0	420	0	784	0	287	1022	0	2512

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Future Total

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EDL	EBT	EBR	Westbound WDL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1812
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	



PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458
Growth	0	0	0	0	0	142	0	421	0	392	640	0	1595
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%	
PROJECT	0	0	0	0	0	23	0	27	0	0	23	0	74
Total	0	0	0	0	0	165	0	448	0	392	663	0	1668

Other Projects														
%	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	15	0	78	0	0	15	0	108	
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	31	0	0	34	0	83	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	4	0	23	0	0	4	0	30	
%	0%	0%	0%	0%	0%	20%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	10	0	55	0	0	16	0	85	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	0	0	0	0	0	17	0	33	9	0	60	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	11	0	23	0	0	11	0	46	
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	50	0	64	0	0	14	0	128	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	28	0	183	0	0	28	0	240	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	2	0	9	0	0	3	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	77	0	0	11	0	105	
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	8	0	0	8	0	16	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	181	0	629	0	33	194	0	1036	
Total	0	0	0	0	0	323	0	1050	0	424	833	0	2630	

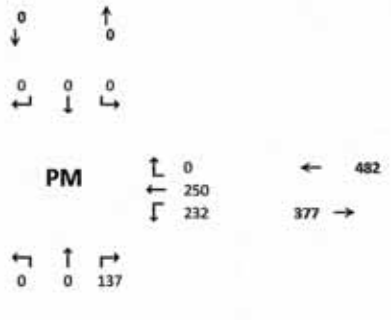
Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.89
Trips In 232 **Trips Out** 137

KRE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

Rock Road / W Angle Rd - PM 2027
With Project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT [1]	EBR	Westbound WBL	WBT [1]	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	37	0	0	47	0	84	308
4:15-4:30	0	0	0	0	0	0	0	27	0	0	32	0	59	307
4:30-4:45	0	0	0	0	0	0	0	37	0	0	36	0	73	343
4:45-5:00	0	0	0	0	0	0	0	41	0	0	51	0	92	364
5:00-5:15	0	0	0	0	0	0	0	41	0	0	42	0	83	353
5:15-5:30	0	0	0	0	0	0	0	40	0	0	55	0	95	
5:30-5:45	0	0	0	0	0	0	0	47	0	0	47	0	94	
5:45-6:00	0	0	0	0	0	0	0	36	0	0	45	0	81	



(1) Existing EB & WB Volumes taken from Kings Hwy & Angle Rd TMC.

PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes	0	0	0	0	0	0	0	169	0	0	195	0	364
Season Factor	0	0	0	0	0	0	0	188	0	0	216	0	404
Growth	0	0	0	0	0	0	0	199	0	0	230	0	429
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-	
Percentage	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
PROJECT	0	0	137	0	0	0	0	0	0	232	0	0	369
Total	0	0	137	0	0	0	0	199	0	232	230	0	798
Other Projects													
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%	
Volume	0	0	0	0	0	0	0	27	0	0	9	0	36
%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	7	0	0	7	0	14
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4
Subtotal	0	0	137	0	0	0	0	41	0	232	21	0	430
Total	0	0	137	0	0	0	0	240	0	232	250	0	859

Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.96

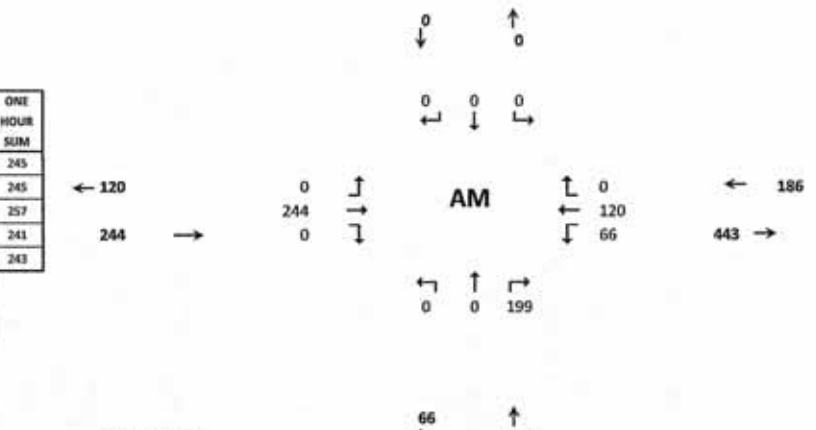
Trips In	Trips Out
232	137

	Trips In	Trips Out
Sunnyland	261	154
Kings Highway Warehouse	458	216
Celebration Pointe (25%)	100	57
7-11 Angle	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT (1)	EBR	WBL	WBT (1)	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	41	0	0	27	0	68	245
7:15-7:30	0	0	0	0	0	0	0	26	0	0	17	0	43	245
7:30-7:45	0	0	0	0	0	0	0	43	0	0	21	0	64	257
7:45-8:00	0	0	0	0	0	0	0	49	0	0	21	0	70	241
8:00-8:15	0	0	0	0	0	0	0	49	0	0	19	0	68	243
8:15-8:30	0	0	0	0	0	0	0	34	0	0	21	0	55	
8:30-8:45	0	0	0	0	0	0	0	29	0	0	19	0	48	
8:45-9:00	0	0	0	0	0	0	0	44	0	0	28	0	72	



(1) Existing EB & WB Volumes taken from Kings Hwy & Angle Rd TMC.

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	0	0	0	0	0	0	0	175	0	0	82	0	257
Season Factor	0	0	0	0	0	0	0	194	0	0	91	0	285
Growth	0	0	0	0	0	0	0	206	0	0	97	0	303
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-	
Percentage	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
PROJECT	0	0	199	0	0	0	0	0	0	66	0	0	265
Total	0	0	199	0	0	0	0	206	0	66	97	0	568



Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.92

Trips In	Trips Out
66	199

Other Projects															Trips In	Trips Out
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Percentage	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%		Sunnyland	75	223
Volume	0	0	0	0	0	0	0	27	0	0	9	0	36			
%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	7	0	0	7	0	14	Kings Highway Warehouse	342	341
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	2	0	0	5	0	6	Celebration Pointe (25%)	30	96
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	2	0	0	2	0	5	7-11 Angle	45	46
Subtotal	0	0	199	0	0	0	0	37	0	66	23	0	325			
Total	0	0	199	0	0	0	0	244	0	66	120	0	628			

F-5

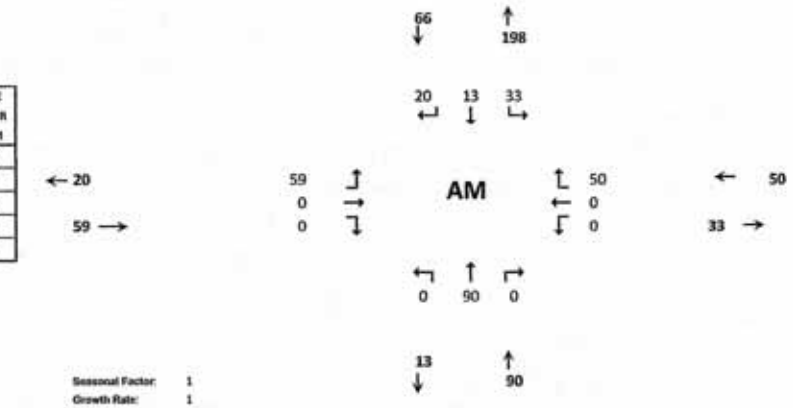
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D1-North Driveway
CONTROL: Signalized
FILENAME: Drawdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	OUT	-	IN	IN	IN	OUT	-	-	-	-	OUT	
Percentage	0%	45%	0%	50%	20%	30%	30%	0%	0%	0%	0%	25%	
PROJECT	0	90	0	33	13	20	59	0	0	0	0	50	264
Total	0	90	0	33	13	20	59	0	0	0	0	50	264



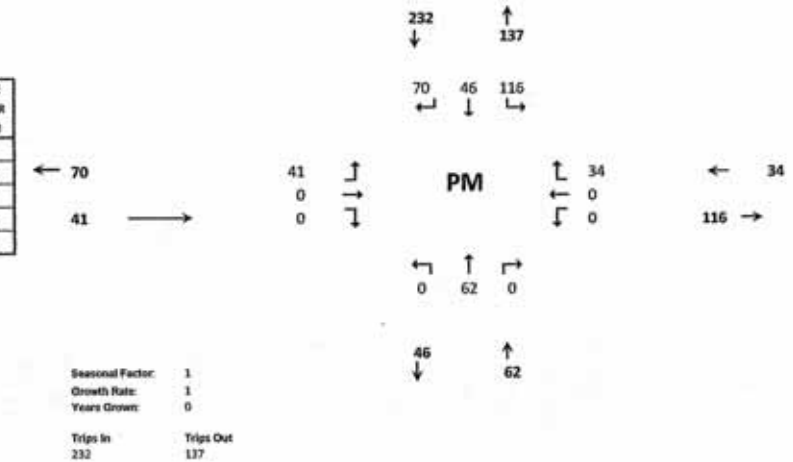
Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0

Trips In	Trips Out
66	199

TURNING MOVEMENT VOLUME COUNTS

Rock at DW 1
Future Total

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PEAK HOUR IS FROM:	**5:00PM TO 6:00PM**													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	OUT	-	IN	IN	IN	OUT	-	-	-	-	OUT		
Percentage	0%	45%	0%	50%	20%	30%	30%	0%	0%	0%	0%	25%		
PROJECT	0	62	0	116	46	70	41	0	0	0	0	34	369	
Total	0	62	0	116	46	70	41	0	0	0	0	34	369	



Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0

Trips In	Trips Out
232	137

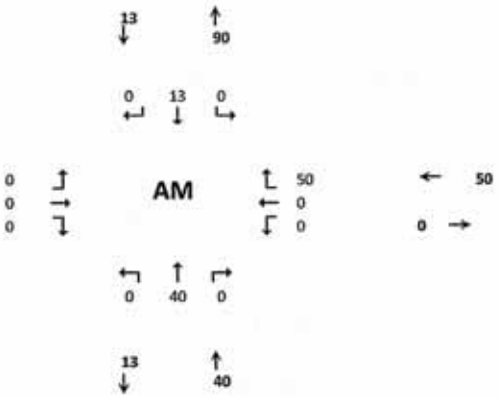
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D2- East Driveway
CONTROL: Signalized
FILENAME: Drawdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	25%		
PROJECT	0	40	0	0	13	0	0	0	0	0	0	50	103	
Total	0	40	0	0	13	0	0	0	0	0	0	50	103	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

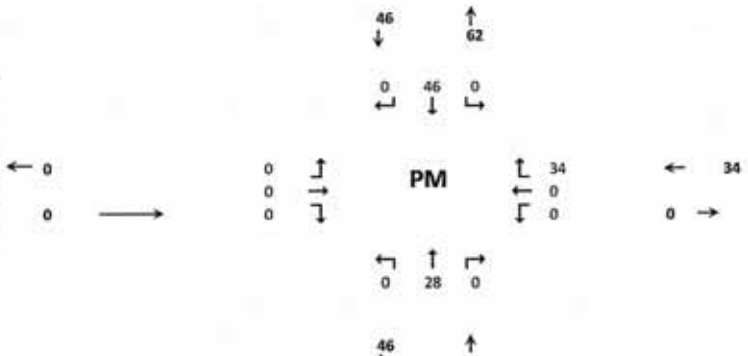
Trips In	Trips Out
66	199

F-11

TURNING MOVEMENT VOLUME COUNTS

Rock & DW2
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	SUM
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	25%		
PROJECT	0	28	0	0	46	0	0	0	0	0	0	34	109	
Total	0	28	0	0	46	0	0	0	0	0	0	34	109	

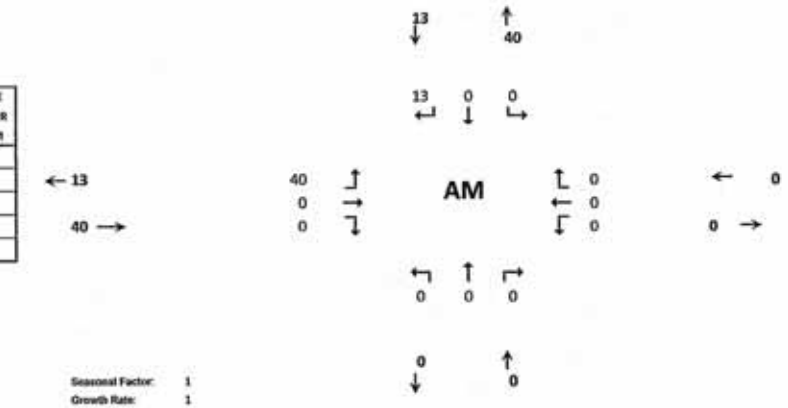


Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0
Trips In	Trips Out
232	137

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D3 - West Driveway
CONTROL: Signalized
FILENAME: Drawdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	13	40	0	0	0	0	0	53	
Total	0	0	0	0	0	13	40	0	0	0	0	0	53	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

Trips In	Trips Out
66	199

F-15

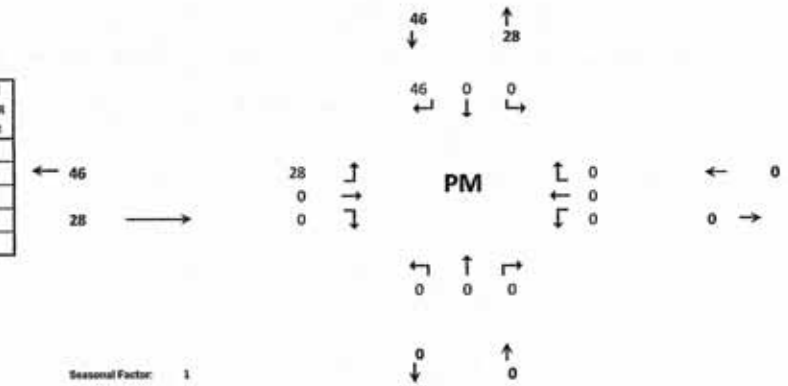
TURNING MOVEMENT VOLUME COUNTS

Rock & DW3
Future Total

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	46	28	0	0	0	0	0	74
Total	0	0	0	0	0	46	28	0	0	0	0	0	74


46
28
PM
0
0
0

NVR Fort Pierce

Traffic Impact Analysis

St. Lucie County, FL

August 2023
Revised November 2023
Revised March 2024
Revised May 2024
Revised February 2025

Kimley»Horn

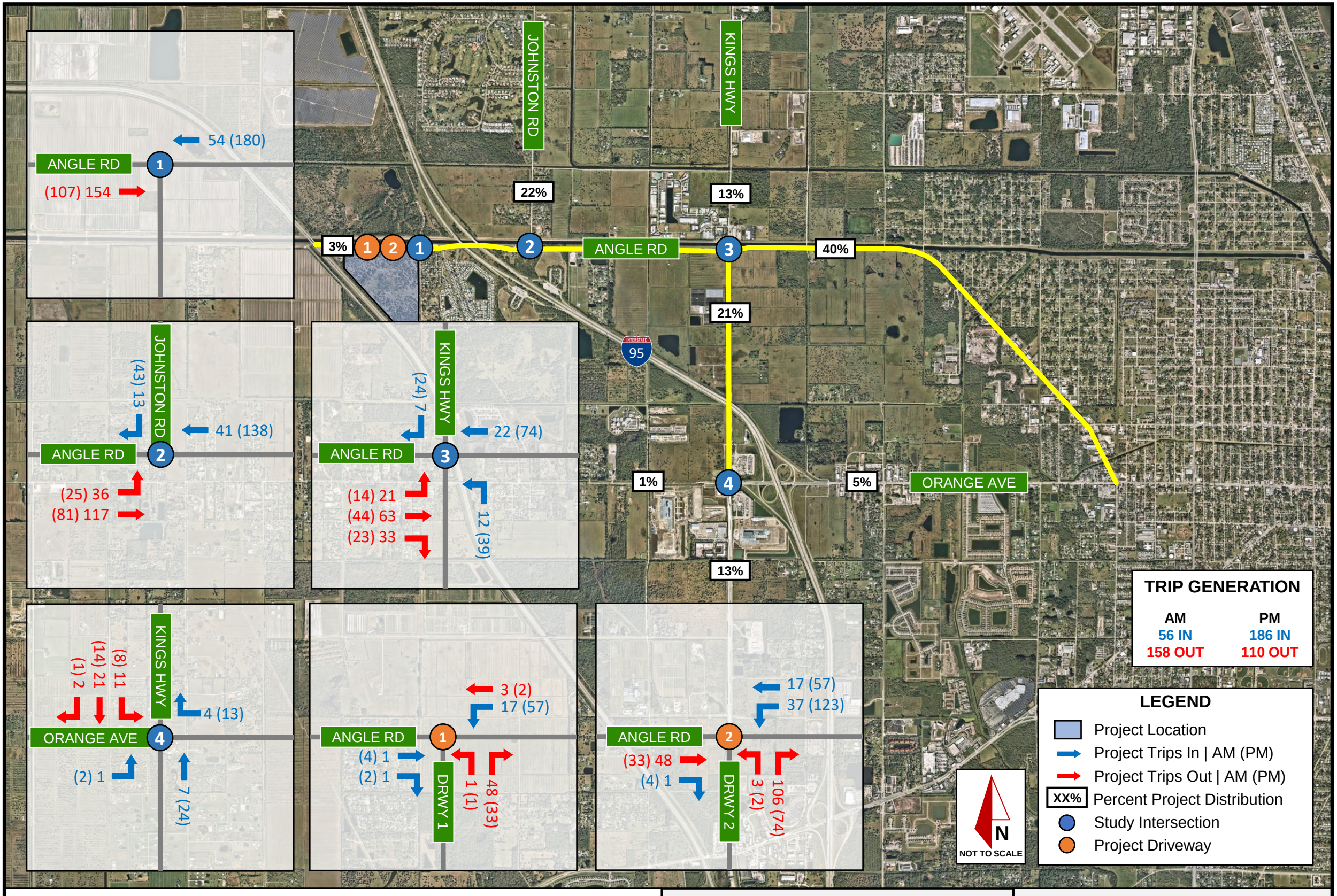


Figure 3: Project Trip Assignment

NVR Fort Pierce | St. Lucie County, Florida

Project No: 147584004

February 2025

Page 12

Kimley»Horn

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200 S Orange Ave, Suite 600, Orlando, FL, 32801
Phone: (407)-898-1511

TRAFFIC IMPACT ANALYSIS

Eagle Bend PUD
St. Lucie County FL

Prepared for:
Whalou Properties, LLC
3507 Kyoto Gardens Drive, Suite #110
Palm Beach Gardens, FL 33410

Prepared by:

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

252001
Revised June 2025
Revised April 2025
Revised February 2025
October 2023
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CA 29013

Shaun G. MacKenzie P.E.
PE Number 61751

TRIP GENERATION

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

Proposed Use

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

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

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

Table 1 presents the project's trip generation.

Table 1. Trip Generation

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

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55

ITE 11th Edition

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TRAFFIC ASSIGNMENT

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

Figure 3A. Traffic Assignment (Scenario 1)

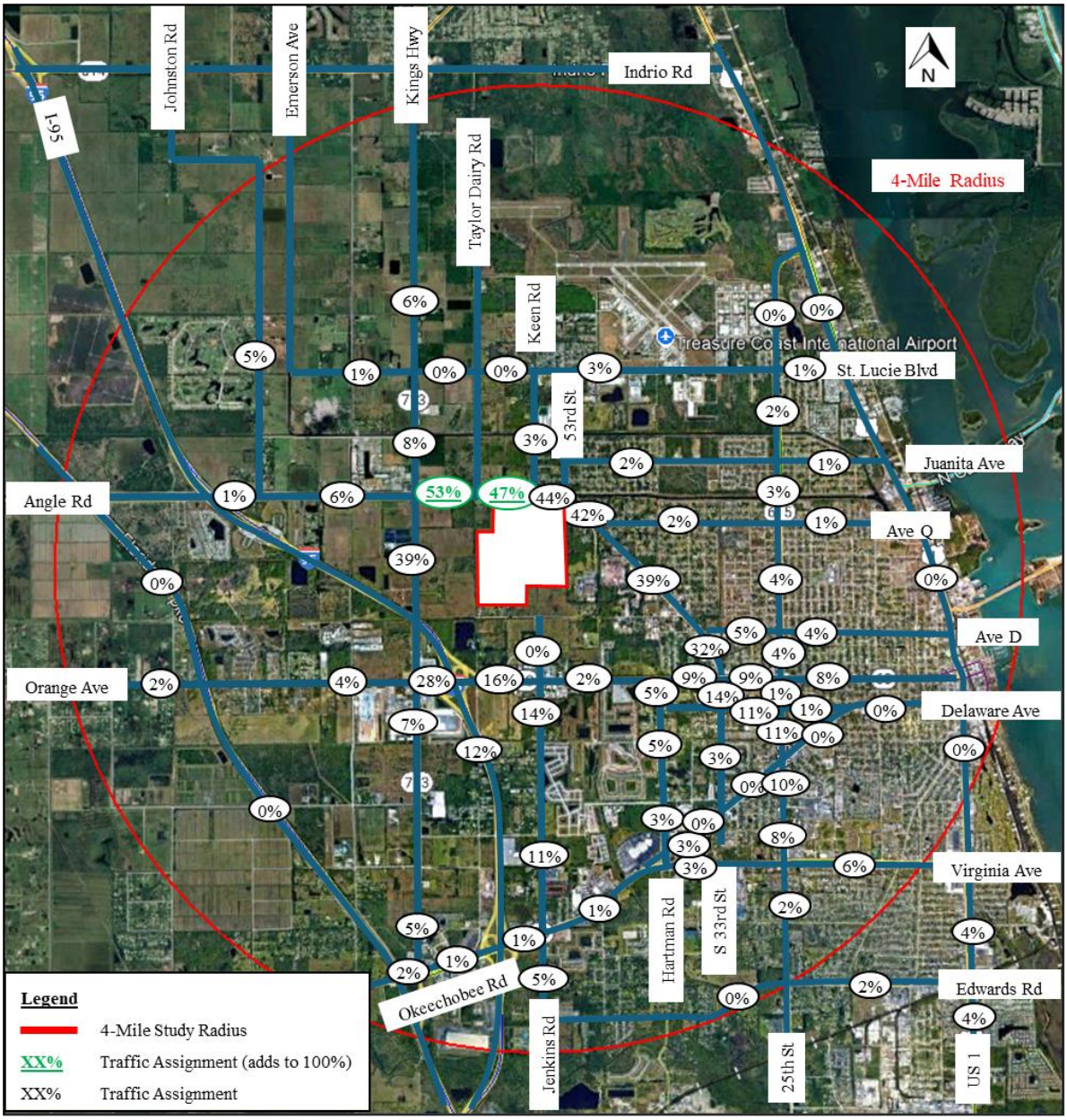
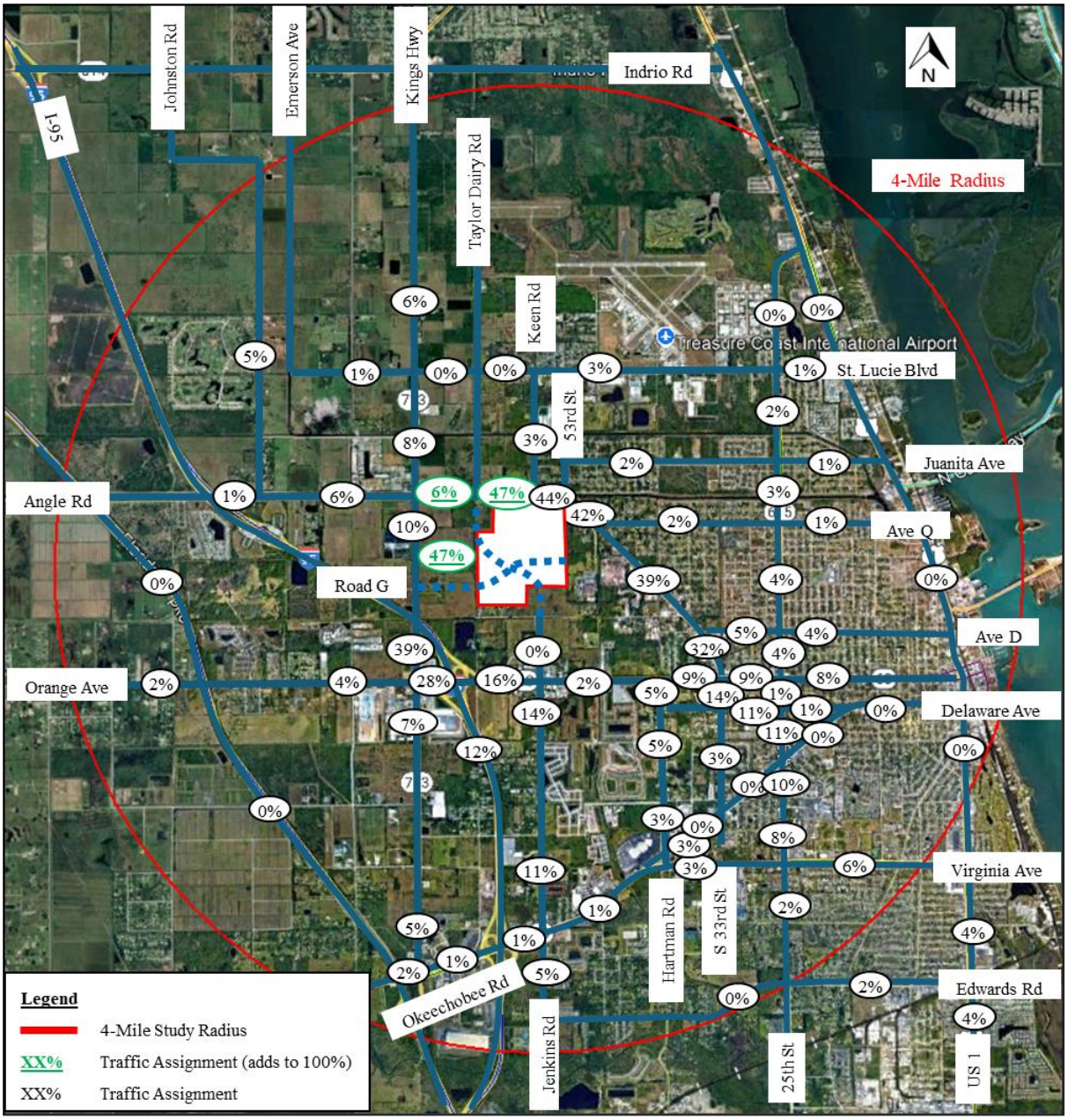


Figure 3B. Traffic Assignment (Scenario 2)



OLD DOMINION FREIGHT LINE

-AKA ODFL FORT PIERCE-

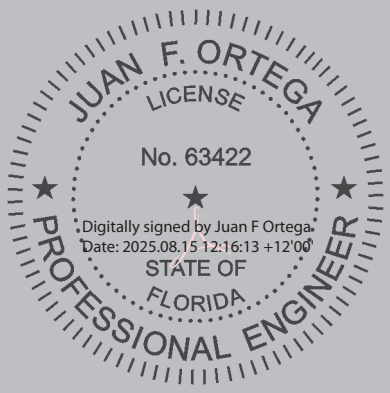
ST. LUCIE COUNTY, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
HOYT + BERENYI

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458



Revised August 15, 2025
Revised May 28, 2025
February 27, 2025

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on August 15, 2025, using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

2. TRIP GENERATION

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

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

Table 1: Trip Generation Rates

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

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

Table 2: Trip Generation

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

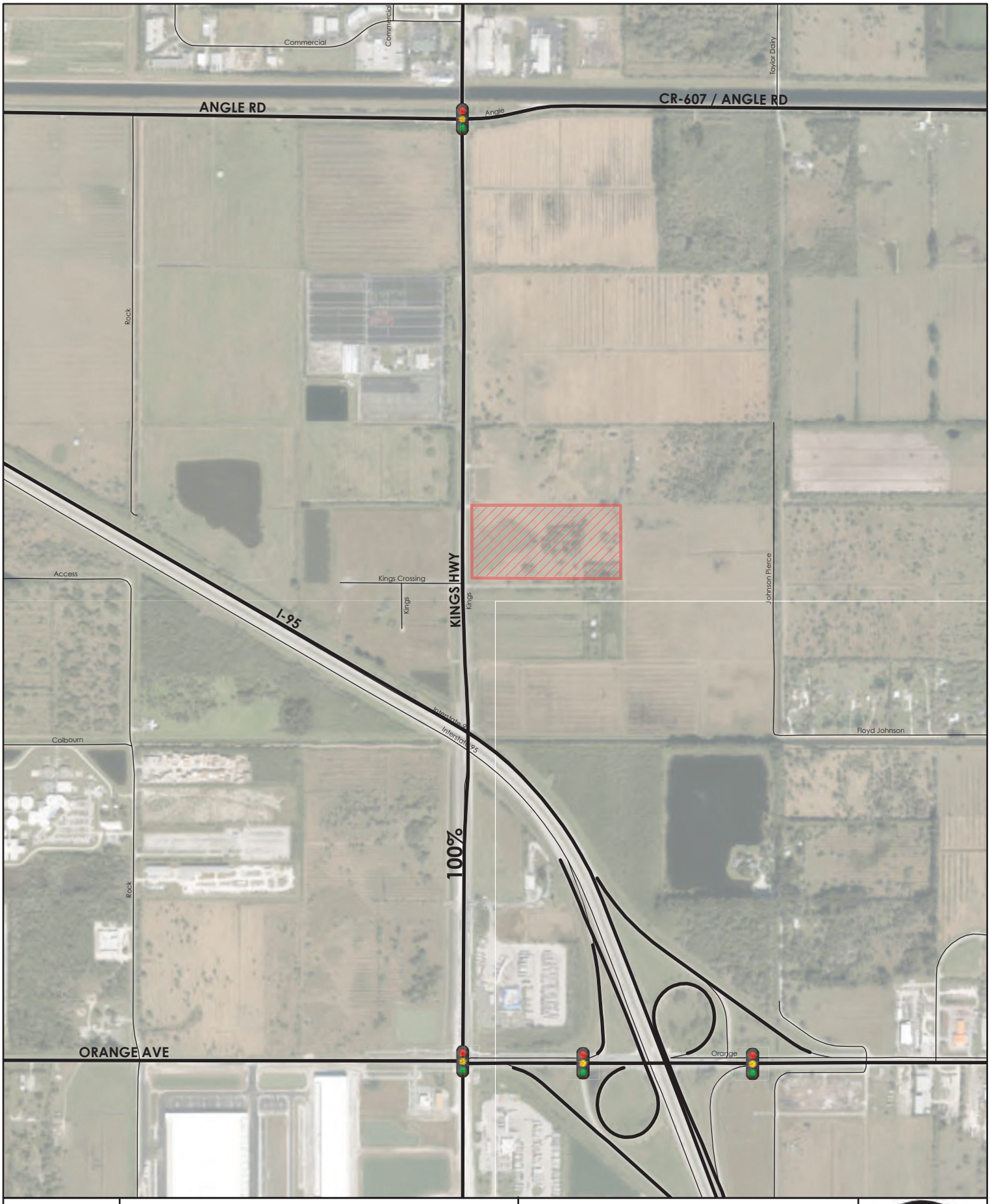


Figure 2:
Traffic Assignment
OLD DOMINION FL

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

4540 NORTH KINGS HIGHWAY

St. Lucie County, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

ACRE Development
4400 Westway Avenue
Dallas, Texas 75205

JOB NO. 23-160

DATE: 02/21/2024
REVISED: 03/04/2024
REVISED: 07/23/2024
REVISED: 10/16/2024
REVISED: 11/22/2024
REVISED: 02/19/2025

Anna Lai, Professional Engineer, State of Florida, License No. 78138 This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 02/19/2025. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

TURNPIKE FEEDER ROAD AND US 1

07/16/24
Revised 11/21/24
Revised 02/18/25

INPUT DATA

Comments: 2024 volumes do not include construction traffic entering/exiting the westbound approach.

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

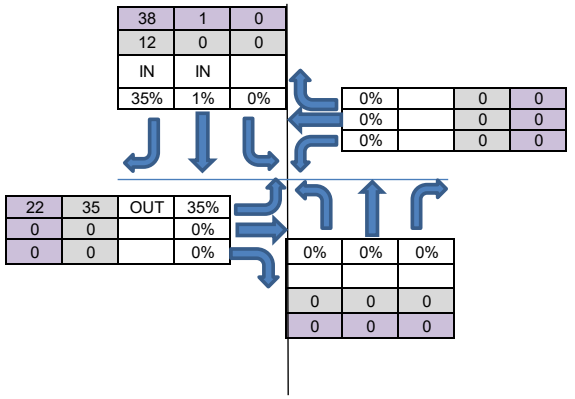
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	21	809	0	0	701	13	592	0	45	0	0	0	2181	Existing Total
Peak Season Adjustment	3	113	0	0	98	2	83	0	6	0	0	0		
Total Existing Traffic	**24**	**922**	**0**	**0**	**799**	**15**	**675**	**0**	**51**	**0**	**0**	**0**		
Background Traffic Growth	2	96	0	0	83	2	70	0	5	0	0	0	**258**	BG Total
1.0% Background Growth	1	37	0	0	32	1	27	0	2	0	0	0	174	1% + MP Total
Publix at Indrio Commons[1]	0	0	0	0	0	7	4	0	0	0	0	0		
Cabo Rio RV Resort[2]	0	0	0	0	0	2	4	0	0	0	0	0		
Sugar Sand Apartment[3]	0	4	0	0	1	2	7	0	0	0	0	0		
Indrio Pines[4]	0	5	0	0	1	2	6	0	0	0	0	0		
Indrio Woods[5]	0	0	0	0	0	4	13	0	0	0	0	0		
Kings Highway Self Storage[5]	0	0	0	0	0	5	6	0	0	0	0	0		
Major Projects Traffic[6]	0	9	0	0	2	22	40	0	0	0	0	0		
Background Growth Used	2	96	0	0	83	2	70	0	5	0	0	0		
Total Background Traffic	**26**	**1018**	**0**	**0**	**882**	**16**	**745**	**0**	**57**	**0**	**0**	**0**		
Project Traffic	0	0	0	0	0	12	35	0	0	0	0	0		
Total 2028 Traffic	**26**	**1018**	**0**	**0**	**882**	**28**	**780**	**0**	**57**	**0**	**0**	**0**		
Approach Total		**1,044**			**910**			**837**			**0**			

TRIPS

	IN	OUT
AM	34	101
PM	108	63



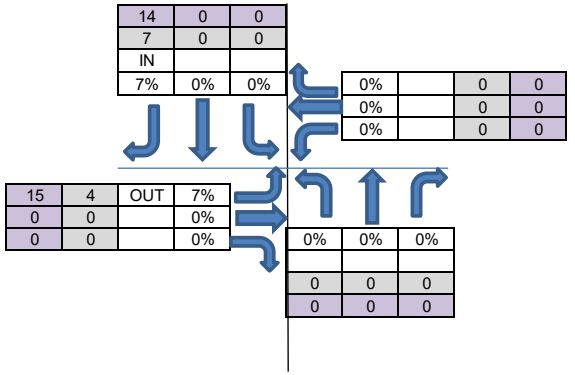
PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	68	710	0	0	886	25	336	0	40	0	0	0	2065	Existing Total
Peak Season Adjustment	10	99	0	0	124	4	47	0	6	0	0	0		
Total Existing Traffic	**78**	**809**	**0**	**0**	**1010**	**29**	**383**	**0**	**46**	**0**	**0**	**0**		
Background Traffic Growth	8	84	0	0	105	3	40	0	5	0	0	0	**244**	BG Total
1.0% Background Growth	3	33	0	0	41	1	16	0	2	0	0	0	206	1% + MP Total
Publix at Indrio Commons[1]	0	0	0	0	0	14	15	0	0	0	0	0		
Cabo Rio RV Resort[2]	0	0	0	0	0	5	3	0	0	0	0	0		
Sugar Sand Apartment[3]	0	2	0	0	4	7	4	0	0	0	0	0		
Indrio Pines[4]	0	3	0	0	5	6	3	0	0	0	0	0		
Indrio Woods[5]	0	0	0	0	0	14	8	0	0	0	0	0		
Kings Highway Self Storage[5]	0	0	0	0	0	9	8	0	0	0	0	0		
Major Projects Traffic[6]	0	5	0	0	9	55	41	0	0	0	0	0		
Background Growth Used	8	84	0	0	105	3	40	0	5	0	0	0		
Total Background Traffic	**86**	**893**	**0**	**0**	**1115**	**31**	**423**	**0**	**50**	**0**	**0**	**0**		
Project Traffic	0	0	0	0	1	38	22	0	0	0	0	0		
Total 2028 Traffic	**86**	**893**	**0**	**0**	**1116**	**69**	**445**	**0**	**50**	**0**	**0**	**0**		
Approach Total		**979**			**1,185**			**495**			**0**			

PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208



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6. Feeder Road Self Storage project trips were not included, as fewer than 18 trips are proposed per day, per the Feeder Road Self Storage Traffic Statement by Abraham Chabab, Inc. dated June 5, 2023.

CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

INDRIO ROAD AND TURNPIKE FEEDER ROAD/KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

TRIPS

	IN	OUT
AM	34	101
PM	108	63

INPUT DATA

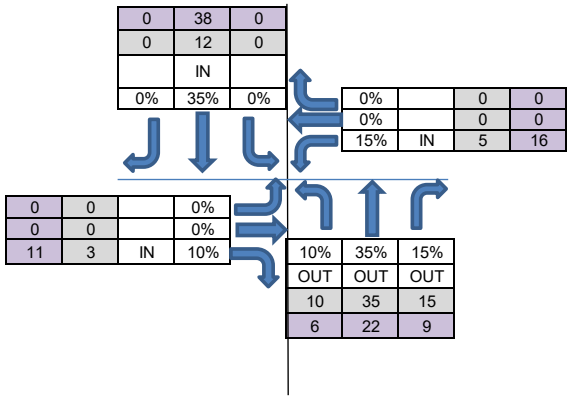
Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	115	311	13	107	352	136	137	148	195	37	93	29	1673	Existing Total
Peak Season Adjustment	16	44	2	15	49	19	19	21	27	5	13	4		
Total Existing Traffic	**131**	**355**	**15**	**122**	**401**	**155**	**156**	**169**	**222**	**42**	**106**	**33**		
Background Traffic Growth	14	37	2	13	42	16	16	18	23	4	11	3	198	BG Total
1.0% Background Growth	5	14	1	5	16	6	6	7	9	2	4	1	**248**	1% + MP Total
Publix at Indrio Commons[1]	6	0	0	0	0	7	4	3	4	0	5	0		
Cabo Rio RV Resort[2]	12	4	4	0	2	0	0	0	7	2	0	0		
Sugar Sand Apartment[3]	0	2	0	0	7	11	4	0	0	0	0	0		
Indrio Pines[4]	0	0	2	2	0	0	0	2	0	6	6	6		
Indrio Woods[5]	0	0	4	4	0	0	0	5	0	13	14	13		
Kings Highway Self Storage[5]	0	2	0	2	1	1	1	0	0	0	0	3		
Major Projects Traffic[6]	18	8	10	8	10	19	9	10	11	21	25	22		
1% + Major Projects Used	23	22	11	13	26	25	15	17	20	23	29	23		
Total Background Traffic	**154**	**377**	**25**	**135**	**428**	**180**	**172**	**186**	**242**	**65**	**135**	**56**		
Project Traffic	10	35	15	0	12	0	0	0	3	5	0	0		
Total 2028 Traffic	**164**	**412**	**40**	**135**	**440**	**180**	**172**	**186**	**245**	**70**	**135**	**56**		
Approach Total		**617**			**755**			**602**			**262**			



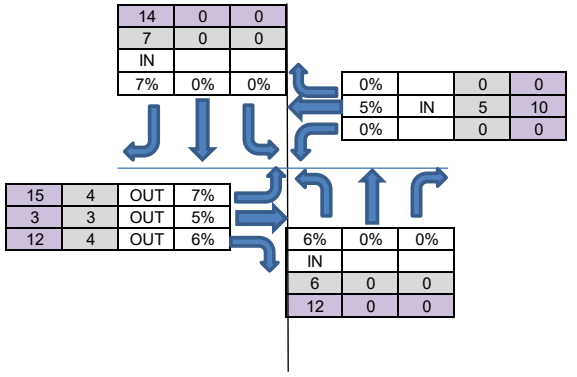
PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	265	425	22	193	154	116	263	413	27	39	229	104	2250	Existing Total
Peak Season Adjustment	37	60	3	27	22	16	37	58	4	5	32	15		
Total Existing Traffic	**302**	**485**	**25**	**220**	**176**	**132**	**300**	**471**	**31**	**44**	**261**	**119**		
Background Traffic Growth	31	50	3	23	18	14	31	49	3	5	27	12	266	BG Total
1.0% Background Growth	12	20	1	9	7	5	12	19	1	2	11	5	**353**	1% + MP Total
Publix at Indrio Commons[1]	12	0	0	0	0	14	15	3	12	0	10	0		
Cabo Rio RV Resort[2]	9	3	3	0	5	0	0	0	16	5	0	0		
Sugar Sand Apartment[3]	0	7	0	0	4	6	11	0	0	0	0	0		
Indrio Pines[4]	0	0	6	6	0	0	0	6	0	4	4	3		
Indrio Woods[5]	0	0	14	14	0	0	0	15	0	8	9	8		
Kings Highway Self Storage[5]	0	2	0	5	2	2	2	0	0	0	0	4		
Major Projects Traffic[6]	21	12	23	25	11	22	28	24	28	17	23	15		
1% + Major Projects Used	33	32	24	34	18	27	40	43	29	19	34	20		
Total Background Traffic	**335**	**516**	**49**	**254**	**194**	**160**	**340**	**514**	**60**	**63**	**295**	**138**		
Project Traffic	6	22	9	0	38	0	0	0	11	16	0	0		
Total 2028 Traffic	**341**	**538**	**58**	**254**	**232**	**160**	**340**	**514**	**71**	**79**	**295**	**138**		
Approach Total		**938**			**645**			**925**			**512**			



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CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

INDRIO ROAD AND US 1

07/16/24
Revised 11/21/24
Revised 02/18/25

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

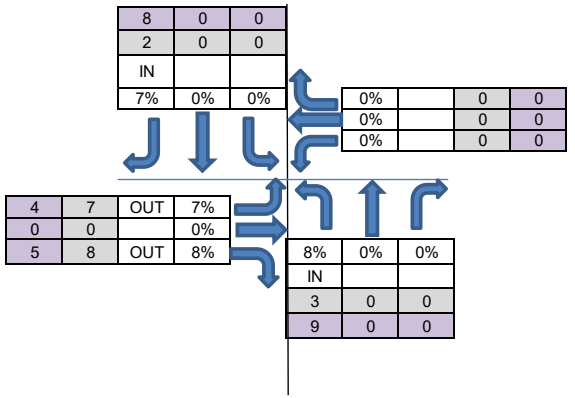
TRIPS

	IN	OUT
AM	34	101
PM	108	63

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	84	847	22	8	739	10	33	18	267	18	4	9	2059 Existing Total
Peak Season Adjustment	12	119	3	1	103	1	5	3	37	3	1	1	
Total Existing Traffic	**96**	**966**	**25**	**9**	**842**	**11**	**38**	**21**	**304**	**21**	**5**	**10**	
Background Traffic Growth	10	100	3	1	87	1	4	2	32	2	0	1	**244** BG Total
1.0% Background Growth	4	39	1	0	34	0	2	1	12	1	0	0	177 1% + MP Total
Publix at Indrio Commons[1]	5	0	0	0	0	0	0	0	3	0	0	0	
Cabo Rio RV Resort[2]	0	0	0	0	0	0	0	4	0	0	2	0	
Sugar Sand Apartment[3]	1	0	0	0	0	1	4	0	4	0	0	0	
Indrio Pines[4]	1	0	0	0	0	1	5	0	5	0	0	0	
Indrio Woods[5]	7	0	0	0	0	0	0	9	22	0	3	0	
Kings Highway Self Storage[5]	2	0	0	0	0	0	0	0	2	0	1	0	
Major Projects Traffic[6]	16	0	0	0	0	2	9	13	36	0	6	0	
Background Growth Used	10	100	3	1	87	1	4	2	32	2	0	1	
Total Background Traffic	**106**	**1066**	**28**	**10**	**930**	**13**	**42**	**23**	**336**	**23**	**5**	**11**	
Project Traffic	3	0	0	0	0	2	7	0	8	0	0	0	
Total 2028 Traffic	**109**	**1066**	**28**	**10**	**930**	**15**	**49**	**23**	**344**	**23**	**5**	**11**	
Approach Total		**1,202**			**955**			**415**			**39**		



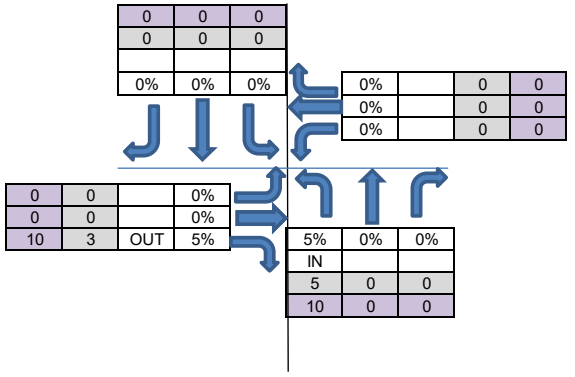
PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	254	775	29	5	849	31	18	9	138	30	25	3	2166 Existing Total
Peak Season Adjustment	36	109	4	1	119	4	3	1	19	4	4	0	
Total Existing Traffic	**290**	**884**	**33**	**6**	**968**	**35**	**21**	**10**	**157**	**34**	**29**	**3**	
Background Traffic Growth	30	92	3	1	100	4	2	1	16	4	3	0	**256** BG Total
1.0% Background Growth	12	36	1	0	39	1	1	0	6	1	1	0	217 1% + MP Total
Publix at Indrio Commons[1]	10	0	0	0	0	0	0	0	10	0	0	0	
Cabo Rio RV Resort[2]	0	0	0	0	0	0	0	3	0	0	5	0	
Sugar Sand Apartment[3]	4	0	0	0	0	4	2	0	2	0	0	0	
Indrio Pines[4]	6	0	0	0	0	5	3	0	3	0	0	0	
Indrio Woods[5]	24	0	0	0	0	0	0	5	14	0	8	0	
Kings Highway Self Storage[5]	3	0	0	0	0	0	0	1	4	0	1	0	
Major Projects Traffic[6]	47	0	0	0	0	9	5	9	33	0	14	0	
Background Growth Used	30	92	3	1	100	4	2	1	16	4	3	0	
Total Background Traffic	**320**	**975**	**36**	**6**	**1068**	**39**	**23**	**11**	**174**	**38**	**31**	**4**	
Project Traffic	9	0	0	0	0	8	4	0	5	0	0	0	
Total 2028 Traffic	**329**	**975**	**36**	**6**	**1068**	**47**	**27**	**11**	**179**	**38**	**31**	**4**	
Approach Total		**1,340**			**1,122**			**217**			**73**		



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CMA INTERSECTION ANALYSIS
4540 NORTH KINGS HIGHWAY
ST LUCIE BOULEVARD AND KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

TRIPS

	IN	OUT
AM	34	101
PM	108	63

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

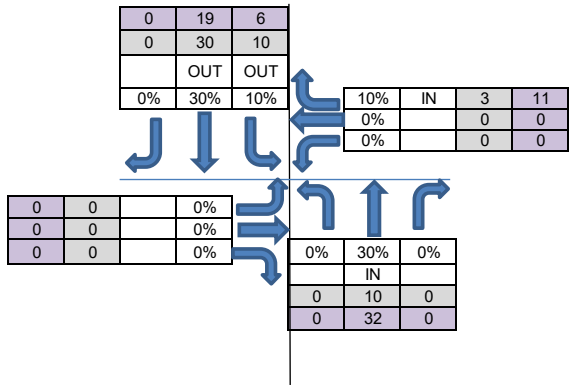
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	9	376	106	148	431	0	0	5	6	62	4	64	1211	Existing Total
Peak Season Adjustment	1	53	15	21	60	0	0	1	1	9	1	9		
Total Existing Traffic	**10**	**429**	**121**	**169**	**491**	**0**	**0**	**6**	**7**	**71**	**5**	**73**		
Background Traffic Growth	1	44	13	18	51	0	0	1	1	7	0	8	143	BG Total
1.0% Background Growth	0	17	5	7	20	0	0	0	0	3	0	3	**776**	1% + MP Total
236 Acres on Kings Highway[7]	0	23	15	0	59	0	0	0	0	39	0	0		
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	106	118	36	13	102	36	72	30	135	66	39	22		
Total Background Traffic	**117**	**547**	**157**	**182**	**593**	**36**	**72**	**36**	**142**	**137**	**44**	**95**		
Project Traffic	0	10	0	10	30	0	0	0	0	0	0	3		
Total 2028 Traffic	**117**	**557**	**157**	**192**	**623**	**36**	**72**	**36**	**142**	**137**	**44**	**98**		
Approach Total		**830**			**851**			**250**			**278**			

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	8	516	112	114	378	4	1	3	5	90	3	157	1391	
Peak Season Adjustment	1	72	16	16	53	1	0	0	1	13	0	22		
Total Existing Traffic	**9**	**588**	**128**	**130**	**431**	**5**	**1**	**3**	**6**	**103**	**3**	**179**		
Background Traffic Growth	1	61	13	13	45	0	0	0	1	11	0	19	165	
1.0% Background Growth	0	24	5	5	17	0	0	0	0	4	0	7	**784**	
236 Acres on Kings Highway[7]	0	58	39	0	18	0	0	0	0	12	0	0		Existing Total
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	106	125	36	11	99	36	72	30	135	67	39	26		
Total Background Traffic	**115**	**713**	**164**	**141**	**530**	**41**	**73**	**34**	**141**	**170**	**43**	**205**		BG Total
Project Traffic	0	32	0	6	19	0	0	0	0	0	0	11		1% + MP Total
Total 2028 Traffic	**115**	**745**	**164**	**147**	**549**	**41**	**73**	**34**	**141**	**170**	**43**	**216**		
Approach Total		**1,024**			**737**			**248**			**429**			



7. The 236 Acres on Kings Highway project trips and the Major Projects trips were obtained from the 236 Acres on Kings Highway Traffic Analysis Study by O'Rourke Engineering & Planning dated September 21, 2022.

CMA INTERSECTION ANALYSIS
4540 NORTH KINGS HIGHWAY
ANGLE ROAD AND KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

TRIPS	IN	OUT
AM	34	101
PM	108	63

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

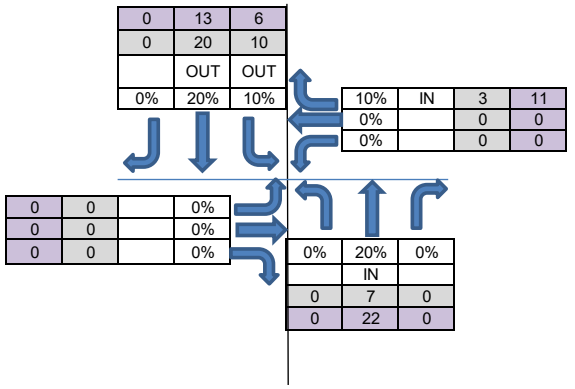
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	20	433	67	97	362	29	39	63	57	25	41	115	1348	Existing Total
Peak Season Adjustment	3	61	9	14	51	4	5	9	8	4	6	16		
Total Existing Traffic	**23**	**494**	**76**	**111**	**413**	**33**	**44**	**72**	**65**	**29**	**47**	**131**		
Background Traffic Growth	2	51	8	11	43	3	5	7	7	3	5	14	160	BG Total
1.0% Background Growth	1	20	3	4	17	1	2	3	3	1	2	5	**782**	1% + MP Total
236 Acres on Kings Highway[7]	12	49	0	0	17	12	0	0	0	7	0	0		
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	107	121	34	10	99	37	74	33	138	64	41	24		
Total Background Traffic	**130**	**615**	**110**	**121**	**511**	**70**	**118**	**105**	**203**	**93**	**88**	**155**		
Project Traffic	0	7	0	10	20	0	0	0	0	0	0	3		
Total 2028 Traffic	**130**	**622**	**110**	**131**	**531**	**70**	**118**	**105**	**203**	**93**	**88**	**158**		
Approach Total		**862**			**733**			**426**			**339**			

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	56	436	50	97	439	13	23	70	48	57	69	124	1482	
Peak Season Adjustment	8	61	7	14	61	2	3	10	7	8	10	17		
Total Existing Traffic	**64**	**497**	**57**	**111**	**500**	**15**	**26**	**80**	**55**	**65**	**79**	**141**		
Background Traffic Growth	7	52	6	11	52	2	3	8	6	7	8	15	175	
1.0% Background Growth	3	20	2	4	20	1	1	3	2	3	3	6	**789**	
236 Acres on Kings Highway[7]	39	97	0	0	38	39	0	0	0	15	0	0		Existing Total
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	109	121	33	10	102	37	73	33	137	66	42	25		
Total Background Traffic	**172**	**618**	**90**	**121**	**603**	**51**	**99**	**113**	**192**	**131**	**121**	**166**		BG Total
Project Traffic	0	22	0	6	13	0	0	0	0	0	0	11		1% + MP Total
Total 2028 Traffic	**172**	**640**	**90**	**127**	**616**	**51**	**99**	**113**	**192**	**131**	**121**	**177**		
Approach Total		**903**			**794**			**404**			**429**			



7. The 236 Acres on Kings Highway project trips and the Major Projects trips were obtained from the 236 Acres on Kings Highway Traffic Analysis Study by O'Rourke Engineering & Planning dated September 21, 2022.

SIMMONS & WHITE
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407
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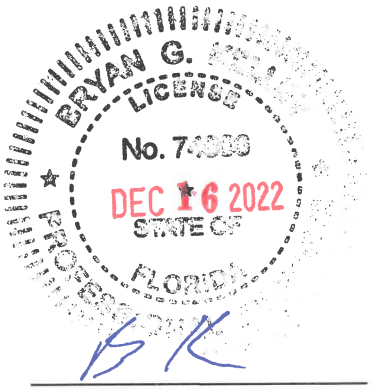
TRAFFIC IMPACT STATEMENT

FARRELL COMMUNITIES – FT. PIERCE
FORT PIERCE, FLORIDA



Bryan G. Kelley, P.E.
FL Reg. No. 74006

Prepared for:

Farrell Building Company
2317 Montauk Highway
PO Box 14
Bridgehampton, New York 11932

Job No. 22-158

Date: September 13, 2022
Revised: December 16, 2022

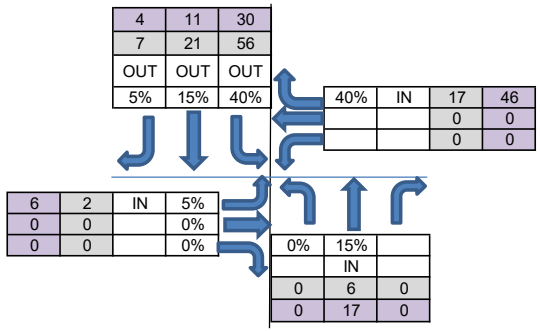
CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT KINGS HIGHWAY/FLORIDA TURNPIKE

TRIPS	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	46	105	437	70	152	24	41	363	41	353	291	169
Peak Season Adjustment	5	12	48	8	17	3	5	40	5	39	32	19
Adjusted Existing Volume (2020)	51	117	485	78	169	27	46	403	46	392	323	188
Background Traffic Growth	7	15	64	10	22	4	6	53	6	51	42	25
Major Projects Traffic	0	0	62	39	0	0	0	38	0	25	14	15
Kings Hwy Commerce Center	0	8	0	7	2	1	5	0	0	0	0	30
2025 Background Traffic	58	140	611	134	193	31	56	494	51	468	379	257
Project Traffic	0	6	0	56	21	7	2	0	0	0	0	17
Total 2025 Traffic	**58**	**146**	**611**	**190**	**214**	**38**	**58**	**494**	**51**	**468**	**379**	**274**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	66	108	465	184	172	36	44	301	26	409	433	148
Peak Season Adjustment	7	12	51	20	19	4	5	33	3	45	48	16
Adjusted Existing Volume (2020)	73	120	516	204	191	40	49	334	29	454	481	164
Background Traffic Growth	10	16	68	27	25	5	6	44	4	60	63	22
Major Projects Traffic	0	0	37	13	0	0	0	12	0	62	23	24
Kings Hwy Commerce Center	0	2	0	26	7	4	1	0	0	0	0	8
2025 Background Traffic	83	138	621	270	223	49	56	390	33	576	567	218
Project Traffic	0	17	0	30	11	4	6	0	0	0	0	46
Total 2025 Traffic	**83**	**155**	**621**	**300**	**234**	**53**	**62**	**390**	**33**	**576**	**567**	**264**

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT CROSSROADS PARKWAY

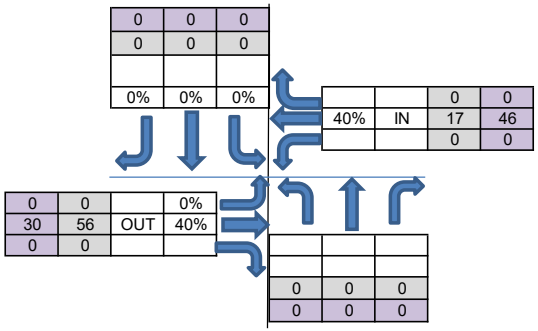
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	24	6	51	78	16	48	57	1116	12	64	823	128
Peak Season Adjustment	3	1	6	9	2	5	6	123	1	7	91	14
Adjusted Existing Volume (2020)	27	7	57	87	18	53	63	1239	13	71	914	142
Background Traffic Growth	4	1	7	11	2	7	8	163	2	9	120	19
Major Projects Traffic	32	0	36	0	0	0	0	27	99	119	22	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	7	0	0	30	0
2025 Background Traffic	62	8	100	98	20	60	72	1436	114	199	1086	161
Project Traffic	0	0	0	0	0	0	0	56	0	0	17	0
Total 2025 Traffic	**62**	**8**	**100**	**98**	**20**	**60**	**72**	**1492**	**114**	**199**	**1103**	**161**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	29	9	103	147	9	34	80	991	42	161	1345	132
Peak Season Adjustment	3	1	11	16	1	4	9	109	5	18	148	15
Adjusted Existing Volume (2020)	32	10	114	163	10	38	89	1100	47	179	1493	147
Background Traffic Growth	4	1	15	21	1	5	12	145	6	23	196	19
Major Projects Traffic	94	0	203	0	0	0	0	21	39	46	14	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	26	0	0	8	0
2025 Background Traffic	130	11	332	185	11	43	100	1292	92	248	1711	166
Project Traffic	0	0	0	0	0	0	0	30	0	0	46	0
Total	**130**	**11**	**332**	**185**	**11**	**43**	**100**	**1322**	**92**	**248**	**1757**	**166**

Note:
Westbound through volume derived from Okeechobee Road at I-95 turning movement counts (WBT + SBR of adjacent I-95 intersection)

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT I-95 WEST INTERSECTION

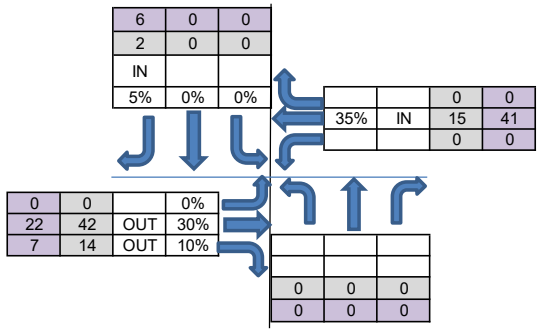
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	245	0	260	0	917	450	0	563	0
Peak Season Adjustment	0	0	0	27	0	29	0	101	50	0	62	0
Adjusted Existing Volume (2020)	0	0	0	272	0	289	0	1018	500	0	625	0
Background Traffic Growth	0	0	0	36	0	38	0	134	66	0	82	0
Major Projects Traffic	0	0	0	8	0	23	0	45	18	0	118	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	2	5	0	30	0
2025 Background Traffic	0	0	0	316	0	350	0	1199	588	0	855	0
Project Traffic	0	0	0	0	0	2	0	42	14	0	15	0
Total 2025 Traffic	**0**	**0**	**0**	**316**	**0**	**352**	**0**	**1241**	**602**	**0**	**870**	**0**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	267	0	441	0	453	767	0	904	0
Peak Season Adjustment	0	0	0	29	0	49	0	50	84	0	99	0
Adjusted Existing Volume (2020)	0	0	0	296	0	490	0	503	851	0	1003	0
Background Traffic Growth	0	0	0	39	0	64	0	66	112	0	132	0
Major Projects Traffic	0	0	0	5	0	9	0	84	53	0	50	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	9	17	0	8	0
2025 Background Traffic	0	0	0	340	0	563	0	662	1033	0	1193	0
Project Traffic	0	0	0	0	0	6	0	22	7	0	41	0
Total	**0**	**0**	**0**	**340**	**0**	**569**	**0**	**684**	**1040**	**0**	**1234**	**0**

Note: I-95 eastbound on ramp to both NB and SB I-95 included in Easbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

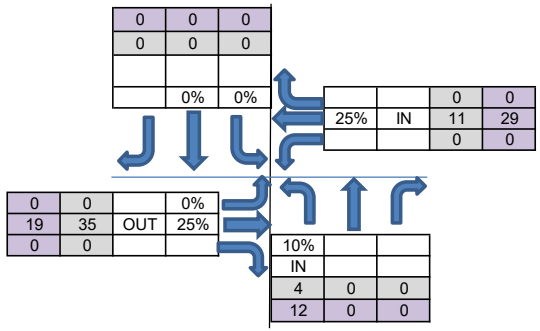
CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT I-95 EAST INTERSECTION

TRIPS	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	189	0	929	0	0	0	0	766	0	0	421	732
Peak Season Adjustment	21	0	102	0	0	0	0	84	0	0	46	81
Adjusted Existing Volume (2020)	210	0	1031	0	0	0	0	850	0	0	467	813
Background Traffic Growth	28	0	136	0	0	0	0	112	0	0	61	107
Major Projects Traffic	33	0	8	0	0	0	0	52	0	0	85	21
Kings Hwy Commerce Center	20	0	0	0	0	0	0	2	0	0	10	0
2025 Background Traffic	290	0	1175	0	0	0	0	1016	0	0	624	940
Project Traffic	4	0	0	0	0	0	0	35	0	0	11	0
Total 2025 Traffic	**294**	**0**	**1175**	**0**	**0**	**0**	**0**	**1051**	**0**	**0**	**635**	**940**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	178	0	769	0	0	0	0	720	0	0	540	881
Peak Season Adjustment	20	0	85	0	0	0	0	79	0	0	59	97
Adjusted Existing Volume (2020)	198	0	854	0	0	0	0	799	0	0	599	978
Background Traffic Growth	26	0	112	0	0	0	0	105	0	0	79	129
Major Projects Traffic	12	0	5	0	0	0	0	85	0	0	38	18
Kings Hwy Commerce Center	5	0	0	0	0	0	0	9	0	0	3	0
2025 Background Traffic	241	0	971	0	0	0	0	998	0	0	719	1124
Project Traffic	12	0	0	0	0	0	0	19	0	0	29	0
Total	**253**	**0**	**971**	**0**	**0**	**0**	**0**	**1017**	**0**	**0**	**748**	**1124**

Note: I-95 westbound on ramp to both NB and SB I-95 included in Westbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT JENKINS ROAD

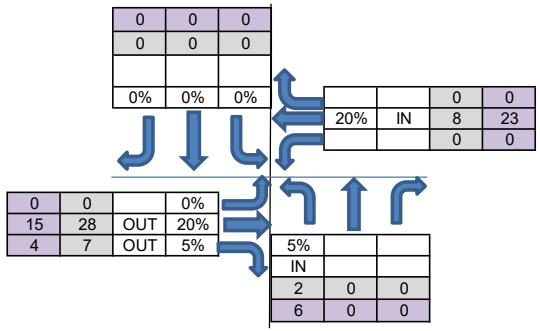
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.07 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	330	153	82	225	169	84	234	1414	319	107	736	73
Peak Season Adjustment	23	11	6	16	12	6	16	99	22	7	52	5
Adjusted Existing Volume (2020)	353	164	88	241	181	90	250	1513	341	114	788	78
Background Traffic Growth	46	22	12	32	24	12	33	199	45	15	103	10
Major Projects Traffic	52	14	119	0	19	1	1	15	52	184	53	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	2	0	0	10	0
2025 Background Traffic	452	199	218	272	224	103	284	1729	438	314	954	88
Project Traffic	2	0	0	0	0	0	0	28	7	0	8	0
Total 2025 Traffic	**454**	**199**	**218**	**272**	**224**	**103**	**284**	**1757**	**445**	**314**	**962**	**88**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	289	118	25	322	160	97	197	1057	279	93	1208	150
Peak Season Adjustment	20	8	2	23	11	7	14	74	20	7	85	11
Adjusted Existing Volume (2020)	309	126	27	345	171	104	211	1131	299	100	1293	161
Background Traffic Growth	41	17	4	45	22	14	28	149	39	13	170	21
Major Projects Traffic	35	6	39	0	7	1	1	50	60	32	19	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	9	0	0	3	0
2025 Background Traffic	385	149	69	390	201	118	239	1339	398	145	1484	182
Project Traffic	6	0	0	0	0	0	0	15	4	0	23	0
Total	**391**	**149**	**69**	**390**	**201**	**118**	**239**	**1354**	**402**	**145**	**1507**	**182**

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT KINGS HIGHWAY

TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

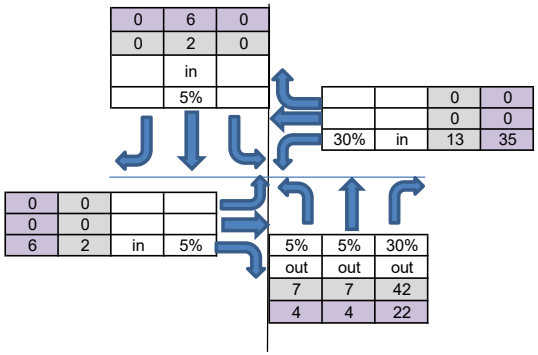
Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.17 Current Year = 2018 Buildout Year = 2025

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	47	213	144	367	284	50	64	344	74	126	249	404
Peak Season Adjustment	8	36	24	62	48	9	11	58	13	21	42	69
Adjusted Existing Volume (2018)	55	249	168	429	332	59	75	402	87	147	291	473
Background Traffic Growth	10	47	32	81	63	11	14	76	16	28	55	89
Major Projects Traffic	102	173	142	133	160	36	33	93	41	301	254	209
2025 Background Traffic	167	469	342	643	555	106	122	571	144	476	600	771
Project Traffic	7	7	42	0	2	0	0	0	2	13	0	0
Total 2025 Traffic	**174**	**476**	**384**	**643**	**557**	**106**	**122**	**571**	**146**	**489**	**600**	**771**
Approach Total		**1,035**			**1,306**			**839**			**1,860**	



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	66	239	131	412	275	51	63	263	54	124	247	379
Peak Season Adjustment	11	41	22	70	47	9	11	45	9	21	42	64
Adjusted Existing Volume (2018)	77	280	153	482	322	60	74	308	63	145	289	443
Background Traffic Growth	15	53	29	91	61	11	14	58	12	27	55	84
Major Projects Traffic	69	146	255	235	216	26	66	275	89	206	117	168
2025 Background Traffic	161	478	437	808	598	97	154	641	164	378	461	695
Project Traffic	4	4	22	0	6	0	0	0	6	35	0	0
Total	**165**	**482**	**459**	**808**	**604**	**97**	**154**	**641**	**170**	**413**	**461**	**695**
Approach Total		**1,106**			**1,509**			**964**			**1,569**	

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT I-95 NORTHBOUND

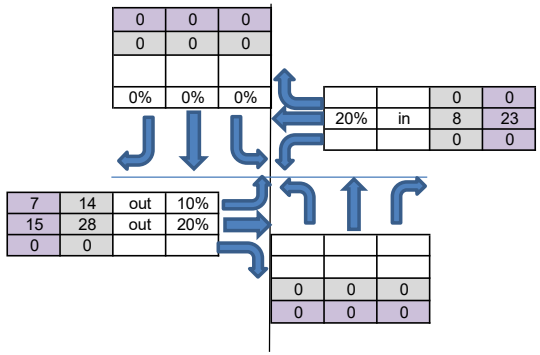
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	111	454	0	0	485	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	0	111	454	0	0	485	0
Background Traffic Growth	0	0	0	0	0	0	21	86	0	0	92	0
Major Projects Traffic	0	0	0	0	0	0	237	270	0	0	328	0
2025 Background Traffic	0	0	0	0	0	0	369	810	0	0	905	0
Project Traffic	0	0	0	0	0	0	14	28	0	0	8	0
Total 2025 Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**383**	**838**	**0**	**0**	**913**	**0**
Approach Total		**0**			**0**			**1,221**			**913**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	134	355	0	0	691	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	0	134	355	0	0	691	0
Background Traffic Growth	0	0	0	0	0	0	25	67	0	0	130	0
Major Projects Traffic	0	0	0	0	0	0	592	700	0	0	161	0
2025 Background Traffic	0	0	0	0	0	0	751	1122	0	0	982	0
Project Traffic	0	0	0	0	0	0	7	15	0	0	23	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**758**	**1137**	**0**	**0**	**1005**	**0**
Approach Total		**0**			**0**			**1,895**			**1,005**	

758

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT I-95 NORTHBOUND

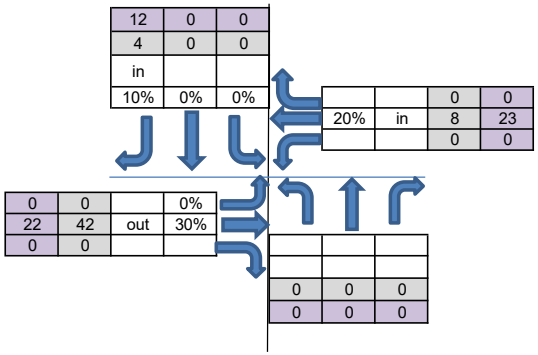
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	117	0	447	0	209	658	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	117	0	447	0	209	658	0
Background Traffic Growth	0	0	0	0	0	22	0	84	0	39	124	0
Major Projects Traffic	0	0	0	0	0	183	0	160	0	32	315	0
2025 Background Traffic	0	0	0	0	0	322	0	691	0	280	1097	0
Project Traffic	0	0	0	0	0	4	0	42	0	0	8	0
Total 2025 Traffic	**0**	**0**	**0**	**0**	**0**	**326**	**0**	**733**	**0**	**280**	**1105**	**0**
Approach Total		**0**			**326**			**733**			**1,386**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	130	0	385	0	358	585	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	130	0	385	0	358	585	0
Background Traffic Growth	0	0	0	0	0	25	0	73	0	68	110	0
Major Projects Traffic	0	0	0	0	0	90	0	264	0	19	120	0
2025 Background Traffic	0	0	0	0	0	245	0	722	0	445	815	0
Project Traffic	0	0	0	0	0	12	0	22	0	0	23	0
Total	**0**	**0**	**0**	**0**	**0**	**257**	**0**	**744**	**0**	**445**	**838**	**0**
Approach Total		**0**			**257**			**744**			**1,283**	

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Viva at Treasure Coast East

Prepared for:

TEG Developers, LLC
VCorp Agent Services, Inc
1200 South Pine Island Road
Plantation, Florida 33324

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

July 13, 2023

SR23061.0

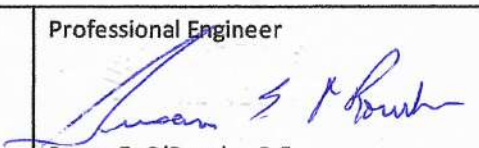
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 7/13/2023 License #: 42684

Table 1 - Trip Generation

Table 1a: Daily

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

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Multi-Family (Low-Rise)	220	206	DU	T = 0.31(X) + 22.85	24%	76%	21	66	87
TOTALS							**21**	**66**	**87**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Multi-Family (Low-Rise)	220	206	DU	T = 0.43(X) + 20.55	63%	37%	69	40	109
TOTALS							**69**	**40**	**109**

Source: ITE 11th Edition Trip Generation Rates

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

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Regatta

Prepared for:

Mr. Pedro Quijada
Alva Stone Group
591 Evernia St
West Palm Beach, FL 33401

Prepared by:

O'Rourke Engineering & Planning
3725 SE Ocean Blvd. Suite 201
Stuart, Florida 34996
772-781-7918

August 11, 2023
Revised October 31, 2023

SR23071.0

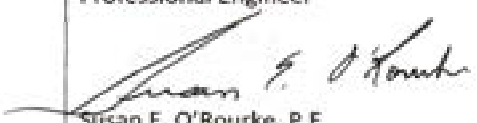
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 3725 SE Ocean Blvd. Suite 201 Stuart, Florida 34996 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 10/31/2023 License #: 42684

Table 1 - Trip Generation

Table 1a: Daily

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

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

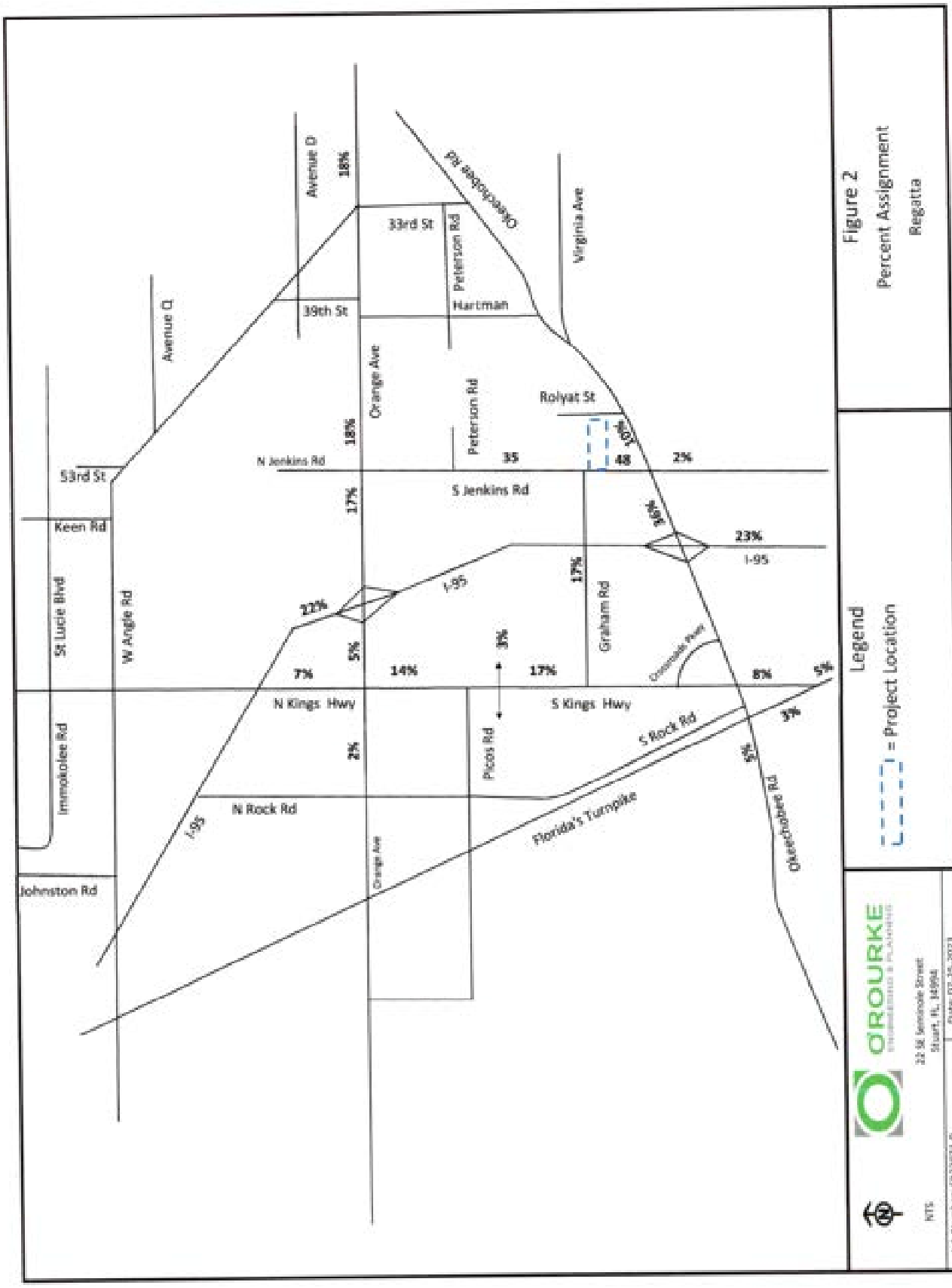
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	312	DU	T = 0.31(X) + 22.85	24%	76%	29	91	120
TOTALS							**29**	**91**	**120**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

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

Source: ITE 11th Edition Trip Generation Rates



C6 - Figures - Regatta

TRAFFIC IMPACT ANALYSIS

NEILL FARMS
FORT PIERCE, FL

PREPARED FOR:
CGV INVESTMENTS,LLC

Kimley»Horn

January 14, 2019
Revised May 15, 2019
Kimley-Horn Project #140520000
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & I-95 SOUTH OFF-RAMP
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.13	1.13
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	0	0	234	0	254	0	879	176	0	615	456
Peak Season Volume	0	0	0	264	0	287	0	993	199	0	695	515
Traffic Volume Growth	0	0	0	41	0	45	0	155	31	0	108	80
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								15				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											56	
Project Traffic	0	0	0	0	0	0	0	15	0	0	56	0
Committed Bent Creek												
Inbound Traffic Assignment								7.0%				
Inbound Traffic Volumes								27				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											36	
Project Traffic	0	0	0	0	0	0	0	27	0	0	36	0
Committed Carriage Pointe												
Inbound Traffic Assignment				20.0%								
Inbound Traffic Volumes				7								
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	7	0	0	0	0	0	0	0	0
Total Committed Projects	0	0	0	7	0	0	0	42	0	0	92	0
1.0% Traffic Volume Growth	0	0	0	11	0	12	0	40	8	0	28	21
Committed + 1.0% Growth	0	0	0	18	0	12	0	82	8	0	120	21
Max (Committed + 1.0% or Historic Growth)	0	0	0	41	0	45	0	155	31	0	120	80
Background Traffic Volumes	0	0	0	305	0	332	0	1,148	230	0	815	595
Project Traffic												
Inbound Traffic Assignment				18.0%				2.0%				
Inbound Traffic Volumes				10				1				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											3	
Project Traffic	0	0	0	10	0	0	0	1	0	0	3	0
Total Traffic w/o RTOR	0	0	0	315	0	332	0	1,149	230	0	818	595
RTOR Reduction												
TOTAL TRAFFIC	0	0	0	315	0	332	0	1,149	230	0	818	595

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	0	0	170	0	292	0	919	248	0	760	635
Peak Season Volume	0	0	0	192	0	330	0	1,038	280	0	859	718
Traffic Volume Growth	0	0	0	30	0	51	0	162	44	0	134	112
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								60				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											32	
Project Traffic	0	0	0	0	0	0	0	60	0	0	32	0
Committed Bent Creek												
Inbound Traffic Assignment								7.0%				
Inbound Traffic Volumes								16				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											44	
Project Traffic	0	0	0	0	0	0	0	16	0	0	44	0
Committed Carriage Pointe												
Inbound Traffic Assignment				20.0%								
Inbound Traffic Volumes				25								
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	25	0	0	0	0	0	0	0	0
Total Committed Projects	0	0	0	25	0	0	0	76	0	0	76	0
1.0% Traffic Volume Growth	0	0	0	8	0	13	0	42	11	0	35	29
Committed + 1.0% Growth	0	0	0	33	0	13	0	118	11	0	111	29
Max (Committed + 1.0% or Historic Growth)	0	0	0	33	0	51	0	162	44	0	134	112
Background Traffic Volumes	0	0	0	225	0	381	0	1,200	324	0	993	830
Project Traffic												
Inbound Traffic Assignment				18.0%				2.0%				
Inbound Traffic Volumes				33				4				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											2	
Project Traffic	0	0	0	33	0	0	0	4	0	0	2	0
Total Traffic w/o RTOR	0	0	0	258	0	381	0	1,204	324	0	995	830
RTOR Reduction												
TOTAL TRAFFIC	0	0	0	258	0	381	0	1,204	324	0	995	830

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & I-95 NORTH OFF-RAMP
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	213	0	814	0	0	0	0	805	308	0	858	211
Peak Season Volume	232	0	887	0	0	0	0	877	336	0	935	230
Traffic Volume Growth	36	0	138	0	0	0	0	137	52	0	146	36
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								15				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											56	
Project Traffic	0	0	0	0	0	0	0	15	0	0	56	0
Committed Bent Creek												
Inbound Traffic Assignment			8.0%					7.0%				
Inbound Traffic Volumes			31					27				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											36	
Project Traffic	0	0	31	0	0	0	0	27	0	0	36	0
Committed Camping World												
Inbound Traffic Assignment			10.0%					10.0%				
Inbound Traffic Volumes			4					4				
Outbound Traffic Assignment											10.0%	
Outbound Traffic Volumes											1	
Project Traffic	0	0	4	0	0	0	0	4	0	0	1	0
Total Committed Projects	0	0	35	0	0	0	0	46	0	0	93	0
1.0% Traffic Volume Growth	9	0	36	0	0	0	0	36	14	0	38	9
Committed + 1.0% Growth	9	0	71	0	0	0	0	82	14	0	131	9
Max (Committed + 1.0% or Historic Growth)	36	0	138	0	0	0	0	137	52	0	146	36
Background Traffic Volumes	268	0	1,025	0	0	0	0	1,014	388	0	1,081	266
Project Traffic												
Inbound Traffic Assignment			20.0%					2.0%				
Inbound Traffic Volumes			11					1				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											3	
Project Traffic	0	0	11	0	0	0	0	1	0	0	3	0
Total Traffic w/o RTOR	268	0	1,036	0	0	0	0	1,015	388	0	1,084	266
RTOR Reduction												
TOTAL TRAFFIC	268	0	1,036	0	0	0	0	1,015	388	0	1,084	266

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	186	0	548	0	0	0	0	759	330	0	1,209	266
Peak Season Volume	203	0	597	0	0	0	0	827	360	0	1,318	290
Traffic Volume Growth	32	0	93	0	0	0	0	129	56	0	206	45
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								60				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											32	
Project Traffic	0	0	0	0	0	0	0	60	0	0	32	0
Committed Bent Creek												
Inbound Traffic Assignment			8.0%					7.0%				
Inbound Traffic Volumes			18					16				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											44	
Project Traffic	0	0	18	0	0	0	0	16	0	0	44	0
Committed Camping World												
Inbound Traffic Assignment			10.0%					10.0%				
Inbound Traffic Volumes			7					7				
Outbound Traffic Assignment											10.0%	
Outbound Traffic Volumes											8	
Project Traffic	0	0	7	0	0	0	0	7	0	0	8	0
Total Committed Projects	0	0	25	0	0	0	0	83	0	0	84	0
1.0% Traffic Volume Growth	8	0	24	0	0	0	0	34	15	0	54	12
Committed + 1.0% Growth	8	0	49	0	0	0	0	117	15	0	138	12
Max (Committed + 1.0% or Historic Growth)	32	0	93	0	0	0	0	129	56	0	206	45
Background Traffic Volumes	235	0	690	0	0	0	0	956	416	0	1,524	335
Project Traffic												
Inbound Traffic Assignment			20.0%					2.0%				
Inbound Traffic Volumes			37					4				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											2	
Project Traffic	0	0	37	0	0	0	0	4	0	0	2	0
Total Traffic w/o RTOR	235	0	727	0	0	0	0	960	416	0	1,526	335
RTOR Reduction												
TOTAL TRAFFIC	235	0	727	0	0	0	0	960	416	0	1,526	335

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & JENKINS ROAD
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.12	1.12
Buildout Year =	2023	2023
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/10/2018	212	101	13	122	139	32	114	1,028	175	24	652	27
Peak Season Volume	237	113	15	137	156	36	128	1,151	196	27	730	30
Traffic Volume Growth	47	22	3	27	31	7	25	229	39	5	145	6
Committed Celebration Pointe												
Inbound Traffic Assignment		10.0%					25.0%		25.0%			
Inbound Traffic Volumes		10					26		26			
Outbound Traffic Assignment				25.0%	10.0%	25.0%						
Outbound Traffic Volumes				93	37	93						
Project Traffic	0	10	0	93	37	93	26	0	26	0	0	0
Committed Bent Creek												
Inbound Traffic Assignment			3.0%	2.0%				15.0%				
Inbound Traffic Volumes			11	8				57				
Outbound Traffic Assignment										3.0%	15.0%	2.0%
Outbound Traffic Volumes										15	77	10
Project Traffic	0	0	11	8	0	0	0	57	0	15	77	10
Committed Camping World												
Inbound Traffic Assignment							20.0%					30.0%
Inbound Traffic Volumes							8					13
Outbound Traffic Assignment				30.0%		20.0%						
Outbound Traffic Volumes				4		2						
Project Traffic	0	0	0	4	0	2	8	0	0	0	0	13
Committed KOA												
Inbound Traffic Assignment					5.0%			65.0%			5.0%	
Inbound Traffic Volumes					1			12			1	
Outbound Traffic Assignment	65.0%	5.0%	5.0%									
Outbound Traffic Volumes	20	2	2									
Project Traffic	20	2	2	0	1	0	0	12	0	0	1	0
Committed Carriage Pointe												
Inbound Traffic Assignment									20.0%			
Inbound Traffic Volumes									7			
Outbound Traffic Assignment	20.0%											
Outbound Traffic Volumes	22											
Project Traffic	22	0	0	0	0	0	0	0	7	0	0	0
Total Committed Projects	42	12	13	105	38	95	34	69	33	15	78	23
1.0% Traffic Volume Growth	12	6	1	7	8	2	7	59	10	1	37	2
Committed + 1.0% Growth	54	18	14	112	46	97	41	128	43	16	115	25
Max (Committed + 1.0% or Historic Growth)	54	22	14	112	46	97	41	229	43	16	145	25
Background Traffic Volumes	291	135	29	249	202	133	169	1,380	239	43	875	55
Project Traffic												
Inbound Traffic Assignment								5.0%	35.0%	5.0%		
Inbound Traffic Volumes								3	19	3		
Outbound Traffic Assignment	35.0%		5.0%								5.0%	
Outbound Traffic Volumes	57		8								8	
Project Traffic	57	0	8	0	0	0	0	3	19	3	8	0
Total Traffic w/o RTOR	348	135	37	249	202	133	169	1,383	258	46	883	55
RTOR Reduction												
TOTAL TRAFFIC	348	135	37	249	202	133	169	1,383	258	46	883	55

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/10/2018	268	108	34	181	161	72	185	859	176	16	1,141	89
Peak Season Volume	300	121	38	203	180	81	207	962	197	18	1,278	100
Traffic Volume Growth	60	24	8	40	36	16	41	191	39	4	254	20
Committed Celebration Pointe												
Inbound Traffic Assignment		10.0%					25.0%		25.0%			
Inbound Traffic Volumes		40					100		100			
Outbound Traffic Assignment				25.0%	10.0%	25.0%						
Outbound Traffic Volumes				54	22	54						
Project Traffic	0	40	0	54	22	54	100	0	100	0	0	0
Committed Bent Creek												
Inbound Traffic Assignment			3.0%	2.0%				15.0%				
Inbound Traffic Volumes			7	5				34				
Outbound Traffic Assignment										3.0%	15.0%	2.0%
Outbound Traffic Volumes										19	95	13
Project Traffic	0	0	7	5	0	0	0	34	0	19	95	13
Committed Camping World												
Inbound Traffic Assignment							20.0%					30.0%
Inbound Traffic Volumes							13					20
Outbound Traffic Assignment				30.0%		20.0%						
Outbound Traffic Volumes				24		16						
Project Traffic	0	0	0	24	0	16	13	0	0	0	0	20
Committed KOA												
Inbound Traffic Assignment					5.0%			65.0%			5.0%	
Inbound Traffic Volumes					4			46			4	
Outbound Traffic Assignment	65.0%	5.0%	5.0%									
Outbound Traffic Volumes	25	2	2									
Project Traffic	25	2	2	0	4	0	0	46	0	0	4	0
Committed Carriage Pointe												
Inbound Traffic Assignment									20.0%			
Inbound Traffic Volumes									25			
Outbound Traffic Assignment	20.0%											
Outbound Traffic Volumes	15											
Project Traffic	15	0	0	0	0	0	0	0	25	0	0	0
Total Committed Projects	40	42	9	83	26	70	113	80	125	19	99	33
1.0% Traffic Volume Growth	15	6	2	10	9	4	11	49	10	1	65	5
Committed + 1.0% Growth	55	48	11	93	35	74	124	129	135	20	164	38
Max (Committed + 1.0% or Historic Growth)	60	48	11	93	36	74	124	191	135	20	254	38
Background Traffic Volumes	360	169	49	296	216	155	331	1,153	332	38	1,532	138
Project Traffic												
Inbound Traffic Assignment								5.0%	35.0%	5.0%		
Inbound Traffic Volumes								9	65	9		
Outbound Traffic Assignment	35.0%		5.0%								5.0%	
Outbound Traffic Volumes	38		5								5	
Project Traffic	38	0	5	0	0	0	0	9	65	9	5	0
Total Traffic w/o RTOR	398	169	54	296	216	155	331	1,162	397	47	1,537	138
RTOR Reduction												
TOTAL TRAFFIC	398	169	54	296	216	155	331	1,162	397	47	1,537	138

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & MCNEIL ROAD
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	45	34	65	163	50	62	47	1,231	42	29	709	80
Peak Season Volume	49	37	71	178	55	68	51	1,342	46	32	773	87
Traffic Volume Growth	8	6	11	28	9	11	8	209	7	5	121	14
Committed Celebration Pointe												
Inbound Traffic Assignment	5.0%										20.0%	
Inbound Traffic Volumes	5										21	
Outbound Traffic Assignment								20.0%	5.0%			
Outbound Traffic Volumes								74	19			
Project Traffic	5	0	0	0	0	0	0	74	19	0	21	0
Committed Bent Creek												
Inbound Traffic Assignment								20.0%				
Inbound Traffic Volumes								77				
Outbound Traffic Assignment											20.0%	
Outbound Traffic Volumes											102	
Project Traffic	0	0	0	0	0	0	0	77	0	0	102	0
Committed Camping World												
Inbound Traffic Assignment											30.0%	
Inbound Traffic Volumes											13	
Outbound Traffic Assignment								30.0%				
Outbound Traffic Volumes								4				
Project Traffic	0	0	0	0	0	0	0	4	0	0	13	0
Total Committed Projects	5	0	0	0	0	0	0	155	19	0	136	0
1.0% Traffic Volume Growth	2	2	3	7	2	3	2	54	2	1	31	4
Committed + 1.0% Growth	7	2	3	7	2	3	2	209	21	1	167	4
Max (Committed + 1.0% or Historic Growth)	8	6	11	28	9	11	8	209	21	5	167	14
Background Traffic Volumes	57	43	82	206	64	79	59	1,551	67	37	940	101
Project Traffic												
Inbound Traffic Assignment									5.0%	35.0%	5.0%	
Inbound Traffic Volumes									3	19	3	
Outbound Traffic Assignment	5.0%		35.0%					5.0%				
Outbound Traffic Volumes	8		57					8				
Project Traffic	8	0	57	0	0	0	0	8	3	19	3	0
Total Traffic w/o RTOR	65	43	139	206	64	79	59	1,559	70	56	943	101
RTOR Reduction												
TOTAL TRAFFIC	65	43	139	206	64	79	59	1,559	70	56	943	101

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	96	76	38	265	74	79	109	967	53	50	1,105	192
Peak Season Volume	105	83	41	289	81	86	119	1,054	58	55	1,204	209
Traffic Volume Growth	16	13	6	45	13	13	19	164	9	9	188	33
Committed Celebration Pointe												
Inbound Traffic Assignment	5.0%										20.0%	
Inbound Traffic Volumes	20										80	
Outbound Traffic Assignment								20.0%	5.0%			
Outbound Traffic Volumes								43	11			
Project Traffic	20	0	0	0	0	0	0	43	11	0	80	0
Committed Bent Creek												
Inbound Traffic Assignment								20.0%				
Inbound Traffic Volumes								46				
Outbound Traffic Assignment											20.0%	
Outbound Traffic Volumes											127	
Project Traffic	0	0	0	0	0	0	0	46	0	0	127	0
Committed Camping World												
Inbound Traffic Assignment											30.0%	
Inbound Traffic Volumes											20	
Outbound Traffic Assignment								30.0%				
Outbound Traffic Volumes								24				
Project Traffic	0	0	0	0	0	0	0	24	0	0	20	0
Total Committed Projects	20	0	0	0	0	0	0	113	11	0	227	0
1.0% Traffic Volume Growth	4	3	2	12	3	3	5	43	2	2	49	8
Committed + 1.0% Growth	24	3	2	12	3	3	5	156	13	2	276	8
Max (Committed + 1.0% or Historic Growth)	24	13	6	45	13	13	19	164	13	9	276	33
Background Traffic Volumes	129	96	47	334	94	99	138	1,218	71	64	1,480	242
Project Traffic												
Inbound Traffic Assignment									5.0%	35.0%	5.0%	
Inbound Traffic Volumes									9	65	9	
Outbound Traffic Assignment	5.0%		35.0%					5.0%				
Outbound Traffic Volumes	5		38					5				
Project Traffic	5	0	38	0	0	0	0	5	9	65	9	0
Total Traffic w/o RTOR	134	96	85	334	94	99	138	1,223	80	129	1,489	242
RTOR Reduction												
TOTAL TRAFFIC	134	96	85	334	94	99	138	1,223	80	129	1,489	242

VOLUME DEVELOPMENT SHEET
NEILL FARMS
MCNEIL ROAD & KIRBY LOOP ROAD
UNSIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	113	0	46	91	0	2	1	0	8	0	24
Peak Season Volume	0	123	0	50	99	0	2	1	0	9	0	26
Traffic Volume Growth	0	19	0	8	15	0	0	0	0	1	0	4
Committed Development from TPS												
Committed Celebration Pointe												
Inbound Traffic Assignment		5.0%										
Inbound Traffic Volumes		5										
Outbound Traffic Assignment					5.0%							
Outbound Traffic Volumes					19							
Project Traffic	0	5	0	0	19	0	0	0	0	0	0	0
Total Committed Projects	0	5	0	0	19	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	5	0	2	4	0	0	0	0	0	0	1
Committed + 1.0% Growth	0	10	0	2	23	0	0	0	0	0	0	1
Max (Committed + 1.0% or Historic Growth)	0	19	0	8	23	0	0	0	0	1	0	4
Background Traffic Volumes	0	142	0	58	122	0	2	1	0	10	0	30
Project Traffic												
Inbound Traffic Assignment		4.0%										13.0%
Inbound Traffic Volumes		2										7
Outbound Traffic Assignment				13.0%	4.0%							
Outbound Traffic Volumes				21	7							
Project Traffic	0	2	0	21	7	0	0	0	0	0	0	7
Total Traffic w/o RTOR	0	144	0	79	129	0	2	1	0	10	0	37
RTOR Reduction												
TOTAL TRAFFIC	0	144	0	79	129	0	2	1	0	10	0	37

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	1	140	7	42	125	0	0	0	0	15	1	75
Peak Season Volume	1	153	8	46	136	0	0	0	0	16	1	82
Traffic Volume Growth	0	24	1	7	21	0	0	0	0	2	0	13
Committed Development from TPS												
Committed Celebration Pointe												
Inbound Traffic Assignment		5.0%										
Inbound Traffic Volumes		20										
Outbound Traffic Assignment					5.0%							
Outbound Traffic Volumes					11							
Project Traffic	0	20	0	0	11	0	0	0	0	0	0	0
Total Committed Projects	0	20	0	0	11	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	6	0	2	6	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	26	0	2	17	0	0	0	0	1	0	3
Max (Committed + 1.0% or Historic Growth)	0	26	1	7	21	0	0	0	0	2	0	13
Background Traffic Volumes	1	179	9	53	157	0	0	0	0	18	1	95
Project Traffic												
Inbound Traffic Assignment		4.0%										13.0%
Inbound Traffic Volumes		7										24
Outbound Traffic Assignment				13.0%	4.0%							
Outbound Traffic Volumes				14	4							
Project Traffic	0	7	0	14	4	0	0	0	0	0	0	24
Total Traffic w/o RTOR	1	186	9	67	161	0	0	0	0	18	1	119
RTOR Reduction												
TOTAL TRAFFIC	1	186	9	67	161	0	0	0	0	18	1	119

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Kings Highway Commerce Center
Concurrency

Prepared for:

Mr. Ken Morin
JA Development Partners, LLC
4923 W. Cypress St.
Tampa, FL 33607

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

June 22, 2022
SR22061.0

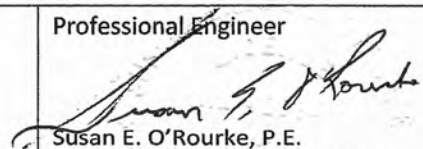
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 6/22/2022 License #: 42684

Table 1 - Trip Generation - White Parcel

Table 1a: Daily

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

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

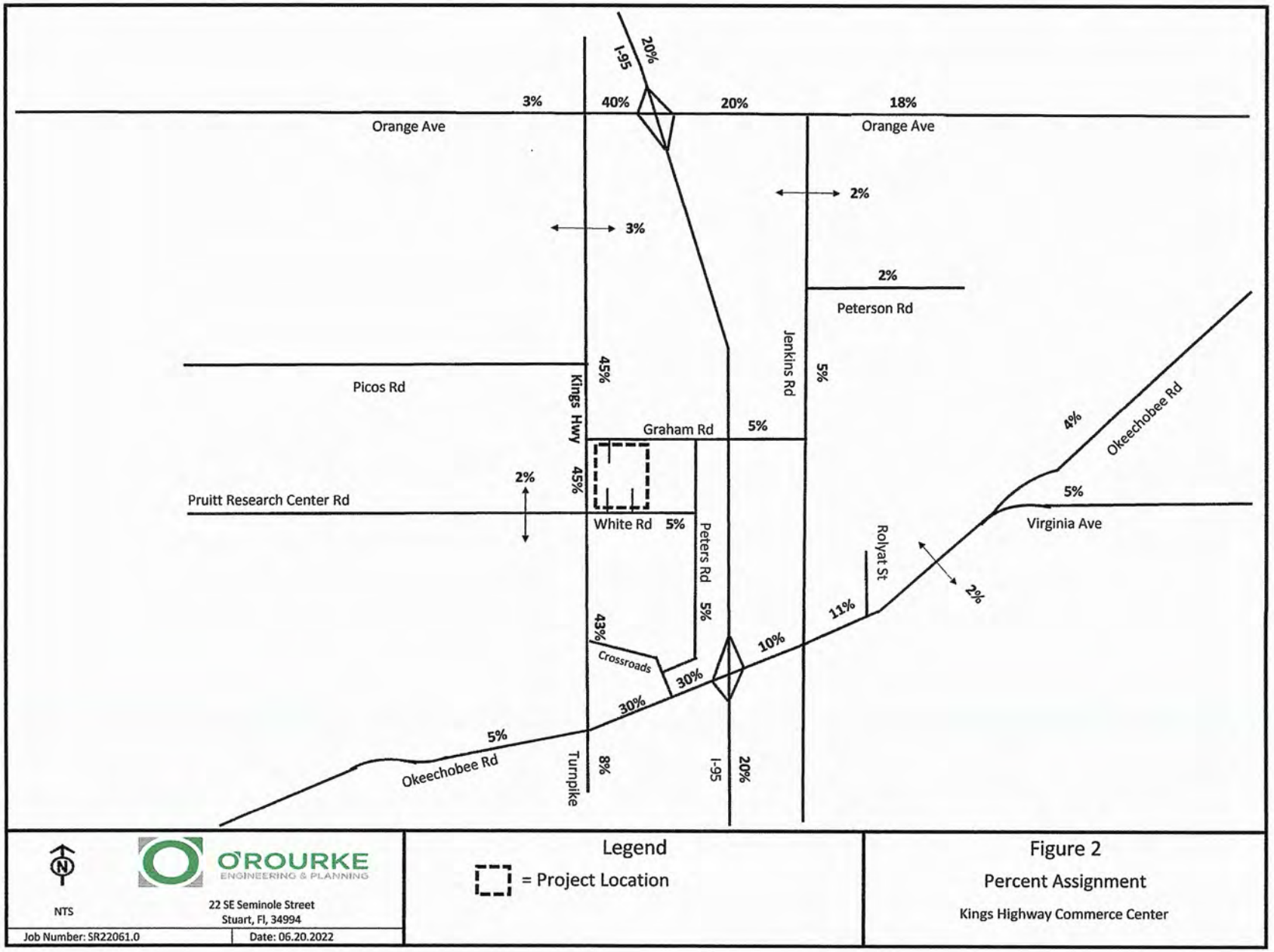
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	30,000	Sft	T = 0.94(X) + 26.49	86%	14%	47	8	55
Warehousing	150	412,000	Sft	T = 0.17(X)	77%	23%	54	16	70
TOTALS							**101**	**24**	**125**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

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

Source: ITE 10th Edition Trip Generation Rates


I-95
20%
3%
40%
20%
18%
Orange Ave
Orange Ave
2%
3%
2%
Peterson Rd
Jenkins Rd
5%
Picos Rd
45%
Kings Hwy
Graham Rd
5%
4%
Okeechobee Rd
2%
45%
Pruitt Research Center Rd
White Rd
5%
Peters Rd
5%
Virginia Ave
Rolyat St
11%
2%
43%
Crossroads
30%
10%
30%
5%
Okeechobee Rd
Turnpike
8%
I-95
20%
Legend
= Project Location
Figure 2
Percent Assignment
Kings Highway Commerce Center
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR22061.0
Date: 06.20.2022

APPENDIX D: SIGNAL TIMING DATA

ECONOLITE

MOVING TRAFFIC FORWARD

00018 - KINGS HWY @ ORANGE AVE - Kings Hwy @ Orange Ave. - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Q-Inuse 1-8

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	10	15	10	15	10	15	10	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	38	0	42	0	38	0	42	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	50	35	45	25	50	25	45	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.1	4.8	4.8	5.1	5.1	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

00030 - ORANGE AVE @ I-95 NB RAMP - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBL	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	45	40	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ø in use

00031 - ORANGE AVE @ I-95 SB RAMP - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W	N	N	WBL	E	N	S	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	16	0	20	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	40	35	35	30	40	35	40	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	3.0	4.0	4.5	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.5	2.0	2.0	2.5	2.5	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ø in use

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & Kings Hwy (SR713) - Cobalt [redacted] - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - "" ~~NE-L/NW-T/SE-L/N-T/W-L/E-T/NW-L/S-T~~

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	~~NE-L~~	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00019 - KINGS HWY @ ST LUCIE BLVD - Kings Hwy @ St Lucie Blvd - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	10	0	7	7	10	10	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	5.0	0.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	45	0	25	15	45	25	25	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.1	0.0	4.8	5.1	5.1	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00016 - KINGS HWY @ ANGLE RD - Kings Hwy @ Angle Rd - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	30	0	7	0	30	0	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	15	0	23	0	15	0	18	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	4.5	0.0	4.0	0.0	4.5	0.0	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	60	0	30	0	60	0	30	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	5.1	0.0	4.8	0.0	5.1	0.0	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

APPENDIX E: VOLUME DEVELOPMENT SHEETS

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Orange Avenue

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
AM PEAK HOUR FACTOR: 0.92

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		81	423	99		200	242	310		56	191	149		277	335	60
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
AM PEAK SEASON VOLUMES		*83*	*431*	*101*		*204*	*247*	*316*		*57*	*195*	*152*		*283*	*342*	*61*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		1	14			26	106				3	3			20	6
Hope Commercial				2		33				4	0	10	0	0	0	0
Kings Highway Warehouse				14		89				14	61	89			62	
Crossroads Business Center			4			8	1	10				41		51		
Kings Highway Commerce Park				9		139				2		34				
Kings Highway Commerce Center			2	2		38	2			1		10				
Old Dominion Freight Line		2						4			3			1	1	1
Celebration Pointe (90% Buildout)							1									
Project Hunt				3		34				1		7				
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		1	8					26			15			80	46	4
Avalon Crossing (Built)																
Farrel Communities				2		13				7	7	42			2	
Hillpointe			1				3	6						2		
Regatta			1	2		2	4			5	12			2	4	
Pulte's Cornerstone																
Viva South/East			1				3									
7-Eleven at Kings/Angle		1						9			12			9	11	1
Eagle Bend		8						58			14			177	44	25
Serenoa		1						4			7			11	21	2
Millcreek						5		8				2		3		
4540 King's Highway Residential		0														
Pruitt Commerce Center				26		84				8	5	25			18	
AM TOTAL "COMMITTED" TRAFFIC	0	14	31	60	0	471	120	125	0	42	139	263	0	336	229	39
Years To Buildout																
1% Background Traffic Growth		4	22	5		10	13	16		3	10	8		14	17	3
Committed Project Traffic + 1% Growth		18	53	65		481	133	141		45	149	271		350	246	42
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		11	57	13		27	32	42		7	26	20		37	45	8
Highest Background Growth Used																
Maximum Background Growth Used		*18*	*57*	*65*		*481*	*133*	*141*		*45*	*149*	*271*		*350*	*246*	*42*
AM BACKGROUND TRAFFIC VOLUMES		*101*	*488*	*166*		*685*	*380*	*457*		*102*	*344*	*423*		*633*	*588*	*103*
Project Traffic																
Non-Residential – Entering							49.0%			29.0%						19.0%
							270			160						105
Non-Residential – Exiting		19.0%	49.0%	29.0%												
		35	90	53												
AM Non-Residential Project Traffic		35	90	53			270			160						105
AM TOTAL PROJECT TRAFFIC		*35*	*90*	*53*			*270*			*160*						*105*
AM FUTURE TOTAL VOLUMES		*136*	*578*	*219*		*685*	*650*	*457*		*262*	*344*	*423*		*633*	*588*	*208*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
PM PEAK HOUR FACTOR: 0.92

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		85	375	107		163	285	275		109	212	195		269	378	74
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
PM PEAK SEASON VOLUMES		*87*	*383*	*109*		*166*	*291*	*281*		*111*	*216*	*199*		*274*	*386*	*75*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		6	100			9	36				19	25			7	2
Hope Commercial				1		13				2		33				
Kings Highway Warehouse				18		119				9	39	56			82	
Crossroads Business Center			1			39	4	49				11		14		
Kings Highway Commerce Park				3		43				9		137				
Kings Highway Commerce Center				2		10				3		37				
Old Dominion Freight Line		1		3				2			2			4	2	2
Celebration Pointe (90% Buildout)							1									
Project Hunt				1		12				3		34				
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		5						93			53			55	32	3
Avalon Crossing (Built)																
Farrel Communities				6		35				4	4	22			6	
Hillpointe			4				2	5						8		
Regatta				1			2	6		5	17			1	3	
Pulte's Cornerstone																
Viva South/East			4				2									
7-Eleven at Kings/Angle		1						8			10			8	10	1
Eagle Bend		30						207			52			122	30	17
Serenoa		2						13			24			8	14	1
Millcreek						3		6				5		9		
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center				10		33				26	18	84			7	
PM TOTAL "COMMITTED" TRAFFIC	0	45	109	45	0	316	47	389	0	61	238	444	0	229	193	26
Years to Buildout		6	6	6		6	6	6		6	6	6		6	6	6
1% Background Traffic Growth		5	24	7		10	18	17		7	13	12		17	24	5
Committed Project Traffic + 1% Growth		50	133	52		326	65	406		68	251	456		246	217	31
2.5% Growth Rate Calculations																
Years To Buildout		6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		14	61	17		27	46	45		18	34	32		44	62	12
Highest Background Growth Used																
Maximum Background Growth Used		*50*	*133*	*52*		*326*	*65*	*406*		*68*	*251*	*456*		*246*	*217*	*31*
PM BACKGROUND TRAFFIC VOLUMES		*137*	*516*	*161*		*492*	*356*	*687*		*179*	*467*	*655*		*520*	*603*	*106*
Project Traffic																
Non-Residential – Entering							49.0%			29.0%						19.0%
							129			77						50
Non-Residential – Exiting		19.0%	49.0%	29.0%												
		123	317	187												
PM Non-Residential Project Traffic		123	317	187			129			77						50
PM TOTAL PROJECT TRAFFIC		*123*	*317*	*187*			*129*			*77*						*50*
PM FUTURE TOTAL VOLUMES		*260*	*833*	*348*		*492*	*485*	*687*		*256*	*467*	*655*		*520*	*603*	*156*

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Northbound Ramps & Orange Avenue

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
AM PEAK HOUR FACTOR: 0.96

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			133	310				389									
Peak Season Correction Factor			1.00	1.00				1.00									
AM PEAK SEASON VOLUMES			*133*	*310*				*389*									
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics			14	8				30									
Hope Commercial			5	5				16	0								
Kings Highway Warehouse			38	10				10									
Crossroads Business Center				118				25									
Kings Highway Commerce Park			11	23				93									
Kings Highway Commerce Center			3	3				20									
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)				1				1									
Project Hunt			3	3			17										
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove			20	20				7									
Avalon Crossing (Built)																	
Farrel Communities			14	28				8									
Hillpointe				6				9									
Regatta				25				5	15								
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle				5				5									
Eagle Bend				101				33									
Serenoa																	
Millcreek				12				45	20				8				
4540 King's Highway Residential			0				0	0	0								
Pruitt Commerce Center			10	8				26									
AM TOTAL "COMMITTED" TRAFFIC		0	118	376	0	0	17	333	35	0	0	0	8	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			8	19				24									
Committed Project Traffic + 1% Growth			126	395				357									
2.5% Growth Rate Calculations																	
Years To Buildout			6	6				6									
Yearly Growth Rate			2.50%	2.50%				2.50%									
2.5% Areawide Background Traffic Growth			21	50				62									
Highest Background Growth Used																	
Maximum Background Growth Used			*126*	*395*				*357*									
AM BACKGROUND TRAFFIC VOLUMES			*259*	*705*				*746*									
Project Traffic																	
Non-Residential	Entering							16.0%									
								88									
	Exiting		12.0%	16.0%													
			22	29													
AM Non-Residential Project Traffic			22	29				88									
AM TOTAL PROJECT TRAFFIC			*22*	*29*				*88*									
AM FUTURE TOTAL VOLUMES			*281*	*734*				*834*									

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Northbound Ramps & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
PM PEAK HOUR FACTOR: 0.96

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		126	514				674									
Peak Season Correction Factor		1.00	1.00				1.00									
PM PEAK SEASON VOLUMES		*126*	*514*				*674*									
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		48	29				11									
Hope Commercial		16	16				6	0								
Kings Highway Warehouse		24	6				14									
Crossroads Business Center			32				124									
Kings Highway Commerce Park		46	92				28									
Kings Highway Commerce Center		17	18				5	2								
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)			1				1									
Project Hunt		17	17				6									
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		14	14				23									
Avalon Crossing (Built)																
Farrel Communities		7	15				23									
Hillpointe			25				7									
Regatta			10				5	22								
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle			4				4									
Eagle Bend			70				118									
Serenoa																
Millcreek			41				24	16				27				
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center		33	26				10									
PM TOTAL "COMMITTED" TRAFFIC	0	222	416	0	0	0	409	40	0	0	0	27	0	0	0	0
Years to Buildout		6	6				6									
1% Background Traffic Growth		8	32				41									
Committed Project Traffic + 1% Growth		230	448				450									
2.5% Growth Rate Calculations																
Years To Buildout		6	6				6									
Yearly Growth Rate		2.50%	2.50%				2.50%									
2.5% Areawide Background Traffic Growth		20	82				108									
Highest Background Growth Used																
Maximum Background Growth Used		*230*	*448*				*450*									
PM BACKGROUND TRAFFIC VOLUMES		*356*	*962*				*1,124*									
Project Traffic																
Non-Residential – Entering							16.0%									
							42									
Non-Residential – Exiting		12.0%	16.0%													
		78	103													
PM Non-Residential Project Traffic		78	103				42									
PM TOTAL PROJECT TRAFFIC		*78*	*103*				*42*									
PM FUTURE TOTAL VOLUMES		*434*	*1,065*				*1,166*									

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Southbound Ramps & Orange Avenue

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
AM PEAK HOUR FACTOR: 0.98

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts				208			295	409									238
Peak Season Correction Factor				1.00			1.00	1.00									1.00
AM PEAK SEASON VOLUMES				*208*			*295*	*409*									*238*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics				22				81									51
Hope Commercial				10				16			0	0	0		0	0	16
Kings Highway Warehouse				48				51									38
Crossroads Business Center				96			6	19									
Kings Highway Commerce Park				34				93									46
Kings Highway Commerce Center				6	3			20									20
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)				1				1									
Project Hunt				7				17									17
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove				40				7									7
Avalon Crossing (Built)																	
Farrel Communities				42				8									4
Hillpointe				3				9									
Regatta				5				6							20		
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle				5				9									
Eagle Bend				101				58									
Serenoa																	
Millcreek				4				13							8		
4540 King's Highway Residential							0	0	0								
Pruitt Commerce Center				17				26									26
AM TOTAL "COMMITTED" TRAFFIC		0	0	441	3	0	6	434	0	0	0	0	0	0	28	0	225
Years To Buildout																	
1% Background Traffic Growth				13			18	25									15
Committed Project Traffic + 1% Growth				454			24	459									240
2.5% Growth Rate Calculations																	
Years To Buildout				6			6	6									6
Yearly Growth Rate				2.50%			2.50%	2.50%									2.50%
2.5% Areawide Background Traffic Growth				33			47	65									38
Highest Background Growth Used																	
Maximum Background Growth Used				*454*			*47*	*459*									*240*
AM BACKGROUND TRAFFIC VOLUMES				*662*			*342*	*868*									*478*
Project Traffic																	
Non-Residential	Entering							37.0%									12.0%
								204									66
	Exiting			28.0%													
				52													
AM Non-Residential Project Traffic				52				204									66
AM TOTAL PROJECT TRAFFIC				*52*				*204*									*66*
AM FUTURE TOTAL VOLUMES				*714*			*342*	*1,072*									*544*

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Southbound Ramps & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
PM PEAK HOUR FACTOR: 0.98

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts			477			282	616									137
Peak Season Correction Factor			1.00			1.00	1.00									1.00
PM PEAK SEASON VOLUMES			*477*			*282*	*616*									*137*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics			77				28									18
Hope Commercial			33				6									6
Kings Highway Warehouse			30				69									50
Crossroads Business Center			26			31	93									
Kings Highway Commerce Park			137				28									14
Kings Highway Commerce Center			35				5									6
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)			1				1									
Project Hunt			34				6									6
Creekside																
Drawdy Angle Road Residential/Pineapple Grove			27				23									23
Avalon Crossing (Built)																
Farrel Communities			22				23									12
Hillpointe			12				7									
Regatta			3				3							13		
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle			4				8									
Eagle Bend			70				207									
Serenoa																
Millcreek			15			8								27		
4540 King's Highway Residential		0				0	0	0								
Pruitt Commerce Center			59				10									10
PM TOTAL "COMMITTED" TRAFFIC	0	0	585	0	0	39	517	0	0	0	0	0	0	40	0	145
Years to Buildout			6			6	6									6
1% Background Traffic Growth			29			17	38									8
Committed Project Traffic + 1% Growth			614			56	555									153
2.5% Growth Rate Calculations																
Years To Buildout			6			6	6									6
Yearly Growth Rate			2.50%			2.50%	2.50%									2.50%
2.5% Areawide Background Traffic Growth			76			45	98									22
Highest Background Growth Used																
Maximum Background Growth Used			*614*			*56*	*555*									*153*
PM BACKGROUND TRAFFIC VOLUMES			*1,091*			*338*	*1,171*									*290*
Project Traffic																
Non-Residential – Entering							37.0%									12.0%
							98									32
Non-Residential – Exiting			28.0%													
			181													
PM Non-Residential Project Traffic			181				98									32
PM TOTAL PROJECT TRAFFIC			*181*				*98*									*32*
PM FUTURE TOTAL VOLUMES			*1,272*			*338*	*1,269*									*322*

VOLUME DEVELOPMENT SHEET
ORCHID
Jenkins Road & Orange Avenue
AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 9/3/2025
AM PEAK HOUR FACTOR: 0.91

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			29	968	70		172	711	22		99	17	180		11	14	14
Peak Season Correction Factor			1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11
AM PEAK SEASON VOLUMES			*32*	*1,074*	*78*		*191*	*789*	*24*		*110*	*19*	*200*		*12*	*16*	*16*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																	
Hope Commercial				5				22					2				
Kings Highway Warehouse			38	10				10									
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center				4	1		2	20					1				
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove				36	4			5			1						
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta					16		17				21		22				
Pulte's Cornerstone					2		2				6		6				
Viva South/East							1						3				
7-Eleven at Kings/Angle																	
Eagle Bend				13	88			4			29						
Serenoa																	
Millcreek				22			26	55					6				
4540 King's Highway Residential																	
Pruitt Commerce Center				8				26									
AM TOTAL "COMMITTED" TRAFFIC		0	38	98	111	0	48	142	0	0	57	0	40	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			2	66	5		12	49	1		7	1	12		1	1	1
Committed Project Traffic + 1% Growth			40	164	116		60	191	1		64	1	52		1	1	1
2.5% Growth Rate Calculations																	
Years To Buildout			6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			5	172	12		31	126	4		18	3	32		2	3	3
Highest Background Growth Used																	
Maximum Background Growth Used			*40*	*172*	*116*		*60*	*191*	*4*		*64*	*3*	*52*		*2*	*3*	*3*
AM BACKGROUND TRAFFIC VOLUMES			*72*	*1,246*	*194*		*251*	*980*	*28*		*174*	*22*	*252*		*14*	*19*	*19*
Project Traffic																	
Non-Residential	Entering							13.0%			2.0%						
								72			11						
	Exiting			13.0%	2.0%												
				24	4												
AM Non-Residential Project Traffic				24	4			72			11						
AM TOTAL PROJECT TRAFFIC				*24*	*4*			*72*			*11*						
AM FUTURE TOTAL VOLUMES			*72*	*1,270*	*198*		*251*	*1,052*	*28*		*185*	*22*	*252*		*14*	*19*	*19*

VOLUME DEVELOPMENT SHEET
ORCHID
Jenkins Road & Orange Avenue
PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 9/3/2025
PM PEAK HOUR FACTOR: 0.91

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		10	562	80		234	760	7		92	6	169		22	28	26
Peak Season Correction Factor		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11
PM PEAK SEASON VOLUMES		*11*	*624*	*89*		*260*	*844*	*8*		*102*	*7*	*188*		*24*	*31*	*29*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial			16				8					5				
Kings Highway Warehouse		24	6				14									
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center				5		1	4					5				
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		11	3				29			5						
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta				10		11				27		28				
Pulte's Cornerstone				7		7				5		5				
Viva South/East						4						2				
7-Eleven at Kings/Angle																
Eagle Bend			9	61			15			104						
Serenoa																
Millcreek			71			11	41					18				
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center			26				10									
PM TOTAL "COMMITTED" TRAFFIC	0	35	131	83	0	34	121	0	0	141	0	63	0	0	0	0
Years to Buildout		6	6	6		6	6	6		6	6	6		6	6	6
1% Background Traffic Growth		1	38	5		16	52	0		6	0	12		1	2	2
Committed Project Traffic + 1% Growth		36	169	88		50	173	0		147	0	75		1	2	2
2.5% Growth Rate Calculations																
Years To Buildout		6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		2	100	14		42	135	1		16	1	30		4	5	5
Highest Background Growth Used																
Maximum Background Growth Used		*36*	*169*	*88*		*50*	*173*	*1*		*147*	*1*	*75*		*4*	*5*	*5*
PM BACKGROUND TRAFFIC VOLUMES		*47*	*793*	*177*		*310*	*1,017*	*9*		*249*	*8*	*263*		*28*	*36*	*34*
Project Traffic																
Non-Residential – Entering							13.0%			2.0%						
							34			5						
Non-Residential – Exiting			13.0%	2.0%												
			84	13												
PM Non-Residential Project Traffic			84	13			34			5						
PM TOTAL PROJECT TRAFFIC			*84*	*13*			*34*			*5*						
PM FUTURE TOTAL VOLUMES		*47*	*877*	*190*		*310*	*1,051*	*9*		*254*	*8*	*263*		*28*	*36*	*34*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Okeechobee Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
AM PEAK HOUR FACTOR: 0.94

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		77	378	48		372	304	83		53	169	486		119	237	54
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
AM PEAK SEASON VOLUMES		*79*	*386*	*49*		*379*	*310*	*85*		*54*	*172*	*496*		*121*	*242*	*55*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		18		7				127		2	18	27		32	5	5
Hope Commercial		5	0	0		0	0	27			5			8	2	2
Kings Highway Warehouse								38			127			38	140	
Crossroads Business Center																
Kings Highway Commerce Park		23						139			37			34	9	6
Kings Highway Commerce Center		2	2	1				30			8			1	1	8
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)							1									
Project Hunt		4						23			4			5	1	1
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		3						3			7			22	33	10
Avalon Crossing (Built)																
Farrel Communities		7	2					17			6			56	21	7
Hillpointe																
Regatta			5			10	6					8				
Pulte's Cornerstone			2			6	6					2				
Viva South/East						3	3									
7-Eleven at Kings/Angle		2						2			2			2	2	2
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center		13						46			51			14	15	4
AM TOTAL "COMMITTED" TRAFFIC	0	77	11	8	0	19	16	452	0	2	265	37	0	212	229	45
Years To Buildout																
1% Background Traffic Growth		4	20	2		19	16	4		3	9	25		6	12	3
Committed Project Traffic + 1% Growth		81	31	10		38	32	456		5	274	62		218	241	48
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		10	51	6		50	41	11		7	23	65		16	32	7
Highest Background Growth Used																
Maximum Background Growth Used		*81*	*51*	*10*		*50*	*41*	*456*		*7*	*274*	*65*		*218*	*241*	*48*
AM BACKGROUND TRAFFIC VOLUMES		*160*	*437*	*59*		*429*	*351*	*541*		*61*	*446*	*561*		*339*	*483*	*103*
Project Traffic																
Non-Residential – Entering		3.0%						2.0%			10.0%					
		17						11			55					
Non-Residential – Exiting														2.0%	10.0%	3.0%
														4	18	6
AM Non-Residential Project Traffic		17						11			55			4	18	6
AM TOTAL PROJECT TRAFFIC		*17*						*11*			*55*			*4*	*18*	*6*
AM FUTURE TOTAL VOLUMES		*177*	*437*	*59*		*429*	*351*	*552*		*61*	*501*	*561*		*343*	*501*	*109*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Okeechobee Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
PM PEAK HOUR FACTOR: 0.94

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		87	377	38		461	401	105		48	179	487		129	272	79
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
PM PEAK SEASON VOLUMES		*89*	*385*	*39*		*470*	*409*	*107*		*49*	*183*	*497*		*132*	*277*	*81*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		6		2				40		7	6	111		130	19	19
Hope Commercial		2	0	0		0	0	11			2			27	5	5
Kings Highway Warehouse								50			169			24	89	
Crossroads Business Center																
Kings Highway Commerce Park		7						43			11			137	37	23
Kings Highway Commerce Center		2						8			2			3	4	30
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)			1													
Project Hunt		1						6			1			17	3	3
Creekside		15	240	15			382			24						24
Drawdy Angle Road Residential/Pineapple Grove		12						12			23			3	14	7
Avalon Crossing (Built)																
Farrel Communities		6						46			17			30	11	4
Hillpointe																
Regatta			3			7	5					5				
Pulte's Cornerstone			7			5	5					7				
Viva South/East						2	2									
7-Eleven at Kings/Angle		2						2			2			2	2	2
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center		5						18			20			46	51	13
PM TOTAL "COMMITTED" TRAFFIC	0	58	251	17	0	14	394	236	0	31	253	123	0	419	235	130
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		5	20	2		24	21	5		2	9	25		7	14	4
Committed Project Traffic + 1% Growth		63	271	19		38	415	241		33	262	148		426	249	134
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		12	51	5		62	54	14		6	24	65		17	36	11
Highest Background Growth Used																
Maximum Background Growth Used		*63*	*271*	*19*		*62*	*415*	*241*		*33*	*262*	*148*		*426*	*249*	*134*
PM BACKGROUND TRAFFIC VOLUMES		*152*	*656*	*58*		*532*	*824*	*348*		*82*	*445*	*645*		*558*	*526*	*215*
Project Traffic																
Non-Residential – Entering		3.0%						2.0%			10.0%					
		8						5			26					
Non-Residential – Exiting														2.0%	10.0%	3.0%
														13	65	19
PM Non-Residential Project Traffic		8						5			26			13	65	19
PM TOTAL PROJECT TRAFFIC		*8*						*5*			*26*			*13*	*65*	*19*
PM FUTURE TOTAL VOLUMES		*160*	*656*	*58*		*532*	*824*	*353*		*82*	*471*	*645*		*571*	*591*	*234*

VOLUME DEVELOPMENT SHEET
ORCHID
Rock Road & Orange Avenue
AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/14/2026
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			2	499	3		4	335	49		1	1	13		17	2	0
Peak Season Correction Factor			1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10
AM PEAK SEASON VOLUMES			*2*	*549*	*3*		*4*	*369*	*54*		*1*	*1*	*14*		*19*	*2*	*0*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics					4		51				1		14				
Hope Commercial				2				1									
Kings Highway Warehouse				14				14									
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center								1									
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove																	
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta				3				2									
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend				8				25									
Serenoa																	
Millcreek																	
4540 King's Highway Residential																	
Pruitt Commerce Center																	
AM TOTAL "COMMITTED" TRAFFIC		0	0	27	4	0	51	43	0	0	1	0	14	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			0	28	0		0	19	3		0	0	1		1	0	0
Committed Project Traffic + 1% Growth			0	55	4		51	62	3		1	0	15		1	0	0
2.5% Growth Rate Calculations																	
Years To Buildout			5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			0	72	0		1	48	7		0	0	2		2	0	0
Highest Background Growth Used																	
Maximum Background Growth Used			*0*	*72*	*4*		*51*	*62*	*7*		*1*	*0*	*15*		*2*	*0*	*0*
AM BACKGROUND TRAFFIC VOLUMES			*2*	*621*	*7*		*55*	*431*	*61*		*2*	*1*	*29*		*21*	*2*	*0*
Project Traffic																	
Non-Residential	Entering		3.0%						97.0%								
			17						535								
	Exiting														97.0%		3.0%
															178		6
AM Non-Residential Project Traffic			17						535						178		6
AM TOTAL PROJECT TRAFFIC			*17*						*535*						*178*		*6*
AM FUTURE TOTAL VOLUMES			*19*	*621*	*7*		*55*	*431*	*596*		*2*	*1*	*29*		*199*	*2*	*6*

VOLUME DEVELOPMENT SHEET
ORCHID
Rock Road & Orange Avenue
PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/14/2026
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		3	468	1		3	446	23		1	1	12		47	0	4
Peak Season Correction Factor		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10
PM PEAK SEASON VOLUMES		*3*	*515*	*1*		*3*	*491*	*25*		*1*	*1*	*13*		*52*	*0*	*4*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics				1		18				4		48				
Hope Commercial			1				2									
Kings Highway Warehouse			27				27									
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center							3									
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta			3				2									
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend			30				17									
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
PM TOTAL "COMMITTED" TRAFFIC	0	0	61	1	0	18	51	0	0	4	0	48	0	0	0	0
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		0	26	0		0	25	1		0	0	1		3	0	0
Committed Project Traffic + 1% Growth		0	87	1		18	76	1		4	0	49		3	0	0
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		0	68	0		0	65	3		0	0	2		7	0	1
Highest Background Growth Used																
Maximum Background Growth Used		*0*	*87*	*1*		*18*	*76*	*3*		*4*	*0*	*49*		*7*	*0*	*1*
PM BACKGROUND TRAFFIC VOLUMES		*3*	*602*	*2*		*21*	*567*	*28*		*5*	*1*	*62*		*59*	*0*	*5*
Project Traffic																
Non-Residential – Entering		3.0%						97.0%								
		8						256								
Non-Residential – Exiting														97.0%		3.0%
														627		19
PM Non-Residential Project Traffic		8						256						627		19
PM TOTAL PROJECT TRAFFIC		*8*						*256*						*627*		*19*
PM FUTURE TOTAL VOLUMES		*11*	*602*	*2*		*21*	*567*	*284*		*5*	*1*	*62*		*686*	*0*	*24*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Angle Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
AM PEAK HOUR FACTOR: 0.93

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		16	80	71		60	40	98		22	391	92		40	433	10
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
AM PEAK SEASON VOLUMES		*16*	*79*	*70*		*59*	*40*	*97*		*22*	*387*	*91*		*40*	*429*	*10*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						10					4	3			16	
Hope Commercial																
Kings Highway Warehouse				7		24				7	34	24			34	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		50	20	120			7			43						17
Avalon Crossing (Built)																
Farrel Communities						0					6	1			2	
Hillpointe																
Regatta				0		0				1	5	1			1	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle		16	5			2	2			23					16	
Eagle Bend		0	12	0		246	38	51		0	0	81		17	0	0
Serenoa		21	63	33			22			12						7
Millcreek						1					6	2			2	
4540 King's Highway Residential								3		0	7	0		10	20	0
Pruitt Commerce Center						5					4	2			13	
AM TOTAL "COMMITTED" TRAFFIC	0	87	100	160	0	288	69	54	0	86	66	114	0	27	104	24
Years To Buildout																
1% Background Traffic Growth		1	4	4		3	2	5		1	20	5		2	22	1
Committed Project Traffic + 1% Growth		88	104	164		291	71	59		87	86	119		29	126	25
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		2	10	9		8	5	13		3	51	12		5	56	1
Highest Background Growth Used																
Maximum Background Growth Used		*88*	*104*	*164*		*291*	*71*	*59*		*87*	*86*	*119*		*29*	*126*	*25*
AM BACKGROUND TRAFFIC VOLUMES		*104*	*183*	*234*		*350*	*111*	*156*		*109*	*473*	*210*		*69*	*555*	*35*
Project Traffic																
Non-Residential – Entering						5.0%									13.0%	
						28									72	
Non-Residential – Exiting											13.0%	5.0%				
											24	9				
AM Non-Residential Project Traffic						28					24	9			72	
AM TOTAL PROJECT TRAFFIC						*28*					*24*	*9*			*72*	
AM FUTURE TOTAL VOLUMES		*104*	*183*	*234*		*378*	*111*	*156*		*109*	*497*	*219*		*69*	*627*	*35*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Angle Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
PM PEAK HOUR FACTOR: 0.93

PM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts			15	71	47		141	88	87		58	385	54		69	437	16
Peak Season Correction Factor			0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
PM PEAK SEASON VOLUMES			*15*	*70*	*47*		*140*	*87*	*86*		*57*	*381*	*53*		*68*	*433*	*16*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics							4					15	10			6	
Hope Commercial																	
Kings Highway Warehouse					9		32				4	22	15			46	
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center																	
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove			34	14	89			23			151						58
Avalon Crossing (Built)																	
Farrel Communities							1					3	1			5	
Hillpointe																	
Regatta					1		1				1	3	1			5	
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle			14	4			2	2			20					14	
Eagle Bend			0	44	0		170	26	35		0	0	289		59	0	0
Serenoa			14	44	23			74			39						24
Millcreek							2					4	1			7	
4540 King's Highway Residential									11		0	22	0		6	13	0
Pruitt Commerce Center							2					13	5			5	
PM TOTAL "COMMITTED" TRAFFIC		0	62	106	122	0	214	125	46	0	215	82	322	0	65	101	82
Years to Buildout			5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth			1	4	2		7	4	4		3	19	3		3	22	1
Committed Project Traffic + 1% Growth			63	110	124		221	129	50		218	101	325		68	123	83
2.5% Growth Rate Calculations																	
Years To Buildout			5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			2	9	6		18	11	11		7	50	7		9	57	2
Highest Background Growth Used																	
Maximum Background Growth Used			*63*	*110*	*124*		*221*	*129*	*50*		*218*	*101*	*325*		*68*	*123*	*83*
PM BACKGROUND TRAFFIC VOLUMES			*78*	*180*	*171*		*361*	*216*	*136*		*275*	*482*	*378*		*136*	*556*	*99*
Project Traffic																	
Non-Residential	Entering						5.0%									13.0%	
							13									34	
	Exiting											13.0%	5.0%				
												84	32				
PM Non-Residential Project Traffic							13					84	32			34	
PM TOTAL PROJECT TRAFFIC							*13*					*84*	*32*			*34*	
PM FUTURE TOTAL VOLUMES			*78*	*180*	*171*		*374*	*216*	*136*		*275*	*566*	*410*		*136*	*590*	*99*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & St Lucie Boulevard

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
AM PEAK HOUR FACTOR: 0.94

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		0	10	7		22	8	138		6	372	48		240	407	1
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
AM PEAK SEASON VOLUMES		*0*	*10*	*7*		*22*	*8*	*137*		*6*	*368*	*48*		*238*	*403*	*1*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						2					4	1			14	
Hope Commercial																
Kings Highway Warehouse						3					31	3			31	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove						7					30	20			10	
Avalon Crossing (Built)																
Farrel Communities						0					4	1			1	
Hillpointe																
Regatta						0					1	0			1	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle											16				16	
Eagle Bend				2						6	38				12	
Serenoa											21				7	
Millcreek						1					5	2			2	
4540 King's Highway Residential								3		0	10	0		10	30	0
Pruitt Commerce Center						3					3	1			10	
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	2	0	16	0	3	0	6	163	28	0	10	134	0
Years To Buildout																
1% Background Traffic Growth		0	1	0		1	0	7		0	19	2		12	21	0
Committed Project Traffic + 1% Growth		0	1	2		17	0	10		6	182	30		22	155	0
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		0	1	1		3	1	18		1	48	6		31	53	0
Highest Background Growth Used																
Maximum Background Growth Used		*0*	*1*	*2*		*17*	*1*	*18*		*6*	*182*	*30*		*31*	*155*	*0*
AM BACKGROUND TRAFFIC VOLUMES		*0*	*11*	*9*		*39*	*9*	*155*		*12*	*550*	*78*		*269*	*558*	*1*
Project Traffic																
Non-Residential – Entering						1.0%									10.0%	
						6									55	
Non-Residential – Exiting											10.0%	1.0%				
											18	2				
AM Non-Residential Project Traffic						6					18	2			55	
AM TOTAL PROJECT TRAFFIC						*6*					*18*	*2*			*55*	
AM FUTURE TOTAL VOLUMES		*0*	*11*	*9*		*45*	*9*	*155*		*12*	*568*	*80*		*269*	*613*	*1*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & St Lucie Boulevard

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
PM PEAK HOUR FACTOR: 0.94

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		2	3	2		45	9	309		5	433	55		176	359	1
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
PM PEAK SEASON VOLUMES		*2*	*3*	*2*		*45*	*9*	*306*		*5*	*429*	*54*		*174*	*355*	*1*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						1					13	2			5	
Hope Commercial																
Kings Highway Warehouse						5					19	2			41	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove						23					21	14			35	
Avalon Crossing (Built)																
Farrel Communities						1					2	1			3	
Hillpointe																
Regatta						1					4	1			4	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle											14				14	
Eagle Bend				7						4	26				44	
Serenoa											14				24	
Millcreek						2					3	1			5	
4540 King's Highway Residential								11		0	32	0		6	19	0
Pruitt Commerce Center						1					10	3			4	
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	7	0	34	0	11	0	4	158	24	0	6	198	0
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		0	0	0		2	0	16		0	22	3		9	18	0
Committed Project Traffic + 1% Growth		0	0	7		36	0	27		4	180	27		15	216	0
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		0	0	0		6	1	40		1	56	7		23	47	0
Highest Background Growth Used																
Maximum Background Growth Used		*0*	*0*	*7*		*36*	*1*	*40*		*4*	*180*	*27*		*23*	*216*	*0*
PM BACKGROUND TRAFFIC VOLUMES		*2*	*3*	*9*		*81*	*10*	*346*		*9*	*609*	*81*		*197*	*571*	*1*
Project Traffic																
Non-Residential – Entering						1.0%									10.0%	
						3									26	
Non-Residential – Exiting											10.0%	1.0%				
											65	6				
PM Non-Residential Project Traffic						3					65	6			26	
PM TOTAL PROJECT TRAFFIC						*3*					*65*	*6*			*26*	
PM FUTURE TOTAL VOLUMES		*2*	*3*	*9*		*84*	*10*	*346*		*9*	*674*	*87*		*197*	*597*	*1*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Graham Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/24/2026
AM PEAK HOUR FACTOR: 0.90

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts						23	0	104			286	12		185	349	
Peak Season Correction Factor						1.00	1.00	1.00			1.00	1.00		1.00	1.00	
AM PEAK SEASON VOLUMES						*23*	*0*	*104*			*286*	*12*		*185*	*349*	
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics											30				8	
Hope Commercial								16			58			5	18	
Kings Highway Warehouse											177				177	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center						11		11				46		46		
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside											15				25	
Drawdy Angle Road Residential/Pineapple Grove											13				40	
Avalon Crossing (Built)																
Farrel Communities											56				17	
Hillpointe																
Regatta								15						5		
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend											15				44	
Serenoa											21				7	
Millcreek											2				5	
4540 King's Highway Residential																
Pruitt Commerce Center								8			114			2	34	
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	11	0	50	0	0	501	46	0	58	375	0
Years To Buildout																
1% Background Traffic Growth						1	0	5			15	1		9	18	
Committed Project Traffic + 1% Growth						12	0	55			516	47		67	393	
2.5% Growth Rate Calculations																
Years To Buildout						5	5	5			5	5		5	5	
Yearly Growth Rate						2.50%	2.50%	2.50%			2.50%	2.50%		2.50%	2.50%	
2.5% Areawide Background Traffic Growth						3	0	14			38	2		24	46	
Highest Background Growth Used																
Maximum Background Growth Used						*12*	*0*	*55*			*516*	*47*		*67*	*393*	
AM BACKGROUND TRAFFIC VOLUMES						*35*	*0*	*159*			*802*	*59*		*252*	*742*	
Project Traffic																
Non-Residential – Entering								10.0%			16.0%					
								55			88					
Non-Residential – Exiting														10.0%	16.0%	
														18	29	
AM Non-Residential Project Traffic								55			88			18	29	
AM TOTAL PROJECT TRAFFIC								*55*			*88*			*18*	*29*	
AM FUTURE TOTAL VOLUMES						*35*	*0*	*214*			*890*	*59*		*270*	*771*	

VOLUME DEVELOPMENT SHEET
ORCHID
Kings Highway & Graham Road
PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/24/2026
PM PEAK HOUR FACTOR: 0.90

PM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts							28	0	133		0	326	13		152	393	0
Peak Season Correction Factor							1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PM PEAK SEASON VOLUMES							*28*	*0*	*133*		*0*	*326*	*13*		*152*	*393*	*0*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics												11				29	
Hope Commercial									6			22			16	58	
Kings Highway Warehouse												238				112	
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center							39		39				12		12		
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside												15				25	
Drawdy Angle Road Residential/Pineapple Grove												46				27	
Avalon Crossing (Built)																	
Farrel Communities												30				46	
Hillpointe																	
Regatta									10						17		
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend												52				31	
Serenoa												14				24	
Millcreek												5				3	
4540 King's Highway Residential																	
Pruitt Commerce Center									3			45			8	115	
PM TOTAL "COMMITTED" TRAFFIC		0	0	0	0	0	39	0	58	0	0	478	12	0	53	470	0
Years to Buildout							5	5	5		5	5	5		5	5	5
1% Background Traffic Growth							1	0	7		0	17	1		8	20	0
Committed Project Traffic + 1% Growth							40	0	65		0	495	13		61	490	0
2.5% Growth Rate Calculations																	
Years To Buildout							5	5	5		5	5	5		5	5	5
Yearly Growth Rate							2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth							4	0	17		0	43	2		20	52	0
Highest Background Growth Used																	
Maximum Background Growth Used							*40*	*0*	*65*		*0*	*495*	*13*		*61*	*490*	*0*
PM BACKGROUND TRAFFIC VOLUMES							*68*	*0*	*198*		*0*	*821*	*26*		*213*	*883*	*0*
Project Traffic																	
Non-Residential	Entering								10.0%			16.0%					
									26			42					
	Exiting														10.0%	16.0%	
															65	103	
PM Non-Residential Project Traffic									26			42			65	103	
PM TOTAL PROJECT TRAFFIC									*26*			*42*			*65*	*103*	
PM FUTURE TOTAL VOLUMES							*68*	*0*	*224*		*0*	*863*	*26*		*278*	*986*	*0*

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 1 & Rock Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts																	
Peak Season Correction Factor																	
AM PEAK SEASON VOLUMES																	
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																	
Hope Commercial																	
Kings Highway Warehouse																	
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center																	
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove																	
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta																	
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend																	
Serenoa																	
Millcreek																	
4540 King's Highway Residential																	
Pruitt Commerce Center																	
AM TOTAL "COMMITTED" TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth																	
Committed Project Traffic + 1% Growth																	
2.5% Growth Rate Calculations																	
Years To Buildout																	
Yearly Growth Rate																	
2.5% Areawide Background Traffic Growth																	
Highest Background Growth Used																	
Maximum Background Growth Used																	
AM BACKGROUND TRAFFIC VOLUMES																	
Project Traffic																	
Non-Residential	Entering										55.0%	45.0%					
											304	248					
	Exiting				55.0%											45.0%	
					101											83	
AM Non-Residential Project Traffic					101						304	248				83	
AM TOTAL PROJECT TRAFFIC					*101*						*304*	*248*				*83*	
AM FUTURE TOTAL VOLUMES					*101*						*304*	*248*				*83*	

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 1 & Rock Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts																
Peak Season Correction Factor																
PM PEAK SEASON VOLUMES																
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial																
Kings Highway Warehouse																
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta																
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years to Buildout																
1% Background Traffic Growth																
Committed Project Traffic + 1% Growth																
2.5% Growth Rate Calculations																
Years To Buildout																
Yearly Growth Rate																
2.5% Areawide Background Traffic Growth																
Highest Background Growth Used																
Maximum Background Growth Used																
PM BACKGROUND TRAFFIC VOLUMES																
Project Traffic																
Non-Residential – Entering										55.0%	45.0%					
										145	119					
Non-Residential – Exiting				55.0%											45.0%	
				355											291	
PM Non-Residential Project Traffic				355						145	119				291	
PM TOTAL PROJECT TRAFFIC				*355*						*145*	*119*				*291*	
PM FUTURE TOTAL VOLUMES				*355*						*145*	*119*				*291*	

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 2 & Rock Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts																	
Peak Season Correction Factor																	
AM PEAK SEASON VOLUMES																	
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																	
Hope Commercial																	
Kings Highway Warehouse																	
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center																	
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove																	
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta																	
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend																	
Serenoa																	
Millcreek																	
4540 King's Highway Residential																	
Pruitt Commerce Center																	
AM TOTAL "COMMITTED" TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth																	
Committed Project Traffic + 1% Growth																	
2.5% Growth Rate Calculations																	
Years To Buildout																	
Yearly Growth Rate																	
2.5% Areawide Background Traffic Growth																	
Highest Background Growth Used																	
Maximum Background Growth Used																	
AM BACKGROUND TRAFFIC VOLUMES																	
Project Traffic																	
Non-Residential	Entering										45.0%						
											248						
	Exiting				45.0%												
					83												
AM Non-Residential Project Traffic					83						248						
AM TOTAL PROJECT TRAFFIC					*83*						*248*						
AM FUTURE TOTAL VOLUMES					*83*						*248*						

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 2 & Rock Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts																
Peak Season Correction Factor																
PM PEAK SEASON VOLUMES																
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial																
Kings Highway Warehouse																
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta																
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years to Buildout																
1% Background Traffic Growth																
Committed Project Traffic + 1% Growth																
2.5% Growth Rate Calculations																
Years To Buildout																
Yearly Growth Rate																
2.5% Areawide Background Traffic Growth																
Highest Background Growth Used																
Maximum Background Growth Used																
PM BACKGROUND TRAFFIC VOLUMES																
Project Traffic																
Non-Residential – Entering										45.0%						
										119						
Non-Residential – Exiting				45.0%												
				291												
PM Non-Residential Project Traffic				291						119						
PM TOTAL PROJECT TRAFFIC				*291*						*119*						
PM FUTURE TOTAL VOLUMES				*291*						*119*						

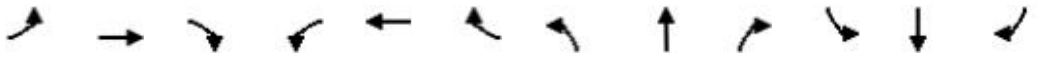
APPENDIX F: SYNCHRO OUTPUT SHEETS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Future Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.3	22.8	37.5	13.9	26.4	51.1	7.9	43.1	64.1	18.0	53.1	70.5
Actuated g/C Ratio	0.08	0.18	0.30	0.11	0.21	0.41	0.06	0.34	0.51	0.14	0.42	0.56
v/c Ratio	0.33	0.76	0.20	0.62	0.38	0.42	0.63	0.20	0.21	1.34	0.27	0.08
Control Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
LOS	E	E	A	E	D	A	F	C	A	F	C	A
Approach Delay (s/veh)		49.1			32.3			28.4			104.9	
Approach LOS		D			C			C			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 125.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay (s/veh): 56.0	Intersection LOS: E
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	454	106	215	260	333	60	205	160	298	360	64
v/c Ratio	0.33	0.76	0.20	0.62	0.38	0.42	0.63	0.20	0.21	1.34	0.27	0.08
Control Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Length 50th (ft)	37	198	0	95	104	0	56	71	0	~353	111	0
Queue Length 95th (ft)	71	272	31	149	151	60	#149	121	34	#620	176	20
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	724	1275	532	454	983	784	95	1031	813	222	1315	1003
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.36	0.20	0.47	0.26	0.42	0.63	0.20	0.20	1.34	0.27	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

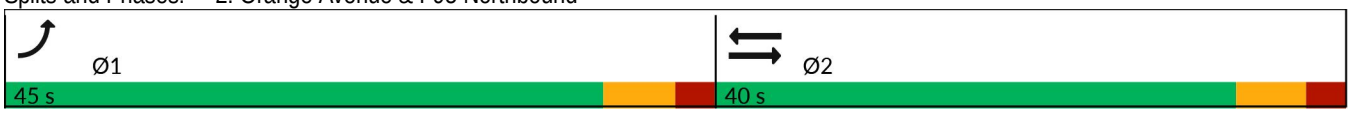
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Future Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	454	106	215	260	333	60	205	160	298	360	64
RTOR Reduction (vph)	0	0	80	0	0	215	0	0	87	0	0	32
Lane Group Flow (vph)	87	454	26	215	260	118	60	205	73	298	360	32
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.3	22.8	30.7	13.9	26.4	44.4	7.9	43.1	57.0	18.0	53.2	63.5
Effective Green, g (s)	10.3	22.8	30.7	13.9	26.4	44.4	7.9	43.1	57.0	18.0	53.2	63.5
Actuated g/C Ratio	0.08	0.18	0.24	0.11	0.21	0.35	0.06	0.34	0.45	0.14	0.42	0.51
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	263	601	362	346	677	509	94	1032	610	222	1318	703
v/s Ratio Prot	0.03	c0.14	0.00	c0.07	c0.08	0.03	0.04	0.07	0.01	c0.19	c0.12	0.00
v/s Ratio Perm			0.01			0.05			0.04			0.02
v/c Ratio	0.33	0.76	0.07	0.62	0.38	0.23	0.64	0.20	0.12	1.34	0.27	0.05
Uniform Delay, d1	54.4	48.8	36.5	53.3	42.6	28.6	57.5	29.1	19.8	53.8	23.6	15.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	5.4	0.1	3.4	0.4	0.2	13.4	0.4	0.1	181.1	0.5	0.0
Delay (s)	55.1	54.1	36.6	56.8	43.0	28.8	70.8	29.5	19.9	234.9	24.1	15.7
Level of Service	E	D	D	E	D	C	E	C	B	F	C	B
Approach Delay (s/veh)		51.4			40.8			31.7			110.4	
Approach LOS		D			D			C			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	125.6	Sum of lost time (s)	27.8
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	133	310	389
Future Volume (vph)	133	310	389
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.0	39.1	39.1
Actuated g/C Ratio	0.17	0.67	0.67
v/c Ratio	0.26	0.15	0.18
Control Delay (s/veh)	22.3	5.3	5.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.3	5.4
LOS	C	A	A
Approach Delay (s/veh)		10.4	5.4
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 31.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	140	326	409
v/c Ratio	0.26	0.15	0.18
Control Delay (s/veh)	22.3	5.3	5.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.3	5.4
Queue Length 50th (ft)	23	26	32
Queue Length 95th (ft)	46	43	50
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2032	2150	2292
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.15	0.18

Intersection Summary



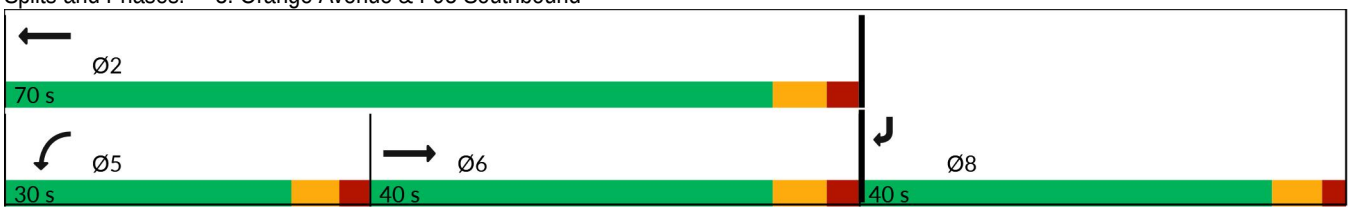
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	133	310	389	0	0	0
Future Volume (vph)	133	310	389	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	140	326	409	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	140	326	409	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	7.9	37.6	37.6			
Effective Green, g (s)	7.9	37.6	37.6			
Actuated g/C Ratio	0.13	0.63	0.63			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	411	2019	2152			
v/s Ratio Prot	c0.05	0.10	c0.12			
v/s Ratio Perm						
v/c Ratio	0.34	0.16	0.19			
Uniform Delay, d1	23.4	4.5	4.6			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.5	0.2	0.2			
Delay (s)	23.9	4.7	4.8			
Level of Service	C	A	A			
Approach Delay (s/veh)		10.4	4.8		0.0	
Approach LOS		B	A		A	

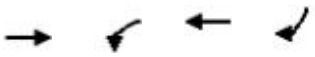
Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	59.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	208	295	409	238
Future Volume (vph)	208	295	409	238
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.0	12.7	52.3	15.0
Actuated g/C Ratio	0.41	0.16	0.65	0.19
v/c Ratio	0.17	0.59	0.14	0.24
Control Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.9	36.3	5.4	0.5
LOS	B	D	A	A
Approach Delay (s/veh)	15.9		18.4	
Approach LOS	B		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 80.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 14.2	Intersection LOS: B
Intersection Capacity Utilization 31.2%	ICU Level of Service A
Analysis Period (min) 15	

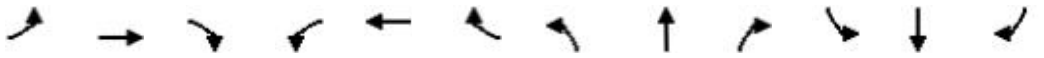
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	219	311	431	251
v/c Ratio	0.17	0.59	0.14	0.24
Control Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Length 50th (ft)	40	79	27	0
Queue Length 95th (ft)	70	120	39	0
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1280	967	3842	1466
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.32	0.11	0.17

Intersection Summary



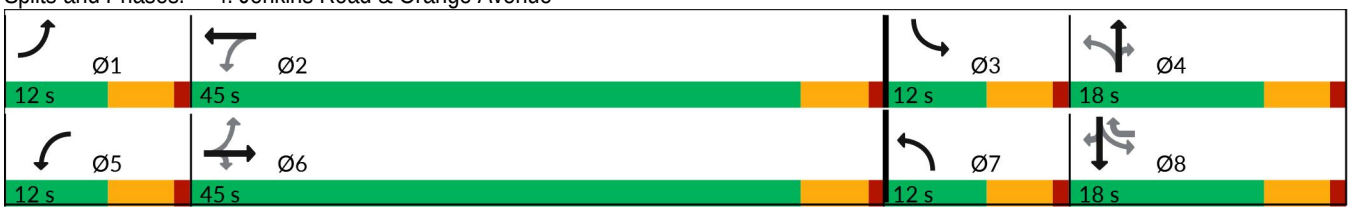
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	208	0	295	409	0	0	0	0	0	0	238
Future Volume (vph)	0	208	0	295	409	0	0	0	0	0	0	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	219	0	311	431	0	0	0	0	0	0	251
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	204
Lane Group Flow (vph)	0	219	0	311	431	0	0	0	0	0	0	47
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		12.7	52.3							15.0
Effective Green, g (s)		33.1		12.7	52.3							15.0
Actuated g/C Ratio		0.41		0.16	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1282		522	3186							461
v/s Ratio Prot		c0.07		c0.09	0.09							c0.02
v/s Ratio Perm												
v/c Ratio		0.17		0.60	0.14							0.10
Uniform Delay, d1		14.9		31.4	5.4							27.1
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		0.3		1.8	0.0							0.1
Delay (s)		15.2		33.2	5.4							27.2
Level of Service		B		C	A							C
Approach Delay (s/veh)		15.2			17.1			0.0			27.2	
Approach LOS		B			B			A			C	

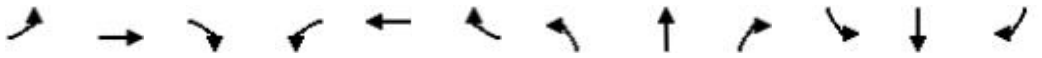
Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	19.5
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Future Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	17.9	16.7	16.7	14.7	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.23	0.22	0.22	0.19	0.16	0.16
v/c Ratio	0.09	0.72	0.10	0.78	0.46	0.07	0.38	0.05	0.42	0.05	0.07	0.05
Control Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
LOS	A	C	A	D	B	A	C	C	A	C	C	A
Approach Delay (s/veh)		19.0			18.7			15.8			18.6	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 18.4	Intersection LOS: B
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

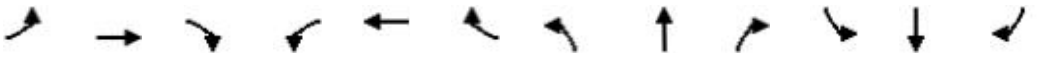




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	1131	82	201	831	25	116	20	211	13	17	17
v/c Ratio	0.09	0.72	0.10	0.78	0.46	0.07	0.38	0.05	0.42	0.05	0.07	0.05
Control Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Length 50th (ft)	7	256	0	51	172	0	50	8	0	6	10	0
Queue Length 95th (ft)	19	339	0	#184	233	0	94	30	62	22	33	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	397	1839	899	257	1789	390	305	409	512	242	255	351
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.62	0.09	0.78	0.46	0.06	0.38	0.05	0.41	0.05	0.07	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



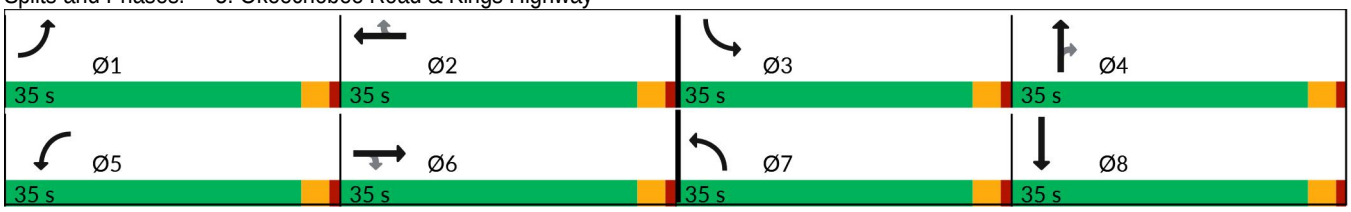
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Future Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.29	1.00	1.00	0.12	1.00	1.00	0.51	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	535	3471	1553	219	3374	1509	940	1845	1568	1122	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	1131	82	201	831	25	116	20	211	13	17	17
RTOR Reduction (vph)	0	0	45	0	0	22	0	0	169	0	0	15
Lane Group Flow (vph)	34	1131	37	201	831	3	116	20	42	13	17	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	11.4	23.2	16.7	16.7	12.6	11.4	11.4
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	11.4	23.2	16.7	16.7	12.6	11.4	11.4
Actuated g/C Ratio	0.49	0.45	0.45	0.57	0.49	0.14	0.28	0.20	0.20	0.15	0.14	0.14
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	314	1556	696	246	1646	206	324	369	313	173	206	175
v/s Ratio Prot	0.00	0.33		c0.07	0.25		c0.03	0.01		0.00	0.01	
v/s Ratio Perm	0.05		0.02	c0.40		0.00	c0.07		0.03	0.01		0.00
v/c Ratio	0.11	0.73	0.05	0.82	0.50	0.02	0.36	0.05	0.13	0.08	0.08	0.01
Uniform Delay, d1	11.2	18.8	13.0	13.4	14.5	31.1	23.5	27.0	27.4	30.3	31.4	31.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.7	0.0	18.6	1.1	0.0	0.7	0.1	0.2	0.2	0.2	0.0
Delay (s)	11.3	20.5	13.0	32.0	15.6	31.2	24.1	27.0	27.6	30.5	31.6	31.2
Level of Service	B	C	B	C	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		19.8			19.1			26.4			31.1	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	83.4	Sum of lost time (s)	21.2
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	79	386	49	379	310	85	54	172	496	121	242
Future Volume (vph)	79	386	49	379	310	85	54	172	496	121	242
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	10.0	22.4	22.4	16.8	32.1	32.1	8.9	16.8	16.8	10.0	20.6
Actuated g/C Ratio	0.12	0.27	0.27	0.20	0.39	0.39	0.11	0.20	0.20	0.12	0.25
v/c Ratio	0.42	0.32	0.12	0.66	0.27	0.15	0.35	0.56	0.58	0.41	0.48
Control Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
LOS	D	C	A	D	C	A	D	D	A	D	C
Approach Delay (s/veh)		27.4			27.5			16.2			33.1
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 82.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	83	406	52	399	326	89	57	181	522	127	313
v/c Ratio	0.42	0.32	0.12	0.66	0.27	0.15	0.35	0.56	0.58	0.41	0.48
Control Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Length 50th (ft)	44	64	0	113	70	0	33	99	0	41	94
Queue Length 95th (ft)	105	125	23	191	143	40	85	191	50	88	164
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	637	1831	613	1162	1198	590	589	620	1247	992	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.22	0.08	0.34	0.27	0.15	0.10	0.29	0.42	0.13	0.31

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	386	49	379	310	85	54	172	496	121	242	55
Future Volume (vph)	79	386	49	379	310	85	54	172	496	121	242	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2562	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2562	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	83	406	52	399	326	89	57	181	522	127	255	58
RTOR Reduction (vph)	0	0	38	0	0	55	0	0	411	0	14	0
Lane Group Flow (vph)	83	406	14	399	326	34	57	181	111	127	299	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	8.2	23.4	23.4	16.8	32.0	32.0	7.3	17.9	17.9	10.0	20.6	
Effective Green, g (s)	8.2	23.4	23.4	16.8	32.0	32.0	7.3	17.9	17.9	10.0	20.6	
Actuated g/C Ratio	0.10	0.28	0.28	0.20	0.38	0.38	0.09	0.21	0.21	0.12	0.24	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	160	1311	408	597	1173	525	131	339	508	303	627	
v/s Ratio Prot	0.05	c0.09		c0.13	0.11		0.04	0.11		c0.05	c0.12	
v/s Ratio Perm			0.01			0.02			0.05			
v/c Ratio	0.52	0.31	0.04	0.67	0.28	0.06	0.44	0.53	0.22	0.42	0.48	
Uniform Delay, d1	36.1	24.0	22.1	31.1	18.0	16.5	36.4	29.4	27.3	34.4	27.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.8	0.1	0.0	2.8	0.6	0.2	2.3	1.6	0.2	0.9	0.6	
Delay (s)	38.9	24.1	22.2	33.9	18.6	16.8	38.8	31.0	27.5	35.3	27.7	
Level of Service	D	C	C	C	B	B	D	C	C	D	C	
Approach Delay (s/veh)		26.2			25.9			29.2			29.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	549	3	4	369	54	1	1	14	19	2	0
Future Vol, veh/h	2	549	3	4	369	54	1	1	14	19	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	2	578	3	4	388	57	1	1	15	20	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	445	0	0	581	0	0	982	1037	579	979	982	388
Stage 1	-	-	-	-	-	-	584	584	-	397	397	-
Stage 2	-	-	-	-	-	-	398	454	-	583	585	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	1084	-	-	969	-	-	224	226	505	221	240	640
Stage 1	-	-	-	-	-	-	489	490	-	611	588	-
Stage 2	-	-	-	-	-	-	618	561	-	483	483	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	969	-	-	220	224	505	211	238	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	224	-	211	238	-
Stage 1	-	-	-	-	-	-	488	489	-	608	585	-
Stage 2	-	-	-	-	-	-	612	558	-	467	482	-

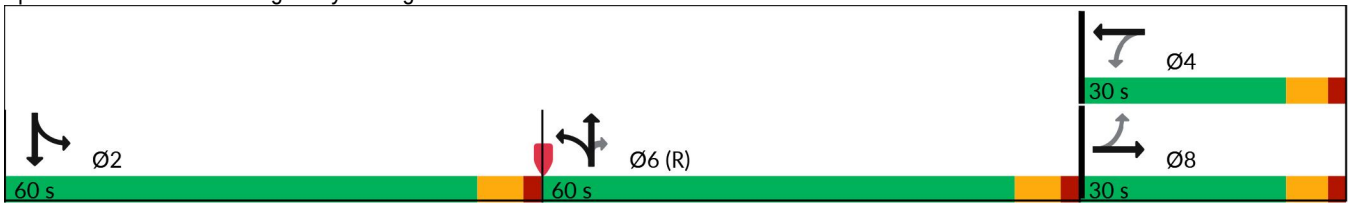
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.08	13.59	23.79
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	436	6	-	-	19	-	-	214
HCM Lane V/C Ratio	0.039	0.002	-	-	0.004	-	-	0.103
HCM Ctrl Dly (s/v)	13.6	8.3	0	-	8.7	0	-	23.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	16	79	59	40	387	91	429
Future Volume (vph)	16	79	59	40	387	91	429
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	16.9	16.9	16.9	16.9	64.0	64.0	48.2
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.43	0.43	0.32
v/c Ratio	0.17	0.73	0.71	0.59	0.56	0.14	0.91
Control Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
LOS	E	E	F	D	D	A	E
Approach Delay (s/veh)		71.9		60.0	33.2		69.4
Approach LOS		E		E	C		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 54.8	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	17	157	62	144	430	96	505
v/c Ratio	0.17	0.73	0.71	0.59	0.56	0.14	0.91
Control Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Length 50th (ft)	16	130	61	72	339	10	496
Queue Length 95th (ft)	41	205	114	144	509	55	#660
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	136	286	120	310	762	695	614
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.55	0.52	0.46	0.56	0.14	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

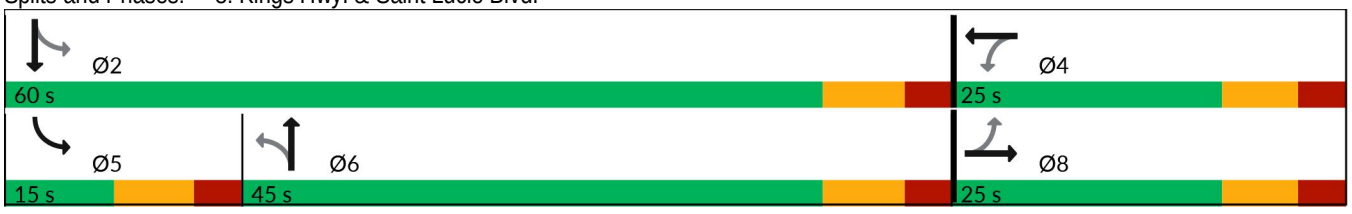
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	79	70	59	40	97	22	387	91	40	429	10
Future Volume (vph)	16	79	70	59	40	97	22	387	91	40	429	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.89			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1752	1714		1736	1633			1788	1524		1731	
Flt Permitted	0.48	1.00		0.43	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	880	1714		780	1633			1788	1524		1731	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	83	74	62	42	102	23	407	96	42	452	11
RTOR Reduction (vph)	0	22	0	0	61	0	0	0	45	0	1	0
Lane Group Flow (vph)	17	135	0	62	83	0	0	430	51	0	504	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	16.9	16.9		16.9	16.9			63.9	63.9		48.2	
Effective Green, g (s)	16.9	16.9		16.9	16.9			63.9	63.9		48.2	
Actuated g/C Ratio	0.11	0.11		0.11	0.11			0.43	0.43		0.32	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	99	193		87	183			761	649		556	
v/s Ratio Prot		0.08			0.05			c0.24			c0.29	
v/s Ratio Perm	0.02			c0.08					0.03			
v/c Ratio	0.17	0.70		0.71	0.45			0.57	0.08		0.91	
Uniform Delay, d1	60.2	64.1		64.2	62.2			32.5	25.6		48.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.8	10.5		24.0	1.8			3.0	0.2		18.4	
Delay (s)	61.0	74.6		88.2	64.0			35.6	25.8		67.2	
Level of Service	E	E		F	E			D	C		E	
Approach Delay (s/veh)		73.3			71.3			33.8			67.2	
Approach LOS		E			E			C			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	10	22	8	6	368	238	403
Future Volume (vph)	10	22	8	6	368	238	403
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.3	8.3	8.3	20.2	20.2	36.1	38.6
Actuated g/C Ratio	0.15	0.15	0.15	0.36	0.36	0.64	0.68
v/c Ratio	0.07	0.12	0.45	0.02	0.70	0.50	0.34
Control Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
LOS	C	C	B	B	C	A	A
Approach Delay (s/veh)	21.1		13.2		22.8		7.7
Approach LOS	C		B		C		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 56.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 13.7	Intersection LOS: B
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	23	152	6	438	251	425
v/c Ratio	0.07	0.12	0.45	0.02	0.70	0.50	0.34
Control Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Length 50th (ft)	3	8	3	1	135	36	67
Queue Length 95th (ft)	22	31	55	9	250	77	136
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	574	419	580	620	1187	501	1612
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.26	0.01	0.37	0.50	0.26

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	10	7	22	8	137	6	368	48	238	403	1
Future Volume (vph)	0	10	7	22	8	137	6	368	48	238	403	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1765		1656	1495		1671	1729		1736	1826	
Flt Permitted		1.00		0.75	1.00		0.51	1.00		0.30	1.00	
Satd. Flow (perm)		1765		1300	1495		905	1729		542	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	11	7	23	8	144	6	387	51	251	424	1
RTOR Reduction (vph)	0	6	0	0	129	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	12	0	23	23	0	6	432	0	251	425	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		6.0		6.0	6.0		20.7	20.7		36.1	36.1	
Effective Green, g (s)		6.0		6.0	6.0		20.7	20.7		36.1	36.1	
Actuated g/C Ratio		0.10		0.10	0.10		0.36	0.36		0.62	0.62	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		182		134	154		322	617		487	1136	
v/s Ratio Prot		0.01			0.02			c0.25		0.06	c0.23	
v/s Ratio Perm				c0.02			0.01			0.26		
v/c Ratio		0.06		0.17	0.15		0.02	0.70		0.52	0.37	
Uniform Delay, d1		23.5		23.7	23.7		12.1	16.0		6.5	5.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		0.6	0.4		0.0	3.5		0.9	0.2	
Delay (s)		23.6		24.3	24.1		12.1	19.5		7.5	5.6	
Level of Service		C		C	C		B	B		A	A	
Approach Delay (s/veh)		23.6			24.2			19.4			6.3	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	23	104	0	286	12	185	349
Future Vol, veh/h	23	104	0	286	12	185	349
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	24	109	0	301	13	195	367

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	881	157	367	0	0	314	0
Stage 1	307	-	-	-	-	-	-
Stage 2	573	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	282	854	778	-	-	1155	-
Stage 1	713	-	-	-	-	-	-
Stage 2	522	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	235	854	778	-	-	1155	-
Mov Cap-2 Maneuver	343	-	-	-	-	-	-
Stage 1	713	-	-	-	-	-	-
Stage 2	434	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11	0	3.03
HCM LOS	B		

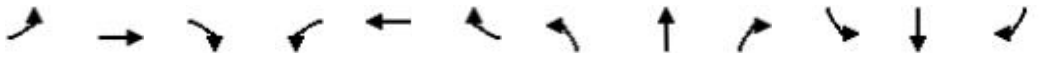
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	778	-	-	343	854	1155	-
HCM Lane V/C Ratio	-	-	-	0.071	0.128	0.169	-
HCM Ctrl Dly (s/v)	0	-	-	16.3	9.8	8.7	-
HCM Lane LOS	A	-	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Future Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.4	19.3	34.1	13.5	22.4	47.2	7.9	43.0	63.7	18.0	53.0	70.6
Actuated g/C Ratio	0.09	0.16	0.28	0.11	0.18	0.39	0.06	0.35	0.52	0.15	0.44	0.58
v/c Ratio	0.36	0.71	0.26	0.61	0.55	0.44	1.28	0.22	0.34	1.48	0.31	0.03
Control Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
LOS	E	E	A	E	D	A	F	C	A	F	C	A
Approach Delay (s/veh)		45.7			34.1			59.6			130.7	
Approach LOS		D			C			E			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 121.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay (s/veh): 69.7	Intersection LOS: E
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	386	136	209	323	337	128	239	275	368	462	27
v/c Ratio	0.36	0.71	0.26	0.61	0.55	0.44	1.28	0.22	0.34	1.48	0.31	0.03
Control Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Length 50th (ft)	41	158	0	89	134	0	~143	77	44	~417	127	0
Queue Length 95th (ft)	76	223	50	141	189	63	#316	129	115	#685	197	0
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	774	1365	528	464	1005	760	100	1090	852	248	1470	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.28	0.26	0.45	0.32	0.44	1.28	0.22	0.32	1.48	0.31	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

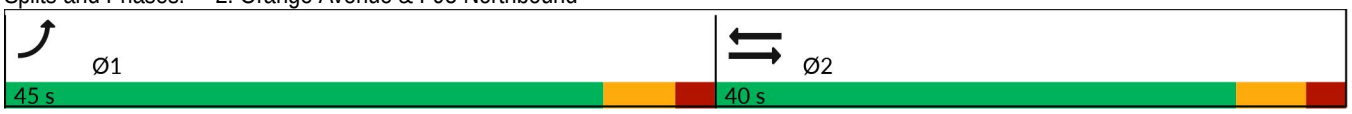
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Future Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	103	386	136	209	323	337	128	239	275	368	462	27
RTOR Reduction (vph)	0	0	106	0	0	225	0	0	94	0	0	13
Lane Group Flow (vph)	103	386	30	209	323	112	128	239	181	368	462	14
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.4	19.3	27.2	13.5	22.4	40.3	7.9	43.0	56.5	17.9	53.0	63.4
Effective Green, g (s)	10.4	19.3	27.2	13.5	22.4	40.3	7.9	43.0	56.5	17.9	53.0	63.4
Actuated g/C Ratio	0.09	0.16	0.22	0.11	0.18	0.33	0.07	0.35	0.47	0.15	0.44	0.52
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	285	546	344	344	589	473	100	1091	641	248	1471	787
v/s Ratio Prot	0.03	c0.11	0.01	c0.07	c0.10	0.03	0.08	0.08	0.03	c0.22	c0.14	0.00
v/s Ratio Perm			0.01			0.04			0.10			0.01
v/c Ratio	0.36	0.71	0.09	0.61	0.55	0.24	1.28	0.22	0.28	1.48	0.31	0.02
Uniform Delay, d1	52.4	48.4	37.3	51.5	45.0	29.4	56.8	27.5	20.0	51.8	22.4	14.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	4.2	0.1	3.0	1.0	0.3	182.7	0.5	0.2	238.1	0.6	0.0
Delay (s)	53.2	52.6	37.4	54.5	46.0	29.7	239.5	28.0	20.3	289.9	22.9	14.0
Level of Service	D	D	D	D	D	C	F	C	C	F	C	B
Approach Delay (s/veh)		49.4			41.7			66.8			137.3	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	76.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	27.8
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	127	519	681
Future Volume (vph)	127	519	681
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.0	39.6	39.6
Actuated g/C Ratio	0.17	0.68	0.68
v/c Ratio	0.25	0.25	0.30
Control Delay (s/veh)	22.3	5.7	5.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.7	5.9
LOS	C	A	A
Approach Delay (s/veh)		9.0	5.9
Approach LOS		A	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A
Intersection Capacity Utilization 38.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	134	546	717
v/c Ratio	0.25	0.25	0.30
Control Delay (s/veh)	22.3	5.7	5.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.7	5.9
Queue Length 50th (ft)	22	46	60
Queue Length 95th (ft)	44	71	88
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2054	2198	2392
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.25	0.30

Intersection Summary



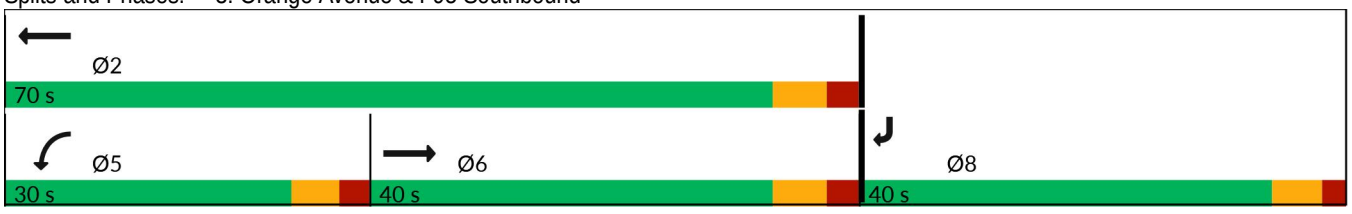
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	519	681	0	0	0
Future Volume (vph)	127	519	681	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	546	717	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	134	546	717	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	7.9	38.1	38.1			
Effective Green, g (s)	7.9	38.1	38.1			
Actuated g/C Ratio	0.13	0.64	0.64			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	415	2065	2247			
v/s Ratio Prot	c0.04	0.17	c0.20			
v/s Ratio Perm						
v/c Ratio	0.32	0.26	0.32			
Uniform Delay, d1	23.6	4.8	5.0			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.5	0.3	0.4			
Delay (s)	24.1	5.1	5.4			
Level of Service	C	A	A			
Approach Delay (s/veh)		8.9	5.4		0.0	
Approach LOS		A	A		A	

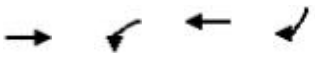
Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	482	285	622	138
Future Volume (vph)	482	285	622	138
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.0	12.3	51.8	15.0
Actuated g/C Ratio	0.41	0.15	0.65	0.19
v/c Ratio	0.38	0.58	0.20	0.18
Control Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.7	36.1	5.8	0.5
LOS	B	D	A	A
Approach Delay (s/veh)	17.7		15.3	
Approach LOS	B		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 79.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 14.7	Intersection LOS: B
Intersection Capacity Utilization 38.8%	ICU Level of Service A
Analysis Period (min) 15	

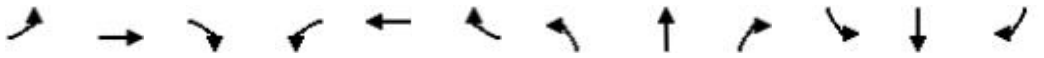
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	507	300	655	145
v/c Ratio	0.38	0.58	0.20	0.18
Control Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Length 50th (ft)	98	74	43	0
Queue Length 95th (ft)	151	114	58	0
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1332	991	3938	1310
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.30	0.17	0.11

Intersection Summary



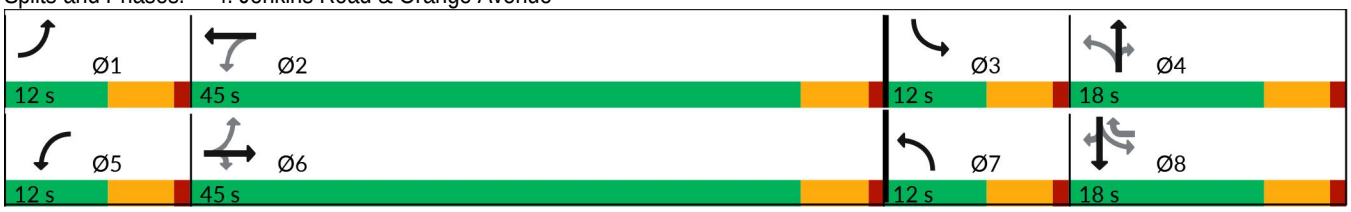
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	482	0	285	622	0	0	0	0	0	0	138
Future Volume (vph)	0	482	0	285	622	0	0	0	0	0	0	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	507	0	300	655	0	0	0	0	0	0	145
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	118
Lane Group Flow (vph)	0	507	0	300	655	0	0	0	0	0	0	27
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.0		12.3	51.8							15.0
Effective Green, g (s)		33.0		12.3	51.8							15.0
Actuated g/C Ratio		0.41		0.15	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1332		518	3237							468
v/s Ratio Prot		c0.16		c0.09	0.13							c0.01
v/s Ratio Perm												
v/c Ratio		0.38		0.58	0.20							0.06
Uniform Delay, d1		16.3		31.3	5.7							26.6
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		0.8		1.6	0.0							0.1
Delay (s)		17.1		32.9	5.7							26.7
Level of Service		B		C	A							C
Approach Delay (s/veh)		17.1			14.2			0.0			26.7	
Approach LOS		B			B			A			C	

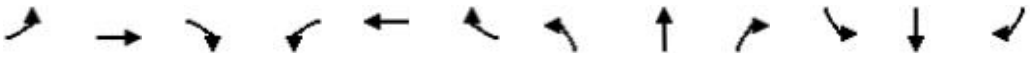
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	19.5
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Future Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	36.9	30.1	30.1	41.4	40.3	12.3	17.0	14.6	14.6	14.8	12.3	12.3
Actuated g/C Ratio	0.51	0.42	0.42	0.58	0.56	0.17	0.24	0.20	0.20	0.21	0.17	0.17
v/c Ratio	0.03	0.46	0.13	0.64	0.45	0.02	0.35	0.02	0.42	0.09	0.11	0.08
Control Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
LOS	A	B	A	B	B	A	C	C	A	C	C	A
Approach Delay (s/veh)		14.9			13.3			14.4			17.3	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 72	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

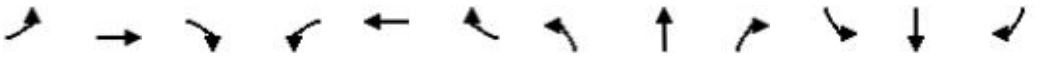




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	657	94	274	888	8	107	7	198	25	33	31
v/c Ratio	0.03	0.46	0.13	0.64	0.45	0.02	0.35	0.02	0.42	0.09	0.11	0.08
Control Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Length 50th (ft)	3	126	0	66	127	0	37	2	0	9	15	0
Queue Length 95th (ft)	10	175	5	#124	242	0	89	16	61	32	47	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	382	1906	924	426	1962	413	311	379	478	291	301	388
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.34	0.10	0.64	0.45	0.02	0.34	0.02	0.41	0.09	0.11	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



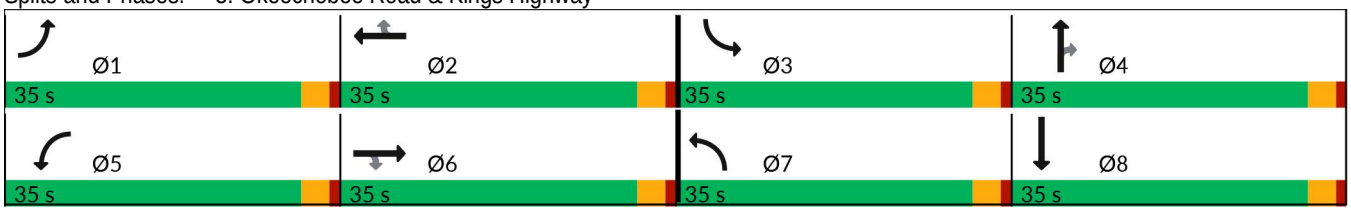
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Future Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.29	1.00	1.00	0.29	1.00	1.00	0.53	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	528	3406	1524	543	3505	1568	957	1810	1538	1266	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	657	94	274	888	8	107	7	198	25	33	31
RTOR Reduction (vph)	0	0	53	0	0	7	0	0	162	0	0	27
Lane Group Flow (vph)	12	657	41	274	888	1	107	7	36	25	33	4
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	35.7	34.6	34.6	46.7	40.3	10.5	21.1	14.6	14.6	12.9	10.5	10.5
Effective Green, g (s)	35.7	34.6	34.6	46.7	40.3	10.5	21.1	14.6	14.6	12.9	10.5	10.5
Actuated g/C Ratio	0.45	0.43	0.43	0.59	0.51	0.13	0.27	0.18	0.18	0.16	0.13	0.13
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	253	1480	662	421	1774	206	315	331	282	215	221	188
v/s Ratio Prot	0.00	0.19		c0.06	0.25		c0.03	0.00		0.00	0.02	
v/s Ratio Perm	0.02		0.03	c0.33		0.00	c0.06		0.02	0.02		0.00
v/c Ratio	0.05	0.44	0.06	0.65	0.50	0.01	0.34	0.02	0.13	0.12	0.15	0.02
Uniform Delay, d1	12.2	15.8	13.1	9.2	13.0	30.0	23.0	26.6	27.2	28.4	30.6	30.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.2	0.0	3.6	1.0	0.0	0.6	0.0	0.2	0.2	0.3	0.0
Delay (s)	12.3	16.0	13.1	12.8	14.0	30.0	23.7	26.7	27.4	28.6	30.9	30.1
Level of Service	B	B	B	B	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		15.6			13.8			26.1			30.0	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	87	365	39	482	484	122	88	199	629	169	213
Future Volume (vph)	87	365	39	482	484	122	88	199	629	169	213
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	10.8	19.9	19.9	20.0	32.1	32.1	11.8	20.6	20.6	11.5	23.5
Actuated g/C Ratio	0.12	0.22	0.22	0.23	0.36	0.36	0.13	0.23	0.23	0.13	0.27
v/c Ratio	0.46	0.36	0.11	0.71	0.43	0.21	0.50	0.60	0.65	0.48	0.41
Control Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
LOS	D	C	A	D	C	A	D	D	A	D	C
Approach Delay (s/veh)		33.1			29.7			17.2			33.3
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 88.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 27.0	Intersection LOS: C
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	92	384	41	507	509	128	93	209	662	178	315
v/c Ratio	0.46	0.36	0.11	0.71	0.43	0.21	0.50	0.60	0.65	0.48	0.41
Control Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Length 50th (ft)	53	70	0	150	126	0	61	130	0	58	83
Queue Length 95th (ft)	119	132	14	239	234	49	137	243	57	112	148
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	600	1725	581	1143	1178	609	511	538	1227	1032	1043
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.22	0.07	0.44	0.43	0.21	0.18	0.39	0.54	0.17	0.30

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	365	39	482	484	122	88	199	629	169	213	86
Future Volume (vph)	87	365	39	482	484	122	88	199	629	169	213	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2808	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2808	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	92	384	41	507	509	128	93	209	662	178	224	91
RTOR Reduction (vph)	0	0	31	0	0	82	0	0	502	0	30	0
Lane Group Flow (vph)	92	384	10	507	509	46	93	209	160	178	285	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	8.9	21.0	21.0	20.0	32.1	32.1	9.8	21.8	21.8	11.5	23.5	
Effective Green, g (s)	8.9	21.0	21.0	20.0	32.1	32.1	9.8	21.8	21.8	11.5	23.5	
Actuated g/C Ratio	0.10	0.23	0.23	0.22	0.36	0.36	0.11	0.24	0.24	0.13	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	163	1106	344	698	1156	517	153	358	536	362	730	
v/s Ratio Prot	0.06	0.08		c0.16	c0.16		c0.07	c0.14		0.06	0.10	
v/s Ratio Perm			0.01			0.03			0.07			
v/c Ratio	0.56	0.35	0.03	0.73	0.44	0.09	0.61	0.58	0.30	0.49	0.39	
Uniform Delay, d1	38.8	28.9	26.8	32.6	22.2	19.4	38.4	30.2	28.0	36.7	27.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.4	0.2	0.0	3.8	1.2	0.3	6.7	2.4	0.3	1.1	0.3	
Delay (s)	43.3	29.1	26.8	36.4	23.5	19.7	45.1	32.7	28.3	37.7	27.9	
Level of Service	D	C	C	D	C	B	D	C	C	D	C	
Approach Delay (s/veh)		31.5			28.8			30.9			31.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	477	1	3	455	23	1	1	12	48	0	4
Future Vol, veh/h	3	477	1	3	455	23	1	1	12	48	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	3	502	1	3	479	24	1	1	13	51	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	503	0	0	503	0	0	994	1018	503	994	995	479
Stage 1	-	-	-	-	-	-	509	509	-	485	485	-
Stage 2	-	-	-	-	-	-	485	509	-	509	509	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	1051	-	-	1036	-	-	213	226	546	224	245	587
Stage 1	-	-	-	-	-	-	525	519	-	563	551	-
Stage 2	-	-	-	-	-	-	541	519	-	547	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1036	-	-	209	224	546	216	243	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	224	-	216	243	-
Stage 1	-	-	-	-	-	-	523	517	-	561	549	-
Stage 2	-	-	-	-	-	-	535	516	-	531	536	-

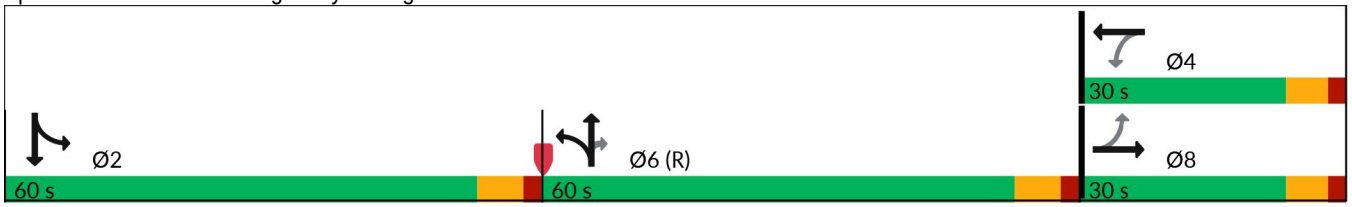
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.05	13.3	25.84
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	448	11	-	-	12	-	-	227
HCM Lane V/C Ratio	0.033	0.003	-	-	0.003	-	-	0.241
HCM Ctrl Dly (s/v)	13.3	8.4	0	-	8.5	0	-	25.8
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.9

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	15	70	140	87	381	53	433
Future Volume (vph)	15	70	140	87	381	53	433
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.0	23.0	23.0	23.0	57.0	57.0	49.0
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.38	0.38	0.33
v/c Ratio	0.13	0.43	0.85	0.64	0.71	0.09	0.92
Control Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
LOS	E	D	F	E	D	A	E
Approach Delay (s/veh)		53.5		78.1	43.7		70.3
Approach LOS		D		E	D		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 61.5	Intersection LOS: E
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.

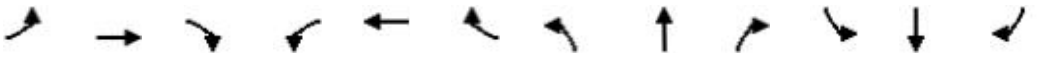




Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	16	123	147	183	461	56	545
v/c Ratio	0.13	0.43	0.85	0.64	0.71	0.09	0.92
Control Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Length 50th (ft)	14	92	140	142	448	0	515
Queue Length 95th (ft)	39	164	#276	235	592	18	#714
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	130	299	182	302	655	609	637
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.41	0.81	0.61	0.70	0.09	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



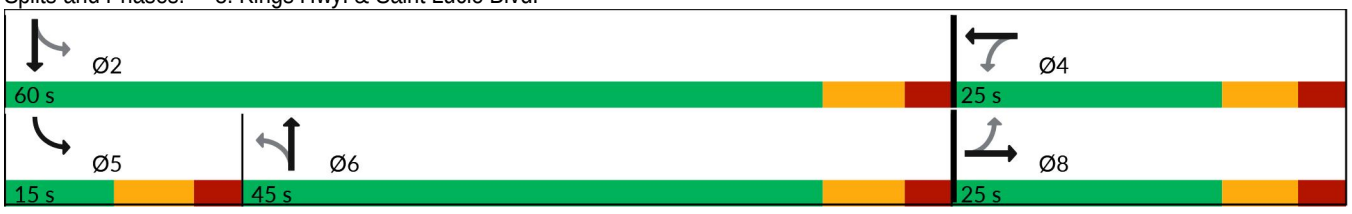
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	70	47	140	87	86	57	381	53	68	433	16
Future Volume (vph)	15	70	47	140	87	86	57	381	53	68	433	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.94		1.00	0.93			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1770	1751		1770	1724			1701	1455		1807	
Flt Permitted	0.43	1.00		0.60	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	802	1751		1125	1724			1701	1455		1807	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	74	49	147	92	91	60	401	56	72	456	17
RTOR Reduction (vph)	0	16	0	0	24	0	0	0	35	0	1	0
Lane Group Flow (vph)	16	107	0	147	159	0	0	461	21	0	544	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.0	23.0		23.0	23.0			57.0	57.0		49.0	
Effective Green, g (s)	23.0	23.0		23.0	23.0			57.0	57.0		49.0	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.38	0.38		0.33	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	122	268		172	264			646	552		590	
v/s Ratio Prot		0.06			0.09			c0.27			c0.30	
v/s Ratio Perm	0.02			c0.13					0.01			
v/c Ratio	0.13	0.40		0.85	0.60			0.71	0.04		0.92	
Uniform Delay, d1	54.9	57.3		61.9	59.2			39.6	29.3		48.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.0		31.5	3.9			6.6	0.1		20.1	
Delay (s)	55.4	58.2		93.4	63.1			46.2	29.4		68.8	
Level of Service	E	E		F	E			D	C		E	
Approach Delay (s/veh)		57.9			76.6			44.3			68.8	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	45	9	5	429	174	355
Future Volume (vph)	2	3	45	9	5	429	174	355
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		9.2	9.2	9.2	23.1	23.1	38.5	38.5
Actuated g/C Ratio		0.14	0.14	0.14	0.36	0.36	0.60	0.60
v/c Ratio		0.07	0.24	0.66	0.01	0.78	0.46	0.34
Control Delay (s/veh)		25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		25.0	29.6	11.2	13.2	27.1	9.8	7.6
LOS		C	C	B	B	C	A	A
Approach Delay (s/veh)		25.0		13.5		27.0		8.4
Approach LOS		C		B		C		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 64.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

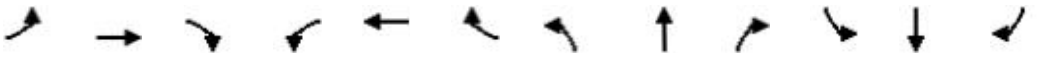
Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	7	47	331	5	509	183	375
v/c Ratio	0.07	0.24	0.66	0.01	0.78	0.46	0.34
Control Delay (s/veh)	25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Length 50th (ft)	2	16	3	1	162	26	60
Queue Length 95th (ft)	15	52	75	8	319	69	143
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	204	383	667	583	1067	398	1508
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.12	0.50	0.01	0.48	0.46	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	2	45	9	306	5	429	54	174	355	1
Future Volume (vph)	2	3	2	45	9	306	5	429	54	174	355	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.96		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1580		1752	1575		1736	1796		1719	1809	
Flt Permitted		0.46		0.75	1.00		0.54	1.00		0.24	1.00	
Satd. Flow (perm)		735		1389	1575		984	1796		426	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	2	47	9	322	5	452	57	183	374	1
RTOR Reduction (vph)	0	2	0	0	275	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	5	0	47	56	0	5	503	0	183	375	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		9.2		9.2	9.2		23.3	23.3		38.5	38.5	
Effective Green, g (s)		9.2		9.2	9.2		23.3	23.3		38.5	38.5	
Actuated g/C Ratio		0.14		0.14	0.14		0.37	0.37		0.61	0.61	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		106		200	227		360	657		402	1095	
v/s Ratio Prot					c0.04			c0.28		0.05	c0.21	
v/s Ratio Perm		0.01		0.03			0.01			0.22		
v/c Ratio		0.05		0.24	0.24		0.01	0.77		0.46	0.34	
Uniform Delay, d1		23.4		24.1	24.1		12.8	17.7		8.1	6.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2		0.6	0.6		0.0	5.3		0.8	0.2	
Delay (s)		23.6		24.7	24.7		12.8	23.1		8.9	6.4	
Level of Service		C		C	C		B	C		A	A	
Approach Delay (s/veh)		23.6			24.7			23.0			7.2	
Approach LOS		C			C			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	63.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	28	133	0	326	13	152	393
Future Vol, veh/h	28	133	0	326	13	152	393
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	29	140	0	343	14	160	414

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	877	178	414	0	0	357	0
Stage 1	350	-	-	-	-	-	-
Stage 2	527	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	286	831	714	-	-	1156	-
Stage 1	682	-	-	-	-	-	-
Stage 2	554	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	246	831	714	-	-	1156	-
Mov Cap-2 Maneuver	363	-	-	-	-	-	-
Stage 1	682	-	-	-	-	-	-
Stage 2	477	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.18	0	2.4
HCM LOS	B		

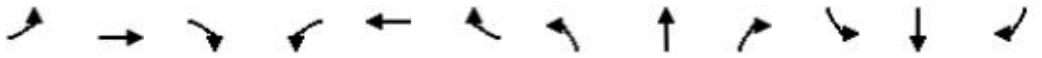
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	714	-	-	363	831	1156	-
HCM Lane V/C Ratio	-	-	-	0.081	0.169	0.138	-
HCM Ctrl Dly (s/v)	0	-	-	15.8	10.2	8.6	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Future Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.7	26.3	41.0	18.2	33.8	58.6	7.9	43.0	68.3	17.9	53.0	70.8
Actuated g/C Ratio	0.08	0.20	0.31	0.14	0.25	0.44	0.06	0.32	0.51	0.13	0.40	0.53
v/c Ratio	0.41	0.79	0.32	1.69	0.49	0.60	1.20	0.37	0.57	3.19	0.50	0.14
Control Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
LOS	E	E	B	F	D	B	F	D	B	F	C	A
Approach Delay (s/veh)		50.0			174.5			47.6			501.3	
Approach LOS		D			F			D			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 133.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.19	
Intersection Signal Delay (s/veh): 225.6	Intersection LOS: F
Intersection Capacity Utilization 103.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	106	514	175	721	400	481	107	362	445	666	619	108
v/c Ratio	0.41	0.79	0.32	1.69	0.49	0.60	1.20	0.37	0.57	3.19	0.50	0.14
Control Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Length 50th (ft)	49	240	32	~514	169	117	~130	147	180	~1138	236	0
Queue Length 95th (ft)	86	308	94	#697	231	246	#291	216	338	#1490	330	34
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	680	1199	544	427	932	803	89	969	775	209	1237	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.43	0.32	1.69	0.43	0.60	1.20	0.37	0.57	3.19	0.50	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

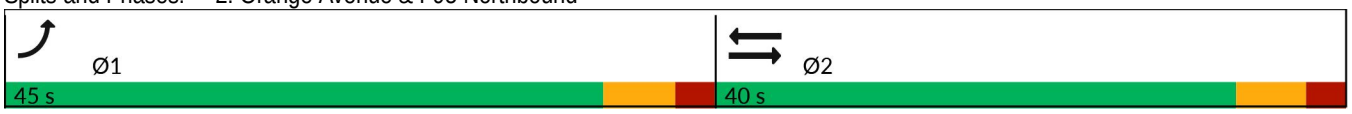
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Future Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	106	514	175	721	400	481	107	362	445	666	619	108
RTOR Reduction (vph)	0	0	94	0	0	185	0	0	95	0	0	56
Lane Group Flow (vph)	106	514	81	721	400	296	107	362	350	666	619	52
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.7	26.3	34.2	18.2	33.8	51.7	7.9	43.0	61.2	17.9	53.0	63.7
Effective Green, g (s)	10.7	26.3	34.2	18.2	33.8	51.7	7.9	43.0	61.2	17.9	53.0	63.7
Actuated g/C Ratio	0.08	0.20	0.26	0.14	0.25	0.39	0.06	0.32	0.46	0.13	0.40	0.48
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	258	653	380	427	817	559	89	971	618	209	1238	665
v/s Ratio Prot	0.03	c0.16	0.01	c0.23	0.12	0.07	0.07	0.12	c0.08	c0.43	0.20	0.01
v/s Ratio Perm			0.04			0.13			0.18			0.03
v/c Ratio	0.41	0.79	0.21	1.69	0.49	0.53	1.20	0.37	0.57	3.19	0.50	0.08
Uniform Delay, d1	58.3	50.8	38.9	57.5	42.3	31.4	62.6	34.7	26.3	57.7	30.1	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	6.2	0.3	319.9	0.5	0.9	159.6	1.1	1.2	996.4	1.4	0.1
Delay (s)	59.3	57.0	39.2	377.4	42.8	32.3	222.2	35.8	27.5	1054.0	31.6	18.9
Level of Service	E	E	D	F	D	C	F	D	C	F	C	B
Approach Delay (s/veh)		53.4			190.2			53.6			519.4	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	238.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	133.2	Sum of lost time (s)	27.8
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	259	705	746
Future Volume (vph)	259	705	746
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.9	33.2	33.2
Actuated g/C Ratio	0.19	0.57	0.57
v/c Ratio	0.47	0.41	0.40
Control Delay (s/veh)	23.9	8.0	7.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	23.9	8.0	7.9
LOS	C	A	A
Approach Delay (s/veh)		12.2	7.9
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay (s/veh): 10.3	Intersection LOS: B
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	273	742	785
v/c Ratio	0.47	0.41	0.40
Control Delay (s/veh)	23.9	8.0	7.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	23.9	8.0	7.9
Queue Length 50th (ft)	48	71	71
Queue Length 95th (ft)	81	120	118
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2028	1825	1946
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.13	0.41	0.40

Intersection Summary



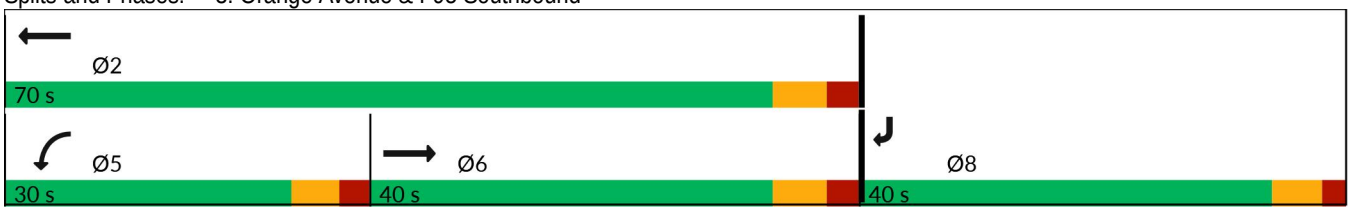
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	259	705	746	0	0	0
Future Volume (vph)	259	705	746	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	273	742	785	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	273	742	785	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	10.9	33.2	33.2			
Effective Green, g (s)	10.9	33.2	33.2			
Actuated g/C Ratio	0.19	0.57	0.57			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	581	1825	1946			
v/s Ratio Prot	c0.09	c0.23	0.23			
v/s Ratio Perm						
v/c Ratio	0.47	0.41	0.40			
Uniform Delay, d1	21.0	7.0	6.9			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.6	0.7	0.6			
Delay (s)	21.6	7.6	7.6			
Level of Service	C	A	A			
Approach Delay (s/veh)		11.4	7.6		0.0	
Approach LOS		B	A		A	

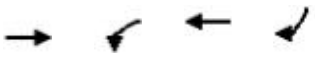
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	58.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	662	342	868	478
Future Volume (vph)	662	342	868	478
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.2	14.5	54.2	17.3
Actuated g/C Ratio	0.39	0.17	0.64	0.20
v/c Ratio	0.57	0.64	0.29	0.73
Control Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	38.4	7.2	23.3
LOS	C	D	A	C
Approach Delay (s/veh)	23.5		16.1	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 84.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

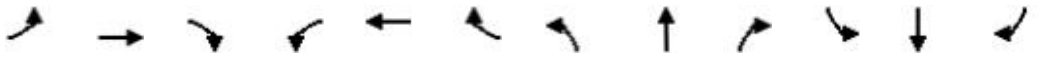
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	697	360	914	503
v/c Ratio	0.57	0.64	0.29	0.73
Control Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Length 50th (ft)	158	93	66	82
Queue Length 95th (ft)	282	154	116	159
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1220	922	3664	1138
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.39	0.25	0.44

Intersection Summary



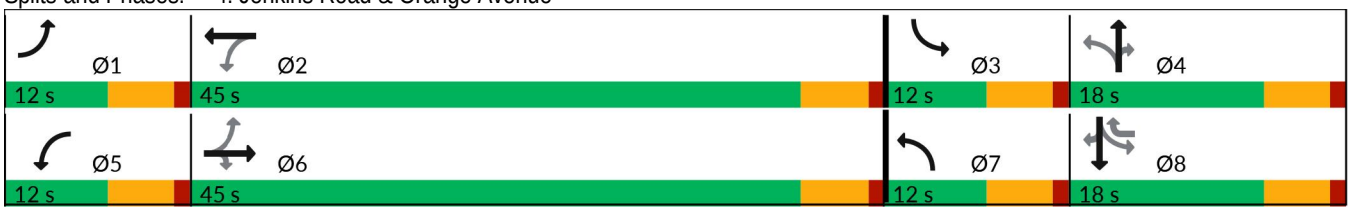
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	662	0	342	868	0	0	0	0	0	0	478
Future Volume (vph)	0	662	0	342	868	0	0	0	0	0	0	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	697	0	360	914	0	0	0	0	0	0	503
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	186
Lane Group Flow (vph)	0	697	0	360	914	0	0	0	0	0	0	317
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.2		14.5	54.2							17.3
Effective Green, g (s)		33.2		14.5	54.2							17.3
Actuated g/C Ratio		0.39		0.17	0.64							0.20
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1222		566	3138							506
v/s Ratio Prot		c0.22		c0.11	0.19							c0.13
v/s Ratio Perm												
v/c Ratio		0.57		0.64	0.29							0.63
Uniform Delay, d1		20.1		32.5	6.7							30.7
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		1.9		2.3	0.1							2.4
Delay (s)		22.0		34.9	6.7							33.1
Level of Service		C		C	A							C
Approach Delay (s/veh)		22.0			14.7			0.0			33.1	
Approach LOS		C			B			A			C	

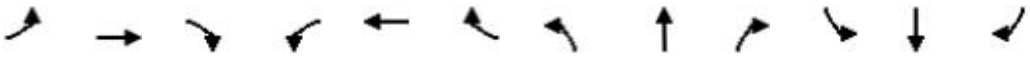
Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	19.5
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Future Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	44.1	37.3	37.3	45.5	40.4	12.3	18.0	16.7	16.7	13.5	12.3	12.3
Actuated g/C Ratio	0.56	0.47	0.47	0.57	0.51	0.16	0.23	0.21	0.21	0.17	0.16	0.16
v/c Ratio	0.24	0.80	0.24	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
LOS	A	C	A	F	B	A	D	C	A	C	C	A
Approach Delay (s/veh)		20.0			39.1			20.3			18.7	
Approach LOS		C			D			C			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 79.2	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 27.4	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



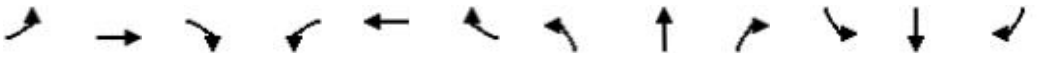


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	1312	204	264	1032	29	183	23	265	15	20	20
v/c Ratio	0.24	0.80	0.24	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Length 50th (ft)	16	323	0	~141	233	0	82	9	0	7	12	0
Queue Length 95th (ft)	35	424	37	#304	311	0	#164	34	68	25	36	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	313	1768	891	230	1719	381	298	397	545	218	245	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.74	0.23	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.08	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



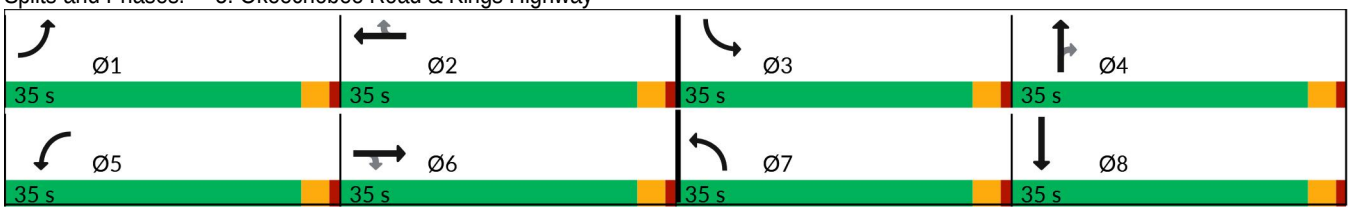
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Future Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.19	1.00	1.00	0.10	1.00	1.00	0.46	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	349	3471	1553	176	3374	1509	850	1845	1568	1119	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	1312	204	264	1032	29	183	23	265	15	20	20
RTOR Reduction (vph)	0	0	111	0	0	26	0	0	213	0	0	18
Lane Group Flow (vph)	76	1312	93	264	1032	3	183	23	52	15	20	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Effective Green, g (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Actuated g/C Ratio	0.52	0.46	0.46	0.56	0.48	0.10	0.27	0.20	0.20	0.12	0.10	0.10
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	264	1587	710	219	1611	153	332	364	309	134	153	130
v/s Ratio Prot	0.02	0.38		c0.10	0.31		c0.06	0.01		0.00	0.01	
v/s Ratio Perm	0.13		0.06	c0.57		0.00	c0.09		0.03	0.01		0.00
v/c Ratio	0.29	0.83	0.13	1.21	0.64	0.02	0.55	0.06	0.17	0.11	0.13	0.02
Uniform Delay, d1	11.3	20.0	13.2	20.3	16.6	34.2	25.1	27.6	28.2	33.4	34.6	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	3.7	0.1	127.4	2.0	0.1	2.0	0.1	0.3	0.4	0.4	0.0
Delay (s)	11.9	23.7	13.3	147.7	18.6	34.3	27.0	27.7	28.5	33.8	35.0	34.2
Level of Service	B	C	B	F	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		21.8			44.7			27.9			34.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	437	59	429	351	541	61	446	561	339	483
Future Volume (vph)	160	437	59	429	351	541	61	446	561	339	483
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	17.4	25.9	25.9	22.8	31.2	31.2	10.4	31.2	31.2	21.6	44.7
Actuated g/C Ratio	0.15	0.22	0.22	0.19	0.27	0.27	0.09	0.27	0.27	0.18	0.38
v/c Ratio	0.69	0.44	0.16	0.78	0.45	0.76	0.48	1.11	0.61	0.76	0.62
Control Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
LOS	E	D	A	E	D	B	E	F	B	E	C
Approach Delay (s/veh)		44.8			34.0			59.1			42.6
Approach LOS		D			C			E			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 117.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay (s/veh): 44.5	Intersection LOS: D
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	460	62	452	369	569	64	469	591	357	616
v/c Ratio	0.69	0.44	0.16	0.78	0.45	0.76	0.48	1.11	0.61	0.76	0.62
Control Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Length 50th (ft)	131	119	0	190	138	31	54	~464	51	171	255
Queue Length 95th (ft)	227	184	36	276	228	219	116	#838	146	258	399
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	435	1252	441	794	819	749	402	424	970	678	986
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.37	0.14	0.57	0.45	0.76	0.16	1.11	0.61	0.53	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	437	59	429	351	541	61	446	561	339	483	103
Future Volume (vph)	160	437	59	429	351	541	61	446	561	339	483	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2566	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2566	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	460	62	452	369	569	64	469	591	357	508	108
RTOR Reduction (vph)	0	0	48	0	0	384	0	0	334	0	11	0
Lane Group Flow (vph)	168	460	14	452	369	185	64	469	257	357	605	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	17.4	25.9	25.9	22.8	31.3	31.3	9.0	32.1	32.1	21.6	44.7	
Effective Green, g (s)	17.4	25.9	25.9	22.8	31.3	31.3	9.0	32.1	32.1	21.6	44.7	
Actuated g/C Ratio	0.15	0.22	0.22	0.19	0.26	0.26	0.08	0.27	0.27	0.18	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	241	1031	321	576	815	364	115	432	647	466	968	
v/s Ratio Prot	0.10	0.10		c0.15	0.12		0.04	c0.29		c0.14	0.24	
v/s Ratio Perm			0.01			c0.13			0.11			
v/c Ratio	0.70	0.45	0.04	0.78	0.45	0.51	0.56	1.09	0.40	0.77	0.63	
Uniform Delay, d1	48.0	40.0	36.5	45.5	36.4	37.0	52.8	43.2	35.3	46.0	30.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.5	0.3	0.1	6.9	1.8	5.0	5.7	68.3	0.4	7.4	1.3	
Delay (s)	56.5	40.3	36.5	52.4	38.2	42.0	58.5	111.5	35.7	53.4	31.3	
Level of Service	E	D	D	D	D	D	E	F	D	D	C	
Approach Delay (s/veh)		43.9			44.4			68.6			39.4	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	118.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	621	7	55	431	61	2	1	29	21	2	0
Future Vol, veh/h	2	621	7	55	431	61	2	1	29	21	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	2	654	7	58	454	64	2	1	31	22	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	518	0	0	661	0	0	1232	1295	657	1228	1235	454
Stage 1	-	-	-	-	-	-	662	662	-	569	569	-
Stage 2	-	-	-	-	-	-	571	634	-	658	665	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	1018	-	-	904	-	-	150	159	456	149	169	588
Stage 1	-	-	-	-	-	-	443	452	-	491	491	-
Stage 2	-	-	-	-	-	-	497	465	-	439	444	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1018	-	-	904	-	-	135	144	456	125	154	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	144	-	125	154	-
Stage 1	-	-	-	-	-	-	442	450	-	447	447	-
Stage 2	-	-	-	-	-	-	450	423	-	407	443	-

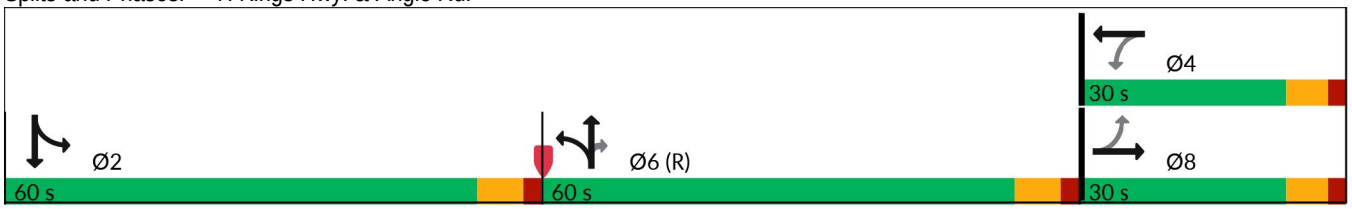
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.93	15.56	39.97
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	375	6	-	-	204	-	-	127
HCM Lane V/C Ratio	0.09	0.002	-	-	0.064	-	-	0.191
HCM Ctrl Dly (s/v)	15.6	8.5	0	-	9.3	0	-	40
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.7

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	104	183	350	111	473	210	555
Future Volume (vph)	104	183	350	111	473	210	555
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14
Control Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
LOS	F	F	F	F	E	C	F
Approach Delay (s/veh)		354.0		1771.9	64.2		125.6
Approach LOS		F		F	E		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 7.67	
Intersection Signal Delay (s/veh): 544.8	Intersection LOS: F
Intersection Capacity Utilization 132.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	109	439	368	281	613	221	694
v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14
Control Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Length 50th (ft)	~176	~580	~685	249	621	99	~848
Queue Length 95th (ft)	#310	#808	#904	#444	#890	177	#1115
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	291	48	291	626	594	608
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

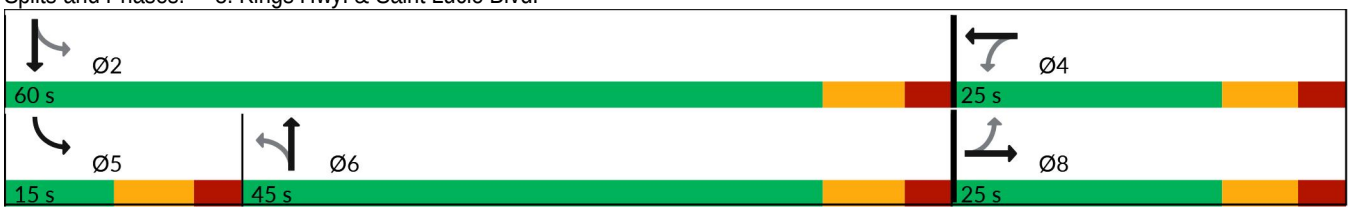
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	183	234	350	111	156	109	473	210	69	555	35
Future Volume (vph)	104	183	234	350	111	156	109	473	210	69	555	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1722	
Flt Permitted	0.17	1.00		0.17	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	318	1690		315	1667			1776	1524		1722	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	109	193	246	368	117	164	115	498	221	73	584	37
RTOR Reduction (vph)	0	30	0	0	34	0	0	0	57	0	1	0
Lane Group Flow (vph)	109	409	0	368	247	0	0	613	164	0	693	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	261		48	257			626	537		607	
v/s Ratio Prot		0.24			0.15			c0.35			c0.40	
v/s Ratio Perm	0.34			c1.17					0.11			
v/c Ratio	2.22	1.57		7.67	0.96			0.98	0.31		1.14	
Uniform Delay, d1	63.4	63.4		63.4	63.0			48.0	35.2		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	611.2	272.3		3042.5	45.4			31.2	1.5		82.1	
Delay (s)	674.6	335.7		3105.9	108.3			79.2	36.7		130.6	
Level of Service	F	F		F	F			E	D		F	
Approach Delay (s/veh)		403.1			1808.0			68.0			130.6	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	565.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.23		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	132.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	11	39	9	12	550	269	558
Future Volume (vph)	11	39	9	12	550	269	558
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.5	8.5	8.5	31.7	31.7	46.9	46.9
Actuated g/C Ratio	0.12	0.12	0.12	0.44	0.44	0.66	0.66
v/c Ratio	0.10	0.27	0.53	0.04	0.86	0.81	0.49
Control Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
LOS	C	C	B	B	C	C	A
Approach Delay (s/veh)	23.4		17.4		30.1		14.5
Approach LOS	C		B		C		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 71.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 20.8	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	41	172	13	661	283	588
v/c Ratio	0.10	0.27	0.53	0.04	0.86	0.81	0.49
Control Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Length 50th (ft)	5	19	4	3	253	43	109
Queue Length 95th (ft)	25	50	61	14	#505	#144	212
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	433	315	487	406	905	349	1340
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.13	0.35	0.03	0.73	0.81	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	9	39	9	155	12	550	78	269	558	1
Future Volume (vph)	0	11	9	39	9	155	12	550	78	269	558	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1755		1656	1495		1671	1727		1736	1826	
Flt Permitted		1.00		0.74	1.00		0.44	1.00		0.18	1.00	
Satd. Flow (perm)		1755		1296	1495		779	1727		322	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	12	9	41	9	163	13	579	82	283	587	1
RTOR Reduction (vph)	0	8	0	0	144	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	13	0	41	28	0	13	655	0	283	588	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		8.5		8.5	8.5		31.8	31.8		46.9	46.9	
Effective Green, g (s)		8.5		8.5	8.5		31.8	31.8		46.9	46.9	
Actuated g/C Ratio		0.12		0.12	0.12		0.45	0.45		0.66	0.66	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		209		154	178		347	770		350	1201	
v/s Ratio Prot		0.01			0.02			0.38		c0.08	0.32	
v/s Ratio Perm				c0.03			0.02			c0.45		
v/c Ratio		0.06		0.27	0.16		0.04	0.85		0.81	0.49	
Uniform Delay, d1		27.9		28.6	28.2		11.1	17.6		10.9	6.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		0.9	0.4		0.0	8.9		12.9	0.3	
Delay (s)		28.0		29.5	28.6		11.2	26.6		23.7	6.5	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.0			28.8			26.3			12.1	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	71.3	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	35	159	0	802	59	252	742
Future Vol, veh/h	35	159	0	802	59	252	742
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	37	167	0	844	62	265	781

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1796	453	781	0	0	906	0
Stage 1	875	-	-	-	-	-	-
Stage 2	921	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	70	548	415	-	-	670	-
Stage 1	363	-	-	-	-	-	-
Stage 2	343	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	42	548	415	-	-	670	-
Mov Cap-2 Maneuver	138	-	-	-	-	-	-
Stage 1	363	-	-	-	-	-	-
Stage 2	208	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.09	0	3.51
HCM LOS	C		

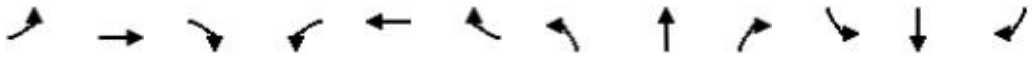
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	415	-	-	138	548	670	-
HCM Lane V/C Ratio	-	-	-	0.267	0.305	0.396	-
HCM Ctrl Dly (s/v)	0	-	-	40.3	14.4	13.8	-
HCM Lane LOS	A	-	-	E	B	B	-
HCM 95th %tile Q(veh)	0	-	-	1	1.3	1.9	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Future Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	11.6	27.0	41.7	18.2	33.6	58.4	7.9	43.0	68.3	17.9	53.0	71.6
Actuated g/C Ratio	0.09	0.20	0.31	0.14	0.25	0.44	0.06	0.32	0.51	0.13	0.40	0.53
v/c Ratio	0.50	0.78	0.30	1.23	0.47	0.98	2.07	0.50	0.87	2.43	0.48	0.13
Control Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
LOS	E	E	B	F	D	E	F	D	D	F	C	A
Approach Delay (s/veh)		50.8			90.3			107.2			303.4	
Approach LOS		D			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 133.9	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.43	
Intersection Signal Delay (s/veh): 141.9	Intersection LOS: F
Intersection Capacity Utilization 100.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



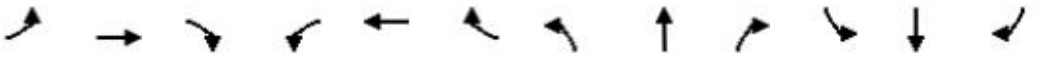


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	144	543	169	518	375	723	188	492	689	547	635	112
v/c Ratio	0.50	0.78	0.30	1.23	0.47	0.98	2.07	0.50	0.87	2.43	0.48	0.13
Control Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Length 50th (ft)	65	247	27	~315	160	543	~292	206	466	~827	226	0
Queue Length 95th (ft)	106	314	84	#474	222	#890	#497	291	#851	#1130	312	32
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	702	1239	566	421	913	735	91	989	789	225	1334	1033
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.44	0.30	1.23	0.41	0.98	2.07	0.50	0.87	2.43	0.48	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



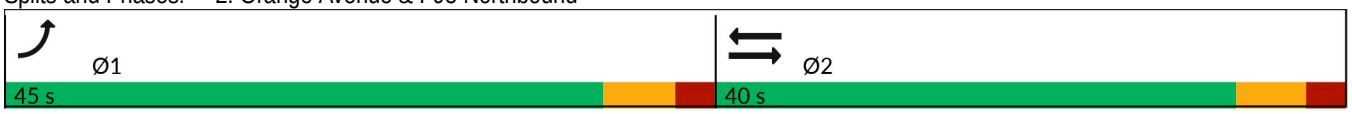
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Future Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	144	543	169	518	375	723	188	492	689	547	635	112
RTOR Reduction (vph)	0	0	94	0	0	122	0	0	95	0	0	58
Lane Group Flow (vph)	144	543	75	518	375	601	188	492	594	547	635	54
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	11.6	27.0	34.9	18.2	33.6	51.5	7.9	43.0	61.2	17.9	53.0	64.6
Effective Green, g (s)	11.6	27.0	34.9	18.2	33.6	51.5	7.9	43.0	61.2	17.9	53.0	64.6
Actuated g/C Ratio	0.09	0.20	0.26	0.14	0.25	0.38	0.06	0.32	0.46	0.13	0.40	0.48
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	288	693	400	421	801	549	91	990	630	225	1335	728
v/s Ratio Prot	0.04	0.16	0.01	c0.17	0.12	c0.15	0.12	0.16	c0.13	c0.32	0.19	0.01
v/s Ratio Perm			0.04			0.27			0.30			0.03
v/c Ratio	0.50	0.78	0.19	1.23	0.47	1.09	2.07	0.50	0.94	2.43	0.48	0.07
Uniform Delay, d1	58.4	50.7	38.5	57.9	42.6	41.2	63.0	36.7	34.7	58.0	30.1	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	5.8	0.2	122.9	0.4	66.5	515.4	1.8	22.7	657.3	1.2	0.0
Delay (s)	59.7	56.5	38.7	180.8	43.0	107.7	578.4	38.5	57.3	715.3	31.3	18.6
Level of Service	E	E	D	F	D	F	F	D	E	F	C	B
Approach Delay (s/veh)		53.5			116.1			122.1			319.4	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	158.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	133.9	Sum of lost time (s)	27.8
Intersection Capacity Utilization	100.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	356	962	1124
Future Volume (vph)	356	962	1124
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	12.3	33.0	33.0
Actuated g/C Ratio	0.21	0.56	0.56
v/c Ratio	0.57	0.56	0.60
Control Delay (s/veh)	24.8	10.3	10.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.8	10.3	10.7
LOS	C	B	B
Approach Delay (s/veh)		14.3	10.7
Approach LOS		B	B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 59.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	375	1013	1183
v/c Ratio	0.57	0.56	0.60
Control Delay (s/veh)	24.8	10.3	10.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.8	10.3	10.7
Queue Length 50th (ft)	68	117	133
Queue Length 95th (ft)	107	195	215
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2020	1808	1968
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.56	0.60

Intersection Summary



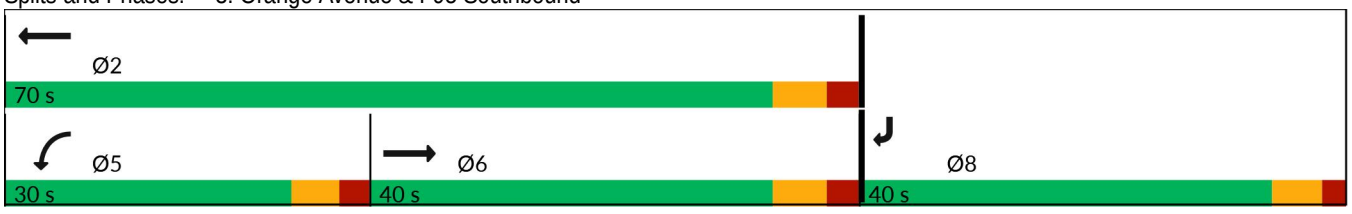
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	356	962	1124	0	0	0
Future Volume (vph)	356	962	1124	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	375	1013	1183	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	375	1013	1183	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	12.3	33.0	33.0			
Effective Green, g (s)	12.3	33.0	33.0			
Actuated g/C Ratio	0.21	0.56	0.56			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	654	1809	1969			
v/s Ratio Prot	c0.12	0.31	c0.33			
v/s Ratio Perm						
v/c Ratio	0.57	0.56	0.60			
Uniform Delay, d1	21.1	8.5	8.8			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	1.2	1.3	1.4			
Delay (s)	22.4	9.7	10.1			
Level of Service	C	A	B			
Approach Delay (s/veh)		13.1	10.1		0.0	
Approach LOS		B	B		A	

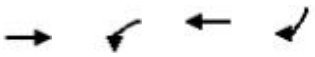
Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	1091	338	1171	290
Future Volume (vph)	1091	338	1171	290
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.1	13.8	53.4	15.5
Actuated g/C Ratio	0.40	0.17	0.65	0.19
v/c Ratio	0.88	0.63	0.38	0.55
Control Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.1	36.9	7.0	23.6
LOS	C	D	A	C
Approach Delay (s/veh)	33.1		13.7	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 81.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 22.0	Intersection LOS: C
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Orange Avenue & I-95 Southbound

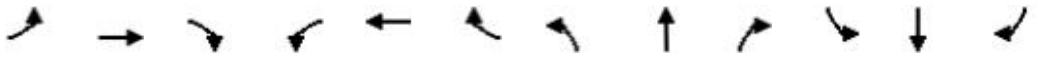




Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	1148	356	1233	305
v/c Ratio	0.88	0.63	0.38	0.55
Control Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Length 50th (ft)	301	90	94	56
Queue Length 95th (ft)	#504	138	130	110
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1301	968	3844	1100
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.37	0.32	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



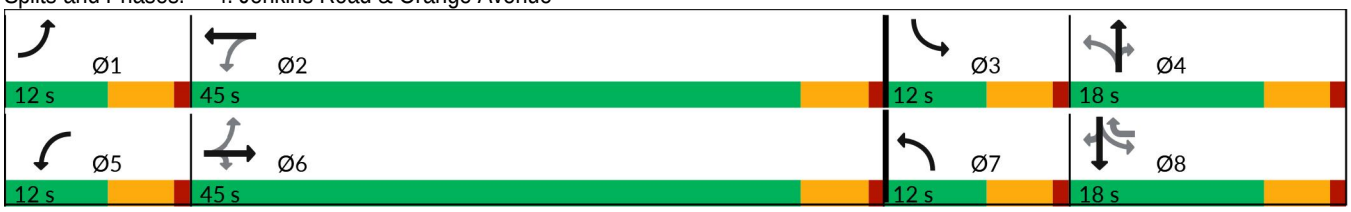
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1091	0	338	1171	0	0	0	0	0	0	290
Future Volume (vph)	0	1091	0	338	1171	0	0	0	0	0	0	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1148	0	356	1233	0	0	0	0	0	0	305
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	88
Lane Group Flow (vph)	0	1148	0	356	1233	0	0	0	0	0	0	217
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		13.8	53.4							15.5
Effective Green, g (s)		33.1		13.8	53.4							15.5
Actuated g/C Ratio		0.40		0.17	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1302		567	3252							471
v/s Ratio Prot		c0.36		c0.11	0.25							c0.09
v/s Ratio Perm												
v/c Ratio		0.88		0.63	0.38							0.46
Uniform Delay, d1		22.6		31.7	6.6							29.5
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		8.8		2.2	0.1							0.7
Delay (s)		31.4		33.8	6.7							30.2
Level of Service		C		C	A							C
Approach Delay (s/veh)		31.4			12.8			0.0			30.2	
Approach LOS		C			B			A			C	

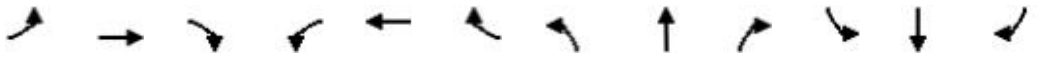
Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	19.5
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Future Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	16.9	14.6	14.6	13.4	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.22	0.19	0.19	0.17	0.16	0.16
v/c Ratio	0.16	0.54	0.23	0.89	0.58	0.02	0.91	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
LOS	A	B	A	D	B	A	E	C	A	C	C	A
Approach Delay (s/veh)		14.4			22.1			37.2			19.4	
Approach LOS		B			C			D			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 22.0	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

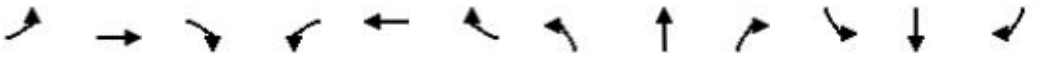




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	835	186	326	1071	9	262	8	277	29	38	36
v/c Ratio	0.16	0.54	0.23	0.89	0.58	0.02	0.91	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Length 50th (ft)	11	172	0	82	234	0	126	3	0	13	20	0
Queue Length 95th (ft)	25	232	36	#226	310	0	#249	17	72	35	52	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	308	1805	895	366	1858	400	287	354	524	249	285	376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.46	0.21	0.89	0.58	0.02	0.91	0.02	0.53	0.12	0.13	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



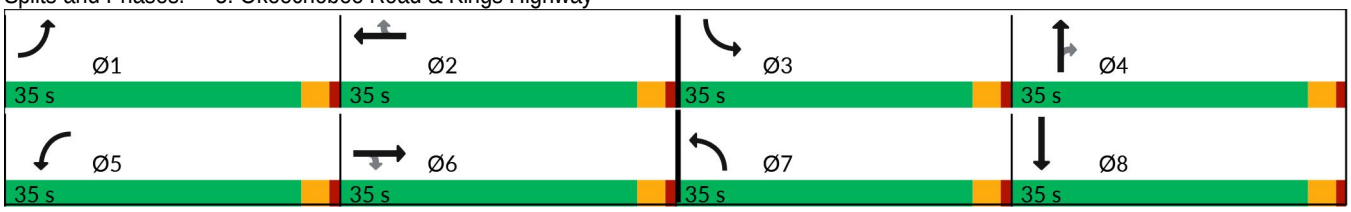
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Future Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.19	1.00	1.00	0.23	1.00	1.00	0.43	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	345	3406	1524	430	3505	1568	776	1810	1538	1265	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	835	186	326	1071	9	262	8	277	29	38	36
RTOR Reduction (vph)	0	0	102	0	0	8	0	0	228	0	0	33
Lane Group Flow (vph)	49	835	84	326	1071	1	262	8	49	29	38	3
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Actuated g/C Ratio	0.50	0.45	0.45	0.58	0.49	0.09	0.27	0.18	0.18	0.12	0.09	0.09
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	230	1544	690	358	1729	142	318	320	272	161	152	129
v/s Ratio Prot	0.01	0.25		c0.08	0.31		c0.09	0.00		0.01	0.02	
v/s Ratio Perm	0.10		0.06	c0.45		0.00	c0.13		0.03	0.02		0.00
v/c Ratio	0.21	0.54	0.12	0.91	0.62	0.01	0.82	0.03	0.18	0.18	0.25	0.03
Uniform Delay, d1	11.5	16.3	13.1	12.7	15.2	34.1	26.7	28.1	28.9	32.5	34.9	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.4	0.1	26.5	1.7	0.0	15.7	0.0	0.3	0.5	0.9	0.1
Delay (s)	12.0	16.7	13.1	39.2	16.9	34.1	42.5	28.1	29.2	33.1	35.7	34.2
Level of Service	B	B	B	D	B	C	D	C	C	C	D	C
Approach Delay (s/veh)		15.9			22.2			35.5			34.5	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	82.5	Sum of lost time (s)	21.2
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	152	656	58	532	824	348	82	445	645	558	526
Future Volume (vph)	152	656	58	532	824	348	82	445	645	558	526
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.0	26.3	26.3	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.5
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.36
v/c Ratio	0.70	0.72	0.17	0.86	0.98	0.55	0.60	1.32	0.73	0.91	0.74
Control Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
LOS	E	D	A	E	E	A	E	F	B	E	D
Approach Delay (s/veh)		53.7			57.1			90.5			52.9
Approach LOS		D			E			F			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 130.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay (s/veh): 63.2	Intersection LOS: E
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	160	691	61	560	867	366	86	468	679	587	780
v/c Ratio	0.70	0.72	0.17	0.86	0.98	0.55	0.60	1.32	0.73	0.91	0.74
Control Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Length 50th (ft)	143	221	0	260	424	0	88	~647	79	300	346
Queue Length 95th (ft)	225	278	34	348	#626	93	159	#968	193	#455	#542
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	396	1139	408	755	883	661	337	355	932	681	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.61	0.15	0.74	0.98	0.55	0.26	1.32	0.73	0.86	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	656	58	532	824	348	82	445	645	558	526	215
Future Volume (vph)	152	656	58	532	824	348	82	445	645	558	526	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2807	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2807	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	160	691	61	560	867	366	86	468	679	587	554	226
RTOR Reduction (vph)	0	0	49	0	0	266	0	0	401	0	25	0
Lane Group Flow (vph)	160	691	12	560	867	100	86	468	278	587	755	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.0	26.4	26.4	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.4	
Effective Green, g (s)	18.0	26.4	26.4	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.4	
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.36	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	228	964	300	654	884	395	145	355	532	647	1021	
v/s Ratio Prot	0.10	0.15		c0.18	c0.27		0.06	c0.32		c0.21	0.27	
v/s Ratio Perm			0.01			0.07			0.13			
v/c Ratio	0.70	0.72	0.04	0.86	0.98	0.25	0.59	1.32	0.52	0.91	0.74	
Uniform Delay, d1	53.5	48.4	41.7	49.7	47.1	37.1	55.8	49.5	43.0	49.0	36.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.4	2.6	0.1	10.7	26.0	1.5	6.4	161.8	0.9	16.4	2.8	
Delay (s)	62.9	51.0	41.8	60.4	73.0	38.6	62.2	211.3	44.0	65.4	38.9	
Level of Service	E	D	D	E	E	D	E	F	D	E	D	
Approach Delay (s/veh)		52.5			62.1			108.8			50.2	
Approach LOS		D			E			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	68.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	130.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	602	2	21	567	28	5	1	62	59	0	5
Future Vol, veh/h	3	602	2	21	567	28	5	1	62	59	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	3	634	2	22	597	29	5	1	65	62	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	626	0	0	636	0	0	1282	1312	635	1282	1283	597
Stage 1	-	-	-	-	-	-	641	641	-	641	641	-
Stage 2	-	-	-	-	-	-	641	671	-	641	642	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	946	-	-	924	-	-	134	150	458	142	165	503
Stage 1	-	-	-	-	-	-	444	451	-	463	469	-
Stage 2	-	-	-	-	-	-	444	437	-	463	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	946	-	-	924	-	-	127	144	458	116	158	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	144	-	116	158	-
Stage 1	-	-	-	-	-	-	441	449	-	446	452	-
Stage 2	-	-	-	-	-	-	423	421	-	394	466	-

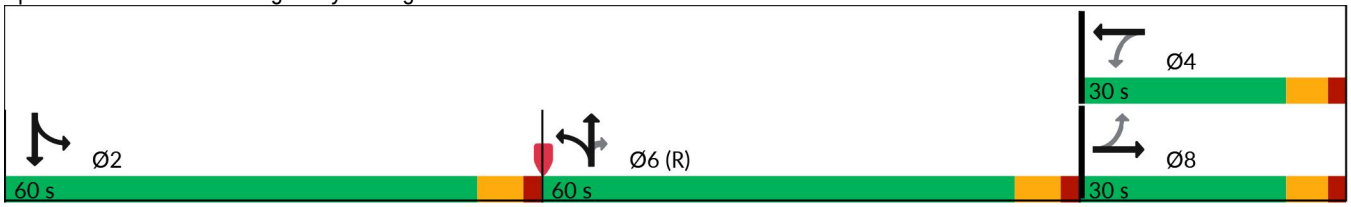
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.31	16.88	64.61
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	9	-	-	64	-	-	123
HCM Lane V/C Ratio	0.191	0.003	-	-	0.024	-	-	0.546
HCM Ctrl Dly (s/v)	16.9	8.8	0	-	9	0	-	64.6
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	2.6

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	180	361	216	482	378	556
Future Volume (vph)	78	180	361	216	482	378	556
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32
Control Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
LOS	F	F	F	F	F	C	F
Approach Delay (s/veh)		233.7		1664.6	147.7		193.8
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 7.76	
Intersection Signal Delay (s/veh): 524.2	Intersection LOS: F
Intersection Capacity Utilization 146.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



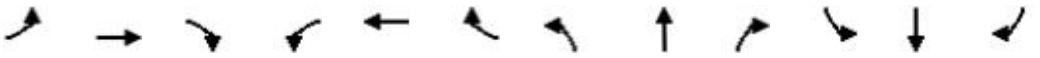


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	82	369	380	370	796	398	832
v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32
Control Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Length 50th (ft)	~118	~440	~698	~453	~1103	254	~1083
Queue Length 95th (ft)	#238	#655	#913	#669	#1378	392	#1351
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	289	49	286	592	592	630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



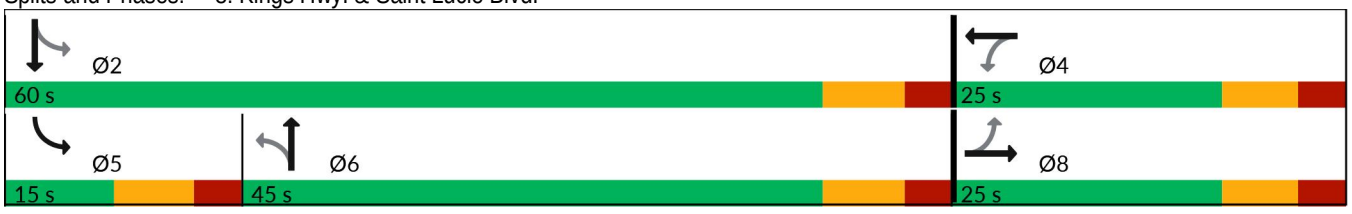
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	180	171	361	216	136	275	482	378	136	556	99
Future Volume (vph)	78	180	171	361	216	136	275	482	378	136	556	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1681	1455		1781	
Flt Permitted	0.17	1.00		0.17	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	321	1726		321	1755			1681	1455		1781	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	82	189	180	380	227	143	289	507	398	143	585	104
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	79	0	3	0
Lane Group Flow (vph)	82	346	0	380	355	0	0	796	319	0	829	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	266		49	271			592	513		628	
v/s Ratio Prot		0.20			0.20			c0.47			c0.47	
v/s Ratio Perm	0.26			c1.18					0.22			
v/c Ratio	1.67	1.30		7.76	1.31			1.34	0.62		1.32	
Uniform Delay, d1	63.4	63.4		63.4	63.4			48.6	40.3		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	376.5	160.4		3081.4	163.1			166.1	5.6		154.9	
Delay (s)	439.9	223.8		3144.8	226.5			214.7	45.8		203.4	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		263.1			1705.1			158.4			203.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	544.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.47		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	146.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	81	10	9	609	197	571
Future Volume (vph)	2	3	81	10	9	609	197	571
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		11.3	11.3	11.3	34.4	34.4	49.6	49.6
Actuated g/C Ratio		0.15	0.15	0.15	0.45	0.45	0.64	0.64
v/c Ratio		0.17	0.42	0.77	0.03	0.90	0.73	0.52
Control Delay (s/veh)		24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		24.2	37.0	18.7	13.6	36.4	26.8	9.8
LOS		C	D	B	B	D	C	A
Approach Delay (s/veh)		24.2		22.1		36.1		14.2
Approach LOS		C		C		D		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 76.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	85	375	9	726	207	602
v/c Ratio	0.17	0.42	0.77	0.03	0.90	0.73	0.52
Control Delay (s/veh)	24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Length 50th (ft)	2	40	33	2	301	34	131
Queue Length 95th (ft)	21	83	127	12	#605	#118	268
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	125	311	590	386	874	283	1233
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.27	0.64	0.02	0.83	0.73	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	9	81	10	346	9	609	81	197	571	1
Future Volume (vph)	2	3	9	81	10	346	9	609	81	197	571	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.91		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1511		1752	1576		1736	1795		1719	1809	
Flt Permitted		0.34		0.75	1.00		0.44	1.00		0.13	1.00	
Satd. Flow (perm)		524		1380	1576		798	1795		231	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	9	85	11	364	9	641	85	207	601	1
RTOR Reduction (vph)	0	8	0	0	258	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	6	0	85	117	0	9	720	0	207	602	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		11.3		11.3	11.3		34.4	34.4		49.5	49.5	
Effective Green, g (s)		11.3		11.3	11.3		34.4	34.4		49.5	49.5	
Actuated g/C Ratio		0.15		0.15	0.15		0.45	0.45		0.65	0.65	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		77		203	232		357	805		284	1167	
v/s Ratio Prot					c0.07			c0.40		0.07	c0.33	
v/s Ratio Perm		0.01		0.06			0.01			0.40		
v/c Ratio		0.08		0.42	0.50		0.03	0.90		0.73	0.52	
Uniform Delay, d1		28.2		29.7	30.1		11.8	19.5		13.0	7.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5		1.4	1.7		0.0	12.4		9.0	0.4	
Delay (s)		28.7		31.1	31.8		11.8	31.9		22.0	7.6	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.7			31.7			31.7			11.3	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	76.7	Sum of lost time (s)	24.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	68	198	0	821	26	213	883
Future Vol, veh/h	68	198	0	821	26	213	883
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	72	208	0	864	27	224	929

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1791	446	929	0	0	892	0
Stage 1	878	-	-	-	-	-	-
Stage 2	913	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	~ 71	557	322	-	-	720	-
Stage 1	364	-	-	-	-	-	-
Stage 2	349	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 49	557	322	-	-	720	-
Mov Cap-2 Maneuver	153	-	-	-	-	-	-
Stage 1	364	-	-	-	-	-	-
Stage 2	240	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.5	0	2.38
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	322	-	-	153	557	720	-
HCM Lane V/C Ratio	-	-	-	0.466	0.374	0.312	-
HCM Ctrl Dly (s/v)	0	-	-	47.5	15.3	12.3	-
HCM Lane LOS	A	-	-	E	C	B	-
HCM 95th %tile Q(veh)	0	-	-	2.2	1.7	1.3	-

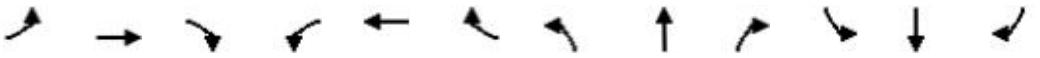
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	11.9	31.2	45.9	18.2	37.6	62.3	7.9	43.0	68.3	17.9	53.0	72.0
Actuated g/C Ratio	0.09	0.23	0.33	0.13	0.27	0.45	0.06	0.31	0.49	0.13	0.38	0.52
v/c Ratio	0.52	0.81	0.40	1.75	0.78	0.61	3.21	0.39	0.59	3.31	0.52	0.29
Control Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
LOS	E	E	B	F	D	B	F	D	B	F	D	B
Approach Delay (s/veh)		51.0			169.3			288.5			489.9	
Approach LOS		D			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 138.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.31	
Intersection Signal Delay (s/veh): 260.1	Intersection LOS: F
Intersection Capacity Utilization 106.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
v/c Ratio	0.52	0.81	0.40	1.75	0.78	0.61	3.21	0.39	0.59	3.31	0.52	0.29
Control Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Length 50th (ft)	69	294	72	~540	327	155	~502	155	194	~1185	251	75
Queue Length 95th (ft)	111	368	151	#730	421	293	#758	228	364	#1551	351	146
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	656	1157	577	412	924	794	86	935	753	201	1193	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.53	0.40	1.75	0.74	0.61	3.21	0.39	0.59	3.31	0.52	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

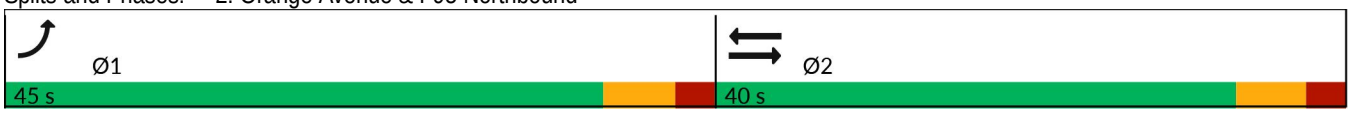
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
RTOR Reduction (vph)	0	0	91	0	0	157	0	0	98	0	0	41
Lane Group Flow (vph)	143	608	140	721	684	324	276	362	347	666	619	178
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	11.9	31.3	39.2	18.2	37.6	55.5	7.9	43.0	61.2	17.9	53.0	64.9
Effective Green, g (s)	11.9	31.3	39.2	18.2	37.6	55.5	7.9	43.0	61.2	17.9	53.0	64.9
Actuated g/C Ratio	0.09	0.23	0.28	0.13	0.27	0.40	0.06	0.31	0.44	0.13	0.38	0.47
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	276	750	420	411	876	579	85	935	596	201	1193	653
v/s Ratio Prot	0.04	0.18	0.02	c0.23	c0.21	0.07	0.18	0.12	c0.08	c0.43	0.20	0.02
v/s Ratio Perm			0.08			0.15			0.18			0.10
v/c Ratio	0.52	0.81	0.33	1.75	0.78	0.56	3.25	0.39	0.58	3.31	0.52	0.27
Uniform Delay, d1	60.4	50.6	39.2	60.0	46.5	31.9	65.1	37.3	28.9	60.2	32.8	22.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	6.6	0.5	349.3	4.6	1.2	1040.9	1.2	1.5	1053.7	1.6	0.2
Delay (s)	62.0	57.3	39.6	409.3	51.1	33.1	1106.1	38.5	30.4	1113.9	34.4	22.5
Level of Service	E	E	D	F	D	C	F	D	C	F	C	C
Approach Delay (s/veh)		53.8			183.4			307.2			510.7	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	274.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	138.2	Sum of lost time (s)	27.8
Intersection Capacity Utilization	106.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	281	734	834
Future Volume (vph)	281	734	834
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	11.2	33.0	33.0
Actuated g/C Ratio	0.19	0.57	0.57
v/c Ratio	0.50	0.43	0.45
Control Delay (s/veh)	24.1	8.3	8.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.1	8.3	8.5
LOS	C	A	A
Approach Delay (s/veh)		12.7	8.5
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	296	773	878
v/c Ratio	0.50	0.43	0.45
Control Delay (s/veh)	24.1	8.3	8.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.1	8.3	8.5
Queue Length 50th (ft)	53	76	84
Queue Length 95th (ft)	88	129	140
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2023	1811	1930
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.15	0.43	0.45

Intersection Summary



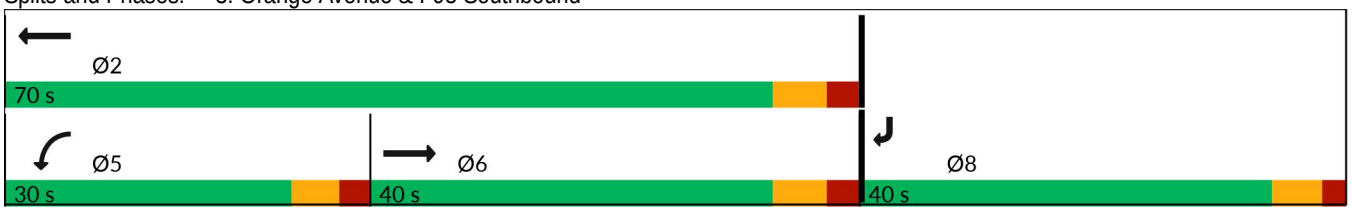
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	281	734	834	0	0	0
Future Volume (vph)	281	734	834	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	296	773	878	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	296	773	878	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	11.2	33.0	33.0			
Effective Green, g (s)	11.2	33.0	33.0			
Actuated g/C Ratio	0.19	0.57	0.57			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	596	1811	1931			
v/s Ratio Prot	c0.10	0.24	c0.26			
v/s Ratio Perm						
v/c Ratio	0.50	0.43	0.45			
Uniform Delay, d1	21.0	7.2	7.4			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.7	0.7	0.8			
Delay (s)	21.6	7.9	8.1			
Level of Service	C	A	A			
Approach Delay (s/veh)		11.7	8.1		0.0	
Approach LOS		B	A		A	

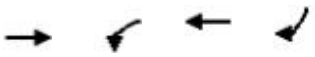
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	14.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	714	342	1072	544
Future Volume (vph)	714	342	1072	544
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.4	15.2	55.2	22.4
Actuated g/C Ratio	0.37	0.17	0.61	0.25
v/c Ratio	0.66	0.65	0.38	0.80
Control Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	42.0	10.2	33.4
LOS	C	D	B	C
Approach Delay (s/veh)	29.1		17.8	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 90.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

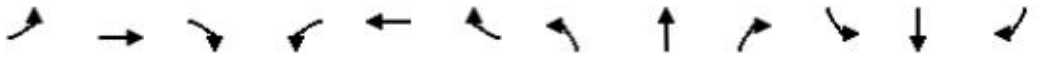
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	752	360	1128	573
v/c Ratio	0.66	0.65	0.38	0.80
Control Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Length 50th (ft)	205	103	112	148
Queue Length 95th (ft)	363	171	191	241
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1145	865	3437	1023
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.66	0.42	0.33	0.56

Intersection Summary



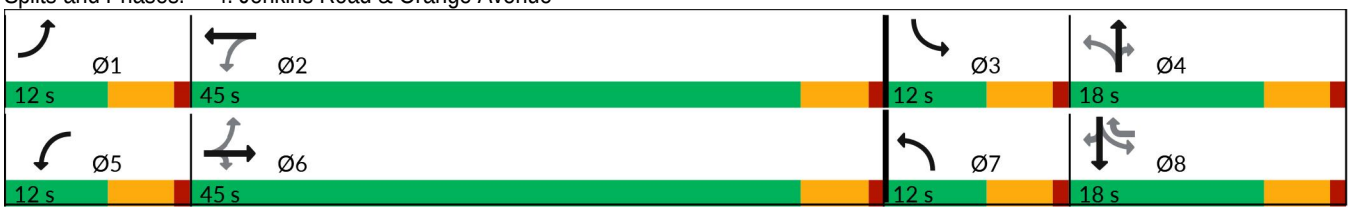
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	714	0	342	1072	0	0	0	0	0	0	544
Future Volume (vph)	0	714	0	342	1072	0	0	0	0	0	0	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	752	0	360	1128	0	0	0	0	0	0	573
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	105
Lane Group Flow (vph)	0	752	0	360	1128	0	0	0	0	0	0	468
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.5		15.2	55.2							22.4
Effective Green, g (s)		33.5		15.2	55.2							22.4
Actuated g/C Ratio		0.37		0.17	0.61							0.25
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1150		554	2981							611
v/s Ratio Prot		c0.24		c0.11	0.23							c0.19
v/s Ratio Perm												
v/c Ratio		0.65		0.65	0.38							0.77
Uniform Delay, d1		23.7		35.2	9.0							31.7
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		2.9		2.6	0.1							5.7
Delay (s)		26.6		37.8	9.1							37.4
Level of Service		C		D	A							D
Approach Delay (s/veh)		26.6			16.0			0.0			37.4	
Approach LOS		C			B			A			D	

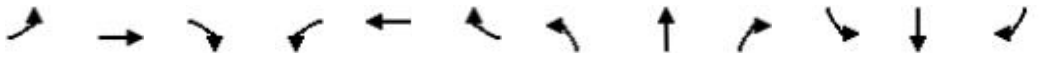
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	19.5
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Future Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	44.1	37.3	37.3	45.5	40.4	12.3	18.0	16.7	16.7	13.5	12.3	12.3
Actuated g/C Ratio	0.56	0.47	0.47	0.57	0.51	0.16	0.23	0.21	0.21	0.17	0.16	0.16
v/c Ratio	0.26	0.82	0.25	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
LOS	A	C	A	F	B	A	D	C	A	C	C	A
Approach Delay (s/veh)		20.6			38.6			21.6			18.7	
Approach LOS		C			D			C			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 79.2	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 27.8	Intersection LOS: C
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



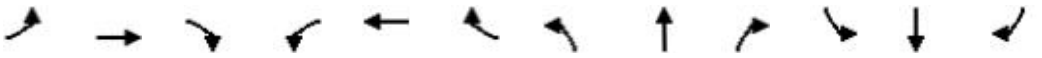


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	1337	208	264	1107	29	195	23	265	15	20	20
v/c Ratio	0.26	0.82	0.25	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Length 50th (ft)	16	333	0	~141	258	0	88	9	0	7	12	0
Queue Length 95th (ft)	35	437	38	#304	342	0	#184	34	68	25	36	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	289	1768	893	230	1719	381	298	397	545	218	245	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.76	0.23	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.08	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



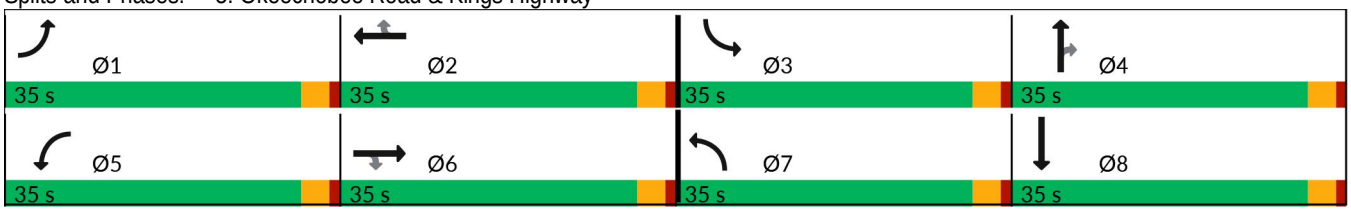
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Future Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.16	1.00	1.00	0.10	1.00	1.00	0.46	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	299	3471	1553	176	3374	1509	850	1845	1568	1119	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	1337	208	264	1107	29	195	23	265	15	20	20
RTOR Reduction (vph)	0	0	113	0	0	26	0	0	213	0	0	18
Lane Group Flow (vph)	76	1337	95	264	1107	3	195	23	52	15	20	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Effective Green, g (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Actuated g/C Ratio	0.52	0.46	0.46	0.56	0.48	0.10	0.27	0.20	0.20	0.12	0.10	0.10
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	241	1587	710	219	1611	153	332	364	309	134	153	130
v/s Ratio Prot	0.02	0.39		c0.10	0.33		c0.06	0.01		0.00	0.01	
v/s Ratio Perm	0.14		0.06	c0.57		0.00	c0.10		0.03	0.01		0.00
v/c Ratio	0.32	0.84	0.13	1.21	0.69	0.02	0.59	0.06	0.17	0.11	0.13	0.02
Uniform Delay, d1	11.7	20.3	13.3	20.5	17.2	34.2	25.3	27.6	28.2	33.4	34.6	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	4.3	0.1	127.4	2.4	0.1	2.6	0.1	0.3	0.4	0.4	0.0
Delay (s)	12.5	24.5	13.4	147.9	19.6	34.3	27.9	27.7	28.5	33.8	35.0	34.2
Level of Service	B	C	B	F	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		22.5			44.1			28.2			34.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.9	27.1	27.1	23.0	31.3	31.3	10.5	31.3	31.3	22.1	45.2
Actuated g/C Ratio	0.16	0.23	0.23	0.19	0.26	0.26	0.09	0.26	0.26	0.18	0.38
v/c Ratio	0.72	0.43	0.16	0.78	0.46	0.80	0.48	1.26	0.64	0.77	0.66
Control Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
LOS	E	D	A	E	D	B	E	F	B	E	D
Approach Delay (s/veh)		45.4			36.0			89.3			44.0
Approach LOS		D			D			F			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 119.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay (s/veh): 54.1	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



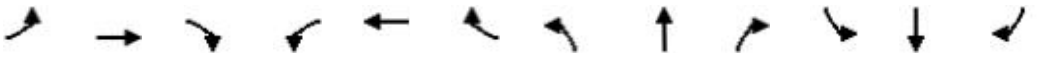


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	460	62	452	369	581	64	527	591	361	642
v/c Ratio	0.72	0.43	0.16	0.78	0.46	0.80	0.48	1.26	0.64	0.77	0.66
Control Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Length 50th (ft)	148	120	0	194	142	55	55	~585	76	177	277
Queue Length 95th (ft)	250	185	36	284	234	#295	119	#994	184	265	431
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	429	1232	435	782	806	730	396	417	925	667	978
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.37	0.14	0.58	0.46	0.80	0.16	1.26	0.64	0.54	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	460	62	452	369	581	64	527	591	361	527	115
RTOR Reduction (vph)	0	0	48	0	0	371	0	0	298	0	11	0
Lane Group Flow (vph)	186	460	14	452	369	210	64	527	293	361	631	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.9	27.2	27.2	23.0	31.3	31.3	9.1	32.2	32.2	22.1	45.2	
Effective Green, g (s)	18.9	27.2	27.2	23.0	31.3	31.3	9.1	32.2	32.2	22.1	45.2	
Actuated g/C Ratio	0.16	0.23	0.23	0.19	0.26	0.26	0.08	0.27	0.27	0.18	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	257	1064	331	571	801	358	114	426	638	468	961	
v/s Ratio Prot	0.11	0.10		c0.15	0.12		0.04	c0.33		c0.14	0.25	
v/s Ratio Perm			0.01			c0.15			0.12			
v/c Ratio	0.72	0.43	0.04	0.79	0.46	0.59	0.56	1.24	0.46	0.77	0.66	
Uniform Delay, d1	48.3	40.0	36.5	46.5	37.5	39.0	53.8	44.2	36.9	46.8	31.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.7	0.3	0.1	7.4	1.9	6.9	6.2	125.4	0.5	7.7	1.6	
Delay (s)	58.0	40.3	36.5	53.9	39.4	45.8	60.0	169.6	37.4	54.5	32.9	
Level of Service	E	D	D	D	D	D	E	F	D	D	C	
Approach Delay (s/veh)		44.6			46.7			97.6			40.6	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	59.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	65.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	621	7	55	431	596	2	1	29	199	2	6
Future Vol, veh/h	19	621	7	55	431	596	2	1	29	199	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	20	654	7	58	454	627	2	1	31	209	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1081	0	0	661	0	0	1268	1894	657	1264	1271	454
Stage 1	-	-	-	-	-	-	697	697	-	569	569	-
Stage 2	-	-	-	-	-	-	571	1197	-	694	701	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	623	-	-	904	-	-	142	68	456	~ 140	161	588
Stage 1	-	-	-	-	-	-	423	435	-	491	491	-
Stage 2	-	-	-	-	-	-	497	254	-	419	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	623	-	-	904	-	-	106	52	456	~ 98	123	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	52	-	~ 98	123	-
Stage 1	-	-	-	-	-	-	402	413	-	396	396	-
Stage 2	-	-	-	-	-	-	394	204	-	370	406	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.47	17.82	$ 619.71
HCM LOS			C	F

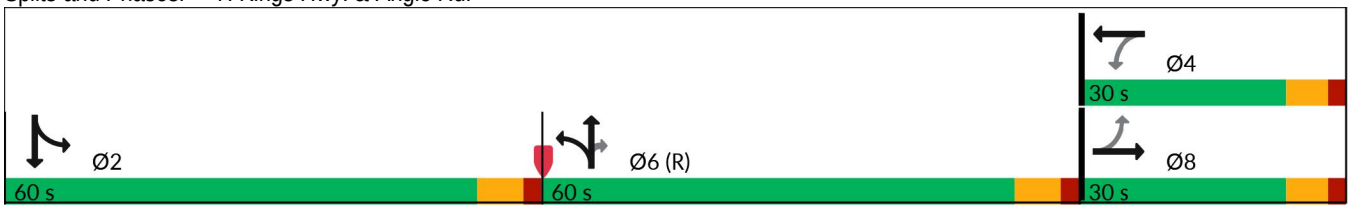
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	314	53	-	-	204	-	-	101
HCM Lane V/C Ratio	0.107	0.032	-	-	0.064	-	-	2.154
HCM Ctrl Dly (s/v)	17.8	11	0	-	9.3	0	-	$ 619.7
HCM Lane LOS	C	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-	-	18.9

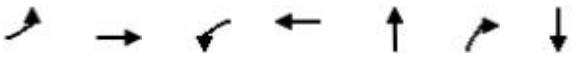
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	104	183	378	111	497	219	627
Future Volume (vph)	104	183	378	111	497	219	627
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26
Control Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
LOS	F	F	F	F	F	C	F
Approach Delay (s/veh)		354.4		1992.8	71.1		171.9
Approach LOS		F		F	E		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 8.29	
Intersection Signal Delay (s/veh): 607.6	Intersection LOS: F
Intersection Capacity Utilization 139.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	109	439	398	281	638	231	770
v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26
Control Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Length 50th (ft)	~176	~580	~749	249	~691	106	~1015
Queue Length 95th (ft)	#310	#808	#972	#444	#946	187	#1291
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	291	48	291	626	595	609
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

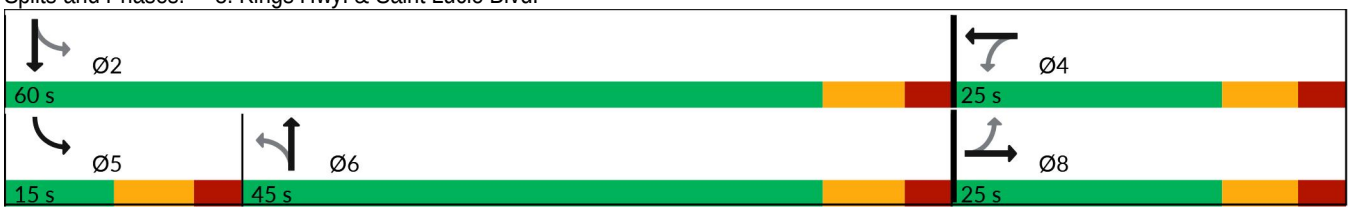
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	183	234	378	111	156	109	497	219	69	627	35
Future Volume (vph)	104	183	234	378	111	156	109	497	219	69	627	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1724	
Flt Permitted	0.17	1.00		0.17	1.00			0.99	1.00		1.00	
Satd. Flow (perm)	318	1690		315	1667			1776	1524		1724	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	109	193	246	398	117	164	115	523	231	73	660	37
RTOR Reduction (vph)	0	30	0	0	34	0	0	0	58	0	1	0
Lane Group Flow (vph)	109	409	0	398	247	0	0	638	173	0	769	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	261		48	257			626	537		607	
v/s Ratio Prot		0.24			0.15			c0.36			c0.45	
v/s Ratio Perm	0.34			c1.26					0.11			
v/c Ratio	2.22	1.57		8.29	0.96			1.02	0.32		1.27	
Uniform Delay, d1	63.4	63.4		63.4	63.0			48.6	35.5		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	611.2	272.3		3323.4	45.4			40.9	1.6		132.6	
Delay (s)	674.6	335.7		3386.8	108.3			89.4	37.1		181.2	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		403.1			2030.0			75.5			181.2	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	629.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.41		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	139.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	11	45	9	12	568	269	613
Future Volume (vph)	11	45	9	12	568	269	613
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.7	8.7	8.7	32.8	32.8	48.0	48.0
Actuated g/C Ratio	0.12	0.12	0.12	0.45	0.45	0.66	0.66
v/c Ratio	0.10	0.30	0.53	0.04	0.87	0.84	0.54
Control Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
LOS	C	D	B	B	C	C	A
Approach Delay (s/veh)	23.2		18.1		31.1		15.9
Approach LOS	C		B		C		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 72.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	47	172	13	682	283	646
v/c Ratio	0.10	0.30	0.53	0.04	0.87	0.84	0.54
Control Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Length 50th (ft)	5	23	4	3	270	44	129
Queue Length 95th (ft)	25	56	61	14	#530	#150	245
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	425	309	481	377	889	337	1315
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.15	0.36	0.03	0.77	0.84	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	9	45	9	155	12	568	80	269	613	1
Future Volume (vph)	0	11	9	45	9	155	12	568	80	269	613	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1755		1656	1495		1671	1727		1736	1826	
Flt Permitted		1.00		0.74	1.00		0.42	1.00		0.17	1.00	
Satd. Flow (perm)		1755		1296	1495		738	1727		303	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	12	9	47	9	163	13	598	84	283	645	1
RTOR Reduction (vph)	0	8	0	0	143	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	13	0	47	29	0	13	676	0	283	646	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		8.7		8.7	8.7		32.9	32.9		48.0	48.0	
Effective Green, g (s)		8.7		8.7	8.7		32.9	32.9		48.0	48.0	
Actuated g/C Ratio		0.12		0.12	0.12		0.45	0.45		0.66	0.66	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		210		155	179		334	782		338	1207	
v/s Ratio Prot		0.01			0.02			0.39		0.08	c0.35	
v/s Ratio Perm				c0.04			0.02			c0.47		
v/c Ratio		0.06		0.30	0.16		0.04	0.86		0.84	0.54	
Uniform Delay, d1		28.3		29.2	28.7		11.0	17.8		11.5	6.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.1	0.4		0.0	9.8		16.3	0.5	
Delay (s)		28.5		30.3	29.1		11.1	27.7		27.8	6.9	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.5			29.3			27.3			13.3	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	72.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	35	214	0	890	59	270	771
Future Vol, veh/h	35	214	0	890	59	270	771
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	37	225	0	937	62	284	812

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1942	499	812	0	0	999	0
Stage 1	968	-	-	-	-	-	-
Stage 2	974	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	56	511	396	-	-	615	-
Stage 1	324	-	-	-	-	-	-
Stage 2	322	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 30	511	396	-	-	615	-
Mov Cap-2 Maneuver	115	-	-	-	-	-	-
Stage 1	324	-	-	-	-	-	-
Stage 2	173	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.07	0	4.09
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	396	-	-	115	511	615	-
HCM Lane V/C Ratio	-	-	-	0.32	0.441	0.462	-
HCM Ctrl Dly (s/v)	0	-	-	50.2	17.5	15.8	-
HCM Lane LOS	A	-	-	F	C	C	-
HCM 95th %tile Q(veh)	0	-	-	1.2	2.2	2.4	-

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

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	101	304	248	83	0
Future Vol, veh/h	0	101	304	248	83	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	106	320	261	87	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	988	87	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	274	971	1509	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	971	1509	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.16	4.42	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	971	-	-
HCM Lane V/C Ratio	0.212	-	0.109	-	-
HCM Ctrl Dly (s/v)	8	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.8	-	0.4	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	83	248	0	0	0
Future Vol, veh/h	0	83	248	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	87	261	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	523	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	514	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	431	1084	1622	-	-	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.61	7.65	0
HCM LOS	A		

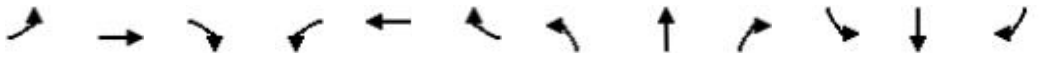
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.161	-	0.081	-	-
HCM Ctrl Dly (s/v)	7.6	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	17.6	43.7	58.4	18.2	44.3	69.0	7.9	42.9	68.3	17.9	53.0	77.7
Actuated g/C Ratio	0.12	0.29	0.39	0.12	0.29	0.46	0.05	0.28	0.45	0.12	0.35	0.52
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.20
Control Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
LOS	E	E	C	F	D	E	F	D	D	F	D	B
Approach Delay (s/veh)		55.4			111.3			247.7			353.1	
Approach LOS		E			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 150.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.36	
Intersection Signal Delay (s/veh): 183.6	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



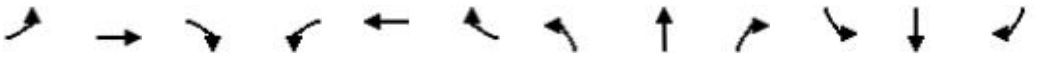


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.20
Control Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Length 50th (ft)	143	451	188	~391	246	691	~538	252	620	~978	283	47
Queue Length 95th (ft)	192	541	295	#532	327	#1060	#762	328	#966	#1244	358	90
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	624	1101	674	374	939	722	80	879	721	200	1186	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.80	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



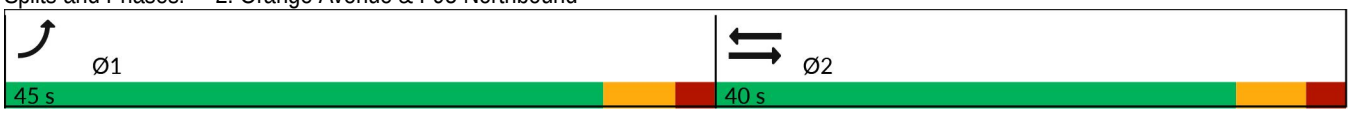
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
RTOR Reduction (vph)	0	0	83	0	0	73	0	0	104	0	0	41
Lane Group Flow (vph)	274	877	283	518	511	650	269	492	585	547	635	123
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	17.6	43.7	51.6	18.2	44.3	62.2	7.9	43.0	61.2	17.9	53.0	70.6
Effective Green, g (s)	17.6	43.7	51.6	18.2	44.3	62.2	7.9	43.0	61.2	17.9	53.0	70.6
Actuated g/C Ratio	0.12	0.29	0.34	0.12	0.29	0.41	0.05	0.29	0.41	0.12	0.35	0.47
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	389	997	526	374	939	590	80	880	560	200	1187	707
v/s Ratio Prot	0.08	0.26	0.03	c0.17	0.16	c0.13	0.17	0.16	c0.13	c0.32	0.19	0.02
v/s Ratio Perm			0.16			0.32			0.30			0.06
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.10	3.36	0.56	1.04	2.74	0.53	0.17
Uniform Delay, d1	64.0	50.9	39.9	66.2	44.7	44.2	71.4	45.7	44.7	66.4	39.0	23.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	9.0	1.1	189.1	0.6	67.8	1094.2	2.6	50.3	794.7	1.7	0.1
Delay (s)	69.7	59.9	40.9	255.3	45.3	112.0	1165.6	48.3	95.0	861.0	40.7	23.3
Level of Service	E	E	D	F	D	F	F	D	F	F	D	C
Approach Delay (s/veh)		57.1			134.9			277.7			371.9	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	202.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	150.6	Sum of lost time (s)	27.8
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	434	1065	1166
Future Volume (vph)	434	1065	1166
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	13.8	33.0	33.0
Actuated g/C Ratio	0.23	0.54	0.54
v/c Ratio	0.64	0.64	0.64
Control Delay (s/veh)	25.6	12.3	12.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	25.6	12.3	12.2
LOS	C	B	B
Approach Delay (s/veh)		16.1	12.2
Approach LOS		B	B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 60.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	457	1121	1227
v/c Ratio	0.64	0.64	0.64
Control Delay (s/veh)	25.6	12.3	12.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	25.6	12.3	12.2
Queue Length 50th (ft)	85	148	152
Queue Length 95th (ft)	129	246	247
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	1970	1764	1919
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.64	0.64

Intersection Summary



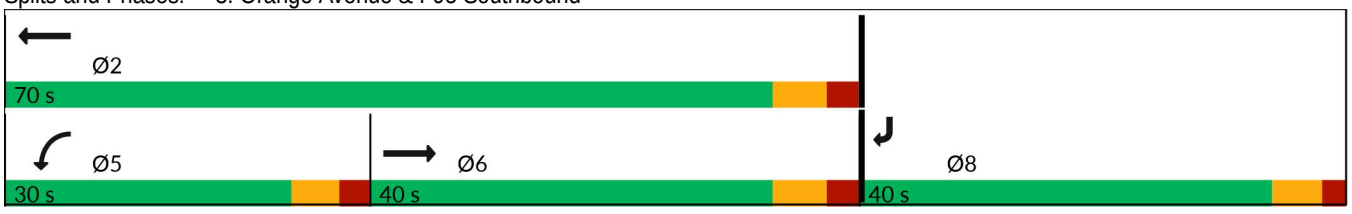
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	434	1065	1166	0	0	0
Future Volume (vph)	434	1065	1166	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	457	1121	1227	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	457	1121	1227	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	13.9	33.1	33.1			
Effective Green, g (s)	13.9	33.1	33.1			
Actuated g/C Ratio	0.23	0.54	0.54			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	718	1764	1920			
v/s Ratio Prot	c0.14	0.34	c0.35			
v/s Ratio Perm						
v/c Ratio	0.64	0.64	0.64			
Uniform Delay, d1	21.3	9.7	9.8			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	1.9	1.8	1.6			
Delay (s)	23.1	11.5	11.4			
Level of Service	C	B	B			
Approach Delay (s/veh)		14.9	11.4		0.0	
Approach LOS		B	B		A	

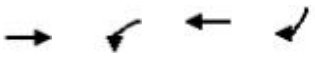
Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	1272	338	1269	322
Future Volume (vph)	1272	338	1269	322
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.1	13.9	53.5	15.9
Actuated g/C Ratio	0.40	0.17	0.65	0.19
v/c Ratio	1.04	0.63	0.41	0.60
Control Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	37.2	7.5	26.0
LOS	E	D	A	C
Approach Delay (s/veh)	61.4		13.7	
Approach LOS	E		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 82.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 33.9	Intersection LOS: C
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	1339	356	1336	339
v/c Ratio	1.04	0.63	0.41	0.60
Control Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Length 50th (ft)	~402	90	105	68
Queue Length 95th (ft)	#660	141	154	127
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1293	962	3820	1091
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.04	0.37	0.35	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

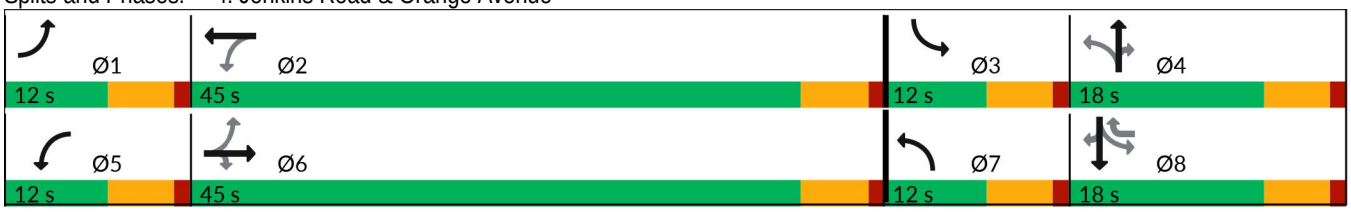
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1272	0	338	1269	0	0	0	0	0	0	322
Future Volume (vph)	0	1272	0	338	1269	0	0	0	0	0	0	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1339	0	356	1336	0	0	0	0	0	0	339
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	84
Lane Group Flow (vph)	0	1339	0	356	1336	0	0	0	0	0	0	255
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		13.9	53.5							15.9
Effective Green, g (s)		33.1		13.9	53.5							15.9
Actuated g/C Ratio		0.40		0.17	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1294		567	3238							481
v/s Ratio Prot		c0.42		c0.11	0.27							c0.10
v/s Ratio Perm												
v/c Ratio		1.03		0.63	0.41							0.53
Uniform Delay, d1		24.7		31.8	6.9							29.9
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		34.5		2.2	0.1							1.1
Delay (s)		59.1		34.0	7.0							31.0
Level of Service		E		C	A							C
Approach Delay (s/veh)		59.1			12.7			0.0			31.0	
Approach LOS		E			B			A			C	

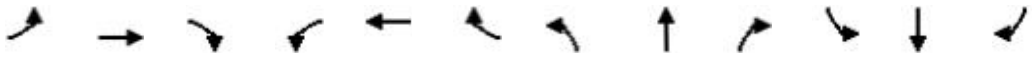
Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	19.5
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Future Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	16.9	14.6	14.6	13.4	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.22	0.19	0.19	0.17	0.16	0.16
v/c Ratio	0.16	0.60	0.25	0.98	0.60	0.02	0.93	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
LOS	A	B	A	E	B	A	E	C	A	C	C	A
Approach Delay (s/veh)		15.2			26.6			39.1			19.4	
Approach LOS		B			C			D			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



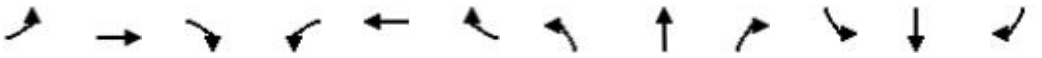


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	923	200	326	1106	9	267	8	277	29	38	36
v/c Ratio	0.16	0.60	0.25	0.98	0.60	0.02	0.93	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Length 50th (ft)	11	196	0	~95	245	0	129	3	0	13	20	0
Queue Length 95th (ft)	25	264	37	#247	324	0	#257	17	72	35	52	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	297	1805	902	334	1858	400	287	354	524	249	285	376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.51	0.22	0.98	0.60	0.02	0.93	0.02	0.53	0.12	0.13	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



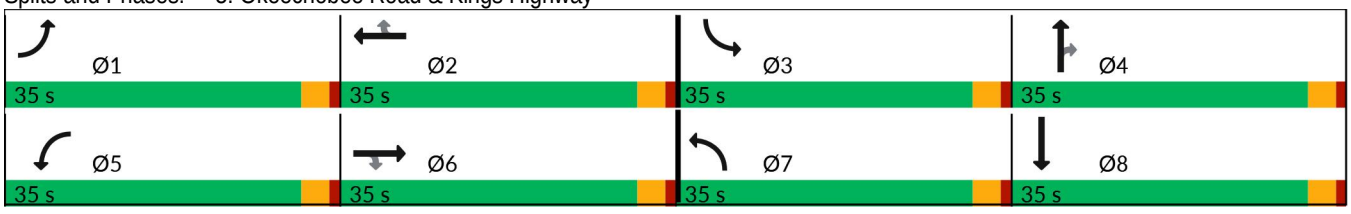
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Future Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.18	1.00	1.00	0.20	1.00	1.00	0.43	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	322	3406	1524	365	3505	1568	776	1810	1538	1265	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	923	200	326	1106	9	267	8	277	29	38	36
RTOR Reduction (vph)	0	0	109	0	0	8	0	0	228	0	0	33
Lane Group Flow (vph)	49	923	91	326	1106	1	267	8	49	29	38	3
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Actuated g/C Ratio	0.50	0.45	0.45	0.58	0.49	0.09	0.27	0.18	0.18	0.12	0.09	0.09
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	1544	690	326	1729	142	318	320	272	161	152	129
v/s Ratio Prot	0.01	0.27		c0.08	0.32		c0.10	0.00		0.01	0.02	
v/s Ratio Perm	0.10		0.06	c0.49		0.00	c0.13		0.03	0.02		0.00
v/c Ratio	0.22	0.60	0.13	1.00	0.64	0.01	0.84	0.03	0.18	0.18	0.25	0.03
Uniform Delay, d1	11.6	16.9	13.1	14.2	15.5	34.1	26.9	28.1	28.9	32.5	34.9	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.6	0.1	49.8	1.8	0.0	17.4	0.0	0.3	0.5	0.9	0.1
Delay (s)	12.1	17.5	13.2	64.1	17.3	34.1	44.3	28.1	29.2	33.1	35.7	34.2
Level of Service	B	B	B	E	B	C	D	C	C	C	D	C
Approach Delay (s/veh)		16.6			28.0			36.5			34.5	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	82.5	Sum of lost time (s)	21.2
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.37
v/c Ratio	0.71	0.72	0.17	0.86	1.00	0.56	0.60	1.41	0.75	0.92	0.83
Control Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
LOS	E	D	A	E	E	A	E	F	B	E	D
Approach Delay (s/veh)		54.1			59.6			107.8			55.3
Approach LOS		D			E			F			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 130.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay (s/veh): 68.7	Intersection LOS: E
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	691	61	560	867	372	86	496	679	601	868
v/c Ratio	0.71	0.72	0.17	0.86	1.00	0.56	0.60	1.41	0.75	0.92	0.83
Control Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Length 50th (ft)	150	221	0	260	426	0	88	~708	101	309	405
Queue Length 95th (ft)	233	278	34	348	#637	95	159	#1040	218	#472	#652
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	394	1133	406	751	866	660	335	353	907	678	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.61	0.15	0.75	1.00	0.56	0.26	1.41	0.75	0.89	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	691	61	560	867	372	86	496	679	601	622	246
RTOR Reduction (vph)	0	0	49	0	0	273	0	0	378	0	25	0
Lane Group Flow (vph)	168	691	12	560	867	99	86	496	301	601	843	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9	
Effective Green, g (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9	
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.37	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	235	960	299	653	867	388	144	353	529	655	1029	
v/s Ratio Prot	0.10	0.15		c0.18	c0.27		0.06	c0.33		c0.21	0.30	
v/s Ratio Perm			0.01			0.07			0.14			
v/c Ratio	0.71	0.72	0.04	0.86	1.00	0.26	0.60	1.41	0.57	0.92	0.82	
Uniform Delay, d1	53.6	48.7	42.0	50.0	48.0	37.7	56.1	49.8	43.9	49.1	37.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.9	2.6	0.1	10.8	30.6	1.6	6.5	198.5	1.4	17.7	5.2	
Delay (s)	63.4	51.4	42.1	60.8	78.5	39.3	62.6	248.3	45.3	66.9	42.7	
Level of Service	E	D	D	E	E	D	E	F	D	E	D	
Approach Delay (s/veh)		53.0			64.9			126.3			52.6	
Approach LOS		D			E			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	73.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	130.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	825.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	602	2	21	567	284	5	1	62	686	0	24
Future Vol, veh/h	11	602	2	21	567	284	5	1	62	686	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	12	634	2	22	597	299	5	1	65	722	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	896	0	0	636	0	0	1299	1598	635	1298	1300	597
Stage 1	-	-	-	-	-	-	658	658	-	641	641	-
Stage 2	-	-	-	-	-	-	641	940	-	657	659	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	749	-	-	924	-	-	131	100	458	~ 139	161	503
Stage 1	-	-	-	-	-	-	434	443	-	~ 463	469	-
Stage 2	-	-	-	-	-	-	444	327	-	~ 454	461	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	749	-	-	924	-	-	115	93	458	~ 109	149	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	93	-	~ 109	149	-
Stage 1	-	-	-	-	-	-	424	433	-	~ 439	445	-
Stage 2	-	-	-	-	-	-	400	310	-	~ 379	450	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.22	17.54	$ 2632.09
HCM LOS			C	F

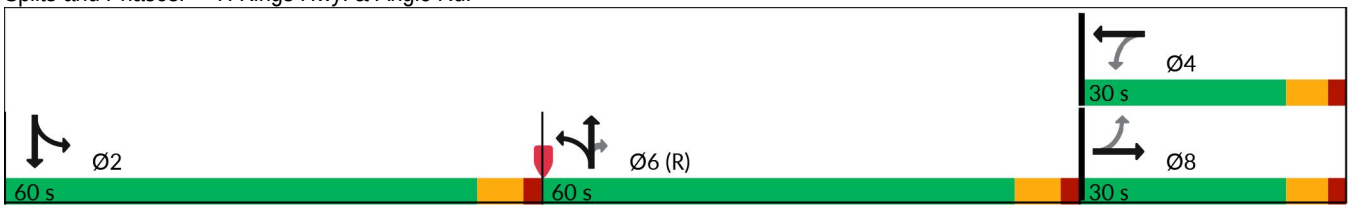
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	32	-	-	64	-	-	112
HCM Lane V/C Ratio	0.2	0.015	-	-	0.024	-	-	6.684
HCM Ctrl Dly (s/v)	17.5	9.9	0	-	9	0	-	$ 2632.1
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	82.8

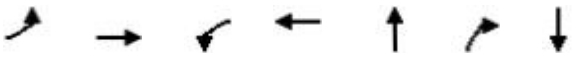
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	180	374	216	566	410	590
Future Volume (vph)	78	180	374	216	566	410	590
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37
Control Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
LOS	F	F	F	F	F	D	F
Approach Delay (s/veh)		233.7		1756.8	191.0		215.3
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 8.04	
Intersection Signal Delay (s/veh): 554.7	Intersection LOS: F
Intersection Capacity Utilization 153.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	82	369	394	370	885	432	868
v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37
Control Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Length 50th (ft)	~118	~440	~727	~453	~1298	299	~1159
Queue Length 95th (ft)	#238	#655	#947	#669	#1580	451	#1428
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	289	49	286	593	590	632
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

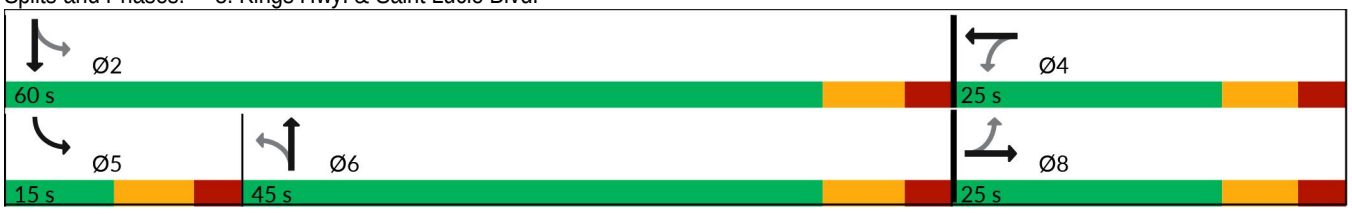
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	180	171	374	216	136	275	566	410	136	590	99
Future Volume (vph)	78	180	171	374	216	136	275	566	410	136	590	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1684	1455		1783	
Flt Permitted	0.17	1.00		0.17	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	321	1726		321	1755			1684	1455		1783	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	82	189	180	394	227	143	289	596	432	143	621	104
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	77	0	3	0
Lane Group Flow (vph)	82	346	0	394	355	0	0	885	355	0	865	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	266		49	271			593	513		628	
v/s Ratio Prot		0.20			0.20			c0.53			c0.49	
v/s Ratio Perm	0.26			c1.23					0.24			
v/c Ratio	1.67	1.30		8.04	1.31			1.49	0.69		1.38	
Uniform Delay, d1	63.4	63.4		63.4	63.4			48.6	41.6		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	376.5	160.4		3209.8	163.1			230.4	7.5		179.5	
Delay (s)	439.9	223.8		3273.2	226.5			279.0	49.1		228.1	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		263.1			1797.7			203.6			228.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	575.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	153.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	84	10	9	674	197	597
Future Volume (vph)	2	3	84	10	9	674	197	597
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		11.9	11.9	11.9	37.0	37.0	52.1	52.1
Actuated g/C Ratio		0.15	0.15	0.15	0.46	0.46	0.65	0.65
v/c Ratio		0.16	0.43	0.80	0.03	0.96	0.87	0.53
Control Delay (s/veh)		23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		23.4	37.1	22.7	13.8	45.7	50.0	10.3
LOS		C	D	C	B	D	D	B
Approach Delay (s/veh)		23.4		25.4		45.3		20.1
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 30.9	Intersection LOS: C
Intersection Capacity Utilization 93.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	88	375	9	801	207	629
v/c Ratio	0.16	0.43	0.80	0.03	0.96	0.87	0.53
Control Delay (s/veh)	23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Length 50th (ft)	2	41	45	2	368	53	147
Queue Length 95th (ft)	21	85	145	12	#701	#199	286
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	127	298	558	360	837	239	1179
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.30	0.67	0.03	0.96	0.87	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	9	84	10	346	9	674	87	197	597	1
Future Volume (vph)	2	3	9	84	10	346	9	674	87	197	597	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.91		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1511		1752	1576		1736	1795		1719	1809	
Flt Permitted		0.36		0.75	1.00		0.43	1.00		0.09	1.00	
Satd. Flow (perm)		555		1380	1576		779	1795		160	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	9	88	11	364	9	709	92	207	628	1
RTOR Reduction (vph)	0	8	0	0	237	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	6	0	88	138	0	9	796	0	207	629	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		11.9		11.9	11.9		37.0	37.0		52.0	52.0	
Effective Green, g (s)		11.9		11.9	11.9		37.0	37.0		52.0	52.0	
Actuated g/C Ratio		0.15		0.15	0.15		0.46	0.46		0.65	0.65	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		82		205	235		361	832		239	1178	
v/s Ratio Prot					c0.09			c0.44		0.07	c0.35	
v/s Ratio Perm		0.01		0.06			0.01			0.49		
v/c Ratio		0.08		0.43	0.59		0.02	0.96		0.87	0.53	
Uniform Delay, d1		29.2		30.9	31.7		11.6	20.6		20.0	7.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4		1.4	3.7		0.0	21.0		26.3	0.5	
Delay (s)		29.6		32.3	35.4		11.6	41.7		46.3	7.9	
Level of Service		C		C	D		B	D		D	A	
Approach Delay (s/veh)		29.6			34.8			41.3			17.4	
Approach LOS		C			C			D			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	68	224	0	863	26	278	986
Future Vol, veh/h	68	224	0	863	26	278	986
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	72	236	0	908	27	293	1038

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2026	468	1038	0	0	936	0
Stage 1	922	-	-	-	-	-	-
Stage 2	1104	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	~ 49	539	272	-	-	692	-
Stage 1	345	-	-	-	-	-	-
Stage 2	277	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 29	539	272	-	-	692	-
Mov Cap-2 Maneuver	111	-	-	-	-	-	-
Stage 1	345	-	-	-	-	-	-
Stage 2	160	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	32.35	0	3.07
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	272	-	-	111	539	692	-
HCM Lane V/C Ratio	-	-	-	0.647	0.437	0.423	-
HCM Ctrl Dly (s/v)	0	-	-	83.7	16.8	14	-
HCM Lane LOS	A	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	-	3.3	2.2	2.1	-

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

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	355	145	119	291	0
Future Vol, veh/h	0	355	145	119	291	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	374	153	125	306	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	737	306	306	0	-	0
Stage 1	306	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	386	734	1254	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	734	1254	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.89	4.54	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	989	-	734	-	-
HCM Lane V/C Ratio	0.122	-	0.509	-	-
HCM Ctrl Dly (s/v)	8.3	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.9	-	-

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	291	119	0	0	0
Future Vol, veh/h	0	291	119	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	306	125	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	1084	1622	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	791	-	-	-	-	-

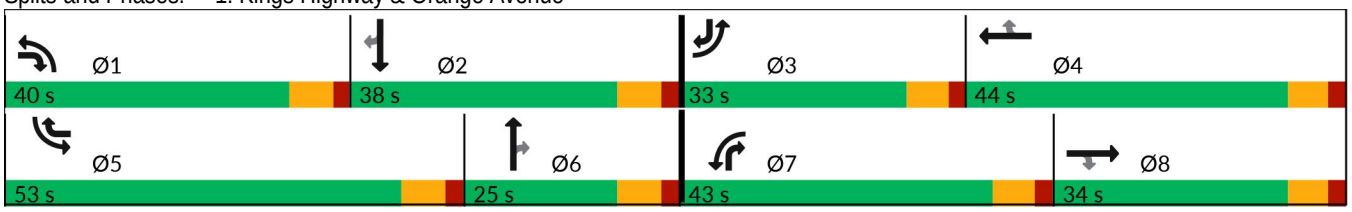
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.63	7.41	0
HCM LOS	A		

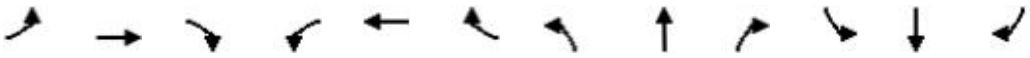
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.077	-	0.283	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	33.0	34.0	40.0	43.0	44.0	53.0	40.0	25.0	43.0	53.0	38.0	33.0
Total Split (%)	21.3%	21.9%	25.8%	27.7%	28.4%	34.2%	25.8%	16.1%	27.7%	34.2%	24.5%	21.3%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	12.5	27.2	65.0	36.2	50.9	103.6	31.0	17.9	61.2	45.9	32.8	52.4
Actuated g/C Ratio	0.08	0.18	0.42	0.23	0.33	0.67	0.20	0.12	0.39	0.30	0.21	0.34
v/c Ratio	0.55	1.05	0.32	0.99	0.65	0.46	0.92	1.04	0.73	1.45	0.94	0.40
Control Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
LOS	E	F	A	F	D	A	F	F	D	F	F	B
Approach Delay (s/veh)		81.4			53.4			80.6			148.5	
Approach LOS		F			D			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay (s/veh): 90.1	Intersection LOS: F
Intersection Capacity Utilization 106.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
v/c Ratio	0.55	1.05	0.32	0.99	0.65	0.46	0.92	1.04	0.73	1.45	0.94	0.40
Control Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Length 50th (ft)	78	~375	36	414	340	118	316	~241	327	~1031	376	79
Queue Length 95th (ft)	117	#511	100	#563	433	213	#505	#369	498	#1310	#527	161
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	543	581	739	730	1058	1037	319	347	608	460	658	665
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	1.05	0.31	0.99	0.65	0.46	0.87	1.04	0.73	1.45	0.94	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

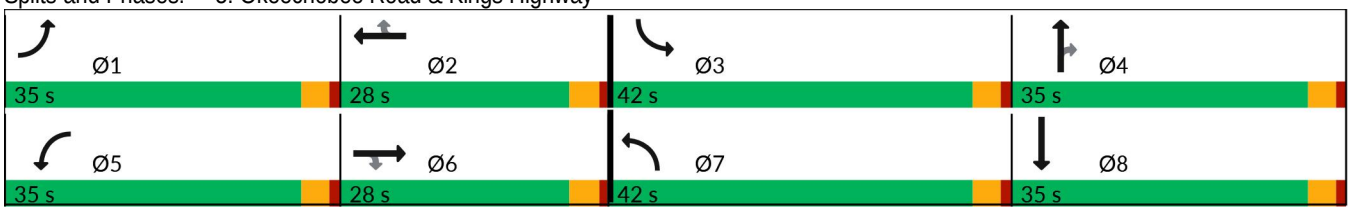
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
RTOR Reduction (vph)	0	0	109	0	0	84	0	0	83	0	0	88
Lane Group Flow (vph)	143	608	122	721	684	397	276	362	362	666	619	131
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	12.5	27.2	58.2	36.2	50.9	96.8	31.0	17.9	54.1	45.9	32.8	45.3
Effective Green, g (s)	12.5	27.2	58.2	36.2	50.9	96.8	31.0	17.9	54.1	45.9	32.8	45.3
Actuated g/C Ratio	0.08	0.18	0.38	0.23	0.33	0.62	0.20	0.12	0.35	0.30	0.21	0.29
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	259	581	556	730	1058	900	300	347	469	460	658	406
v/s Ratio Prot	0.04	c0.18	0.04	c0.23	0.21	0.13	0.18	0.12	0.18	c0.43	c0.20	0.03
v/s Ratio Perm			0.04			0.14			0.09			0.07
v/c Ratio	0.55	1.05	0.22	0.99	0.65	0.44	0.92	1.04	0.77	1.45	0.94	0.32
Uniform Delay, d1	68.6	63.9	32.9	59.2	44.4	15.1	60.8	68.6	45.0	54.6	60.1	42.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	50.1	0.2	29.9	1.4	0.3	31.9	60.0	7.7	213.5	23.2	0.5
Delay (s)	71.1	114.0	33.1	89.1	45.7	15.4	92.7	128.6	52.7	268.0	83.4	43.3
Level of Service	E	F	C	F	D	B	F	F	D	F	F	D
Approach Delay (s/veh)		88.7			54.6			88.3			159.3	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	96.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	155.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	106.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	28.0	28.0	35.0	28.0	28.0	42.0	35.0	35.0	42.0	35.0
Total Split (%)	25.0%	20.0%	20.0%	25.0%	20.0%	20.0%	30.0%	25.0%	25.0%	30.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.0	20.9	20.9	22.0	24.8	24.8	10.2	31.3	31.3	21.1	44.6
Actuated g/C Ratio	0.16	0.19	0.19	0.20	0.22	0.22	0.09	0.28	0.28	0.19	0.40
v/c Ratio	0.70	0.52	0.19	0.77	0.54	0.80	0.46	1.18	0.61	0.75	0.62
Control Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
LOS	E	D	B	D	D	B	E	F	B	D	C
Approach Delay (s/veh)		45.6			34.3			71.8			39.4
Approach LOS		D			C			E			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 111.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay (s/veh): 47.7	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



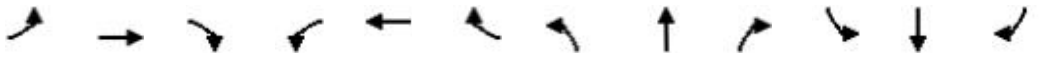


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	460	62	452	369	581	64	527	591	361	642
v/c Ratio	0.70	0.52	0.19	0.77	0.54	0.80	0.46	1.18	0.61	0.75	0.62
Control Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Length 50th (ft)	135	117	0	177	138	25	50	~511	66	161	244
Queue Length 95th (ft)	243	185	37	271	232	215	115	#945	176	256	408
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	461	1025	374	841	687	728	522	448	964	880	1035
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.45	0.17	0.54	0.54	0.80	0.12	1.18	0.61	0.41	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



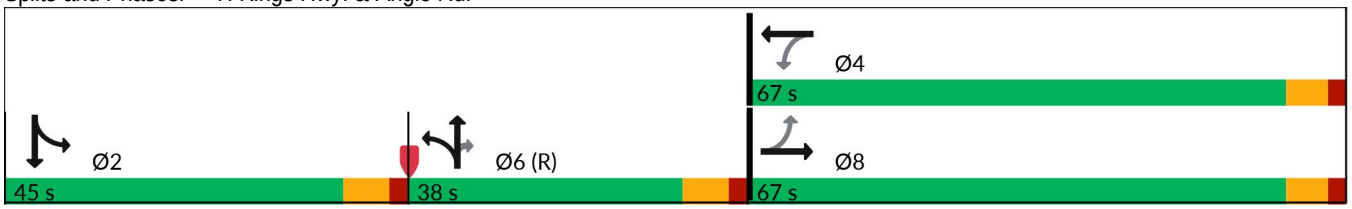
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	460	62	452	369	581	64	527	591	361	527	115
RTOR Reduction (vph)	0	0	50	0	0	422	0	0	290	0	10	0
Lane Group Flow (vph)	186	460	12	452	369	159	64	527	301	361	632	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.0	20.9	20.9	22.0	24.9	24.9	8.8	32.3	32.3	21.1	44.6	
Effective Green, g (s)	18.0	20.9	20.9	22.0	24.9	24.9	8.8	32.3	32.3	21.1	44.6	
Actuated g/C Ratio	0.16	0.19	0.19	0.20	0.22	0.22	0.08	0.29	0.29	0.19	0.40	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	263	877	273	586	684	305	118	459	687	480	1018	
v/s Ratio Prot	0.11	0.10		c0.15	c0.12		0.04	c0.33		c0.14	0.25	
v/s Ratio Perm			0.01			0.12			0.13			
v/c Ratio	0.71	0.52	0.04	0.77	0.54	0.52	0.54	1.15	0.44	0.75	0.62	
Uniform Delay, d1	44.7	41.2	37.5	42.8	38.6	38.5	49.8	40.0	32.6	43.1	27.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.4	0.6	0.1	6.2	3.0	6.3	5.0	89.3	0.4	6.6	1.2	
Delay (s)	53.0	41.8	37.6	49.0	41.7	44.7	54.8	129.3	33.1	49.7	28.3	
Level of Service	D	D	D	D	D	D	D	F	C	D	C	
Approach Delay (s/veh)		44.4			45.3			77.2			36.0	
Approach LOS		D			D			E			D	

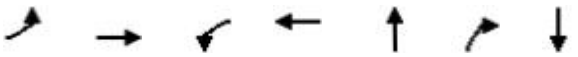
Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	112.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	121	183	350	111	473	210	555
Future Volume (vph)	121	183	350	111	473	210	555
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	67.0	67.0	67.0	67.0	38.0	38.0	45.0
Total Split (%)	44.7%	44.7%	44.7%	44.7%	25.3%	25.3%	30.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	60.2	60.2	60.2	60.2	30.9	30.9	37.9
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.21	0.21	0.25
v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61
Control Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
LOS	C	D	F	C	F	D	F
Approach Delay (s/veh)		35.6		185.6	270.4		318.7
Approach LOS		D		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay (s/veh): 214.3	Intersection LOS: F
Intersection Capacity Utilization 133.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



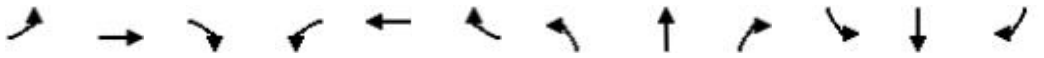


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	127	439	368	281	613	221	700
v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61
Control Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Length 50th (ft)	88	309	~524	160	~914	133	~1054
Queue Length 95th (ft)	149	434	#740	243	#1167	231	#1323
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	363	708	235	702	365	376	436
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	183	234	350	111	156	109	473	210	69	555	41
Future Volume (vph)	121	183	234	350	111	156	109	473	210	69	555	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1720	
Flt Permitted	0.49	1.00		0.32	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	907	1690		586	1667			1776	1524		1720	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	127	193	246	368	117	164	115	498	221	73	584	43
RTOR Reduction (vph)	0	31	0	0	34	0	0	0	63	0	1	0
Lane Group Flow (vph)	127	408	0	368	247	0	0	613	158	0	699	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	60.2	60.2		60.2	60.2			30.9	30.9		37.9	
Effective Green, g (s)	60.2	60.2		60.2	60.2			30.9	30.9		37.9	
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.21	0.21		0.25	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	364	678		235	669			365	313		434	
v/s Ratio Prot		0.24			0.15			c0.35			c0.41	
v/s Ratio Perm	0.14			c0.63					0.10			
v/c Ratio	0.35	0.60		1.57	0.37			1.68	0.51		1.61	
Uniform Delay, d1	31.3	35.5		44.9	31.6			59.6	52.8		56.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	1.5		274.4	0.3			317.5	5.7		284.8	
Delay (s)	31.8	37.0		319.3	31.9			377.0	58.5		340.9	
Level of Service	C	D		F	C			F	E		F	
Approach Delay (s/veh)		35.8			194.8			292.6			340.9	
Approach LOS		D			F			F			F	

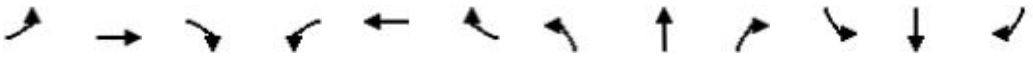
Intersection Summary			
HCM 2000 Control Delay (s/veh)	228.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	133.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	41.0	44.0	41.0	39.0	42.0	40.0	41.0	32.0	39.0	40.0	31.0	41.0
Total Split (%)	26.5%	28.4%	26.5%	25.2%	27.1%	25.8%	26.5%	20.6%	25.2%	25.8%	20.0%	26.5%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	18.1	37.2	74.5	32.2	51.3	91.0	30.5	24.9	64.2	32.9	27.3	52.5
Actuated g/C Ratio	0.12	0.24	0.48	0.21	0.33	0.59	0.20	0.16	0.41	0.21	0.18	0.34
v/c Ratio	0.70	1.06	0.47	0.81	0.48	0.81	0.89	0.99	1.12	1.53	1.07	0.27
Control Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
LOS	E	F	C	E	D	C	F	F	F	F	F	B
Approach Delay (s/veh)		79.5			45.4			104.1			173.7	
Approach LOS		E			D			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.53	
Intersection Signal Delay (s/veh): 96.4	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
v/c Ratio	0.70	1.06	0.47	0.81	0.48	0.81	0.89	0.99	1.12	1.53	1.07	0.27
Control Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Length 50th (ft)	145	~533	194	287	240	522	299	301	~854	~815	~423	23
Queue Length 95th (ft)	192	#675	282	363	318	820	#453	#443	#1139	#1063	#573	81
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	735	825	811	643	1057	892	337	495	616	358	594	741
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	1.06	0.45	0.81	0.48	0.81	0.80	0.99	1.12	1.53	1.07	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

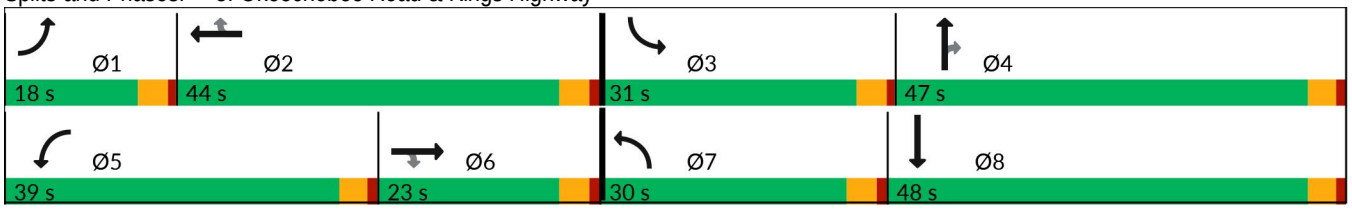
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
RTOR Reduction (vph)	0	0	43	0	0	59	0	0	49	0	0	94
Lane Group Flow (vph)	274	877	323	518	511	664	269	492	640	547	635	70
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	18.1	37.2	67.7	32.2	51.3	84.2	30.5	24.9	57.1	32.9	27.3	45.4
Effective Green, g (s)	18.1	37.2	67.7	32.2	51.3	84.2	30.5	24.9	57.1	32.9	27.3	45.4
Actuated g/C Ratio	0.12	0.24	0.44	0.21	0.33	0.54	0.20	0.16	0.37	0.21	0.18	0.29
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	389	825	671	643	1057	776	303	495	508	358	594	441
v/s Ratio Prot	0.08	c0.26	0.09	0.17	0.16	0.18	0.17	0.16	c0.26	c0.32	0.19	0.02
v/s Ratio Perm			0.12			0.28			0.20			0.03
v/c Ratio	0.70	1.06	0.48	0.81	0.48	0.86	0.89	0.99	1.26	1.53	1.07	0.16
Uniform Delay, d1	65.9	58.9	31.1	58.4	41.3	30.2	60.6	65.0	48.9	61.0	63.9	40.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	49.5	0.5	7.3	0.4	9.1	25.3	39.0	132.4	251.3	56.7	0.2
Delay (s)	71.6	108.4	31.7	65.7	41.6	39.3	85.9	104.0	181.4	312.4	120.6	40.8
Level of Service	E	F	C	E	D	D	F	F	F	F	F	D
Approach Delay (s/veh)		83.2			47.8			137.4			188.8	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	109.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	155.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	18.0	23.0	23.0	39.0	44.0	44.0	30.0	47.0	47.0	31.0	48.0
Total Split (%)	12.9%	16.4%	16.4%	27.9%	31.4%	31.4%	21.4%	33.6%	33.6%	22.1%	34.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1
Actuated g/C Ratio	0.10	0.17	0.17	0.21	0.29	0.29	0.10	0.31	0.31	0.19	0.40
v/c Ratio	1.02	0.84	0.18	0.84	0.93	0.55	0.62	1.09	0.64	1.09	0.75
Control Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
LOS	F	E	A	E	E	A	E	F	B	F	D
Approach Delay (s/veh)		74.5			53.3			55.7			72.0
Approach LOS		E			D			E			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 62.5	Intersection LOS: E
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	691	61	560	867	372	86	496	679	601	868
v/c Ratio	1.02	0.84	0.18	0.84	0.93	0.55	0.62	1.09	0.64	1.09	0.75
Control Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Length 50th (ft)	~170	242	0	275	442	0	93	~620	55	~376	400
Queue Length 95th (ft)	#335	#368	10	335	#581	89	160	#893	144	#519	538
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	165	826	340	788	929	681	261	455	1069	549	1152
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.84	0.18	0.71	0.93	0.55	0.33	1.09	0.64	1.09	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	691	61	560	867	372	86	496	679	601	622	246
RTOR Reduction (vph)	0	0	50	0	0	266	0	0	387	0	26	0
Lane Group Flow (vph)	168	691	11	560	867	106	86	496	292	601	842	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1	
Effective Green, g (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1	
Actuated g/C Ratio	0.10	0.17	0.17	0.21	0.29	0.29	0.10	0.31	0.31	0.19	0.40	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	165	826	257	669	929	415	139	455	682	549	1126	
v/s Ratio Prot	c0.10	0.15		0.18	c0.27		0.06	c0.33		c0.21	0.30	
v/s Ratio Perm			0.01			0.07			0.13			
v/c Ratio	1.02	0.84	0.04	0.84	0.93	0.26	0.62	1.09	0.43	1.09	0.75	
Uniform Delay, d1	63.0	55.9	48.2	52.8	48.7	38.5	60.5	48.5	38.7	56.5	35.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	74.9	7.4	0.1	9.0	17.2	1.5	8.0	68.8	0.4	66.8	2.8	
Delay (s)	137.9	63.3	48.2	61.8	65.9	40.0	68.5	117.3	39.1	123.3	38.6	
Level of Service	F	E	D	E	E	D	E	F	D	F	D	
Approach Delay (s/veh)		75.9			59.3			71.9			73.3	
Approach LOS		E			E			E			E	

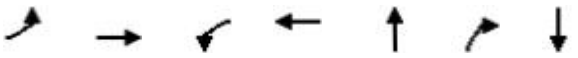
Intersection Summary			
HCM 2000 Control Delay (s/veh)	68.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	86	180	361	216	482	378	556
Future Volume (vph)	86	180	361	216	482	378	556
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	60.0	60.0	60.0	60.0	44.0	44.0	46.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	29.3%	29.3%	30.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	53.2	53.2	53.2	53.2	36.9	36.9	38.9
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.25	0.25	0.26
v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83
Control Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
LOS	D	D	F	D	F	E	F
Approach Delay (s/veh)		40.2		187.0	326.2		414.0
Approach LOS		D		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.93	
Intersection Signal Delay (s/veh): 276.7	Intersection LOS: F
Intersection Capacity Utilization 147.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



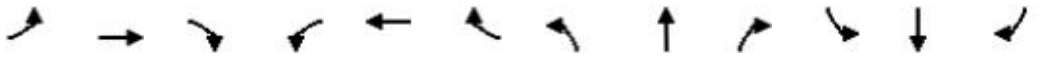


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	91	369	380	370	796	398	852
v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83
Control Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Length 50th (ft)	68	270	~540	280	~1300	320	~1303
Queue Length 95th (ft)	125	384	#752	393	#1576	#540	#1570
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	235	635	235	637	413	437	465
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



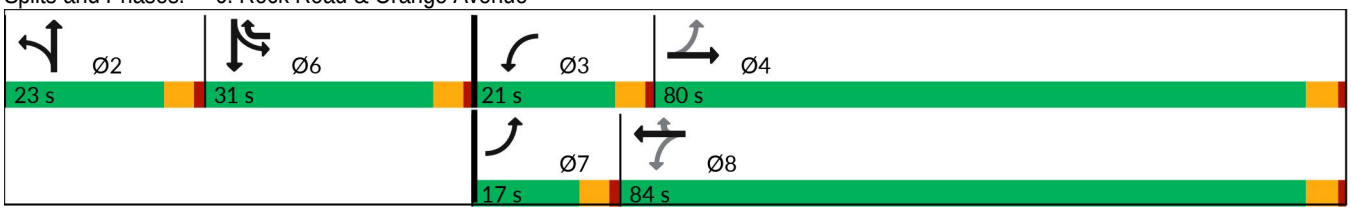
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	180	171	361	216	136	275	482	378	136	556	118
Future Volume (vph)	86	180	171	361	216	136	275	482	378	136	556	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1681	1455		1776	
Flt Permitted	0.36	1.00		0.36	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	662	1726		665	1755			1681	1455		1776	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	189	180	380	227	143	289	507	398	143	585	124
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	79	0	4	0
Lane Group Flow (vph)	91	346	0	380	355	0	0	796	319	0	848	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	53.2	53.2		53.2	53.2			36.9	36.9		38.9	
Effective Green, g (s)	53.2	53.2		53.2	53.2			36.9	36.9		38.9	
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.25	0.25		0.26	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	234	612		235	622			413	357		460	
v/s Ratio Prot		0.20			0.20			c0.47			c0.48	
v/s Ratio Perm	0.14			c0.57					0.22			
v/c Ratio	0.39	0.57		1.62	0.57			1.93	0.89		1.84	
Uniform Delay, d1	36.2	39.1		48.4	39.2			56.6	54.6		55.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	1.1	1.2		296.5	1.3			426.2	27.0		387.5	
Delay (s)	37.3	40.3		344.9	40.4			482.7	81.6		443.1	
Level of Service	D	D		F	D			F	F		F	
Approach Delay (s/veh)		39.7			194.7			349.0			443.1	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	294.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	147.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	19	621	55	431	596	1	199	2
Future Volume (vph)	19	621	55	431	596	1	199	2
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	NA	Split	NA
Protected Phases	7	4	3	8	6	2	6	6
Permitted Phases	4		8		8			
Detector Phase	7	4	3	8	6	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	17.0	80.0	21.0	84.0	31.0	23.0	31.0	31.0
Total Split (%)	11.0%	51.6%	13.5%	54.2%	20.0%	14.8%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	44.0	39.3	46.9	44.4	63.9	6.9	15.8	15.8
Actuated g/C Ratio	0.51	0.46	0.55	0.52	0.75	0.08	0.18	0.18
v/c Ratio	0.04	0.82	0.20	0.49	0.50	0.22	0.38	0.38
Control Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
LOS	A	C	B	B	A	C	D	D
Approach Delay (s/veh)		30.0		8.1		23.4		40.1
Approach LOS		C		A		C		D

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 85.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

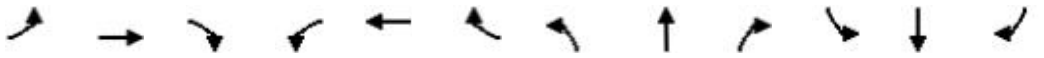
Splits and Phases: 6: Rock Road & Orange Avenue





Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	20	661	58	454	627	34	109	108
v/c Ratio	0.04	0.82	0.20	0.49	0.50	0.22	0.38	0.38
Control Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Length 50th (ft)	4	311	13	128	5	2	58	56
Queue Length 95th (ft)	17	599	38	339	22	39	154	150
Internal Link Dist (ft)		909		1845		559		525
Turn Bay Length (ft)	110		110		110		100	
Base Capacity (vph)	563	1494	471	1554	1279	398	534	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.44	0.12	0.29	0.49	0.09	0.20	0.20

Intersection Summary



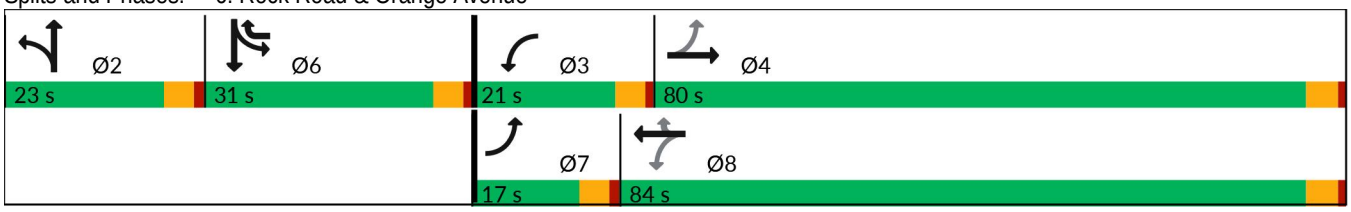
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	621	7	55	431	596	2	1	29	199	2	6
Future Volume (vph)	19	621	7	55	431	596	2	1	29	199	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.88		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (prot)	1671	1756		1687	1776	1509		1553		1545	1541	
Flt Permitted	0.42	1.00		0.18	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (perm)	737	1756		314	1776	1509		1553		1545	1541	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	654	7	58	454	627	2	1	31	209	2	6
RTOR Reduction (vph)	0	0	0	0	0	170	0	29	0	0	2	0
Lane Group Flow (vph)	20	661	0	58	454	457	0	5	0	109	106	0
Heavy Vehicles (%)	8%	8%	8%	7%	7%	7%	7%	7%	7%	11%	11%	11%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	7	4		3	8	6	2	2		6	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	43.3	41.2		49.7	44.4	60.2		6.9		15.8	15.8	
Effective Green, g (s)	43.3	41.2		49.7	44.4	60.2		6.9		15.8	15.8	
Actuated g/C Ratio	0.50	0.47		0.57	0.51	0.69		0.08		0.18	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	388	829		262	904	1041		122		279	279	
v/s Ratio Prot	0.00	c0.38		c0.01	c0.26	c0.08		c0.00		0.07	0.07	
v/s Ratio Perm	0.02			0.11		0.22						
v/c Ratio	0.05	0.80		0.22	0.50	0.44		0.04		0.39	0.38	
Uniform Delay, d1	11.5	19.5		12.4	14.1	6.0		37.1		31.5	31.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	5.4		0.4	0.4	0.3		0.2		0.9	0.9	
Delay (s)	11.5	24.8		12.8	14.6	6.3		37.3		32.4	32.3	
Level of Service	B	C		B	B	A		D		C	C	
Approach Delay (s/veh)		24.4			9.9			37.3			32.3	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	602	21	567	284	1	686	0
Future Volume (vph)	11	602	21	567	284	1	686	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	NA	Split	NA
Protected Phases	7	4	3	8	6	2	6	6
Permitted Phases	4		8		8			
Detector Phase	7	4	3	8	6	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	17.0	80.0	21.0	84.0	31.0	23.0	31.0	31.0
Total Split (%)	11.0%	51.6%	13.5%	54.2%	20.0%	14.8%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	40.3	38.2	41.2	40.1	71.8	7.0	27.7	27.7
Actuated g/C Ratio	0.44	0.42	0.45	0.44	0.79	0.08	0.31	0.31
v/c Ratio	0.05	0.83	0.10	0.76	0.24	0.41	0.73	0.66
Control Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
LOS	B	C	B	C	A	C	D	C
Approach Delay (s/veh)		33.1		18.8		22.2		37.6
Approach LOS		C		B		C		D

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 90.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 28.7	Intersection LOS: C
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Rock Road & Orange Avenue

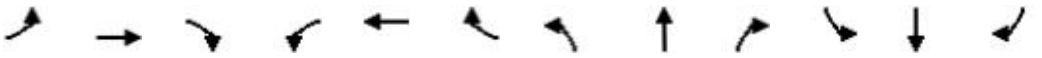




Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	12	636	22	597	299	71	375	372
v/c Ratio	0.05	0.83	0.10	0.76	0.24	0.41	0.73	0.66
Control Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Length 50th (ft)	3	279	7	263	7	3	188	145
Queue Length 95th (ft)	13	545	20	515	25	57	#538	#434
Internal Link Dist (ft)		909		1845		559		525
Turn Bay Length (ft)	110		110		110		100	
Base Capacity (vph)	367	1547	389	1546	1237	361	513	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.41	0.06	0.39	0.24	0.20	0.73	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	602	2	21	567	284	5	1	62	686	0	24
Future Volume (vph)	11	602	2	21	567	284	5	1	62	686	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.88		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (prot)	1736	1826		1687	1776	1509		1456		1681	1674	
Flt Permitted	0.20	1.00		0.14	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (perm)	370	1826		251	1776	1509		1456		1681	1674	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	634	2	22	597	299	5	1	65	722	0	25
RTOR Reduction (vph)	0	0	0	0	0	55	0	60	0	0	52	0
Lane Group Flow (vph)	12	636	0	22	597	244	0	11	0	375	320	0
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	14%	14%	14%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	7	4		3	8	6	2	2		6	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	39.9	38.9		42.3	40.1	67.8		7.0		27.7	27.7	
Effective Green, g (s)	39.9	38.9		42.3	40.1	67.8		7.0		27.7	27.7	
Actuated g/C Ratio	0.43	0.41		0.45	0.43	0.72		0.07		0.30	0.30	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	171	757		146	759	1090		108		496	494	
v/s Ratio Prot	0.00	c0.35		c0.00	0.34	0.07		c0.01		c0.22	0.19	
v/s Ratio Perm	0.03			0.06		0.10						
v/c Ratio	0.07	0.84		0.15	0.79	0.22		0.10		0.76	0.65	
Uniform Delay, d1	18.0	24.7		18.2	23.2	4.3		40.5		30.0	28.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	8.3		0.5	5.4	0.1		0.4		6.5	2.9	
Delay (s)	18.1	33.0		18.7	28.6	4.4		40.9		36.5	31.7	
Level of Service	B	C		B	C	A		D		D	C	
Approach Delay (s/veh)		32.7			20.5			40.9			34.1	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	93.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX G: DRIVEWAY 1 TURN LANE EVALUATIONS

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

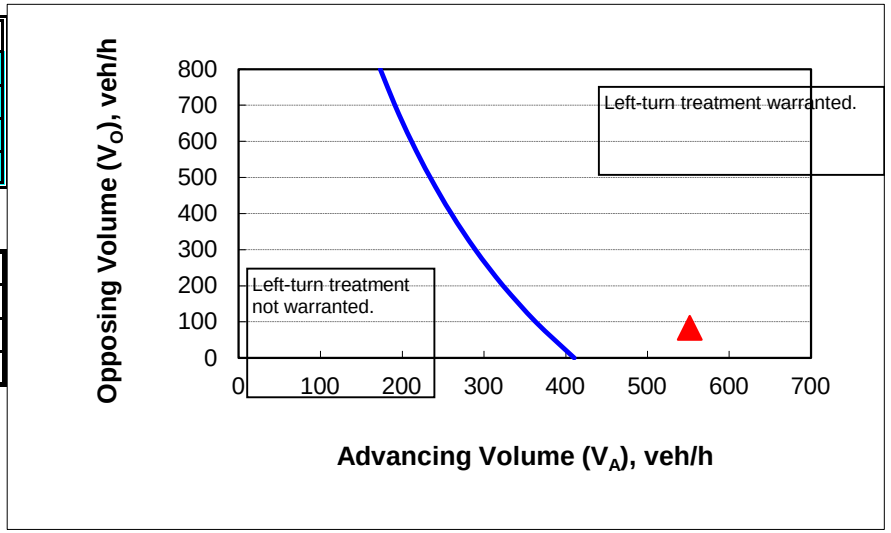
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	55%
Advancing volume (V_A), veh/h:	552
Opposing volume (V_O), veh/h:	83

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	371
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

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

APPENDIX H: DRIVEWAY 2 TURN LANE EVALUATIONS

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

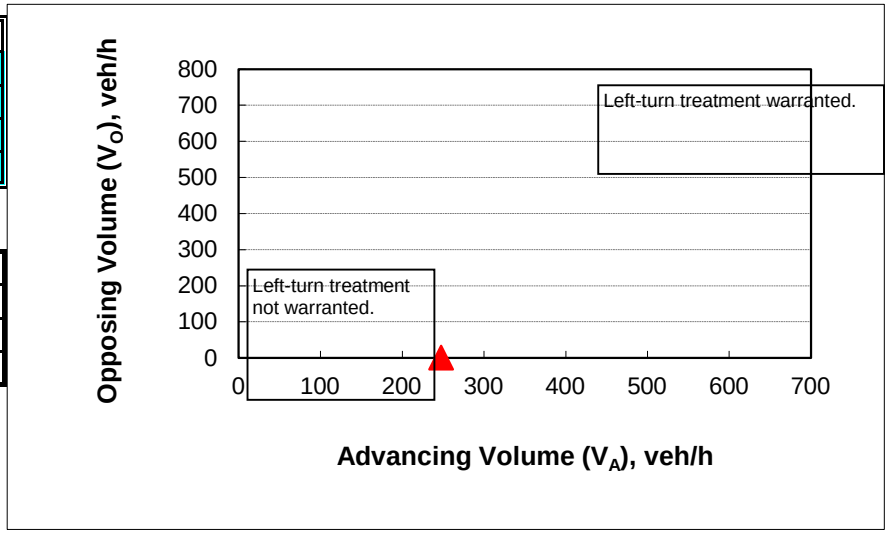
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	99%
Advancing volume (V_A), veh/h:	248
Opposing volume (V_O), veh/h:	1

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	2049
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

APPENDIX I: SIGNAL WARRANT SUMMARY

TRAFFIC SIGNAL WARRANT ANALYSIS

City/County:	St. Lucie County	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	Y
State:	Florida	Isolated community with a population of less than 10,000? (Y or N)	N
Date:	1/20/2026	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	Y
Major Street:	Orange Avenue	Approach Lanes - Major? (1 or 2)	2
Minor Street:	Rock Road	Approach Lanes - Minor? (1 or 2)	2

24-Hour Volume Summary			Major Street	Minor Street	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2
			Total of Both Approaches	Higher Volume Approach	70%		70%		56%		56%		70%
					Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1
07:00 AM	TO	08:00 AM	1182	123	281%	88%	188%	176%	352%	110%	235%	220%	154%
08:00 AM	TO	09:00 AM	908	108	216%	77%	144%	154%	270%	96%	180%	193%	135%
09:00 AM	TO	10:00 AM	685	121	163%	86%	109%	173%	204%	108%	136%	216%	83%
10:00 AM	TO	11:00 AM	619	126	147%	90%	98%	180%	184%	113%	123%	225%	75%
11:00 AM	TO	12:00 PM	729	208	174%	149%	116%	297%	217%	186%	145%	371%	160%
12:00 PM	TO	01:00 PM	831	239	198%	171%	132%	341%	247%	213%	165%	427%	246%
01:00 PM	TO	02:00 PM	796	243	190%	174%	126%	347%	237%	217%	158%	434%	229%
02:00 PM	TO	03:00 PM	829	258	197%	184%	132%	369%	247%	230%	164%	461%	263%
03:00 PM	TO	04:00 PM	925	644	220%	460%	147%	920%	275%	575%	184%	1150%	805%
04:00 PM	TO	05:00 PM	1074	325	256%	232%	170%	464%	320%	290%	213%	580%	406%
					Threshold		Threshold		Threshold		Threshold		MUTCD Figure
Source:		MUTCD, 2009 Edition			420	140	630	70	336	112	504	56	4C-1 and 4C-2
Created By:		Kimley-Horn and Associates, Inc.			Summary		Summary		Summary		Summary		Summary
					TOTAL	6	TOTAL	9	TOTAL	9	TOTAL	10	TOTAL 8
					Met?	NO	Met?	YES	TOTAL	9	Met?	YES	Met? YES

COMMENTS/NOTES:	Analysis:
	Analyzed By: S.G.
	Kimley-Horn and Associates, Inc.

2121 Ponce De Leon Blvd.
Suite 430
Coral Gables, Florida 33134

TEL (786) 632-2100

foundrycommercial.com

March 9, 2026

Dear Property Owner,

Re: Invitation to Neighborhood Community Meeting – Proposed Project on Rock Road

Foundry Commercial Developer is in the early stages of planning a proposed development on property located on the west side of Rock Road, just north of the St. Lucie County Jail. The site is about 3,000 feet from the intersection of Rock Road and Orange Avenue. A location map is attached for your reference.

Project Orchid will include a new 1.4 million square foot window manufacturing facility along with a 27,300 square foot office building.

Because you live or own property nearby, we want to share information directly with you and provide an opportunity to learn more about the project as plans are taking shape. At this time, the project is in the programming and concept design phase, and no final approvals have been granted.

You are invited to attend a Neighborhood Community Meeting:

March 25, 2026
6:00 – 7:00 PM
Sunshine Kitchen
7550 Pruitt Research Road in Fort Pierce

The purpose of the meeting is to:

- Provide an overview of the proposed development
- Share preliminary site plans and project information
- Explain the anticipated review process
- Listen to questions, feedback, and concerns from nearby property owners

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA Tuesday, May 5, 2026

NOTICE OF PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP AND OFFICIAL ZONING ATLAS, AND A CONDITIONAL USE PERMIT

The Board of County Commissioners is scheduled to review and take action on the following proposals for adoption by Ordinance and Resolutions, respectively:

ORDINANCE

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA, TO APPROVE A SMALL SCALE AMENDMENT OF THE ADOPTED COMPREHENSIVE PLAN FUTURE LAND USE MAP TO CREATE TO CREATE A +/- 20.85-ACRE SUBAREA OF THE LUCIE ROCK MIXED USE ACTIVITY AREA (INITIALLY ESTABLISHED AS AN EXTENSION OF THE MIXED USE ORANGE AVENUE/I-95 ACTIVITY AREA) THAT WOULD ALLOW AN 80-FOOT BUILDING HEIGHT LIMIT WITHIN A PORTION OF ESTABLISHED MEDIUM AND HIGH INTENSITY DEVELOPMENT AREAS, LOCATED BETWEEN NORTH ROCK ROAD, NSLRWCD CANAL NO. 41 AND THE RELIEF CANAL AND PROVIDING FOR FINDINGS, CONFLICTING PROVISIONS, SEVERABILITY, APPLICABILITY, FILING WITH THE FLORIDA DEPARTMENT OF STATE, FILING WITH THE FLORIDA DEPARTMENT OF COMMERCE, AN EFFECTIVE DATE, CODIFICATION AND ADOPTION.

RESOLUTION

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY AMENDING THE OFFICIAL ZONING ATLAS FOR +/- 20.25 ACRES LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN UNINCORPORATED ST. LUCIE COUNTY, FROM THE IL (INDUSTRIAL, LIGHT) ZONING DISTRICT TO THE IH (INDUSTRIAL, HEAVY) ZONING DISTRICT.

RESOLUTION

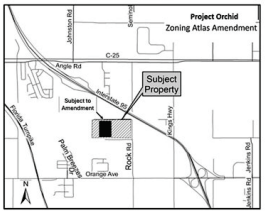
A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY GRANTING A CONDITIONAL USE PERMIT TO DEVELOP AND OPERATE A METAL FOUNDRY TOTALING APPROXIMATELY 76,200 SQUARE FEET AS PART OF A WINDOW MANUFACTURING FACILITY TO BE KNOWN AS PROJECT ORCHID LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN THE IH, INDUSTRIAL, HEAVY ZONING DISTRICT, IN UNINCORPORATED ST. LUCIE COUNTY.

APPLICANT/OWNER: MC320, LLC.
Agent: HJA Design Studios
File Numbers: FLUMA-2603-000040, RZ-2603-000050, and CU-2603-000102.
LOCATION: West and south of North Rock Rd., approximately 2,700 feet north of Orange Ave. (see maps below).
Parcel ID Numbers: 2302-331-0001-000-7, 2302-341-0001-000-8, 2302-342-0001-000-1.
Purpose: to 1) approve a small scale amendment of the adopted Comprehensive Plan's Future Land Use Element – Future Land Use Map to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area) that would allow an 80-foot building height limit within the established Medium and High Intensity Development Areas, 2) to rezone +/- 20.25 acres from the IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District, and 3) granting a Conditional Use Permit to develop and operate a metal foundry totaling approximately 76,200 square feet as part of a window manufacturing facility subject of a companion Major Site Plan application.

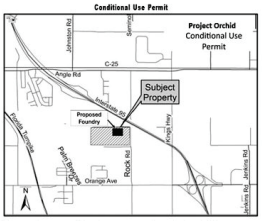
Future Land Use Map Amendment



Zoning Atlas Amendment



Conditional Use Permit



The Board of County Commissioners will hold the PUBLIC HEARINGS on this item in the Commission Chambers, Roger Poitras Annex, 3rd Floor, 2300 Virginia Avenue, Fort Pierce, FL on Tuesday, May 5, 2026, beginning at 6:00 pm or as soon thereafter as possible.

All interested persons will be given an opportunity to be heard. Written comments received in advance of the public hearing will also be considered. Written comments to the Board of County Commissioners should be received by the Planning and Development Services Department - Planning Division at least 3 days prior to the scheduled hearing. The petition file is available for review at the Planning and Development Services Department offices located at 2300 Virginia Avenue, 2nd Floor, Fort Pierce, Florida, during regular business hours. Please call (772) 462-2822 or TDD (772) 462-1428 if you have any questions or require additional information about this petition.

The St. Lucie County Board of County Commissioners has the power to review and approve or disapprove any applications within their area of responsibility.

The proceedings of the Board of County Commissioners are electronically recorded. **PURSUANT TO SECTION 286.0105, FLORIDA STATUTES**, if a person decides to appeal any decision made by the Board of County Commissioners with respect to any matter considered at a meeting or hearing, he or she will need a record of the proceedings. For such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Upon the request of any party to the proceeding, individuals testifying during a hearing will be sworn in. Any party to the proceeding will be granted an opportunity to cross-examine any individual testifying during a hearing upon request. If it becomes necessary, a public hearing may be continued to a date certain.

Anyone with a disability requiring accommodation to attend this meeting should contact the St. Lucie County Risk Manager at least forty-eight (48) hours prior to the meeting at (772) 462-1546 or T.D.D. (772) 462-1428.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
Jamie Fowler, Chair
PUBLISH DATE: Thursday, April 23, 2026

TR-43698712

Iran seizes 2 ships in Strait of Hormuz

Seizures follow Trump's extension of ceasefire

Michael Loria, Bart Jansen, Christopher Cann and Andrea Riquier
USA TODAY

Iran seized two ships in the Strait of Hormuz on April 22, tightening its grip on the strategic waterway, after President Donald Trump extended a ceasefire "until such time as their leaders and representatives can come up with a unified proposal."

Three container ships in total were fired upon around the strait, according to United Kingdom Maritime Trade Operations, a British organization that tracks merchant vessels. The Islamic Revolutionary Guard Corps seized two of the vessels for alleged maritime violations and escorted them to Iran's shores, according to the semi-official Tasnim news agency.

Of the two seized vessels, Epaminondas was headed to Mundra, India, and Euphoria was headed to Jeddah, Saudi Arabia, according to marinetraffic.com. The third ship that was fired upon, MSC Francesca, was headed to Hambantota, Sri Lanka, according to marinetraffic.com. The ships were the first seized since the beginning of the U.S.-Israeli war on Iran began Feb. 28.

The seizures came after Trump extended a two-week ceasefire, to give Iran's leaders more time to respond to U.S. peace proposals. But the U.S. Navy continues to blockade ships visiting Iranian ports, and Tehran continues to threaten ships attempting to travel through the strait of Hormuz, where one-fifth of the world's oil and natural gas transits.

Trump has threatened to "blow up the rest of their Country, their leaders included" if the two countries can't reach a settlement.

"Iran doesn't want the Strait of Hormuz closed, they want it open so they can make $500 Million Dollars a day (which is, therefore, what they are losing if it is closed)," Trump said on social media April 21. "They only say they want it closed because I have it totally BLOCKADED (CLOSED), so they mistakenly want to 'save face.'"

A first round of talks in Islamabad on April 11-12 produced no agreement, with the United States focusing on a long-standing dispute over Iran's stockpiles of highly enriched uranium.

Iran says it has only a peaceful civilian nuclear program and wants to continue that. It wants the war to end, sanctions to be lifted, reparations for wartime damage and recognition of its control over the strait.



U.S. forces patrol the Arabian Sea near the Touska, an Iranian-flagged cargo ship, on April 20. The U.S. Navy continues to blockade ships visiting Iranian ports, and Tehran continues to threaten ships attempting to travel through the Strait of Hormuz. PROVIDED BY MAYCHT PUBLIC AFFAIRS/U.S. NAVY/AFP VIA GETTY IMAGES

Oil stable, gas back above $4

As the diplomatic standoff drags on, traffic through the Strait of Hormuz remains significantly below average numbers. The critical shipping lane off the Iranian coast has become a focal point of the war.

Iran closed the channel after being attacked, driving up global fuel prices. Brent crude oil, the international standard, was trading just above $99 a barrel, up about 0.6% compared to the day before.

Gas prices, which lag behind the changes in oil, popped back above the psychologically important $4 threshold, with AAA's national average at $4.02 a gallon. That's about 15 cents higher than last year's average.

In a show of defiance, Iran showcased some of its ballistic weapons at a parade in Tehran late on April 21, with images showing a large banner in the background with a fist clutching off the Strait, the WANA news agency reported.



Average national gas prices have popped back above the psychologically important $4 threshold, with AAA's national average at $4.02 a gallon. MIKE SEGAR/REUTERS

'A setback we were not expecting'

Pakistan, which has acted as a mediator, was still trying to bring the sides together for negotiations after both failed to show up for last-ditch talks on April 22 before the ceasefire had been due to expire.

A luxury hotel in Islamabad had been cleared out for the talks, but Iran never publicly accepted the invitation and the U.S. delegation led by Vice President JD Vance never left Washington, DC.

"We were all prepared for the talks, the stage was set," a Pakistani official briefed on the preparations told Reuters. "If you look me honestly, it was a setback we were not expecting, because the Iranians never refused, they were up to come and join, and they still are."

Another Pakistani source who was involved in the talks said Pakistan was still "working very hard to bridge that conflict, talk to each side with their sensitivities in mind."

There was no response early on April 22 to Trump's ceasefire announcement from senior Iranian officials, although some initial reactions from Tehran suggested Trump's comments were being treated skeptically.

Tasnim said Iran had not asked for a ceasefire extension and repeated Tehran's threats to break the U.S. blockade by force.

An adviser to Iran's lead negotiator, the speaker of parliament Mohammad B. Ghalibaf, said Trump's announcement might be a ploy.

Just hours before Trump called off attacks, he had repeated threats to resume them, saying his military was "raring to go."

Lebanese, Israeli envoys to meet

Meanwhile, Lebanese and Israeli diplomats will meet in Washington on April 23 as the clock winds down on a fragile ceasefire agreement between the two countries.

The meeting will be the second between envoys of the two nations this month. The first meeting, which were the highest-level direct talks between the countries in three decades, led to a 10-day ceasefire that has been tested as Iran-backed Hezbollah and Israel continue to trade strikes.

While officials from both countries have expressed an interest in sealing a lasting peace agreement, there are several sticking points. Lebanese officials have called for Israel to remove its ground troops from southern Lebanon. Israel, meanwhile, has vowed to continue occupying a significant portion of southern Lebanon until it eliminates the threat posed by Hezbollah, which is not directly involved in the talks and is more powerful militarily than the Lebanese Armed Forces.

Secretary of State Marco Rubio is expected to attend the meeting, with Lebanon represented by its ambassador to Washington, Nada Hamwad, and Israel represented by its ambassador, Yechiel Leiter.

Obituaries

TODAY'S DEATH NOTICES

Name	Age	Town, State	Passed	Arrangements	Service Time	Service Location	Interment
*Shankland, Sara Janet	90	Vero Beach, FL	Apr 17	...	...	...	...
Wilchinsky, Derek N.	41	Palm City, FL	Apr 21	All County Funeral Home & Crematory - Stuart	...	...	...

*Additional information in display obituaries.
Obituaries appear legible and online at tcpalm.com/obituaries

Sara Janet Shankland



VERO BEACH - Sara Janet Shankland of Vero Beach, Florida, passed away on April 17, 2026, following a brief illness, at the age of 88.

Born Sara Janet Jenkins on October 25, 1937, in Huntington, West Virginia, Sara graduated from Huntington High School and the University of Cincinnati, with a BA in Fine Arts and a BS in Education.

Sara spent several years as an educator, beginning her career as an English teacher in South Point, OH, where she also co-hosted local WSAZ TV station's Saturday night "Shockwatch" with Emmy award-winning NBC broadcaster Fred Briggs. She eventually moved on to become a high school art teacher - replacing artist George Segal - in Piscataway Township, NJ, and subsequently in Alexandria, VA.

While taking a career break to raise her children in Potomac, MD, Sara remained active in her community, volunteering for several civic and social organizations, including serving as a board member and officer of the Florence Crittenton Home; chair of the Junior Guild of the Davis Memorial Goodwill Industries DC annual Gala; and local volunteer coordinator for the 1984 Mondale presidential campaign's DC headquarters. Sara also continued her artistic and entrepreneurial pursuits, successfully building small home-based businesses through which she shared her creative talents in markets and shows around the area. She was a founding member of the Potomac Community Theatre, as well as a member of St. Francis Episcopal Church, where she participated in the Altar Guild and as a Lay Eucharistic Minister.

In 1995, Sara and her husband Bill retired to Vero Beach, FL, where she became active in the Vero Beach Museum of Art and the Vero Beach Art Club, and was accepted into the local famed Art Under the Oaks art show for several years, selling her handcrafted silver jewelry. Sara was a member of the Trinity Episcopal Church, where she served as a Lay Eucharistic Minister and a member of the Daughters of the King. Sara and Bill enjoyed extensive travel all over the world.

Predeceased by her parents, Lena Henrietta Jenkins and Austin Thomas Jenkins, Sara is survived by her husband Bill Shankland, and daughters Anne Gordon of Edgewater, MD, and Katherine Gordon (Pedro-Cruz Castro) of Brooklyn, NY.

A memorial service for Sara will be scheduled at a later date.

OUR DEEPEST
Sympathy





Engineers turned off the Low-energy Charged Particles experiment aboard Voyager 1 on April 17. PROVIDED BY NASA/JPL-CALTECH

Voyager 1 probe nears 16 billion miles from Earth

Eric Lagatta
USA TODAY

NASA has shut down one of the science instruments on board the iconic Voyager 1 space probe in an effort to extend the life of humanity's first interstellar vehicle.

NASA engineers sent commands on April 17 to Voyager 1 to shut down an instrument on the probe called the Low-energy Charged Particles experiment, or LECP, the space agency said in a news release.

"While shutting down a science instrument is not anybody's preference, it is the best option available," Kareem Badaruddin, Voyager mission manager at NASA's Jet Propulsion Laboratory in Southern California, said in a statement.

The decision came as the aging nuclear-powered spacecraft runs low on power. NASA officials are confident that by turning off the LECP instrument, Voyager 1 will be able to conserve energy without the spacecraft getting so cold that its fuel lines freeze.

Voyager 1 still has two of its 10 original science instruments remaining in operation – including one that listens to plasma waves and one that measures magnetic fields, according to NASA.

The LECP instrument has been operating almost without interruption since Voyager 1 launched almost 49 years ago.

Voyager 1 and Voyager 2 are the only spacecraft far enough from Earth to use the instrument to measure things like ions, electrons and cosmic rays originating from our solar system and galaxy – providing critical data about the space beyond the giant bubble around the sun and its planets known as the heliosphere.

A small motor on the LECP that spins and scans in all directions remains on, giving the team the ability to reactivate the entire instrument if they find extra power.

The twin Voyager probes were launched on separate dates in 1977 from Florida from what is now the Cape Canaveral Space Force Station with the mission of exploring the outer solar system.

Contrary to its name, Voyager 2 was the first of the two to be launched into orbit on Aug. 20, 1977. Its twin probe, Voyager 1, then launched Sept. 5.

Though it was the second of the probes to get off the ground, Voyager 1 was on a faster route than its counterpart as it whizzed beyond the asteroid belt between Mars and Jupiter and overtook Voyager 2 by December of that year. Voyager 1 has the distinction of being the farthest human-made object from Earth.

The spacecraft have investigated all the giant planets of our outer solar system – Jupiter, Saturn, Uranus and Neptune – as well as the planets' magnetic fields and a combined 48 of their moons, NASA says.

The probes completed that portion of their respective journeys by 1989, after which NASA retooled their mission as an interstellar expedition – meaning one to moving beyond our solar system into the notion between stars, farther into the Milky Way.

In 2003, Voyager 1 became the first spacecraft to reach interstellar space, followed in 2018 by Voyager 2, according to NASA.

Should they encounter extraterrestrial life, both Voyager 1 and 2 also carry the famous "golden record," functioning both as a time capsule and a friendly Earthling greeting.

BUSINESS BRIEFS

Toxic metals found in water near Tesla refinery in South Texas

An independent water study found toxic metals from wastewater discharge from a Tesla lithium refinery making their way into a waterway near Corpus Christi, Texas.

The Texas Commission on Environmental Quality tested in February and reported the wastewater was in compliance with the refinery's permits, but the Texas Tribune reported the tests did not look for heavy metals.

Allen Nueces County Drainage District No. 3 discovered a pipe discharging into a ditch that drains into Petronila Creek. It commissioned a third-party study examining water samples taken April 7. The study found trace levels of hexavalent chromium and arsenic, as well as elevated levels of manganese, iron, phosphorus, calcium, magnesium and potassium. According to the Environmental Protection Agency, hexavalent chromium "is a known human carcinogen when inhaled."

Best Buy taps Bonfiglio as CEO amid demand slowdown

Best Buy on April 22 named insider Jason Bonfiglio as CEO, replacing longtime executive Corie Barry. In a leadership change that comes as the U.S. retailer grapples with weak consumer demand and tariff-related supply-chain pressures.

The company, which operates more than 1,000 stores across North America, has been working to revive growth by expanding online sales, services and advertising as competition intensifies across the sector.

As the company's chief customer, product and fulfillment officer, Bonfig has been overseeing many of these initiatives, along with the company's Canadian business and its retail media unit, Best Buy Ads.

Hims & Hers to offer menopause, perimenopause treatments

Telehealth company Hims & Hers said on April 22 it will now offer treatment options for perimenopause and menopause via its platform, as rising U.S. demand for hormone therapy strains supplies of estrogen patches.

The company said the offering, available immediately to eligible users through its Hers platform, includes estrogen patch kits starting at $34 per month. Treatment plans may also include progesterone where clinically appropriate.

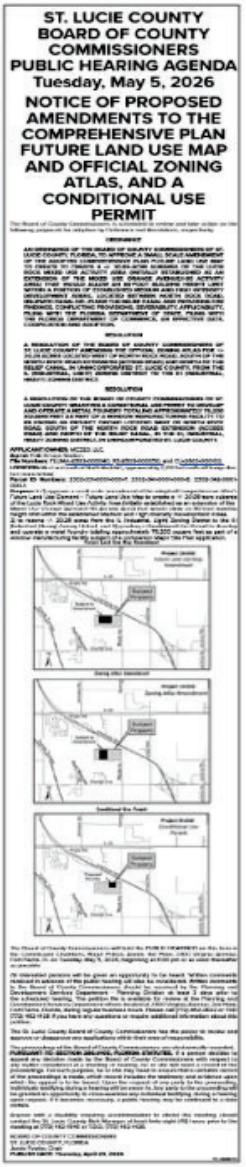
The launch comes as demand for estrogen patches has surged over the past year, leading to supply constraints nationwide. Industry sources have told investors shortages could last for up to three years following changes in U.S. health guidance on hormone replacement therapy.

USA TODAY Network and Reuters

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA
May 5, 2026



ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA
Tuesday, May 5, 2026
NOTICE OF PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP AND OFFICIAL ZONING ATLAS, AND A CONDITIONAL USE PERMIT



Looking to Buy a Car?
Check the classified listings everyday

BOARD OF COUNTY COMMISSIONERS

Meeting Time:
6:00 PM
(or soon thereafter)

Meeting Location:
BOCC Chambers
SLC Administration Annex,
2300 Virginia Avenue,
Fort Pierce, FL 34982

Applicant/Property Owner
HJA Design Studio, on behalf of
MC320, LLC
P.O. Box 15280
Fort Pierce, FL 34979

Project Location
West side of North Rock Road, approximately 2,700 feet north of Orange Ave.

Current Future Land Use
MXD (Mixed Use District) - Lucie Rock Activity Area, Medium & High Intensity

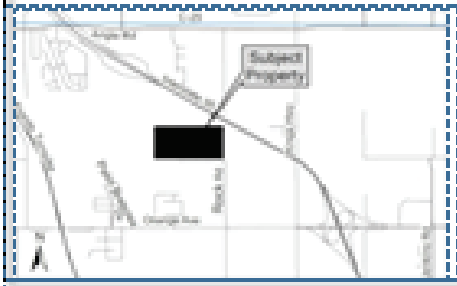
Proposed Future Land Use
MXD (Mixed Use District) -
Requesting increased Height within +/-20.85 Subarea

Current Zoning
IL (Industrial, Light) & IH (Industrial, Heavy)

Proposed Zoning
IL (Industrial, Light) & IH (Industrial, Heavy)
Requesting to Expand the IH Zoning District area by +/-20.25 acres

Parcel ID Numbers: 2302-331-0001-000-2, 2302-341-0001-000-9, 2302-342-0001-000-1

Staff Kori Benton, AICP
Tel 772-462-2518 direct
Email kori.benton@stlucieco.gov
Mail 2300 Virginia Avenue
Fort Pierce, FL 34982



Public Hearing Notice
Tuesday, May 5, 2026

Project Orchid—Notice of Proposed Future Land Use Map Amendment, Zoning Atlas Amendment & Conditional Use Permit



You are receiving this courtesy notice because you are a property owner within 500 feet of the proposed petition site.

Project Description
The applicant has petitioned approval of the following:

1. **Comprehensive Plan Future Land Use Map Amendment (Small-Scale):** To create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area. This would allow for an 80-foot building height limit within established Medium and High Intensity Development Areas.
2. **Rezoning:** To rezone +/- 20.25 acres from IL (Industrial, Light) to IH (Industrial, Heavy); and
3. **Conditional Use Permit:** To develop and operate a 76,200 square foot metal foundry as part of a window manufacturing facility, at the northwest portion of the subject site, currently in the IH (Industrial Heavy) Zoning District as part of a companion Major Site Plan application for the entire +/-73.48 acre site.

The purpose of these requests is to allow for the development of a window manufacturing facility approximately 1,390,000 square feet in size, with associated site improvements such as parking, landscape buffers, and stormwater ponds, within the IL, Industrial Light and IH, Industrial Heavy Zoning Districts.

Upcoming Public Hearings
The second public hearings at for these petitions will be held on May 5, 2026 at 6:00 PM or shortly thereafter before the St. Lucie County Board of County Commissioners, which has the power to review and approve or deny applications within their responsibility.

The Board encourages your input and comment at the public hearing. You may also mail or email written comments regarding this proceeding in advance of the public hearing for inclusion in the official record. Written comments should be received by the Planning and Development Services Department, Planning Division at least 3 days prior to the scheduled hearing.

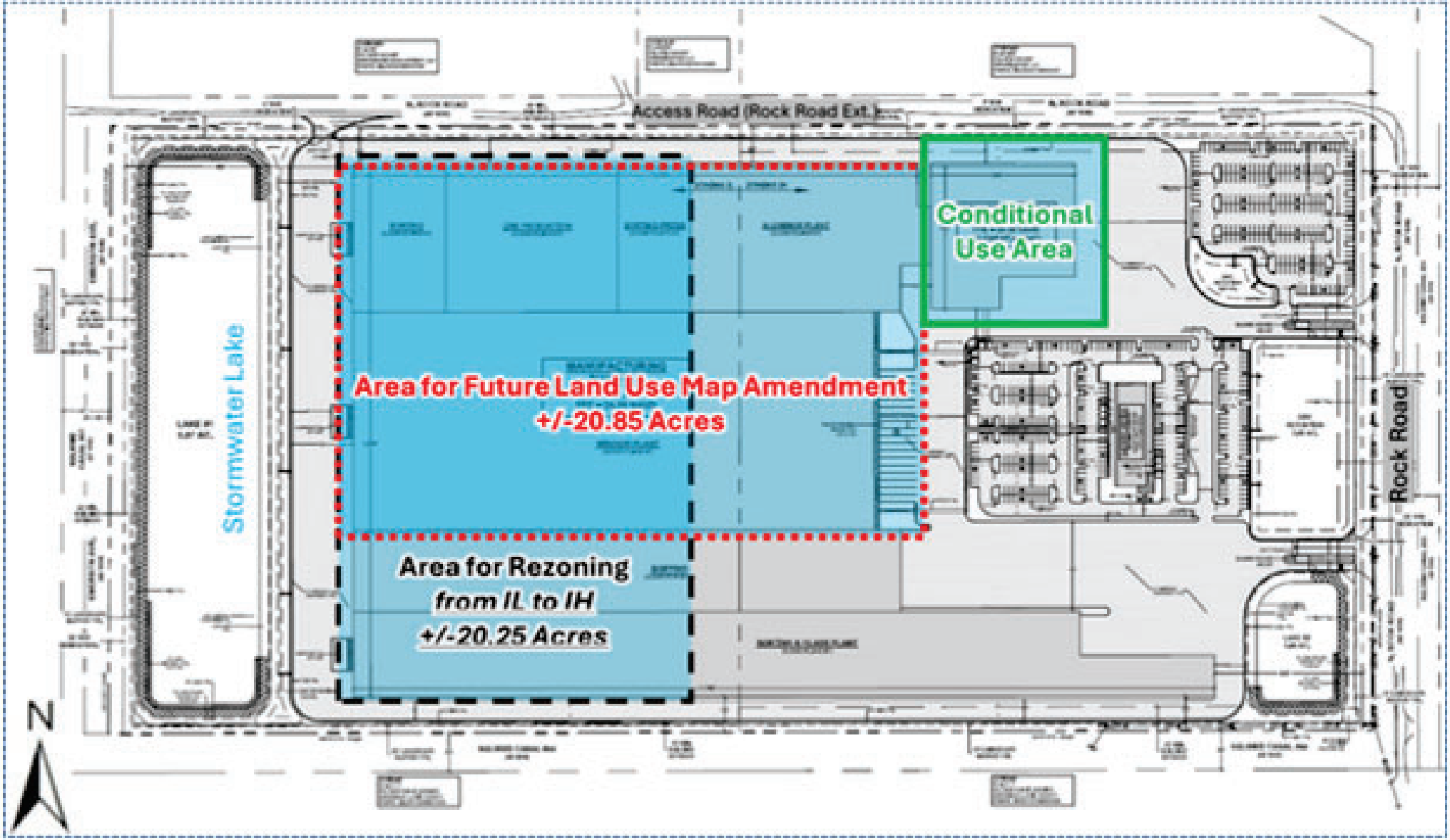
Anyone with a disability requiring accommodations to attend this meeting may contact the SLC Community Risk Manager at least 48 hours in advance at 772.462.1580 or TDD 772.462.1428

Further details are available in the Planning and Development Services Department—please contact: Planning & Development Services
Planning & Zoning Division 772-462-2822 /772-462-2518

Mailed on or before Thursday, April 23, 2026

Site Plan Exhibit—with Petition Area Labeling for Graphically Puposes

File Numbers: FLUMA-2603-000040, RZ-2603-000050, and CU-2603-000102



Owner1	Owner2	Owner3	Owner1LastName	MailAddre	MailAddress2	MailCity	MailState	MailZipCode
NSLRWCD			NSLRWCD	14666 Orange Ave		Fort Pierce	FL	34945-4511
MC320 LLC			MC320 LLC	5701 SW Sunshine Farms WAY		Palm City	FL	34990-5608
R J M DEVELOPMENT LLC			R J M DEVELOPMENT LLC	5701 SW Sunshine Farms WAY		Palm City	FL	34990-5608
Scott Wescott			Scott Wescott	PO Box 2457		Fort Pierce	FL	34954-2457
Scott Groves LLC			Scott Groves LLC	PO Box 2457		Fort Pierce	FL	34954-2457
St Lucie County			St Lucie County	2300 Virginia AVE		Fort Pierce	FL	34982-5632
Pizkidz Partners LLC			Pizkidz Partners LLC	3376 Barrow Island RD		Jupiter	FL	33477-1379
Gibney Leasing Corp			Gibney Leasing Corp	PO Box 4900		Scottsdale	AZ	85261-4900
Renar Homes Morningside LLC			Renar Homes Morningside LLC	3725 SE Ocean BLVD, Unit Ste 101		Stuart	FL	34996-6715
HDP Pineapple Grove LLC			HDP Pineapple Grove LLC	1316 Sherman AVE, Unit Ste 215		Evanston	IL	60201-4361
Homestead Business Asset Management LLC			Homestead Business Asset Management LLC	23600 SW 162nd AVE		Homestead	FL	33031-1387
SHER-BRT LLC			SHER-BRT LLC	10 Train Band Rd		Bedford	NY	10506-1429



2026.04.21 08:40


NOTICE OF PUBLIC HEARINGS
Public Hearings on petitions of MC320, LLC to 1) Amend the Comprehensive Plan Future Land Use Map to create a +/- 20.85-acre Subarea within the Lucie Rock Mixed Use (MDX) Activity Area with an 80-foot building height limit. 2) Rezone +/- 20.25 acres from IL (Industrial, Light) to IH (Industrial, Heavy) Zoning District. and 3) to secure a Conditional Use Permit to develop a metal foundry at the northeast portion of the subject site. Currently in the IH (Industrial Heavy) Zoning District as part of a proposed +/-1,390,000 s q. ft. manufacturing complex.
The first PUBLIC HEARING set will be held before the Planning & Zoning Commission on Thursday, April 16 2026 at 6:00 P.M. or as soon thereafter as possible.
The second PUBLIC HEARING set will be held before the Board of County Commissioners on Tuesday, May 5 2026 at 6:00 P.M. or as soon thereafter as possible.
Project Name & Numbers: Project Orchid - Future Land Use Map Amendment (FLUMA-2603-000049). Rezoning (RZ-2603-000050). and Conditional Use Permit (CU-2603-000102).
For information or copies of the petition visit the Planning and Development Services Department, County Administration Building, 2300 Virginia Ave. Fort Pierce. or call (772)462-2822 during regular business hours.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Project Name & Numbers: Project Orchid - Future Land Use Map Amendment (FLUMA-2603-000040).
Rezoning (RZ-2603-000050). and Conditional Use Permit (CU-2603-000102).
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Rezoning (RZ-2603-000050). and Conditional Use Permit (CU-2603-000102).
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AGENDA REQUEST

10.A.2.
RES-2026-81
PUBLIC HEARINGS - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*RESOLUTION ITEM - CHANGE IN ZONING
QUASI-JUDICIAL ITEM? YES

TO: **Board of County Commissioners**

PRESENTED BY: Kori Benton, Planning & Zoning Manager

SUBMITTED BY: Planning & Development Services

SUBJECT: Project Orchid - Rezoning +/-20.25 Acres from IL, Industrial Light to IH, Industrial Heavy - **THIS ITEM IS QUASI-JUDICIAL - ADD ON**

BACKGROUND:

The Applicant, MC320, LLC, is requesting an amendment to the Official Zoning Atlas for +/-20.25 acres of the overall +/-73.27-acre site, from the IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District. A concurrent Small-Scale Comprehensive Plan Future Land Use Map Amendment (FLUMA) is proposed to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area), which provides an 80-foot building height limit within the established Medium and High Intensity Development Area

The petition set, which also includes a Major Site Plan and Conditional Use Permit, support the proposed Project Orchid which proposes construction and operation of a windows manufacturing facility which includes a metal foundry in which aluminum is melted, formed into components, combined with glass, and assembled into finished windows. All processes are proposed to take place indoors.

The property is located west of North Rock Rd, south of North Rock Rd. Extension (Access Rd.), and north of the Relief Canal, just north of the St. Lucie County Correctional Facility. The property is located within the Urban Service Boundary (USB).

PREVIOUS ACTION:

On October 18, 2004, the St. Lucie County Board of County Commissioners approved Ordinance 04-031, granting a Future Land Use Map Amendment from the RS (Residential, Suburban) Category to MXD - Orange Avenue (Mixed Use Development - Orange Avenue/I-95) Activity Area, including Medium and High Intensity Areas. This MXD Activity Area is known today as the Lucie Rock MXD, encompassing the petition site.

On September 3, 2013, the St. Lucie County Board of County Commissioners granted approval, through Resolution No. 2013-167, the petition of Lucie Rock, LLC, for a Major Site Plan known as St. Lucie Commerce Center.

On September 17, 2013, the St. Lucie County Board of County Commissioners approved the St. Lucie Commerce Center 10-Year Agreement extending Resolution No. 2013-167 to September 17, 2023.

On October 9, 2020, PDS Order 2020-058 was approved by the St. Lucie County Planning & Development Services Director granting a statutory extension under Florida Statute Section 252.363 extending the expiration date for the Major Site Plan known as St. Lucie Commerce Center to November 24, 2025.

On October 10, 2023, PDS Order 2023-064 was approved by the St. Lucie County Planning & Development Services Director granting a statutory extension under Florida Statute Section 252.363 extending the expiration date for the Major Site Plan known as St. Lucie Commerce Center to November 24, 2029, and extended the Development Agreement term through September 17, 2027.

On April 16, 2026, the Planning & Zoning Commission held a public hearing on the proposal and unanimously voted to forward a recommendation of approval to the Board of County Commissioners.

FINANCIAL IMPACT:

Potential Increase in Ad-Valorem Tax Revenue.

RECOMMENDATION:

Staff recommends the Board evaluate the proposed amendments and approve the rezoning of +/- 20.25 acres from the IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: April 29, 2026

Katherine Barbieri, County Attorney

Date: April 29, 2026

Mayte Santamaria, Deputy County Administrator

TO: Board of County Commissioners

THROUGH: Benjamin Balcer, AICP, Planning and Development Services Director

FROM: Kori Benton, AICP, Planning and Zoning Manager
Thad Crowe, AICP, Senior Planner

DATE: April 27, 2026

SUBJECT: Project Orchid FLUMA-2603-000040 & RZ-2603-000050
Future Land Use Map (Small-Scale) and Official Zoning Atlas Amendments

GENERAL INFORMATION

Property Owner/Applicant: MC320, LLC
5701 SW Sunshine Farms Way
Palm City, FL 34990-5608

Agent: HJA Design Studio, Patti Tobin
3500 SW Corporate Pkwy Suite 203,
Palm City, FL 34990

Location: West of N. Rock Rd., south of N. Rock Rd. Ext. (Access Rd.), and north of NSLRWCD Canal #44 (Relief Canal).

Parcel ID Numbers: 2302-342-0001-000-1 (CUP & Partial FLUMA), 2302-341-0001-000-8 & 2302-331-0001-000-7 (Partial Rezoning & FLUMA).

Petition Area(s): +/-20.85 acres (new MXD subarea), +/-20.25 acres (rezoning to IH),
73.27 acres (total project site)

Future Land Use: MXD, Mixed Use District - Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area)

Proposed Land Use: MXD, Mixed Use District - Lucie Rock Mixed Use Activity Area – Amendment to create a +/- 20.85-acre subarea that would set an 80-foot building height limit within established Medium and High Intensity Development Areas

Existing Zoning: IH, Industrial Heavy (+/- 36.06 acres) & IL, Industrial Light (+/- 37.21 acres)

Proposed Zoning: IH, Industrial Heavy (+/- 20.25 acres) currently zoned IL would be rezoned to IH, resulting in +/- 56.31 acres in IH and +/- 16.96 acres in IL

Existing Use(s): Undeveloped

Utilities: FPUA service area, water & sewer lines are present on the west side of Rock Rd .

BACKGROUND ANALYSIS

The Agent, Patti Tobin of HJA Design Studio, on behalf of the owner MC320, LLC, is requesting

1) A Comprehensive Plan Future Land Use Map Amendment (FLUMA) that would create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area), an area in which an 80-foot building height limit is set, within the established Medium and High Intensity Development Areas; and
2) An amendment to the Official Zoning Atlas assigning the IH (Industrial, Heavy) zoning to +/-20.25 acres land that is currently zoned IL (Industrial, Light). The rezoning would allow construction and operation of a metals foundry as part of a windows manufacturing facility.

The Applicant also filed three companion petitions:

3) A Conditional Use Permit to allow for an approximately 76,200 square foot metals foundry within the manufacturing facility (on the north central portion of the building);
4) A Major Site Plan for the overall Project Orchid Development Plan; and
5) An Amendment to the St. Lucie Commerce Center (Lucie Rock) Development Agreement.

The proposed MXD subarea and the area requested for rezoning are internal to a site that includes three properties located west of North Rock Rd, south of North Rock Rd. Extension (Access Rd.), and north of the Relief Canal, just north of the County Correctional Facility. The site was historically used for agricultural purposes. In 2007 the BoCC rezoned the parcels from AG-1 to IL. In 2013 the BoCC approved Major Site Plan MJSP-05028 through Resolution No. 2013-167, for St. Lucie Commerce Center (aka Lucie Rock) for an industrial park with a maximum of 1,232,835 sq. ft. across four parcels. The Major Site Plan has remained active through a Board Resolution and series of PDS Orders linked to a 10-Year Development Agreement (and an Executive Order due to the threat of several hurricanes to the State of Florida). PDS Order 2023-064 granted a 48-month Major Site Plan extension until November 24, 2029, and the Development Agreement is scheduled to expire September 27, 2027.

The property is located within the Urban Service Boundary (USB).

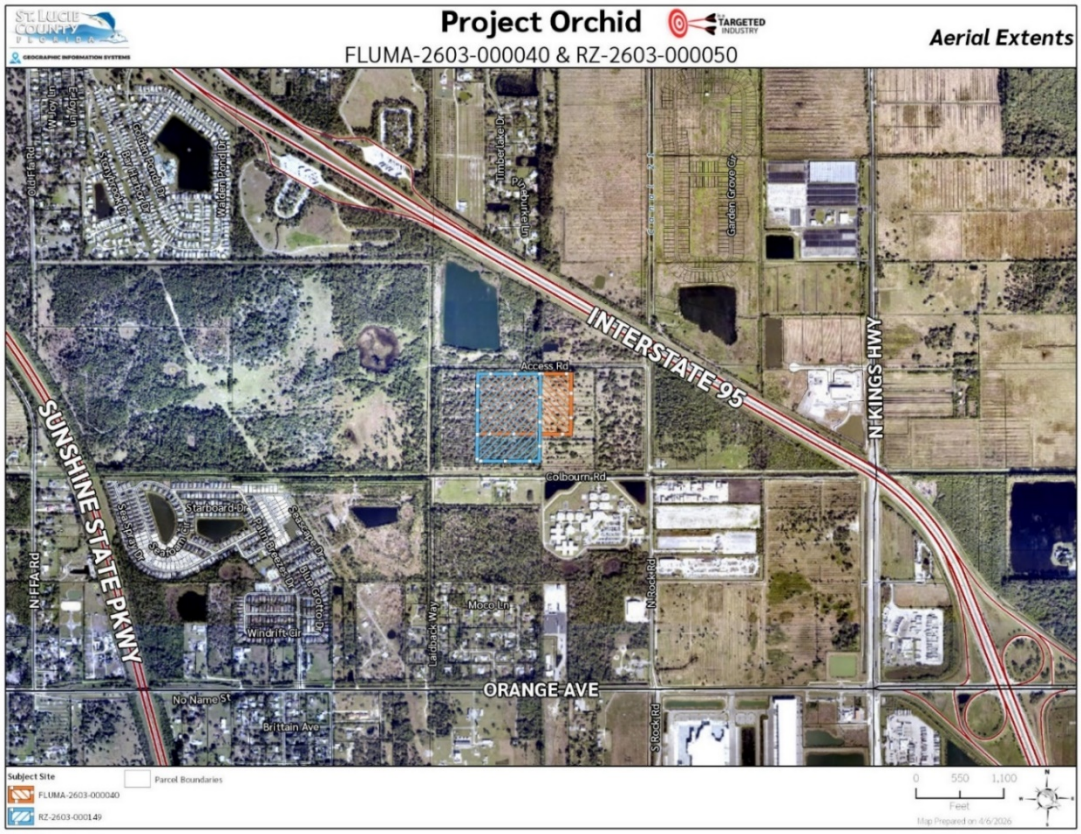


Figure 1: Aerial Map

Figure 2: Proposed Future Land Use Map Amendment – Introducing a New Subarea to the Lucie Rock MXD

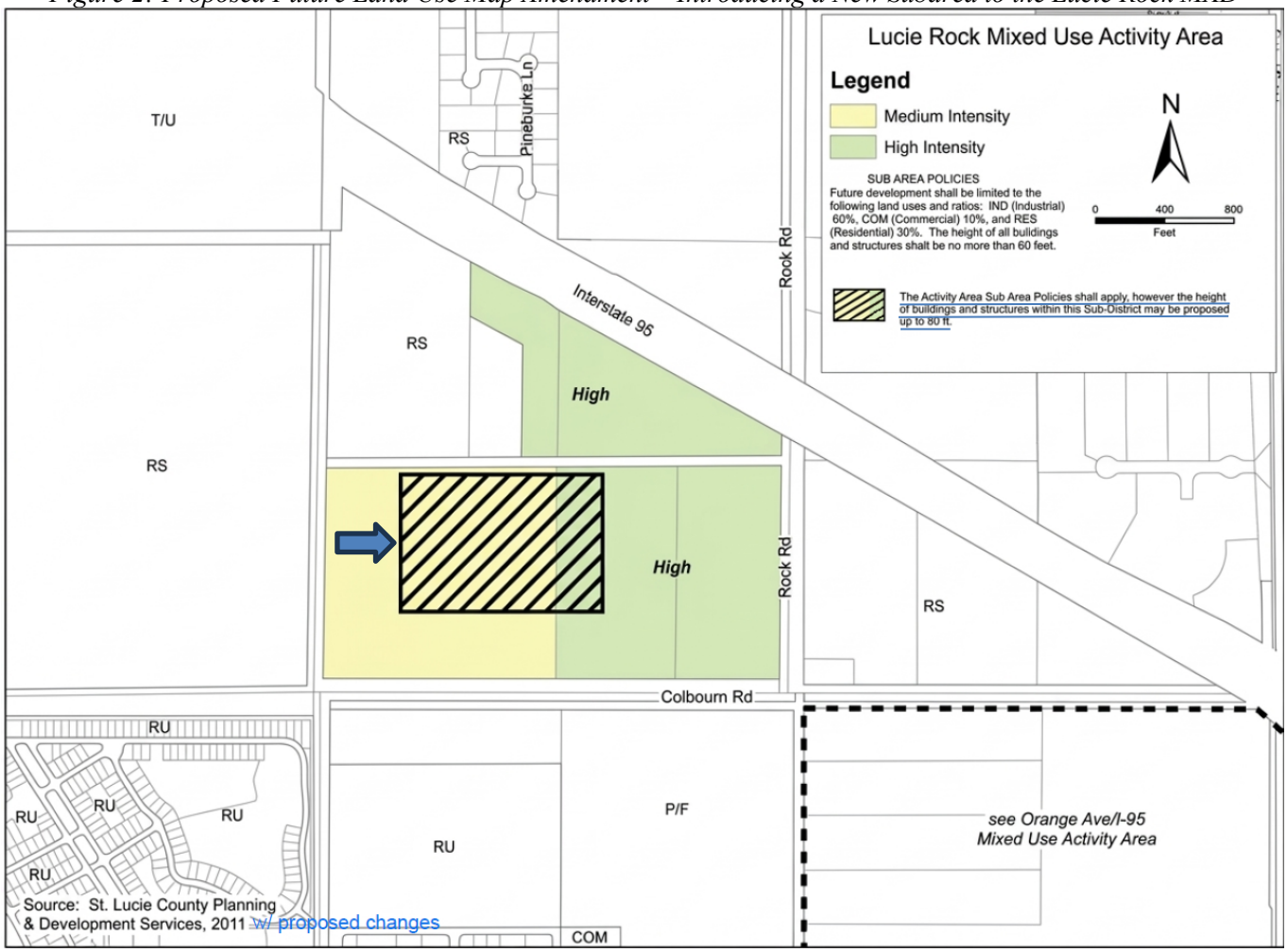
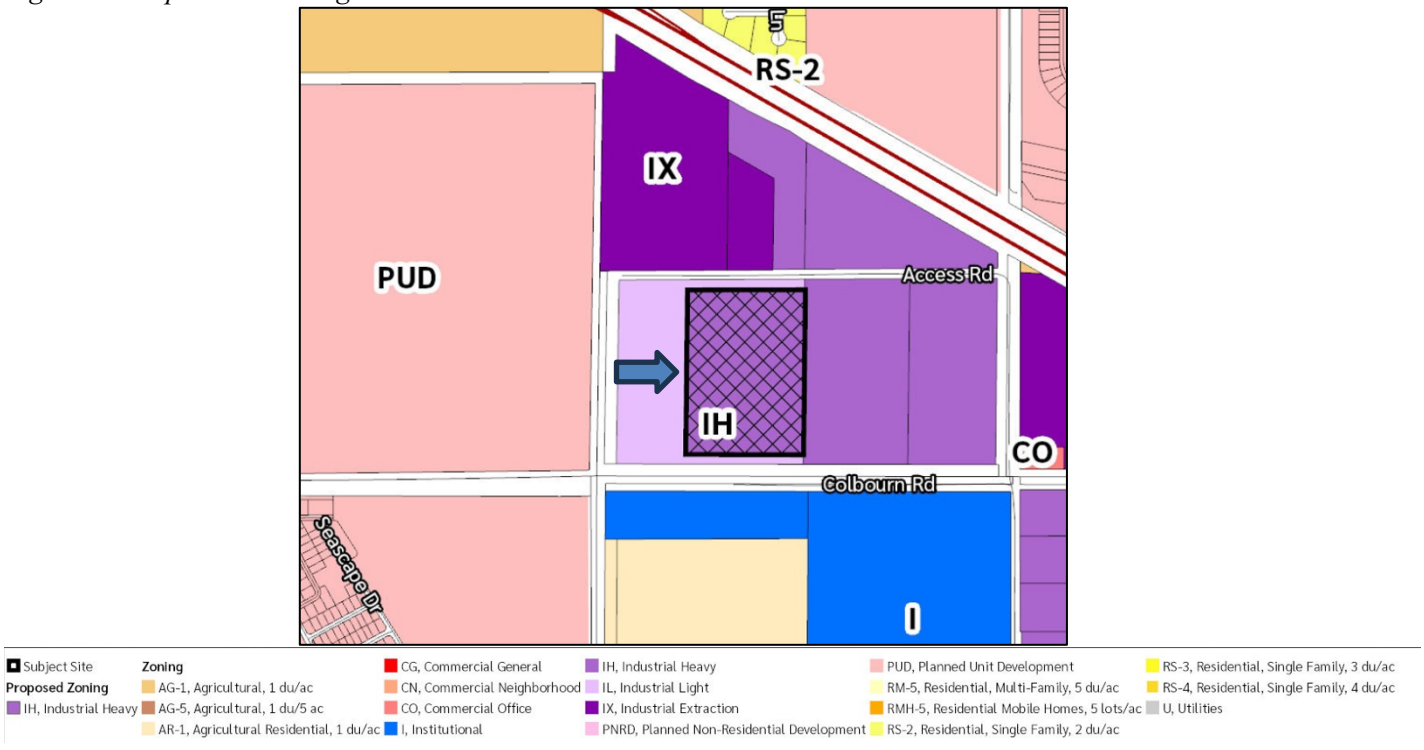


Figure 3: Proposed Rezoning Area



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FUTURE LAND USE MAP AMENDMENT STANDARDS OF REVIEW SET FORTH IN THE ST. LUCIE COUNTY COMPREHENSIVE PLAN

Proposed Amendment Consistency with Comprehensive Plan

Current Future Land Use:

The Future Land Use designation of the subject property is MXD, Mixed Use District. Comprehensive Plan Policy 1.1.1.2.H. describes the MXD future land use category as follows:

Mixed Use Development (MXD) The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special or unique environmental consideration that may not be appropriate for traditional land use designations. Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process. The following criteria, in addition to those as cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

- *Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Nonresidential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.*
- *Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.*
- *All uses shall be compatible with adjacent land uses.*

The adopted Lucie Rock Mixed Use Activity Area (MUAA) (Figure 4) was initially established as an extension of the Mixed-Use Orange Avenue/I-95 Activity Area (Figure 5). The Lucie Rock MUAA limits height to 60 feet, and the proposed FLU amendment would allow an 80-foot height limit within the hatched subarea shown in Figure 2, above.

Figure 4: Adopted Lucie Rock MUAA

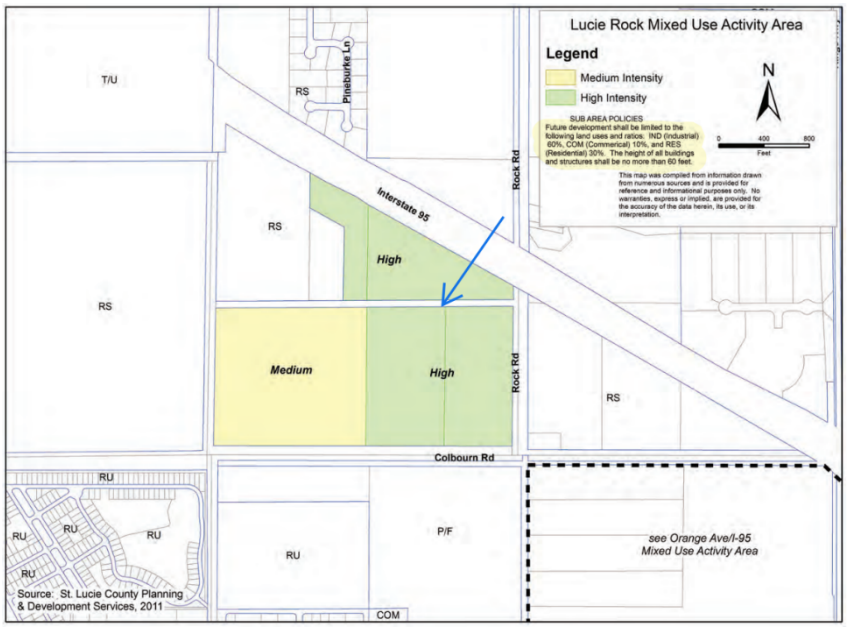
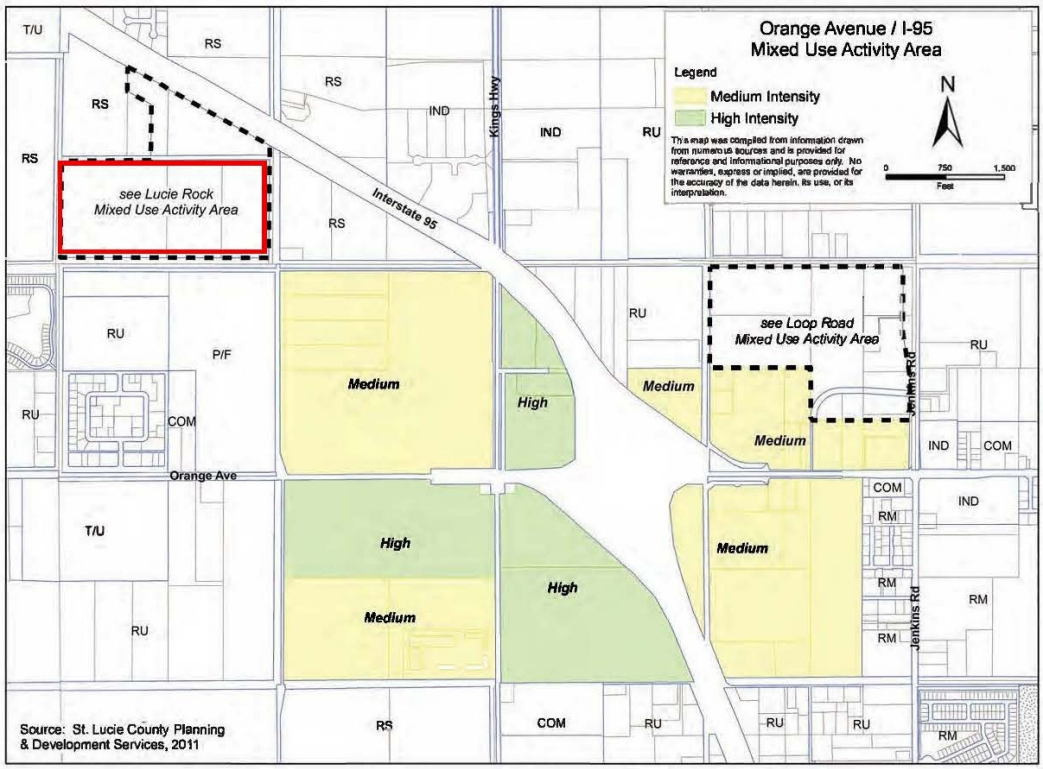


Figure 5: Orange Ave./I-95 MUAA



The proposed Future Land Use Map MUAA subarea, shown in the diagonal pattern in Figure 2 would allow an 80-foot building height limit; the remainder of the MUAA would retain the current adopted 60-foot height limit.

In reviewing petitions for amendments to the Future Land Use Map (FLUM), the Planning and Zoning Commission, acting as the Local Planning Agency, and Board of County Commissioners shall consider whether the proposed amendment is consistent with all elements of the St. Lucie County Comprehensive Plan and Florida Statutes. The following analysis presents Comprehensive Plan policies pertinent to this amendment.

(Comprehensive Plan) Future Land Use Element (FLUE) Policy 1.1.2.1.
The adopted Future Land Use Map Series and any amendments shall promote responsible growth management practices. When considering any amendment to the Future Land Use Maps of the County's Comprehensive Plan, the County Commission shall make the following findings, supported by the other elements of this Plan, prior to taking any approval actions granting an individual amendment to the Future Land Use Maps:

1. *That the property under land use amendment application is adjunct to, or within no more than one-quarter mile of the same or greater type of land use classification.*
2. *That the property under land use amendment consideration lies within the Five-Year Capital Improvement Program of the Water and Wastewater Master Plan for St. Lucie County (or can be reasonably accommodated with an amendment to the Master Plan) or otherwise meets the requirements of Policy 1.1.5.4 [formerly Policy 1.1.5.3].*

Regarding # 1. above, the FLUMA would not change the land use category, but would provide for a taller height limit for a subsection in the Lucie Rock MUAA which is eligible for MXD categories. The site also meets the intent of # 2. above as it is within the Urban Service Boundary and is served by paved roads along with central water and sewer services.

FLUE Policy 1.1.2.2.
In accordance with Florida Statutes, proposed future land use map amendments to the County's Comprehensive Plan, shall be based upon the following analyses:

1. An analysis of anticipated growth;

2. An analysis of the availability of facilities and services;
3. An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site;
4. An analysis of compatibility of adjacent land uses; and
5. An analysis of the need for job creation, capital improvement, and economic development that will strengthen and diversify the community's economy; and
6. A consultation with the Florida Department of Transportation when it is determined that a proposed amendment has the potential to affect facilities on the Strategic Intermodal System.

The subject site and the requested amendment are evaluated pursuant to the factors in Policy 1.1.2.2. below.

1. An analysis of anticipated growth.
Table 1 shows population growth in the County from 2010 to last year.

Table 1: St. Lucie County & Municipal Census Data – 2010 to 2020 Changes

Jurisdiction	April 1, 2010	April 1, 2020	April 1, 2025	Numerical Growth 2020-2025	Percentage Growth 2020-2025
St. Lucie Co. Total	**277,789**	**329,226**	**394,074**	**64,848**	**19.7%**
Fort Pierce	41,590	47,297	51,352	4,055	8.6%
Port St. Lucie	164,603	204,851	260,194	55,343	27.0%
St. Lucie Village	590	613	623	10	1.6%
UNINCORPORATED	71,006	76,465	81,905	5,440	7.1%

Sources: 2010 Population from US Census and 2025 Population Estimates from University of Florida Bureau of Economic & Business Research

The University of Florida Bureau of Economic and Business Research (BEBR) Projections of Florida Population by County for 2025–2050, projects a total population between 406,000 to 655,400 by 2050. BEBR believes the medium series is the most likely to provide accurate forecasts in most circumstances, which would place the St. Lucie County population at 530,700 by 2050. This is a total change of 201,474 or a percent change of 61.2% from the 2020 Census count. The population within the unincorporated County continues to increase, with increased demand to develop property along the western edge of growth centers and the interstate network. Encouraging and allowing industrial employment centers will provide jobs for local residents who might otherwise have to drive longer distances for work.

Pursuant to Section 163.3177, Florida Statutes, the comprehensive plan is intended to provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements; and requires that the comprehensive plan be based upon permanent and seasonal population estimates and projections, on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research (EDR) for at least a 10-year planning period. The EDR population projections for St. Lucie County are below.

Table 2: EDR Population Projections for St. Lucie County, 10 year period

ST. LUCIE	368,628						
Low		362,300	381,600	394,000	400,600	404,500	406,000
Medium		385,400	423,900	456,800	484,200	508,800	530,700
High		408,600	466,300	519,600	567,700	613,100	655,400
Bureau of Economic and Business Research, Florida Population Studies, Bulletin 198							7

2. An analysis of the availability of facilities and services.

Utilities. Water, sewer, and natural gas are available through Fort Pierce Utility Authority (FPUA), with existing

water and sewer lines adjacent to the site on N. Rock Rd. right-of-way. Florida Power and Light (FP&L) is the electric provider for the area.

Transportation

The Applicant's Transportation Impact Report (TIR), using the Institute of Transportation Engineers Trip Generation Handbook, estimated the manufacturing use would generate 6,166 weekday daily trips, including 736 AM peak hour trips and 910 PM peak hour trips. The proposed FLUMA is not proposing an increase to the allowable Floor Area Ratio (FAR) or building floor area, but rather height for operational flexibility and maneuvering.

Table 3: Project Trip Generation

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
ITE	Manufacturing	140	1,444.000 ksf	6,166	736	552	184	910	264	646
Driveway Volumes				6,166	736	552	184	910	264	646
Net New External Trips				6,166	736	552	184	910	264	646
Proposed - Existing Net New Traffic				6,166	736	552	184	910	264	646
Radius of Development Influence:				3 miles						

Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Avg. Pass By
ITE	Manufacturing	4.27 trips/ksf	0.51 trips/ksf (75% in, 25% out)	0.63 trips/ksf (29% in, 71% out)	0.0%

The TIR determined the following significant impacted (by the project) roadway links, with significance thresholds being project traffic exceeding 5% of roadway links not directly accessed by the project and 1% of roadways directly accessed by the project.

- **Orange Avenue** – From Rock Road to Kings Highway
- **Orange Avenue** – From Kings Highway to I-95
- **Orange Avenue** – From I-95 to Jenkins Road
- **Kings Highway** – From Picos Road to Orange Avenue
- **Kings Highway** – From Orange Avenue to Angle Road
- **Kings Highway** – From Angle Road to St. Lucie Boulevard
- **Kings Highway** – From St. Lucie Boulevard to Indrio Road
- **Graham Road** – From Kings Highway to Jenkins Road
- **Rock Road** – From Orange Avenue to Project Driveway

Orange Avenue from Rock Rd. to Kings Hwy. will exceed roadway capacity with project traffic, therefore the Applicant would be responsible for proportionate share payments toward the widening of this link of Orange Ave. The project's share would be at least 39% of project costs for the eastbound direction and 27% of the cost for the westbound direction.

The TIR recommends the following improvements for the Rock Rd./Orange Ave. intersection:

- Construction of an eastbound left-turn lane
- Construction of a southbound left-turn lane
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

These improvements will result in acceptable LOS for this intersection ranging between B and D.

Access to the site is proposed via two driveways on Rock Road. The proposed driveway connections were subject to turn lane analysis using information in the FDOT Multimodal Access Management Guidebook as a reference. The analysis indicated that the southerly Driveway 1 is anticipated to require a northbound left-turn lane on Rock Rd.

3. An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on-site.

The County's Environmental Resources Department provided the following statement: *ERD has no objection to the*

(land use amendment and) *rezoning of the subject parcel. Further review of the development plans will be conducted as part of the site plan approval or building permit process.*

A Major Site Plan application is being reviewed for the new location of Project Orchid headquarters. ERD has reviewed the application and provided a report with a partial list of conditions of approval. ERD will conduct further review of the site plan or building permit review process, including but not limited to, tree mitigation requirements, updating listed species surveys as necessary per individual species requirements, a vegetation removal permit or exemption, issued by the department. Clearing and earthwork will be conducted outside of the Scrub-jay nesting season and prior to Certificate of occupancy invasive plant species shall be removed from the site.

4. An analysis of the compatibility of adjacent land uses.

Manufacturing facilities are intensive uses that often generate truck traffic, loading/unloading, noise, and particle emissions. The companion Conditional Use Permit can provide conditions of approval to minimize incompatibility. The Applicant in their community meeting booklet pledged to employ the following elements to diminish potential noise, odor, and other impacts.

- All activities occur within enclosed buildings to reduce machinery & industrial processes noise.
- Fully enclosed air systems.
- Capture & filtering of emissions before their release using adsorption, absorption, and mechanical separation with the use of chemical scrubbers, sorbent-based filters, and baghouses to trap pollutants.

5. An analysis of the need for job creation, capital improvement, and economic development that will strengthen and diversify the community's economy.

The Applicant maintains that construction of the facility is expected to generate over $200 million in economic activity, supporting construction jobs and local contractors during the building phase. Anticipated employment includes more than 1,000 jobs over five years, with the median starting hourly wage at $28.50 and an estimated $53 million annual payroll. At this time, the largest manufacturing facility in the County is TAMCO in Port St. Lucie, which manufactures and distributes lighting and electrical products in a 441,000 square feet building, but the 1.3 million square foot Project Orchid would become the largest manufacturing facility in the County. Based on Property Appraiser estimates for similar manufacturing facilities, Project Orchid would generate somewhere between $2.8 and $3.0 million in annual tax revenue.

6. A consultation with the Florida Department of Transportation when it is determined that a proposed amendment has the potential to affect facilities on the Strategic Intermodal System.

St. Lucie County Engineering and Planning staff regularly consult with the Florida Department of Transportation (FDOT) regarding development projects that directly or indirectly impact the Strategic Intermodal System (SIS) and other state-owned roadways (Orange Ave. is a state highway but is not in the SIS). The Applicant must schedule a pre-application conference with FDOT. In accordance with Policy 1.1.2.2 and Objectives 1.2.1 and 2.1.1, Staff continues to involve FDOT in ongoing review of these applications.



Figure 6: Rock Rd., a substandard County road, is the eastern project boundary



Figure 7: Alcrete, a concrete precast manufacturing facility nearby on N. Rock Rd.

Proposed Amendment Consistency with Land Development Code

Current Zoning:
The overall project site is now split zoned between IL (Industrial, Light) and IH (Industrial, High, with 20.25 IL acres proposed for a rezone to IH. The St. Lucie County Land Development Code (LDC), Section 3.01.03.V. describes the purpose of the IL zoning district:

The purpose of this district is to provide and protect an environment suitable for light manufacturing, wholesale, and warehousing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding are, together with such other uses as may be necessary to and compatible with light industrial surroundings.

IL permitted uses include a wide variety of office, manufacturing, motor freight transportation & warehousing, repair services, retail trade, vocational schools, and wholesale trade. Mobile vendors, landscape services, and personal services are also permitted uses. Single-family detached dwelling units provided that the single-family dwelling unit is located on an existing lot or parcel or record, as further defined in this Code, that existed on or before August 1, 1990. Conditional uses include manufacturing, boat building and repair, wholesale: petroleum bulk station and terminals, scrap and waste materials and kennels. Accessory uses include one detached single-family dwelling or mobile home, for on-site security purposes per property.

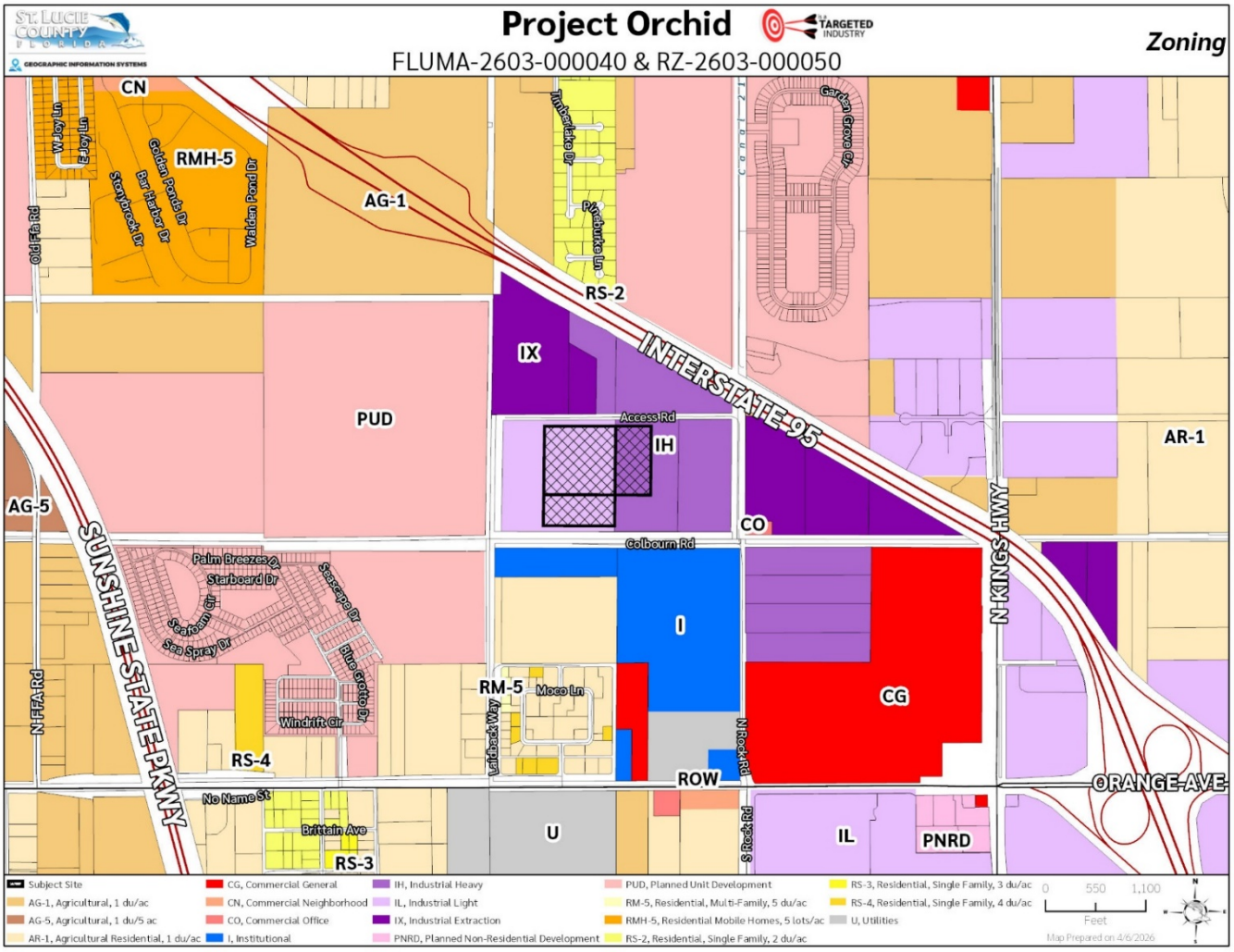


Figure 8: Current Zoning

Proposed Zoning:
The Applicant proposes to rezone +/- 20.25 acres of the subject property from IL (Industrial, Light) to IH (Industrial, Heavy), as highlighted in Exhibit 3, above, and with a broader Atlas Snapshot in Figure 9 below.

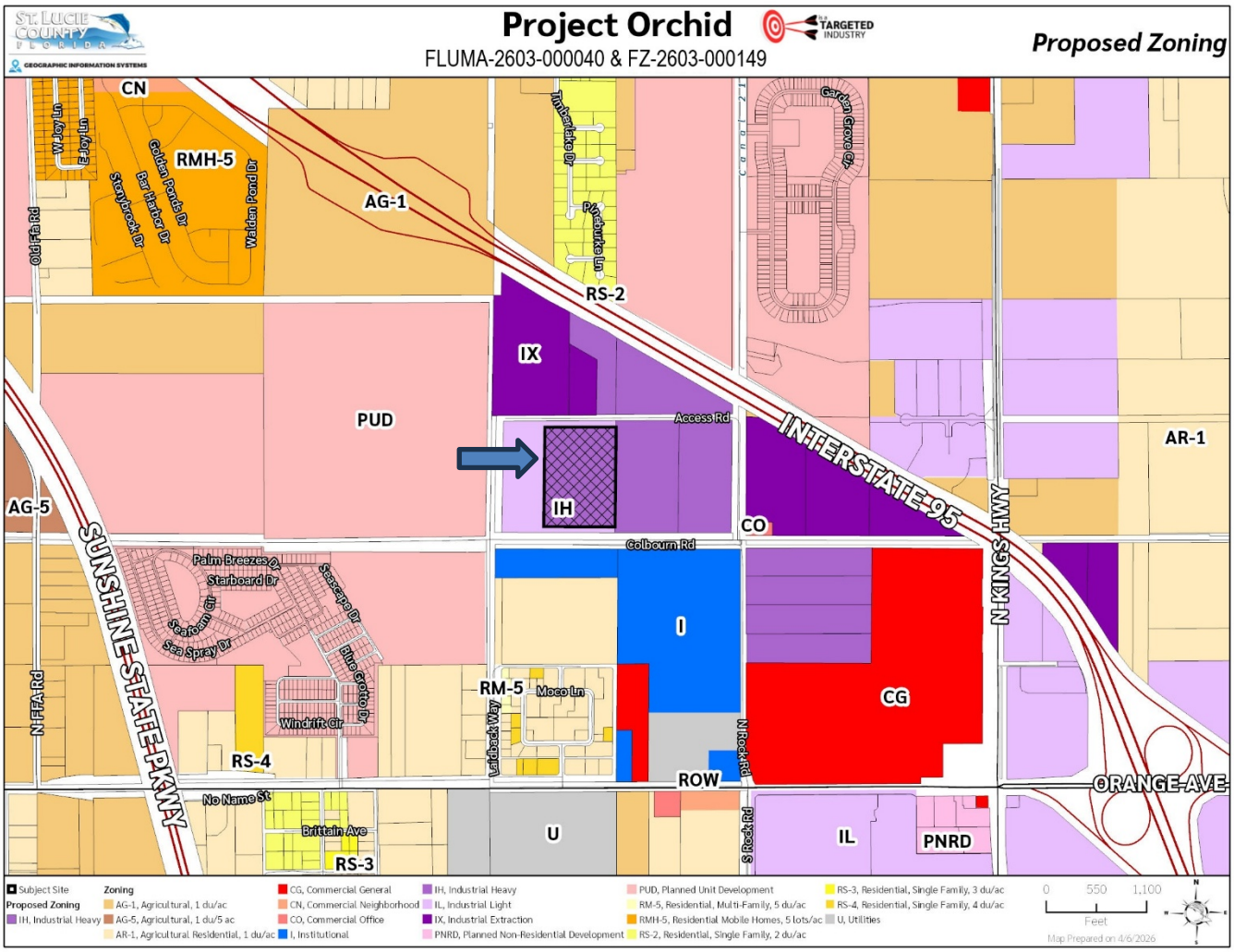


Figure 9: Proposed Zoning

LDC Section 3.01.03.U. sets forth the purpose of the IH zoning district.

The purpose of the IH zoning district is *"to provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings"*

Industrial, Heavy (IH) permitted uses include agricultural services, construction services, engineering services, and a broad range of manufacturing, wholesale, and retail trade activities. Conditional uses include various types of manufacturing, warehousing and storage services, scrap, waste, and recycling operations, as well as wholesale trade of non-durable goods, including petroleum and petroleum products. Accessory uses allow for one detached single-family dwelling or mobile home per property for onsite security purposes. Figure 9, on the next page, shows Industrial, Heavy-zoned areas. This zoning district is relatively scarce, with a total of 1,261.44 acres in the Unincorporated County, compared to 3,655.25 acres of Industrial, Light-zoned areas.

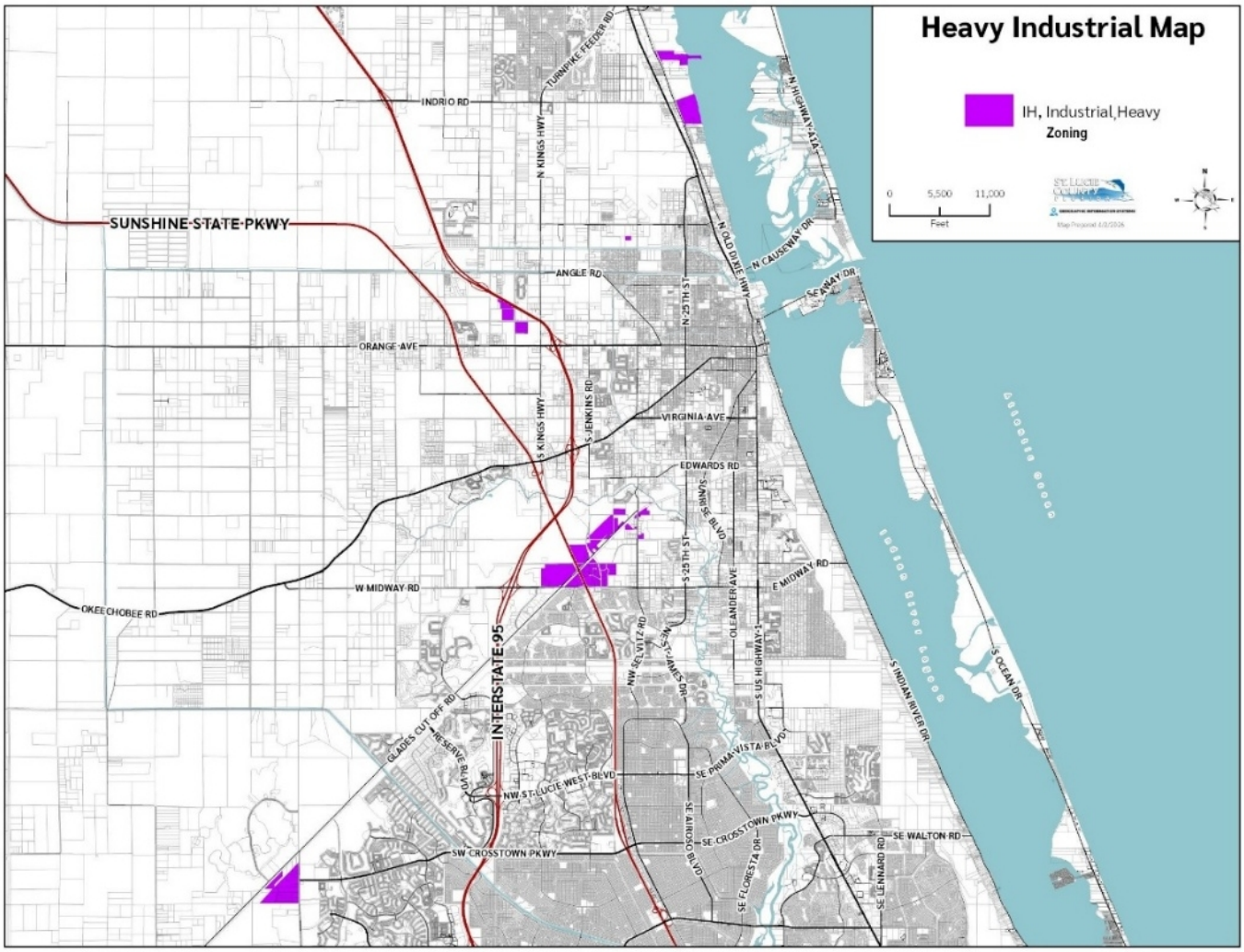


Figure 10: IH Zoning Countywide

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STANDARDS OF REVIEW FOR REZONING
AS SET FORTH IN THE LAND DEVELOPMENT CODE SECTION 11.06.03

In reviewing this application for an amendment to the Official Zoning Atlas, the Board of County Commissioners shall consider standards of review set forth in LDC Sec. 11.06.03, as follows.

A. Whether the proposed rezoning is in conflict with any applicable portions of the St. Lucie County Land Development Code;

The proposed IH zoning designation is consistent with the MXD FLUM designation. The proposed rezoning to the IH zoning district is consistent with the St. Lucie County Land Development Code (LDC) and meets the Standards of Review set forth in LDC Section 11.06.03, as displayed in Sections A thru J of this report. The rezoning is consistent with LDC Section 11.09.02(A), Table 11-1 - *Zoning District/ Land Use Category Compatibility Chart* and the site meets the dimensional requirements set forth in Section 7.04.00 and Table 7-10 – *Lot Size and Dimensional Requirements* for the IL & IH Zoning Districts.

The proposed IH zoning district is consistent with surrounding parcels, providing the use scope in LDC Sections 3.01.03(T)(U) and District purposes. Certain Conditional Uses outlined under the Heavy Industrial Zoning District may not be appropriate for this particular property, due to proximity to single-family dwellings now under development (Pineapple Grove PUD, +/- 1,300 feet to the north, and proposed single-family dwellings (Sunnyland PUD, +/- 175 feet to the west). Examples of potentially impactful Conditional Uses in the IH district include textile mills and the manufacturing of paper products, lumber and wood products, chemicals, and perfumes. All future uses must be reviewed by the St. Lucie County Development Review Committee for compliance with design standards, and Conditional Uses evaluated with greater examination for compatibility with the subject site and surrounding uses.

B. Whether the proposed amendment is consistent with all elements of the St. Lucie County Comprehensive Plan;

The IH zoning district is consistent with the IND Future Land Use designation as provided within Comprehensive Plan Policy 1.1.1.3 - *Land Use Designation / Zoning Compatibility Chart*.

ZONING DISTRICT	FUTURE LAND USE CATEGORIES																
	AG-5	AG-2.5	RE	RS	RU	RM	RH	R/C	Cpub	COM	IND	P/F	MXD	SD	H	T/U	TVC
IH, Industrial Heavy											X		**X**				**X**

The proposed amendment is consistent with the following Comprehensive Plan Future Land Use Element's (FLUE) Goals, Objectives, and Policies:

The proposed rezoning conforms to the MXD FLU Category, particularly the concurrent amendment, and is consistent with most Urban Sprawl policies associated with FLUE Objective 1.1.5; is within the Urban Service Boundary as set forth in FLUE Objective 1.1.10.6 and its policies.

Future Land Use Element Policy 1.1.13.2 sets forth the following specific criteria to be utilized for determining the suitability of new property for IH zoning, applicable to the +/-20.25-acre portion proposed for rezoning: and strengthens the industrial base, tax base, and job market as called for in Economic Development Element Policy 10.1.1.1.

1. Heavy Industrial property should have available to it central water services necessary for both domestic and fire protection purposes.
Water and sewer lines run along the west side of Rock Rd. adjacent to the property.

2. New Heavy Industrial property should not be located within 1000 feet of any Aquatic Preserve or other specially designated aquatic habitat, or a Category I Wetlands as described in the Conservation Element of this Plan.
The subject property is not within 1000 feet of such areas (known).

3. New Heavy Industrial property should not be located within the 100-year floodplain.
The property is located outside of the Special Flood Hazard Area, in Zone X.

4. Heavy Industrial property should have immediate access to the regional transportation network without the need to travel through residential areas.
The property has immediate access to the regional transportation network, with direct access to Orange Ave., a state road, without having to go through residential areas. I-95 is approximately 1.4 miles away via Rock Rd. and then east on Orange Avenue.

5. New Heavy Industrial property should not be located within any cone of influence, as identified under the County's wellfield protection program.
The property is located outside any Wellfield Protection zone.

Also, FLUE Objective 1.1.5 policies discourage urban sprawl. The property is an infill project and not in a sprawl

location, located close to Orange Ave., I-95, and the Turnpike. A water main line and sewer force main runs along eastern boundary of the site, and the property is not far from employment centers and emerging commercial areas.

C. Whether and the extent to which the proposed zoning is inconsistent with the existing and proposed land uses;
As shown in Table 3, the proposed industrial zoning is in keeping with similar existing industrial uses along Rock Rd. to the south, which include a portable buildings manufacturer and an auto broker. The County Jail is to the south. The requested rezoning is not expected to harm other properties or improvements in the area and will not create a conflict with the surrounding zoning districts.

Table 3: Land Use Table

Location		Future Land Use	Zoning	Existing Land Use
Subject Property		MXD (Mixed Use District)	IH (Industrial, Heavy, eastern half)/ IL (Industrial, Light, western half)	Undeveloped
Adjacent Parcels	***North***	MXD (Mixed Use Development), RS (Residential Suburban)	IH (Industrial, Heavy, eastern half)/ IX (Industrial, Extraction, western half)	Undeveloped, retention pond/abandoned extraction area
	South	P/F (Public Facilities)	I (Institutional)	County Correctional Facility
	East	RS (Residential Suburban)	IX (Industrial Extraction) / CO (Commercial, Office)	Office/Undeveloped
	West	RS (Residential Suburban)	PUD (Sunnyland Farms Planned Unit Development – Lapsed / Newly Proposed)	Undeveloped

D. Whether there have been changed conditions that require an amendment.
Changed conditions include ongoing improvements to Interstate 95 (now an eight-lane freeway several hundred feet east of the site), Florida's Turnpike, Kings Highway and Orange Avenue which have improved the accessibility of properties in this area for trucking/freight distribution, warehousing, and manufacturing, and have increased the demand for industrial zoned property. Additionally, development continues in and around the Treasure Coast International Airport, a 14-minute drive away.

E. Whether and the extent to which the proposed amendment would result in demands on public facilities, and whether or to the extent to which the proposed amendment would exceed the capacity of such public facilities, including but not limited to transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, mass transit, and emergency medical facilities.
The property is located within the Urban Service Boundary and is adjacent to a water and sewer line. The proposed change in zoning should not adversely affect the acceptable level of service capacity of sewage facilities, water supply, parks, drainage, schools, solid waste, mass transit, or emergency medical facilities. The Transportation Impact Report (TIR) indicated that Applicant proportionate share payments would help fund intersection improvements to the intersection of Rock Rd. & Orange Ave. Prior to the issuance of any Final Development Order, the developer must demonstrate that all public facilities are available to serve the parcel and obtain a Certificate of Capacity. On March 6, 2026, the applicant signed the required Concurrency Deferral Affidavit recognizing this requirement for future project phases.

Transportation:
Some intersections and vicinity roadway links will be significantly or adversely impacted by project traffic. However, even without the project, Orange Ave. would fail, and therefore the Applicant is not responsible for improvements. The Rock Rd./Orange Ave. is adversely impacted by the project, and the Applicant would be responsible for funding roughly one-third of improvement costs of signalization and new turn lanes. See more detailed analysis on Pages 6-7.

Water and Sewer:
Water and sewer lines run within the adjacent right-of-way of Rock Rd.

Parks:
N/A (nonresidential).

Drainage:
Development of the property is subject to County, South Florida Water Management District, US Army Corps of Engineers, and Florida Department of Environmental Protection standards.

Schools:
N/A (nonresidential)

Solid Waste:
This area is served by WastePro.

Mass Transit:
The Area Regional Transit (ART) has no fixed service routes in this area, but potential job creation in this area and along Kings Highway may warrant future expansion, whether via a fixed route or micro transit services.

Emergency Medical Facilities:
The nearest Fire Station, Fire Station #1 (Central), is currently located at 2400 Rhode Island Avenue, approximately 5.45 miles southeast of the site. Fire Station #19, located on Research Center Road, broke ground in January 2025 and is projected to be completed in mid-2026. The station will be next to the Sunshine Kitchen, approximately 2.6 miles from the site.

F. Whether and the extent to which the proposed amendment would result in significant adverse impacts on the natural environment;
The County's Environmental Resources Department provided the following statement: *ERD has no objection to the rezoning of the subject parcel. Further review of the development plans will be conducted as part of the site plan approval or building permit process.*

A concurrent Major Site Plan application has been reviewed for the new location of Project Orchid headquarters. ERD has reviewed the application and provided a report with a partial list of conditions of approval. ERD's review of the site plan and building permit include but are not limited to, tree mitigation requirements, updating listed species surveys as necessary per individual species requirements, a vegetation removal permit or exemption, issued by the department. Clearing and earthwork will be conducted outside of the Scrub-jay nesting season and prior to Certificate of occupancy invasive plant species shall be removed from the site.

***G.* Whether and the extent to which the proposed amendment would adversely affect the property values in the area**;
Given the prevalence of like uses in the vicinity, it is not likely that the proposed change in zoning will adversely affect the property values in the area. The proposed zoning is consistent with the existing Future IND land use designation.

H. Whether and the extent to which the proposed amendment would result in an orderly and logical development pattern specifically identifying any negative effects of such patterns;
The proposed change in zoning will result in an orderly and logical development pattern. The subject property is in the Urban Service Boundary and is served by improved roadways with central water and sewer lines along those roadways. Staff would also note that IL-zoned land will remain on the western parcel, providing for a transition of zoning from the more intensive IH to the residentially-zoned areas to the west.

I. Whether the proposed amendment would be in conflict with the public interest, and is in harmony with the purpose and intent of this Code;
The proposed rezoning to IH zoning is not in conflict with the public interest and is in harmony with the purpose and intent of the LDC.

J. Any other matters that may be deemed appropriate by the Planning and Zoning Commission or the Board of County Commissioners, in review and consideration of the proposed amendment.
The Board of County Commissioners may raise other matters regarding the proposed amendment.

CONCLUSION:
Staff has reviewed this petition and determined that it conforms to the Standards of Review as set forth in Section 11.06.03 of the St. Lucie County Land Development Code and is consistent with the St. Lucie County Comprehensive Plan Goals, Objectives, and Policies. A leading justification for the rezoning is the existing Lucie Rock Mixed Use Activity Area future land use, which allows industrial uses, along with the presence of similar adjacent and nearby industrial uses.

COMMUNITY PARTICIPATION MEETING:
A community meeting was held at the Sunshine Kitchen on March 25, 2026, where the Applicant set up display boards showing future development and answered the questions of attendees.

PLANNING & ZONING COMMISSION:
On April 16, 2026, the Planning & Zoning Commission held a public hearing on the proposal and unanimously voted to forward a recommendation of approval to the Board of County Commissioners. The Commission briefly discussed the development scale and traffic impacts, particularly during construction of the facility – prior to improvements to Orange Avenue and Rock Road associated with the project.

PUBLIC NOTICE:
Notice requirements were met by Planning Staff and the Applicant. The Board's Hearings for these two (2) petitions were noticed by a publication in the St. Lucie News Tribune on April 23, 2026; a sign was placed on the property; and written notice was mailed to owners of property within 500 feet of the subject property.

STAFF RECOMMENDATION:
Staff recommends the Board of County Commissioners evaluate the proposed amendments and approve the requested small scale amendment of the adopted Comprehensive Plan's Future Land Use Element – Future Land Use Map to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area) that would allow an 80-foot building height limit within a Medium Intensity subarea within established Medium and High Intensity Development Areas; and rezoning of +/- 20.25 acres from the IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District.

RESOLUTION No. 2026-81

FILE NO.: RZ-2603-000050

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY AMENDING THE OFFICIAL ZONING ATLAS FOR +/- 20.25 ACRES LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN UNINCORPORATED ST. LUCIE COUNTY, FROM THE IL (INDUSTRIAL, LIGHT) ZONING DISTRICT TO THE IH (INDUSTRIAL, HEAVY) ZONING DISTRICT

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, based on testimony and evidence, including, but not limited to the staff report, has made the following determinations:

1) MC320, LLC presented a petition for an Amendment to the Official Zoning Atlas from IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District, for +/- 20.25 acres of property located West of N. Rock Rd., south of N. Rock Rd. Ext. (Access Rd.), and north of the NSLRWCD Canal #44 (Relief Canal), in unincorporated St. Lucie County, Florida, as depicted on the attached map as Exhibit A and described in Part A.

2) On April 16, 2026 the St. Lucie County Planning and Zoning Commission held a public hearing on this petition, after advertising in the newspaper of local circulation, installing a sign on the property, and notifying by mail all owners of property within 500 feet of the subject at which all interested persons were given an opportunity to be heard, and recommended that the Board of County Commissioners approve the request for the property described in Part A.

3) On May 5, 2026, the Board of County Commissioners of St. Lucie County, Florida, held a public hearing after due notice was published in the St. Lucie News Tribune, a sign posted on the property, and mailed notice to owners of property within 500ft., at which all interested persons were given an opportunity to be heard regarding the request for the property described in Part A.

4) The St. Lucie County Development Review Committee has reviewed the Rezone Petition and found it to meet the technical requirements and to be consistent with the St. Lucie County Comprehensive Plan.

5) The proposed change in zoning has/has not satisfied the requirements of Section 11.06.03 of the St. Lucie County Land Development Code and is consistent with the goals, objectives, and policies of the St. Lucie County Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

ZONING MAP AMENDMENT

A. The property on which the Zoning Map Amendment, or change in zoning, from IL (Industrial, Light) Zoning District to IH (Industrial, Heavy) is being granted is described as follows:

Legal Description:
A PORTION OF SOUTH ONE HALF OF THE SOUTHWEST ONE QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 2; THENCE N00°13'36"E ALONG THE WEST LINE OF THE SOUTHWEST ONE OF SAID SECTION 2, A DISTANCE OF 1,316.05 FEET TO A POINT OF INTERSECTION WITH A LINE LYING 5.00 FEET SOUTH OF AND PARALLEL WITH SAID SOUTH ONE HALF OF THE SOUTHWEST ONE QUARTER OF SECTION 2; THENCE N89°50'57"E ALONG SAID PARALLEL LINE AND THE SOUTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE, AS RECORDED IN OFFICIAL RECORD BOOK 3664, PAGE 1430 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, A DISTANCE OF 580.99 FEET; THENCE S00°03'07"E, A DISTANCE OF 69.15 FEET TO THE POINT OF BEGINNING; THENCE N89°56'53"E, A DISTANCE OF 801.42 FEET; THENCE S00°03'07"E, A DISTANCE OF 1102.50 FEET; THENCE S89°55'26"W, A DISTANCE OF 798.75 FEET; THENCE N00°03'07"W, A DISTANCE OF 1102.84 FEET TO THE POINT OF BEGINNING.

CONTAINING 882,226 SQUARE FEET OR 20.254 ACRES, MORE OR LESS.

Parcel ID Number: 2302-331-0001-000-7 (Portion)

B. The St. Lucie Planning and Development Services Director shall be authorized to amend the Official Zoning Map to change the zoning of the property herein described, from IL (Industrial, Light) to IH (Industrial, Heavy) and to make a notation of the reference to the date of adoption of this Resolution.

C. A Concurrency Deferral Affidavit, a copy which is attached to this Resolution as Exhibit "B" was signed by the applicant in March 2026.

D. A copy of this Resolution shall be mailed to the owner of record as identified on the application.

E. This Resolution shall be recorded in the Public Records.

F. **ADOPTION**

After the motion and second, the vote on this Resolution was as follows:

Jamie Fowler, Chair	XXX
Larry Leet, Vice-Chair	XXX
James Clasby, Commissioner	XXX
Erin Lowry, Commissioner	XXX
Cathy Townsend, Commissioner	XXX

PASSED AND DULY ADOPTED this day of , 2026.

BOARD OF COUNTY COMMISSIONERS

ST. LUCIE COUNTY, FLORIDA

BY _____
Chair

ATTEST

APPROVED AS TO FORM
AND CORRECTNESS

_____
Deputy Clerk

_____
County Attorney

Exhibit A
Location Map

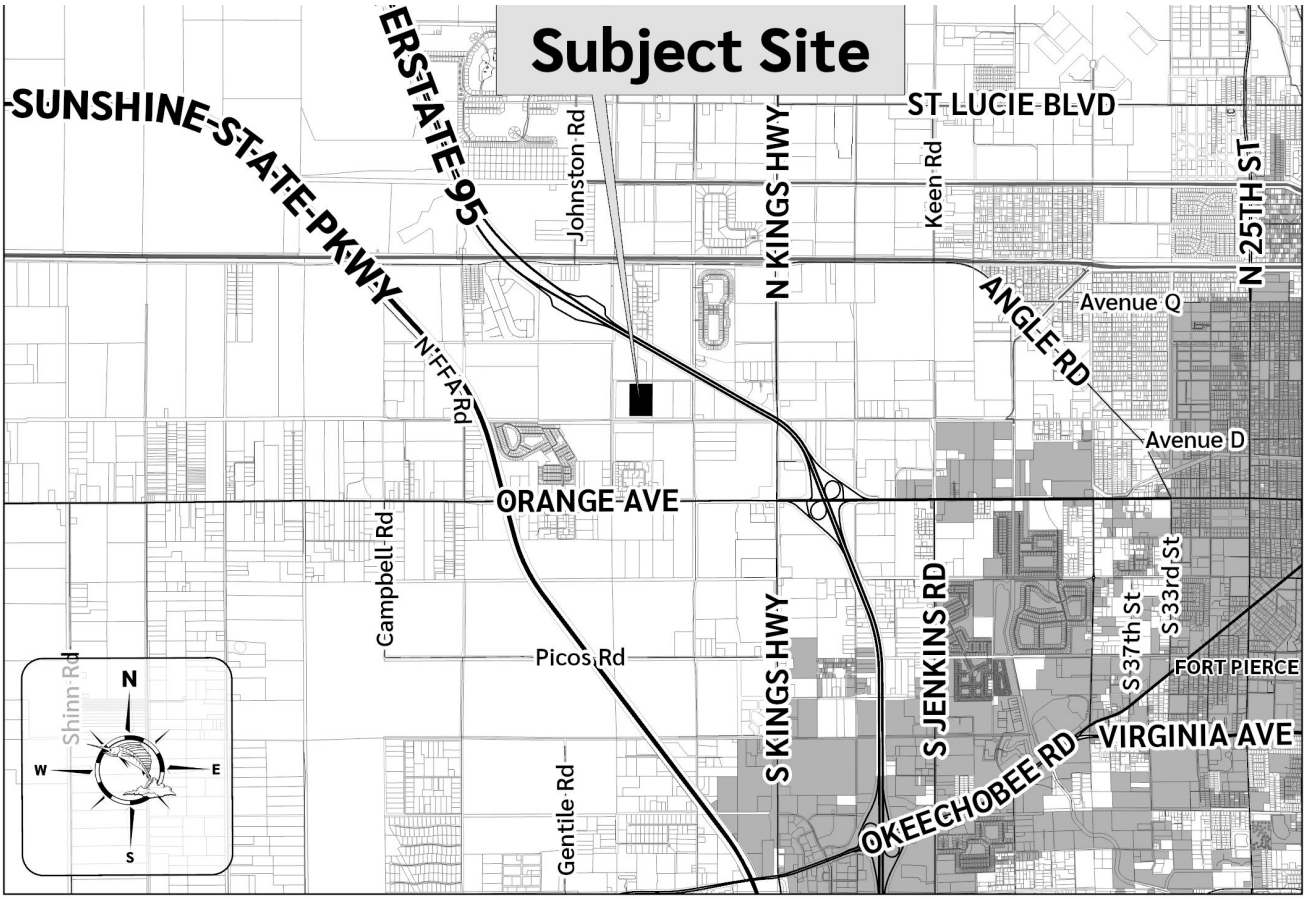


Exhibit B
Concurrency Deferral Affidavit

St. Lucie County

Concurrency Deferral Affidavit

I, Don Mancil Jr. (Name), residing or doing business at 5701 SW Sunshine Farms Way (Street)
Palm City (City), FL (State), 34990 (Zip), 772-260-7334 (Phone)
have applied for a _____ (Type of Development Order) from St. Lucie County, Florida,

for the following project: Project Orchid (Name of Proposed Development).

I do hereby affirm that in connection with my application for the above project, I have elected to defer the certificate of capacity and reservation of capacity in public facilities for the above property until a later time, but no later than the application for a final development order for the same property.

I understand and acknowledge that the above listed property will be subject to the certificate of capacity before any final development order can be issued, and that St. Lucie County can make no guarantee that adequate public facilities will be available when I apply for the final development order.

I further acknowledge that according to Section 5.08.01 of the St. Lucie County Land Development Code, no final development approval can be granted until capacity in those facilities is available at that time. The issuance of a preliminary development order without a certificate of capacity creates no vested or other rights to develop the subject property.

Signed: _____ Applicant Don Mancil Jr Date: 3/6/2026

STATE OF FLORIDA

COUNTY OF Martin

The foregoing instrument was acknowledged before me this 6 day of March, 20 26, by Don Mancil Jr who is personally known to me ~~or who has produced~~ _____ ~~as identification~~.

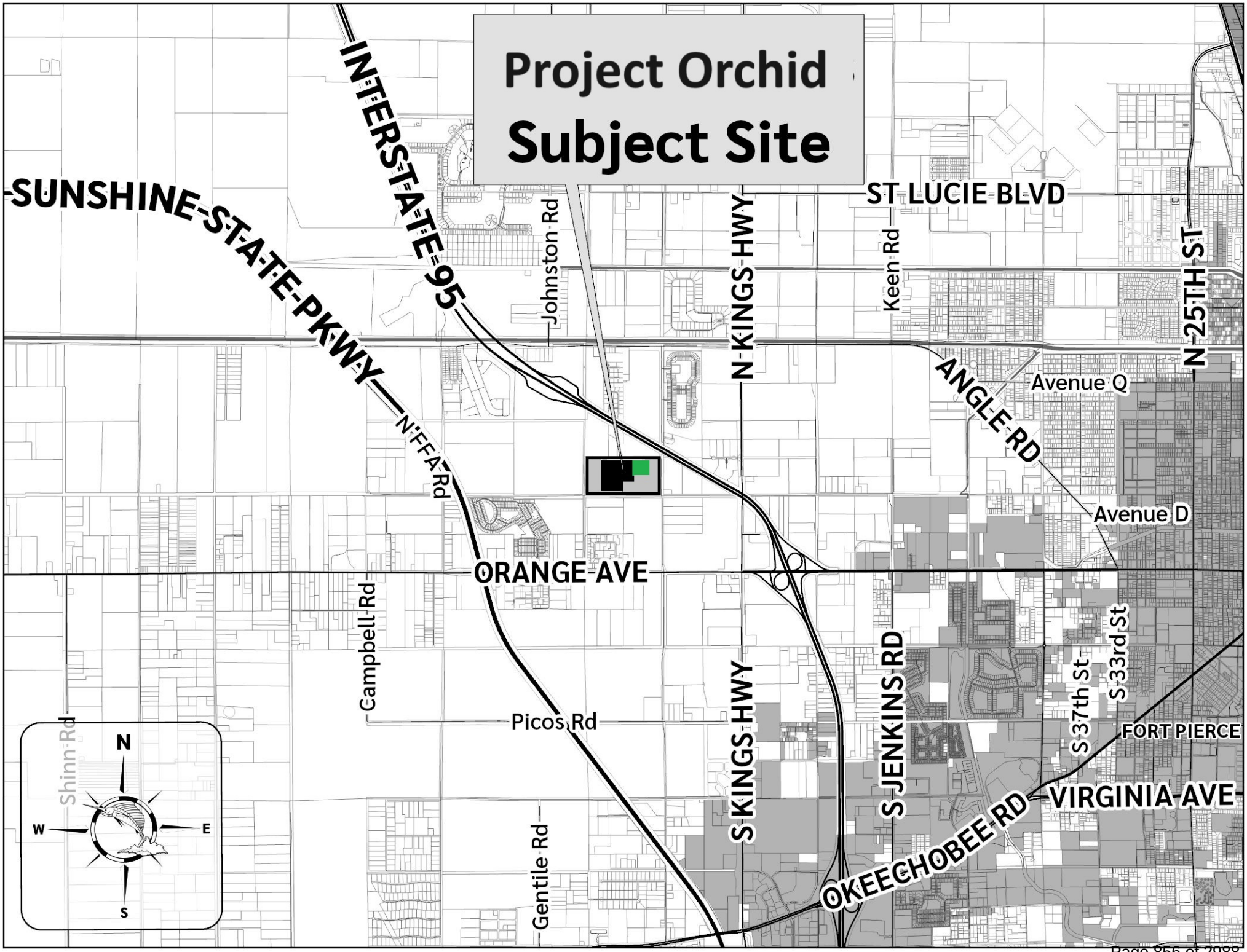
_____ Signature of Notary

Myra Smith
Type or Print Name of Notary

HH 475334 Commission Number (Seal)

Myra Smith
Comm.: HH 475334
Expires: Mar. 24, 2028
Notary Public - State of Florida

Page 1 of 1
Revised: April 1, 2008


Project Orchid
Subject Site
SUNSHINE STATE PKWY
INTERSTATE 95
Johnston Rd
N KINGS HWY
ST LUCIE BLVD
Keen Rd
N 25TH ST
Avenue Q
ANGLE RD
Avenue D
N FFA Rd
ORANGE AVE
Campbell Rd
Picos Rd
S KINGS HWY
S JENKINS RD
S 37th St
S 33rd St
FORT PIERCE
VIRGINIA AVE
OKEECHOBEE RD
Gentile Rd
Shinn Rd
N
W
E
S

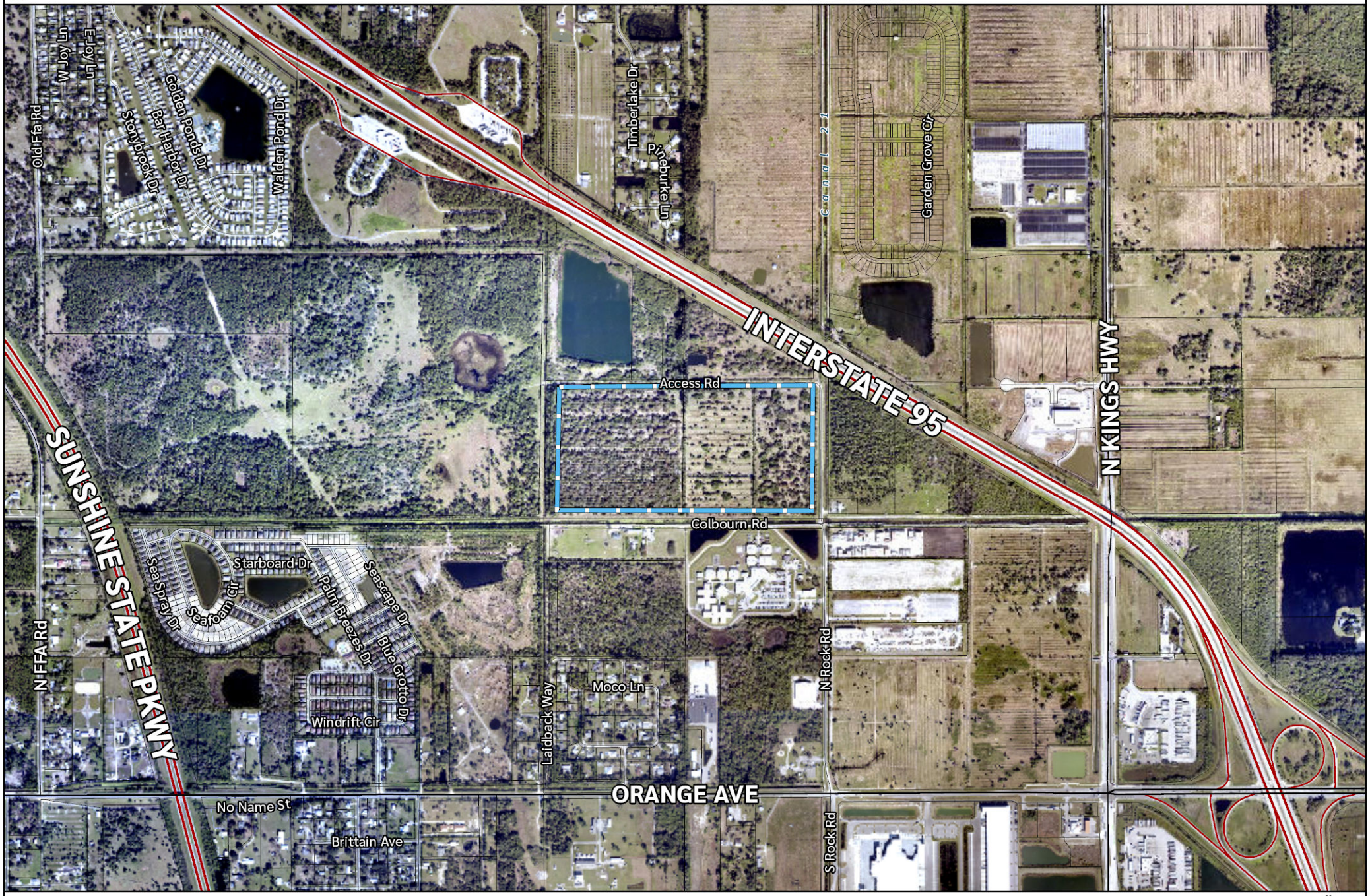
ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Project Orchid

TARGETED INDUSTRY

CU-2603-000102 & MJSP-2603-000149

Aerial Extents



Subject Site Parcel Boundaries

0 550 1,100
Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

TARGETED INDUSTRY

Aerial



Subject Site

Parcel Boundaries

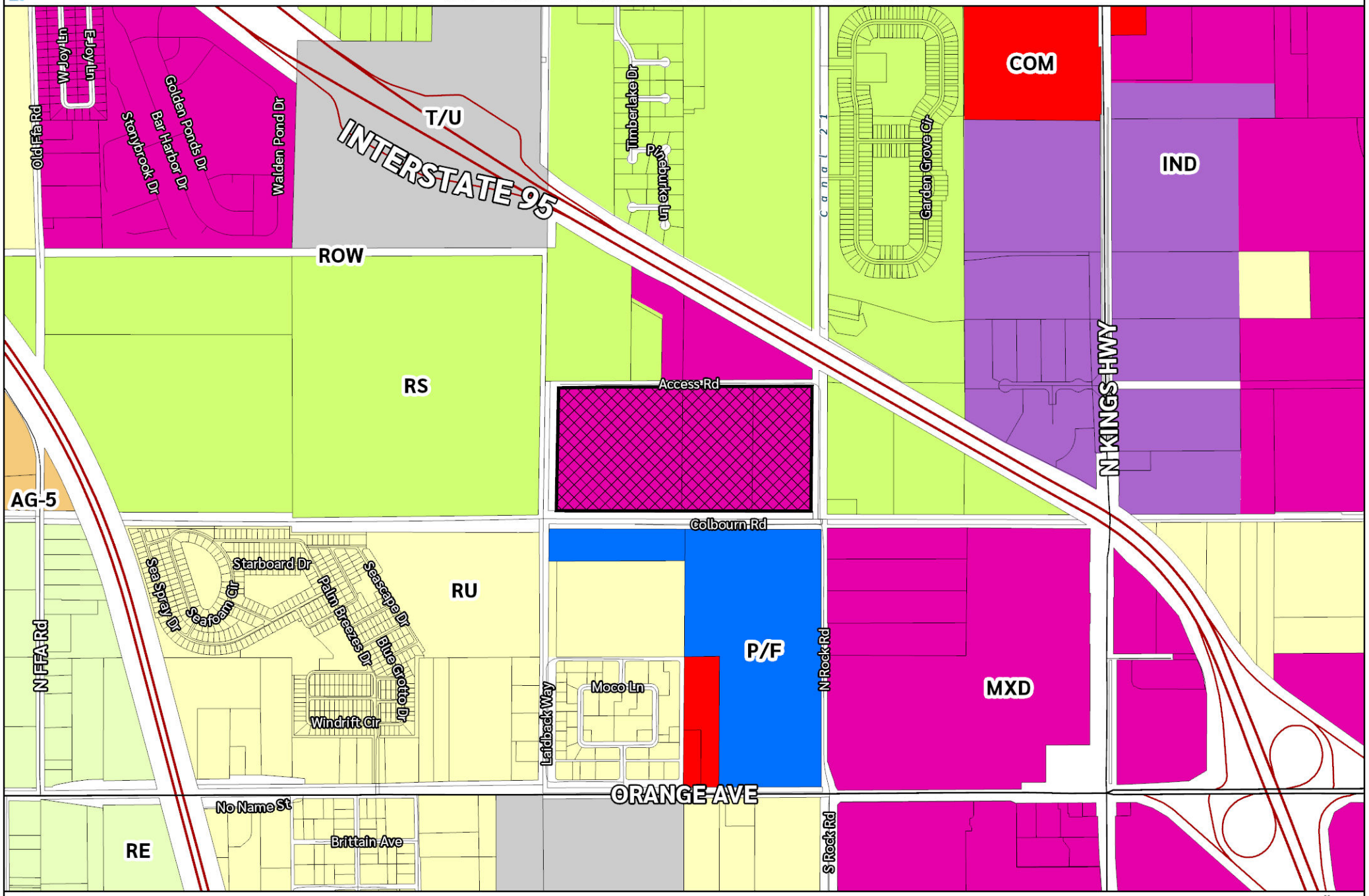
0 150 300

Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Future Land Use



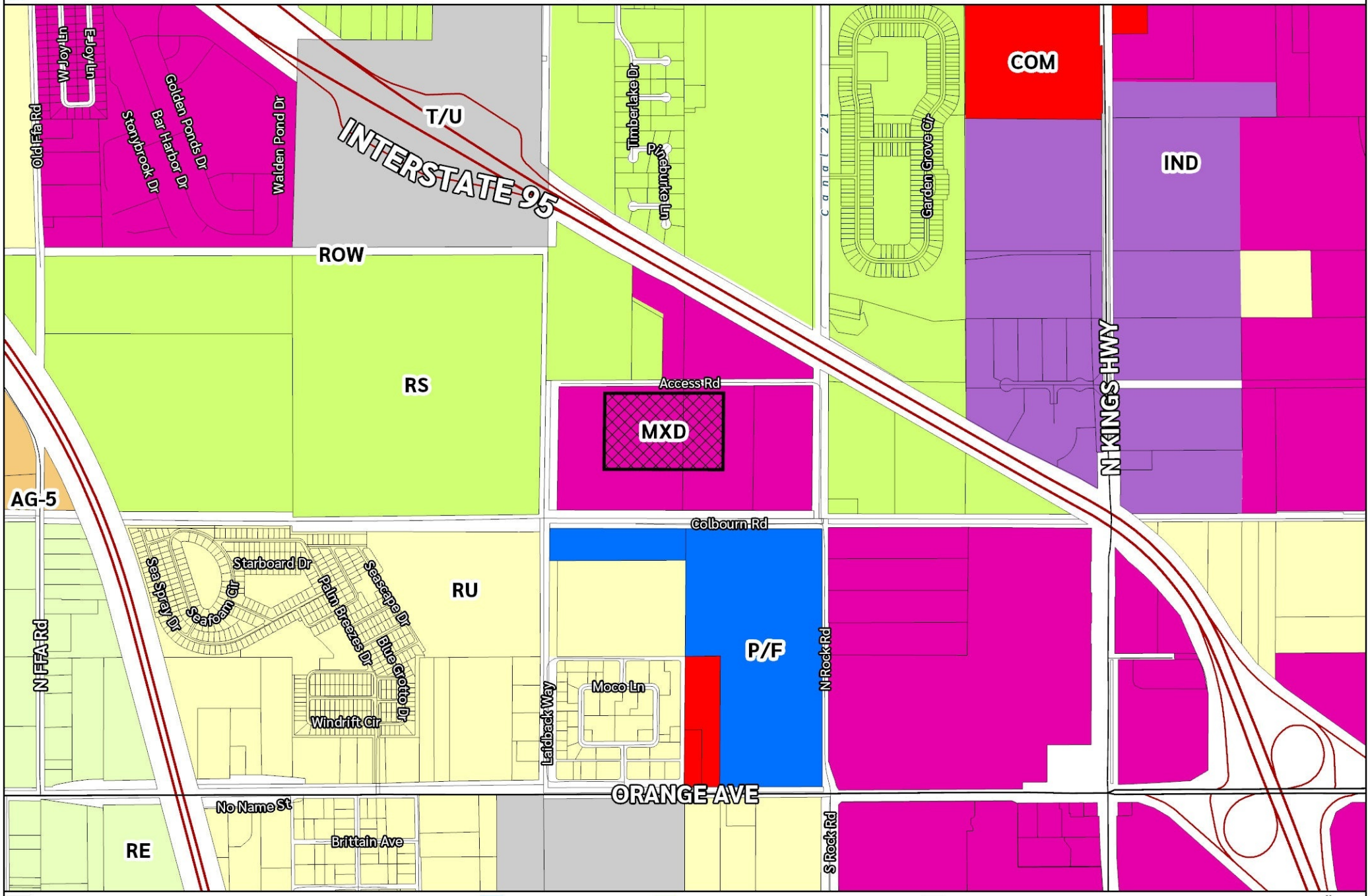
Subject Site
AG-5, Agricultural, 1 du/5 ac
COM, Commercial
P/F, Public Facilities
IND, Industrial
MXD, Mixed Use
RE, Residential Estate, 1 du/ac
RS, Residential Suburban, 2 du/ac
RU, Residential Urban, 5 du/ac
T/U, Transportation/Utilities

0 550 1,100
Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Proposed Future Land Use



Subject Site

Proposed Future Land Use

- MXD, Mixed-Use Development

Future Land Use

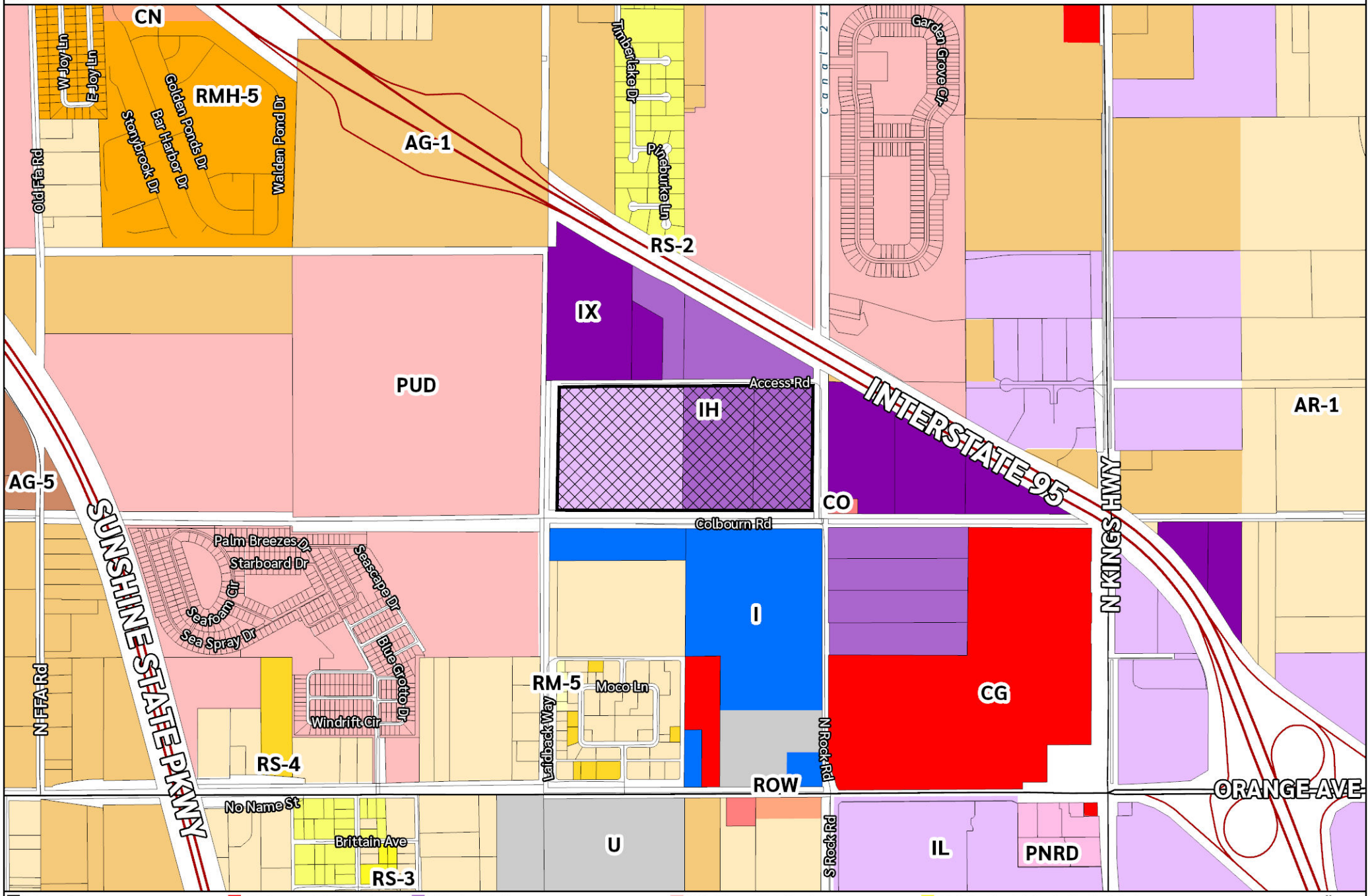
- AG-5, Agricultural, 1 du/5 ac
- COM, Commercial
- P/F, Public Facilities
- IND, Industrial
- MXD, Mixed Use
- RE, Residential Estate, 1 du/ac
- RS, Residential Suburban, 2 du/ac
- RU, Residential Urban, 5 du/ac
- T/U, Transportation/Utilities

0 550 1,100 Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Zoning



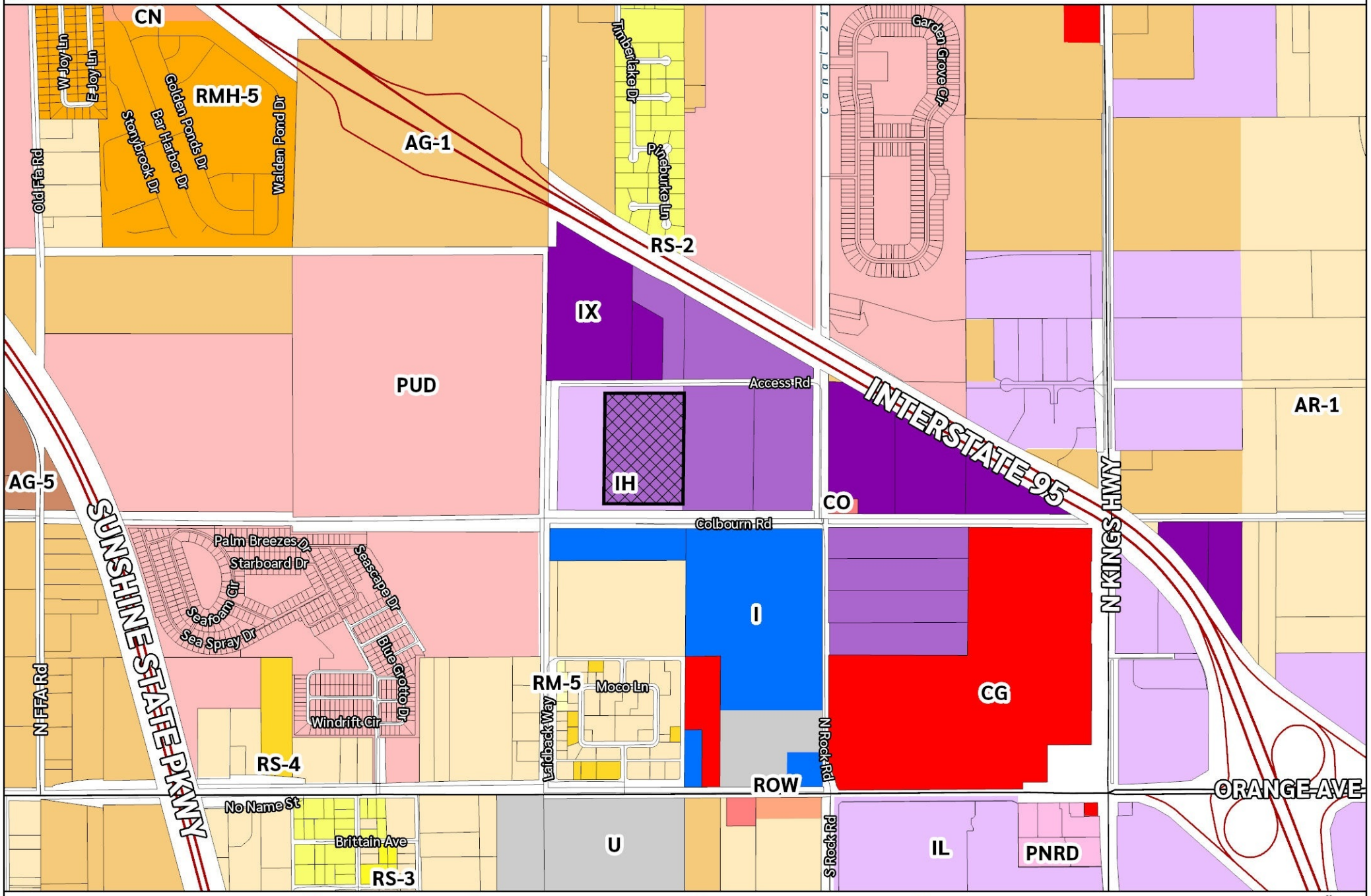
Subject Site
AG-1, Agricultural, 1 du/ac
AG-5, Agricultural, 1 du/5 ac
AR-1, Agricultural Residential, 1 du/ac
CG, Commercial General
CN, Commercial Neighborhood
CO, Commercial Office
I, Institutional
IH, Industrial Heavy
IL, Industrial Light
IX, Industrial Extraction
PNRD, Planned Non-Residential Development
PUD, Planned Unit Development
RM-5, Residential, Multi-Family, 5 du/ac
RMH-5, Residential Mobile Homes, 5 lots/ac
RS-2, Residential, Single Family, 2 du/ac
RS-3, Residential, Single Family, 3 du/ac
RS-4, Residential, Single Family, 4 du/ac
U, Utilities

0 550 1,100
Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Proposed Zoning

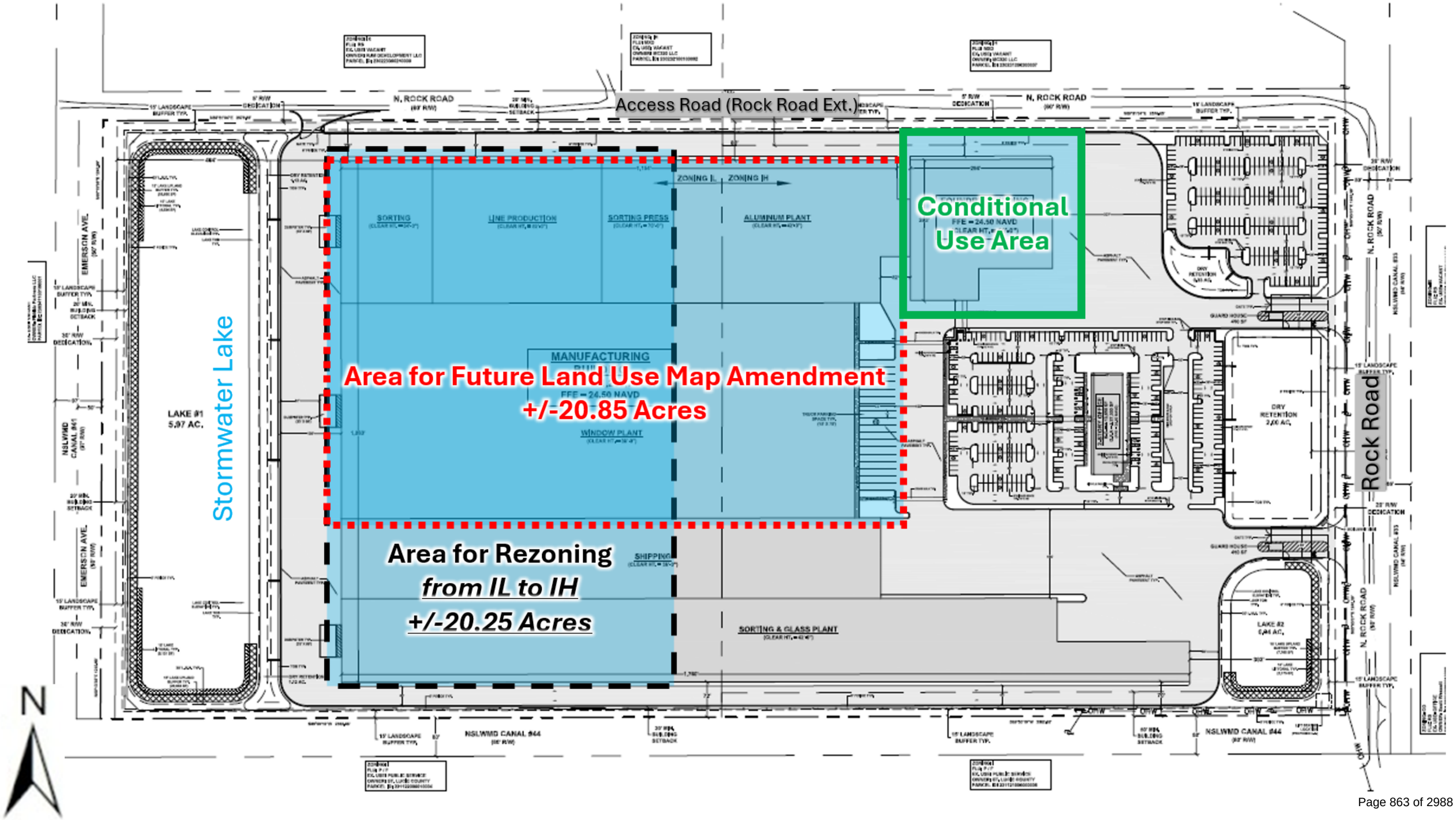


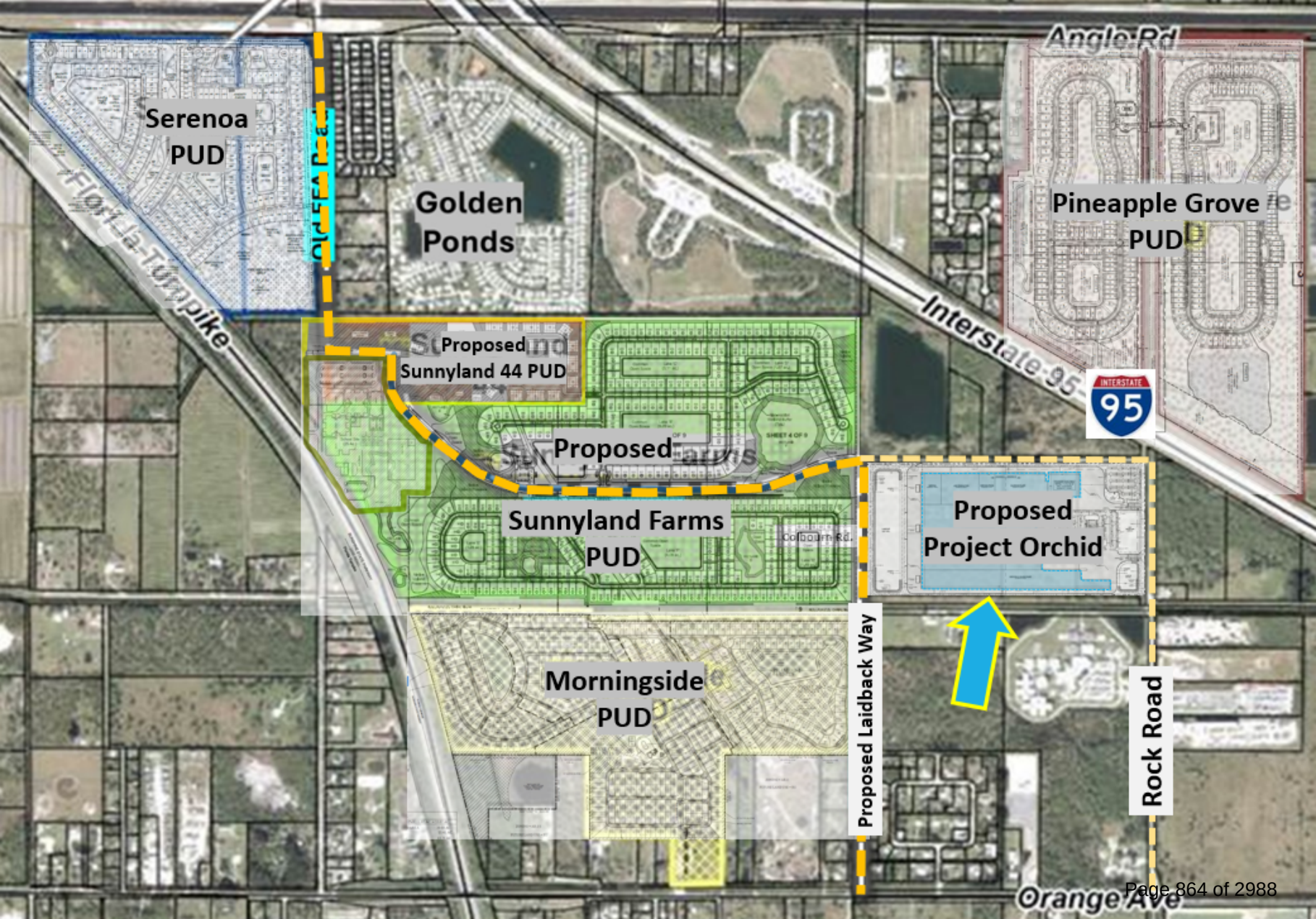
Subject Site

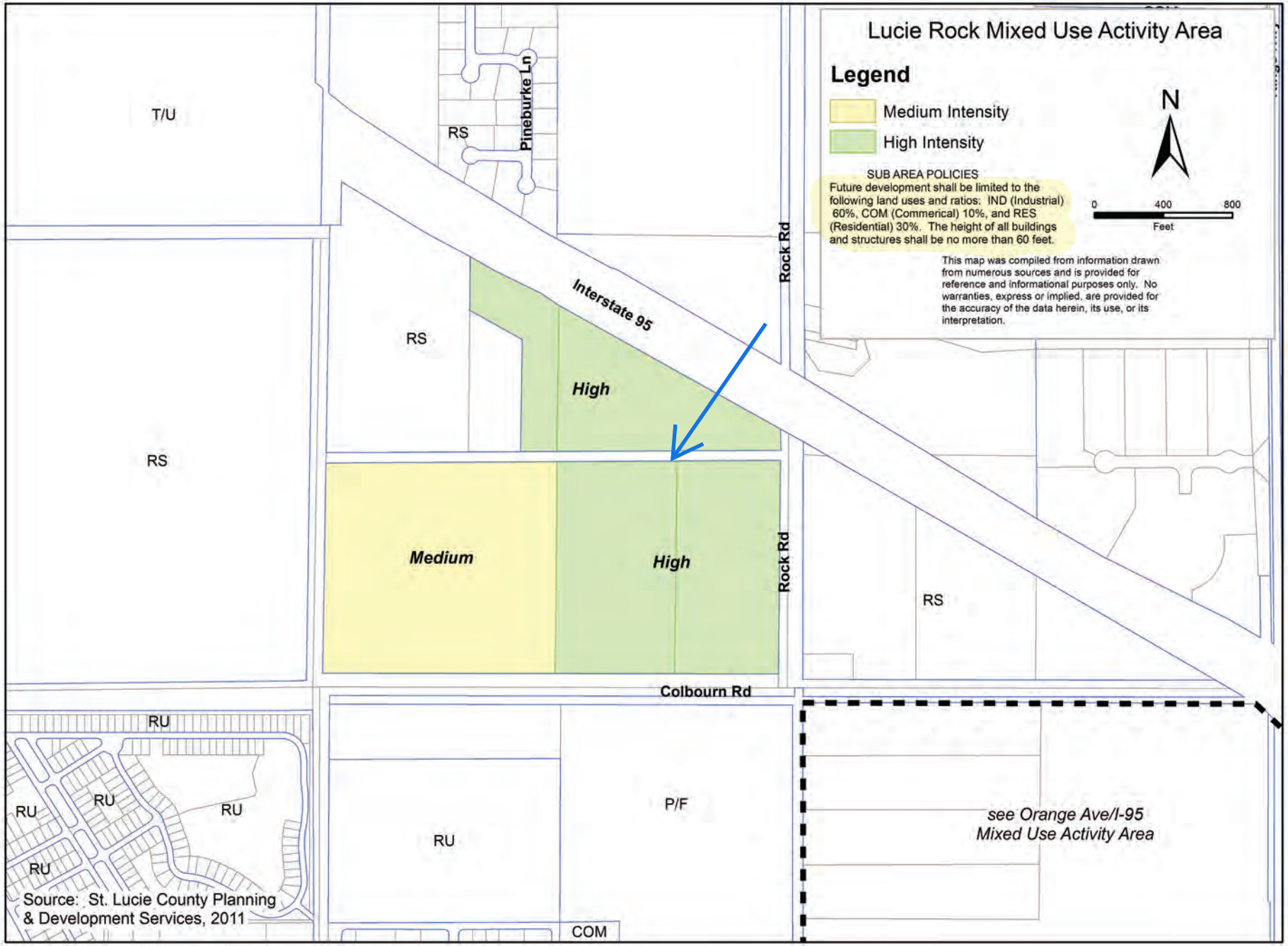
Proposed Zoning
IH, Industrial Heavy

Zoning
AG-1, Agricultural, 1 du/ac
AG-5, Agricultural, 1 du/5 ac
AR-1, Agricultural Residential, 1 du/ac
CG, Commercial General
CN, Commercial Neighborhood
CO, Commercial Office
I, Institutional
IH, Industrial Heavy
IL, Industrial Light
IX, Industrial Extraction
PNRD, Planned Non-Residential Development
PUD, Planned Unit Development
RM-5, Residential, Multi-Family, 5 du/ac
RMH-5, Residential Mobile Homes, 5 lots/ac
RS-2, Residential, Single Family, 2 du/ac
RS-3, Residential, Single Family, 3 du/ac
RS-4, Residential, Single Family, 4 du/ac
U, Utilities

0 550 1,100
Feet


Access Road (Rock Road Ext.)
Conditional Use Area
Area for Future Land Use Map Amendment
+/-20.85 Acres
Area for Rezoning
from IL to IH
+/-20.25 Acres
Stormwater Lake
Rock Road
N. ROCK ROAD
EMERSON AVE.
NSLWMD CANAL #41
NSLWMD CANAL #44
LAKE #1
5.97 AC.
LAKE #2
6.44 AC.
ZONING IL
ZONING IH
SORTING
LINE PRODUCTION
SORTING PRESS
ALUMINUM PLANT
MANUFACTURING
WINDOW PLANT
SHIPPING
SORTING & GLASS PLANT
DRY RETENTION
GUARD HOUSE
N


Serenoa
PUD
Golden
Ponds
Angle Rd
Pineapple Grove
PUD
Florida Turnpike
Interstate 95
INTERSTATE
95
Proposed
Sunnyland 44 PUD
Proposed
Sunnyland Farms
PUD
Proposed
Project Orchid
Morningside
PUD
Proposed Laidback Way
Rock Road
Orange Ave


Lucie Rock Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
SUB AREA POLICIES
Future development shall be limited to the following land uses and ratios: IND (Industrial) 60%, COM (Commerical) 10%, and RES (Residential) 30%. The height of all buildings and structures shall be no more than 60 feet.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Rock Rd
Interstate 95
High
Medium
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95
Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011

FUTURE LAND USE ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 1.1: Ensure the highest quality living environment possible, through a mixture of land uses reflecting the needs and desires of the local residents and how they want their community to develop. The goal shall be implemented by strictly enforced building, zoning and development codes based on objectives and policies that will enhance St. Lucie County's natural and man-made resources while minimizing any damage or threat of degradation to the health, safety and welfare of the county's citizens, native wildlife and environment, through incompatible land uses.

Objective 1.1.1: *Land Use*. Maintain the Future Land Use Map land with the following use designations to portray the future development patterns of St. Lucie County.

Policy 1.1.1.1 - The following land use designations/intensities, as indicated on the Future Land Use Maps are provided as the pattern for the future development of the area within unincorporated St. Lucie County.

Future Land Use Designation		Residential Density	Max Height[4] (For Buildings)	Max Lot Coverage (For Buildings)
AG-5	Agriculture-5	1 du/5 acres (0.2 du/1 acre)	-	-
AG-2.5	Agriculture-2.5	1 du/2.5 acres (0.4 du/1 acre)	-	-
RE	Residential Estate	1 du/a acre	-	-
RS	Residential Suburban	2 du/1 acre	-	-
RU	Residential Urban	5 du/1 acre	-	-
RM	Residential Medium	9 du/ 1 acre	-	-
RH	Residential High	15 du/ 1 acre	-	-
R/C	Residential/Conservation	1 du/5 acres (0.2 du/1 acre)	-	-
Cpub	Conservation-Public	0 du[1]	20 ft	5-10%
COM	Commercial	0 du[1,5]	60 ft[3]	40—50%
IND	Industrial	0 du[1]	80 ft	40—50%
P/F	Public Facilities	0 du[1]	80 ft	40—50%
T/U	Transportation/Utilities	0 du[1]	40 ft[6]	40—50%
MXD	Mixed Use Development	0.2-15 du/acre[2,5]	80 ft	40—50%
H	Historic	0 du[1]	40 ft	40—50%
SD	Special District	0.2-15 du/acre	80 ft	40—50%
TVC	Towns, Villages, & Countryside	Variable pursuant to special areas plan. See TVC Element Goals, Objectives, and Policies. 1-9 du/acre	-	-

Notes:	
1	Residential uses permitted under specific conditions only. Refer to Zoning/Land Development Code for special restrictions in individual zoning districts.
2	Maximum Densities subject to compliance with intensity with intensity plans for each mixed use area, as set forth in Policy 1.1.8.4
3	For motel or hotel uses, the building spacing formula as identified in the Land Development Code shall be used to establish maximum building height, unless otherwise stipulated in the Hutchinson Island Building Height Overlay Zone section of the Land Development Code, or unless otherwise restricted by Code or Ordinance of the County.
4	Unless otherwise stipulated in the Hutchinson Island Height Overlay Zone section in the Land Development Code
5	Motels/hotels shall be allowed up to 36 units/acre.
6	The height of the Treasure Coast Airport shall be regulated by the Airport Zone Height Limitations established in Section 4.00.03, of the Land Development Code, as reviewed and approved by the Federal Aviation Administration (FAA).

and restrictions as set forth in the Land Development Code.

Medium density residential land uses can act as a transition between the lower intensity RU areas and the more intense land use designations. Zoning applications within the RM land use area include single-family, multifamily, or PD zoning.

G. Residential High (RH)
Areas designated Residential High (RH) are intended to accommodate high density development, not to exceed 15 dwelling units per gross acre. In order to develop at this intensity, it must be possible to connect into a central water and wastewater service facility, and the subject property must be located in an area of the County which has available all urban services and facilities including fire protection, police, recreation, roadways, and schools.

Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

H. Mixed Use Development (MXD)
The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special or unique environmental consideration that may not be appropriate for traditional land use designations.

Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process. The following criteria, in addition to those as cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

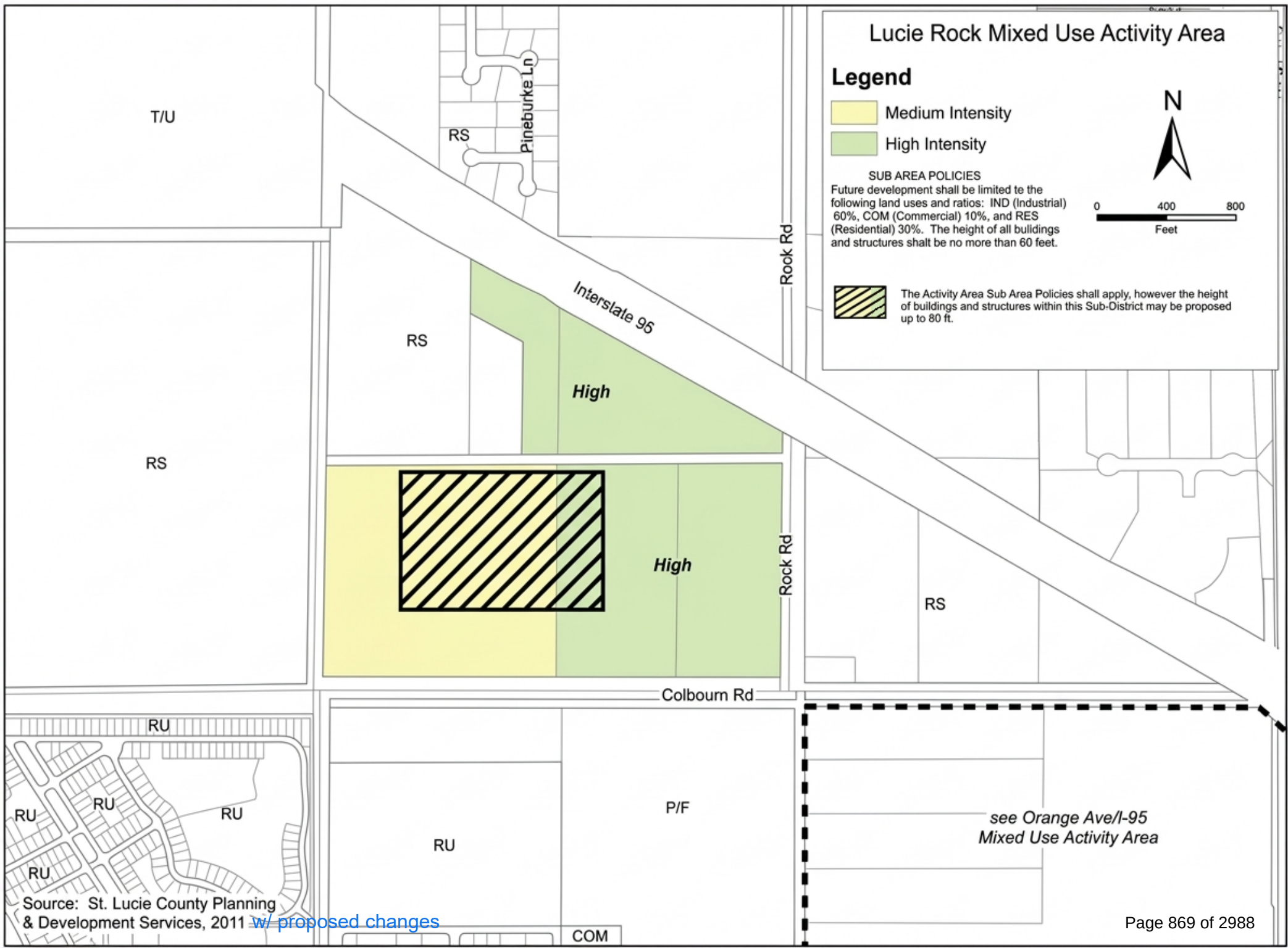
- Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Non-Residential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.
- Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.
- All uses shall be compatible with adjacent land uses.

I. Special District (SD)
The intent of the Special District (SD) designation is to identify those areas where specific uses or combinations of uses are anticipated. SD designated areas include previously approved Community Development Districts, areas for which a site specific development plan or concept has been granted, or areas which by their location have specific issues and concerns for their development.

Residential densities within an area designated as a Special District are limited to what the current land use designation authorizes. Any increase over the present designation may be considered only through the Plan Amendment process.

Policy 1.1.8.4 - The following use density and intensity standards shall be used for the purpose of this plan for the Mixed Use activity areas:

1. *High* Intensity development areas may include the following types of land uses:	
Residential	5 to 15 du/acres
Institutional	1.5 FAR *
Professional Service/Office	1.5 FAR *
General Commercial	1.0 FAR *
Public Service/Utility	0.5 FAR *
Industrial	0.75 FAR *
* FAR = Floor Area Ratio	
2. *Medium* Intensity development areas may include the following types of land uses:	
Residential	5 to 9 du/acres
Institutional	1.0 FAR *
Professional Service/Office	1.0 FAR *
General Commercial	0.75 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR *
* FAR = Floor Area Ratio	
3. *Low* Intensity development areas may include the following types of uses:	
Residential	not to exceed 5 du/acres
Institutional	0.5 FAR *
Professional Service/Office	0.5 FAR *
General Commercial	0.5 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR
* FAR = Floor Area Ratio	
4. Specific Use Areas: Areas with special or unique local character may be included within the Mixed Use Designation. These areas, because of conditions unique or peculiar to them alone, have been limited to specific activities and zoning options as set forth in the activity area plans described in Policy 1.1.8.3. Any zoning application not consistent with this policy must be accompanied by a corresponding Comprehensive Plan Amendment indicating the change in intensity classification.	
Application of the Specific Use Area designation is to be made to those areas recognized by the County as suitable for alternative land use as the full spectrum of community services become available. This designation would serve to prevent the unplanned or premature development of such areas until all services were provided for and are consistent with the Future Land Use development philosophy of St. Lucie County.	
The terminology used in the Specific Use designation identifies the type of permitted activity, maximum zoning density or maximum zoning intensity. Each Mixed Use Activity area will identify the type of Special Use areas in the legends of each area.	
Industrial and Professional Service/Office uses may receive an intensity bonus of up to 100% of the FAR, within specific use areas served by Strategic Intermodal System (SIS) facilities operating at or above the adopted level of service (LOS) and with available water service and wastewater service.	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Future development shall be limited te the foliowing land uses and ratios: IND (Industrial) 60%, COM (Commercial) 10%, and RES (Residential) 30%. The height of all bulidings and structures shalt be no more than 60 feet.
The Activity Area Sub Area Policies shall apply, however the height of buildings and structures within this Sub-District may be proposed up to 80 ft.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Rock Rd
Interstate 95
High
High
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95
Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011 w/ proposed changes

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.

1514 BROADWAY, SUITE 301, FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785
DATE:

KHA PROJECT	043918010
DATE	MARCH 2026
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	KHA

IH REZONE EXHIBIT

PROJECT ORCHID

PREPARED FOR
FOUNDRY COMMERCIAL

ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
EX-1

Plotted By:Anaya, Chase Sheet Set:Kha Layout:C-100 March 30, 2026 02:30:29pm C:\ACC\ACCDocs\Kimley-Horn\043918010_FOUNDRY COMMERCIAL DD\Project Files\CAD\Exhibits\2026.02.17 Reviewer Exhibit\2026.03.30 Rezone to IH Exhibit\IH Rezone Exhibit.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

3.01.03. - Zoning Districts.

U. *IH INDUSTRIAL, HEAVY.*

1. *Purpose.* The purpose of this district is to provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.

2. *Permitted Uses.* Any use permitted in the Industrial Light (IL) zoning district:

   a. Agricultural services. (07)

   b. Construction services:

      (1) Building construction - general contractor. (15)

      (2) Other construction - general contractors. (16)

      (3) Construction - special trade contractors. (17)

   c. Docks and boathouses (private). (999)

   d. Engineering services. (871)

   e. Manufacturing:

      (1) Food and kindred products. (20)

      (2) Tobacco products. (21)

      (3) Textile mill products. (22)

      (4) Apparel and other finished products. (23)

      (5) Lumber and wood products, except furniture. (24)

      (6) Furniture and fixtures. (25)

      (7) Printing and publishing and allied industries. (27)

      (8) Chemicals and allied products:

      (a) Drugs. (283)

      (b) Soap, detergents and cleaning preparations; perfumes, cosmetics and other toilet preparations. (284)

      (c) Agricultural chemicals. (287)

      (9) Rubber and misc. plastic products. (30)

      (10) Leather and leather products. (31)

      (11) Glass:

      (a) Flat glass. (321)

      (b) Glass and glassware - pressed or blown. (322)

      (c) Glass products - made of purchased glass. (323)

      (12) Fabricated metal products (except ammunition and ordnance). (34)

      (13) Industrial/commercial machinery and computer equipment. (35)

(14) Electronic and other electrical equipment and components, except computer equipment. (36)

(15) Transportation equipment. (37)

(16) Measuring, analyzing and controlling instruments. (38)

(17) Misc. manufacturing industries:

(a) Jewelry, silverware, and platedware. (391)
(b) Musical instruments and parts. (393)
(c) Dolls, toys, games and sporting goods. (394)
(d) Pens, pencils and other office and artists' materials. (395)
(e) Costume jewelry, costume novelties, and notions. (396)
(f) Brooms and brushes. (3991)
(g) Signs and advertising displays. (3993)
(h) Morticians goods. (3995)
(i) Manufacturing industries, NIC. (3999)

(18) Paper and allied products:

(a) Paperboard containers and boxes. (265)
(b) Converted paper and paperboard products. (267)

f. Local and suburban transit. (41)
g. Water transportation. (44)
h. Transportation services. (47)
i. Communications. (48)
j. Motor freight transportation and warehousing. (42)
k. Motion pictures. (78)
l. Membership organizations. (86)
m. Personal and business services. (72)
n. Research, development, and testing services. (873)
o. Repair services:
    (1) Automotive and automotive parking. (75)
    (2) Electrical. (762)
    (3) Watch, clock and jewelry repair. (763)
    (4) Reupholstery and furniture repair. (764)
    (5) Misc. repairs and services. (769)
p. Retail trade:
    (1) Lumber and other building materials. (521)
    (2) Paint, glass and wallpaper. (523)
    (3) Hardware. (525)
    (4) Nurseries, lawn and garden supplies. (526)

(5) Mobile home dealers. (527)

(6) Automotive/boat/RV/motorcycle dealers. (55)

(7) Gasoline service. (55)

(8) Furniture and furnishings. (57)

q. Telecommunication towers - subject to the standards of Section 7.10.23. (999)

r. Wholesale trade - durable goods:

(1) Motor vehicle and automotive equipment. (501)

(2) Furniture and home furnishings. (502)

(3) Lumber and other building materials. (503)

(4) Professional and commercial equipment/supplies. (504)

(5) Metals and minerals, except petroleum. (505)

(6) Electrical goods. (506)

(7) Hardware, plumbing and heating equipment, and supplies. (507)

(8) Machinery, equipment, and supplies. (508)

(9) Misc. durable goods:

(a) Sporting and recreational goods. (5091)

(b) Toys and hobby goods. (5092)

(c) Jewelry, watches, precious stones and metals. (5094)

(d) Durable goods NEC. (5099)

s. Wholesale trade - nondurable goods:

(1) Paper and paper products. (511)

(2) Drugs. (512)

(3) Dry goods and apparel. (513)

(4) Groceries and related products. (514)

(5) Farm products - raw materials. (515)

(6) Chemicals, and allied products. (516)

(7) Beer, wine, and distilled alcoholic beverages. (518)

(8) Misc. nondurable goods:

(a) Farm supplies. (5191)

(b) Books, periodicals, and newspapers. (5192)

(c) Flowers, nursery stock and florists' supplies. (5193)

(d) Tobacco/tobacco products. (5194)

(e) Paints, varnishes and supplies. (5198)

(f) Nondurable goods, NEC. (5199)

t. Mobile food vendors. (999)

3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Section 7.04.00.

4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Section 7.04.00.

5. *Offstreet Parking and Loading Requirements.* Offstreet parking and loading requirements are subject to Section 7.06.00.

6. *Landscaping Requirements.* Landscaping requirements are subject to Section 7.09.00.

7. *Conditional Uses:*

   a. Airport, landing and takeoff fields - general aviation. (4581)

   b. Manufacturing:

      (1) Paper and allied products. (26)

      (2) Chemicals and allied products. (28)

      (3) Petroleum refining and related products. (29)

      (4) Stone, clay, glass and concrete products. (32)

      (5) Primary metal industries. (33)

      (6) Ammunition and ordinance. (348)

   c. Natural or manufactured gas storage and distribution points. (492)

   d. Scrap, waste and land clearing and yard trash recycling operations - subject to the provisions of Section 7.10.12.

   e. Warehousing and storage services - stockyards. (999)

   f. Wholesale trade - nondurable goods:

      (1) Petroleum and petroleum products. (999)

8. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00, and include the following:

   a. Co-generation facilities. (999)

   b. Fueling facilities. (999)

   c. Industrial wastewater disposal. (999)

   d. One (1) detached single-family dwelling or mobile home, for on-site security purposes per property. (999)

   e. Retail:

      (1) Bottled gas. (999)

      (2) Fuel oil. (999)

      (3) Gasoline service stations. (999)

      (4) Retail trade accessory to the primary manufacturing or wholesaling use. (999)

   f. Solar energy systems, subject to the requirements of Section 7.10.28.

3.01.03. - Zoning Districts.

T. *IL INDUSTRIAL, LIGHT.*

1. *Purpose.* The purpose of this district is to provide and protect an environment suitable for light manufacturing, wholesale, and warehousing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding are, together with such other uses as may be necessary to and compatible with light industrial surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.

2. *Permitted Uses:*

   a. Business services. (73)

   b. Communications - including telecommunication towers - subject to the standards of Section 7.10.23. (48)

   c. Construction services:

      (1) Building construction - general contractors. (15)

      (2) Other construction - general contractors. (16)

      (3) Construction - special trade contractors. (17)

   d. Engineering, architectural and surveying services. (871)

   e. Commercial fishing. (091)

   f. Laundry, cleaning and garment services. (721)

   g. Local and suburban transit. (41)

   h. Manufacturing:

      (1) Food and kindred products. (20)

      (2) Tobacco products. (21)

      (3) Textile mill products. (22)

      (4) Apparel and other finished products. (23)

      (5) Furniture and fixtures. (25)

      (6) Printing, publishing and allied industries. (27)

      (7) Drugs. (283)

      (8) Leather and leather products. (31)

      (9) Glass:

      (a) Flat glass. (321)

      (b) Glass and glassware - pressed or blown. (322)

      (c) Glass products - made of purchased glass. (323)

      (10) Fabricated metal prod. - except machinery and transport. equip.:

      (a) Metal cans and shipping containers. (341)

      (b) Cutlery, handtools and general hardware. (342)

      (c) Heating equipment, except electric and warm air, and plumbing fixtures. (343)

      (d) Fabricated structural metal products. (344)

(e) Coating, engraving and allied services. (347)

(f) Miscellaneous fabricated metal products:

(1) Wire products. (3495)

(2) Misc. fabricated wire products. (3496)

(3) Metal foil and leaf. (3497)

(4) Fabricated metal products - NEC. (3499)

(11) Industrial/commercial machinery and computer equipment:

(a) Metalworking machinery and equipment. (354)

(b) Special industry machinery, except metalworking machinery. (355)

(c) General industrial machinery and equipment. (356)

(d) Computers and office equipment. (357)

(12) Electronic and other electrical equipment and components, except computer equipment:

(a) Household appliances. (363)

(b) Electric lighting and wiring equipment. (364)

(c) Household audio and video equipment. (365)

(d) Communications equipment. (366)

(e) Electronic components and accessories. (367)

(f) Misc. electrical machinery equipment and supplies. (369)

(13) Measuring, analyzing and controlling instruments. (38)

(14) Photographic, medical and optical goods. (38)

(15) Watches and clocks. (38)

(16) Misc. manufacturing industries:

(a) Jewelry, silverware, and platedware. (391)

(b) Musical instruments and parts. (393)

(c) Dolls, toys, games and sporting goods. (394)

(d) Pens, pencils, and other office and artists' materials. (395)

(e) Costume jewelry, costume novelties, and notions. (396)

(f) Brooms and brushes. (3991)

(g) Signs and advertising displays. (3993)

(h) Morticians goods. (3995)

(i) Manufacturing industries, NEC. (3999)

(17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing. (308)

i. Marinas. (4493)

j. Millwork and structural wood members. (243)

k. Motion pictures. (78)

l. Motor freight transportation and warehousing. (42)

m. Repair services:
    (1) Automotive and automotive parking. (75)
    (2) Electrical. (762)
    (3) Watch, clock and jewelry repair. (763)
    (4) Reupholstery and furniture repair. (764)
    (5) Misc. repairs and services. (769)
n. Retail trade:
    (1) Lumber and other building materials. (521)
    (2) Paint, glass and wallpaper. (523)
    (3) Hardware. (525)
    (4) Nurseries, lawn and garden supplies. (526)
    (5) Mobile home dealers. (527)
    (6) Automotive/boat/RV/motorcycle dealers. (55)
    (7) Gasoline service. (55)
    (8) Furniture and furnishings. (57)
o. Research, development, and testing services. (873)
p. Ship, boat building and repairing - less than forty-five (45) feet. (373)
q. Sorting, grading and packaging services - citrus/vegetables. (0723)
r. Vocational schools. (824)
s. Wholesale trade - durable goods:
    (1) Motor vehicle and automotive equipment. (501)
    (2) Furniture and home furnishings.(502)
    (3) Lumber and other building materials. (503)
    (4) Professional and commercial equipment/supplies. (504)
    (5) Metals and minerals except petroleum. (505)
    (6) Electrical goods. (506)
    (7) Hardware, plumbing and heating equipment, and supplies. (507)
    (8) Machinery, equipment, and supplies. (508)
    (9) Misc. durable goods:
        (a) Sporting and recreational goods. (5091)
        (b) Toys and hobby goods. (5092)
        (c) Jewelry, watches, precious stones and metals. (5094)
        (d) Durable goods NEC. (5099)
t. Wholesale trade - nondurable goods:
    (1) Paper and paper products. (511)
    (2) Drugs. (512)
    (3) Dry goods and apparel. (513)

(4) Groceries and related products. (514)

(5) Farm products - raw materials. (515)

(6) Chemicals, and allied products. (516)

(7) Beer, wine, and distilled alcoholic beverages. (518)

(8) Misc. nondurable goods:

(a) Farm supplies. (5191)

(b) Books, periodicals and newspapers. (5192)

(c) Flowers, nursery stock and florists' supplies. (5193)

(d) Tobacco/tobacco products. (5194)

(e) Paints, varnishes and supplies. (5198)

(f) Nondurable goods, NEC. (5199)

u. Mobile food vendors. (999)

v. Single-family detached dwelling units provided that the single-family dwelling unit is located on an existing lot or parcel or record, as further defined in this Code, that was existing on or before August 1, 1990. (999)

w. Kennels. Allowed as a permitted use only when the property is surrounded by industrial uses or zoning and is five hundred (500) feet or more from residential uses or zoning. All distance requirements shall be measured from the nearest point of the existing home or area of single-family zoning to the nearest point of the proposed kennel.

x. Landscape and horticultural services. (078)

y. Personal services. (72)

3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Section 7.04.00.

4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Section 7.04.00.

5. *Offstreet Parking and Loading Requirements.* Offstreet parking and loading requirements are subject to Section 7.06.00.

6. *Landscaping Requirements.* Landscaping requirements are subject to Section 7.09.00.

7. *Conditional Uses:*

a. Airports, landing and takeoff fields - general aviation. (4581)

b. Manufacturing:

(1) Cut stone and stone products. (328)

(2) Motorcycles, bicycles, and parts. (375)

(3) Wood containers, wood buildings and mobile homes. (244/245)

c. Ship, boat building and repairing (excluding ship or boat salvaging) - forty-five (45) to one hundred fifty (150) feet. (373)

d. Wholesale:

(1) Petroleum bulk stations and terminals.

e. Scrap and waste materials - subject to the provisions of Section 7.10.12.A.

f. Kennels. (0752) Other than those permitted under Section 3.01.03 T.2.w. of the Land Development Code.

8. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00 and include the following:

   a. Co-generation facilities. (999)

   b. Fueling facilities. (999)

   c. Industrial wastewater disposal. (999)

   d. One detached single-family dwelling or mobile home for on-site security purposes per property. (999)

   e. Retail trade accessory to the primary manufacturing or wholesaling use. (999)

   f. Solar energy systems, subject to the requirements of Section 7.10.28.

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

PROJECT ORCHID

Environmental Impact Report

Prepared For:

Foundry Commercial

Prepared By:

EW Consultants, Inc.

March 2026

1000 SE Monterey Commons Boulevard, Suite 208 • Stuart, FL 34996 772-287-8771 • Fax 772-287-2988
www.ewconsultants.com

Purpose and Intent

This report has been prepared in support of a proposed industrial development on a 73.48 +/- acre property referred to as Project Orchid. The subject property is located north of and adjacent to Colbourn Road, south of I-95, east of the Florida Turnpike, and west of and adjacent to Rock Road. The northern and eastern boundary of the property are defined by Rock Road. This report has been prepared in accordance with Section 11.02.09.A.5 "Environmental Impact Report" of the St. Lucie County Land Development Code.

Introduction

The subject 73.48 +/- acre property covered by this Environmental Impact Report is located within Section 2, Township 35 South, Range 39 East within unincorporated St. Lucie County, Florida. A Location Map (Figure 1), USGS Quad Map (Figure 2), and Aerial Photo (Figure 3) depicting the property boundaries and the immediate surrounding area are provided in the Appendix.

Property Description

The property is comprised of several different land cover types with the predominate land cover type being abandoned citrus groves that are no longer in production. The property also contains several man-made agricultural conveyance ditches that were constructed for the purpose of drainage and irrigation of the former citrus groves. Native species including cabbage palm and laurel oak have naturally colonized throughout the property as have non-native invasive species, predominantly Brazilian pepper and Australian pine. A review of historic aerial imagery indicates that the property was converted to agricultural use more than 65 years ago and was subsequently converted for the purpose of citrus production by 1985. The property does not contain any native upland habitat, and no wetlands were identified during field reconnaissance conducted for this Environmental Impact Report.

Soils

A Custom Soils Resource Report for the subject property is provided in the Appendix. This report, prepared by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) provides complete descriptions of all soil types within the Project Orchid property along with acreage summaries and soil descriptions.

Natural Communities and Land Cover

The following is a summary of the land cover types and vegetative communities found on the subject site. Land cover and vegetative community classifications are mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial imagery interpretation were employed in the mapping of the vegetative communities on the subject property. The vegetative community descriptions include discussions of potential wildlife habitat provided by the various resources present in those communities. Detailed observations and occurrences of wildlife are discussed in subsequent sections of this report.

The FLUCFCS classifications observed on the site are described below. A Land Cover Map of the observed vegetative community types is included as Figure 4 in the Appendix of this report. The land cover types on the property are described as follows:

224 – Abandoned Groves –

This is the predominant land cover type on the subject property and includes the portions of the property that were previously converted for the purpose of citrus production that are no longer in operation. The network of ridges, furrows, and ditches were constructed for the purpose of drainage and irrigation of the former citrus grove remains. Non-native invasive plant species including Brazilian pepper, carrotwood, old-world climbing fern, downy rose myrtle, strawberry guava, Caesar weed, smut grass, and cogan grass are present throughout and are the dominant coverage in some areas. Native species including live oak, laurel oak, and cabbage palm are also present within the abandoned grove portions of the property.

437 – Australian Pine –

There is a portion of the property where the vegetation cover is dominated by non-native invasive Australian pine trees. As generally occurs in areas that are dominated by Australian pines, the occurrence of other plant species in this area is sparse and consists of scattered ruderal shrubs and ground cover.

510 – Ditches –

There are several conveyance ditches present within the central and eastern portions of the property. Vegetation present within the ditches includes a variety of native, non-native, and nuisance species including jointed spike rush, Peruvian primrose willow, and cattail.

Wildlife

Non-listed Wildlife

Observations for wildlife presence and signs of utilization were made during site reconnaissance conducted beginning in January and and continuing on a regular basis through the preparation of this report in March 2026. Several common avian species were observed within the property and several others are likely to occur on a foraging or migratory basis.

The following non-listed avian species have been observed during site reconnaissance of the property: mourning dove, eastern meadowlark, American crow, black vulture, red-shoulder hawk, swallow tailed kite, and cattle egret. Several species of wading birds including great egret, white ibis, and little blue heron were also observed both in transit and forging within the on site agricultural ditches.

Direct observation and signs of utilization by mammals were observed during the site reconnaissance including raccoon, coyote, feral hog, and rodents.

Reptile observations included soft-shell turtle, black racer snake, and southern leopard frog.

Listed Species Inventory and Evaluation –

The survey methodologies used for determining the status of state and/or federally listed wildlife species occurrence on the site followed generally accepted protocols as specified in state and Federal guidance documents. The geographic range of the property and its associated habitats, vegetative cover types, and natural or disturbed status were the primary considerations in assessing the potential occurrence of listed species.

Pedestrian and vehicular surveys were employed to assess the relative quality and wildlife utilization of the property. In addition, the protected species evaluations and survey methodologies have been, and will continue to be, addressed on a species-specific basis in accordance with Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish and Wildlife Service (USFWS) protocols and techniques relative to the species under consideration.

The state and/or federally listed wildlife species with potential to occur on the subject site are summarized in the following table. Likelihood of occurrence has been indicated based on species-specific evaluations and best professional judgement and noted as either observed during site review or likelihood of occurrence as high, medium, or low.

Table 1. Known and Potentially Occurring Listed Faunal Species

Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
					State/Federal
American alligator	*Alligator mississippiensis*	Wetland and aquatic habitat	Pedestrian and vehicular transects	M	FT/SA
Audubon's crested caracara	*Caracara cheriway*	Dry prairie, open rangeland	Pedestrian and vehicular transects	M	FT
Bald eagle	*Haliaeetus leucocephalus*	Nest in tall trees (usually pine) near coasts, rivers, lakes and wetlands	Pedestrian and vehicular transects	L	No longer listed Nest trees protected
Eastern indigo snake	*Drymarchon corais couperi*	A diversity of upland/low land habitat	Pedestrian and vehicular transects	M	FT
Florida bonneted bat	*Eumops floridanus*	A diversity of forested habitats	Acoustic and roost surveys	L	FE
Florida burrowing owl	*Athene cunicularia*	Sandhills, ruderal communities, dry prairies	Pedestrian and vehicular transects	M	ST
Florida pine snake	*Pituophis melanoleucus mugitus*	Well drained sandy soils, moderate to open pine canopy	Pedestrian and vehicular transects	L	ST
Florida sandhill crane	*Grus canadensis pratensis*	Breed in emergent palustrine wetlands; forage in pastures/prairies	Pedestrian and vehicular transects; aerial nest survey	L	ST
Florida scrub-jay	*Aphelocoma coerulescens*	Xeric oak scrub and scrubby flatwoods on sandy ridges and dunes	Pedestrian and vehicular transects	L	FT
Gopher tortoise	*Gopherus polyphemus*	Sandhills, xeric oak scrub, sand pine scrub, scrubby flatwoods; agricultural lands	Burrow survey 100% of suitable habitat	M	ST
Little blue heron	*Egretta caerulea*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	[1]O	ST
Red-cockaded woodpecker	*Picoides borealis*	Mature pine woodlands	Pedestrian and vehicular transects	L	FE
Reddish egret	*Egretta rufescens*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	L	ST

Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
Roseate spoonbill	*Ajaia ajaja*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Southeast American kestrel	*Falco sparverius paulus*	Sandhill and open rangeland nest in cavities of dead trees and abandoned woodpecker nests	Pedestrian and vehicular transects	L	ST
Tricolored heron	*Egretta tricolor*	Breeding: marshes, swamps, ponds, nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Wood stork	*Mycteria americana*	Estuarine or freshwater wetlands; nest in tops of trees in cypress or mangrove swamps	Pedestrian and vehicular transects	M	No longer Federally listed

O* = Observed; [1] Observed transient ; [2] Observed nesting and/or resident
Probability of Occurrence: H= High probability; M= Medium; L= Low;

FE = Federally-designated Endangered; FT = Federally-designated Threatened; FXN = Federally-designated Threatened Nonessential Experimental Population; FT(S/A) = Federally-designated Threatened species due to similarity of appearance; ST = State-designated Threatened; SSC = State Species of Special Concern

The American alligator is listed as Federally Threatened due to similarity of appearance with the American crocodile and alligators are relatively common throughout the region in wetland and aquatic systems. Although no alligators were observed during field reconnaissance, there remains a moderate chance of occurrence of alligators within the on site agricultural ditches.

The subject property is located within the consultation area of the Audubon's crested caracara and the portions of the abandoned citrus groves that contain sparse occurrences of trees provide suitable foraging habitat for this species. The property also contains mature cabbage palms that provide caracara with preferred nesting structures. Although no crested caracara or caracara nests were observed during field reconnaissance, in order to verify the absence of this species, a crested caracara nesting season survey is currently under way. The nesting season survey was initiated on January 1, 2026 and, in accordance with U.S. Fish and Wildlife Service (USFWS) guidelines, will continue through April 2026. A caracara nesting season survey report documenting the findings of the nesting season survey will be provided under separate cover following the completion of the survey.

Bald eagles, while no longer listed, remain protected under the Bald and Golden Eagle Protection Act. The property does not contain mature slash pines that are large enough to provide nesting opportunities and no bald eagles or bald eagle nests were observed during field reconnaissance.

The eastern indigo snake is a secretive species that ranges widely over a diversity of upland and wetland habitats and is known to occur in the region. No eastern indigo snakes have been observed during multiple site visits and the absence of any significant gopher tortoise population indicates that indigo snakes are unlikely to occur. Regardless, standardized and specific construction awareness and notification procedures will need to be implemented for the protection of this species during site development.

The Florida bonneted bat is listed as endangered by the U.S. Fish and Wildlife Service (USFWS). This species preferred habitat for roosting and nesting includes a variety of forested habitats and man-made structures which do not occur on site. The property is located outside of the designated consultation area for this species, thus its potential for occurrence is considered low. No bonneted bats were observed during site reconnaissance conducted in January and February 2026.

Florida burrowing owls are listed as Threatened by the State of Florida and the portions of the site with only sparse occurrences of canopy trees and palms provide potentially suitable habitat for this species. However, no Florida burrowing owls or burrowing owl burrows were observed during field reconnaissance and the occurrence of this species is unlikely.

The Florida pine snake inhabits areas that feature well-drained sandy soils with moderate to open canopy. According to the FFWCC publicly available database, the subject site is located within the distribution area for this species. The property does not contain any pine flatwoods habitat suitable for this species and no Florida pine snakes were observed, thus the potential for their occurrence is considered low.

The Florida sandhill crane is a State-designated Threatened species that is relatively common within the region. The preferred nesting habitat for this species is freshwater marsh habitat which does not occur onsite and no sandhill cranes or sandhill crane nests were observed during field reconnaissance.

The Florida scrub-jay is a Federally threatened species that inhabits xeric oak and scrubby flatwoods habitats along sandy ridges and dunes. The subject property does not contain any suitable habitat for this species and no Florida scrub-jays were observed or heard during field reconnaissance.

In January and February 2026, habitat reconnaissance surveys were conducted by Jason Hahner (Licensed Gopher Tortoise Agent #GTA-14-00024I) to identify the occurrence of gopher tortoises, their burrows, or indicators of their presence. The habitat surveys were conducted in accordance with Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines (revised April 2023).

No gopher tortoises, gopher tortoise burrows, or indicators of the presence of gopher tortoises were observed during the representative habitat survey conducted in January and February 2026. Although no gopher tortoises or gopher tortoise burrows were observed, a 100% habitat survey for this species will need to be conducted prior to the commencement of any land development activities. A gopher tortoise relocation permit will be required should any potentially occupied gopher tortoise burrows be identified that cannot be avoided by development within a radius of at least 25-feet from the burrow entrance.

The on site ditches provide potential foraging opportunities for listed wading bird species and one of these species, the State-designated Threatened little blue heron was observed during field reconnaissance. Other listed wading bird species that are likely to forage on the property include the tricolored heron and roseate spoonbill, although neither of these species have been observed during field reconnaissance.

As of March 9, 2026, the wood stork is no longer listed as a federally threatened species by the U.S. Fish and Wildlife Service (USFWS). As of the date of this report (March 2026), it is not currently clear whether the wood stork will remain protected at the state level by Florida Fish and Wildlife Conservation Commission (FFWCC). Regardless, no wood storks were observed during the January and February 2026 site reconnaissance and the property does not provide suitable nesting habitat due to the absence of naturally forested wetlands.

Impact Summary

Uplands –

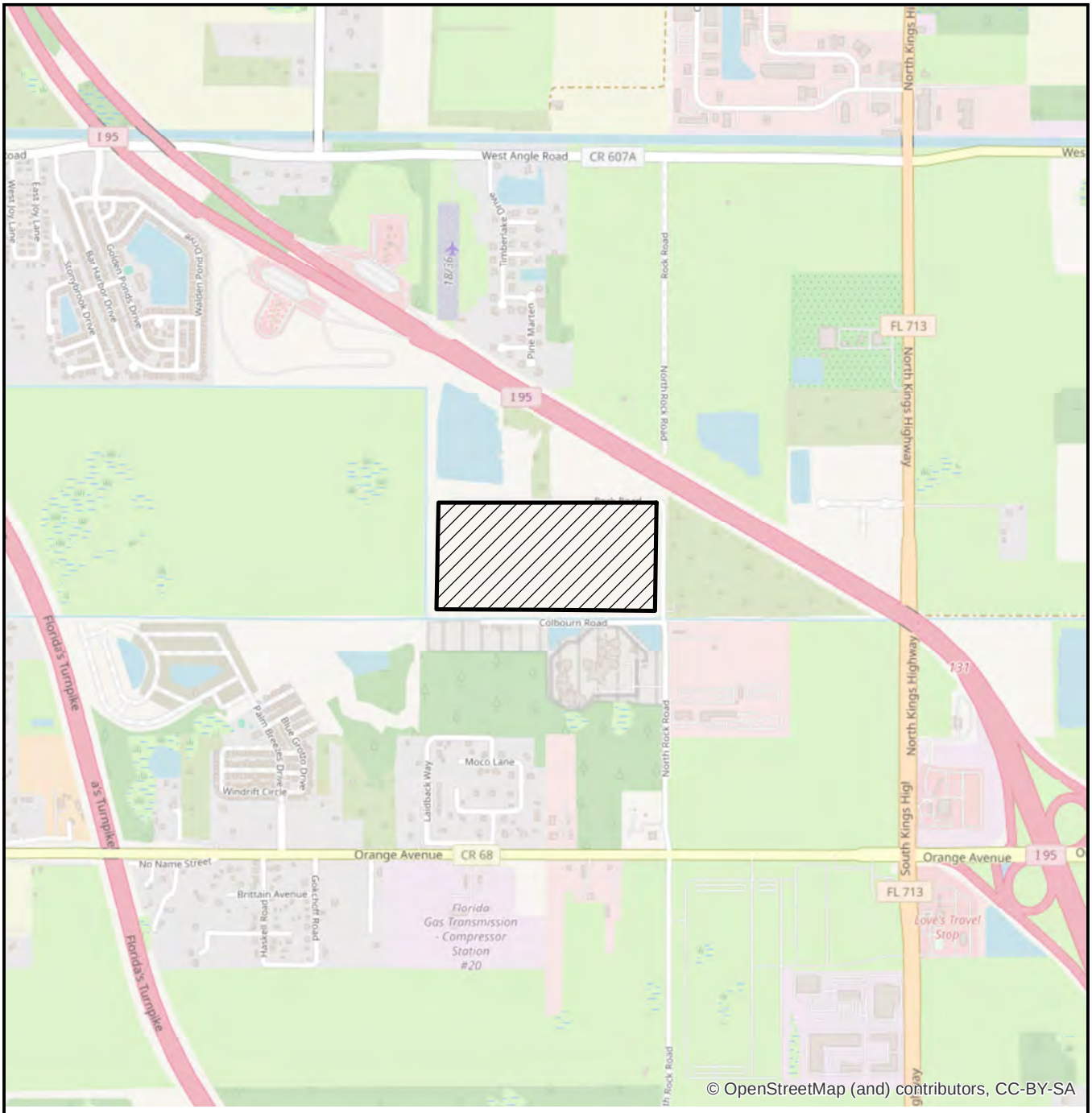
Development of the project will require a vegetation removal permit issued by St. Lucie County for removal of native trees. Issuance of the vegetation removal permit will require demonstration of avoidance and minimization of impacts to native vegetation, a tree survey, and a mitigation plan for proposed impacts. A tree inventory is under way (by others) which will be provided to the project land planner for tree disposition plans. Vegetation designated to be preserved will need to meet the St. Lucie County vegetation protection standards.

Wetlands –

A review of permitting records on the South Florida Water Management District (SFWMD) online web portal did not reveal that any past or current permits exist for the subject property. As such, an application for an Environmental Resource Permit (ERP) will be required for any future proposed development.

The opinion of the absence of wetlands on site has not yet been verified by SFWMD as of the date of this report (March 2026). A site review with SFWMD staff to confirm these conditions will be required as part of a Formal Wetland Determination or upon submittal of an Environmental Resource Permit (ERP) application.

APPENDIX



LEGEND

▨ - SITE (73.5+/- AC)

0 2,000 Feet

N

FOUNDRY COMMERCIAL
PROJECT ORCHID
LOCATION MAP

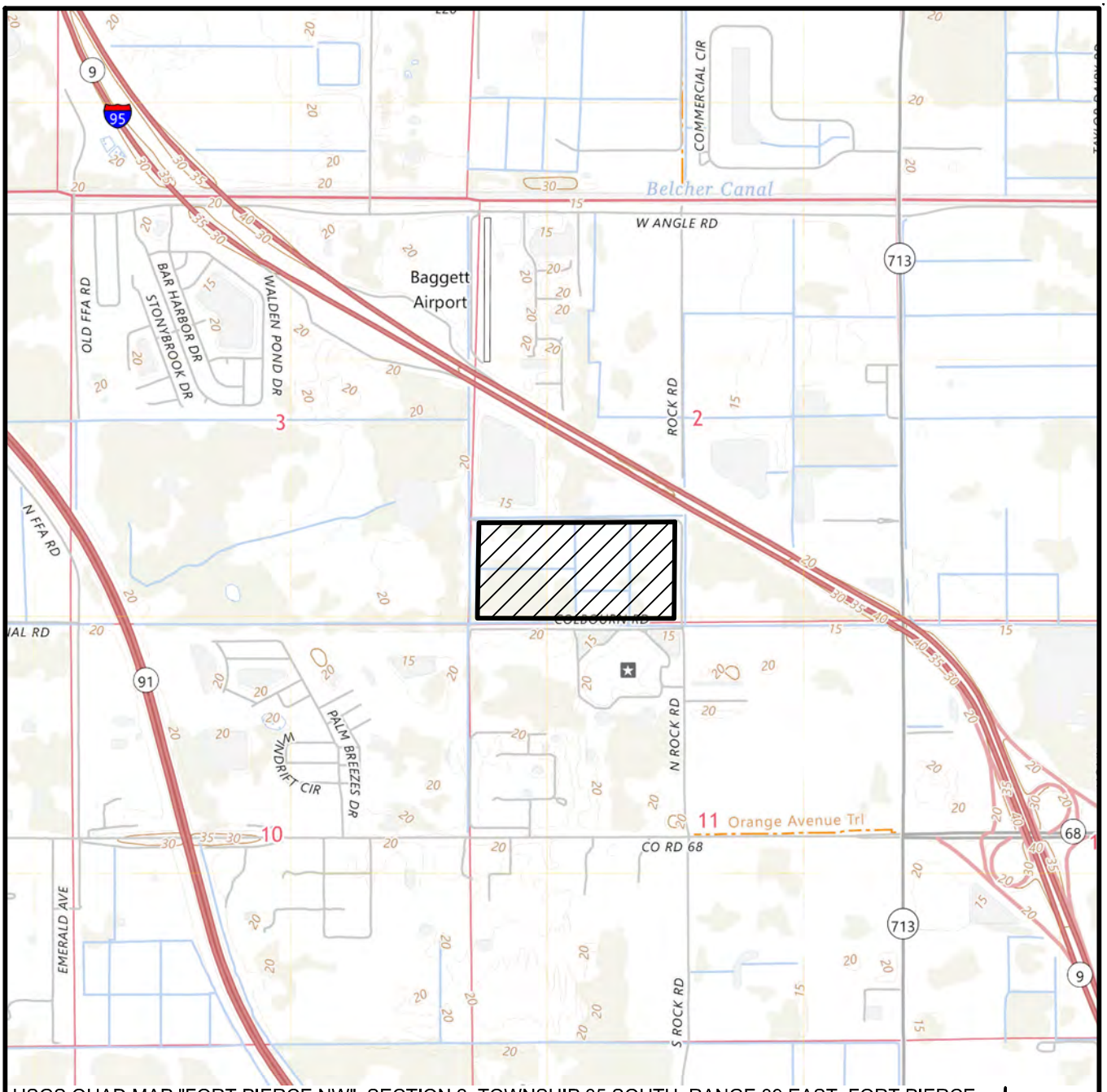
EW CONSULTANTS, INC.

1000 SE Monterey Commons Blvd., Suite 208
Stuart, FL 34996
772-287-8771 Fax 772-287-2988
www.ewconsultants.com

FEB 2026

FIGURE

1



USGS QUAD MAP "FORT PIERCE NW", SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, FORT PIERCE, ST LUCI E COUNTY, FLORIDA, LATITUDE 27°27'25" LONGITUDE -80°24'43"

LEGEND

▨ - SITE (73.5± AC)

0 2000

SCALE IN FEET

FOUNDRY COMMERCIAL
PROJECT ORCHID

QUAD

EW CONSULTANTS, INC.

1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

MAR 2026

FIGURE

2

Project Orchid.dwg QUAD



FDOT AERIAL DATED 2024

0 500
SCALE IN FEET

FOUNDRY COMMERCIAL
PROJECT ORCHID

AERIAL

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STUART, FL 34996
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MAR 2026

FIGURE
3

Project Orchid.dwg AERIAL



FDOT AERIAL DATED 2024

LEGEND
224 - ABANDONED GROVES (70.6 AC)
437 - AUSTRALIAN PINE (0.8± AC)
510 - DITCHES (2.1± AC)
TOTAL SITE (73.5± AC)

0 300
SCALE IN FEET

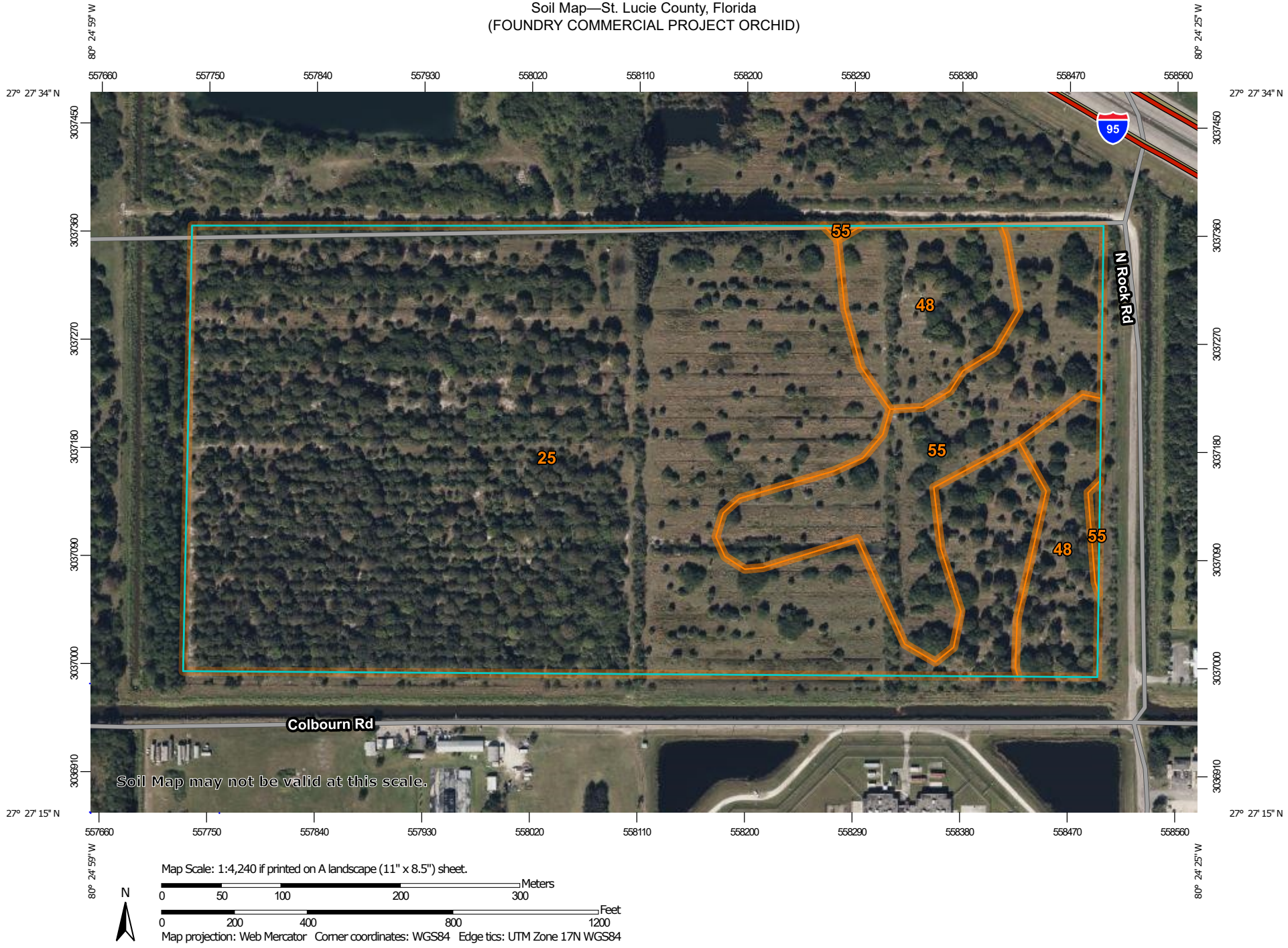
FOUNDRY COMMERCIAL
PROJECT ORCHID
FLUCFCS

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 · FAX 772-287-2988
WWW.EWCONSULTANTS.COM

MAR 2026
FIGURE 4

Project Orchid.dwg FLUCFCS

Soil Map—St. Lucie County, Florida
(FOUNDRY COMMERCIAL PROJECT ORCHID)



Map Scale: 1:4,240 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 200 400 800 1200

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

MAP LEGEND

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

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

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

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

Background
- Aerial Photography

MAP INFORMATION

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

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

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

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

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

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

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

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 19, Aug 29, 2025

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

Date(s) aerial images were photographed: Jan 18, 2022—Jan 30, 2022

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

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
25	Nettles and Oldsmar sands	56.8	76.4%
48	Wabasso sand, 0 to 2 percent slopes	7.6	10.7%
55	Winder loamy sand	9.1	12.9%
Totals for Area of Interest		**73.5**	**100.0%**

11.06.03. Standards of Review.

In reviewing the application of a proposed amendment to the text of this Code or an application for a proposed amendment to the Official Zoning Atlas, the Board of County Commissioners and the Planning and Zoning Commission shall consider:

A. Whether the proposed amendment is in conflict with any applicable portions of this Code;

B. Whether the proposed amendment is consistent with all elements of the St. Lucie County Comprehensive Plan.

C. Whether and the extent to which the proposed amendment is inconsistent with existing and proposed land uses;

D. Whether there have been changed conditions that require an amendment;

E. Whether and the extent to which the proposed amendment would result in demands on public facilities, and whether or to the extent to which the proposed amendment would exceed the capacity of such public facilities, including but not limited to transportation facilities, sewage facilities, water supply, parks, drainage, schools, solid waste, mass transit and emergency medical facilities;

F. Whether and the extent to which the proposed amendment would result in significant adverse impacts on the natural environment;

G. Whether and the extent to which the proposed amendment would adversely affect the property values in the area;

H. Whether and the extent to which the proposed amendment would result in an orderly and logical development pattern, specifically identifying any negative effects on such pattern;

I. Whether the proposed amendment would be in conflict with the public interest, and is in harmony with the purpose and interest of this Code; and

J. Any other matters that may be deemed appropriate by the Planning and Zoning Commission or the Board of County Commissioners, in review and consideration of the proposed amendment.

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA Tuesday, May 5, 2026

NOTICE OF PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP AND OFFICIAL ZONING ATLAS, AND A CONDITIONAL USE PERMIT

The Board of County Commissioners is scheduled to review and take action on the following proposals for adoption by Ordinance and Resolutions, respectively:

ORDINANCE

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA, TO APPROVE A SMALL SCALE AMENDMENT OF THE ADOPTED COMPREHENSIVE PLAN FUTURE LAND USE MAP TO CREATE TO CREATE A +/- 20.85-ACRE SUBAREA OF THE LUCIE ROCK MIXED USE ACTIVITY AREA (INITIALLY ESTABLISHED AS AN EXTENSION OF THE MIXED USE ORANGE AVENUE/I-95 ACTIVITY AREA) THAT WOULD ALLOW AN 80-FOOT BUILDING HEIGHT LIMIT WITHIN A PORTION OF ESTABLISHED MEDIUM AND HIGH INTENSITY DEVELOPMENT AREAS, LOCATED BETWEEN NORTH ROCK ROAD, NSLRWCD CANAL NO. 41 AND THE RELIEF CANAL AND PROVIDING FOR FINDINGS, CONFLICTING PROVISIONS, SEVERABILITY, APPLICABILITY, FILING WITH THE FLORIDA DEPARTMENT OF STATE, FILING WITH THE FLORIDA DEPARTMENT OF COMMERCE, AN EFFECTIVE DATE, CODIFICATION AND ADOPTION.

RESOLUTION

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY AMENDING THE OFFICIAL ZONING ATLAS FOR +/- 20.25 ACRES LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN UNINCORPORATED ST. LUCIE COUNTY, FROM THE IL (INDUSTRIAL, LIGHT) ZONING DISTRICT TO THE IH (INDUSTRIAL, HEAVY) ZONING DISTRICT.

RESOLUTION

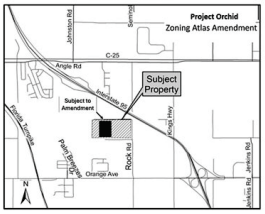
A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY GRANTING A CONDITIONAL USE PERMIT TO DEVELOP AND OPERATE A METAL FOUNDRY TOTALING APPROXIMATELY 76,200 SQUARE FEET AS PART OF A WINDOW MANUFACTURING FACILITY TO BE KNOWN AS PROJECT ORCHID LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN THE IH, INDUSTRIAL, HEAVY ZONING DISTRICT, IN UNINCORPORATED ST. LUCIE COUNTY.

APPLICANT/OWNER: MC320, LLC.
Agent: HJA Design Studios
File Numbers: FLUMA-2603-000040, RZ-2603-000050, and CU-2603-000102.
LOCATION: West and south of North Rock Rd., approximately 2,700 feet north of Orange Ave. (see maps below).
Parcel ID Numbers: 2302-331-0001-000-7, 2302-341-0001-000-8, 2302-342-0001-000-1.
Purpose: to 1) approve a small scale amendment of the adopted Comprehensive Plan's Future Land Use Element – Future Land Use Map to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area) that would allow an 80-foot building height limit within the established Medium and High Intensity Development Areas, 2) to rezone +/- 20.25 acres from the IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District, and 3) granting a Conditional Use Permit to develop and operate a metal foundry totaling approximately 76,200 square feet as part of a window manufacturing facility subject of a companion Major Site Plan application.

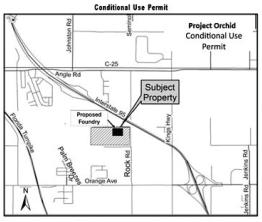
Future Land Use Map Amendment



Zoning Atlas Amendment



Conditional Use Permit



The Board of County Commissioners will hold the PUBLIC HEARINGS on this item in the Commission Chambers, Roger Poitras Annex, 3rd Floor, 2300 Virginia Avenue, Fort Pierce, FL on Tuesday, May 5, 2026, beginning at 6:00 pm or as soon thereafter as possible.

All interested persons will be given an opportunity to be heard. Written comments received in advance of the public hearing will also be considered. Written comments to the Board of County Commissioners should be received by the Planning and Development Services Department - Planning Division at least 3 days prior to the scheduled hearing. The petition file is available for review at the Planning and Development Services Department offices located at 2300 Virginia Avenue, 2nd Floor, Fort Pierce, Florida, during regular business hours. Please call (772) 462-2822 or TDD (772) 462-1428 if you have any questions or require additional information about this petition.

The St. Lucie County Board of County Commissioners has the power to review and approve or disapprove any applications within their area of responsibility.

The proceedings of the Board of County Commissioners are electronically recorded. **PURSUANT TO SECTION 286.0105, FLORIDA STATUTES**, if a person decides to appeal any decision made by the Board of County Commissioners with respect to any matter considered at a meeting or hearing, he or she will need a record of the proceedings. For such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Upon the request of any party to the proceeding, individuals testifying during a hearing will be sworn in. Any party to the proceeding will be granted an opportunity to cross-examine any individual testifying during a hearing upon request. If it becomes necessary, a public hearing may be continued to a date certain.

Anyone with a disability requiring accommodation to attend this meeting should contact the St. Lucie County Risk Manager at least forty-eight (48) hours prior to the meeting at (772) 462-1546 or T.D.D. (772) 462-1428.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
Jamie Fowler, Chair
PUBLISH DATE: Thursday, April 23, 2026

TR-43698712

Iran seizes 2 ships in Strait of Hormuz

Seizures follow Trump's extension of ceasefire

Michael Loria, Bart Jansen, Christopher Cann and Andrea Riquier
USA TODAY

Iran seized two ships in the Strait of Hormuz on April 22, tightening its grip on the strategic waterway, after President Donald Trump extended a ceasefire "until such time as their leaders and representatives can come up with a unified proposal."

Three container ships in total were fired upon around the strait, according to United Kingdom Maritime Trade Operations, a British organization that tracks merchant vessels. The Islamic Revolutionary Guard Corps seized two of the vessels for alleged maritime violations and escorted them to Iran's shores, according to the semi-official Tasnim news agency.

Of the two seized vessels, Epaminondas was headed to Mundra, India, and Euphoria was headed to Jeddah, Saudi Arabia, according to marinetraffic.com. The third ship that was fired upon, MSC Francesca, was headed to Hambantota, Sri Lanka, according to marinetraffic.com. The ships were the first seized since the beginning of the U.S.-Israeli war on Iran began Feb. 28.

The seizures came after Trump extended a two-week ceasefire, to give Iran's leaders more time to respond to U.S. peace proposals. But the U.S. Navy continues to blockade ships visiting Iranian ports, and Tehran continues to threaten ships attempting to travel through the strait of Hormuz, where one-fifth of the world's oil and natural gas travels.

Trump has threatened to "blow up the rest of their Country, their leaders included" if the two countries can't reach a settlement.

"Iran doesn't want the Strait of Hormuz closed, they want it open so they can make $500 Million Dollars a day (which is, therefore, what they are losing if it is closed)," Trump said on social media April 21. "They only say they want it closed because I have it totally BLOCKADED (CLOSED), so they mistakenly want to 'save face.'"

A first round of talks in Islamabad on April 11-12 produced no agreement, with the United States focusing on a long-standing dispute over Iran's stockpiles of highly enriched uranium.

Iran says it has only a peaceful civilian nuclear program and wants to continue that. It wants the war to end, sanctions to be lifted, reparations for wartime damage and recognition of its control over the strait.



U.S. forces patrol the Arabian Sea near the Touska, an Iranian-flagged cargo ship, on April 20. The U.S. Navy continues to blockade ships visiting Iranian ports, and Tehran continues to threaten ships attempting to travel through the Strait of Hormuz. PROVIDED BY MAYCNIT PUBLIC AFFAIRS/U.S. NAVY/AFP VIA GETTY IMAGES

Oil stable, gas back above $4

As the diplomatic standoff drags on, traffic through the Strait of Hormuz remains significantly below average numbers. The critical shipping lane off the Iranian coast has become a fixed point of the war.

Iran closed the channel after being attacked, driving up global fuel prices. Brent crude oil, the international standard, was trading just above $99 a barrel, up about 0.6% compared to the day before.

Gas prices, which lag behind the changes in oil, popped back above the psychologically important $4 threshold, with AAA's national average at $4.02 a gallon. That's about 15 cents higher than last year's average.

In a show of defiance, Iran showcased some of its ballistic weapons at a parade in Tehran late on April 21, with images showing a large banner in the background with a fist choking off the strait, the WANA news agency reported.



Average national gas prices have popped back above the psychologically important $4 threshold, with AAA's national average at $4.02 a gallon. MARIO TAMA/GETTY IMAGES

'A setback we were not expecting'

Pakistan, which has acted as a mediator, was still trying to bring the sides together for negotiations after both failed to show up for last-ditch talks on April 22 before the ceasefire had been due to expire.

A luxury hotel in Islamabad had been cleared out for the talks, but Iran never publicly accepted the invitation and the U.S. delegation led by Vice President JD Vance never left Washington, DC.

"We were all prepared for the talks, the stage was set," a Pakistani official briefed on the preparations told Reuters. "If you look me honestly, it was a setback we were not expecting, because the Iranians never refused, they were up to come and join, and they still are."

Another Pakistani source who was involved in the talks said Pakistan was still "working very hard to bridge that conflict, talk to each side with their sensitivities in mind."

There was no response early on April 22 to Trump's ceasefire announcement from senior Iranian officials, although some initial reactions from Tehran suggested Trump's comments were being treated skeptically.

Tasnim said Iran had not asked for a ceasefire extension and repeated Tehran's threats to break the U.S. blockade by force.

An adviser to Iran's lead negotiator, the speaker of parliament Mohammad B. Ghalibaf, said Trump's announcement might be a ploy.

Just hours before Trump called off attacks, he had repeated threats to resume them, saying his military was "raring to go."

Lebanese, Israeli envoys to meet

Meanwhile, Lebanese and Israeli diplomats will meet in Washington on April 23 as the clock winds down on a fragile ceasefire agreement between the two countries.

The meeting will be the second between envoys of the two nations this month. The first meeting, which were the highest-level direct talks between the countries in three decades, led to a 10-day ceasefire that has been tested as Iran-backed Hezbollah and Israel continue to trade strikes.

While officials from both countries have expressed an interest in sealing a lasting peace agreement, there are several sticking points. Lebanese officials have called for Israel to remove its ground troops from southern Lebanon. Israel, meanwhile, has vowed to continue occupying a significant portion of southern Lebanon until it eliminates the threat posed by Hezbollah, which is not directly involved in the talks and is more powerful militarily than the Lebanese Armed Forces.

Secretary of State Marco Rubio is expected to attend the meeting, with Lebanon represented by its ambassador to Washington, Nada Hamwad, and Israel represented by its ambassador, Yechiel Leiter.

Obituaries

TODAY'S DEATH NOTICES

Name	Age	Town, State	Passed	Arrangements	Service Time	Service Location	Interment
*Shankland, Sara Janet	90	Vero Beach, FL	Apr 17				
Wilchinsky, Derek N.	41	Palm City, FL	Apr 21	All County Funeral Home & Crematory - Stuart			

*Additional information in display obituaries
Obituaries appear in print and online at tcpalm.com/obituaries

Sara Janet Shankland



VERO BEACH - Sara Janet Shankland of Vero Beach, Florida, passed away on April 17, 2026, following a brief illness, at the age of 88.

Born Sara Janet Jenkins on October 25, 1937, in Huntington, West Virginia, Sara graduated from Huntington High School and the University of Cincinnati, with a BA in Fine Arts and a BS in Education.

Sara spent several years as an educator, beginning her career as an English teacher in South Point, OH, where she also co-hosted local WSAZ TV station's Saturday night "Shockwatch" with Emmy award-winning NBC broadcaster Fred Briggs. She eventually moved on to become a high school art teacher - replacing artist George Segal - in Piscataway Township, NJ, and subsequently in Alexandria, VA.

While taking a career break to raise her children in Potomac, MD, Sara remained active in her community, volunteering for several civic and social organizations, including serving as a board member and officer of the Florence Crittenton Home; chair of the Junior Guild of the Davis Memorial Goodwill Industries DC annual Gala; and local volunteer coordinator for the 1984 Mondale presidential campaign's DC headquarters. Sara also continued her artistic and entrepreneurial pursuits, successfully building small home-based businesses through which she shared her creative talents in markets and shows around the area. She was a founding member of the Potomac Community Theatre, as well as a member of St. Francis Episcopal Church, where she participated in the Altar Guild and as a Lay Eucharistic Minister.

In 1995, Sara and her husband Bill retired to Vero Beach, FL, where she became active in the Vero Beach Museum of Art and the Vero Beach Art Club, and was accepted into the local famed Art Under the Oaks art show for several years, selling her handcrafted silver jewelry. Sara was a member of the Trinity Episcopal Church, where she served as a Lay Eucharistic Minister and a member of the Daughters of the King. Sara and Bill enjoyed extensive travel all over the world.

Predeceased by her parents, Lena Henrietta Jenkins and Austin Thomas Jenkins, Sara is survived by her husband Bill Shankland, and daughters Anne Gordon of Edgewater, MD, and Katherine Gordon (Pedro-Cruz Castro) of Brooklyn, NY.

A memorial service for Sara will be scheduled at a later date.

OUR DEEPEST

Sympathy





Engineers turned off the Low-energy Charged Particles experiment aboard Voyager 1 on April 17. PROVIDED BY NASA/JPL-CALTECH

Voyager 1 probe nears 16 billion miles from Earth

Eric Lagatta
USA TODAY

NASA has shut down one of the science instruments on board the iconic Voyager 1 space probe in an effort to extend the life of humanity's first interstellar vehicle.

NASA engineers sent commands on April 17 to Voyager 1 to shut down an instrument on the probe called the Low-energy Charged Particles experiment, or LECP, the space agency said in a news release.

"While shutting down a science instrument is not anybody's preference, it is the best option available," Kareem Badaruddin, Voyager mission manager at NASA's Jet Propulsion Laboratory in Southern California, said in a statement.

The decision came as the aging nuclear-powered spacecraft runs low on power. NASA officials are confident that by turning off the LECP instrument, Voyager 1 will be able to conserve energy without the spacecraft getting so cold that its fuel lines freeze.

Voyager 1 still has two of its 10 original science instruments remaining in operation – including one that listens to plasma waves and one that measures magnetic fields, according to NASA.

The LECP instrument has been operating almost without interruption since Voyager 1 launched almost 49 years ago.

Voyager 1 and Voyager 2 are the only spacecraft far enough from Earth to use the instrument to measure things like ions, electrons and cosmic rays originating from our solar system and galaxy – providing critical data about the space beyond the giant bubble around the sun and its planets known as the heliosphere.

A small motor on the LECP that spins and scans in all directions remains on, giving the team the ability to reactivate the entire instrument if they find extra power.

The twin Voyager probes were launched on separate dates in 1977 from Florida from what is now the Cape Canaveral Space Force Station with the mission of exploring the outer solar system.

Contrary to its name, Voyager 2 was the first of the two to be launched into space on Aug. 20, 1977. Its twin probe, Voyager 1, then launched Sept. 5.

Though it was the second of the probes to get off the ground, Voyager 1 was on a faster route than its counterpart as it whizzed beyond the asteroid belt between Mars and Jupiter and overtook Voyager 2 by December of that year. Voyager 1 has the distinction of being the farthest human-made object from Earth.

The spacecraft have investigated all the giant planets of our outer solar system – Jupiter, Saturn, Uranus and Neptune – as well as the planets' magnetic fields and a combined 48 of their moons, NASA says.

The probes completed that portion of their respective journeys by 1989, after which NASA retooled their mission as an interstellar expedition – meaning one to moving beyond our solar system into the notion between stars, farther into the Milky Way.

In 2003, Voyager 1 became the first spacecraft to reach interstellar space, followed in 2018 by Voyager 2, according to NASA.

Should they encounter extraterrestrial life, both Voyager 1 and 2 also carry the famous "golden record," functioning both as a time capsule and a friendly Earthling greeting.

BUSINESS BRIEFS

Toxic metals found in water near Tesla refinery in South Texas

An independent water study found toxic metals from wastewater discharge from a Tesla lithium refinery making their way into a waterway near Corpus Christi, Texas.

The Texas Commission on Environmental Quality tested in February and reported the wastewater was in compliance with the refinery's permits, but the Texas Tribune reported the tests did not look for heavy metals.

Allen Nueces County Drainage District No. 3 discovered a plume flowing into a ditch that drains into Petronila Creek. It commissioned a third-party study examining water samples taken April 7. The study found trace levels of hexavalent chromium and arsenic, as well as elevated levels of manganese, iron, phosphorus, calcium, magnesium and potassium. According to the Environmental Protection Agency, hexavalent chromium "is a known human carcinogen when inhaled."

Best Buy taps Bonfiglio as CEO amid demand slowdown

Best Buy on April 22 named insider Jason Bonfiglio as CEO, replacing longtime executive Corie Barry. In a leadership change that comes as the U.S. retailer grapples with weak consumer demand and tariff-related supply-chain pressures.

The company, which operates more than 1,000 stores across North America, has been working to revive growth by expanding online sales, services and advertising as competition intensifies across the sector.

As the company's chief customer, product and fulfillment officer, Bonfig has been overseeing many of these initiatives, along with the company's Canadian business and its retail media unit, Best Buy Ads.

Hims & Hers to offer menopause, perimenopause treatments

Telehealth company Hims & Hers said on April 22 it will now offer treatment options for perimenopause and menopause via its platform, as rising U.S. demand for hormone therapy strains supplies of estrogen patches.

The company said the offering, available immediately to eligible users through its Hers platform, includes estrogen patch kits starting at $34 per month. Treatment plans may also include progesterone where clinically appropriate.

The launch comes as demand for estrogen patches has surged over the past year, leading to supply constraints nationwide. Industry sources have told investors shortages could last for up to three years following changes in U.S. health guidance on hormone replacement therapy.

USA TODAY Network and Reuters

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA

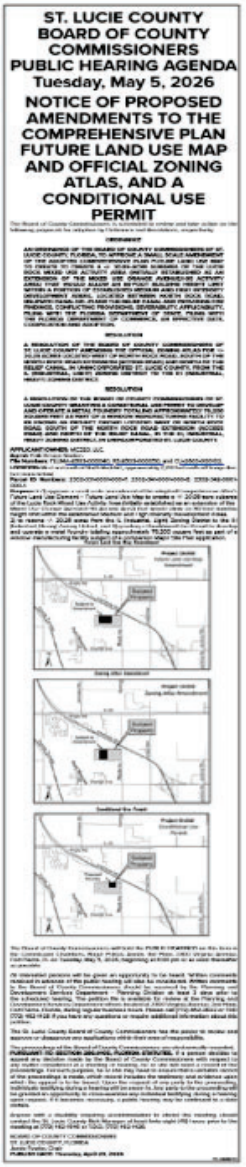
May 5, 2026



ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA

Tuesday, May 5, 2026

NOTICE OF PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP AND OFFICIAL ZONING ATLAS, AND A CONDITIONAL USE PERMIT



Looking to Buy a Car?
Check the classified listings everyday

BOARD OF COUNTY COMMISSIONERS

Meeting Time:
6:00 PM
(or soon thereafter)

Meeting Location:
BOCC Chambers
SLC Administration Annex,
2300 Virginia Avenue,
Fort Pierce, FL 34982

Applicant/Property Owner
HJA Design Studio, on behalf of
MC320, LLC
P.O. Box 15280
Fort Pierce, FL 34979

Project Location
West side of North Rock Road, approximately 2,700 feet north of Orange Ave.

Current Future Land Use
MXD (Mixed Use District) - Lucie Rock Activity Area, Medium & High Intensity

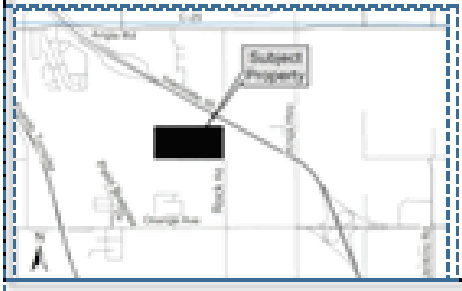
Proposed Future Land Use
MXD (Mixed Use District) -
Requesting Increased Height within +/-20.85 Subarea

Current Zoning
IL (Industrial, Light) & IH (Industrial, Heavy)

Proposed Zoning
IL (Industrial, Light) & IH (Industrial, Heavy)
Requesting to Expand the IH Zoning District area by +/-20.25 acres

Parcel ID Numbers: 2302-331-0001-000-2, 2302-341-0001-000-9, 2302-342-0001-000-1

Staff	Kori Benton, AICP
Tel	772-462-2518 direct
Email	kori.benton@stlucieco.gov
Mail	2300 Virginia Avenue Fort Pierce, FL 34982



Public Hearing Notice
Tuesday, May 5, 2026

Project Orchid—Notice of Proposed Future Land Use Map Amendment, Zoning Atlas Amendment & Conditional Use Permit



You are receiving this courtesy notice because you are a property owner within 500 feet of the proposed petition site.

Project Description
The applicant has petitioned approval of the following:

1. **Comprehensive Plan Future Land Use Map Amendment (Small-Scale):** To create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area. This would allow for an 80-foot building height limit within established Medium and High Intensity Development Areas.
2. **Rezoning:** To rezone +/- 20.25 acres from IL (Industrial, Light) to IH (Industrial, Heavy); and
3. **Conditional Use Permit:** To develop and operate a 76,200 square foot metal foundry as part of a window manufacturing facility, at the northwest portion of the subject site, currently in the IH (Industrial Heavy) Zoning District as part of a companion Major Site Plan application for the entire +/-73.48 acre site.

The purpose of these requests is to allow for the development of a window manufacturing facility approximately 1,390,000 square feet in size, with associated site improvements such as parking, landscape buffers, and stormwater ponds, within the IL, Industrial Light and IH, Industrial Heavy Zoning Districts.

Upcoming Public Hearings
This second public hearing at for these petitions will be held on May 5, 2026 at 6:00 PM or shortly thereafter before the St. Lucie County Board of County Commissioners, which has the power to review and approve or deny applications within their responsibility.

The Board encourages your input and comment at the public hearing. You may also mail or email written comments regarding this proceeding in advance of the public hearing for inclusion in the official record. Written comments should be received by the Planning and Development Services Department, Planning Division at least 3 days prior to the scheduled hearing.

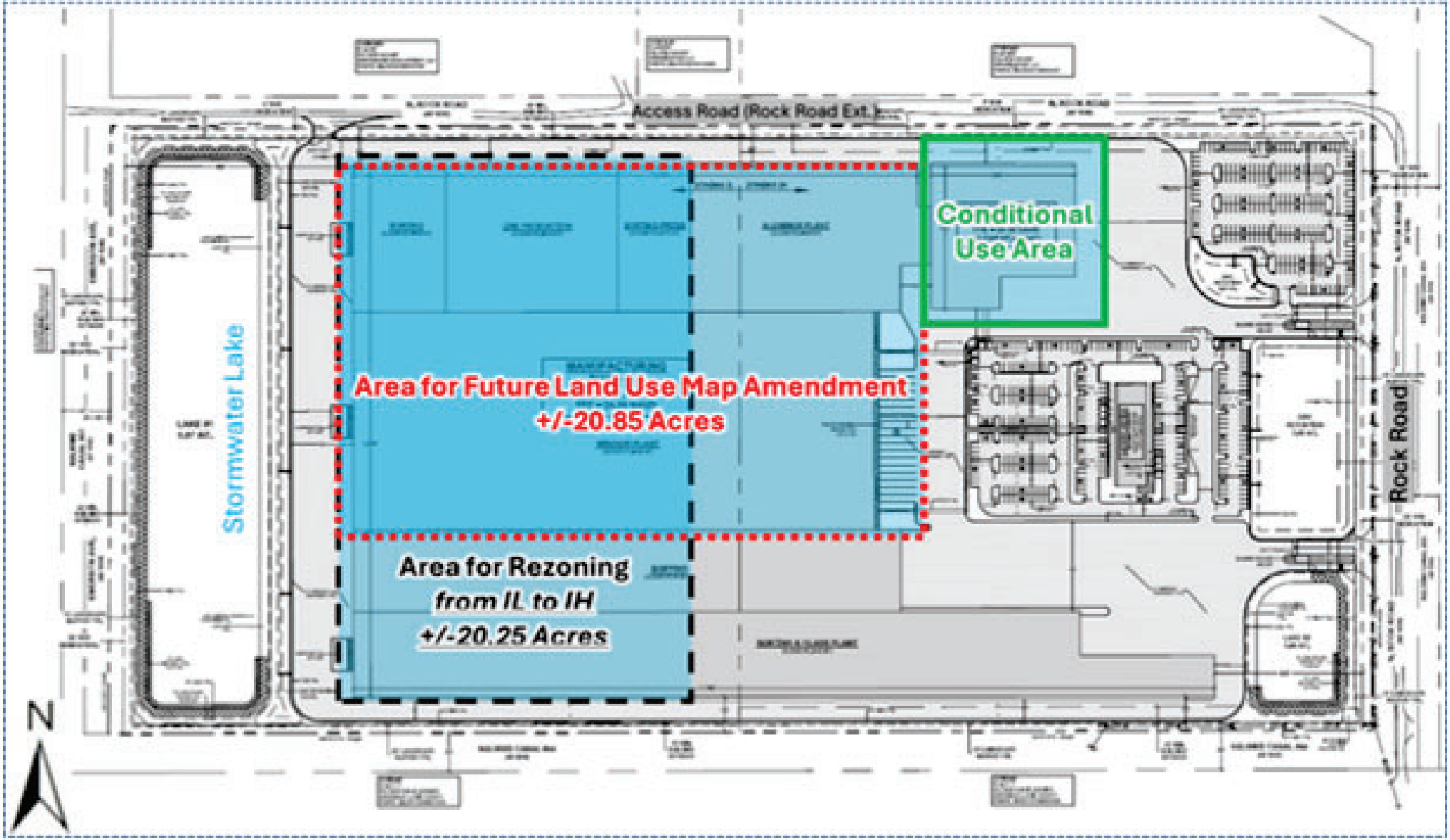
Anyone with a disability requiring accommodations to attend this meeting may contact the SLC Community Risk Manager at least 48 hours in advance at 772.462.1580 or TDD 772.462.1428

Further details are available in the Planning and Development Services Department—please contact: Planning & Development Services Planning & Zoning Division 772-462-2822 /772-462-2518

Mailed on or before Thursday, April 23, 2026

Site Plan Exhibit—with Petition Area Labeling for Graphically Puposes

File Numbers: FLUMA-2603-000040, RZ-2603-000050, and CU-2603-000102



Owner1	Owner2	Owner3	Owner1LastName	MailAddre	MailAddress2	MailCity	MailState	MailZipCode
NSLRWCD			NSLRWCD	14666 Orange Ave		Fort Pierce	FL	34945-4511
MC320 LLC			MC320 LLC	5701 SW Sunshine Farms WAY		Palm City	FL	34990-5608
R J M DEVELOPMENT LLC			R J M DEVELOPMENT LLC	5701 SW Sunshine Farms WAY		Palm City	FL	34990-5608
Scott Wescott			Scott Wescott	PO Box 2457		Fort Pierce	FL	34954-2457
Scott Groves LLC			Scott Groves LLC	PO Box 2457		Fort Pierce	FL	34954-2457
St Lucie County			St Lucie County	2300 Virginia AVE		Fort Pierce	FL	34982-5632
Pizkidz Partners LLC			Pizkidz Partners LLC	3376 Barrow Island RD		Jupiter	FL	33477-1379
Gibney Leasing Corp			Gibney Leasing Corp	PO Box 4900		Scottsdale	AZ	85261-4900
Renar Homes Morningside LLC			Renar Homes Morningside LLC	3725 SE Ocean BLVD, Unit Ste 101		Stuart	FL	34996-6715
HDP Pineapple Grove LLC			HDP Pineapple Grove LLC	1316 Sherman AVE, Unit Ste 215		Evanston	IL	60201-4361
Homestead Business Asset Management LLC			Homestead Business Asset Management LLC	23600 SW 162nd AVE		Homestead	FL	33031-1387
SHER-BRT LLC			SHER-BRT LLC	10 Train Band Rd		Bedford	NY	10506-1429



2026.04.21 08:40


NOTICE OF PUBLIC HEARINGS
Public Hearings on petitions of MC320, LLC to 1) Amend the Comprehensive Plan Future Land Use Map to create a +/- 20.85-acre Subarea within the Lucie Rock Mixed Use (MDX) Activity Area with an 80-foot building height limit. 2) Rezone +/- 20.25 acres from IL (Industrial, Light) to IH (Industrial, Heavy) Zoning District. and 3) to secure a Conditional Use Permit to develop a metal foundry at the northeast portion of the subject site. Currently in the IH (Industrial Heavy) Zoning District as part of a proposed +/-1,390,000 s q. ft. manufacturing complex.
The first PUBLIC HEARING set will be held before the Planning & Zoning Commission on Thursday, April 16 2026 at 6:00 P.M. or as soon thereafter as possible.
The second PUBLIC HEARING set will be held before the Board of County Commissioners on Tuesday, May 5 2026 at 6:00 P.M. or as soon thereafter as possible.
Project Name & Numbers: Project Orchid - Future Land Use Map Amendment (FLUMA-2603-000049). Rezoning (RZ-2603-000050). and Conditional Use Permit (CU-2603-000102).
For information or copies of the petition visit the Planning and Development Services Department, County Administration Building, 2300 Virginia Ave. Fort Pierce. or call (772)462-2822 during regular business hours.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Project Name & Numbers: Project Orchid - Future Land Use Map Amendment (FLUMA-2603-000040).
Rezoning (RZ-2603-000050). and Conditional Use Permit (CU-2603-000102).
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2121 Ponce De Leon Blvd.
Suite 430
Coral Gables, Florida 33134

TEL (786) 632-2100

foundrycommercial.com

March 9, 2026

Dear Property Owner,

Re: Invitation to Neighborhood Community Meeting – Proposed Project on Rock Road

Foundry Commercial Developer is in the early stages of planning a proposed development on property located on the west side of Rock Road, just north of the St. Lucie County Jail. The site is about 3,000 feet from the intersection of Rock Road and Orange Avenue. A location map is attached for your reference.

Project Orchid will include a new 1.4 million square foot window manufacturing facility along with a 27,300 square foot office building.

Because you live or own property nearby, we want to share information directly with you and provide an opportunity to learn more about the project as plans are taking shape. At this time, the project is in the programming and concept design phase, and no final approvals have been granted.

You are invited to attend a Neighborhood Community Meeting:

March 25, 2026
6:00 – 7:00 PM
Sunshine Kitchen
7550 Pruitt Research Road in Fort Pierce

The purpose of the meeting is to:

- Provide an overview of the proposed development
- Share preliminary site plans and project information
- Explain the anticipated review process
- Listen to questions, feedback, and concerns from nearby property owners

EXHIBIT "A"

DESCRIPTION:

A PORTION OF SOUTH ONE HALF OF THE SOUTHWEST ONE QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 2; THENCE N00°13'36"E ALONG THE WEST LINE OF THE SOUTHWEST ONE OF SAID SECTION 2, A DISTANCE OF 1,316.05 FEET TO A POINT OF INTERSECTION WITH A LINE LYING 5.00 FEET SOUTH OF AND PARALLEL WITH SAID SOUTH ONE HALF OF THE SOUTHWEST ONE QUARTER OF SECTION 2; THENCE N89°50'57"E ALONG SAID PARALLEL LINE AND THE SOUTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE, AS RECORDED IN OFFICIAL RECORD BOOK 3664, PAGE 1430 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, A DISTANCE OF 580.99 FEET; THENCE S00°03'07"E, A DISTANCE OF 69.15 FEET TO THE POINT OF BEGINNING; THENCE N89°56'53"E, A DISTANCE OF 801.42 FEET; THENCE S00°03'07"E, A DISTANCE OF 1102.50 FEET; THENCE S89°55'26"W, A DISTANCE OF 798.75 FEET; THENCE N00°03'07"W, A DISTANCE OF 1102.84 FEET TO THE POINT OF BEGINNING.

CONTAINING 882,226 SQUARE FEET OR 20.254 ACRES, MORE OR LESS.

NOTES:

1. THIS SKETCH OF DESCRIPTION OR REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND THE ORIGINAL SEAL, OR THE AUTHENTICATED ELECTRONIC SIGNATURE AND SEAL, OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER.
2. LANDS SHOWN HEREON WERE ABSTRACTED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NUMBER: 12889656, REVISION NUMBER: 1: 2/18/2026 ISSUING OFFICE FILE NUMBER: G26-004, COMMITMENT DATE: 02/05/2026 AT 05:00 PM. SCHEDULE B-SECTION II EXCEPTIONS WERE REVIEWED BY THIS OFFICE AND ALL PLOTTABLE EXCEPTIONS ARE SHOWN HEREON.
3. BEARINGS SHOWN HEREON ARE BASED ON GRID, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASIS FOR THIS SKETCH OF DESCRIPTION IS BASED ON A MEASURED WEST LINE OF THE SOUTHWEST ONE QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, SAID LINE BEARS N00°13'36"E AND ALL OTHER BEARINGS ARE RELATIVE THERETO. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS
4. THE "LAND DESCRIPTION" HEREON WAS PREPARED BY THE SURVEYOR.
5. THIS IS NOT A SURVEY.

CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED SKETCH OF SKETCH OF DESCRIPTION OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS PREPARED UNDER MY DIRECTION ON MARCH 31, 2026. I FURTHER CERTIFY THAT THIS SKETCH OF DESCRIPTION MEETS THE STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17 ADOPTED BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS PURSUANT TO FLORIDA STATUTES 472.027.

SHEET 1 OF 3

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE - SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

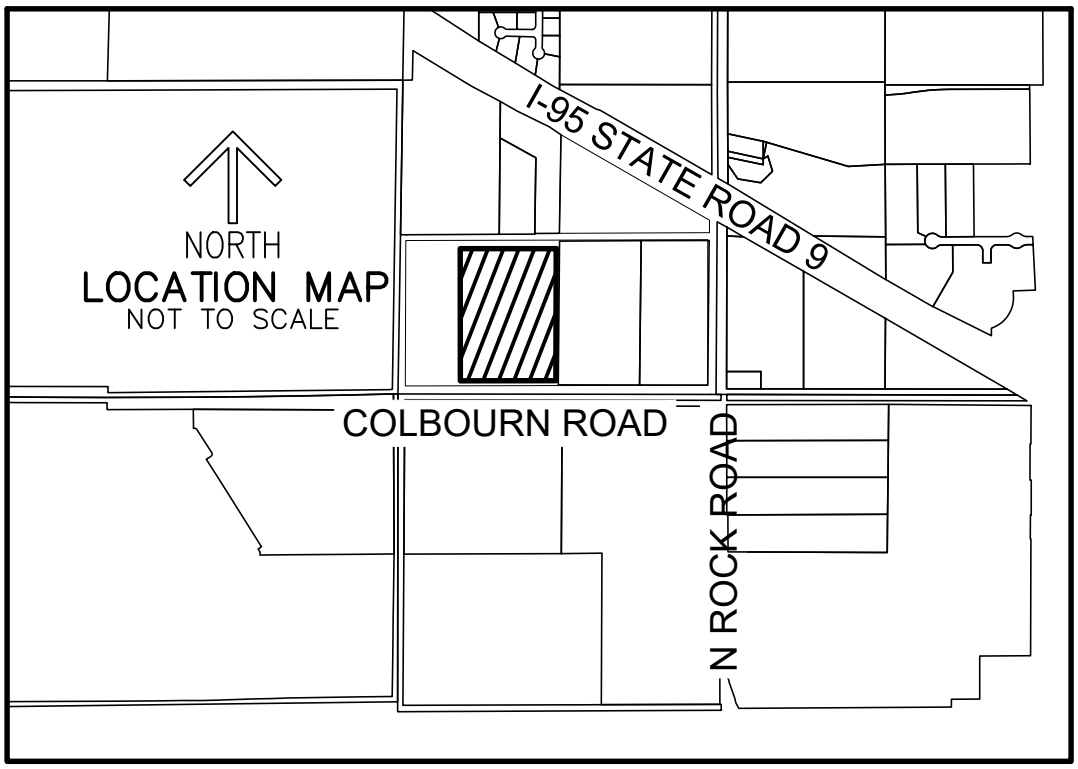
DAVID P. LINDLEY CERTIFICATE No 5005 STATE OF FLORIDA REGISTERED LAND SURVEYOR

Digitally signed by David Lindley
Date: 2026.04.01 15:57:40 -04'00'
Adobe Acrobat version: 2025.001.21288

DAVID P. LINDLEY
REGISTERED LAND SURVEYOR NO. 5005
STATE OF FLORIDA
L.B. 3591

DATE	3/31/2026
DRAWN BY	DL
F.B./ PG.	N/A
SCALE	AS SHOWN
JOB NO.	11784rflumv1

PROJECT ORCHID
REZONING PARCEL SKETCH OF DESCRIPTION



LEGEND ABBREVIATIONS

LB – LICENSED BUSINESS
L.W.D.D. – LAKE WORTH DRAINAGE DISTRICT
O.R.B. – OFFICIAL RECORD BOOK
R/W – RIGHT–OF–WAY

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BOCA RATON, FLORIDA 33434
PHONE (561)–392–1991 / FAX (561)–750–1452

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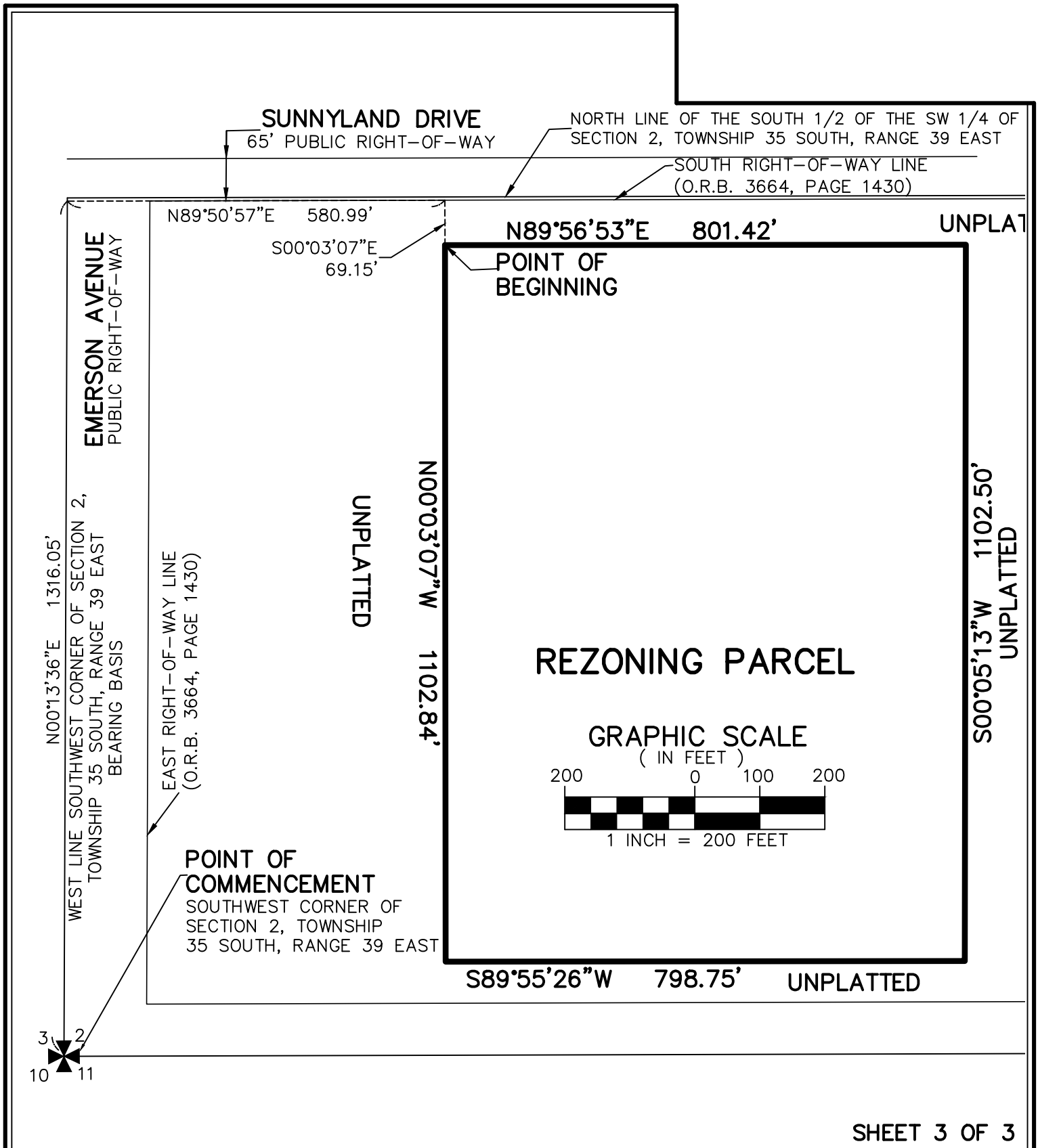

SHEET 3 OF 3

CAULFIELD & WHEELER, INC.
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LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

NORTH

DATE	3/31/2026
DRAWN BY	DL
F.B./ PG.	N/A
SCALE	AS SHOWN
JOB NO.	11784rflumv1

PROJECT ORCHID
REZONING PARCEL SKETCH OF DESCRIPTION

10.A.3.
RES-2026-83
PUBLIC HEARINGS - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*RESOLUTION ITEM - CONDITIONAL USE
QUASI-JUDICIAL ITEM? YES

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Kori Benton, Planning & Zoning Manager

SUBMITTED BY: Planning & Development Services

SUBJECT: Project Orchid Metal Foundry - Conditional Use Permit in the IH, Industrial Heavy Zoning District on N. Rock Road - **THIS ITEM IS QUASI-JUDICIAL - ADD ON**

BACKGROUND:

The applicant has petitioned for a Conditional Use Permit to develop and operate a +/-76,200 square foot metal foundry as part of a window manufacturing facility, at the northwest portion of the subject site, currently in the IH (Industrial Heavy) Zoning District as part of a companion Major Site Plan application for the entire +/-73.48 acre site. The property is located west of North Rock Rd, south of North Rock Rd. Extension (Access Rd.), and north of the Relief Canal, just north of the County jail. The property is located within the Urban Service Boundary (USB).

The applicant has also proposed a Comprehensive Plan Future Land Use Map Amendment (Small-Scale) to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area. This Amendment would allow for an 80-foot building height limit within established Medium and High Intensity Development Areas. Additionally, an associated Zoning Atlas Amendment proposes to rezone +/- 20.25 acres of the site from IL (Industrial, Light) to IH (Industrial, Heavy).

The purpose of the collective requests is to allow for the development of a window manufacturing facility approximately 1,390,000 square feet in size, with associated site improvements such as parking, landscape buffers, and stormwater ponds, within the IL, Industrial
Light and IH, Industrial Heavy Zoning Districts.

PREVIOUS ACTION:

On September 3, 2013, the St. Lucie County Board of County Commissioners granted approval, through Resolution No. 2013-167, the petition of Lucie Rock, LLC, for a Major Site Plan known as St. Lucie Commerce Center.

On September 17, 2013, the St. Lucie County Board of County Commissioners approved the St. Lucie Commerce Center 10-Year Agreement extending Resolution No. 2013-167 to September 17, 2023.

On October 9, 2020, PDS Order 2020-058 was approved by the St. Lucie County Planning & Development Services Director granting a statutory extension under Florida Statute Section 252.363 extending the expiration date for the Major Site Plan known as St. Lucie Commerce Center to November 24, 2025.

On October 10, 2023, PDS Order 2023-064 was approved by the St. Lucie County Planning & Development Services Director granting a statutory extension under Florida Statute Section 252.363 extending the expiration date for the Major Site Plan known as St. Lucie Commerce Center to November 24, 2029, and extended the Development Agreement term through September 17, 2027.

On April 16, 2026, the Planning and Zoning Commission held a public hearing on this petition and after discussion voted unanimously to recommend approval.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board approves the Project Orchid Conditional Use with conditions as contained in Resolution 2026-83, authorizing the Chair to sign documents as approved by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 29, 2026

Katherine Barbieri, County Attorney



Date: April 29, 2026

Mayte Santamaria, Deputy County Administrator

TO: Board of County Commissioners

THROUGH: Benjamin Balcer, AICP, Planning & Development Services Director

FROM: Kori Benton, AICP, Planning & Zoning Manager
Thad Crowe, AICP, Senior Planner

DATE: April 27, 2026

SUBJECT: Project Orchid Conditional Use Permit (CU-2603-000102) – Metal Foundry

GENERAL INFORMATION:

Property Owner/Applicant:	MC320, LLC 5701 SW Sunshine Farms Way Palm City, FL 34990-5608
Agent:	HJA Design Studio, Patti Tobin 3500 SW Corporate Pkwy Suite 203 Palm City, FL 34990
Design & Traffic Consultant:	Kimley-Horn and Associates, Inc. 477 South Rosemary Avenue, Suite 215 West Palm Beach, FL 33401
Location:	West of N. Rock Rd., south of N. Rock Rd. Ext. (Access Rd.), and north of NSLRWCD Canal #44 (Relief Canal).
Parcel ID Numbers:	2302-342-0001-000-1 (CUP & Partial FLUMA), 2302-341-0001-000-8 & 2302-331-0001-000-7 (Partial Rezoning & FLUMA).
Project Size:	73.27 acres (total project site), CUP area is +/-9 acres.
Future Land Use:	MXD, Mixed Use District - Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed-Use Orange Avenue/I-95 Activity Area)
Proposed Land Use:	MXD, Mixed Use District - Lucie Rock Mixed Use Activity Area – proposed to be amended to create a +/- 20.85-acre subarea that would set an 80-foot building height limit within established Medium and High Intensity Development Areas.
Existing Zoning:	IH, Industrial Heavy (+/- 36.06 acres) & IL, Industrial Light (+/- 37.21 acres)
Proposed Zoning:	IH, Industrial Heavy (+/- 20.25 acres) currently zoned IL would be rezoned to IH, resulting in +/- 56.31 acres in IH and +/- 16.96 acres in IL.
Existing Use(s):	Undeveloped
Utilities:	FPUA service area, water & sewer lines are present on the west side of Rock Rd.

BACKGROUND:

The Agent, Patti Tobin of HJA Design Studio, on behalf of Applicant and Property Owner MC320, LLC, petitioned for a Conditional Use Permit (CUP) for a metal foundry up to 76,200 sq. ft. in size, as part of a glass window manufacturing plant on the subject property. In addition, the Applicant filed four companion applications for the subject property (three parcels located west of N. Rock Rd., south of N. Rock Rd. Extension (Access Rd.), and north of the Relief Canal):

1) A Comprehensive Plan Future Land Use Map Amendment (FLUMA) that would create a +/-20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area), an area in which an 80-foot building height limit is set, within the established Medium and High Intensity Development Areas;
2) An amendment to the Official Zoning Atlas seeking to assign the IH (Industrial, Heavy) zoning district to an additional +/-20.25 acres of the overall +/-73.27-acre site, land that is currently zoned IL (Industrial, Light);
3) A Major Site Plan for the complete manufacturing plant; and
4) An Amendment to the St. Lucie Commerce Center (Lucie Rock) Development Agreement.

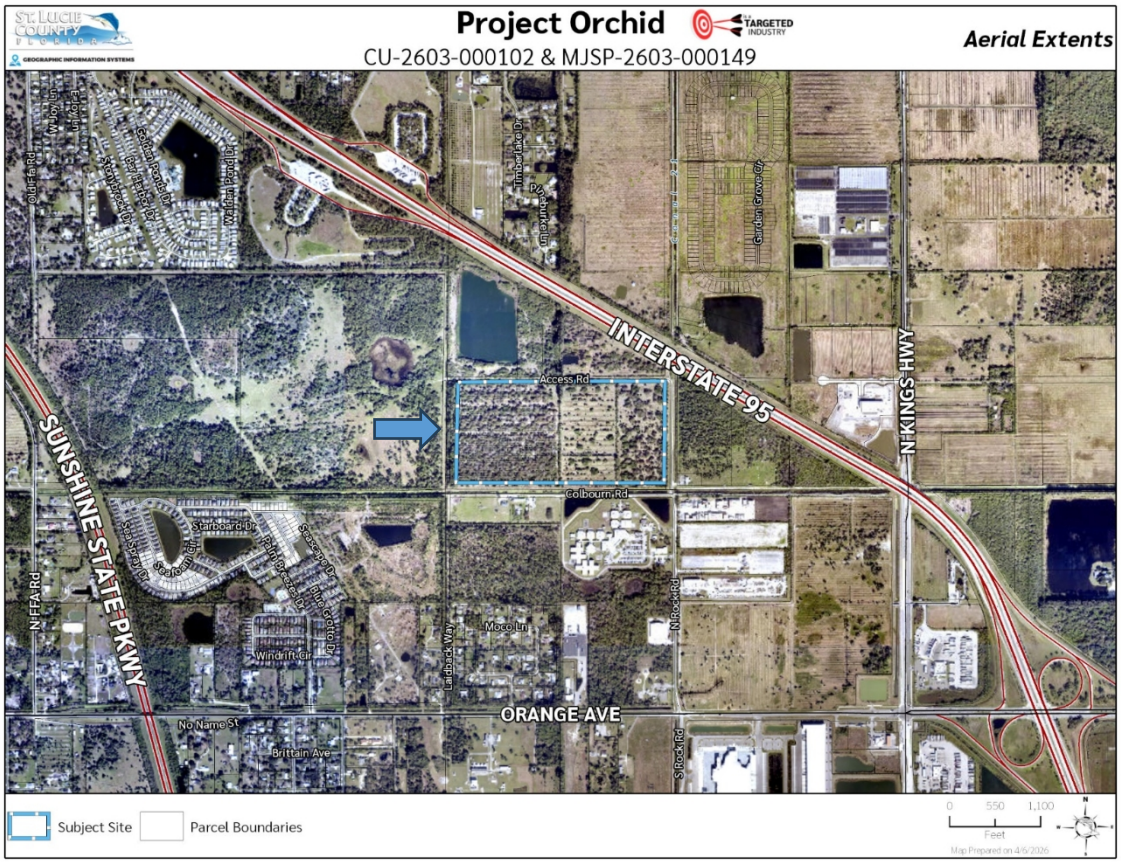

Figure 1: Aerial Map of Project Orchid Site

The Conditional Use / Major Site Plan shows the proposed +/-1,283,744 sq. ft. manufacturing building, with the subject of this Conditional Use Permit (CUP) being the approximate 76,200 sq. ft. Foundry, located in the northeastern corner of the larger building. Glass, window and metal product manufacturing is an allowable use in IL zoning, but the foundry element is appropriately classified as under Land Development Code (LDC) Section 3.01.03. U.7.b. (5) Primary metal industries manufacturing, provide under Standard Industrial Classification (SIC) Code 33, which requires Conditional Use approval.

The foundry is utilized to melt aluminum, which is then formed into components, combined with glass, and assembled into finished windows. All processes take place indoors. A two-story office building is located east of the plant, with employee parking around the office and east of the foundry. An internal driveway loops around the building, to support onsite vehicular movements, with all loading bays situated on the east façade.

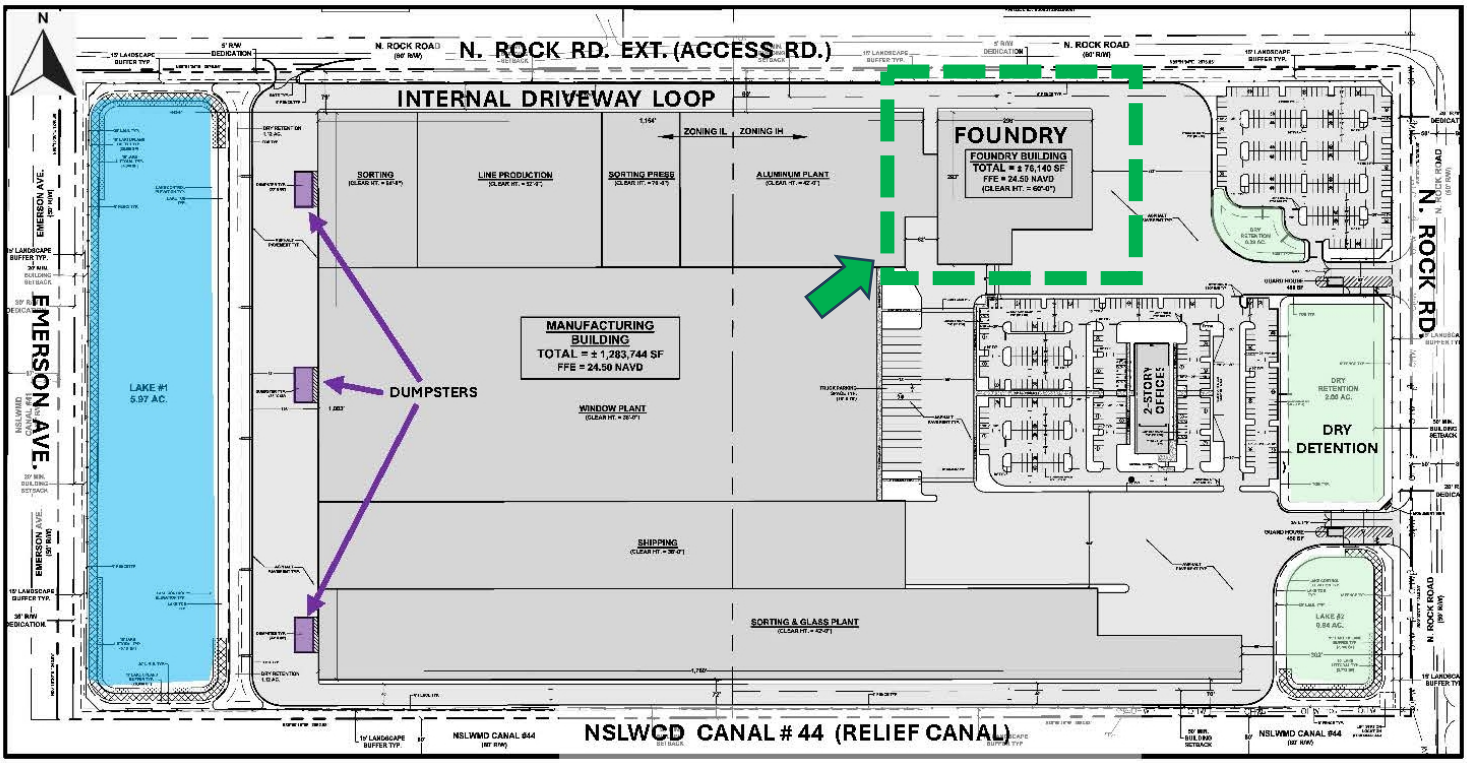

Figure 2: Site Plan Overview – Proposed Foundry Noted in Green

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The proposed Project Orchid site has an active site plan on it currently, see Figure 3 below. On September 3, 2013, the St. Lucie County Board of County Commissioners granted approval, through Resolution No. 2013-167, for a Major Site Plan known as the St. Lucie Commerce Center. The approval included a 40-lot subdivision in the IL (Industrial, Light) and IH (Industrial, Heavy) Zoning Districts. The Major Site Plan has remained active through a Board Resolution and series of PDS Orders because of a 10-Year Development Agreement (and an Executive Order due to the threat of several hurricanes to the State of Florida. PDS Order 2023-064 granted a 48-month Major Site Plan extension until November 24, 2029, and the Development Agreement is scheduled to expire September 27, 2027.

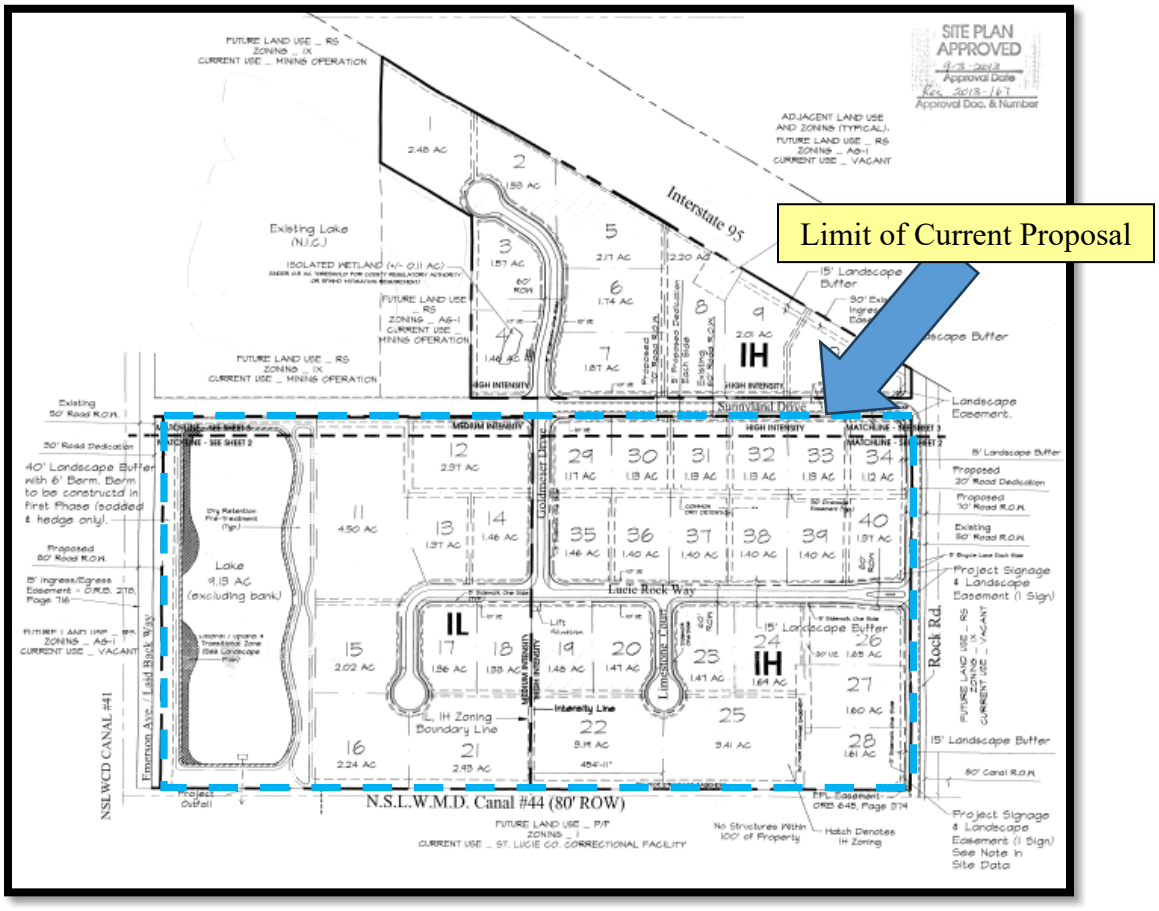

Figure 3: Active Site Plan for St. Lucie Commerce Center – Project Orchid Site Marked

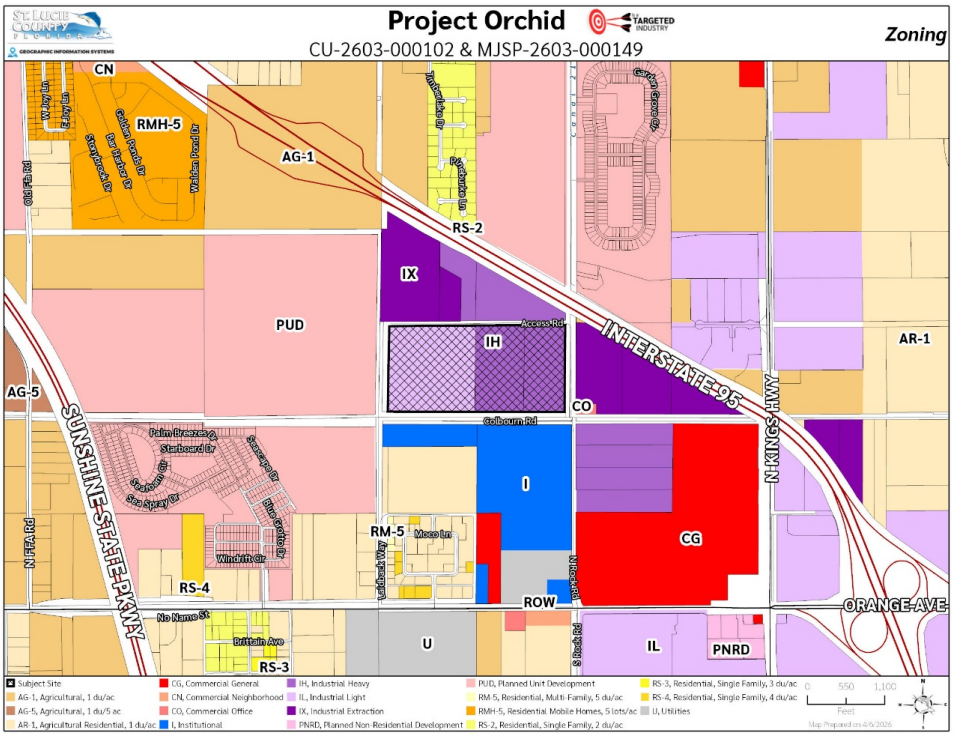

Figure 4: Current Zoning

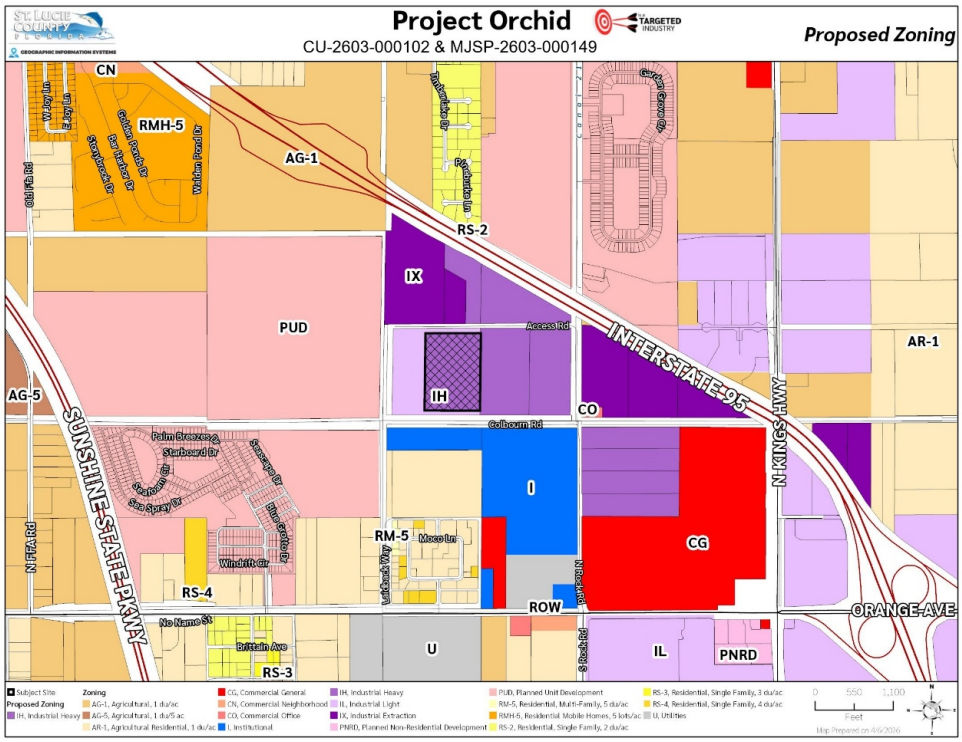

Figure 5: Proposed Zoning

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CONDITIONAL USE PERMIT STANDARDS OF REVIEW SET FORTH IN LAND DEVELOPMENT CODE SECTION 11.07.03

The St. Lucie County Land Development Code Sec. 11.07.01 sets forth the purpose of a Conditional Use Permit (CUP) as follows:*...to provide for uses that are generally compatible with the use characteristics of a zoning district, but which require individual review of their location, design, intensity, configuration, and public facility impact in order to determine the appropriateness of the use on any particular site in the district and their compatibility with adjacent uses. Conditional uses may require the imposition of additional conditions to make the uses compatible in their specific contexts.*

Per LDC Section 11.07.03, a CUP shall be granted only if the applicant demonstrates conformance with Criteria A.-E. below.

A. Consistency With Local Code and Comprehensive Plan.

The proposed Foundry site is situated within the IH, Industrial Heavy Zoning District. The purpose of the IH district to *"provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings."*

While the proposed foundry use is permitted as a Conditional Use within the IH Zoning District, such uses are recognized as having the potential to generate off-site impacts including noise, vibration, odor, and emissions. Accordingly, consistency with the Land Development Code and Comprehensive Plan is contingent upon the implementation of enforceable performance standards and operational controls to ensure compatibility with surrounding and planned land uses.

LDC Section 3.01.03.U. IH, Industrial Heavy identifies the manufacturing of fabricated metal products (except ammunition and ordnance), SIC #34, such as window manufacturing as a permitted use.

Metal melting and casting activities are characteristics of a foundry operation, classified as a primary metal processing activity, SIC #33, is an eligible conditional use in the IH Zoning District. The overall site plan is being evaluated to ensure comprehensive compliance with application dimensional, design and performance standards.

The current Future Land Use Map (FLUM) designates these three properties and other properties to the north and southeast with the MXD (Mixed Use District) category. Comprehensive Plan Policy 1.1.1.2.H. describes the MXD future land use category as follows:

Mixed Use Development (MXD): The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special or unique environmental consideration that may not be appropriate for traditional land use designations. Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process. The following criteria, in addition to those as cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

• Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Nonresidential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.

• Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.

• All uses shall be compatible with adjacent land uses.

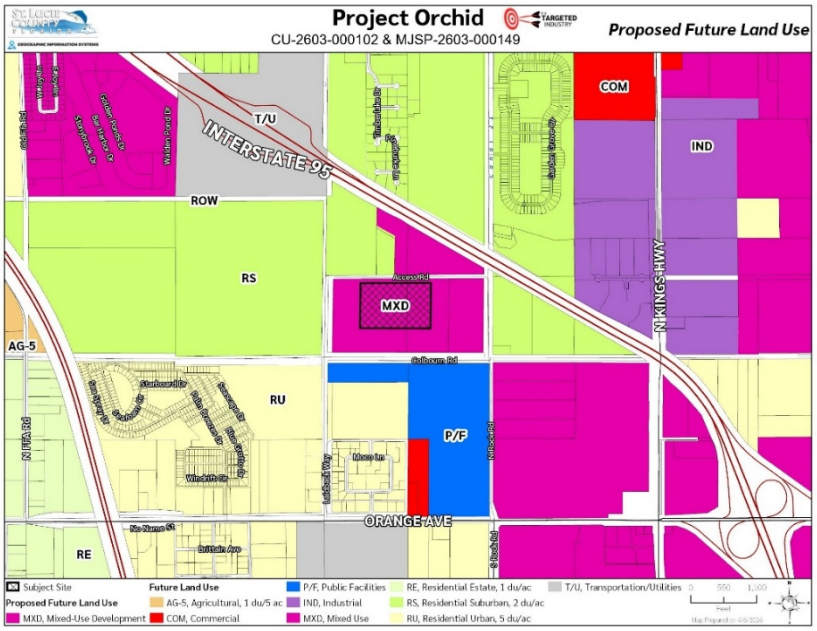


Figure 6: Proposed Future Land Use

The following Comprehensive Plan objectives and policies pertaining to economic sustainability, targeted industry support, and economic development provide support for the proposed CUP.

<u>*Future Land Use Element*</u>

Objective 1.1.13: Economic Sustainability. To enhance the quality of life of St. Lucie County and promote a sound and resilient local economy, St. Lucie County shall continue to work with the interested groups and agencies to increase and broaden the County's economic base while expanding existing business and industrial opportunities.

Policy 1.1.13.1: St. Lucie County shall actively assist to the maximum extent practical in the recruitment of clean high growth industrial activities and maintain an expedited permitting process for bona fide economic development projects, especially those within the Targeted Industry List, and for development projects located within the Foreign Trade Zone.

Policy 1.1.13.4: The County shall maintain procedures and incentive tools to encourage business development and assist economic development in St. Lucie County, especially for business within the Targeted Industry List. This goal shall be further implemented by developing innovative land use codes to provide an enhanced the quality of life for St. Lucie County and promote a sound, diverse and resilient local economy.

Economic Development Element
Goal 10.1: Support economic development in St. Lucie County as part of an overall strategy for sustainability and quality of life.

Objective 10.1.1: Develop and implement activities designed to improve the overall prosperity of St. Lucie County and its residents.

Policy 10.1.1.1 - Attract investors to help diversify the industrial base, broaden the economic tax base and strengthen the job market.

Policy 10.1.1.4 - Place a high priority on infill and redevelopment projects that are consistent with the smart growth policies of St. Lucie County.

Policy 10.1.1.6 - Continue to encourage the development of high wage, high skill, long term job creation in the County.

Policy 10.2.1.4 - Encourage the development of clusters of industries according to the adopted targeted industry list such as Manufacturing Facilities, Finance and Insurance, Information, Clean Energy, Professional, Scientific, and Technical Services, Management and Distribution, and Administrative and Support Services at appropriate locations in St. Lucie County.

B. Effect on Adjacent Properties.
Criterion B provides the following compatibility tests for proposed Conditional Uses.



Figure 7: Site Plan Rendering with Nearby Lands *(Foundry Denoted by Blue Arrow)*

1. *The proposed conditional use will not have an undue adverse effect upon nearby property.*
   As shown in Table 1, adjacent properties have similar intensive industrial or institutional future land use and zoning. The County Correctional Facility is to the south of the site, and a modest business office is situated to the east; other adjacent properties are undeveloped, but in the vicinity, there are similar industrial uses including a precast concrete manufacturer and an auto auction yard. While the surrounding area contains industrial and institutional uses, compatibility concerns exist with respect to the planned residential development to the west. With appropriate mitigation measures, including noise, emission, and odor controls in place, adverse impacts from the proposed metal foundry are not anticipated.

Table 1: Adjacent Zoning and Future Land Uses

Location		Future Land Use	Zoning	Existing Land Use
Subject Property		MXD (Mixed Use District)	IH (Industrial, Heavy, eastern half)/ IL (Industrial, Light, western half)	Undeveloped
Adjacent Parcels	***North***	MXD (Mixed Use Development), RS (Residential Suburban)	IH (Industrial, Heavy, eastern half)/ IX (Industrial, Extraction, western half)	Undeveloped, retention pond
	South	P/F (Public Facilities)	I (Institutional)	County Correctional Facility
	East	RS (Residential Suburban)	IX (Industrial Extraction) / CO (Commercial, Office)	Office/Undeveloped
	West	RS (Residential Suburban)	PUD (Sunnyland Farms Planned Unit Development – Lapsed / Newly Proposed)	Undeveloped

2. *The proposed conditional use is compatible with the existing or planned character of the neighborhood in which it would be located.*

   The proposed manufacturing use is compatible with area land use and zoning and with other similar industrial uses nearby. Staff's review emphasized potential impacts to lands planned for residential use to the west (Proposed Sunnyland Farms PUD), ensuring design and operational details provide performance standards that minimize noise, emissions, and odor impacts. The Foundry location is roughly a one-third mile from the proposed PUD to the west.

3. *All reasonable steps have been taken to minimize any adverse effect of the proposed conditional use on the immediate vicinity through building design, site design, landscaping, and screening.*

   Project Orchid attempts to mitigate impacts to the residential use to the west by situating the building on the eastern portion of the property and placing a 5.97-acre lake between the manufacturing building and the proposed Sunnyland Farms development to the west. In addition, Project Orchid provides a 15-foot landscape buffer along all four sides of the site, as well as a 1.12-acre dry retention area located between the building and the western lake.

   The project will comply with required landscape buffering and screening standards, including a 15-foot-wide perimeter landscape buffer. The following mitigation measures are essential to address potential noise, odor, and emissions impacts:
   a. All activities occur within enclosed buildings to reduce machinery & industrial processes noise.
   b. Fully enclosed air systems.

c. Protocols to support the capture & filtering of emissions before their release using adsorption, absorption, and mechanical separation with the use of chemical scrubbers, sorbent-based filters, and baghouses to trap pollutants.

4. *The proposed conditional use will be constructed, arranged, and operated so as not to interfere with the development and use of neighboring property, in accordance with applicable district regulations.*

The CUP site plan complies with applicable standards related to driveway design, site access, parking, buffering, and screening. Vehicular circulation has been designed to provide safe and efficient ingress and egress, while parking is adequate to serve the proposed use. Required buffering and screening elements are incorporated to minimize visual and operational impacts on adjacent properties. Additionally, the layout and design of the site ensure compatibility with surrounding uses and will not interfere with the orderly development or continued use of neighboring properties.

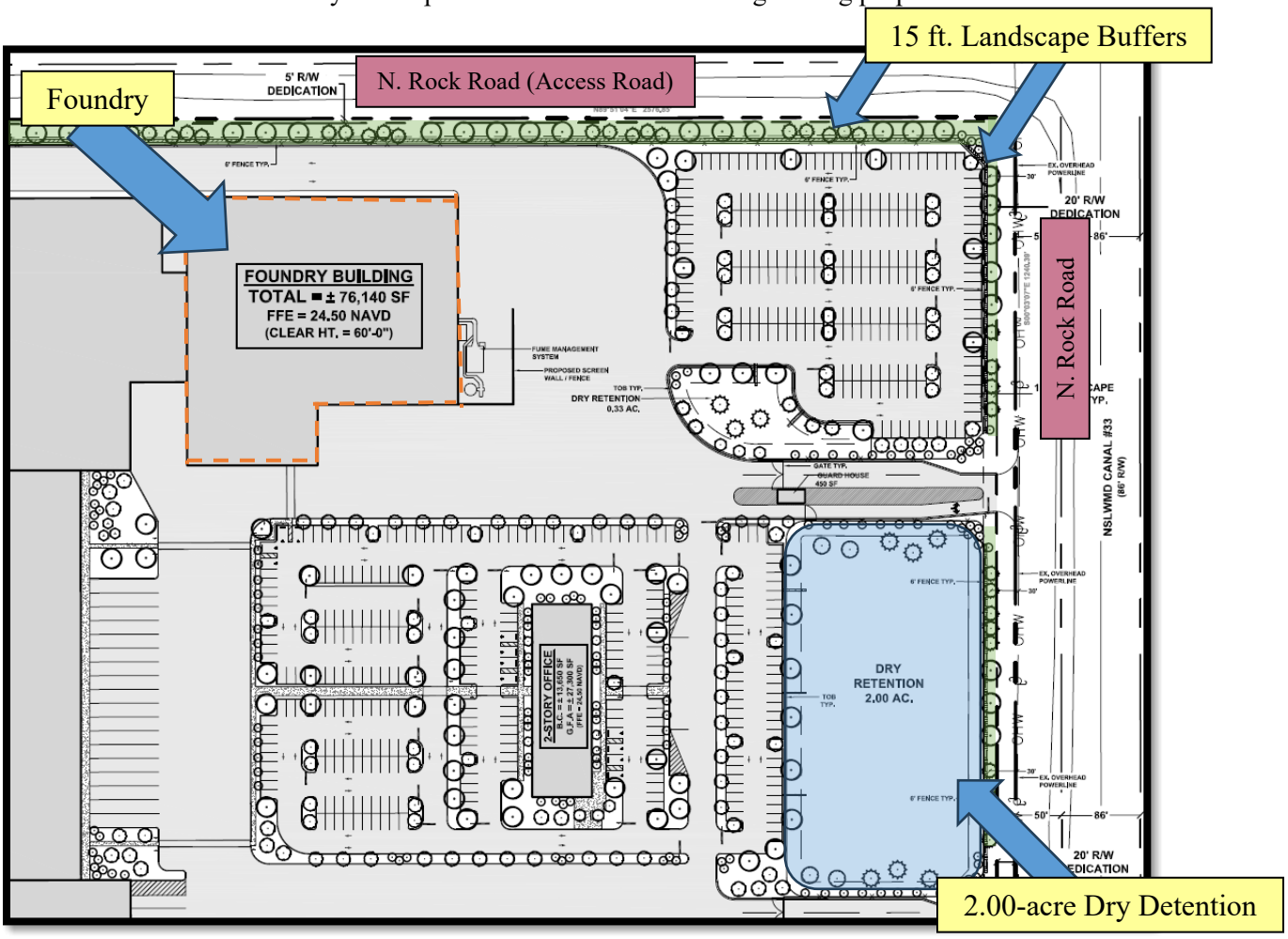


Figure 8: Snapshot from Proposed Landscape Plan for St. Lucie Commerce Center – Foundry Building

The foundry is located on the northeastern side of the project near the two parking lots and 2-story office building. The circular internal drive aisle and 15 ft. landscape buffers separate the foundry from the N. Rock Road Access Road to the north.

Figures 9 and 10, below, illustrate the western boundaries of the property and the approved St. Lucie Commerce Center lake, dry detention pre-treatment area, and landscape buffer and the proposed Project Orchid lake, dry detention area, and landscape buffer. Project Orchid is encouraged to minimize offsite impacts through landscape buffering, screening, and building placement. Future development on the residentially zoned property to the west has also been encouraged to reduce impacts to its residents through thoughtful design, mitigation efforts, and adequate screening and buffering.

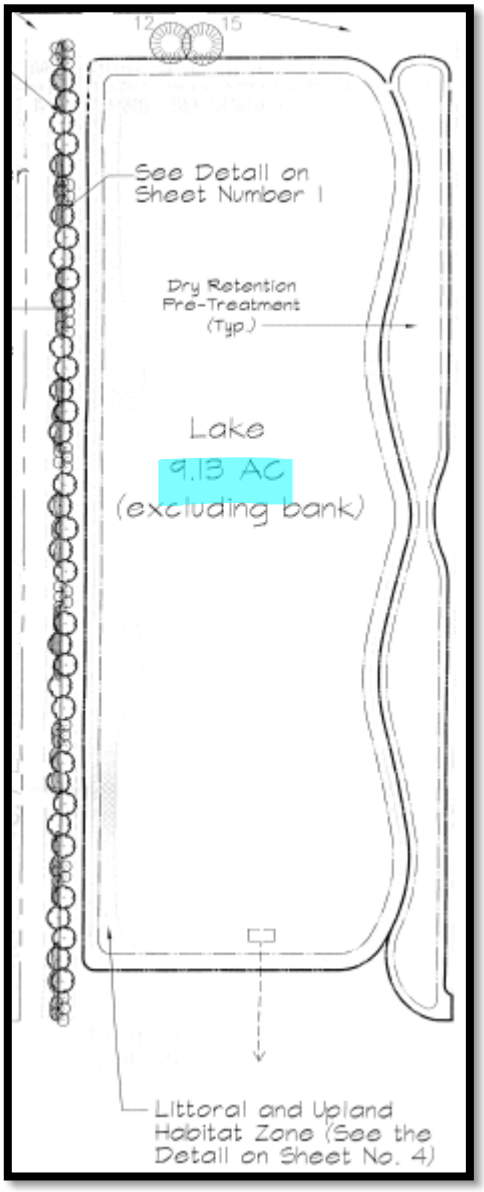


Figure 9: Snapshot from Previously Approved Landscape Plan for St. Lucie Commerce Center – Western Property Buffer

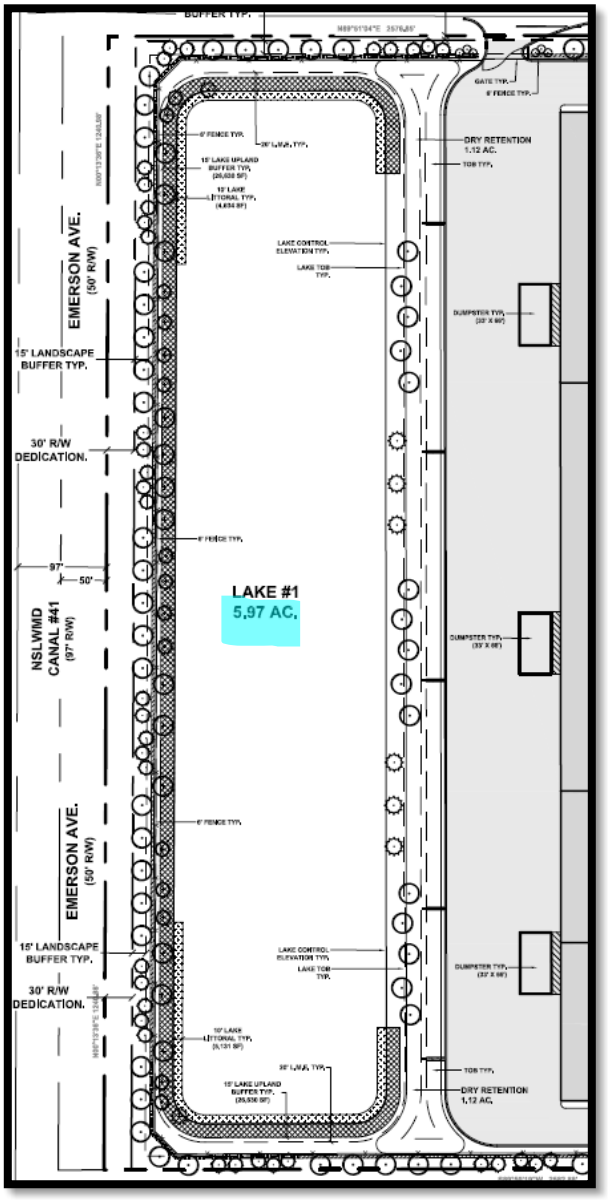


Figure 10: Snapshot from Proposed Landscape Plan for St. Lucie Commerce Center – Western Property Buffer

C. Adequacy of Public Facilities

Water and Wastewater

Central water and sewer are available, provided by Fort Pierce Utilities Authority (FPUA).

Transportation

The Applicant's Transportation Impact Report (TIR), using the Institute of Transportation Engineers Trip Generation Handbook, estimated the overall manufacturing facility, which includes the Foundry, would generate 6,166 weekday daily trips, 736 AM peak hour trips and 910 PM peak hour trips.

Table 2: Project Trip Generation Estimates

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
ITE	Manufacturing	140	1,444.000 ksf	6,166	736	552	184	910	264	646
Driveway Volumes				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Net New External Trips				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Proposed - Existing Net New Traffic				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Radius of Development Influence:				**3 miles**						

Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Avg. Pass By
ITE	Manufacturing	4.27 trips/ksf	0.51 trips/ksf (75% in, 25% out)	0.63 trips/ksf (29% in, 71% out)	0.0%

The TIR determined the following roadway links are significantly impacted by the project:

Orange Avenue – From Rock Road to Kings Highway
Orange Avenue – From Kings Highway to I-95
Orange Avenue – From I-95 to Jenkins Road
Kings Highway – From Picos Road to Orange Avenue
Kings Highway – From Orange Avenue to Angle Road
Kings Highway – From Angle Road to St. Lucie Boulevard
Kings Highway – From St. Lucie Boulevard to Indrio Road
Graham Road – From Kings Highway to Jenkins Road
Rock Road – From Orange Avenue to Project Driveway

Orange Avenue from Rock Rd. to Kings Hwy. is projected to exceed roadway capacity with project traffic, therefore the Applicant would be responsible for completing improvements or providing proportionate share payments toward the widening of this link of Orange Ave. The project's contribution would be at least 39% of project costs for the eastbound direction and 27% of the cost for the westbound direction.

The intersection of Rock Road & Orange Avenue will operate acceptably with the following recommended improvements:

- Construction of an eastbound left-turn lane (245 feet)
- Extension of the existing westbound right-turn lane to 245 feet
- Construction of a southbound left-turn lane (650 feet)
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

These improvements are anticipated to result in acceptable level of service (LOS) for this intersection ranging between B and D.

Access to the site is proposed via two driveways on Rock Road. The proposed driveway connections were subject to turn lane analysis using information in the FDOT Multimodal Access Management Guidebook as a reference. The analysis indicated that the southerly Driveway 1 is anticipated to require a northbound left-turn lane on Rock Rd.

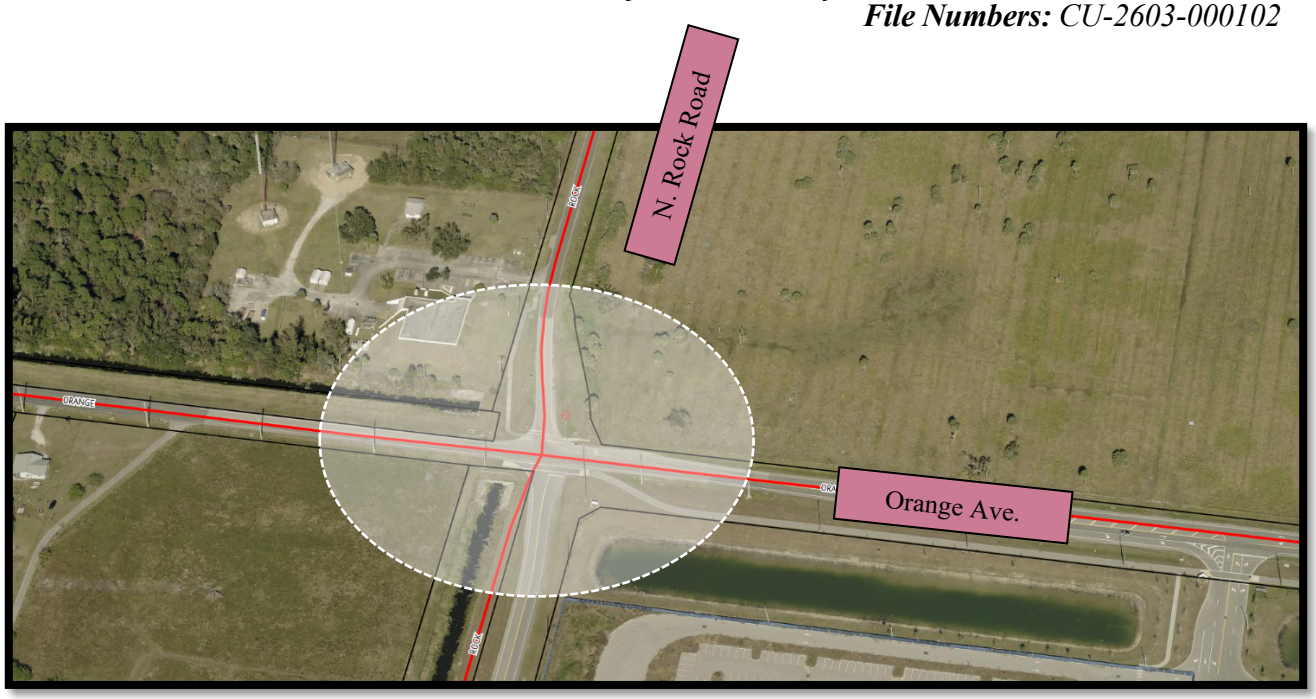


Figure 11: Intersection of Orange Ave. and N. Rock Road, Existing Conditions

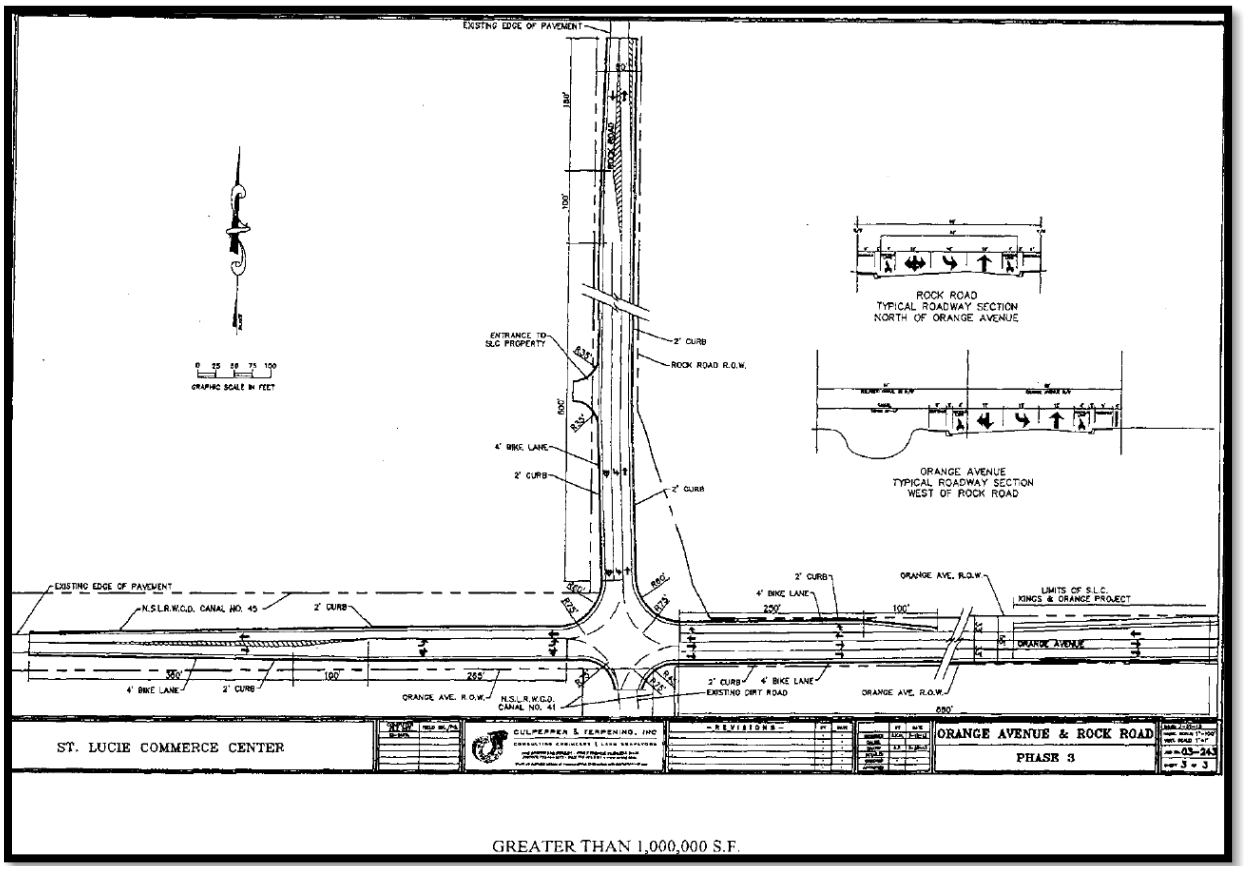


Figure 12: St. Lucie Commerce Center's Previously Committed Intersection Improvements for more than 1,000,000 sq. ft. of development

The Applicant and County are working to update the proposed off-site improvements, including design for Orange Avenue between Kings Highway and Rock Road, including the subject intersection. Revisions to the active Development Agreement are expected to address these concurrency related matters.

Transit
The Area Regional Transit (ART) currently has no fixed service routes in this area; however, the expansion of industrial and commercial related employment along the Kings Highway and potential creation of approximately 1,000 jobs amplifies the value of further assessment of whether transit demand would support a new route or microtransit.

Schools and Parks
The proposed industrial facility will not impact local parks or schools.

D. Adequacy of Fire Protection.

The nearest Fire Station, Fire Station #1 (Central), is currently located at 2400 Rhode Island Avenue, approximately 5.45 miles southeast of the site. Fire Station #19, located on Research Center Road, broke ground in January 2025 and is projected to be completed in mid-2026. The station will be next to the Sunshine Kitchen, approximately 2.6 miles from the site.

E. Environmental Impact

Background

The Environmental Resources Department (ERD) is in receipt of the April 3, 2026, date-stamped submittal, transmitted on April 3, 2026, from Planning and Development Services with comments due April 9, 2026. The applicant is requesting approval of a Future Land Use Map Amendment (FLUMA-2603-000040), a Rezone (RZ-2603-000050), a Conditional Use (CU-2603-000102), and a Major Site Plan (MJSP-2603-000149) for construction of the 1,390,000 SQ. FT. window manufacturing building. The vacant subject site consists of three (3) parcels (Parcel ID 230234100010008 [±16.46 ac], 230234200010001 [±19.60 ac], 230233100010007 [±37.21 ac]) totaling ±73.27 [sic] per the Property Appraiser website and ±73.48 per the applicant's data. The site is located at TBD Rock Road in Ft. Pierce and is north of and adjacent to Colbourn Road, south of I-95, east of the Florida Turnpike, and west of and adjacent to Rock Road.

Findings

An Environmental Impact Report (EIR) dated March 2026, prepared by EW Consultants, Inc Consultants, Inc., was reviewed for consistency with the Land Development Code (LDC) and Comprehensive Plan (CP). Land cover and vegetative community classifications were based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. A review of historic aerial imagery indicates that the property was converted to agricultural use more than 65 years ago and was subsequently converted for the purpose of citrus production by 1985. The property does not contain any native upland habitat, and no wetlands were identified during field reconnaissance. This opinion of the absence of wetlands onsite has not yet been verified by South Florida Water Management District (SFWMD) as of the date of this report. A site review with SFWMD staff to confirm these conditions will be required as part of a Formal Wetland Determination or upon submittal of an Environmental Resource Permit (ERP) application. A review of permitting records on the SFWMD online portal did not reveal that any past or current permits exist for the subject property. As such, an application for an ERP will be required for any future proposed development.

Observations for wildlife presence and signs of utilization were made during site reconnaissance conducted beginning in January and continuing on a regular basis through the preparation of the EIR in March 2026. Several common avian species, reptiles, and mammals were observed within the property, and several others are likely to occur on a foraging or migratory basis.

The proposed CUP is not anticipated to result in any adverse environmental impacts as native uplands or wetlands exist onsite, nor were any listed species located onsite. Development of the project will require a vegetation removal permit issued by ERD for removal of native trees. Issuance of the vegetation removal permit will require demonstration of avoidance and minimization of impacts to native vegetation, a tree survey, and a mitigation plan for proposed impacts. A tree inventory is under way (by others) which will be provided to the project land planner for tree disposition plans. Vegetation designated to be preserved will need to meet the St. Lucie County vegetation protection standards.

Recommendation

The Environmental Resources Department has no objection to the approval of the CUP application.

COMMUNITY PARTICIPATION MEETING

A community meeting was held at the Sunshine Kitchen on Wednesday, March 25, 2026, attended by approximately 10 citizens, a County Commissioner, and interested parties.

PLANNING & ZONING COMMISSION:
On April 16, 2026, the Planning & Zoning Commission held a public hearing on the proposal and unanimously voted to forward a recommendation of approval to the Board of County Commissioners. The Commission briefly discussed the development scale and traffic impacts, particularly during construction of the facility – prior to improvements to Orange Avenue and Rock Road associated with the project.

PUBLIC NOTICE
The CUP was advertised in the St. Lucie County Tribune on April 23, 2026, a sign was posted on the property, and a mailer was sent to the 12 property owners within 500 feet of the subject property.

In response to the collective mailings, Staff received 2 Conditional Use Response forms, both supporting the request.

STAFF RECOMMENDATION:
With recommended conditions, Staff finds the Conditional Use petition to meet the Standards of Review as set forth in LDC Section 11.07.03, and is not in conflict with the goals, objectives, and policies of the St. Lucie County Comprehensive Plan.

Staff recommend the Board of County Commissioners evaluate and approve the proposed Conditional Use Permit with the conditions listed below, which require integration into the companion Major Site Plan:

1. The applicant shall implement site-specific control measures to minimize off-site impacts related to noise, vibration, and odor on adjacent properties.
2. Exterior lighting shall be downcast and hooded to minimize light trespass.
3. The western landscape area shall feature a berm and integrated opaque wall of fence, totaling 8ft. to further screen dumpster locations to minimize dumpster loading noise.

RESOLUTION No. 2026-83

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY GRANTING A CONDITIONAL USE PERMIT TO DEVELOP AND OPERATE A METAL FOUNDRY TOTALING APPROXIMATELY 76,200 SQUARE FEET AS PART OF A WINDOW MANUFACTURING FACILITY TO BE KNOWN AS PROJECT ORCHID LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN THE IH, INDUSTRIAL, HEAVY ZONING DISTRICT, IN UNINCORPORATED ST. LUCIE COUNTY.

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, based on testimony and evidence, including, but not limited to the staff report, has made the following determinations:

1) MC320, LLC presented a petition for a Conditional Use Permit to develop and operate a metal foundry totaling approximately 76,200 square feet in the IH (Industrial, Heavy) Zoning District, as part of a window manufacturing facility subject of a companion Major Site Plan application, for a property located west of N. Rock Rd., south of N. Rock Rd. Ext. (Access Rd.), and north of the NSLRWCD Relief Canal, in unincorporated St. Lucie County, Florida, as depicted on the attached map as Exhibit A and described in Part A.

2) On April 16, 2026, the St. Lucie County Planning and Zoning Commission held a public hearing on this petition, after advertising in the newspaper of local circulation, installing a sign on the property, and notifying by mail all owners of property within 500 feet of the subject at which all interested persons were given an opportunity to be heard, and recommended that the Board of County Commissioners approve the request for the property described in Part A.

3) On May 5, 2026, the Board of County Commissioners of St. Lucie County, Florida, after advertising in the newspaper of local circulation, installing a sign on the property, and notifying by mail all owners of property within 500 feet of the subject at which all interested persons were given an opportunity to be heard.

4) The St. Lucie County Development Review Committee has reviewed the Conditional Use Permit Petition and found it to meet the technical requirements and to be consistent with the St. Lucie County Comprehensive Plan.

5) The proposed Conditional Use Permit has satisfied the requirements of Section 11.07.03 of the St. Lucie County Land Development Code and is consistent with the goals, objectives, and policies of the St. Lucie County Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

A. The property on which the Conditional Use Permit is being granted/denied is described as follows:

Legal Description:

Subset of PARCEL 1:
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

TOGETHER WITH:

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF 1-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 3:

FROM THE SOUTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, RUN NORTH 00°08'13" WEST ALONG THE 1/4 SECTION LINE 60 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 00°08'13"W 846.63 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR INTERSTATE 95 HIGHWAY; THENCE RUN NORTH 60°08'02" WEST ALONG SAID RIGHT-OF-WAY LINE 107.58 FEET; THENCE RUN NORTH 62°25'28" WEST 300.24 FEET; THENCE RUN NORTH 60°08'02" WEST 182.77 FEET; THENCE RUN SOUTH 00°11'29" WEST 346.62 FEET; THENCE RUN SOUTH 60°08'02" EAST 354.41 FEET; THENCE RUN SOUTH 00°08'13" EAST, 607.48 FEET; THENCE RUN NORTH 89°53'47" EAST, 210 FEET TO THE POINT OF BEGINNING.

Parcel ID Number: 2302-342-0001-000-1 & 2302-341-0001-000-8 (Foundry Site) and 2302-331-0001-000-7

B. The Conditional Use Permit to develop and operate a metal foundry totaling approximately 76,200 square feet in the IH (Industrial, Heavy) Zoning District, as part of a window manufacturing facility subject of a companion Major Site Plan application as generally depicted in Exhibit C herein, is hereby approved/denied, subject to the following conditions:
    1. The applicant shall implement site-specific control measures to minimize off-site impacts related to noise, vibration, and odor on adjacent properties.
    2. Exterior lighting shall be downcast and hooded to minimize light trespass.
    3. The western landscape area shall feature a berm and integrated opaque wall of fence, totaling 8ft. to further screen dumpster locations to minimize dumpster loading noise.

C. The St. Lucie Planning and Development Services Director shall be authorized to make a notation of the reference to the date of adoption of this Resolution on the Official Zoning Map.

D. A Concurrency Deferral Affidavit, a copy which is attached to this Resolution as Exhibit "B" was signed by the applicant in March 2026.

E. The approvals and authorizations granted by this Resolution are for the purpose of obtaining a Building Permit and/or Zoning Compliance Certificate from St. Lucie County and are not assigned to any other party or institution. Should the petitioners choose or decide to assign this business to another entity or individual, a minor adjustment to the Conditional Use Permit shall be required.

F. The conditions set forth in Part B are an integral non-severable part of the approval granted by this Resolution. If any condition set forth in Part B is determined to be invalid or unenforceable for any reason and the applicant or property owner declines to comply voluntarily with that condition, the Conditional Use approval granted by this Resolution shall become null and void.

G. Pursuant to Section 11.07.05(I) of the St. Lucie County Land Development Code, approvals and authorizations granted by this Resolution shall expire after twelve (12) months from the date of approval, unless a Building Permit or Certificate of Zoning Compliance is obtained for the uses described in Part A above, or an extension has been granted in accordance with Section 11.07.05(F), which is proposed by a corresponding Development Agreement to allow the approval period of the Conditional Use Permit and associated Major Site Plan to coincide.

H. A copy of this Resolution shall be mailed to the owner of record as identified on the application.

I. This Resolution shall be recorded in the Public Records.

J. **ADOPTION**

After the motion and second, the vote on this Resolution was as follows:

Jamie Fowler, Chair	XXX
Larry Leet, Vice-Chair	XXX
James Clasby, Commissioner	XXX
Erin Lowry, Commissioner	XXX
Cathy Townsend, Commissioner	XXX

PASSED AND DULY ADOPTED this 5th day of May, 2026.

BOARD OF COUNTY COMMISSIONERS

ST. LUCIE COUNTY, FLORIDA

BY _____

Chair

ATTEST

Deputy Clerk

APPROVED AS TO FORM
AND CORRECTNESS

County Attorney

Exhibit A

Location Map (Foundry Location Denoted)

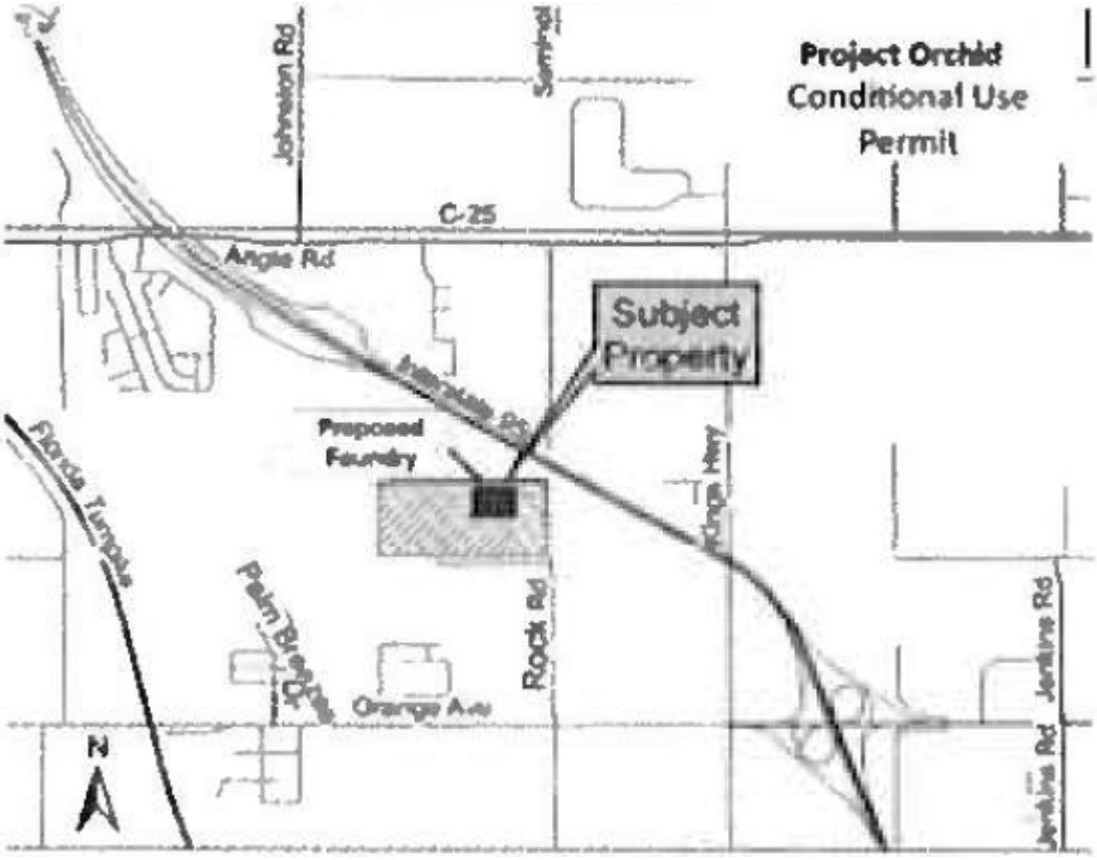


Exhibit B
Concurrency Deferral Affidavit

St. Lucie County

Concurrency Deferral Affidavit

I, Don Mancil Jr. (Name), residing or doing business at 5701 SW Sunshine Farms Way (Street)
Palm City (City), FL (State), 34990 (Zip), 772-260-7334 (Phone)
have applied for a _____ (Type of Development Order) from St. Lucie County, Florida,

for the following project: Project Orchid (Name of Proposed Development).

I do hereby affirm that in connection with my application for the above project, I have elected to defer the certificate of capacity and reservation of capacity in public facilities for the above property until a later time, but no later than the application for a final development order for the same property.

I understand and acknowledge that the above listed property will be subject to the certificate of capacity before any final development order can be issued, and that St. Lucie County can make no guarantee that adequate public facilities will be available when I apply for the final development order.

I further acknowledge that according to Section 5.08.01 of the St. Lucie County Land Development Code, no final development approval can be granted until capacity in those facilities is available at that time. The issuance of a preliminary development order without a certificate of capacity creates no vested or other rights to develop the subject property.

Signed: _____ Date: 3/6/2026
Applicant Don Mancil Jr

STATE OF FLORIDA

COUNTY OF Martin

The foregoing instrument was acknowledged before me this 6 day of March, 20 26, by Don Mancil Jr who is personally known to me ~~or who has produced~~ _____ ~~as identification~~.

_____ Myra Smith
Signature of Notary — Type or Print Name of Notary

HH 475334 Commission Number (Seal)

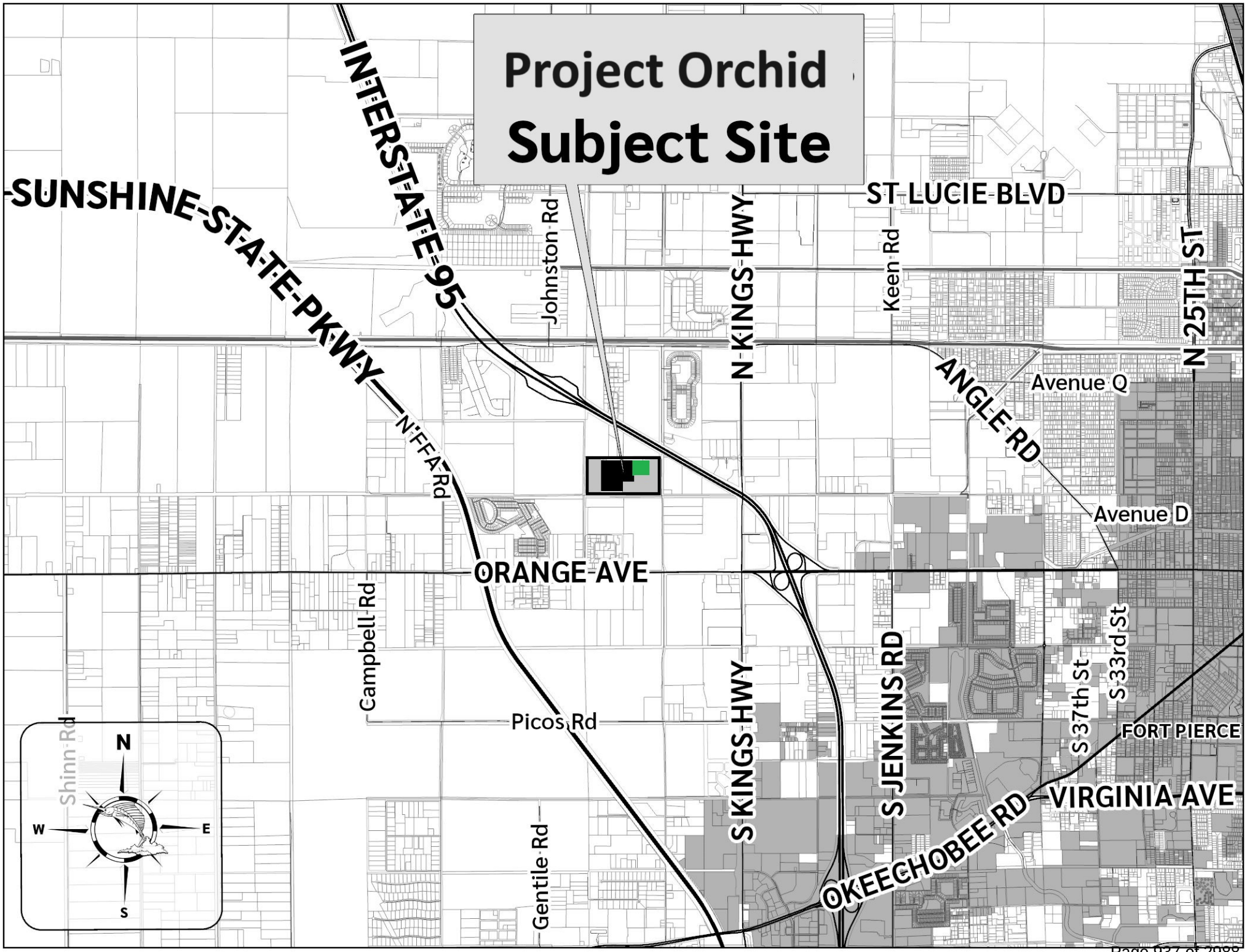
Myra Smith
Comm.: HH 475334
Expires: Mar. 24, 2028
Notary Public - State of Florida

Page 1 of 1
Revised: April 1, 2008

Exhibit C

Site Plan with Conditional Use Permit Area Denoted




Project Orchid
Subject Site
SUNSHINE STATE PKWY
INTERSTATE 95
Johnston Rd
N KINGS HWY
ST LUCIE BLVD
Keen Rd
N 25TH ST
Avenue Q
ANGLE RD
Avenue D
N FFA Rd
ORANGE AVE
Campbell Rd
Picos Rd
S KINGS HWY
S JENKINS RD
S 37th St
S 33rd St
FORT PIERCE
VIRGINIA AVE
OKEECHOBEE RD
Gentile Rd
Shinn Rd
N
W
E
S

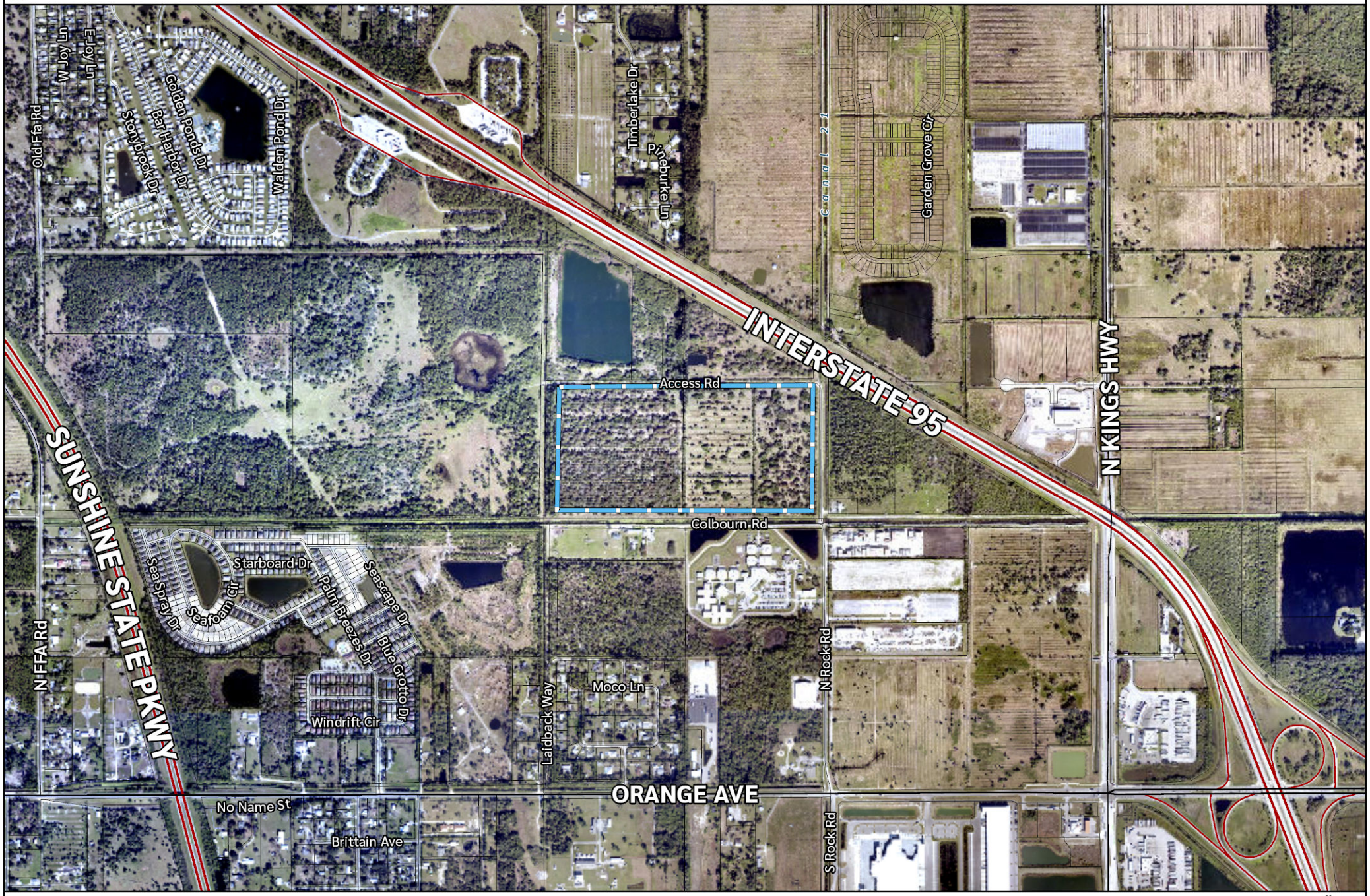
ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Project Orchid

TARGETED INDUSTRY

CU-2603-000102 & MJSP-2603-000149

Aerial Extents



Subject Site Parcel Boundaries

0 550 1,100
Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

TARGETED INDUSTRY

Aerial



Subject Site

Parcel Boundaries

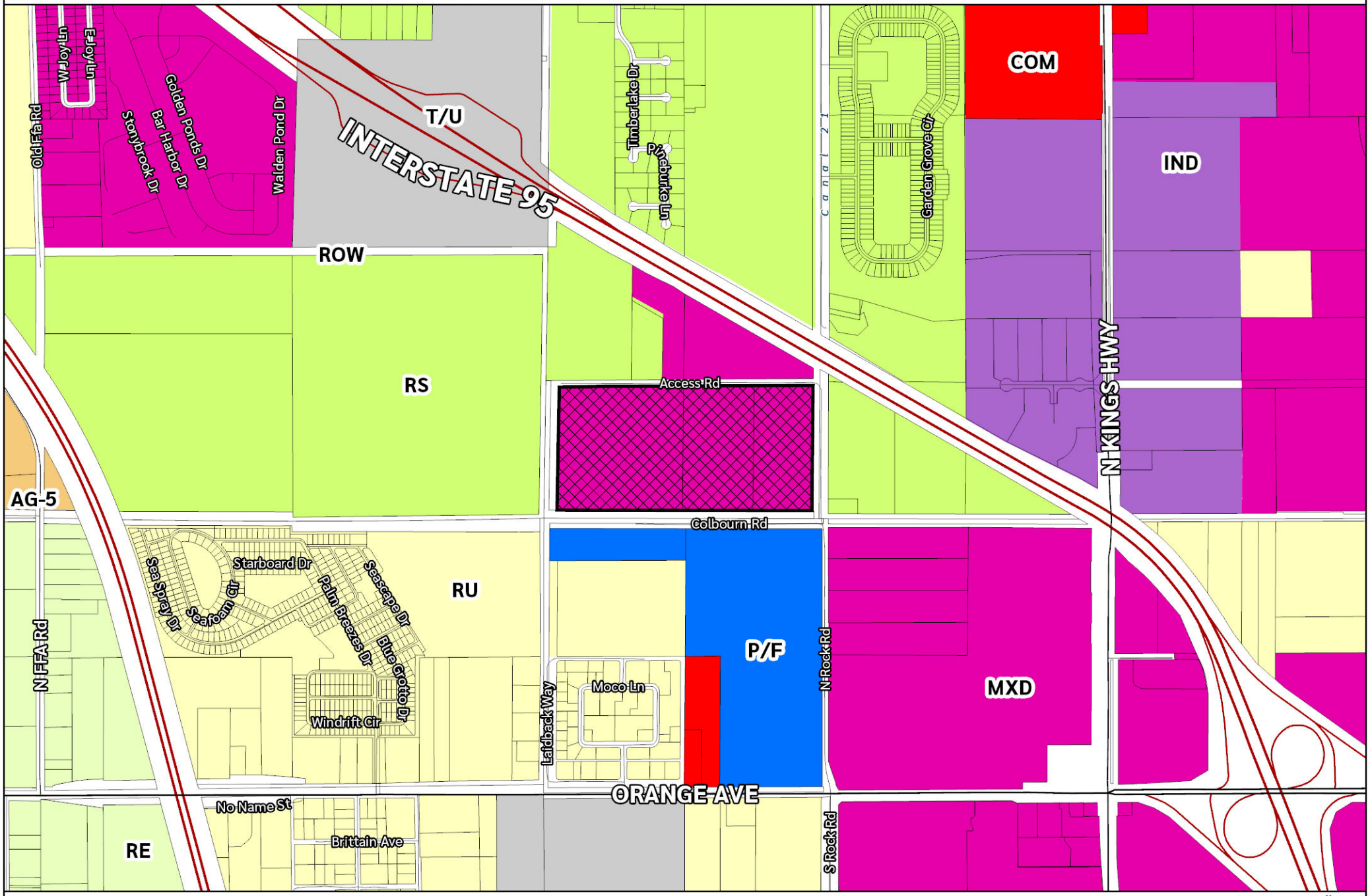
0 150 300

Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Future Land Use



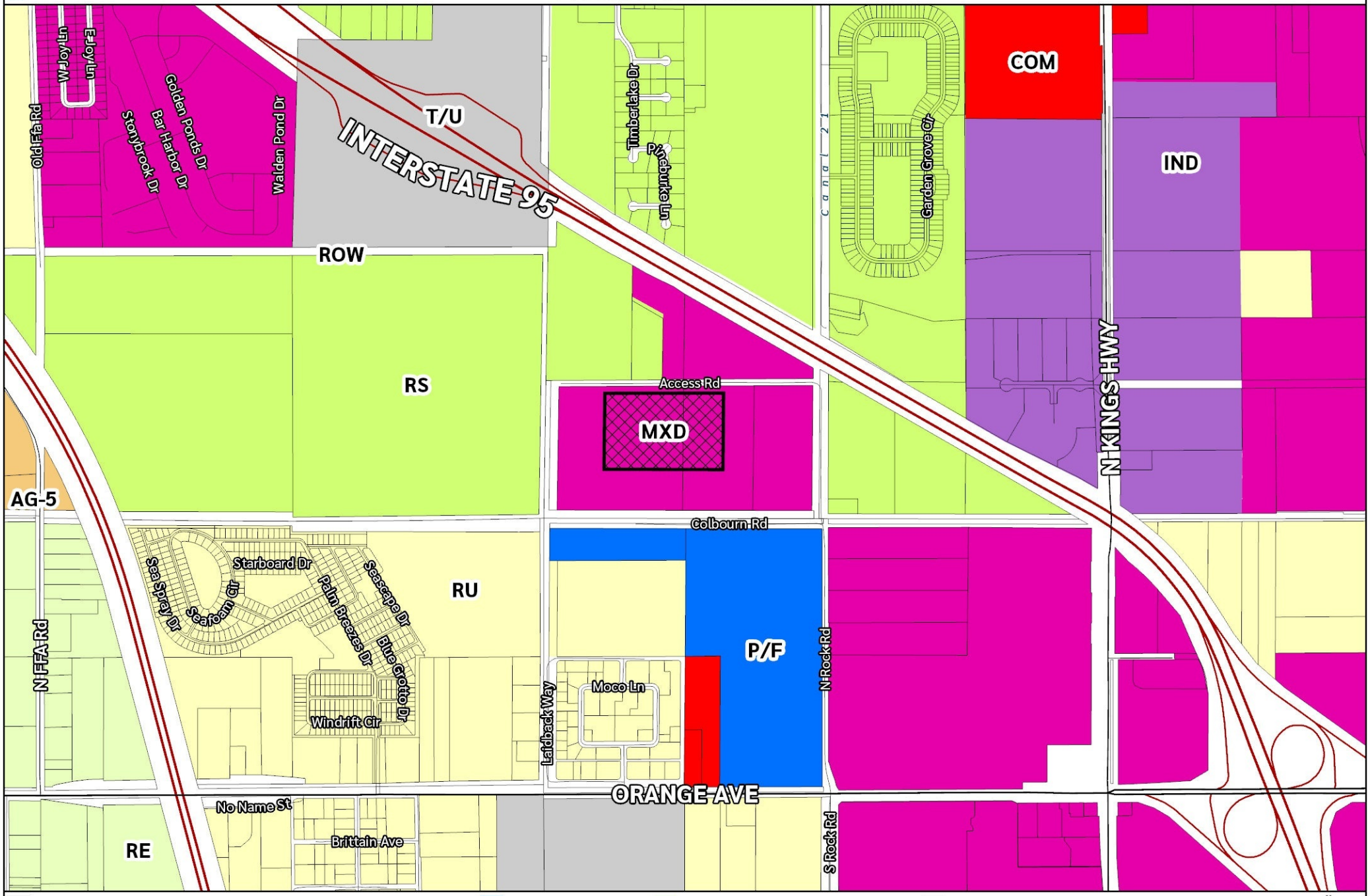
Subject Site
AG-5, Agricultural, 1 du/5 ac
COM, Commercial
P/F, Public Facilities
IND, Industrial
MXD, Mixed Use
RE, Residential Estate, 1 du/ac
RS, Residential Suburban, 2 du/ac
RU, Residential Urban, 5 du/ac
T/U, Transportation/Utilities

0 550 1,100
Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Proposed Future Land Use



Subject Site

Proposed Future Land Use

MXD, Mixed-Use Development

Future Land Use

AG-5, Agricultural, 1 du/5 ac

COM, Commercial

IND, Industrial

MXD, Mixed Use

P/F, Public Facilities

RE, Residential Estate, 1 du/ac

RS, Residential Suburban, 2 du/ac

RU, Residential Urban, 5 du/ac

T/U, Transportation/Utilities

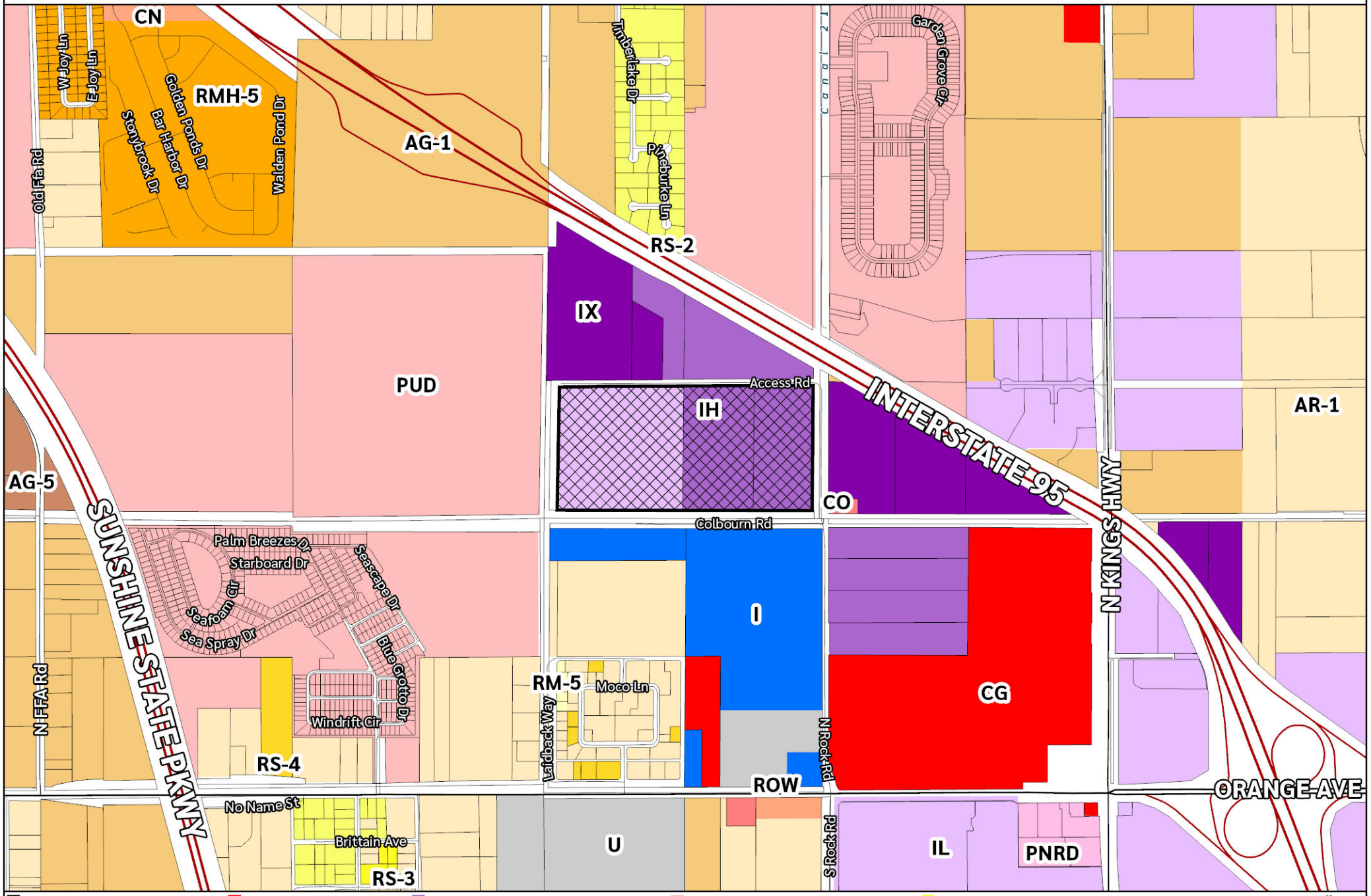
0 550 1,100

Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Zoning



Subject Site
AG-1, Agricultural, 1 du/ac
AG-5, Agricultural, 1 du/5 ac
AR-1, Agricultural Residential, 1 du/ac
CG, Commercial General
CN, Commercial Neighborhood
CO, Commercial Office
I, Institutional
IH, Industrial Heavy
IL, Industrial Light
IX, Industrial Extraction
PNRD, Planned Non-Residential Development
PUD, Planned Unit Development
RM-5, Residential, Multi-Family, 5 du/ac
RMH-5, Residential Mobile Homes, 5 lots/ac
RS-2, Residential, Single Family, 2 du/ac
RS-3, Residential, Single Family, 3 du/ac
RS-4, Residential, Single Family, 4 du/ac
U, Utilities

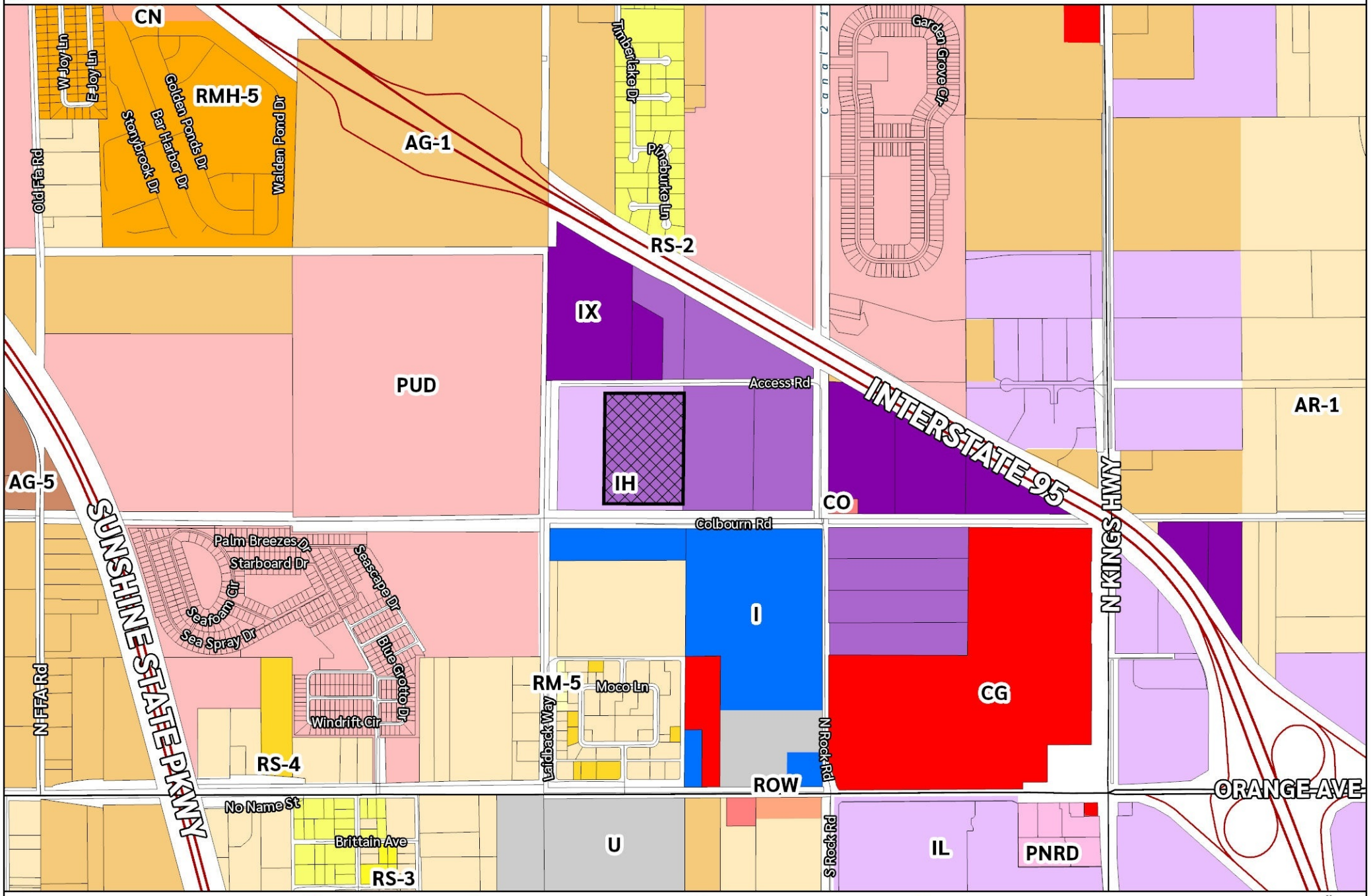
0 550 1,100
Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

TARGETED INDUSTRY

Proposed Zoning



Subject Site

Proposed Zoning

IH, Industrial Heavy

Zoning

AG-1, Agricultural, 1 du/ac

AG-5, Agricultural, 1 du/5 ac

AR-1, Agricultural Residential, 1 du/ac

CG, Commercial General

CN, Commercial Neighborhood

CO, Commercial Office

I, Institutional

IH, Industrial Heavy

IL, Industrial Light

IX, Industrial Extraction

PNRD, Planned Non-Residential Development

PUD, Planned Unit Development

RM-5, Residential, Multi-Family, 5 du/ac

RMH-5, Residential Mobile Homes, 5 lots/ac

RS-2, Residential, Single Family, 2 du/ac

RS-3, Residential, Single Family, 3 du/ac

RS-4, Residential, Single Family, 4 du/ac

U, Utilities

0 550 1,100

Feet



Neighbor Community Meeting

Wednesday, March 25, 2026 | 6:00 – 7:00 PM

Sunshine Kitchen | 7550 Pruitt Research Road, Fort Pierce

Disclaimer: The images shown are preliminary and may change as the design progresses

What is Project Orchid?



- A window manufacturing company headquartered in Miami
- Designed to serve growing customer portfolio
- A modern, fully enclosed manufacturing operation using advanced technology

Disclaimer: The images shown are preliminary and may change as the design progresses

Project Location



- Located on N. Rock Road
- Approximately 73 acres
- Previously used for agricultural purposes

Disclaimer: The images shown are preliminary and may change as the design progresses

Facility Overview

- Approximately 1.4 million sq ft
- Multiple production areas within one building
- Two-story office component (27,300 sq ft)
- 504 parking spaces
- Ride share & bus drop off
- Two main access drives off Rock Rd
- One driveway off north access road
- Two interconnected lakes
- One dry retention area for stormwater
- Security perimeter fencing
- Secured access via guard booths

Disclaimer: The images shown are preliminary and may change as the design progresses

Building Design



- Modern office entrance
- Parking designed for daily activity
- Landscaped buffers & setbacks

- Approximately 60–80 feet
- Height varies based on specialized equipment needs



Disclaimer: The images shown are preliminary and may change as the design progresses

How the Facility Operates



Inside the building:

- Aluminum is melted and prepared
- Formed into components
- Combined with glass
- Assembled into finished windows

All processes take place indoors

Disclaimer: The images shown are preliminary and may change as the design progresses

Environmental Protections



- Fully enclosed air systems
- Emissions captured and filtered before release
- Closed-loop water system that recycles water

These systems are standard for modern facilities of this type.

Disclaimer: The images shown are preliminary and may change as the design progresses

Noise Expectations



- At the property line, sound levels are expected to be similar to a supermarket loading area.
- Noise is contained within the building and managed through design and buffering.

Disclaimer: The images shown are preliminary and may change as the design progresses

Water and Utilities



- Water is reused through a closed-loop system
- No continuous discharge from manufacturing processes
- Utilities have confirmed capacity to serve the site

The facility is designed to operate efficiently without placing strain on local systems.

Disclaimer: The images shown are preliminary and may change as the design progresses

What This Facility Does NOT Include

- No outdoor manufacturing processes
- No exposed production areas
- No noticeable odors
- No visible emissions

All operations are contained within the building.

Disclaimer: The images shown are preliminary and may change as the design progresses

Traffic Overview

Based on current studies:

- Approximately 6,166 trips per day
- 736 trips during morning peak
- 910 trips during evening peak

Traffic is distributed throughout the day rather than concentrated at a single time.

Disclaimer: The images shown are preliminary and may change as the design progresses

Planned Road Improvements

To support traffic flow, the project includes:

- New turn lanes at Rock Rd & Orange Ave
- Signal installation when warranted
- Additional travel lanes on Orange Ave
- Roadway widening on Rock Rd

These improvements are required as part of the development process.

Disclaimer: The images shown are preliminary and may change as the design progresses

Construction Impacts

- Construction will occur during normal working hours
- Dust and noise will be managed using best practices
- Site will be maintained safely and responsibly
- Goal is to minimize disruption during construction



Construction of the facility is expected to generate over $200 million in economic activity, supporting construction jobs and local contractors during the building phase.

Disclaimer: The images shown are preliminary and may change as the design progresses

Jobs and Economic Impact

- > 1,000 jobs over five years
- $28.50/hour - median starting wage
- $53 million – estimated annual payroll

This represents a significant long-term investment in the local community.

Disclaimer: The images shown are preliminary and may change as the design progresses

Why St. Lucie County?

This location was selected because of:

- Available industrially zoned land
- Access to workforce and training programs
- Strong infrastructure and utilities
- Proximity to major markets
- Supportive economic development environment

Disclaimer: The images shown are preliminary and may change as the design progresses

What Happens Next



- The project is currently in the development review process
- All steps include public input and oversight.

Disclaimer: The images shown are preliminary and may change as the design progresses

Project Timeline



Disclaimer: The images shown are preliminary and may change as the design progresses

Questions

We appreciate your time and input.

What questions or concerns can we address?



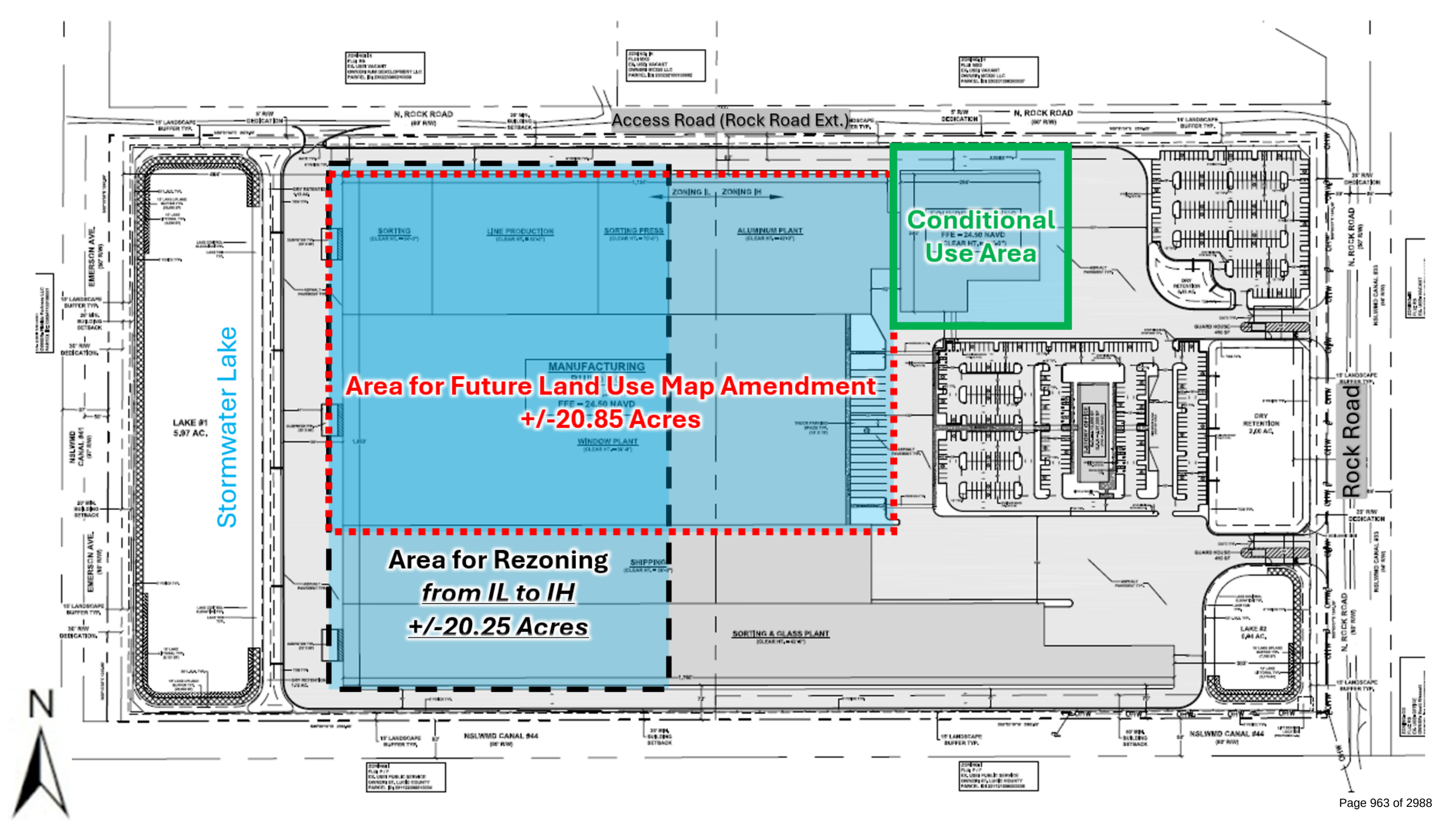
Disclaimer: The images shown are preliminary and may change as the design progresses

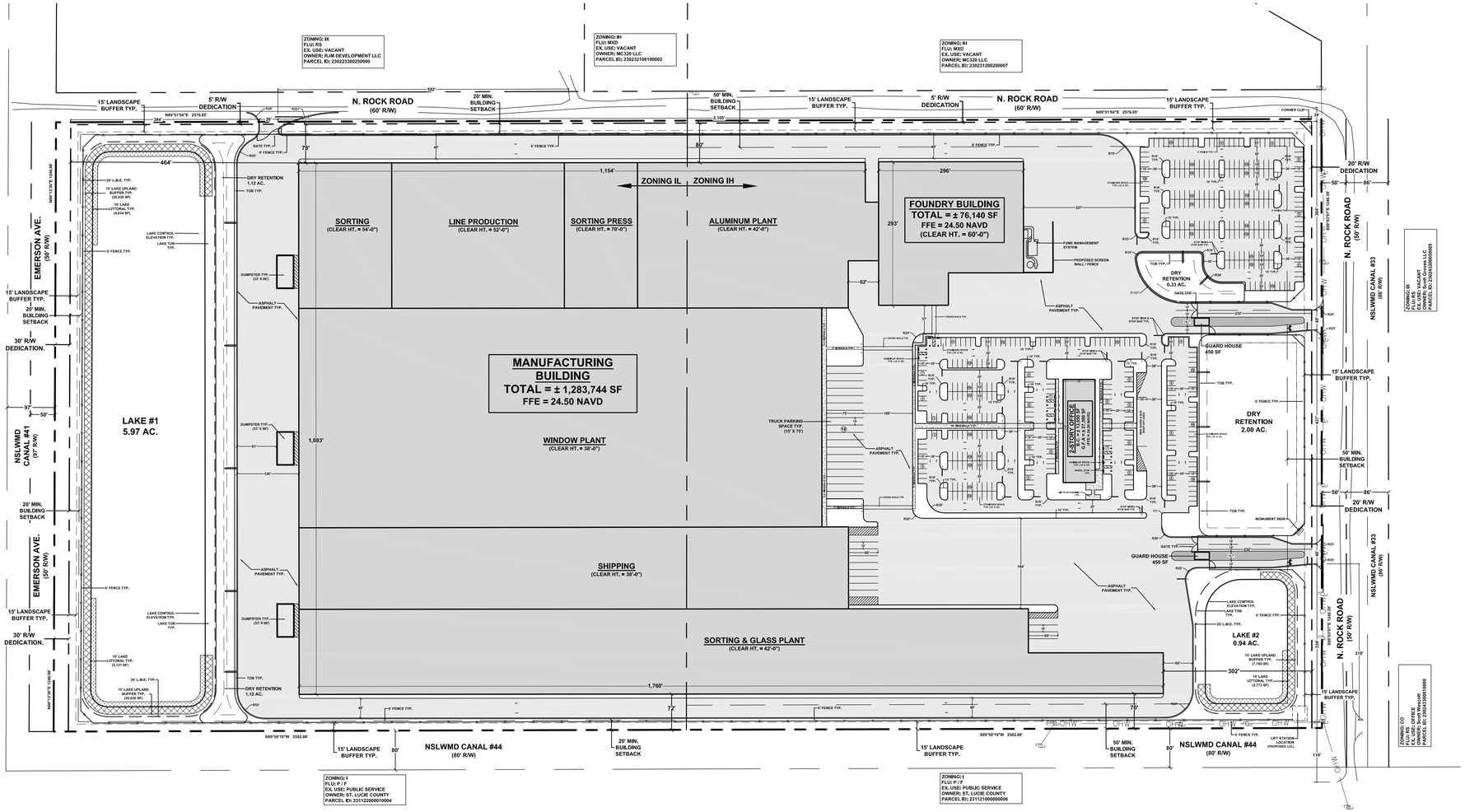
PROJECT ORCHID

THANK YOU!



Disclaimer: The images shown are preliminary and may change as the design progresses


Access Road (Rock Road Ext.)
Conditional Use Area
Area for Future Land Use Map Amendment
+/-20.85 Acres
Area for Rezoning
from IL to IH
+/-20.25 Acres
Stormwater Lake
Rock Road
N. ROCK ROAD
EMERSON AVE.
NSLWMD CANAL #44
LAKE #1
5.97 AC.
ZONING IL
ZONING IH
SORTING
LINE PRODUCTION
SORTING PRESS
ALUMINUM PLANT
MANUFACTURING
WINDOW PLANT
SHIPPING
SORTING & GLASS PLANT
DRY RETENTION
2.00 AC.
LAKE #2
6.46 AC.
N



Site Data

Total Gross Site Area	73.48 Ac. (3,200,766 sf)
R/W Dedication	1.72 Ac. (74,779 sf)
Net Developable Area	71.76 Ac. (3,125,987 sf)
Site Address	0 N. Rock Rd.
Parcel Control Number	2302-341-0001-000-8 2302-342-0001-000-1 2302-331-0001-000-7
Zoning District	(IH) Industrial Heavy (36.82 Ac.) (IL) Industrial Light (36.66 Ac.)
Future Land Use	(MXD) Mixed Use
Existing Use	Vacant
Proposed Use	Manufacturing
Maximum Permitted Building Height	
(IH) Industrial Heavy	80 ft
(IL) Industrial Light	50 ft
Maximum Permitted Building Coverage	35.88 Ac. (50%)
Proposed Building Coverage (Includes Guard Houses)	31.55 Ac. (44%)
Proposed Building Gross Floor Area	1,388,115 sf
Proposed Floor Area Ratio	0.44

Building Setbacks

(IH) Industrial Heavy	Required	Provided
North Property	50' Min.	80 ft
South Property	50' Min.	70 ft
East Property	50' Min.	302 ft
West Property	N/A	N/A
(IL) Industrial Light	**Required**	**Provided**
North Property	20' Min.	79 ft
South Property	20' Min.	72 ft
East Property	N/A	N/A
West Property	20' Min.	464 ft

Site Calculations

	Acres	SF	%
Net Developable Area	71.76 Ac.	3,125,987 sf	100%
Total Impervious Area	59.51 Ac.	2,592,199 sf	83%
Building Coverage (Includes Guard Houses)	31.55 Ac.	1,374,465 sf	44%
VUA, Other Pavement & Sidewalks	21.05 Ac.	916,952 sf	29%
Lake Surface Area (@ Control Elevation)	6.91 Ac.	300,782 sf	10%
Total Pervious Area	12.25 Ac.	533,788 sf	17%
Dry Retention Area	3.45 Ac.	150,283 sf	5%
Open Space Area	8.80 Ac.	383,505 sf	12%

Parking Data

ITE LUC 140 (Manufacturing) - Employees per peak shift	Required	Provided
0.81 Spaces per Employee per peak shift ± 500 Employees x 0.81 Spaces	405 Spaces	504 Spaces
Total Parking:	405 Spaces	* 504 Spaces

* (Total Provided Parking includes 492 Standard Spaces & 12 Handicap Spaces)

Handicap Parking Requirement	Required	Provided
2% of Total Provided Spaces (504 spaces x 2%)	10 Spaces	12 Spaces

Lake Upland Buffer Requirement

Lake #1 Linear Footage: 2,663 LF

Area Required: (2,663 LF X 10 sf) 26,630 sf

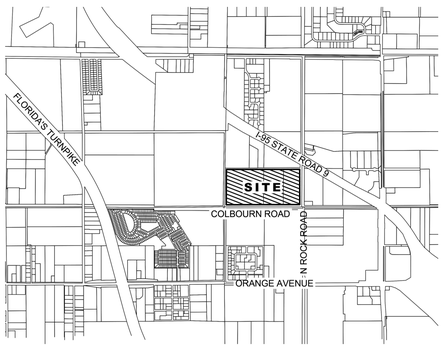
Area Provided: 26,630 sf

Lake #1 Linear Footage: 776 LF

Area Required: (776 LF X 10 sf) 7,760 sf

Area Provided: 7,760 sf

Location Map



Legal Description

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

CONTAINING 73.485 ACRES, MORE OR LESS.

Utilities

Water:	FPUA
Wastewater:	FPUA
Gas:	FPUA
Electric:	FPL

Drainage Statement

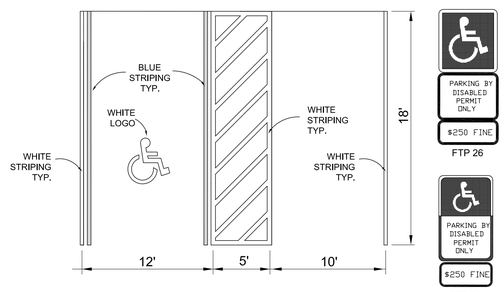
The proposed project will construct a stormwater management area that will consist of a series of interconnected dry retention and wet detention areas with associated underground piping and storm structures. The new system will maintain the general existing drainage patterns of the site. The new system will provide treatment and attenuation of stormwater runoff in accordance with St Lucie County and South Florida Water Management District prior to discharging to the North St Lucie Water Control District Canal 44 located on the southern boundary of the site. This will include a net improvement for the average annual loads of nitrogen and phosphorus. The post-development peak discharge rate shall be no greater than the pre-development conditions. No offsite flows are taken into account onsite at that time.

Flood Zone & FIRM Information

SUBJECT PROPERTY FALLS WITHIN ZONE "X", AREA OF MINIMAL FLOOD HAZARD ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); COMMUNITY PANEL NO. 12111C0166J UNINCORPORATED ST. LUCIE COUNTY, COMMUNITY NO. 12285; DATED FEBRUARY 16, 2012.

Parking Space Detail

N.T.S.



NOTES:
1. TOP PORTION OF FTP 25 & 26 SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
2. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER
3. FTP 25 & 26 MAY BE FABRICATED ON ONE PANEL OR TWO.
4. FTP 25 IS FOR USE IN AREAS WHERE SPACE IS LIMITED

North

Scale: 1" = 120'

0' 60' 120' 240' 360'

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Project Orchid

Florida

St. Lucie County
Overall Site Plan

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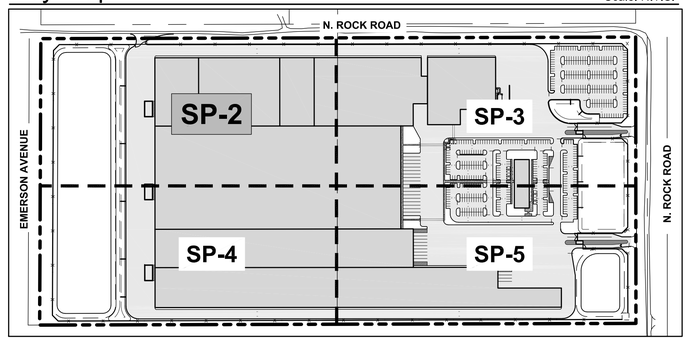
Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	2-27-26
	4-09-26
Revision Dates	XXXXXX

SP-1

Key Map

Scale: N.T.S.



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15' LANDSCAPE BUFFER TYP.
5' R/W DEDICATION
N89°51'04"E 2576.85'
384'
38'
R26'
R251'
N. ROCK ROAD (60' R/W)
592'
20' MIN. BUILDING SETBACK
50' MIN. BUILDING SETBACK
2,105'
GATE TYP.
6' FENCE TYP.
R55'
79'
49'
6' FENCE TYP.
80'
464'
1,154'
ZONING IL
ZONING IH
N00°13'36"E 1240.98'
20' L.M.E. TYP.
15' LAKE UPLAND BUFFER TYP. (26,630 SF)
10' LAKE LITTORAL TYP. (4,634 SF)
DRY RETENTION 1.12 AC.
TOB TYP.
LAKE CONTROL ELEVATION TYP.
LAKE TOB TYP.
6' FENCE TYP.
EMERSON AVE. (50' R/W)
SORTING
(CLEAR HT. = 54'-0")
LINE PRODUCTION
(CLEAR HT. = 52'-0")
SORTING PRESS
(CLEAR HT. = 70'-0")
ALUMIN
(CLEAR
DUMPSTER TYP. (33' X 66')
ASPHALT PAVEMENT TYP.
15' LANDSCAPE BUFFER TYP.
20' MIN. BUILDING SETBACK
30' R/W DEDICATION.
97'
50'
LAKE #1
5.97 AC.
NSLWMD CANAL #41 (97' R/W)
DUMPSTER TYP. (33' X 66')
81'
1,083'
MANUFACTURING BUILDING
TOTAL = ± 1,283,744 SF
FFE = 24.50 NAVD
WINDOW PLANT
(CLEAR HT. = 38'-0")

ZONING: PUD
FLU: RS
EX. USE: VACANT
OWNER: Pizkidz Partners LLC
PARCEL ID: 2303411001000001

Scale: 1" = 50'
0' 25' 50' 100' 150'
North

Project Orchid

St. Lucie County
Florida
Site Plan

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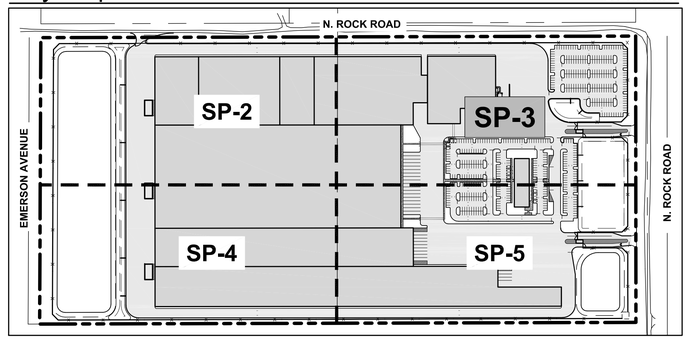
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	2-27-26
	4-09-26
Revision Dates	xxxxxx

SP-2

Key Map

Scale: N.T.S.



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Project Orchid

St. Lucie County, Florida
Site Plan

50' MIN. BUILDING SETBACK
2,105'
15' LANDSCAPE BUFFER TYP.
5' R/W DEDICATION
N. ROCK ROAD (60' R/W)
N89°51'04"E 2576.85'
15' LANDSCAPE BUFFER TYP.
CORNER CLIP
28'
25'
20' R/W DEDICATION
50'
86'
80'
49'
6' FENCE TYP.
R75'
296'
IL ZONING IH
ALUMINUM PLANT
(CLEAR HT. = 42'-0")
293'
FOUNDRY BUILDING
TOTAL = ± 76,140 SF
FFE = 24.50 NAVD
(CLEAR HT. = 60'-0")
227'
FUME MANAGEMENT SYSTEM
PROPOSED SCREEN WALL / FENCE
62'
ASPHALT PAVEMENT TYP.
57'
CROSS WALK TYP.
R25'
9.0' SIDEWALK TYP.
5' SIDEWALK TYP.
HANDICAP SPACE TYP. (12' X 18')
STANDARD SPACE TYP. (10' X 18')
R10' TYP.
10' TYP.
15' TYP.
10' SIDEWALK TYP.
6' SIDEWALK TYP.
75'
100'
15'
18
TRUCK PARKING SPACE TYP. (15' X 75')
ASPHALT PAVEMENT TYP.
2-STORY OFFICE
B.C. = ± 13,650 SF
G.F.A = ± 27,300 SF
(FFE = 24.50 NAVD)
65'
210'
HANDICAP SPACE TYP. (12' X 18')
WHEEL STOP TYP.
BIKE SHARE & BUS DROP OFF AREA
STOP SIGN & STOP BAR TYP.
R15'
R10' TYP.
TOB TYP.
DRY RETENTION 0.33 AC.
R36'
R100'
GATE TYP.
14'
232'
18.7'
40'
R25'
GUARD HOUSE 450 SF
DRY RETENTION 2.00 AC.
15' LANDSCAPE BUFFER TYP.
6' FENCE TYP.
437'
50' MIN. BUILDING SETBACK
S00°03'07"E 1240.39'
N. ROCK ROAD (50' R/W)
NSLWMD CANAL #33 (86' R/W)
OHW
384'

ZONING: IX
FLU: RS
EX. USE: VACANT
OWNER: Scott Groves LLC
PARCEL ID: 2302432000500005

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Checked By	MH
Approved By	MH
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	4-09-26
Revision Dates	XXXXXX

Scale: 1" = 50'

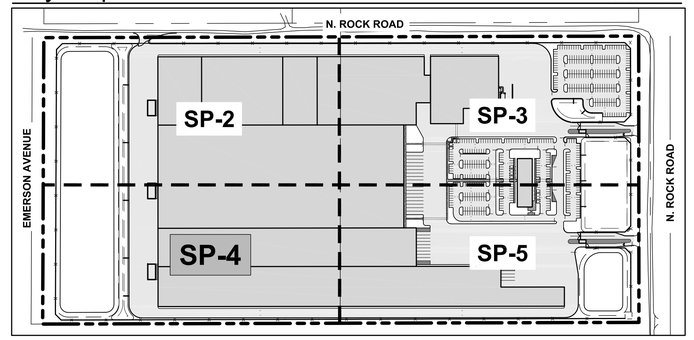
0' 25' 50' 100' 150'

North

SP-3

Key Map

Scale: N.T.S.



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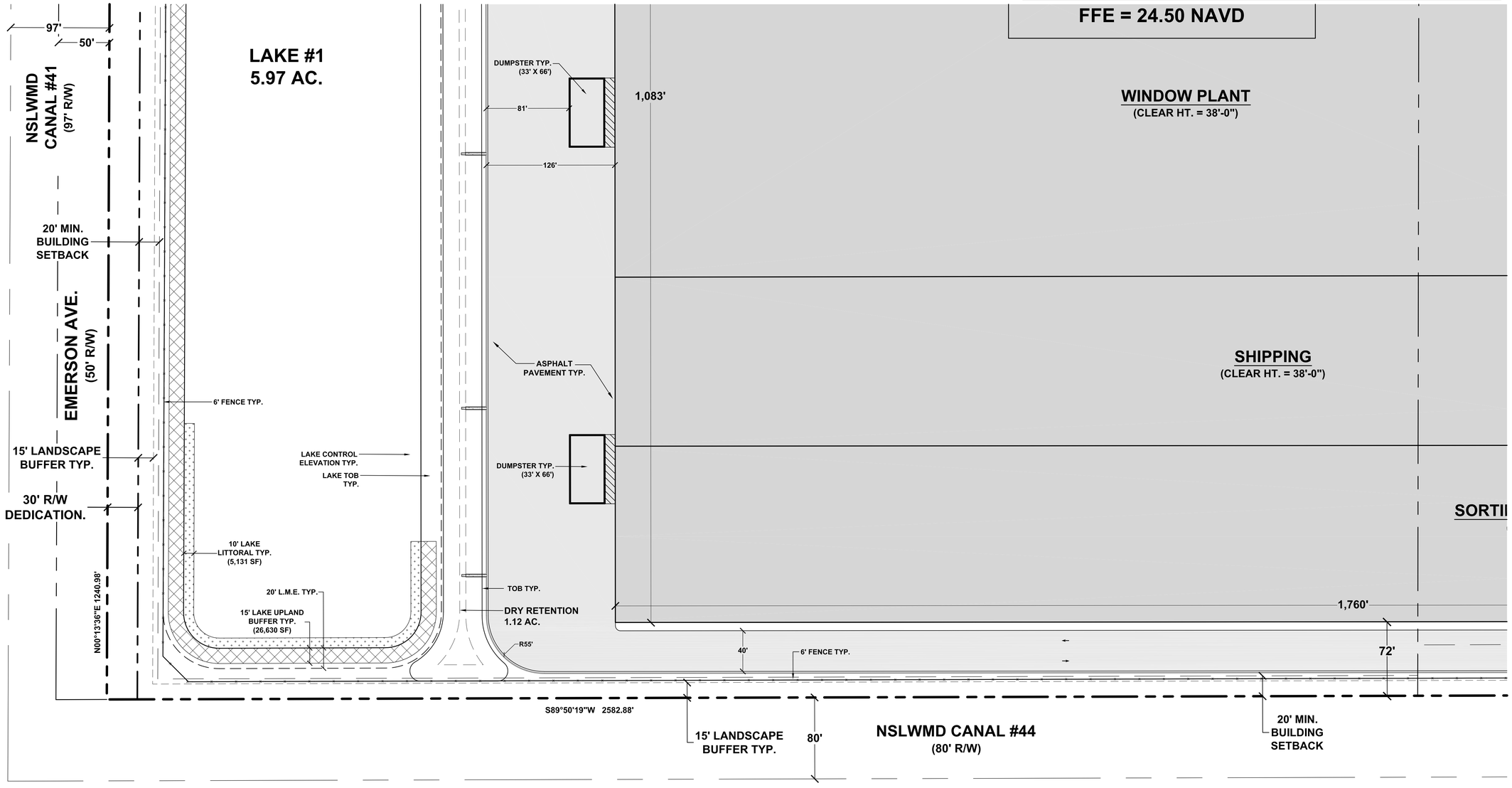

ZONING: I
FLU: P / F
EX. USE: PUBLIC SERVICE
OWNER: ST. LUCIE COUNTY
PARCEL ID: 231122000010004

Scale: 1" = 50'

0' 25' 50' 100' 150'

North

Project Orchid

St. Lucie County
Site Plan

Florida

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SP-4

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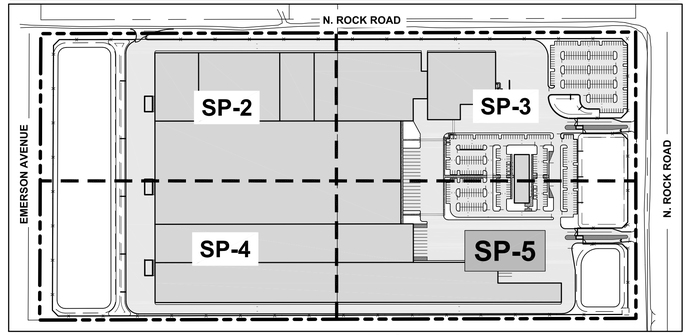
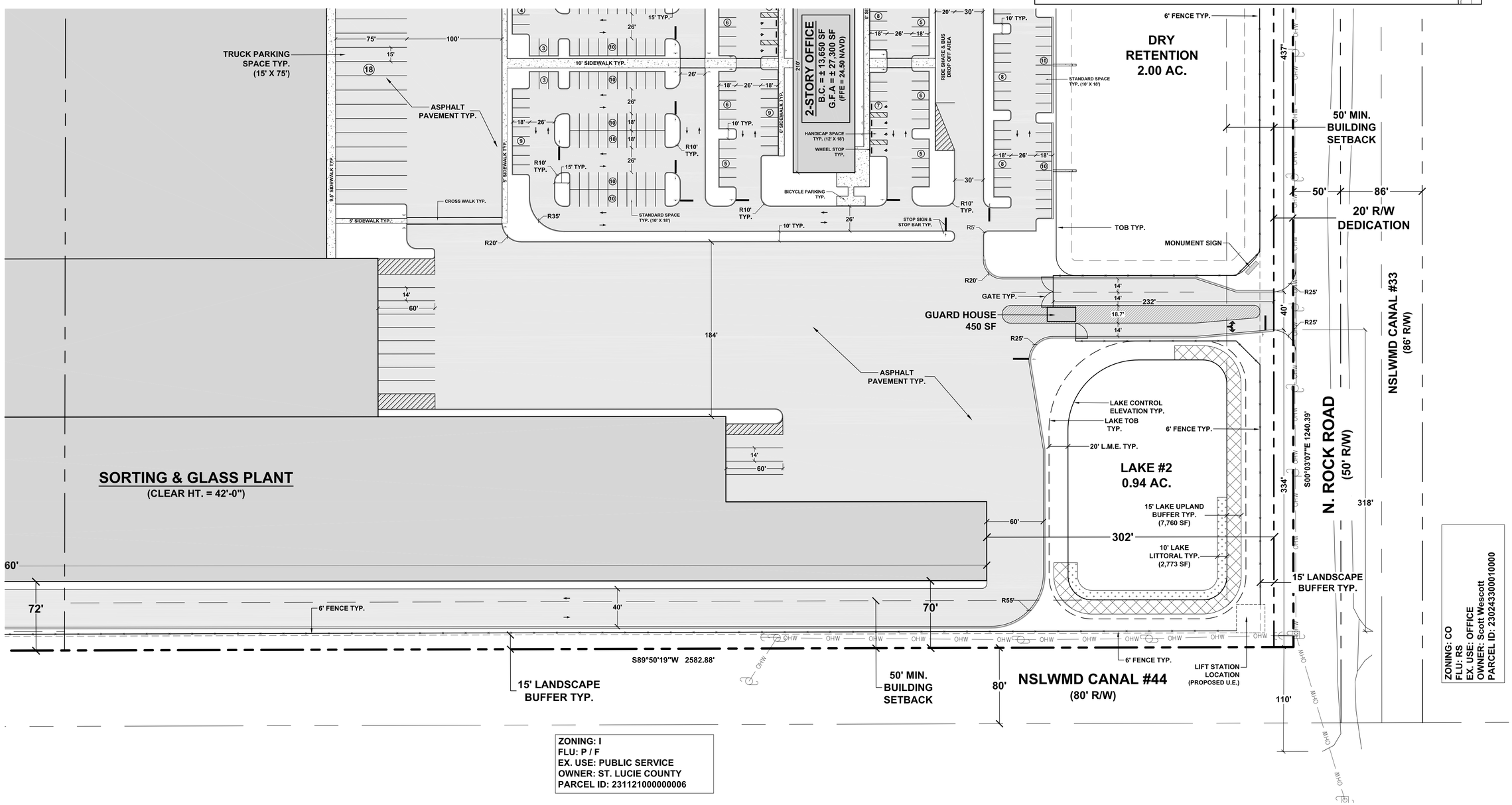
Key Map

Scale: N.T.S.





Project Orchid

St. Lucie County
Site Plan

Florida

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Drawn By	TT
Checked By	MH
Approved By	MH
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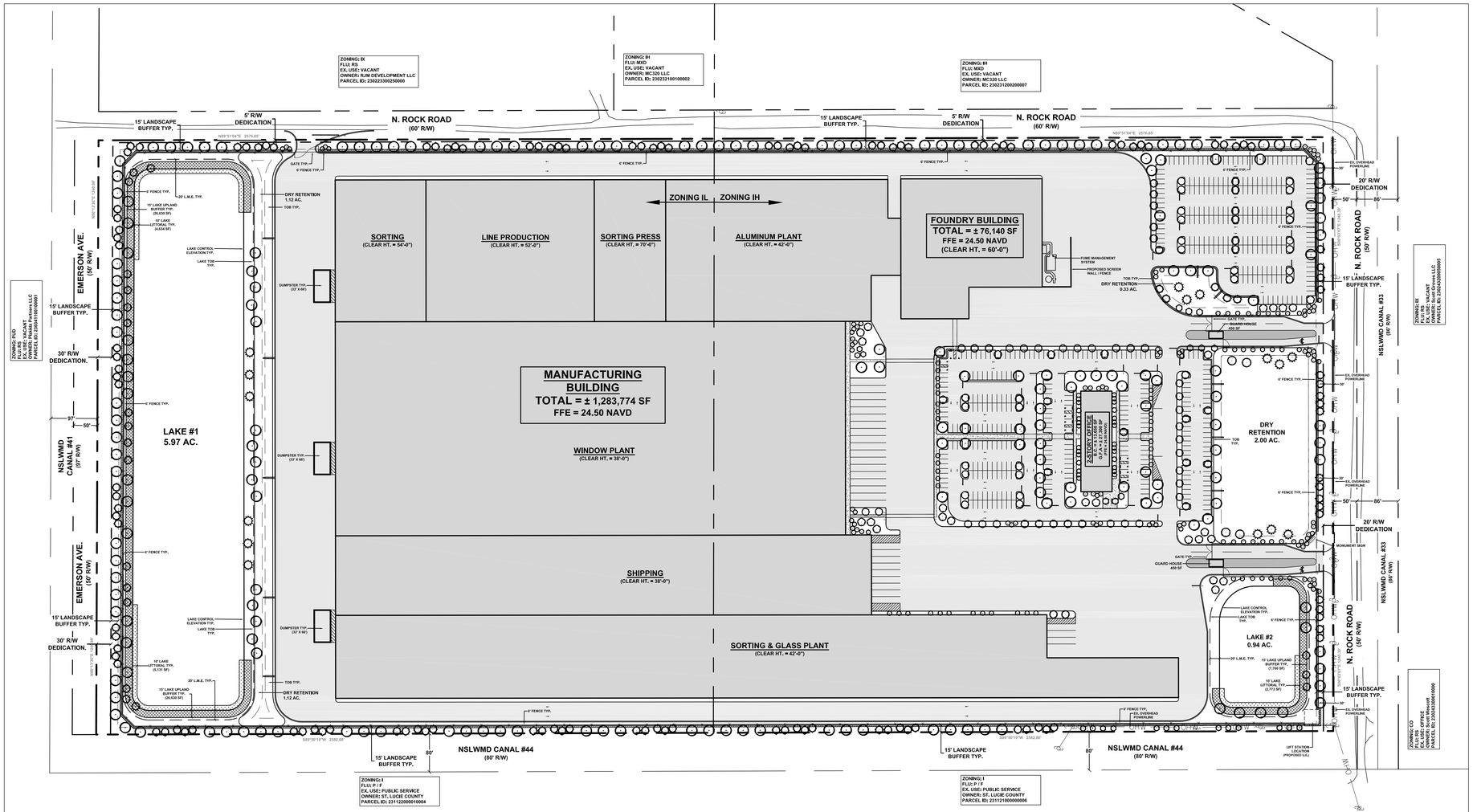
	4-09-26
Revision Dates	xxxxxx

SP-5



Landscape Data

Required Landscaping Adjacent to Road Right-of-Way

A strip of land at least fifteen (15) feet in depth shall be located abutting street or road right-of-way and shall be landscaped to include one (1) tree for each thirty (30) linear feet of abutting right-of-way. In addition, a hedge, wall or other durable landscaping barrier shall be placed along the interior perimeter of this required landscaped strip. Hedge shall not be less than (2) two feet in height at the time of planting.

East Property Buffer: 1,152 LF

Trees Required: (1,152 LF / 30)	= 39 Trees
Trees Provided:	= 39 Trees (34 Trees + 15 Palms @ 3:1)

North Property Buffer: 2,497 LF

Trees Required: (2,497 LF / 30)	= 83 Trees
Trees Provided:	= 83 Trees (80 Trees + 9 Palms @ 3:1)

West Property Buffer: 1,241 LF

Trees Required: (1,241 LF / 30)	= 41 Trees
Trees Provided:	= 41 Trees

South Property Buffer: 2,503 LF

Trees Required: (2,503 LF / 30)	= 84 Trees
Trees Provided:	= 84 Trees

Lake Upland Buffer Requirement

As a minimum, ten (10) square feet of such buffer shall be provided for each linear foot of wetland or deepwater habitat perimeter that lies adjacent to uplands. This upland edge habitat shall be located such that no less than fifty percent (50%) of the total shoreline is buffered by a minimum width of ten (10) feet of upland habitat.

Lake #1 Linear Footage: 2,663 LF

Area Required: (2,663 LF x 10)	26,630 sf
Area Provided:	26,630 sf
Trees Required: (26,630 sf / 900 sf)	= 30 Trees
Trees Provided:	= 30 Trees
Shrubs Required: (26,630 sf / 100 sf)	= 267 Shrubs
Shrubs Provided:	= 307 Shrubs
Groundcovers Required: (26,630 sf / 9 sf)	= 2,959 GC
Groundcovers Provided:	= 3,037 GC

Lake #2 Linear Footage: 776 LF

Area Required: (776 LF x 10)	7,760 sf
Area Provided:	7,760 sf
Trees Required: (7,760 sf / 900 sf)	= 9 Trees
Trees Provided:	= 9 Trees
Shrubs Required: (7,760 sf / 100 sf)	= 78 Shrubs
Shrubs Provided:	= 90 Shrubs
Groundcovers Required: (7,760 sf / 9 sf)	= 863 GC
Groundcovers Provided:	= 886 GC

Parking / Vehicular Use Area Interior Landscape Requirement

Vehicular use areas shall have at least one (1) square foot of interior landscaping for every eighteen (18) square feet or major fraction thereof of off-street parking and vehicular use area. Each separately landscaped area shall contain a minimum of one hundred eighty (180) square feet and shall include at least one (1) tree.

Total Vehicular Use Area: 903,490 sf

Area Required: (903,490 sf / 18 sf)	50,194 sf
Trees Required: (50,194 sf / 180 sf)	= 279 Trees
Trees Provided:	= 279 Trees (226 Trees + 159 Palms @ 3:1)

Total Required Trees:	565 Trees
Total Required Trees:	565 Trees
Required Species Mix:	5
Provided Species Mix:	9

Landscape Notes

1. Any plant materials used to satisfy the requirements of this plan shall conform to the standards of Florida No. 1 or better as given in the most recent edition of "Grades and Standards for Nursery Plants" by the Florida Dept. of Agriculture and Consumer Services, or standards equal thereto.

2. An automatic irrigation system shall be installed to ensure continued growth of all planting areas. Automatic irrigation systems shall be equipped with an automatic rain shut off device for each zone.

3. For existing or proposed utilities, no tree shall be planted where it could, at mature height, conflict with overhead power lines. Large trees [height at maturity of more than thirty (30) feet] shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium height tree [height at maturity between twenty (20) and thirty (30) feet] shall be offset at least twenty (20) feet and small trees [height at maturity of less than (20) feet] require no offset.

4. No tree, shrubs, hedges or vines shall be planted within five (5) feet of any existing or proposed utility pole, guy wire or-pad mounted transformer. Palms should be planted at a distance equal to or greater than the average front length plus two (2) feet from power lines.

5. All property lying between the right-of-way and off-street parking or other vehicular use area outside the required landscape strip shall be landscaped with at least grass or other groundcover .

6. Trees of species whose roots are known to cause damage to public roadways or other public works shall not be planted any closer than 12 ft, unless root system is completely contained with a barrier which shall have the min. dimensions of 5 ft square and 5 ft deep.

7. All plant material shall receive at least 3 inches of mulch and no cypress mulch is permitted.

8. No landscape materials other than sod grasses may be planted within a 5' radius maintenance area of any SLCUD facility such as water meters, backflow devices, fire hydrants, sanitary sewer cleanouts, manholes, air release valves, etc. Mulch beds are permitted.

9. No landscaping shall be planted in such a manner as to adversely affect utility installation, operation and maintenance.

10. All landscaping within St. Lucie County Utility Systems Department (SLCUSD) utility easements shall comply with SLCUSD technical specifications, policies, and codes.

11. Trees placed within ten (10') feet of underground utilities shall include a root barrier product to protect the utilities.

12. It shall be the responsibility of the property owner to maintain all landscaping along the outside edge of any wall or opaque fence consistent with the requirements of this Code.

13. Landscaping 3ft in all directions from the base of the proposed signage shall be provided in accordance with LDC 9.02.01.D.6.

14. Tree & Shrub locations are conceptual and may be adjusted based on final utility layout.

North

Scale: 1" = 120'

0' 60' 120' 240' 360'

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www.hjadesignstudio.com
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Project Orchid

St. Lucie County Florida

Overall Landscape Plan

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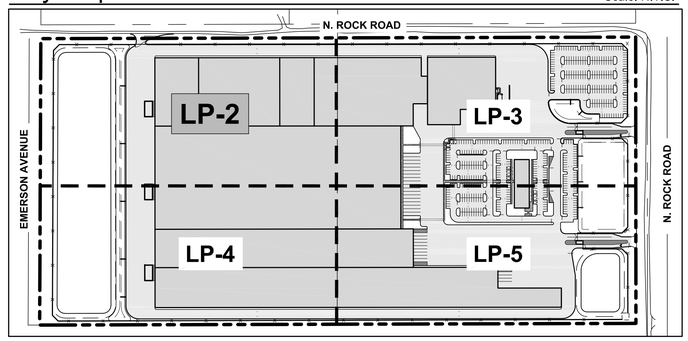
REGISTERED LANDSCAPE ARCHITECT
CRAIG MICHAEL HOUSTON
LA0000005
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

LP-1

Key Map

Scale: N.T.S.



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LA 0000905

15' LANDSCAPE BUFFER TYP.

5' R/W DEDICATION

N89°51'04"E 2576.85

N. ROCK ROAD (60' R/W)

GATE TYP.

6' FENCE TYP.

6' FENCE TYP.

N00°13'36"E 1240.98'

20' L.M.E. TYP.

DRY RETENTION 1.12 AC.

TOB TYP.

15' LAKE UPLAND BUFFER TYP. (26,630 SF)

10' LAKE LITTORAL TYP. (4,634 SF)

LAKE CONTROL ELEVATION TYP.

LAKE TOB TYP.

EMERSON AVE. (50' R/W)

15' LANDSCAPE BUFFER TYP.

30' R/W DEDICATION.

6' FENCE TYP.

97'

50'

NSLWMD CANAL #41 (97' R/W)

LAKE #1 5.97 AC.

DUMPSTER TYP. (33' X 66')

DUMPSTER TYP. (33' X 66')

ZONING: PUD
FLU: RS
EX. USE: VACANT
OWNER: Pizkidz Partners LLC
PARCEL ID: 2303411001000001

ZONING IL | ZONING IH

SORTING
(CLEAR HT. = 54'-0")

LINE PRODUCTION
(CLEAR HT. = 52'-0")

SORTING PRESS
(CLEAR HT. = 70'-0")

ALUMINU
(CLEAR H

MANUFACTURING BUILDING
TOTAL = ± 1,283,774 SF
FFE = 24.50 NAVD

WINDOW PLANT
(CLEAR HT. = 38'-0")

Scale: 1" = 50'

0' 25' 50' 100' 150'

North

Project Orchid

St. Lucie County, Florida
Landscape Plan

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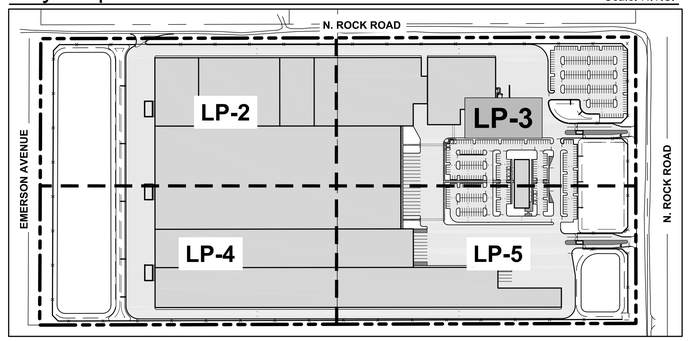
REGISTERED LANDSCAPE ARCHITECT
CRAIG MICHAEL HOUSTON
LA0000905
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

LP-2

Key Map

Scale: N.T.S.



HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

3500 SW Corporate Parkway, Suite 203
Palm City, Florida 34990

T 772.678.7200
www.hjadesignstudio.com
LA 0000905

Florida

Project Orchid

St. Lucie County
Landscape Plan

15' LANDSCAPE BUFFER TYP.

5' R/W DEDICATION

N. ROCK ROAD (60' R/W)

N89°51'04"E 2576.85'

6' FENCE TYP.

ZONING IH

IL

ALUMINUM PLANT
(CLEAR HT. = 42'-0")

FOUNDRY BUILDING
TOTAL = ± 76,140 SF
FFE = 24.50 NAVD
(CLEAR HT. = 60'-0")

FUME MANAGEMENT SYSTEM

PROPOSED SCREEN WALL / FENCE

TOB TYP.
DRY RETENTION
0.33 AC.

GATE TYP.
GUARD HOUSE
450 SF

2-STORY OFFICE
B.C. = ± 13,650 SF
G.F.A = ± 27,300 SF
(FFE = 24.50 NAVD)

TOB TYP.

DRY RETENTION
2.00 AC.

EX. OVERHEAD POWERLINE

30'

20' R/W DEDICATION

50' 86'

S00°03'07"E 1240.39'

N. ROCK ROAD (50' R/W)

15' LANDSCAPE BUFFER TYP.

NSLWMD CANAL #33 (86' R/W)

ZONING: IX
FLU: RS
EX. USE: VACANT
OWNER: Scott Groves LLC
PARCEL ID: 2302432000500005

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REGISTERED LANDSCAPE ARCHITECT
CRAIG MICHAEL HOUSTON
LA0000905
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

Scale: 1" = 50'

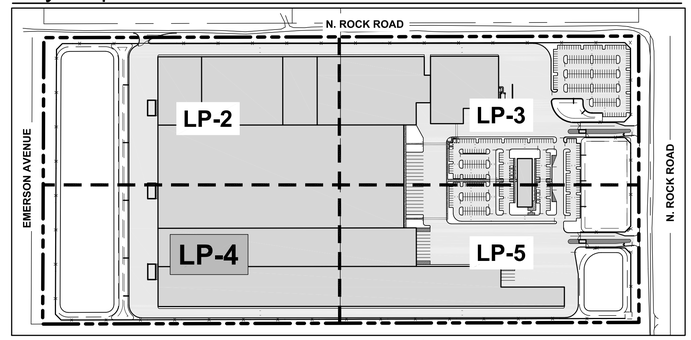
0' 25' 50' 100' 150'

North

LP-3

Key Map

Scale: N.T.S.



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LANDSCAPE ARCHITECTURE
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Palm City, Florida 34990
T 772.678.7200
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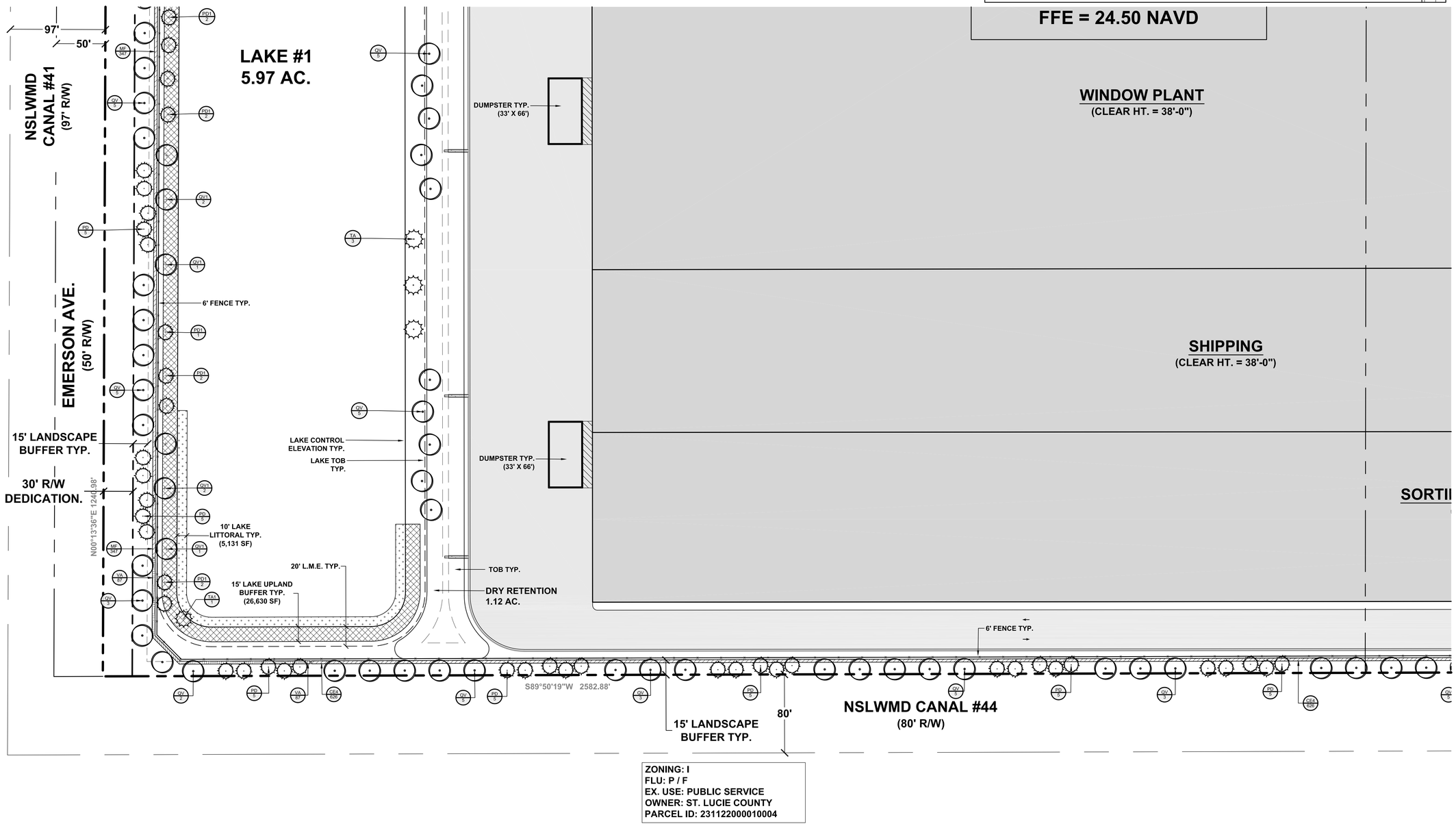

ZONING: I
FLU: P / F
EX. USE: PUBLIC SERVICE
OWNER: ST. LUCIE COUNTY
PARCEL ID: 231122000010004

Scale: 1" = 50'

0' 25' 50' 100' 150'

North

Project Orchid

St. Lucie County
Landscape Plan

Florida

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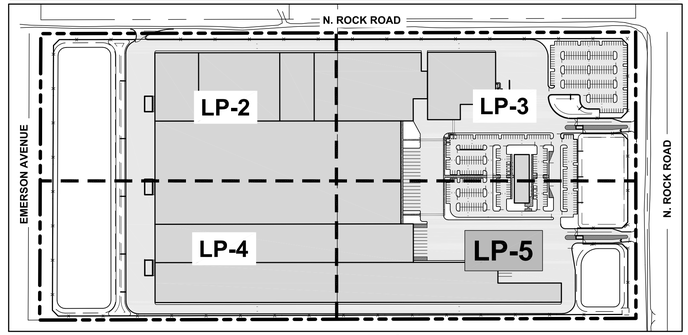
REGISTERED LANDSCAPE ARCHITECT
CRAIG MICHAEL HOUSTON
LA0000905
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

LP-4

Key Map

Scale: N.T.S.



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LANDSCAPE ARCHITECTURE

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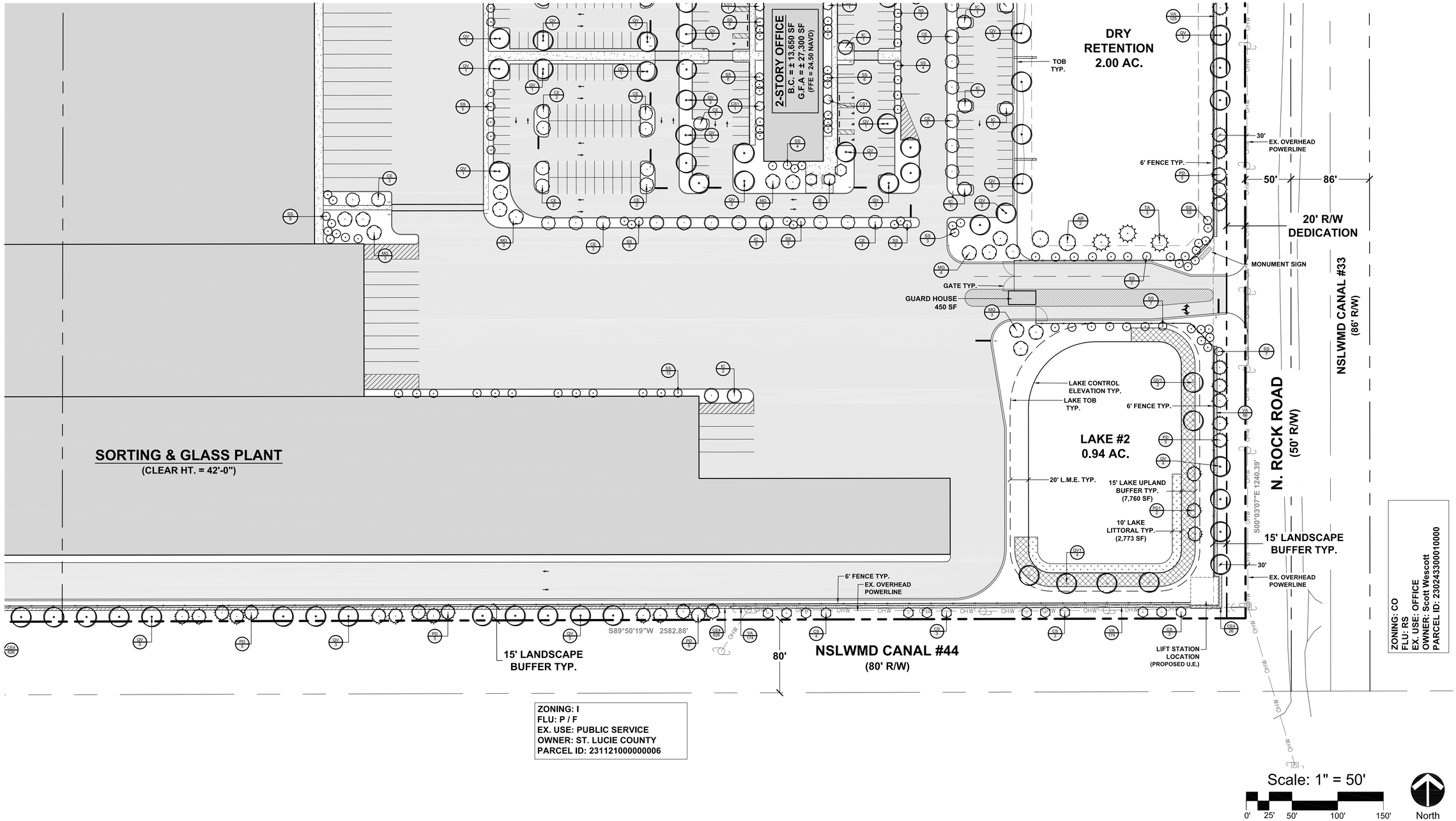
Palm City, Florida 34990

T 772.678.7200
www.hjadesignstudio.com
LA 0000905

Project Orchid

St. Lucie County
Florida

Landscape Plan



Scale: 1" = 50'

0' 25' 50' 100' 150'

North

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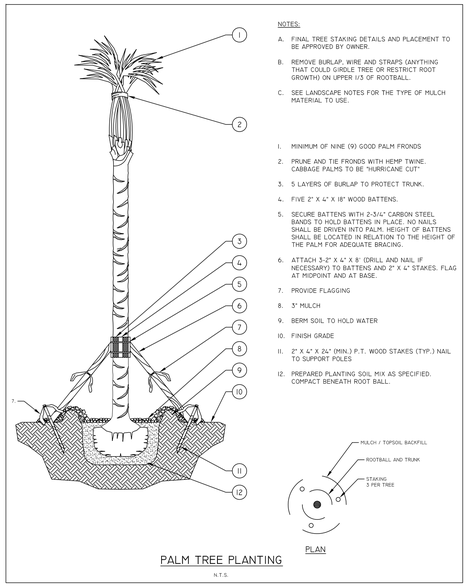
REGISTERED LANDSCAPE ARCHITECT
CRAIG MICHAEL HOUSTON
LA0000905
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

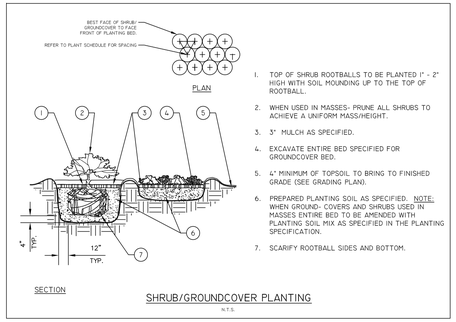
LP-5

Landscape Details



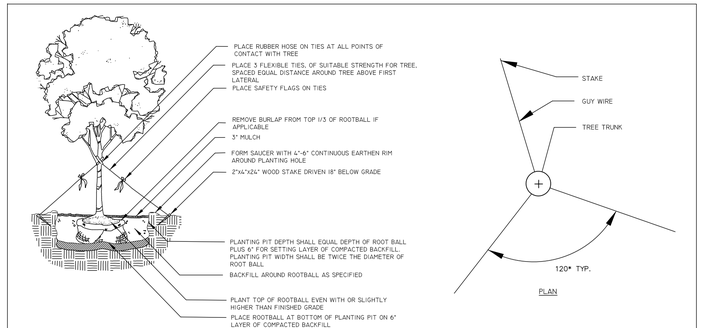
PALM TREE PLANTING

N.T.S.



SHRUB/GROUNDCOVER PLANTING

N.T.S.



TREE PLANTING DETAIL

N.T.S.

Landscape Notes

1. Any plant materials used to satisfy the requirements of this plan shall conform to the standards of Florida No. 1 or better as given in the most recent edition of "Grades and Standards for Nursery Plants" by the Florida Dept. of Agriculture and Consumer Services, or standards equal thereto.

2. An automatic irrigation system shall be installed to ensure continued growth of all planting areas. Automatic irrigation systems shall be equipped with an automatic rain shut off device for each zone.

3. For existing or proposed utilities, no tree shall be planted where it could, at mature height, conflict with overhead power lines. Large trees [height at maturity of more than thirty (30) feet] shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium height tree [height at maturity between twenty (20) and thirty (30) feet] shall be offset at least twenty (20) feet and small trees [height at maturity of less than (20) feet] require no offset.

4. No tree, shrubs, hedges or vines shall be planted within five (5) feet of any existing or proposed utility pole, guy wire or-pad mounted transformer. Palms should be planted at a distance equal to or greater than the average front length plus two (2) feet from power lines.

5. All property lying between the right-of-way and off-street parking or other vehicular use area outside the required landscape strip shall be landscaped with at least grass or other groundcover .

6. Trees of species whose roots are known to cause damage to public roadways or other public works shall not be planted any closer than 12 ft, unless root system is completely contained with a barrier which shall have the min. dimensions of 5 ft square and 5 ft deep.

7. All plant material shall receive at least 3 inches of mulch and no cypress mulch is permitted.

8. No landscape materials other than sod grasses may be planted within a 5' radius maintenance area of any SLCUD facility such as water meters, backflow devices, fire hydrants, sanitary sewer cleanouts, manholes, air release valves, etc. Mulch beds are permitted.

9. No landscaping shall be planted in such a manner as to adversely affect utility installation, operation and maintenance.

10. All landscaping within St. Lucie County Utility Systems Department (SLCUSD) utility easements shall comply with SLCUSD technical specifications, policies, and codes.

11. Trees placed within ten (10') feet of underground utilities shall include a root barrier product to protect the utilities.

12. It shall be the responsibility of the property owner to maintain all landscaping along the outside edge of any wall or opaque fence consistent with the requirements of this Code.

13. Landscaping 3ft in all directions from the base of the proposed signage shall be provided in accordance with LDC 9.02.01.D.6.

14. Tree & Shrub locations are conceptual and may be adjusted based on final utility layout.

Landscape Schedules

TREE SCHEDULE					
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE
CODE TREES					
	AR	4	Acer rubrum `Florida Flame` / Florida Flame Red Maple	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	CE	47	Conocarpus erectus / Green Buttonwood	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	CS1	4	Conocarpus erectus sericeus / Silver Buttonwood	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	CS	16	Conocarpus erectus sericeus / Silver Buttonwood	2.5" DBH, 12' Ht. x 5' Spr. Min., Multi-trunk	Yes
	IC	38	Ilex cassine / Dahoon Holly	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	IE	9	Ilex x attenuata 'Eagleston' / Eagleston Holly	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	MG	29	Magnolia grandiflora 'D.D.Blanchard' / Southern Magnolia	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	PD	132	Pinus elliotti `Densa` / Slash Pine	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	PD1	18	Pinus elliotti `Densa` / Slash Pine	25 gal., 2" Cal., 10' Ht., Std., 4' ct.	Yes
	QV	174	Quercus virginiana / Southern Live Oak	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	QV1	19	Quercus virginiana / Southern Live Oak	25 gal., 2" Cal., 10' Ht., Std., 4' ct.	Yes
	SS	180	Sabal palmetto / Cabbage Palm	25% @ 14' ct, 16' ct., 19.ct, 22' ct., Slick	Yes
	TA	15	Taxodium distichum / Bald Cypress	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	TA1	2	Taxodium distichum / Bald Cypress	25 gal., 2" Cal., 10' Ht., Std., 4' ct.	Yes

SHRUB SCHEDULE					
CODE	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE	SPACING
SHRUB AREAS					
CE4	652	Conocarpus erectus / Green Buttonwood	3 gal., 24" Ht. Min.	Yes	36" o.c.
MF	1,060	Myrcianthes fragrans / Simpson's Stopper	3 gal., 24" Ht. min., Full	Yes	36" o.c.
VA	737	Viburnum odoratissimum awabuki / Awabuki Viburnum	3 gal., 24" Ht. min., Full	No	36" o.c.

LAKE 1 - UPLAND TRANSITIONAL ZONE PLANTING SCHEDULE

BOTANICAL / COMMON NAME	QTY	SIZE	% / SPACING
Callicarpa americana / American Beautyberry	307	3 gal	10% @ 36" o.c.
Muhlenbergia capillaris / Pink Muhly Grass	922	1 gal	30% @ 36" o.c.
Spartina bakeri / Sand Cordgrass	1,230	1 gal	40% @ 36" o.c.
Tripsacum floridanum / Dwarf Fakahatchee	885	1 gal	20% @ 30" o.c.

LAKE 2 - UPLAND TRANSITIONAL ZONE PLANTING SCHEDULE

BOTANICAL / COMMON NAME	QTY	SIZE	% / SPACING
Callicarpa americana / American Beautyberry	90	3 gal	10% @ 36" o.c.
Muhlenbergia capillaris / Pink Muhly Grass	269	1 gal	30% @ 36" o.c.
Spartina bakeri / Sand Cordgrass	359	1 gal	40% @ 36" o.c.
Tripsacum floridanum / Dwarf Fakahatchee	258	1 gal	20% @ 30" o.c.

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Palm City, Florida 34990
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LA 0000905

Project Orchid

St. Lucie County

Landscape Specifications

Florida

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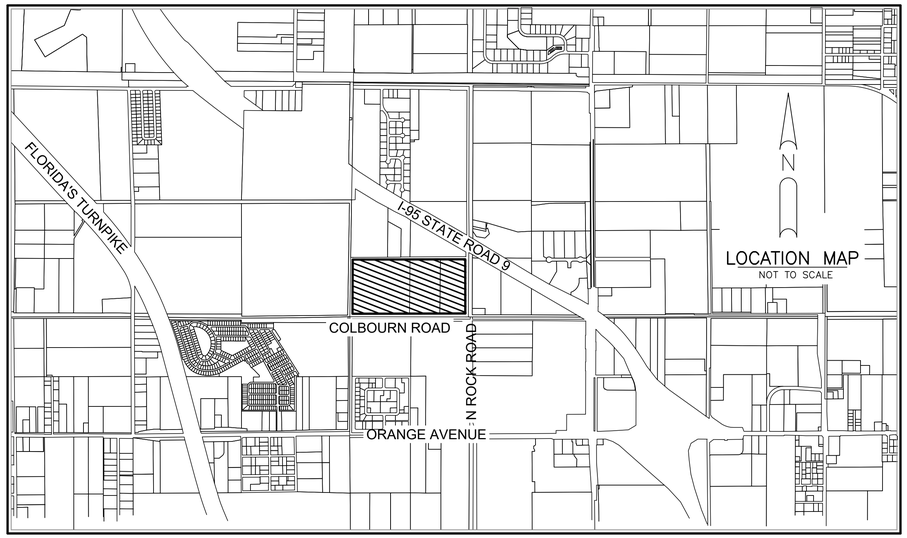
REGISTERED LANDSCAPE ARCHITECT CRAIG MICHAEL HOUSTON LA0000905 STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

LP-6

BOUNDARY TOPOGRAPHIC

LAND LYING IN SECTION THE SOUTH ONE-HALF OF THE
SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH,
RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA



LOCATION MAP
NOT TO SCALE

DESCRIPTION:

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

CONTAINING 73.485 ACRES, MORE OR LESS.

SURVEY NOTES:

1. LAST DATE OF FIELD DATA ACQUISITION FOR THIS SURVEY IS JANUARY 13, 2026.
2. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS WITH AN EXPECTED ACCURACY OF +/- 0.05'. ALL PROPERTY CORNERS WERE DOUBLE OCCUPIED FOR REDUNDANT MEASUREMENTS.
4. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
5. THE DESCRIPTION OF THE LAND CONTAINED IN THIS SURVEY WAS PROVIDED BY THE CLIENT.
6. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASIS FOR THIS SURVEY IS BASED ON A MEASURED NORTH LINE OF CANA; NO. 44, SAID LINE BEARS S 89°50'19" W AND ALL OTHER BEARINGS ARE RELATIVE THERETO. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS.
7. THE VERTICAL DATUM REFERENCES THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 AND IS IN THE U.S. SURVEY FOOT UNIT OF MEASUREMENT.
8. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS ESTABLISHED BY THE NATIONAL GEODETIC SURVEY (NGS) CONTROL POINT DESIGNATION "I95 K 14", PDI AF7282 HAVING A PUBLISHED ELEVATION OF 16.46' (NAVD88) A FOUND FDOT SURVEY DISK SET IN A CONCRETE HEADWALL STAMPED BM I95 K 14.
9. SUBJECT PROPERTY FALLS WITHIN ZONE "X", AREA OF MINIMAL FLOOD HAZARD ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); COMMUNITY PANEL NO. 12111C0160J UNINCORPORATED ST. LUCIE COUNTY, COMMUNITY NO. 12285; DATED FEBRUARY 16, 2012.
10. THERE ARE NOT GAPS, GORES OR HIATUSES, THE TRACTS ARE CONTIGUOUS ALONG THEIR BOUNDARIES.
11. ALL BEARING AND DISTANCES ARE MEASURED BETWEEN FOUND MONUMENTATION. THE BOUNDARY SURVEY IS A RETRACEMENT SURVEY TO FOLLOW IN THE FOOTSTEPS OF THE PREVIOUS SURVEYOR AND BASED ON THE SURVEYS OF CULPEPPER & TERPENING, INC. DATED 11/04/05 WITH A LAST REVISION DATE OF 4/30/13 HAVING A JOB NUMBER 03-243.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED BOUNDARY SURVEY OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS SURVEYED UNDER MY DIRECTION ON JANUARY 13. 2026 I FURTHER CERTIFY THAT THIS BOUNDARY SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH IN CHAPTER 5J-17.050, 5J-17.051, 5J-17.052, FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, PURSUANT TO FLORIDA STATUTES 472.027, AS AMMENDED AND CHAPTERS 177.041 AND 177.061, FLORIDA STATUTES. THE FIELDWORK WAS COMPLETED ON JANUARY 13, 2026.

_____
RONNIE L. FURNISS
PROFESSIONAL SURVEYOR MAPPER #6272
STATE OF FLORIDA

CAULFIELD AND WHEELER, INC
SURVEYORS – ENGINEERS – PLANNERS
7900 GLADES ROAD, SUITE 100
CERTIFICATION OF AUTHORIZATION NO. LB 3591

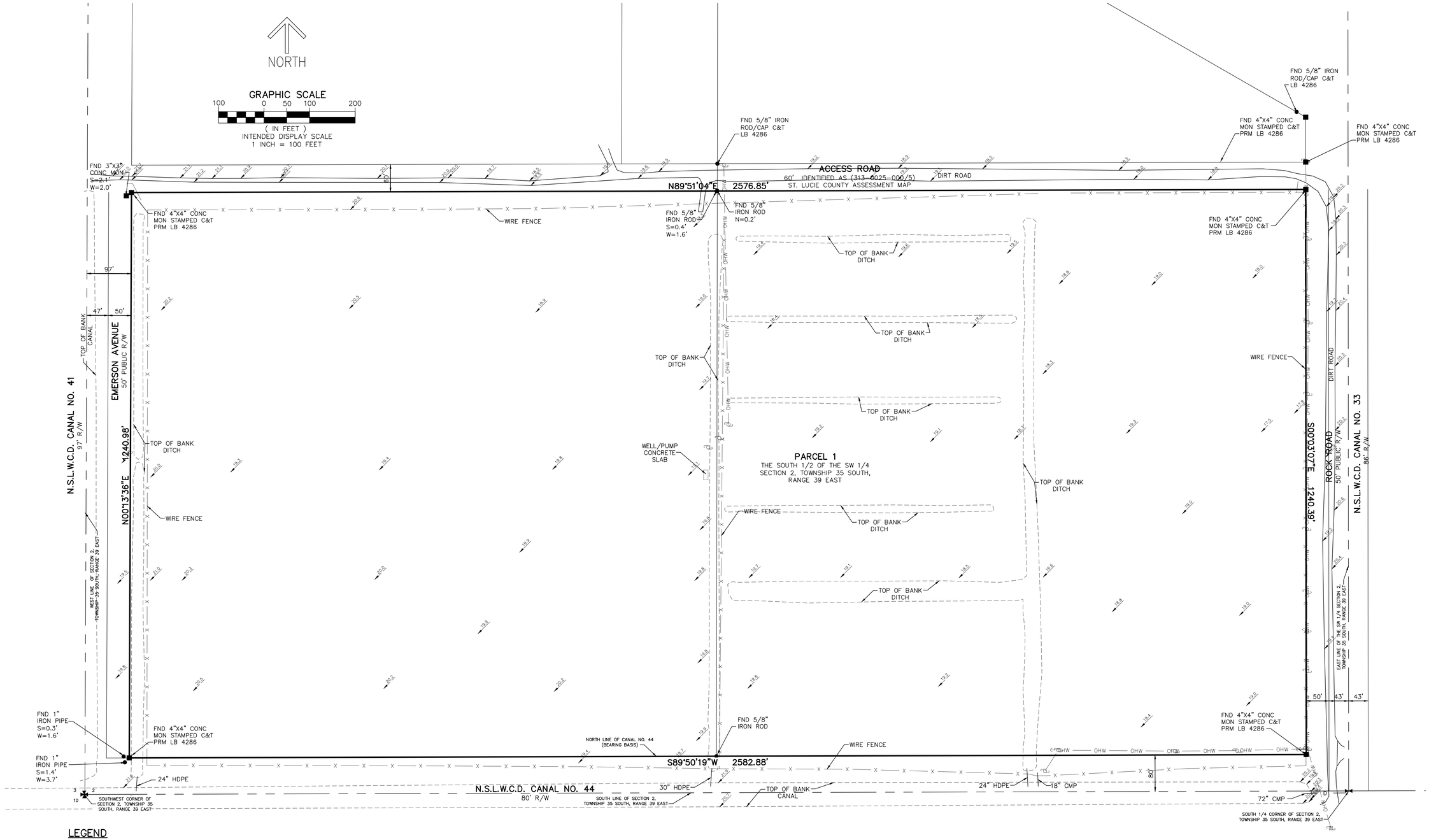
REVISIONS	DATE	BY
FILE NAME 11784-BNDY TOPO SURVEY.dwg		

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

BOUNDARY & TOPOGRAPHIC SURVEY
THE SOUTH ONE-HALF OF THE SOUTHWEST
ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH,
RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 01/19/2026
DRAWN BY RLF
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11784
SHT.NO. 1
OF 2 SHEETS



LEGEND

CMP – CORRUGATED METAL PIPE
CONC – CONCRETE
FND – FOUND
HDEP – HIGH–DENSITY POLYETHYLENE PIPE
LB – LICENSE BUSINESS
N.S.L.W.C.D. – NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
R/W – RIGHT–OF–WAY
– CONCRETE POWER POLE
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– INDICATES SECTION CORNER
– INDICATES 1/4 SECTION CORNER
– DENOTES FOUND SURVEY ROD & CAP
– DENOTES FOUND CONCRETE MONUMENT

REVISIONS	DATE	BY
FILE NAME 11784-BNDY TOPO SURVEY.dwg		

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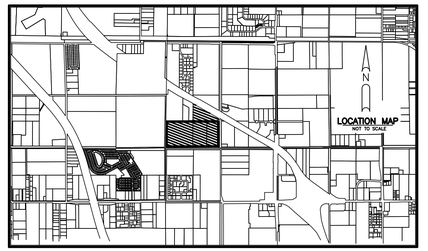
BOUNDARY & TOPOGRAPHIC SURVEY
THE SOUTH ONE–HALF OF THE SOUTHWEST ONE–QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 01/19/2026
DRAWN BY RLF
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11784
SHT.NO. 2
OF 2 SHEETS

TREE LOCATIONS

Tag	Northing	Easting	Species (Assumed)	DBH(in.)
1	1136290.336	845662.677	PALM	12
2	1136287.036	845747.661	PINE	14
3	1136288.942	845751.371	PINE	12
4	1136290.819	845753.215	PINE	4
5	1136290.298	845757.906	PINE	16
6	1136288.213	845778	PINE	10
7	1136278.269	845734.065	OAK	6
8	1136256.046	845785.251	OAK	18
9	1136253.932	845804.364	OAK	8
10	1136291.496	845806.523	PINE	8
11	1136290.324	845829.516	PINE	14
12	1136286.639	845860.13	OAK	10
13	1136290.998	845865.975	OAK	4
14	1136256.372	845885.782	OAK	30
15	1136291.527	845899.041	PINE	10
17	1136290.635	845913.337	PINE	14
18	1136289.674	845922.637	PINE	14
21	1136290.455	845927.856	PINE	10
22	1136250.351	845934.279	OAK	10
23	1136258.412	845940.271	OAK	8
27	1136293.741	845946.062	PINE	12
28	1136290.394	845981.586	PINE	16
29	1136254.921	846020.257	OAK	12
32	1136257.949	846036.31	OAK	10
33	1136291.638	846055.482	PINE	16
34	1136284.163	846076.354	OAK	4
35	1136289.73	846081.182	PALM	14
36	1136293.093	846091.132	PINE	10
37	1136287.968	846099.472	OAK	4
38	1136291.525	846105.576	PINE	10
39	1136254.629	846064.78	OAK	14
40	1136256.53	846068.742	OAK	8
41	1136257.116	846075.803	OAK	6
42	1136257.575	846145.722	OAK	6
43	1136253.592	846147.531	OAK	8
44	1136254.463	846173.424	OAK	4
45	1136259.615	846175.92	OAK	4
47	1136256.421	846206.975	OAK	14
48	1136283.688	846199.595	OAK	14
50	1136292.28	846241.187	PINE	10
51	1136258.318	846294.703	OAK	16
52	1136290.294	846324.36	PINE	18
53	1136258.38	846340.463	OAK	12
54	1136287.501	846361.032	PALM	16
55	1136261.658	846376.082	OAK	10
56	1136258.999	846383.953	OAK	10
57	1136258.909	846410.261	OAK	14
58	1136287.081	846396.353	PALM	14
59	1136257.336	846455.565	OAK	10
60	1136290.424	846453.325	PALM	10
61	1136295.493	846489.705	PALM	10
80	1136305.01	846225.576	PALM	12
81	1136304.154	846043.125	PINE	8
82	1136309.018	846355.623	PALM	14
83	1136305.523	846045.106	PINE	16
86	1136324.82	846382.346	PINE	14
88	1136331.095	846621.665	OAK	8
89	1136306.094	846227.582	PALM	12
90	1136304.307	846035.084	PINE	16
91	1136321.212	846170.537	PINE	16
92	1136303.626	846216.177	PINE	16
93	1136305.689	846013.781	PINE	16
94	1136326.572	846577.438	PINE	14
95	1136305.778	846281.789	PALM	14
101	1135213.451	846316.133	OAK	4
102	1135218.282	846235.987	OAK	14
103	1135218.655	846295.862	OAK	15
104	1135216.794	846414.329	OAK	17
105	1135214.244	846382.375	OAK	12
106	1135454.719	846489.677	OAK	6
107	1135480.048	846385.281	OAK	13
108	1135209.968	846273.484	PINE	23
109	1135513.199	846491.836	OAK	5
110	1135489.143	846565.311	OAK	13
111	1135214.618	846347.255	OAK	6
112	1135477.418	846710.04	OAK	6
113	1135401.61	846738.482	OAK	22
114	1135442.732	846878.492	OAK	8
115	1135486.453	846659.055	OAK	31
131	1135216.581	846212.685	PALM	13
135	1135218.34	846313.303	OAK	14
142	1135219.087	846197.999	PALM	16
163	1135397.831	846657.689	OAK	16
166	1135425.691	846629.401	OAK	20
174	1135214.136	846199.302	OAK	6
176	1135486.193	846731.418	OAK	25
177	1135460.875	846738.113	OAK	12
178	1135483.118	846617.122	OAK	17
179	1135421.758	846719.246	OAK	10
180	1135488.194	845876.717	OAK	4
181	1135419.852	846705.125	OAK	23
182	1135431.411	846638.001	OAK	5
183	1135455.481	846484.402	OAK	4
184	1135459.832	846504.399	OAK	28
185	1135565.364	845580.083	PINE	4
186	1135445.819	846245.144	OAK	6
187	1135461.096	846521.961	PALM	23
188	1135480.456	846497.119	OAK	11
189	1135484.636	846558.981	OAK	34
190	1135422.671	846796.349	OAK	16
191	1135220.474	846387.698	PALM	15
192	1135216.865	846387.311	OAK	6
193	1135406.863	846811.858	OAK	24
194	1135490.875	846758.177	OAK	26
195	1135394.6	846607.857	OAK	19
196	1135220.428	846281.318	OAK	15
197	1135218.768	846309.743	OAK	13
198	1135371.996	846784.843	OAK	16
199	1135208.562	846239.472	PINE	12
200	1135217.209	846352.483	OAK	9
201	1135366	846646.689	OAK	11
202	1135365.829	846651.815	OAK	6
203	1135359.439	846665.77	OAK	6
204	1135362.796	846606.479	OAK	8
205	1135337.263	846614.062	OAK	25
206	1135339.355	846561.834	OAK	19
207	1135339.754	846508.418	OAK	28
208	1135363.102	846522.543	OAK	18
209	1135336.27	846464.478	OAK	12
210	1135335.525	846456.456	OAK	17
211	1135304.782	846490.792	OAK	6
212	1135309.479	846528.028	OAK	16
213	1135278.508	846544.608	OAK	29
214	1135278.68	846541.439	PALM	11
215	1135248.412	846566.388	OAK	5
216	1135232.349	846564.214	OAK	6
217	1135239.786	846604.153	OAK	12
218	1135235.612	846609.726	PALM	12
219	1135245.403	846609.913	OAK	5
220	1135248.866	846610.215	PALM	10
222	1135219.057	846625.646	OAK	4
223	1135216.515	846615.368	OAK	11
224	1135217.326	846612.617	OAK	10
225	1135218.949	846611.444	OAK	22
226	1135213.655	846612.915	PALM	14
227	1135244.697	846640.584	OAK	7
228	1135188.711	846637.636	OAK	13
229	1135157.885	846609.327	OAK	26
230	1135134.277	846636.667	OAK	5
231	1135161.114	846591.759	OAK	14
232	1135160.912	846574.715	OAK	4
233	1135160.347	846572.367	OAK	9
234	1135162.765	846571.449	PALM	15
235	1135160.553	846554.097	PALM	14
236	1135214.649	846544.635	OAK	15
237	1135218.357	846556.776	OAK	10
238	1135217.237	846557.185	OAK	11
239	1135217.103	846558.45	OAK	6
240	1135219.029	846578.253	OAK	14
241	1135219.671	846579.451	OAK	8
242	1135212.529	846578.437	OAK	13
243	1135281.773	846474.083	OAK	35
244	1135244.15	846471.238	OAK	12
245	1135242.188	846488.108	OAK	8
246	1135242.017	846511.687	OAK	11
247	1135241.571	846513.105	PALM	12
248	1135214.56	846522.954	PALM	11
249	1135213.27	846523.092	PALM	14
250	1135092.494	846525.141	OAK	6
251	1135090.678	846524.796	OAK	8
252	1135097.141	846497.176	OAK	24
253	1135098.077	846497.331	OAK	8
254	1135098.999	846498.01	OAK	8
255	1135123.911	846489.085	OAK	5
256	1135126.261	846495.777	OAK	11
257	1135153.721	846499.281	OAK	5
258	1135156.888	846484.687	OAK	18
259	1135181.064	846483.353	OAK	15
260	1135221.052	846474.585	OAK	8
261	1135220.391	846476.089	OAK	6
262	1135221.907	846491.044	OAK	10
263	1135221.327	846492.636	OAK	8
264	1135218.236	846505.188	OAK	16
265	1135212.955	846492.335	OAK	11
266	1135212.736	846491.575	OAK	4
267	1135211.919	846488.245	OAK	4
268	1135222.671	846450.351	OAK	7
269	1135221.809	846449.611	PALM	14
270	1135185.139	846452.36	OAK	9
271	1135185.778	846451.337	OAK	13
272	1135190.895	846433.774	OAK	7
273	1135191.598	846433.187	OAK	6
274	1135161.188	846438.691	OAK	7
275	1135157.066	846436.979	OAK	6
276	1135123.472	846448.751	OAK	17
277	1135093.634	846456.347	OAK	17
278	1135094.927	846406.059	OAK	19
279	1135101.039	846414.908	OAK	9
280	1135120.561	846412.848	OAK	32
281	1135158.914	846401.036	OAK	13
282	1135154.761	846392.033	PALM	12
283	1135131.019	846379.825	PALM	12
284	1135126.623	846374.339	OAK	9
285	1135127.259	846403.843	OAK	4
286	1135090.582	846380.542	OAK	12
287	1135122.649	846340.62	OAK	12
288	1135123.116	846347.873	OAK	4
289	1135125.343	846351.967	OAK	8
290	1135124.519	846328.737	OAK	4
291	1135121.36	846323.508	OAK	15
292	1135090.366	846298.692	OAK	5
293	1135121.49	846275.352	OAK	15
294	1135121.631	846276.905	OAK	17
295	1135157.357	846292.323	OAK	14
296	1135179.384	846284.603	OAK	15
297	1135160.531	846344.362	OAK	9
298	1135159.901	846372.858	OAK	11
299	1135178.213	846387.722	OAK	7
300	1135185.856	846404.386	PALM	11
301	1135161.594	846840.47	OAK	19
302	1135158.524	846836.436	PALM	14
303	1135151.995	846844.977	PALM	13
304	1135099.022	846815.72	OAK	20
305	1135128.85	846820.194	OAK	7
306	1135109.845	846879.424	PALM	12
307	1135063.413	846879.301	PALM	10
308	1135185.036	846831.327	OAK	14
309	1135194.058	846834.807	OAK	5
310	1135190.419	846824.949	PALM	10
311	1135209.309	846831.776	OAK	8
312	1135206.163	846840.118	OAK	7
313	1135206.325	846841.776	OAK	4
314	1135204.294	846841.733	OAK	5
315	1135237.595	846811.138	OAK	10
316	1135239.725	846812.586	OAK	8
317	1135238.555	846795.176	OAK	4
318	1135222.175	846776.546	OAK	6
319	1135245.706	846782.409	OAK	13
320	1135241.009	846775.268	OAK	7
321	1135273.767	846771.745	OAK	19
322	1135274.809	846777.753	PALM	12
323	1135273.91	846785.464	OAK	11
324	1135277.442	846783.424	OAK	13
325	1135280.702	846800.597	OAK	6
326	1135273.48	846808.736	OAK	16
327	1135272.392	846816.388	PALM	11
328	1135252.813	846807.989	OAK	6
329	1135301.187	846811.586	OAK	18
330	1135303.079	846801.092	OAK	4
331	1135326.174	846819.018	OAK	6
332	1135331.272	846804.548	OAK	13
333	1135335.751	846797.019	OAK	16
334	1135336.191	846789.815	PALM	12
335	1135335.235	846784.709	OAK	16
336	1135363.011	846763.084	OAK	14
337	1135361.863	846782.953	OAK	14
338	1135360.779	846788.012	OAK	13
339	1135361.776	846733.79	OAK	7
340	1135361.905	846709.383	OAK	18
341	1135307.685	846720.491	PALM	10
342	1135307.514	846722.024	OAK	16
343	1135281.274	846753.872	OAK	7
344	1135241.193	846719.785	OAK	8
345	1135244.275	846717.642	OAK	5
346	1135247.764	846716.184	PALM	10
347	1135183.884	846751.923	OAK	35
348	1135185.486	846733.021	OAK	13
349	1135183.649	846729.533	OAK	6
350	1135183.384	846721.608	OAK	9
351	1135184.56	846718.411	OAK	5
352	1135134.658	846714.37	OAK	4
353	1135133.306	846714.819	OAK	6
354	1135098.416	846767.349	OAK	15
355	1135098.625	846769.439	OAK	15
356	1135100.469	846680.811	OAK	14
358	1135101.382	846644.982	OAK	15
359	1135099.755	846608.467	OAK	22
360	1135098.733	846597.954	OAK	12
361	1135096.713	846579.513	OAK	14
362	1135106.396	846550.115	OAK	15
363	1135120.287	846536.441	OAK	35
364	1135131.864	846536.756	OAK	9
365	1135122.37	846555.82	OAK	8
366	1135123.159	846583.193	OAK	13
367	1135122.777	846594.029	OAK	4
368	1135129.997	846642.555	OAK	6
369	1135121.947	846679.237	OAK	6
370	1135126.046	846681.777	OAK	7
371	1135122.325	846693.198	OAK	15
372	1135153.286	846661.394	OAK	17
373	1135161.103	846658.826	OAK	14
374	1135186.103	846678.41	OAK	17
375	1135214.834	846690.642	OAK	43
376	1135185.124	846695.845	OAK	12
377	1135209.528	846665.377	PALM	10
378	1135211.544	846661.406	OAK	14
379	1135277.404	846685.741	OAK	8
380	1135277.851	846692.691	OAK	13
381	1135299.809	846688.237	OAK	10
382	1135337.482	846685.766	OAK	10
383	1135334.504	846679.55	OAK	16
384	1135334.244	846677.854	OAK	16
385	1135339.411	846669.263	OAK	12
386	1135338.296	846668.706	OAK	10
387	1135307.037	846674.025	OAK	4
388	1135279.065	846660.078	OAK	10
389	1135274.996	846661.787	OAK	16
390	1135272.225	846669.169	OAK	8
391	1135273.076	846645.908	OAK	10
392	1135274.776	846637.409	OAK	12
393	1135306.192	846646.401	OAK	24
394	1135304.966	846639.36	PALM	9
395	1135304.657	846613.661	OAK	5
396	1135306.099	846614.65	OAK	8
397	1135301.853	846580.912	OAK	17
398	1135274.942	846586.138	OAK	26
399	1135072.429	846875.12	PALM	13
501	1135543.629	846616.813	OAK	13
502	1135519.773	846370.938	OAK	13
504	1135545.115	846699.113	OAK	27
505	1135465.074	846156.657	OAK	8
506	1135546.314	846603.613	OAK	5
507	1135455.831	846215.755	OAK	8
507	1135451.365	846162.952	OAK	20
508	1135524.007	846724.531	OAK	26
509	1135477.391	846199.504	OAK	14
510	1135462.264	846045.303	OAK	10
511	1135518.355	846735.989	OAK	9
512	1135453.469	846157.363	OAK	21
513	1135483.722	846177.225	OAK	13
514	1135482.206	845990.608	OAK	13
515	1135461.85	846411.11	OAK	13
516	1135487.785	845960.951	OAK	10
517	1135459.44	846459.606	PALM	9
519	1135454.671	846486.642	OAK	5
520	1135549.44	846627.695	OAK	14
521	1135514.683	846629.314	OAK	28
522	1135522.261	846655.635	OAK	7
523	1135486.662	846205.742	OAK	15
524	1135488.131	846015.887	OAK	10
525	1135492.614	846786.01	OAK	11
526	1135451.633	846022.446	OAK	5
527	1135458.334	846024.235	OAK	4
528	1135420.798	846682.037	OAK	14
529	1135453.644	846034.036	OAK	4
530	1135487.608	846059.147	OAK	14
531	1135482.647	846047.274	OAK	6
532	1135482.726	846086.393	OAK	31
533	1135481.65	846111.125	OAK	6
534	1135451.056	846114.298	OAK	6
535	1135458.739	846127.817	OAK	18
536	1135483.146	846809.495	OAK	21
537	1135482.654	846160.585	OAK	20
538	1135463.431	846223.09	OAK	8
539	1135486.552	846420.421	OAK	18
540	1135454.271	846280.703	OAK	12
541	1135461.534	846615.217	OAK	10
542	1135485.947	846316.576	OAK	14
543	1135462.149	846443.4	OAK	7
544	1135486.303	846596.525	OAK	15
545	1135456.432	846024.369	OAK	5
546	1135452.454	846021.336	OAK	5
547	1135456.322	846051.18	OAK	21
548	1135463.547	846238.693	OAK	6
549	1135542.294	846347.927	OAK	4
550	1135542.153	846411.507	OAK	16
551	1135519.823	846355.049	OAK	16
552	1135546.434	846556.827	OAK	13
553	1135512.388	846617.15	OAK	9
554	1135519.725	846613.374	OAK	16
555	1135517.264	846748.419	OAK	8
556	1135519.087	846755.871	OAK	12
557	1135545.662	846822.762	OAK	7
558	1135545.796	846793.929	OAK	13
559	1135609.869	845963.112	OAK	6
560	1135581.58	846065.782	OAK	15
561	1135611.21	846062.689	OAK	7
562	1135604.76	846091.023	OAK	15
563	1135605.419	846115.389	OAK	21
564	1135577.775	846097.66	OAK	17
565	1135601.213	846008.232	OAK	16
566	1135576.048	846235.396	OAK	9
567	1135603.982	846238.084	OAK	14
568	1135606.868	846158.252	OAK	13
569	1135565.441	846267.685	OAK	6
570	1135577.493	846055.433	OAK	14
571	1135518.333	846362.926	OAK	12
572	1135577.992	846018.379	OAK	29
573	1135578.159	846296.816	OAK	5
574	1135574.668	846626.776	OAK	4
575	1135603.916	846293.88	OAK	15
576	1135567.139	846007.058	OAK	5
577	1135574.042	846617.734	OAK	7
578	1135604.79	846488.049	OAK	6
579	1135577.762	845987.528	OAK	14
580	1135544.765	846801.464	OAK	15
581	1135457.482	846195.086	OAK	9
582	1135581.027	846557.839	OAK	8
583	1135609.368	846609.998	OAK	20
584	1135568.509	846612.975	OAK	5
585	1135571.841	846609.121	OAK	5
586	1135574.715	846621.065	OAK	5
587	1135570.725	846645.093	OAK	7
588	1135605.238	846642.705	OAK	14
589	1135607.107	846659.414	OAK	7
590	1135576.235	846785.719	OAK	18
591	1135580.233	846811.163	OAK	6
592	1135581.316	846822.661	OAK	4
593	1135581.163	846827.673	OAK	9
594	1135575.075	846835.095	OAK	11
595	1135552.943	846821.164	OAK	5
596	1135543.317	846807.405	OAK	6
597	1135518.351	846338.612	OAK	12
598	1135517.928	846791.088	OAK	14
599	1135456.355	846190.952	OAK	14
600	1135582.439	846531.751	OAK	18
601	1135728.448	846645.072	OAK	9
602	1135421.697	846749.273	OAK	19
603	1135489.624	846493.889	OAK	35
604	1135491.034	846012.57	OAK	7
605	1135599.447	845849.529	PALM	24
606	1135757.45	846517.06	OAK	18
607	1135754.966	846322.596	OAK	10
608	1135726.576	846794.365	OAK	11
609	1135663.6	846309.123	OAK	14
610	1135563.937	845686.845	PINE	4
611	1135422.391	846726.087	OAK	9
612	1135760.155	846562.411	OAK	10
613	1135671.33	845984.867	OAK	7
614	1135600.747	846518.046	OAK	8
615	1135604.798	846707.546	OAK	28
616	1135705.638	846640.439	OAK	4
617	1135727.72	846597.786	OAK	10
618	1135726.405	846769.92	OAK	16
619	1135757.335	846618.357	OAK	11
620	1135728.713	846244.923	OAK	42
621	1135661.62	846000.394	OAK	8
622	1135606.454	846370.253	PALM	16
623	1135669.509	846611.026	OAK	5
624	1135752.742	846204.302	OAK	7
625	1135755.743	846483.526	OAK	12
626	1135780.753	846392.721	OAK	16
627	1135668.223	845988.088	OAK	7
628	1135759.283	846293.654	OAK	22
629	1135639.476	846626.695	OAK	14
630	1136802.721	847169.027	OAK	24
631	1135763.041	846805.037	OAK	10
631	1135754.886	846278.891	OAK	21
632	1135758.643	846793.333	OAK	5
633	1135758.07	846699.147	OAK	7
635	1135607.436	846825.802	OAK	10
636	1135754.154	846799.272	OAK	14
637	1135482.1	845960.88	OAK	16
638	1135724.523	846577.336	OAK	4
639	1135574.753	846256.704	OAK	4
640	1135586.276	846404.858	OAK	14
641	1135658.886	846599.459	OAK	14
642	1135725.43	846465.383	OAK	8
643	1135760.463	846143.311	OAK	15
644	1135611.642	846284.752	PALM	14
645	1135601.996	846405.11	OAK	16
646	1135723.55	846273.423	OAK	24
647	1135668.68	846429.993	POAK	17
648	1135779.307	846190.829	OAK	9
649	1135757.916	846716.609	OAK	20
650	1135658.441	846451.704	OAK	18
651	1135793.888	846608.942	OAK	7
652	1135662.127	846663.117	OAK	17
653	1135609.947	846811.714	OAK	4
654	1136147.444	848187.969	PALM	22
655	1135753.804	846340.107	OAK	11
656	1135627.34	846803.535	OAK	17
657	1135643.492	846817.011	OAK	9
658	1135733.748	846765.594	OAK	4
659	1135729.953	846638.792	OAK	6
660	1135601.578	846260.023	OAK	18
661	1135751.65	846773.685	OAK	14
662	1135732.389	846383.262	OAK	6
663	1135752.877	846166.638	OAK	15
664	1135756.499	846152.802	OAK	13
665	1136103.923	847362.645	OAK	7
666	1135781.8	846690.306	OAK	14
667	1135486.851	846192.325	OAK	7
668	1135573.85	846554.248	OAK	19
669	1135784.146	846710.664	OAK	19
670	1135402.909	846829.466	OAK	14
671	1135600.597	846423.317	OAK	12
672	1135659.733	846006.789	OAK	4
673	1135635.749	846583.056	OAK	12
674	1135693.625	846635.744	OAK	10
675	1135545.305	846812.489	OAK	6
676	1135635.931	846644.379	OAK	12
677	1135777.719	846066.432	OAK	20
678	1135459.026	846446.515	OAK	8
679	1135765.526	847565.813	OAK	4
680	1135727.032	846554.67	OAK	5
681	1135607.739	846759.978	OAK	7
682	1135602.579	846057.119	OAK	5
683	1135756.606	846342.372	OAK	13
684	1135608.134	846746.882	OAK	8
685	1135725.978	846389.903	OAK	31
686	1135464.298	846446.684	OAK	15
687	1135637.48	845989.724	OAK	9
688	1135759.914	846814.734	OAK	10
689	1135642.482	846007.183	PALM	13



DESCRIPTION:

PARCEL 1
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

ALL LESS AND EXCEPT LANDS DEEDED TO ST. LUCIE COUNTY BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 3664 PAGE 1430.

CONTAINING 3,725,282 SQUARE FEET/85.5207 ACRES, MORE OR LESS.

SURVEY NOTES:

1. THIS SURVEY OR REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL, OR THE AUTHENTICATED ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER.

2. SURVEY MAP OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED PROFESSIONAL LAND SURVEYOR.

3. LANDS SHOWN HEREON ARE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.

4. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

5. THE DESCRIPTION OF THE LAND CONTAINED IN THIS SURVEY WAS PROVIDED BY THE CLIENT.

6. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASIS FOR THIS SURVEY IS BASED ON A MEASURED NORTH LINE OF CANAL NO. 44, SAID LINE BEARS S 89°50'19" W AND ALL OTHER BEARINGS ARE RELATIVE THERETO. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS.

7. THE VERTICAL DATUM REFERENCES THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 AND IS IN THE U.S. SURVEY FOOT UNIT OF MEASUREMENT.

8. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS ESTABLISHED BY THE NATIONAL GEODETIC SURVEY (NGS) CONTROL POINT DESIGNATION "I95

TREE LOCATIONS

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
690	1135675.715	845986.944	OAK	5
691	1135574.605	846549.335	OAK	13
692	1135759.466	846055.288	OAK	8
693	1135405.379	846725.304	OAK	4
694	1135633.883	846730.195	OAK	16
695	1135781.081	846247.402	OAK	12
696	1135638.635	846012.312	OAK	24
698	1135731.181	846362.122	OAK	7
699	1135728.079	846552.859	OAK	4
700	1135584.269	846399.787	OAK	10
701	1136510.018	847645.274	OAK	4
702	1136524.049	847519.242	OAK	4
703	1136530.014	847512.813	OAK	14
704	1136525.01	847508.983	PALM	10
705	1136527.51	847505.571	PALM	12
706	1136525.442	8474481.543	OAK	32
707	1136579.582	847465.276	OAK	29
708	1136597.871	847462.011	OAK	14
709	1136598.158	847447.044	OAK	22
710	1136603.161	847432.723	OAK	28
711	1136602.982	847403.516	OAK	6
712	1136605.24	847401.666	OAK	5
713	1136530.459	847401.418	OAK	5
714	1136527.989	847377.018	OAK	4
715	1136478.727	847452.126	OAK	28
716	1136477.519	847434.722	OAK	7
717	1136427.803	847393.59	OAK	26
718	1136476.614	847357.841	OAK	18
719	1136528.18	847350.073	OAK	8
720	1136531.217	847351.162	OAK	8
721	1136536.069	847356.283	OAK	7
722	1136506.82	847320.157	OAK	14
723	1136502.15	847314.476	OAK	12
724	1136502.984	847287.567	OAK	20
725	1136472.926	847311.935	OAK	29
726	1136570.622	847321.315	OAK	29
727	1136626.893	847331.575	OAK	32
728	1136653.234	847384.894	OAK	8
729	1136697.591	847393.402	PALM	10
730	1136702.111	847321.858	OAK	19
731	1136729.955	847346.308	OAK	24
732	1136752.095	847311.463	OAK	21
733	1136856.493	847383.852	OAK	27
734	1136866.297	847384.051	OAK	11
735	1136866.931	847387.807	OAK	11
736	1136867.097	847390.43	OAK	6
737	1136863.41	847387.199	OAK	5
738	1136865.592	847397.263	OAK	12
739	1136832.491	847343.867	OAK	10
740	1136829.579	847345.432	OAK	14
741	1136866.228	847356.655	OAK	15
742	1136891.79	847349.632	OAK	9
743	1136873.157	847340.4	OAK	8
744	1136866.061	847336.602	OAK	13
745	1136892.1	847335.384	OAK	17
746	1136893.536	847314.452	OAK	6
747	1136834.806	847313.261	OAK	18
748	1136794.164	847308.455	OAK	15
750	1136803.122	847179.311	OAK	7
751	1136805.885	847207.082	OAK	15
751	1136802.436	847169.307	OAK	23
751	1136802.436	847169.307	OAK	23
752	1136775.985	847193.666	OAK	30
753	1136806.813	847148.704	OAK	7
754	1136799.436	847151.592	OAK	12
755	1136835.983	847141.86	OAK	7
756	1136886.066	847177.748	OAK	4
757	1136919.459	847177.145	OAK	15
758	1135637.796	8466372.753	OAK	10
759	1136808.561	847203.69	OAK	11
760	1136890.114	847144.979	OAK	6
761	1136804.214	847210.629	OAK	5
762	1136802.692	847310.126	OAK	20
763	1136801.571	847196.413	OAK	6
764	1136923.777	8472251.679	OAK	11
765	1136864.804	847158.09	OAK	11
766	1136870.316	847160.693	OAK	5
767	1136861.422	847161.739	OAK	24
768	1136872.31	847234.334	OAK	6
769	1136769.322	847182.621	OAK	9
770	1136898.681	847242.067	PALM	9
771	1136926.701	8472274.583	OAK	6
772	1136918.901	847295.358	OAK	12
773	1136975.494	847174.771	OAK	7
774	1136977.912	847155.328	OAK	5
775	1136922.799	847170.264	OAK	15
776	1136783.335	847183.436	OAK	8
777	1136972.721	847135.488	OAK	16
778	1137035.606	847173.389	OAK	17
779	1136835.994	847143.983	OAK	11
780	1136960.372	847236.922	PINE	4
781	1136927.874	8472270.551	OAK	5
782	1136915.902	847277.578	OAK	10
783	1136772.715	847153.81	OAK	6
784	1136863.029	847112.151	OAK	4
785	1136807.299	847078.538	PINE	32
786	1136778.015	847153.72	OAK	5
787	1136923.229	847255.974	OAK	7
788	1136862.787	847106.743	OAK	6
789	1135842.761	846145.114	OAK	20
790	1136786.139	847173.712	OAK	10
791	1136863.839	847139.097	OAK	24
792	1136864.714	847136.458	OAK	13
793	1137031.354	847139.537	OAK	15
794	1136863.394	847120.936	OAK	14
795	1136976.388	847172.804	OAK	5
796	1136834.571	847163.773	OAK	12
797	1136971.66	847143.353	OAK	12
798	1136920.527	847156.195	OAK	22
799	1135600.021	846822.16	OAK	5
801	1135834.779	846162.884	OAK	25
802	1135845.846	846692.238	OAK	22
803	1135843.358	846706.552	OAK	12
804	1135843.267	846738.786	OAK	19
805	1135758.252	846677.31	OAK	18
806	1135813.769	846818.197	OAK	15
807	1136923.064	847282.556	OAK	6
807	1135641.317	846119.576	OAK	12
808	1135640.775	846689.085	OAK	15
809	1135905.895	846840.182	OAK	18
810	1135903.244	846237.843	OAK	9
811	1135884.356	846812.884	OAK	11
812	1135962.224	846461.991	OAK	7
813	1135960.388	846423.577	OAK	25
814	1135907.161	846386.507	OAK	24
815	1135912.654	846370.179	PALM	12
816	1135606.197	846793.029	OAK	14
817	1135955.284	846349.26	OAK	25
818	1135962.018	846323.257	OAK	22
819	1135898.779	846280.502	OAK	18
820	1135912.065	846273.331	OAK	7
821	1135913.204	846263.98	OAK	9
822	1135900.311	846177.405	OAK	24
823	1135910.844	846122.167	PALM	12
824	1135816.57	846139.313	OAK	12
825	1135760.437	846837.949	OAK	14
826	1135880.416	846120.207	OAK	9
827	1135811.699	846127.771	OAK	13
828	1135843.654	846298.265	OAK	21
829	1135837.154	846258.808	OAK	20
830	1135813.901	846424.776	OAK	9
831	1135839.851	846427.234	OAK	21
832	1135814.105	846436.477	OAK	41
833	1135870.572	846108.101	OAK	19
834	1135869.545	846076.36	OAK	18
835	1135896.279	846055.709	OAK	22
836	1135817.907	846459.352	OAK	4
837	1135840.125	846478.79	OAK	7
838	1135845.259	846478.812	OAK	18
839	1135666.502	846134.551	OAK	6
840	1135640.943	846129.875	OAK	14
841	1135635.316	846449.75	OAK	16
842	1135662.764	846340.27	OAK	24
843	1135606.232	846155.734	OAK	9
844	1135638.142	846241.667	OAK	9
845	1135487.064	846326.762	OAK	16
846	1135633.23	846403.599	OAK	6
847	1135669.703	846428.278	OAK	15
848	1135788.202	846824.646	OAK	6
849	1135809.474	846824.928	OAK	12
850	1135811.479	846823.859	OAK	11
851	1135789.189	846828.757	OAK	7
852	1135786.136	846631.26	OAK	19
853	1135845.515	846673.646	OAK	9
854	1135934.506	846368.553	OAK	22
855	1135922.549	846407.609	PALM	9
856	1135877.142	846084.34	OAK	15
857	1135680.279	846433.075	PINE	12
858	1135632.866	846627.863	OAK	14
859	1135630.199	846126.137	OAK	11
860	1135634.657	846078.355	OAK	16
861	1135398.795	846668.133	OAK	6
862	1135488.867	846419.018	PALM	14
863	1135785.069	846627.798	OAK	14
864	1135607.112	846812.338	OAK	9
865	1135731.321	846215.422	OAK	9
866	1135875.652	846544.766	OAK	30
867	1135904.45	846399.075	OAK	23
868	1135779.179	846319.835	OAK	19
869	1135731.834	846144.178	OAK	9
870	1135602.14	846418.029	OAK	9
871	1135842.657	846821.095	OAK	4
872	1135576.356	846255.765	OAK	4
873	1135843.489	846682.012	OAK	12
874	1135819.543	846762.964	OAK	7
875	1135846.201	846820.521	OAK	23
876	1135821.977	846785.828	OAK	5
877	1135656.3	846618.134	OAK	4
878	1135877.217	846317.207	OAK	24
879	1135882.343	846258.298	OAK	9
880	1135839.591	846046.88	OAK	14
881	1135840.296	846038.271	OAK	16
882	1135812.665	846044.224	OAK	14
883	1135821.892	846069.173	OAK	15
884	1135818.104	846097.139	OAK	19
885	1135839.724	846131.888	OAK	17
886	1135870.758	846468.481	OAK	7
887	1135825.323	846573.892	OAK	26
888	1135845.781	846642.549	OAK	24
889	1135844.352	846618.896	OAK	25
890	1135845.44	846613.25	OAK	25
891	1135823.229	846564.552	OAK	25
892	1135637.275	846045.466	OAK	1
893	1135661.19	846051.31	OAK	13
894	1135635.659	846137.838	OAK	6
895	1135814.397	846462.495	OAK	20
896	1135843.488	846461.294	OAK	15
897	1135845.531	846675.701	OAK	10
898	1135785.041	846816.019	OAK	15
899	1135820.185	846473.604	OAK	16
900	1135814.528	846757.322	OAK	21
901	1136586.017	846906.327	PALM	14
902	1136621.851	846904.174	PALM	16
903	1136652.965	846903.997	PALM	13
904	1136649.289	846907.974	PALM	11
905	1136688.269	846892.256	PALM	10
906	1137169.1	846919.814	OAK	15
907	1137111.866	846947.793	OAK	5
908	1137108.308	846944.827	OAK	13
909	1137133.112	846985.961	OAK	15
910	1137158.165	846973.926	PALM	14
911	1137115.429	846976.845	OAK	4
912	1137113.923	847001.28	OAK	5
913	1137104.325	847010.972	OAK	14
914	1137106.567	847001.86	OAK	10
915	1137092.935	847004.006	OAK	4
916	1137088.062	846994.596	OAK	10
917	1137084.817	846989.185	OAK	5
918	1137089.499	846981.498	OAK	8
919	1137100.162	846980.545	OAK	7
920	1137092.36	846975.618	OAK	4
921	1137089.089	846968.515	OAK	4
922	1137100.069	846961.293	OAK	8
923	1137085.813	846959.141	OAK	6
924	1137028.678	846964.779	OAK	23
925	1136895.621	846961.084	OAK	18
926	1136869.126	846986.826	PALM	11
927	1136865.143	846986.5	OAK	12
928	1136869.581	846993.894	OAK	12
929	1136867.721	846997.003	OAK	6
930	1136864.721	846998.64	OAK	16
931	1136858.073	846999.172	OAK	9
932	1136953.79	846985.377	OAK	7
933	1136969.994	846949.289	OAK	9
934	1137025.274	846996.963	OAK	5
935	1137026.954	846996.876	OAK	14
936	1137032.846	847009.648	OAK	5
937	1136899.509	847031.274	OAK	9
938	1136896.911	847038.719	OAK	14
939	1136894.712	847052.696	OAK	10
940	1136896.076	847053.449	OAK	7
941	1136901.872	847047.701	OAK	5
942	1136944.083	847047.587	OAK	16
943	1136980.264	847011.806	OAK	4
944	1136983.426	847006.454	OAK	5
945	1136995.22	847025.597	OAK	10
946	1136983.199	847031.356	OAK	7
947	1136981.934	847027.99	OAK	5
948	1136980.992	847021.946	OAK	7
949	1136978.853	847019.702	OAK	9
950	1137029.505	846988.011	OAK	10
951	1137082.047	847017.544	OAK	9
952	1137079.664	847038.294	OAK	11
953	1137043.086	847036.056	PALM	10
954	1137033.869	847045.733	OAK	12
955	1137029.89	847049.288	OAK	4
956	1137028.788	847050.961	OAK	9
957	1137027.217	847050.039	OAK	13
958	1137082.808	847065.872	OAK	16
959	1137069.243	847065.586	OAK	4
960	1137063.629	847074.54	OAK	4
961	1137060.606	847079.941	OAK	6
962	1137053.951	847074.817	OAK	15
963	1137063.34	847100.902	OAK	15
964	1137033.067	847077.944	OAK	11
965	1137030.892	847078.36	OAK	9
966	1137005.927	847061.856	OAK	7
967	1137004.614	847062.318	OAK	13
968	1137005.23	847096.657	OAK	20
969	1137002.914	847107.994	OAK	8
970	1137009.494	847116.325	OAK	7
971	1137026.123	847119.997	OAK	5
972	1137053.153	847113.283	OAK	16
973	1136970.848	847112.908	OAK	5
974	1136971.244	847118.51	OAK	4
975	1136947.831	847123.181	OAK	15
976	1136921.355	847127.878	OAK	12
977	1136897.254	847130.984	OAK	8
978	1136897.808	847122.332	OAK	8
979	1136895.554	847122.518	OAK	15
980	1136891.826	847122.751	OAK	7
981	1136861.208	847062.455	OAK	11
982	1136865.938	847087.895	OAK	16
983	1136863.505	847089.467	OAK	14
984	1136866.931	847097.441	OAK	11
985	1136811.137	847028.63	OAK	5
986	1136799.838	847019.208	PINE	14
987	1136793.659	847012.372	PINE	11
988	1136782.201	847007.643	PINE	20
989	1136782.778	847006.408	OAK	9
990	1136789.215	847001.409	PALM	12
991	1136792.468	846992.886	OAK	4
992	1136793.643	846982.44	OAK	6
993	1136781.35	846981.849	PINE	18
994	1136791.317	846976.202	PINE	14
995	1136788.965	846962.402	PINE	14
996	1136784.596	846957.211	PINE	7
997	1136738.733	846980.271	PALM	9
998	1135279.808	846601.266	OAK	5
999	1135275.483	846616.348	OAK	8
1000	1135251.832	846638.057	PALM	7
1001	1135265.392	845909.547	PALM	19
1002	1135242.363	846063.004	OAK	5
1003	1135270.757	846129.769	OAK	15
1004	1135221.63	846177.584	OAK	8
1005	1135273.012	846119.804	OAK	5
1006	1135216.573	846159.461	OAK	10
1007	1135214.553	846176.78	OAK	9
1008	1135214.654	846133.661	OAK	10
1009	1135217.828	846149.222	OAK	30
1010	1135271.104	846132.705	OAK	13
1011	1135246.369	846127.218	OAK	19
1012	1135271.258	846118.994	OAK	16
1013	1135252.194	845807.173	OAK	12
1014	1135248.383	845789.893	OAK	9
1015	1135215.231	845799.727	OAK	6
1016	1135245.32	845793.712	OAK	6
1017	1135213.415	845801.53	OAK	12
1018	1135243.997	845790.978	OAK	20
1019	1135249.609	845848.894	OAK	13
1020	1135243.275	845840.892	OAK	16
1021	1135212.463	845851.971	OAK	15
1022	1135221.448	845850.972	OAK	7
1023	1135246.625	845876.547	OAK	20
1024	1135242.907	845864.291	OAK	8
1025	1135217.84	845870.292	OAK	5
1026	1135210.263	845874.125	OAK	4
1027	1135215.947	845878.939	OAK	31
1028	1135213.24	845902.17	OAK	6
1029	1135239.648	845905.047	PALM	15
1030	1135240.038	845913.762	OAK	13
1031	1135215.228	845913.125	OAK	7
1032	1135247.814	845934.297	OAK	8
1033	1135244.82	845950.103	OAK	16
1034	1135241.153	846001.59	OAK	4
1035	1135187.557	845975.446	OAK	7
1036	1135186.996	845981.744	OAK	4
1037	1135209.822	845943.783	OAK	7
1038	1135184.663	845943.599	OAK	29
1039	1135186.204	845925.389	OAK	6
1040	1135188.798	845929.795	OAK	7
1041	1135155.534	845934.89	OAK	12
1042	1135156.816	845929.42	OAK	5
1043	1135160.938	845952.782	OAK	9
1044	1135149.785	845956.42	OAK	6
1045	1135155.665	845955.786	OAK	11
1046	1135158.391	845975.257	OAK	6
1047	1135153.432	845980.674	OAK	5
1048	1135158.712	846006.494	OAK	15
1049	1135189.441	846021.886	OAK	4
1050	1135186.646	846017.467	OAK	9
1051	1135185.114	846025.436	OAK	9
1052	1135184.185	846030.292	OAK	7
1053	1135153.628	846028.634	OAK	30
1054	1135129.876	846050.995	OAK	8
1055	1135151.626	846050.403	OAK	9
1056	1135189.87	846049.564	OAK	10
1057	1135150.535	846066.422	PALM	17
1058	1135157.484	846072.572	OAK	6
1059	1135188.826	846063.499	OAK	5
1060	1135181.707	846076.266	OAK	4
1061	1135247.222	846214.856	OAK	5
1062	1135242.048	845667.569	OAK	6
1063	1135244.414	846226.265	OAK	5
1064	1135278.87	845668.152	OAK	22
1065	1135279.358	845674.999	OAK	9
1066	1135279.345	845695.02	OAK	10
1067	1135276.625	845693.072	OAK	13
1068	1135269.104	845696.188	OAK	7
1069	1135273.656	845706.24	OAK	11
1070	1135280.543	845717.605	OAK	16
1071	1135276.256	845732.52	OAK	11
1072	1135274.352	845762.109	OAK	20
1073	1135275.118	845769.965	OAK	10
1074	1135272.81	845797.07	OAK	14
1075	1135282.719	845817.19	OAK	17
1076	1135273.526	845810.643	OAK	15
1077	1135277.036	845836.369	OAK	5
1078	1135276.074	845869.052	PALM	15
1079	1135281.983	845878.077	OAK	14
1080	1135275.602	845893.151	OAK	4
1081	1135270.061	845922.625	OAK	21
1082	1135269.848	845929.037	OAK	10
1083	1135272.435	845931.217	OAK	4
1084	1135277.784	845936.16	OAK	4
1085	1135246.653	845980.82	OAK	14
1086	1135273.105	846007.856	OAK	16
1087	1135277.479	845976.917	OAK	22
1088	1135246.493	845978.035	OAK	15
1089	1135214.434	845991.582	OAK	16
1090	1135251.683	846017.295	OAK	6
1091	1135218.892	846018.049	OAK	33
1092	1135220.015	846036.687	OAK	35
1093	1135205.095	846032.711	OAK	11
1094	1135217.364	846058.072	OAK	11
1095	1135241.737	846058.333	OAK	4
1096	1135248.208	846002.864	OAK	11
1097	1135243.084	846059.703	OAK	4
1098	1135270.689	846123.982	OAK	8
1099	1135241.8	846100.657	OAK	10
1100	1135209.34	846178.578	OAK	18
1101	1135244.925	846465.009	OAK	5
1102	1135280.425	846419.277	OAK	5
1103	1135271.408	846385.964	OAK	4
1104	1135273.49	846377.638	OAK	5
1105	1135248.405	846367.45	OAK	5
1107	1135152.754	846321.473	OAK	15
1108	1135157.088	846317.463	OAK	8
1109	1135181.402	846315.287	OAK	13
1110	1135157.318	846309.156	OAK	5
1111	1135150.827	846336.331	OAK	5
1112	1135189.955	846291.795	OAK	4
1113	1135159.999	846270.093	OAK	12
1114	1135184.926	846266.614	OAK	5
1115	1135179.414	846239.627	OAK	17
1116	1135159.971	846239.19	OAK	4
1117	1135184.308	846223.549	OAK	9
1118	1135185.693	846222.892	OAK	10
1119	1135183.754	846202.892	OAK	7
1120	1135157.208	846190.43	OAK	10
1121	1135155.689	846181.222	PALM	10
1122	1135154.151	846179.052	PALM	14
1123	1135187.784	846180.518	OAK	9
1124	1135186.462	846182.051	OAK	9
1125	1135175.057	846163.194	OAK	15
1126	1135176.269	846162.13	OAK	7
1127	1135175.575	846158.68	PALM	14
1128	1135160.659	846144.021	OAK	9
1129	1135157.73	846143.16	OAK	4
1130	1135158.471	846129.997	OAK	19
1131	1135180.175	846130.185	OAK	12
1132	1135178.113	846110.116	OAK	15
1133	1135178.41	846110.969	OAK	8
1134	1135159.631	846116.447	OAK	4
1135	1135151.026	846115.357	PALM	12
1136	1135155.887	846096.59	OAK	7
1137	1135156.438	846084.806	OAK	16
1138	1135122.962	846088.591	OAK	5
1139	1135122.288	846088.876	OAK	4
1140	1135117.461	846103.426	OAK	4
1141	1135127.33	846106.971	PALM	14
1142	1135124.898	846115.724	OAK	19
1143	1135096.392	846124.989	OAK	10
1144	1135093.469	846124.803	OAK	11
1145	1135094.442	846122.685	OAK	11
1146	1135091.304	846102.174	OAK	15
1147	1135089.741	846104.217	OAK	4
1148	1135094.267	846137.894	OAK	4
1149	1135122.096	846150.79	OAK	5
1150	1135123.902	846152.789	OAK	7
1151	1135120.584	846153.76	OAK	25
1152	1135131.062	846157.367	OAK	9
1153	1135131.216	846160.664	OAK	8
1154	1135130.434	846147.554	OAK	5
1155	1135121.949	846170.168	OAK	7
1156	1135121.479	846170.204	PALM	12
1157	1135123.65	846172.229	PALM	12
1158	1135119.746	846174.876	OAK	7
1159	1135087.206	846174.421	OAK	10
1160	1135089.507	846167.148	OAK	10
1161	1135095.409	846203.685	OAK	6
1162	1135124.125	846193.598	OAK	10
1163	1135119.596	846196.758	OAK	13
1164	1135125.617	846210.017	OAK	9
1165	1135103.421	846209.399	OAK	5
1166	1135097.804	846222.588	OAK	28
1167	1135094.268	846230.222	OAK	5
1168	1135122.086	846234.819	OAK	11
1169	1135119.014	846238.28	OAK	10
1170	1135134.315	846248.62	OAK	7
1171	1135166.229	846260.416	PALM	14
1172	1135127.704	846074.472	OAK	9
1173	1135125.869	846072.559	OAK	11
1174	1135129.334	846070.53	PALM	14
1175	1135122.908	846052.148	OAK	9
1176	1135118.186	846040.442	PALM	10
1177	1135119.739	846012.192	OAK	6
1178	1135119.966	846009.751	OAK	12
1179	1135122.976	846010.217	OAK	11
1180	1135121.254	846012.477	OAK	12
1181	1135121.459	846022.824	OAK	4
1182	1135095.392	846013.062	OAK	16
1183	1135097.552	846015.903	OAK	13
1184	1135062.793	846026.807	PALM	14
1185	1135090.053	846032.861	OAK	5
1186	1135092.148	845973.249	OAK	17
1187	1135098.432	845974.668	OAK	4
1188	1135104.762	845960.476	OAK	9
1189	1135123.869	845974.9	OAK	7
1190	1135134.851	846005.435	PALM	14
1191	1135131.607	845993.224	PALM	10
1192	1135153.122	846003.433	PALM	10
1193	1135133.012	845967.443	PALM	13
1194	1135140.284	845955.084	OAK	4
1195	1135093.496	845941.588	OAK	16
1196	1135094.108	845943.684	OAK	14
1197	1135119.254	845921.8	OAK	17
1198	1135131.27	845931.668	PALM	13
1199	1135120.799	845917.336	OAK	19
1200	1135126.102	845906.809	OAK	5
1201	1135120.863	845901.005	OAK	7
1202	1135126.753	845883.945	OAK	10
1203	1135129.463	845882.122	PALM	13
1204	1135095.128	845890.949	OAK	37
1205	1135087.489	845870.009	PALM	14
1206	1135157.106	845900.647	OAK	12
1207	1135158.245	845901.958	OAK	5
1208	1135154.92	845891.862	OAK	6
1209	1135157.562	845880.014	PALM	10
1210	1135179.004	845889.24	OAK	11
1211	1135178.86	845891.968	OAK	13
1212	1135094.803	845682.4	OAK	5
1213	1135099.476	845692.932	OAK	7
1214	1135096.066	845730.278	OAK	16
1215	1135095.053	845744.176	OAK	12
1218	1135086.99	845826.022	OAK	11
1219	1135086.297	845835.032	OAK	22
1220	1135114.999	845829.59	OAK	6
1221	1135118.201	845830.624	OAK	7
1222	1135118.146	845831.877	OAK	9
1223	1135115.703	845849.327	OAK	8
1224	1135099.574	845849.027	OAK	14
1225	1135101.834	845865.005	PALM	12
1226	1135123.8	845874.078	OAK	4
1227	1135127.83	845857.124	OAK	6
1228	1135130.165	845855.272	PALM	13
1229	1135129.398	845854.034	PALM	13
1230	1135153.299	845859.218	OAK	4
1231	1135152.259	845859.813	OAK	5
1232	1135152.056	845852.152	PALM	13
1233	1135135.009	845835.051	PALM	12
1234	1135130.71	845825.061

TREE LOCATIONS

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
2578	1136577.909	847826.866	OAK	24
2579	1136534.712	847838.848	OAK	10
2580	1136532.586	847835.545	OAK	11
2581	1136529.415	847833.824	OAK	14
2582	1136555.517	847758.326	OAK	12
2583	1136512.434	847772.657	OAK	8
2584	1136511.12	847769.103	OAK	11
2585	1136482.379	847774.057	OAK	19
2586	1136482.783	847764.583	OAK	18
2587	1136479.214	847761.859	OAK	16
2588	1136483.134	847756.654	OAK	14
2589	1136531.546	847743.158	OAK	22
2590	1136557.196	847736.567	OAK	4
2591	1136573.182	847677.717	OAK	39
2592	1136532.086	847658.407	OAK	20
2593	1136575.967	847618.956	OAK	15
2594	1136603.333	847551.039	OAK	23
2595	1136584.371	847507.639	OAK	16
2596	1136551.309	847548.336	OAK	27
2597	1136525.816	847626.895	OAK	29
2745	1136319.614	847676.856	MAPLE	12
2746	1136321.491	847696.636	MAPLE	8
2747	1136325.174	847698.983	MAPLE	9
2748	1136321.141	847702.01	MAPLE	19
2749	1136322.559	847781.757	MAPLE	6
2750	1136321.374	847788.716	MAPLE	16
2751	1136334.373	847823.976	PALM	13
2752	1136334.096	847828.634	PALM	13
2753	1136322.848	847866.697	OAK	10
2754	1136329.975	847872.588	OAK	9
2755	1136334.009	847912.129	PALM	15
2756	1136324.857	847958.308	BIRCH	10
2757	1136324.491	847995.431	PALM	17
2758	1136317.882	847995.408	PALM	14
2759	1136328.546	848010.844	PALM	13
2760	1136194.914	848152.529	OAK	20
2761	1136191.652	848145.215	OAK	27
2762	1136197.436	848142.145	PALM	15
2763	1136169.432	848138.747	OAK	14
2764	1136166.679	848140.419	OAK	22
2765	1136168.061	848145.496	OAK	15
2766	1135865.694	848140.01	OAK	20
2767	1135820.045	848128.016	OAK	22
2768	1135777.455	848179.942	PALM	16
2769	1135665.82	848162.777	OAK	26
2770	1135665.199	848169.24	PALM	17
2771	1135709.92	848121.568	PALM	16
2772	1135713.827	848132.643	PALM	21
2773	1135622.483	848141.599	OAK	26
2774	1135696.51	848027.544	OAK	24
2775	1135666.555	848027.909	OAK	21
2776	1135620.059	847996.548	OAK	19
2777	1135617.554	847992.545	OAK	20
2778	1135613.034	847993.214	PALM	10
2779	1135605.232	847989.767	PALM	10
2780	1135598.669	847984.891	PALM	12
2781	1135569.374	848003.886	OAK	25
2782	1135492.114	847977.934	OAK	19
2783	1135495.118	847975.327	OAK	24
2784	1135446.929	847962.477	OAK	13
2785	1135444.155	847963.87	OAK	17
2786	1135429.661	847978.404	PALM	12
2787	1135396.225	847997.118	OAK	23
2788	1135397.109	848013.567	OAK	8
2789	1135326.19	848019.362	OAK	11
2790	1135326.026	848009.727	OAKCLUSTER3	35
2791	1135322.735	847988.063	OAK	12
2792	1135340.976	847993.14	PALM	8
2793	1135345.036	847972.169	OAK	13
2794	1135346.182	847961.222	OAK	12
2795	1135346.544	847955.434	OAK	18
2796	1135336.229	847954.773	PALM	8
2802	1136188.566	847656.905	OAK	16
2803	1136192.88	847655.701	OAK	21
2804	1136196.633	847664.647	PALM	9
2805	1136188.861	847680.22	OAK	27
2806	1136192.905	847683.163	OAK	9
2807	1136192.429	847695.86	OAK	10
2808	1136192.117	847703.499	OAK	8
2809	1136193.261	847710.567	OAK	15
2810	1136194.191	847712.959	OAK	22
2811	1136167.357	847712.119	OAK	20
2812	1136165.644	847715.661	OAK	25
2813	1136164.951	847722.505	OAK	24
2814	1136164.682	847726.353	OAK	5
2815	1136165.299	847745.222	OAK	24
2816	1136136.426	847769.058	OAK	25
2817	1136117.643	847770.506	OAK	35
2818	1136118.088	847786.087	OAK	13
2819	1136117.143	847791.135	OAK	11
2820	1136240.469	847690.891	OAK	24
2821	1136242.169	847660.834	OAK	22
2822	1136252.22	847578.621	OAK	21
2823	1136169.366	847622.919	OAK	21
2824	1136297.733	847793.1	OAK	22
2825	1136193.639	847988.975	OAK	24
2826	1136198.856	847958.838	OAK	12
2827	1136196.209	847933.966	OAK	21
2828	1136173.075	847949.703	OAK	23

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
2829	1136167.642	847951.709	OAK	9
2830	1136142.132	848046.851	OAK	26
2831	1136095.284	848044.423	OAK	20
2832	1136068.948	847968.012	OAK	24
2833	1136042.316	847963.945	OAK	19
2834	1136019.424	847982.525	OAK	23
2835	1136043.338	847930.246	OAK	25
2836	1135968.408	847928.477	OAK	24
2837	1135957.886	847925.203	PALM	20
2838	1135915.797	847893.781	OAK	22
2839	1135942.814	847880.883	OAK	19
2840	1135946.865	847881.688	OAK	41
2841	1135965.745	847854.602	OAK	33
2842	1135964.092	847843.071	PALM	10
2843	1135941.011	847813.153	OAK	21
2844	1135992.865	847759.683	OAK	35
2845	1136016.443	847747.755	OAK	16
2846	1136014.194	847724.603	OAK	14
2847	1136017.689	847712.264	OAK	17
2848	1136041.823	847714.71	OAK	21
2849	1136044.846	847721.008	OAK	11
2850	1136036.309	847793.376	PALM	9
2851	1136017.169	847815.764	OAK	13
2852	1136006.108	847821.405	PALM	10
2853	1135999.516	847872.69	PALM	25
2854	1136003.256	847866.496	PALM	23
2855	1136017.67	847853.071	OAK	18
2856	1136019.656	847882.554	OAK	15
2857	1136025.905	847874.648	OAK	21
2858	1136042.092	847864.615	OAK	9
2859	1136062.817	847863.654	OAK	17
2860	1136066.941	847875.122	OAK	22
2861	1136040.501	847871.332	OAK	14
2862	1136042.306	847873.938	OAK	20
2863	1136041.363	847889.302	OAK	14
2864	1136044.42	847901.671	OAK	12
2865	1136040.429	847900.75	OAK	31
2866	1136087.606	847843.274	OAK	23
2867	1136068.015	847839.689	OAK	13
2868	1136042.018	847829.709	OAK	7
2869	1136043.426	847834.885	OAK	26
2870	1136068.971	847807.202	OAK	13
2871	1136068.642	847799.133	OAK	24
2872	1135867.996	847758.497	OAK	28
2873	1135819.091	847815.701	OAK	30
2874	1135819.525	847849.74	OAK	23
2875	1135864.838	847921.73	OAK	40
2876	1135919.508	847979.674	OAK	37
2877	1135915.837	847981.878	OAK	4
2878	1135916.065	848004.682	OAK	19
2879	1135893.952	848003.045	OAK	22
2880	1135869.07	847980.186	OAK	23
2881	1135866.761	848017.733	OAK	35
2882	1135742.195	847945.608	OAK	32
2883	1135722.093	847934.163	OAK	33
2884	1135644.295	847972.484	OAK	25
2885	1135645.61	847895.207	OAK	21
2886	1135621.96	847865.819	OAK	22
2887	1135618.033	847826.042	OAK	33
2888	1135593.579	847830.111	OAK	26
2889	1135591.213	847841.678	OAK	26
2890	1135570.364	847882.53	OAK	32
2891	1135567.051	847899.106	OAK	17
2892	1135517.874	847917.22	OAK	14
2893	1135420.29	847892.218	OAK	10
2894	1135416.102	847892.829	OAK	14
2895	1135419.759	847861.69	OAK	23
2896	1135445.131	847871.25	OAK	19
2897	1135444.777	847865.701	OAK	18
2898	1135469.257	847818.697	OAK	31
2899	1135395.69	847821.493	OAK	17
2900	1135343.01	847835.918	OAK	13
3000	1136079.952	847578.569	OAK	13
3001	1136081.061	847574.797	PALM	14
3002	1136076.101	847576.725	PALM	16
3003	1135932.4	847576.036	PALM	16
3004	1135888.352	847629.743	OAK	16
3005	1135765.024	847659.794	OAK	14
3006	1135765.243	847656.792	OAK	18
3007	1135772.484	847648.687	OAK	17
3008	1135767.454	847649.07	OAK	22
3009	1135755.46	847644.594	PALM	20
3010	1135717.631	847761.308	OAK	25
3011	1135493.145	848127.952	OAK	15
3012	1135493.799	848133.471	OAK	13
3013	1135445.849	848107.565	OAK	22
3014	1135468.47	848065.955	OAK	36
3015	1135450.827	848046.349	PALM	25
3016	1135370.284	848073.493	OAK	14
3017	1135345.43	848126.287	OAK	35
3018	1135371.096	848090.056	OAK	45
3019	1135264.768	848015.097	OAK	15
3020	1135252.671	847997.187	OAK	22
3021	1135243.654	847972.322	OAK	13
3022	1135244.853	847969.783	PALM	14
3023	1135263.639	847971.817	OAK	13
3024	1135277.843	847949.717	OAK	10
3025	1135277.061	847947.813	OAK	15
3026	1135288.018	847921.145	OAK	16

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
3027	1135253.185	847936.484	OAK	10
3028	1135242.856	847942.849	OAK	15
3029	1135244.837	847943.265	OAK	5
3030	1135220.429	847954.562	OAK	22
3031	1135219.297	847984.819	OAK	14
3032	1135244.061	847896.142	OAK	15
3033	1135290.378	847869.343	OAK	15
3034	1135327.445	847901.488	OAK	22
3035	1135327.008	847898.412	OAK	11
3036	1135344.391	847895.135	OAK	22
3037	1135346.113	847869.027	OAK	23
3038	1135343.016	847838.591	OAK	21
3039	1135383.122	847717.803	PALM	23
3040	1135370.181	847715.593	OAK	27
3041	1135370.129	847699.509	OAK	34
3042	1135516.008	847815.391	OAK	34
3043	1135519.845	847814.343	OAK	24
3044	1135516.628	847785.475	OAK	32
3045	1135517.109	847751.685	OAK	34
3046	1135469.044	847714.31	OAK	42
3047	1135471.191	847662.719	PALM	18
3048	1135462.367	847589.628	PALM	18
3049	1135527.495	847580.534	PALM	14
3050	1135478.394	847580.768	PALM	13
3051	1135354.852	847667.267	PALM	22
3052	1135289.795	847598.449	PALM	22
3053	1135284.923	847588.335	PALM	22
3054	1135273.094	847651.5	PALM	26
3055	1135274.974	847661.092	PALM	19
3056	1135270.847	847663.142	PALM	13
3057	1135277.439	847672.205	PALM	22
3058	1135299.884	847657.178	PALM	25
3059	1135225.108	847673.279	PALM	19
3060	1135242.372	847791.765	OAK	22
3061	1135233.107	847800.345	PALM	14
3062	1135241.929	847833.85	OAK	14
3063	1135245.589	847838.387	OAK	13
3064	1135219.835	847863.798	OAK	30
3065	1135274.945	847858.376	PALM	28
3560	1135093.58	847904.148	PALM	12
3561	1135203.199	848102.81	OAK	11
3562	1135194.985	848115.699	OAK	13
3563	1135197.95	848134.564	OAK	20
3564	1135157.222	848114.858	PALM	12
3565	1135155.674	848117.844	OAK	24
3566	1135139.631	848129.396	PALM	24
3567	1135363.265	848086.278	PALM	14
3568	1135498.191	848132.973	PALM	16
3569	1135492.031	848047.114	PALM	8
3570	1135874.901	847987.566	PALM	13
3571	1136190.143	847826.929	OAK	28
3572	1135912.791	846945.687	PALM	20
3573	1135906.766	846895.926	PALM	12
3574	1135905.613	846893.908	PALM	14
3575	1135896.957	846891.003	PALM	14
3576	1135898.398	846891.517	PALM	12
3577	1135891.67	846886.888	PALM	14
3578	1136119.294	847090.125	PALM	20
3579	1136146.536	847107.182	PALM	13
3590	1136097.456	847321.485	PALM	17
3591	1136081.24	847319.839	OAK	14
3592	1136100.354	847376.703	OAK	12
3593	1136109.033	847373.388	PALM	20
3594	1136120.141	846882.803	PALM	11
3595	1135685.448	847595.852	PALM	11
5000	1135642.817	845684.59	OAK	14
5001	1135637.355	845690.867	OAK	5
5002	1135652.274	845691.747	OAK	12
5003	1135664.344	845704.118	OAK	20
5004	1135670.148	845704.977	OAK	6
5005	1135613.556	845697.891	PINE	10
5006	1135609.156	845703.948	PINE	10
5007	1135602.384	845714.554	PINE	10
5008	1135579.39	845712.211	OAK	15
5009	1135578.825	845715.278	OAK	4
5010	1135622.65	845722.316	PALM	13
5011	1135636.422	845742.176	OAK	9
5012	1135637.796	845747.259	OAK	13
5013	1135637.415	845755.3	OAK	10
5014	1135632.37	845751.914	OAK	4
5015	1135632.798	845774.88	PALM	18
5016	1135642.677	845780.021	OAK	15
5017	1135636.762	845781.67	OAK	18
5018	1135611.042	845798.447	OAK	21
5019	1135605.766	845786.815	OAK	5
5020	1135603.349	845788.538	OAK	5
5021	1135601.429	845785.307	OAK	9
5022	1135599.513	845786.823	OAK	9
5023	1135604.581	845791.293	OAK	5
5024	1135613.934	845825.146	PINE	8
5025	1135639.6	845781.936	OAK	7
5026	1135658.679	845798.6	OAK	6
5027	1135675.118	845809.268	PALMCLUSTER	18
5028	1135636.739	845840.866	OAK	12
5029	1135661.195	845900.443	OAK	21
5030	1135637.322	845893.725	OAK	4
5031	1135634.428	845890.81	OAK	6
5032	1135613.112	845908.442	PALM	14
5033	1135610.991	845899.314	PALM	14

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
5034	1135602.288	845904.169	OAK	40
5035	1135601.658	845907.291	PALM	11
5036	1135577.109	845893.772	OAK	8
5037	1135603.323	845897.64	OAK	18
5038	1135570.057	845921.619	OAK	4
5039	1135572.637	845931.684	OAK	5
5040	1135597.968	845949.291	PALM	13
5041	1135601.422	845949.156	OAK	13
5042	1135605.878	845938.308	OAK	9
5043	1135635.241	845937.238	OAK	7
5044	1135640.698	845936.967	OAK	11
5045	1135638.061	845947.182	PALM	11
5046	1135634.186	845947.822	PALM	11
5047	1135634.028	845955.223	PALM	11
5048	1135641.204	845957.433	OAK	5
5049	1135669.272	845952.645	OAK	16
5050	1135665.442	845930.903	OAK	8
5051	1135676.459	845926.455	OAK	6
5052	1135661.372	845918.457	OAK	7
5053	1135638.387	845921.37	OAK	5
5054	1135653.968	845887.21	OAK	7
5500	1135543.787	845728.983	OAK	8
5501	1135547.363	845726.913	OAK	8
5502	1135544.129	845746.178	PALM	12
5503	1135548.502	845760.929	PALM	12
5504	1135555.931	845760.941	PALM	12
5505	1135543.979	845756.469	OAK	5
5506	1135515.094	845771.557	PALM	16
5507	1135510.29	845767.672	OAK	5
5508	1135519.062	845782.46	OAK	5
5509	1135513.057	845781.975	OAK	18
5510	1135493.674	845794.613	PALM	12
5511	1135496.775	845812.779	PALM	18
5512	1135509.483	845813.464	OAK	7
5513	1135512.79	845813.6	OAK	9
5514	1135491.984	845822.88	OAK	9
5515	1135485.391	845819.333	OAK	8
5516	1135484.036	845823.293	OAK	12
5517	1135490.998	845836.879	OAK	4
5518	1135480.861	845843.458	OAK	18
5519	1135510.508	845871.459	OAK	5
5520	1135509.905	845882.368	OAK	4
5521	1135510.851	845885.481	OAK	7
5522	1135511.343	845887.939	OAK	4
5523	1135505.932	845878.849	PALM	17
5524	1135564.652	845868.403	PALM	13
5525	1135506.343	845899.49	PALM	21
5526	1135506.461	845905.714	PALM	15
5527	1135506.486	845915.543	PALM	18
5528	1135510.986	845924.434	PALM	15
5529	1135513.631	845923.665	OAK	4
5530	1135509.311	845971.409	OAK	12
5531	1135549.09	845988.242	OAK	9
5532	1135547.503	845998.617	OAK	5
5533	1135544.123	846001.603	OAK	5
5534	1135542.468	846007.817	OAK	5
5535	1135543.858	846009.495	PALM	9
5536	1135511.871	845986.744	PALM	10
5537	1135512.389	845989.881	PALM	13
5538	1135633.376	846580.6	OAK	24
5539	1135514.511	846054.065	PALM	14
5540	1135544.81	846070.202	OAK	16
5541	1135517.48	846073.029	OAK	5
5542	1135519.401	846084.413	OAK	13
5543	1135537.816	846078.071	PALM	12
5544	1135544.044	846089.893	OAK	8
5545	1135545.674	846093.965	OAK	9
5546	1135520.06	846111.842	OAK	15
5547	1135513.258	846105.787	PALM	12
5548	1135514.29	846144.133	OAK	10
5549	1135505.59	846143.738	OAK	4
5550	1135509.761	846169.504	OAK	5
5551	1135547.095	846167.928	OAK	18
5552	1135575.344	846160.026	OAK	12
5553	1135580.17	846157.758	OAK	9
5554	1135548.135	846156.451	OAK	8
5555	1135573.845	846207.174	OAK	15
5556	1135541.547	846194.467	OAK	5
5557	1135516.41	846198.387	OAK	5
5558	1135510.07	846177.393	PALM	14
5559	1135505.093	846172.036	OAK	13
5560	1135515.296	846225.097	OAK	5
5561	1135517.489	846226.968	OAK	24
5562	1135545.323	846248.943	OAK	5
5563	1135548.645	846248.045	PALM	9
5564	1135513.541	846264.635	PALM	11
5565	1135517.517	846271.793	OAK	9
5566	1135548.895	846255.441	OAK	10
5567	1135540.788	846269.767	OAK	4
5568	1135516.298	846328.629	OAK	11
5569	1135512.915	846328.923	PALM	12
5570	1135574.069	846284.728	PALM	13
5571	1135568.09	845815.283	OAK	10
5572	1135573.554	845809.771	OAK	8
5573	1135580.225	845802.887	OAK	9
5574	1135575.285	845795.065	OAK	6
5575	1135566.837	845755.458	PALM	11
5576	1135570.258	845834.338	OAK	12
5577	1135576.912	845857.75	OAK	9
5578	1135576.912	845857.75	OAK	9

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
CLUSTER	1136335.467	847327.146	PINESBEGINROADSIDE	CLUSTER
CLUSTER	1136343.597	847147.016	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136339.506	847004.048	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136342.801	846912.583	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136339.742	846887.285	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136323.448	846873.713	PINESENDATDRIVE	CLUSTER
CLUSTER	1136324.059	846855.766	PINESBEGINATDRIVE	CLUSTER
CLUSTER	1136340.892	846854.149	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136346.946	846798.312	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136345.693	846753.823	PINESENDROADSIDE	CLUSTER
CLUSTER	1136325.688	846775.781	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136317.921	846812.106	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136276.753	846846.711	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136282.912	846864.126	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136274.719	846873.884	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136197.599	846872.621	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136102.134	846888.028	PINESENDPROPSIDE	CLUSTER
CLUSTER	1136100.038	846903.098	PINESENDPROPSIDE	CLUSTER
CLUSTER	1136162.417	846922.91	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136265.46	846958.057	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136262.709	847024.773	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136268.546	847159.28	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136270.538	847332.072	PINESENDPROPSIDE	CLUSTER
CLUSTER	1136378.339	846922.211	AUPINEOUTLINE	CLUSTER
CLUSTER	1136398.727	846929.882	AUPINEOUTLINE	CLUSTER
CLUSTER	1136408.367	846923.638	AUPINEOUTLINE	CLUSTER
CLUSTER	1136425.955	846923.292	AUPINEOUTLINE	CLUSTER
CLUSTER	1136468.389	846925.059	AUPINEOUTLINE	CLUSTER
CLUSTER	1136507.845	846921.14	AUPINEOUTLINE	CLUSTER
CLUSTER	1136539.208	846902.027	AUPINEOUTLINE	CLUSTER
CLUSTER	1136538.652	846900.148	AUPINEOUTLINE	CLUSTER
CLUSTER	1136764.314	846916.702	AUPINEOUTLINE	CLUSTER
CLUSTER	1136845.968	846933.805	AUPINEOUTLINE	CLUSTER
CLUSTER	1136967.972	846938.261	AUPINEOUTLINE	CLUSTER
CLUSTER	1137082.516	846938.7	AUPINEOUTLINE	CLUSTER
CLUSTER	1137144.471	846924.81	AUPINEOUTLINE	CLUSTER
NOTAG	1135052.222	847576.07	OAK	NOTAG
NOTAG	1135104.891	847572.471	OAK	NOTAG
NOTAG	1135157.085	847567.668	PALM	NOTAG
NOTAG	1135168.018	847569.727	PALM	NOTAG
NOTAG	1135188.97	847574.15	PALM	NOTAG
NOTAG	1135195.423	847569.686	PALM	NOTAG
NOTAG	1135210.943	847573.665	PALM	NOTAG
NOTAG	1135243.807	847593.819	PINE	NOTAG
NOTAG	1135274.432	846884.239	PALM	NOTAG
NOTAG	1135264.308	846883.686	PALM	NOTAG
NOTAG	1135238.287	846877.03	PALM	NOTAG
NOTAG	1135119.247	846883.947	PALM	NOTAG
NOTAG	1135127.112	846887.192	PALM	NOTAG
NOTAG	1135132.426	846883.96	PALM	NOTAG
NOTAG	1135099.073	846882.822	PALM	NOTAG
NOTAG	1135082.157	846883.55	OAK	NOTAG
W100	1136108.636	845882.668	OAK	10"
W101	1135990.469	845667.68	OAK	12"
W102	1135984.528	845673.495	OAK	8"
W103	1135982.931	845673.615	OAK	6"
W104	1136024.734	845696.493	PINE	4"
W105	1136048.023	845712.593	OAK	6"
W106	1136023.746	845720.832	OAK	6"
W107	1136017.814	845712.612	OAK	12"
W108	1136045.51	845797.538	PINE	4"
W109	1136024.154	845808.378	PINE	5"
W110	1135987	845805.021	OAK	12"
W111	1135984.608	845736.542	OAK	10"
W112	1135960.328	845740.42	OAK	15"
W113	1135962.697	845743.799	OAK	8"
W114	1135992.838	845875.544	OAK	7"
W115	1135990.651	845876.577	OAK	18"
W116	1136046.956	845902.702	OAK	12"
W117	1136043.724	845910.264	PINE	4"
W118	1136039.533	845988.864	OAK	6"
W119	1136025.512	846004.756	PINE	6"
W120	1136025.865	846042.06	PALM	24"
W121	1135964.025	846039.572	OAK	36"
W122	1135990.276	846105.601	OAK	36"
W123	1136022.127	846092.897	OAK	8"
W124	1136043.853	846186.276	PALM	24"
W125	1136041.316	846188.648	PALM	24"
W126	1136041.402	846195.935	PALM	24"
W127	1136027.677	846225.47	PALM	24"
W128	1136054.044	846293.278	OAK	24"
W129	1136055.188	846335.375	OAK	36"
W130	1136022.126	846378.913	OAK	18"
W131	1136018.077	846398.31	OAK	18"
W132	1136054.013	846414.681	OAK	18"
W133	1136015.842	846543.649	OAK	30"
W134	1136019.516	846596.452	OAK	20"
W135	1135991.707	846590.989	OAK	18"
W136	1135995.683	846622.748	OAK	18"
W137	1135963.618	846651.261	OAK	18"
W138	1135985.343	846685.517	OAK	9"
W139	1135962.074	846694.154	OAK	24"
W140	1135935.74	846733.024	OAK	36"
W141	1135933.184	846729.559	PALM	8"
W142	1135963.561	846740.213	OAK	12"
W143	1135989.074	846718.594	OAK	18"
W144	1135990.039	846714.273	OAK	15"
W145	1136022.349	846748.555	OAK	15"
W146	1136023.986	846755.35	OAK	5"

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W147	1136018.565	846789.956	OAK	18"
W148	1136020.404	846801.425	OAK	24"
W149	1136020.566	846812.135	OAK	15"
W150	1136135.078	846711.397	OAK	5"
W151	1136136.359	846709.728	OAK	12"
W152	1136114.04	846695.057	OAK	15"
W153	1136080.703	846712.829	OAK	12"
W154	1136079.333	846709.897	OAK	12"
W155	1136081.266	846709.199	OAK	10"
W156	1136081.1	846700.454	OAK	12"
W157	1136105.189	846654.193	OAK	15"
W158

TREE LOCATIONS

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W414	1135272.261	846175.796	OAK	4"
W415	1135276.891	846198.067	OAK	10"
W416	1135239.062	846172.542	OAK	14"
W417	1135243.52	846183.73	OAK	14"
W418	1135269.978	846236.181	OAK	4"
W501	1136166.88	846348.997	OAK	24"
W502	1136133.909	846273.287	OAK	8"
W503	1136137.885	846236.842	OAK	20"
W504	1136113.104	846201.407	OAK	18"
W505	1136136.867	846201.833	OAK	18"
W506	1136105.726	846185.055	OAK	12"
W507	1136080.935	846189.116	OAK	36"
W508	1136109.143	846152.554	OAK	24"
W509	1136137.788	846146.08	OAK	6"
W510	1136144.39	846146.107	PALM	15"
W511	1136108.231	846105.061	OAK	15"
W512	1136085.246	846110.925	PALM	15"
W514	1136131.548	846068.103	OAK	8"
W515	1136170.396	846066.801	OAK	10"
W516	1136169.662	846051.42	OAK	15"
W517	1136192.113	846033.879	OAK	8"
W518	1136172.669	846028.402	OAK	15"
W519	1136158.689	846036.274	PALM	12"
W520	1136145.978	846040.937	OAK	5"
W521	1136140.403	846050.914	OAK	5"
W522	1136134.285	846027.644	OAK	12"
W523	1136107.087	846033.036	OAK	8"
W524	1136107.696	846015.943	OAK	15"
W526	1136131.19	845997.474	OAK	15"
W527	1136108.334	845977.05	OAK	10"
W529	1136106.687	845979.494	OAK	5"
W530	1136110.28	845951.859	OAK	5"
W531	1136131.321	845940.887	OAK	8"
W532	1136136.556	845922.71	OAK	10"
W533	1136143.504	845916.242	OAK	12"
W534	1135733.307	845731.405	PINE	6"
W536	1135744.111	845728.346	PINE	6"
W538	1135747.68	845729.364	PINE	5"
W541	1135755.537	845744.817	OAK	10"
W542	1135744.502	845713.911	PINE	6"
W545	1135735.545	845705.265	PINE	8"
W546	1135735.04	845714.154	PINE	4"
W547	1135735.205	845721.157	PINE	6"
W548	1135726.762	845763.433	OAK	15"
W549	1135728.658	845760.659	OAK	10"
W550	1135733.131	845809.265	OAK	18"
W551	1135728.021	845836.295	OAK	15"
W552	1135727.341	845839.622	PALM	12"
W553	1135725.366	845852.012	OAK	8"
W554	1135735.031	845863.192	PINE	8"
W555	1135725.865	845875.117	OAK	8"
W558	1135733.803	845911.718	PINE	8"
W559	1135730.092	845921.935	OAK	15"
W560	1135728.338	845931.475	OAK	6"
W561	1135728.45	845934.733	OAK	12"
W562	1135730.348	845966.191	OAK	6"
W563	1135757.718	845974.283	OAK	10"
W564	1135754.37	845951.673	OAK	15"
W565	1135784.562	845965.399	OAK	8"
W566	1135783.698	845989.327	OAK	5"
W567	1135813.737	845948.168	OAK	5"
W568	1135835.77	845945.637	OAK	5"
W569	1135840.605	845968.917	OAK	18"
W570	1135870.933	845949.236	OAK	15"
W571	1135874.402	845949.116	OAK	15"
W572	1135870.737	845967.44	PALM	15"
W573	1135906.135	845971.879	OAK	8"
W574	1135937.244	845990.474	OAK	18"
W575	1135936.855	846037.309	OAK	15"
W576	1135902.765	846014.162	OAK	12"
W577	1135904.895	846015.509	OAK	10"
W578	1135880.297	845996.699	PALM	12"
W579	1135877.894	845995.052	PALM	10"
W581	1135877.422	845999.306	OAK	5"
W583	1135871.311	846012.735	OAK	5"
W584	1135842.131	845997.052	OAK	4"
W585	1135843.34	845992.492	OAK	6"
W586	1135849.083	845978.257	OAK	6"
W587	1135754.942	845999.175	OAK	10"
W588	1135734.717	846006.45	OAK	4"
W590	1135731.665	846015.965	OAK	6"
W590	1135401.445	845922.677	OAK	8"
W591	1135736.829	846016.168	OAK	4"
W591	1135430.32	845913.82	OAK	12"
W592	1135730.479	846025.034	OAK	4"
W592	1135391.814	845933.357	OAK	8"
W593	1135728.93	846030.844	OAK	5"
W594	1135730.167	846031.543	OAK	10"
W595	1135729.189	846039.041	OAK	4"
W595	1135397.36	845893.594	OAK	8"
W596	1135366.984	845683.822	OAK	10"
W597	1135365.078	845704.165	OAK	10"
W597	1135421.454	845922.473	PALM	15"
W598	1135372.458	845673.847	OAK	5"
W599	1135391.55	845670.574	OAK	8"
W600	1135400.339	845671.006	OAK	12"
W600	1135402.444	845927.972	OAK	4"
W601	1136085.908	845921.631	OAK	4"
W602	1136160.832	845925.478	PALM	18"

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W603	1136168.737	845902.366	OAK	10"
W604	1136163.58	845901.032	OAK	10"
W605	1136190.735	845903.856	OAK	4"
W607	1136194.53	845901.742	OAK	4"
W608	1136199.017	845894.948	OAK	5"
W609	1136196.231	845870.601	OAK	15"
W613	1136166.22	845864.929	OAK	20"
W614	1136195.132	845838.876	OAK	6"
W615	1136220.117	845868.92	PINE	4"
W616	1136224.208	845848.87	OAK	8"
W617	1136226.658	845823.7	OAK	10"
W618	1136191.165	845826.254	OAK	8"
W619	1136171.545	845834.905	OAK	24"
W620	1136145.382	845835.894	PALM	15"
W621	1136142.905	845837.71	PALM	12"
W622	1136103.881	845829.322	PINE	6"
W623	1136115.168	845813.091	OAK	5"
W624	1136117.377	845800.319	OAK	8"
W625	1136139.669	845799.755	OAK	5"
W626	1136136.463	845802.367	OAK	8"
W627	1136109.224	845785.553	OAK	8"
W628	1136115.206	845775.96	PALM	15"
W629	1136113.679	845773.153	PALM	15"
W630	1136129.316	845766.141	OAK	6"
W631	1136190.925	845806.343	PALM	12"
W632	1136169.078	845811.469	OAK	8"
W633	1136167.537	845801.08	OAK	6"
W634	1136189.743	845765.954	OAK	8"
W635	1136175.255	845782.276	OAK	10"
W636	1136165.123	845750.954	OAK	10"
W637	1136161.093	845735.135	OAK	6"
W638	1136166.722	845736.021	OAK	6"
W639	1136206.107	845721.551	OAK	12"
W640	1136230.31	845716.253	OAK	12"
W641	1136084.029	845794.403	PINE	5"
W642	1136084.511	845809.111	PINE	4"
W643	1135746.838	845666.071	PINE	4"
W644	1135748.583	845676.675	PINE	10"
W645	1135739.374	845685.008	PINE	12"
W646	1135742.957	845698.023	PINE	8"
W647	1135783.454	845690.085	OAK	15"
W648	1135817.089	845732.508	OAK	24"
W649	1135818.683	845700.219	OAK	12"
W651	1135837.049	845688.462	OAK	4"
W653	1135844.246	845675.245	OAK	6"
W654	1135863.897	845710.475	OAK	12"
W655	1135868.048	845719.414	OAK	8"
W656	1135866.687	845725.372	OAK	10"
W657	1135839.022	845720.818	PALM	12"
W658	1135898.521	845718.162	PALM	8"
W659	1135875.596	845731.921	OAK	8"
W660	1135921.379	845765.624	PALM	10"
W661	1135896.523	845760.285	PALM	12"
W662	1135872.296	845764.918	OAK	15"
W663	1135874.148	845775.721	PALM	10"
W665	1135871.839	845775.63	PALM	10"
W666	1135873.721	845785.479	PALM	8"
W667	1135899.731	845801.41	PALM	15"
W668	1135902.993	845806.979	OAK	12"
W669	1135907.326	845831.924	OAK	4"
W670	1135906.229	845829.421	OAK	4"
W671	1135913.86	845847.448	PINE	4"
W672	1135909.06	845865.346	PALM	12"
W673	1135879.725	845829.626	OAK	10"
W674	1135846.337	845829.003	OAK	4"
W675	1135845.935	845825.679	OAK	5"
W676	1135841.174	845822.249	OAK	10"
W677	1135817.19	845805.901	OAK	10"
W678	1135816.662	845818.502	OAK	4"
W680	1135817.31	845843.252	OAK	12"
W681	1135812.258	845857.856	OAK	4"
W683	1135839.417	845852.822	OAK	24"
W684	1135869.198	845877.428	OAK	18"
W685	1135844.798	845888.336	OAK	8"
W686	1135843.524	845924.509	OAK	15"
W687	1135811.479	845922.453	OAK	18"
W688	1135790.208	845908.473	PINE	12"
W689	1135780.984	845902.532	OAK	4"
W690	1135786.868	845896.018	OAK	6"
W691	1135785.744	845885.834	OAK	8"
W692	1135793.553	845879.801	OAK	5"
W693	1135780.643	845871.858	OAK	5"
W694	1135780.277	845875.402	OAK	6"
W695	1135782.858	845852.661	OAK	12"
W696	1135780.278	845838.914	OAK	15"
W697	1135781.358	845823.045	OAK	6"
W698	1135756.371	845818.287	OAK	15"
W699	1135754.393	845796.204	OAK	12"
W700	1135751.702	845785.528	OAK	8"
W701	1135373.093	845695.148	PINE	5"
W702	1135388.955	845723.698	OAK	5"
W703	1135389.933	845723.287	OAK	5"
W704	1135394.168	845688.43	OAK	12"
W705	1135383.911	845700.389	PALM	15"
W706	1135397.364	845725.385	OAK	12"
W707	1135423.906	845709.704	OAK	10"
W708	1135421.087	845684.338	OAK	12"
W709	1135423.882	845681.454	PALM	12"
W710	1135457.37	845678.727	PALM	15"

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W711	1135484.372	845682.969	OAK	12"
W712	1135502.889	845667.266	PINE	6"
W713	1135496.242	845673.163	PALM	15"
W714	1135490.602	845682.769	PALM	12"
W715	1135507.778	845757.872	PALM	12"
W716	1135487.895	845755.232	OAK	8"
W718	1135486.611	845745.052	OAK	10"
W719	1135455.389	845745.635	OAK	8"
W720	1135454.488	845746.975	OAK	10"
W721	1135453.437	845745.275	OAK	10"
W722	1135453.493	845742.604	OAK	10"
W723	1135457.629	845738.071	OAK	15"
W726	1135460.887	845758.043	OAK	4"
W727	1135460.102	845758.549	OAK	4"
W728	1135459.167	845784.052	OAK	6"
W729	1135453.866	845783.38	OAK	8"
W730	1135456.646	845798.165	OAK	8"
W731	1135457.896	845800.02	OAK	4"
W733	1135456.734	845800.132	OAK	4"
W734	1135458.674	845802.157	OAK	6"
W735	1135456.232	845800.056	OAK	6"
W736	1135485.283	845808.887	OAK	4"
W737	1135422.381	845801.795	OAK	8"
W738	1135420.87	845810.175	OAK	8"
W739	1135432.69	845819.152	PALM	15"
W740	1135394.845	845817.986	PALM	10"
W741	1135396.215	845821.167	OAK	15"
W742	1135398.17	845821.649	OAK	15"
W743	1135394.89	845784.899	OAK	10"
W744	1135391.375	845766.081	OAK	6"
W745	1135394.335	845760.4	OAK	12"
W747	1135388.88	845759.345	PALM	12"
W748	1135372.316	845755.602	PALM	12"
W749	1135373.455	845754.008	PALM	10"
W750	1135383.812	845750.923	PALM	15"
W751	1135385.233	845746.002	PALM	15"
W752	1135373.395	845741.061	PALM	15"
W753	1135385.979	845731.534	PALM	12"
W754	1135375.391	845727.71	PALM	12"
W755	1135360.902	845732.372	OAK	12"
W761	1135363.988	845767.966	OAK	4"
W762	1135363.188	845780.055	OAK	10"
W764	1135361.44	845807.549	OAK	15"
W765	1135360.213	845823.882	OAK	12"
W766	1135361.472	845834.646	OAK	4"
W767	1135363.449	845857.338	OAK	18"
W768	1135360.215	845869.859	OAK	15"
W769	1135362.665	845869.435	PALM	15"
W770	1135395.802	845877.265	OAK	6"
W771	1135388.892	845875.857	OAK	5"
W772	1135401.73	845870.208	OAK	5"
W773	1135398.964	845849.762	OAK	12"
W774	1135392.014	845836.921	OAK	15"
W775	1135423.304	845847.766	OAK	12"
W776	1135426.355	845865.457	OAK	5"
W777	1135432.488	845879.898	PALM	12"
W778	1135457.202	845878.841	OAK	8"
W779	1135478.317	845868.609	PALM	12"
W780	1135479.061	845851.922	PALM	12"
W781	1135482.116	845876.162	OAK	8"
W782	1135491.014	845892.483	PALM	10"
W783	1135482.161	845902.074	OAK	8"
W784	1135459.986	845896.94	OAK	10"
W785	1135456.081	845897.619	OAK	10"
W786	1135453.876	845894.222	OAK	8"
W787	1135451.677	845908.916	OAK	5"
W788	1135453.079	845912.051	OAK	4"
W789	1135453.704	845915.008	OAK	10"
W790	1135444.851	845920.533	PINE	4"
W791	1135453.23	845933.263	OAK	8"
W792	1135483.699	845922.872	PALM	12"
W793	1135490.642	845927.248	PALM	18"
W794	1135455.414	845949.818	PALM	18"
W795	1135457.746	845959.74	OAK	5"
W796	1135430.884	845968.265	PALM	24"
W797	1135445.139	845952.16	PALM	12"
W798	1135400.332	845953.599	OAK	15"
W799	1135401.105	845966.965	OAK	4"
W800	1135393.011	845979.372	OAK	5"
W801	1135337.151	845687.748	OAK	18"
W802	1135309.8	845673.473	OAK	8"
W803	1135305.952	845673.104	OAK	18"
W804	1135300.776	845671.174	OAK	6"
W805	1135302.279	845688.347	OAK	4"
W806	1135308.769	845700.174	OAK	8"
W807	1135301.816	845703.929	OAK	8"
W808	1135337.282	845782.786	OAK	12"
W809	1135337.073	845710.91	OAK	8"
W810	1135304.725	845755.827	OAK	6"
W811	1135307.294	845766.14	OAK	14"
W812	1135311.291	845781.331	PALM	10"
W813	1135304.739	845791.349	OAK	10"
W814	1135302.906	845810.576	OAK	14"
W815	1135310.595	845786.835	PALM	10"
W816	1135331.213	845813.099	PALM	12"
W817	1135331.894	845867.375	PALM	12"
W818	1135332.593	845849.368	PALM	14"
W819	1135327.21	845901.745	OAK	10"
W820	1135301.06	845882.185	OAK	10"

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W821	1135301.618	845868.14	OAK	16"
W822	1135337.43	845950.85	OAK	8"
W823	1135333.852	845942.013	OAK	10"
W824	1135329.02	845950.133	OAK	4"
W825	1135337.979	845890.969	PALM	12"
W826	1135334.741	845912.064	OAK	6"
W827	1135342.939	845893.012	OAK	20"
W828	1135302.024	845920.24	PALM	12"
W829	1135301.394	845922.11	OAK	20"
W830	1135301.835	845953.185	PALM	14"
W831	1135301.701	845985.909	OAK	8"
W832	1135301.389	845972.169	OAK	12"
W833	1135302.656	845998.032	OAK	6"
W834	1135338.161	845985.381	OAK	30"
W835	1135335.757	845981.004	PALM	14"
W836	1135342.097	845982.786	OAK	6"
W837	1135334.316	846009.622	OAK	12"
W838	1135302.191	846088.884	OAK	16"
W839	1135332.189	846062.297	OAK	12"
W840	1135334.117	846121.599	OAK	10"
W841	1135335.073	846126.269	OAK	6"
W842	1135338.41	846157.84	OAK	14"
W843	1135307.888	846179.48	OAK	8"
W844	1135301.888	846162.791	OAK	6"
W845	1135302.255	846151.964	OAK	8"
W846	1135305.653	846203.709	OAK	8"
W847	1135308.443	846194.037	PALM	14"
W848	1135334.658	846172.342	OAK	12"
W849	1135328.692	846214.554	PALM	12"
W850	1135308.61	846216.454	OAK	8"
W851	1135327.897	846208.722	OAK	4"
W853	1135335.335	846224.656	OAK	6"
W854	1135328.415	846229.667	OAK	8"
W855	1135308.463	846229.832	OAK	6"
W856	1135300.908	846229.221	OAK	4"
W857	1135299.416	846229.081	OAK	6"
W858	1135305.441	846227.631	OAK	6"
W859	1135328.834	846245.67	PALM	12"
W860	1135304.585	846252.136	OAK	10"
W861	1135302.137	846237.145	OAK	8"
W864	1135336.873	846251.797	OAK	4"
W865	1135337.472	846258.287	OAK	10"
W867	1135337.81	846260.271	OAK	10"
W868	1135307.286	846279.427	OAK	6"
W869	1135331.666	846262.078	OAK	8"
W870	1135337.098	846267.893	OAK	6"
W871	1135302.95	846320.006	OAK	8"
W872	1135306.934	846295.704	OAK	4"
W873	1135300.222	846307.831	OAK	20"
W874	1135308.727	846344.679	OAK	4"
W875	1135302.411	846352.443	OAK	12"
W876	1135241.403	846446.517	OAK	8"
W877	1135243.314	846448.654	OAK	6"
W878	1135277.419	846416.914	OAK	8"
W879	1135244.409	846452.144	OAK	6"
W881	1135243.708	846362.922	OAK	12"
W882	1135250.146	846349.503	OAK	4"
W883	1135244.102	846393.917	OAK	4"
W884	1135277.633	846289.391	OAK	6"
W885	1135276.961	846369.044	OAK	24"
W886	1135276.299	846300.514	OAK	6"
W887	1135278.331	846286.506	OAK	8"
W887	1135278.432	846286.462	OAK	8"
W888	1135273.188	846291.479	OAK	10"
W889	1135270.664	846289.302	OAK	12"
W890	1135333.832	846397.067	OAK	10"
W891	1135298.99	846394.469	OAK	14"
W892	1135335.217	846378.976	OAK	10"
W895	1135244.473	846417.102	OAK	24"
W896	1135275.727	846434.172	OAK	12"
W897	1135334.485	846318.924	OAK	8"
W898	1135332.153	846367.367	OAK	10"
W899	1135337.26	846301.882	OAK	4"
W900	1135304.708	846335.665	OAK	4"
W901	1135362.597	845989.554	OAK	12"
W902	1135360.183	846010.339	OAK	8"
W903	1135366.155	846031.246	OAK	8"
W904	1135363.711	846042.48	OAK	12"
W905	1135365.74	846041.818	OAK	5"
W906	1135394.896	846052.745	OAK	15"
W907	1135392.41	846062.834	OAK	12"
W908	1135400.388	846059.459	PALM	12"
W909	1135398.025	846055.767	PALM	12"
W910	1135426.474	846069.491	OAK	5"
W911	1135426.809	846068.122	OAK	4"
W912	1135429.76	846067.459	OAK	6"
W913	1135426.29	846019.383	OAK	12"
W917	1135401.273	845940.263	OAK	5"
W918	1135388.731	845947.882	PALM	10"
W96	1136105.285	845925.404	PINE	6"
W97	1136085.466	845912.415	PALM	18"
W98	1136107.186	845900.28	OAK	15"
W99	1136105.318	845886.334	OAK	6"
W993	1135365.668	846091.094	OAK	12"
W994	1135393.902	846115.038	OAK	6"
W995	1135425.055	845992.836	OAK	15"
W996	1135393.416	846005.264	PALM	12"
W997	1135392.942	845994.306	OAK	12"
W998	1135396.071	845986.182	OAK	12"
W999	1135393.246	845979.715	OAK	15"

		DATE	BY
	REVISIONS		
	FILE NAME: 11784 TREES.dwg		

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BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

PROJECT ORCHID
TREE SURVEY

DATE 03/18/2026
DRAWN BY ALB
F.B./ PG. ELECT
SCALE AS SHOWN

DAVID P. LINDLEY
REGISTERED LAND
SURVEYOR NO. 5005
STATE OF FLORIDA
L.B. 3591

JOB # 11784
SHT.NO.
4
OF 7 SHEETS

N89°50'57"E 2528.89'

MATCHLINE SHEET 7

MATCHLINE SHEET 5

MATCHLINE SHEET 5

MATCHLINE SHEET 6

S89°50'19"W 2532.29'

GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
INTENDED DISPLAY SCALE
1 INCH = 60 FEET

NORTH

BY	DATE	REVISIONS
		FILE NAME: 11784 TREES.dwg

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JOB # 11784
SHT.NO. 5
OF 7 SHEETS

GRAPHIC SCALE

60 0 30 60 120

(IN FEET)

INTENDED DISPLAY SCALE
1 INCH = 60 FEET

NORTH



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SHT.NO.
6
OF 7 SHEETS

NORTH

GRAPHIC SCALE
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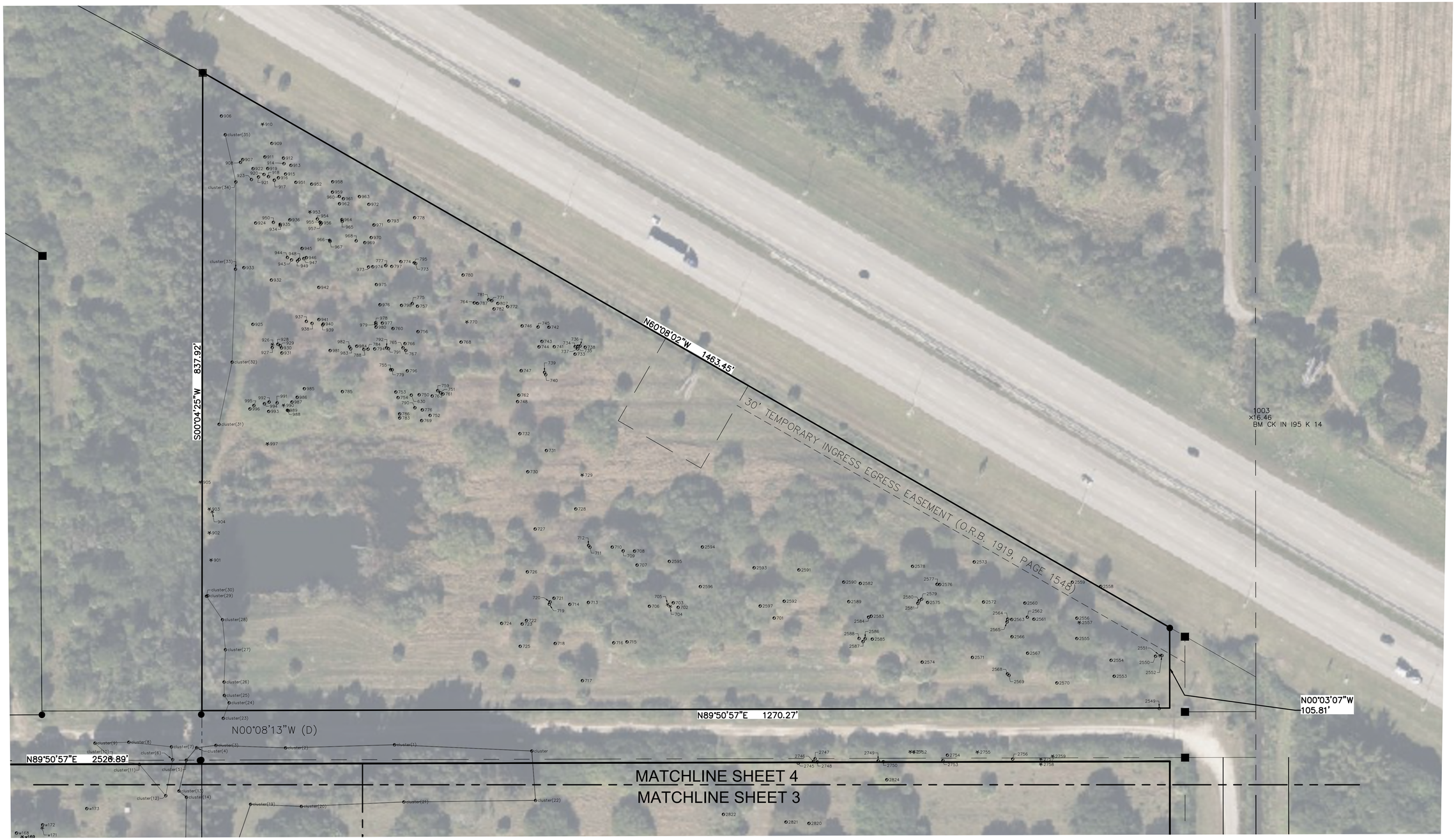
(IN FEET)
INTENDED DISPLAY SCALE
1 INCH = 60 FEET



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PROJECT ORCHID
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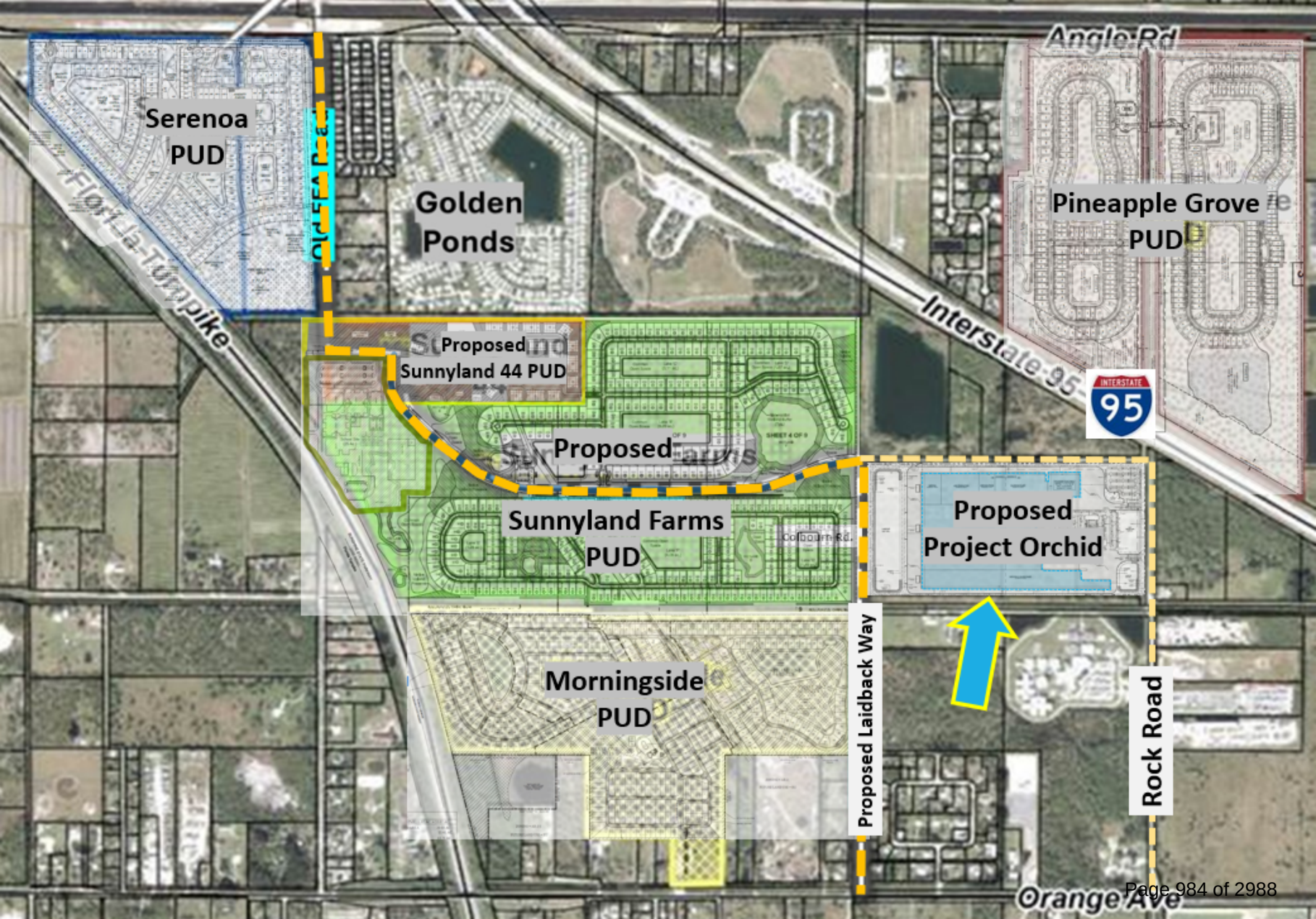
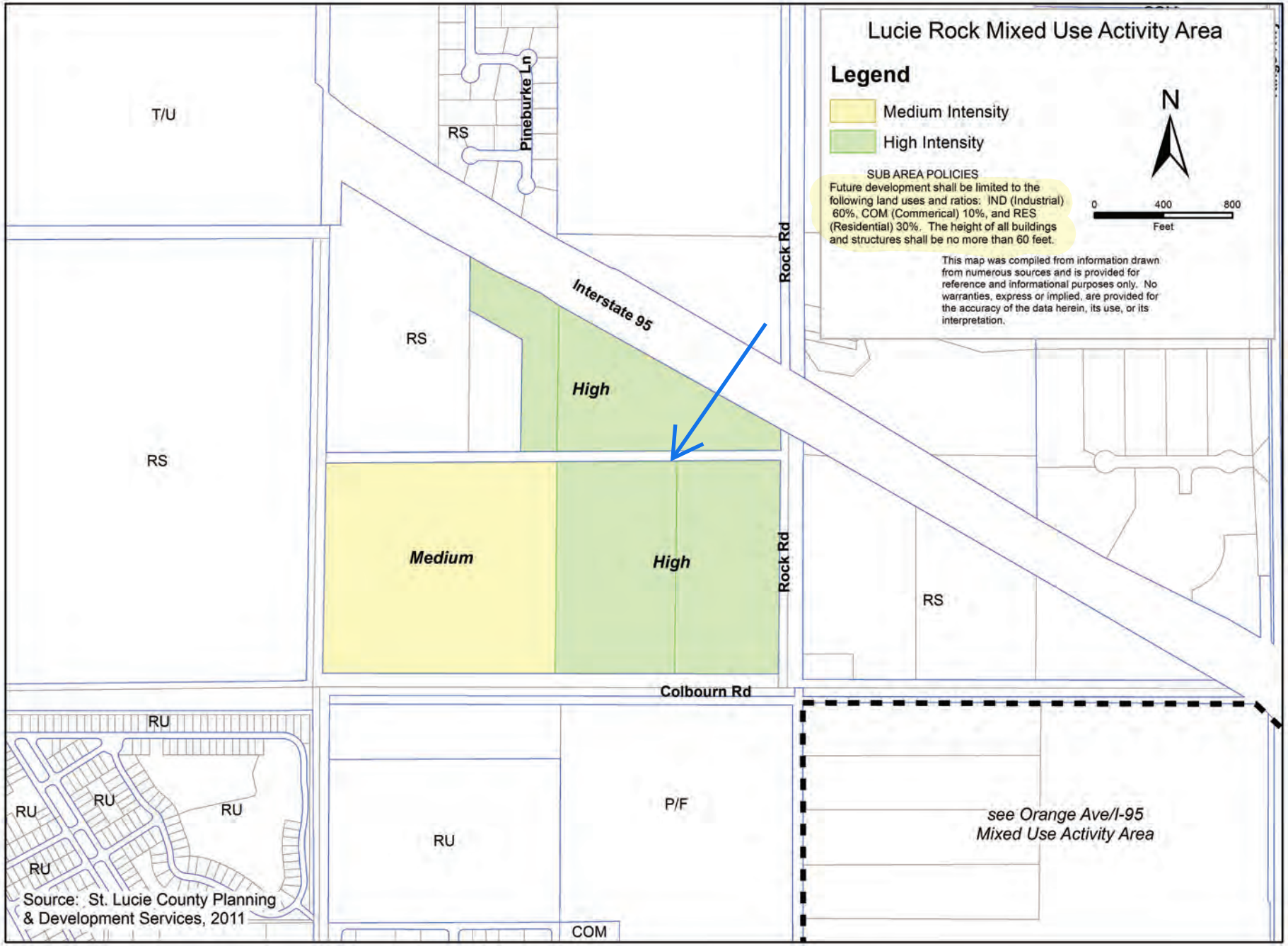
JOB # 11784
SHT.NO. 7
OF 7 SHEETS


Serenoa
PUD
Golden
Ponds
Angle Rd
Pineapple Grove
PUD
Florida Turnpike
Interstate 95
Proposed
Sunnyland 44 PUD
Proposed
Sunnyland Farms
PUD
Proposed
Project Orchid
Morningside
PUD
Proposed Laidback Way
Rock Road
Orange Ave


Lucie Rock Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
SUB AREA POLICIES
Future development shall be limited to the following land uses and ratios: IND (Industrial) 60%, COM (Commerical) 10%, and RES (Residential) 30%. The height of all buildings and structures shall be no more than 60 feet.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Rock Rd
Interstate 95
High
Medium
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95
Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011

FUTURE LAND USE ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 1.1: Ensure the highest quality living environment possible, through a mixture of land uses reflecting the needs and desires of the local residents and how they want their community to develop. The goal shall be implemented by strictly enforced building, zoning and development codes based on objectives and policies that will enhance St. Lucie County's natural and man-made resources while minimizing any damage or threat of degradation to the health, safety and welfare of the county's citizens, native wildlife and environment, through incompatible land uses.

Objective 1.1.1: *Land Use*. Maintain the Future Land Use Map land with the following use designations to portray the future development patterns of St. Lucie County.

Policy 1.1.1.1 - The following land use designations/intensities, as indicated on the Future Land Use Maps are provided as the pattern for the future development of the area within unincorporated St. Lucie County.

Future Land Use Designation		Residential Density	Max Height[4] (For Buildings)	Max Lot Coverage (For Buildings)
AG-5	Agriculture-5	1 du/5 acres (0.2 du/1 acre)	-	-
AG-2.5	Agriculture-2.5	1 du/2.5 acres (0.4 du/1 acre)	-	-
RE	Residential Estate	1 du/a acre	-	-
RS	Residential Suburban	2 du/1 acre	-	-
RU	Residential Urban	5 du/1 acre	-	-
RM	Residential Medium	9 du/ 1 acre	-	-
RH	Residential High	15 du/ 1 acre	-	-
R/C	Residential/Conservation	1 du/5 acres (0.2 du/1 acre)	-	-
Cpub	Conservation-Public	0 du[1]	20 ft	5-10%
COM	Commercial	0 du[1,5]	60 ft[3]	40—50%
IND	Industrial	0 du[1]	80 ft	40—50%
P/F	Public Facilities	0 du[1]	80 ft	40—50%
T/U	Transportation/Utilities	0 du[1]	40 ft[6]	40—50%
MXD	Mixed Use Development	0.2-15 du/acre[2,5]	80 ft	40—50%
H	Historic	0 du[1]	40 ft	40—50%
SD	Special District	0.2-15 du/acre	80 ft	40—50%
TVC	Towns, Villages, & Countryside	Variable pursuant to special areas plan. See TVC Element Goals, Objectives, and Policies. 1-9 du/acre	-	-

Notes:	
1	Residential uses permitted under specific conditions only. Refer to Zoning/Land Development Code for special restrictions in individual zoning districts.
2	Maximum Densities subject to compliance with intensity with intensity plans for each mixed use area, as set forth in Policy 1.1.8.4
3	For motel or hotel uses, the building spacing formula as identified in the Land Development Code shall be used to establish maximum building height, unless otherwise stipulated in the Hutchinson Island Building Height Overlay Zone section of the Land Development Code, or unless otherwise restricted by Code or Ordinance of the County.
4	Unless otherwise stipulated in the Hutchinson Island Height Overlay Zone section in the Land Development Code
5	Motels/hotels shall be allowed up to 36 units/acre.
6	The height of the Treasure Coast Airport shall be regulated by the Airport Zone Height Limitations established in Section 4.00.03, of the Land Development Code, as reviewed and approved by the Federal Aviation Administration (FAA).

and restrictions as set forth in the Land Development Code.

Medium density residential land uses can act as a transition between the lower intensity RU areas and the more intense land use designations. Zoning applications within the RM land use area include single-family, multifamily, or PD zoning.

G. Residential High (RH)
Areas designated Residential High (RH) are intended to accommodate high density development, not to exceed 15 dwelling units per gross acre. In order to develop at this intensity, it must be possible to connect into a central water and wastewater service facility, and the subject property must be located in an area of the County which has available all urban services and facilities including fire protection, police, recreation, roadways, and schools.

Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

H. Mixed Use Development (MXD)
The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special or unique environmental consideration that may not be appropriate for traditional land use designations.

Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process. The following criteria, in addition to those as cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

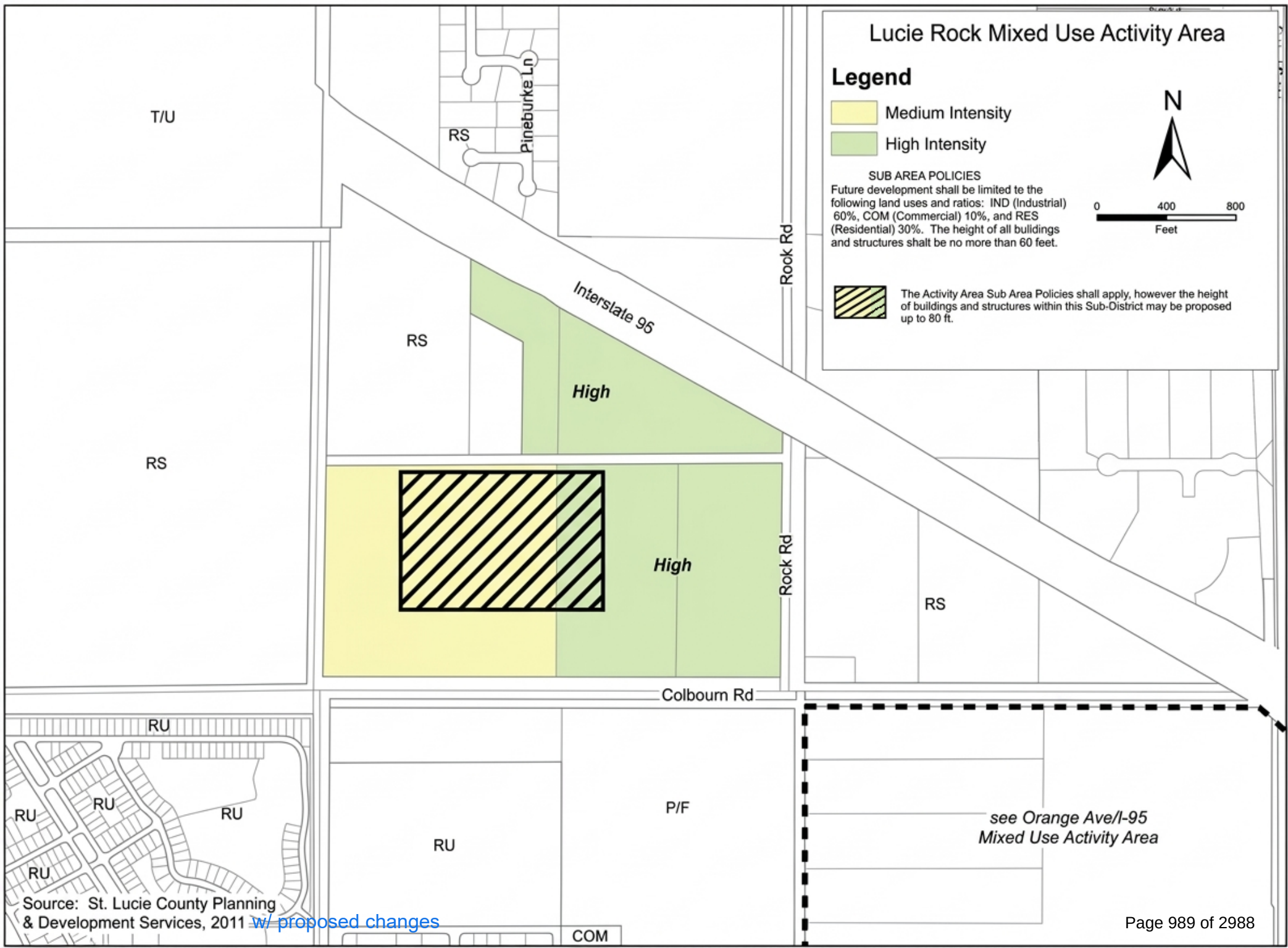
- Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Non-Residential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.
- Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.
- All uses shall be compatible with adjacent land uses.

I. Special District (SD)
The intent of the Special District (SD) designation is to identify those areas where specific uses or combinations of uses are anticipated. SD designated areas include previously approved Community Development Districts, areas for which a site specific development plan or concept has been granted, or areas which by their location have specific issues and concerns for their development.

Residential densities within an area designated as a Special District are limited to what the current land use designation authorizes. Any increase over the present designation may be considered only through the Plan Amendment process.

Policy 1.1.8.4 - The following use density and intensity standards shall be used for the purpose of this plan for the Mixed Use activity areas:

1. *High* Intensity development areas may include the following types of land uses:	
Residential	5 to 15 du/acres
Institutional	1.5 FAR *
Professional Service/Office	1.5 FAR *
General Commercial	1.0 FAR *
Public Service/Utility	0.5 FAR *
Industrial	0.75 FAR *
* FAR = Floor Area Ratio	
2. *Medium* Intensity development areas may include the following types of land uses:	
Residential	5 to 9 du/acres
Institutional	1.0 FAR *
Professional Service/Office	1.0 FAR *
General Commercial	0.75 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR *
* FAR = Floor Area Ratio	
3. *Low* Intensity development areas may include the following types of uses:	
Residential	not to exceed 5 du/acres
Institutional	0.5 FAR *
Professional Service/Office	0.5 FAR *
General Commercial	0.5 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR
* FAR = Floor Area Ratio	
4. Specific Use Areas: Areas with special or unique local character may be included within the Mixed Use Designation. These areas, because of conditions unique or peculiar to them alone, have been limited to specific activities and zoning options as set forth in the activity area plans described in Policy 1.1.8.3. Any zoning application not consistent with this policy must be accompanied by a corresponding Comprehensive Plan Amendment indicating the change in intensity classification.	
Application of the Specific Use Area designation is to be made to those areas recognized by the County as suitable for alternative land use as the full spectrum of community services become available. This designation would serve to prevent the unplanned or premature development of such areas until all services were provided for and are consistent with the Future Land Use development philosophy of St. Lucie County.	
The terminology used in the Specific Use designation identifies the type of permitted activity, maximum zoning density or maximum zoning intensity. Each Mixed Use Activity area will identify the type of Special Use areas in the legends of each area.	
Industrial and Professional Service/Office uses may receive an intensity bonus of up to 100% of the FAR, within specific use areas served by Strategic Intermodal System (SIS) facilities operating at or above the adopted level of service (LOS) and with available water service and wastewater service.	


Lucie Rock Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
SUB AREA POLICIES
Future development shall be limited te the foliowing land uses and ratios: IND (Industrial) 60%, COM (Commercial) 10%, and RES (Residential) 30%. The height of all bulidings and structures shalt be no more than 60 feet.
The Activity Area Sub Area Policies shall apply, however the height of buildings and structures within this Sub-District may be proposed up to 80 ft.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Rock Rd
Interstate 95
High
High
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95
Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011 w/ proposed changes

11.07.03. Standards for Review of Conditional Use Permits.

A conditional use permit shall be granted only if the applicant demonstrates the following:

A. *Consistency With Local Code and Comprehensive Plan.* The proposed conditional use is in compliance with all requirements, and is consistent with the general purpose, goals, objectives, and standards of this Code, the St. Lucie County Comprehensive Plan, and the Code of Ordinances of St. Lucie County; and is in compliance with all additional standards imposed on it by the particular provisions of this Code authorizing such use.

B. *Effect on Adjacent Properties.*

1. The proposed conditional use will not have an undue adverse effect upon nearby property.
2. The proposed conditional use is compatible with the existing or planned character of the neighborhood in which it would be located.
3. All reasonable steps have been taken to minimize any adverse effect of the proposed conditional use on the immediate vicinity through building design, site design, landscaping, and screening.
4. The proposed conditional use will be constructed, arranged, and operated so as not to interfere with the development and use of neighboring property, in accordance with applicable district regulations.

C. *Adequacy of Public Facilities.* The proposed conditional use will be served by adequate public facilities and services, including roads, police protection, fire protection, solid waste disposal, water, sewer, drainage structures, parks and mass transit.

D. *Adequacy of Fire Protection.* The applicant for the proposed conditional use has obtained from the St. Lucie County - Fort Pierce Fire Prevention Bureau written confirmation, or has otherwise demonstrated by substantial credible evidence, that water supply, evacuation facilities, and emergency access are satisfactory to provide adequate fire protection.

E. *Environmental Impact.* For developments required to provide an environmental impact report under Section 11.02.09(A)(5), the proposed conditional use will not contravene any applicable provision of the St. Lucie County Comprehensive Plan, or of Chapter VIII, "Natural Environment Analysis", of the St. Lucie County Barrier Island Study Analysis of Growth Management Policy Plan, Kimley-Horn and Associates, Inc. (August 1982).

3.01.03. - Zoning Districts.

U. *IH INDUSTRIAL, HEAVY.*

1. *Purpose.* The purpose of this district is to provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.

2. *Permitted Uses.* Any use permitted in the Industrial Light (IL) zoning district:

   a. Agricultural services. (07)

   b. Construction services:

      (1) Building construction - general contractor. (15)

      (2) Other construction - general contractors. (16)

      (3) Construction - special trade contractors. (17)

   c. Docks and boathouses (private). (999)

   d. Engineering services. (871)

   e. Manufacturing:

      (1) Food and kindred products. (20)

      (2) Tobacco products. (21)

      (3) Textile mill products. (22)

      (4) Apparel and other finished products. (23)

      (5) Lumber and wood products, except furniture. (24)

      (6) Furniture and fixtures. (25)

      (7) Printing and publishing and allied industries. (27)

      (8) Chemicals and allied products:

      (a) Drugs. (283)

      (b) Soap, detergents and cleaning preparations; perfumes, cosmetics and other toilet preparations. (284)

      (c) Agricultural chemicals. (287)

      (9) Rubber and misc. plastic products. (30)

      (10) Leather and leather products. (31)

      (11) Glass:

      (a) Flat glass. (321)

      (b) Glass and glassware - pressed or blown. (322)

      (c) Glass products - made of purchased glass. (323)

      (12) Fabricated metal products (except ammunition and ordnance). (34)

      (13) Industrial/commercial machinery and computer equipment. (35)

(14) Electronic and other electrical equipment and components, except computer equipment. (36)

(15) Transportation equipment. (37)

(16) Measuring, analyzing and controlling instruments. (38)

(17) Misc. manufacturing industries:

(a) Jewelry, silverware, and platedware. (391)
(b) Musical instruments and parts. (393)
(c) Dolls, toys, games and sporting goods. (394)
(d) Pens, pencils and other office and artists' materials. (395)
(e) Costume jewelry, costume novelties, and notions. (396)
(f) Brooms and brushes. (3991)
(g) Signs and advertising displays. (3993)
(h) Morticians goods. (3995)
(i) Manufacturing industries, NIC. (3999)

(18) Paper and allied products:

(a) Paperboard containers and boxes. (265)
(b) Converted paper and paperboard products. (267)

f. Local and suburban transit. (41)
g. Water transportation. (44)
h. Transportation services. (47)
i. Communications. (48)
j. Motor freight transportation and warehousing. (42)
k. Motion pictures. (78)
l. Membership organizations. (86)
m. Personal and business services. (72)
n. Research, development, and testing services. (873)
o. Repair services:
    (1) Automotive and automotive parking. (75)
    (2) Electrical. (762)
    (3) Watch, clock and jewelry repair. (763)
    (4) Reupholstery and furniture repair. (764)
    (5) Misc. repairs and services. (769)
p. Retail trade:
    (1) Lumber and other building materials. (521)
    (2) Paint, glass and wallpaper. (523)
    (3) Hardware. (525)
    (4) Nurseries, lawn and garden supplies. (526)

(5) Mobile home dealers. (527)

(6) Automotive/boat/RV/motorcycle dealers. (55)

(7) Gasoline service. (55)

(8) Furniture and furnishings. (57)

q. Telecommunication towers - subject to the standards of Section 7.10.23. (999)

r. Wholesale trade - durable goods:

(1) Motor vehicle and automotive equipment. (501)

(2) Furniture and home furnishings. (502)

(3) Lumber and other building materials. (503)

(4) Professional and commercial equipment/supplies. (504)

(5) Metals and minerals, except petroleum. (505)

(6) Electrical goods. (506)

(7) Hardware, plumbing and heating equipment, and supplies. (507)

(8) Machinery, equipment, and supplies. (508)

(9) Misc. durable goods:

(a) Sporting and recreational goods. (5091)

(b) Toys and hobby goods. (5092)

(c) Jewelry, watches, precious stones and metals. (5094)

(d) Durable goods NEC. (5099)

s. Wholesale trade - nondurable goods:

(1) Paper and paper products. (511)

(2) Drugs. (512)

(3) Dry goods and apparel. (513)

(4) Groceries and related products. (514)

(5) Farm products - raw materials. (515)

(6) Chemicals, and allied products. (516)

(7) Beer, wine, and distilled alcoholic beverages. (518)

(8) Misc. nondurable goods:

(a) Farm supplies. (5191)

(b) Books, periodicals, and newspapers. (5192)

(c) Flowers, nursery stock and florists' supplies. (5193)

(d) Tobacco/tobacco products. (5194)

(e) Paints, varnishes and supplies. (5198)

(f) Nondurable goods, NEC. (5199)

t. Mobile food vendors. (999)

3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Section 7.04.00.

4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Section 7.04.00.

5. *Offstreet Parking and Loading Requirements.* Offstreet parking and loading requirements are subject to Section 7.06.00.

6. *Landscaping Requirements.* Landscaping requirements are subject to Section 7.09.00.

7. *Conditional Uses:*

   a. Airport, landing and takeoff fields - general aviation. (4581)

   b. Manufacturing:

      (1) Paper and allied products. (26)

      (2) Chemicals and allied products. (28)

      (3) Petroleum refining and related products. (29)

      (4) Stone, clay, glass and concrete products. (32)

      (5) Primary metal industries. (33)

      (6) Ammunition and ordinance. (348)

   c. Natural or manufactured gas storage and distribution points. (492)

   d. Scrap, waste and land clearing and yard trash recycling operations - subject to the provisions of Section 7.10.12.

   e. Warehousing and storage services - stockyards. (999)

   f. Wholesale trade - nondurable goods:

      (1) Petroleum and petroleum products. (999)

8. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00, and include the following:

   a. Co-generation facilities. (999)

   b. Fueling facilities. (999)

   c. Industrial wastewater disposal. (999)

   d. One (1) detached single-family dwelling or mobile home, for on-site security purposes per property. (999)

   e. Retail:

      (1) Bottled gas. (999)

      (2) Fuel oil. (999)

      (3) Gasoline service stations. (999)

      (4) Retail trade accessory to the primary manufacturing or wholesaling use. (999)

   f. Solar energy systems, subject to the requirements of Section 7.10.28.

TRAFFIC IMPACT ANALYSIS

PROJECT ORCHID
ST. LUCIE COUNTY, FL

PREPARED FOR:
FOUNDRY COMMERICAL

Kimley»Horn

April 2, 2026
KH # 043918010
Registry No. 35106
Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

TRAFFIC IMPACT ANALYSIS

PROJECT ORCHID

ST. LUCIE COUNTY, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida

Kimley»Horn

February 15, 2025
Revised April 2, 2026
KH # 043918010
Registry No. 35106

Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

THIS IS TO CERTIFY THAT THE ENCLOSED ENGINEERING CALCULATIONS WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION.



Digitally signed by
Stephanie Guerra
Date: 2026.04.02
21:38:49 -04'00'

STEPHANIE A. GUERRA, P.E.
Florida Registration Number #84302
Registry No. 35106

DATE: APRIL 2, 2026

TABLE OF CONTENTS

LIST OF TABLES ii
LIST OF FIGURES ii
INTRODUCTION 1
PROJECT TRAFFIC 3
Existing and Proposed Land Uses 3
Trip Generation 3
Traffic Distribution and Assignment 3
SIGNIFICANCE CALCULATIONS AND LINK ANALYSIS 4
Capacity Analysis 4
INTERSECTION ANALYSIS 8
Data Collection 8
Existing Conditions: 8
Future Background Conditions (2031) 8
Future Total Conditions (2031) 9
Signalization at Rock Road and Orange Avenue 19
95th Percentile Queues 20
Turn Lane Length Evaluation 20
SITE CIRCULATION AND TURN LANE REQUIREMENTS 21
Turn Lane Analysis 21
Driveway 1: Left-Turn Lane Evaluation 21
Driveway 2: Left-Turn Lane Evaluation 22
SIGNAL WARRANT ANALYSIS 25
Existing Conditions 25
Data Collection 25
CONCLUSION 26
APPENDIX A: SITE PLAN ..... A
APPENDIX B: ST. LUCIE COUNTY 2025 ROADWAY LOS INVENTORY REPORT AND DATA COLLECTION ..... B
APPENDIX C: COMMITTED DEVELOPMENT C
APPENDIX D: SIGNAL TIMING DATA ..... D
APPENDIX E: VOLUME DEVELOPMENT SHEETS ..... E

APPENDIX F: SYNCHRO OUTPUT SHEETS ..... F
APPENDIX G: DRIVEWAY 1 TURN LANE EVALUATIONS ..... G
APPENDIX H: DRIVEWAY 2 TURN LANE EVALUATIONS ..... H
APPENDIX I: SIGNAL WARRANT SUMMARY I

LIST OF TABLES

Table 1: Trip Generation Calculations 3
Table 2: Peak Hour Peak Direction Significance Calculations 5
Table 3: Peak Hour Peak Direction Capacity Analysis 6
Table 4: Existing Conditions Synchro Summary 11
Table 5: Future Background Conditions Synchro Summary 13
Table 6: Future Total Conditions Synchro Summary 17
Table 7: Signal Optimization Synchro Summary 18
Table 8: Signalization at Rock Road & Orange Avenue Synchro Summary 19
Table 9: Turn Lane Length Evaluation at Orange Avenue & Rock Road 20

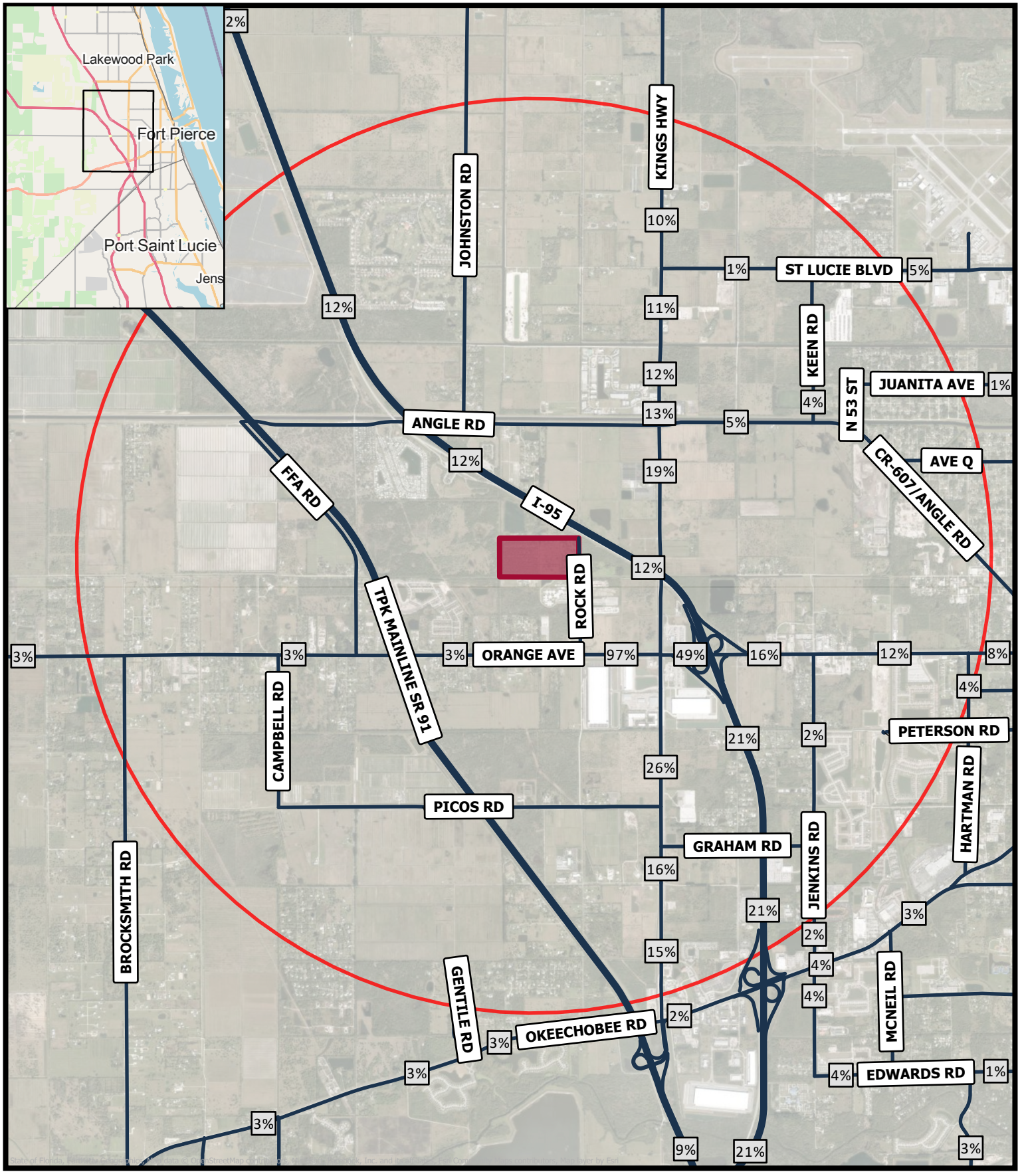
LIST OF FIGURES

Figure 1: Site Location and Trip Assignment 2
Figure 2: Existing Volumes 10
Figure 3: Background Traffic Volumes 12
Figure 4: Project Traffic Distribution 14
Figure 5: Project Traffic Volumes 15
Figure 6: Future Volumes 16
Figure 7: Driveway Assignment 23
Figure 8: Driveway Volumes 24

INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to conduct a traffic impact analysis for the Project Orchid site. The site is located on the west side of Rock Road, north of Orange Avenue, in St. Lucie County, Florida. The proposed project would develop the vacant site into a 1,444,000 square-foot manufacturing facility, with a mix of foundry, warehouse, and office uses to support the production of goods. **Figure 1** illustrates the site location and project trip assignment, which is reflective of a Treasure Coast Regional Planning Model (TCRPM) run to determine the site's distribution. The project site plan is included in Appendix A.

This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements published by the St. Lucie County TPO in the document, *Standardized Traffic Impact Studies (TIS) Methodology and Procedures.* A buildout year of 2031 was analyzed for the proposed development.



Legend

- Project Site
- Radius of Development Influence
- Main Roads
- Highway

NORTH

0 1,500 3,000 6,000 Feet

Figure 1

Orchid
Trip Distribution
KH#043918010

Kimley»Horn

PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The site is currently vacant and is proposed to be developed with 1,444,000 square feet of manufacturing use.

Trip Generation

The trip generation potential for the proposed development program was calculated using trip generation rates and equations published by the Institute of Transportation Engineers' (ITE) *Trip Generation Report, 12th Edition*. As indicated in Table 1, the proposed development is projected to generate 6,166 net new external daily trips, 736 net new external AM peak hour trips (+552 inbound, +184 outbound), and an additional 910 net new external PM peak hour trips (+264 inbound, +646 outbound).

Table 1: Trip Generation Calculations

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
ITE	Manufacturing	140	1,444.000 ksf	6,166	736	552	184	910	264	646
Driveway Volumes				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Net New External Trips				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Proposed - Existing Net New Traffic				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Radius of Development Influence:				**3 miles**						

Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Avg. Pass By
ITE	Manufacturing	4.27 trips/ksf	0.51 trips/ksf (75% in, 25% out)	0.63 trips/ksf (29% in, 71% out)	0.0%

Traffic Distribution and Assignment

Based on the St. Lucie County Standardized Traffic Impact Studies (TIS) Methodology and Procedures, the radius of development influence is 3 miles. Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. A projected traffic distribution was developed using Treasure Coast Regional Planning Model, Version 5 (TCRPM5) modeled distributions.

Figure 1 illustrates the proposed roadway link assignment. Using these percentages, project traffic was then assigned to the surrounding roadway network projected to be in place by 2031.

SIGNIFICANCE CALCULATIONS AND LINK ANALYSIS

The study roadway links were defined as the roadways upon which the project traffic has an impact of 5% or higher of the level of service capacity of the roadway links which are not directly accessed by the project and 1% or higher of the level of service capacity of the directly accessed roadway links. Significance was determined on a peak hour, peak direction (PHPD) basis using the project's PM peak hour outbound trips because this represents the highest trip generation on a PHPD basis. Existing traffic volumes were obtained from the *St. Lucie County Traffic Counts and Level of Service Report* for 2025 and FDOT count stations. For links on which capacity was not published in the *St. Lucie County Traffic Counts and Level of Service Report*, facility capacity was obtained from FDOT 2023 Quality Level of Service Handbook. **Table 2** summarizes the project percent impact as a percentage of the service volume capacity for the PM peak hour. As shown in **Table 2**, the following roadway links were determined to be significantly impacted by project traffic:

- Orange Avenue – From Rock Road to Kings Highway
- Orange Avenue – From Kings Highway to I-95
- Orange Avenue – From I-95 to Jenkins Road
- Kings Highway – From Picos Road to Orange Avenue
- Kings Highway – From Orange Avenue to Angle Road
- Kings Highway – From Angle Road to St. Lucie Boulevard
- Kings Highway – From St. Lucie Boulevard to Indrio Road
- Graham Road – From Kings Highway to Jenkins Road
- Rock Road – From Orange Avenue to Project Driveway

Therefore, further capacity analysis is required on these roadway links.

Capacity Analysis

The future traffic volumes on each significantly impacted roadway identified in **Table 2** were evaluated based on capacities established in Table 2. Existing traffic volumes were obtained from the *St. Lucie County LOS Report* for 2025 and FDOT count stations. In order to grow existing volumes for future background conditions, the greater of two volumes was added:

- A two and one half percent (2.5%) growth rate compounded annually.
- A one percent nominal growth rate compounded annually, in addition to traffic from committed projects in the surrounding area.

Table 3 summarizes the capacity analysis on these significantly impacted links on a peak hour, peak directional basis. Because the project's PM peak hour outbound trips represent the peak hour, peak direction of the proposed development, these trips were utilized in the roadway link analysis.

Table 2: Peak Hour Peak Direction Significance Calculations

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	FDOT Context Classification (From FDOT Preliminary Context Classification TDA)	LOS D GEN. SVC. VOLUME	PROJECT TRIPS			
						PROJECT % ASSIGNMENT	PM PEAK HOUR (HIGHER PEAK HOUR)		
							TRIPS	% IMPACT	
Orange Ave	Shinn Road	Campbell Road	2L	C3R	1,070	3%	19	1.78%	No
Orange Ave	Campbell Road	Rock Road	2L	C2	1,070	3%	19	1.78%	No
Orange Ave	Rock Road	Kings Hwy	2L	C2	1,070	97%	627	58.60%	Yes
Orange Ave	Kings Hwy	I-95	6LD*	C3C**	2,680	24%	155	5.78%	Yes
Orange Ave	I-95	Jenkins Rd	4LD	C4	1,790	16%	103	5.75%	Yes
Orange Ave	Jenkins Rd	Hartman Rd	4LD	C4	1,790	12%	78	4.36%	No
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Crossroads Pkwy	Graham Rd	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Graham Rd	Picos Rd	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Picos Rd	Orange Avenue	4LD	C2	2,910	26%	168	5.77%	Yes
Kings Hwy	Orange Avenue	Angle Rd	2L	C3C**	1,070	19%	123	11.50%	Yes
Kings Hwy	Angle Rd	St. Lucie Blvd	2L	C3C**	1,070	12%	78	7.29%	Yes
Kings Hwy	St. Lucie Blvd	Indrio Rd	2L	C2	730	10%	65	8.90%	Yes
Johnston Rd	Angle Rd	L20	2L	C2	1,070	0%	0	0.00%	No
Johnston Rd	L20	Meadowood Dr	2L	C2	1,070	0%	0	0.00%	No
Johnston Rd	Meadowood Dr	Old Johnston Rd	2L	C2	1,070	0%	0	0.00%	No
Keen Rd	Angle Rd	St. Lucie Blvd	2L	C2	630	4%	26	4.13%	No
Campbell Rd	Picos Rd	Orange Ave	2L	C2	540	0%	0	0.00%	No
Picos Rd	Campbell Rd	Kings Hwy	2L	C2	540	0%	0	0.00%	No
Graham Rd	Kings Hwy	Jenkins Rd	2L	C2	630	10%	65	10.32%	Yes
53rd St	Angle Rd	Juanita Ave	2L	C3R	540	1%	6	1.11%	No
Peterson Rd	Bent Creek Dr	Hartman Rd	2L	C3R**	540	0%	0	0.00%	No
Ave Q	Angle Rd	25th St	2L	C3R	750	0%	0	0.00%	No
Juanita Ave	53rd St	25th St	2L	C4	750	1%	6	0.80%	No
Florida's Turnpike	Okeechobee Rd	Indian River C.L	4LX	Limited Access (Transitioning)	3,790	0%	0	0.00%	No
I-95	Okeechobee Rd	Orange Ave	8LX	Limited Access (Transitioning)	7,440	11%	71	0.95%	No
I-95	Orange Ave	Indrio Rd	8LX	Limited Access (Transitioning)	7,440	6%	39	0.52%	No
Angle Road	Godwin Rd	Florida's Turnpike	2L	C3R**	1,070	0%	0	0.00%	No
Angle Road	Florida's Turnpike	Johnston Rd	2L	C3R	1,070	0%	0	0.00%	No
Angle Road	Johnston Rd	Kings Hwy	2L	C2	1,070	0%	0	0.00%	No
Angle Road	Kings Hwy	Keen Rd	2L	C2	880	5%	32	3.64%	No
Angle Road	Keen Rd	53rd St	2L	C2	630	1%	6	0.95%	No
Angle Road	53rd St	Ave Q	2L	C3R	600	0%	0	0.00%	No
Angle Road	Ave Q	Ave D	2L	C3C	540	0%	0	0.00%	No
Jenkins Rd	Okeechobee Rd	Graham Rd	2L	C3C**	920	0%	0	0.00%	No
Jenkins Rd	Graham Rd	Peterson Rd	2L	C2	630	0%	0	0.00%	No
Jenkins Rd	Peterson Rd	Orange Ave	2L	C2	920	2%	13	1.41%	No
Rock Road	Okeechobee Road	Picos Road	6LD	C2**	2,680	0%	0	0.00%	No
Rock Road	Picos Road	Orange Ave	6LD	C2**	2,680	0%	0	0.00%	No
Rock Road	Orange Ave	Project Driveway	2L	C3C***	856	100%	646	75.47%	Yes
St. Lucie Blvd	25th St	Keen Rd	2L	C2	880	5%	32	3.64%	No
St. Lucie Blvd	Keen Rd	Kings Hwy	2L	C2	880	1%	6	0.68%	No

FDOT Context Classification obtained from FDOT Open Data Hub GIS Map for Preliminary Context Classification

Service Volumes in blue obtained from 2025 St Lucie TPO Traffic Counts and LOS Report

Service Volumes in yellow determined from FDOT 2023 QLOS based on FDOT Context Classification from GIS Map

***6LD at Orange Avenue adjusted for auxiliary lanes and turn lanes extending between Kings Highway & I-95**

**** assumed based on surrounding, lower density, commercial uses**

***** Based on future commercial development and baseline adjusted for no center turn lanes.**

Table 3: Peak Hour Peak Direction Capacity Analysis

	From	To	Existing Lanes	Existing LOS D Service Volume	Year 2024/2025 Traffic Volume Peak Hour Peak Direction	Count Station ID (County # + Station)	Committed Traffic + 1% Growth	2.5% Background Traffic Growth	Utilized (Maximum) Committed Traffic	Project Traffic	2031 Total Traffic	Meets Standard ??	Background Deficiency ??
Orange Ave	Rock Road	Kings Hwy	2L	1070	500	759 - St. Lucie TPO	235	92	235	627	1,362	No	No
Orange Ave	Kings Hwy	I-95	6LD*	2680	998	940041	835	137	835	155	1,988	Yes	-
Orange Ave	I-95	Jenkins Rd	4LD	1790	981	940035	325	156	325	103	1,409	Yes	-
Kings Hwy	Picos Rd	Orange Avenue	4LD	2910	515	940076	775	106	775	168	1,458	Yes	-
Kings Hwy	Orange Avenue	Angle Rd	2L	1070	712	940077	707	118	707	123	1,542	No	Yes
Kings Hwy	Angle Rd	St. Lucie Blvd	2L	1070	634	940751	259	64	259	78	971	Yes	-
Kings Hwy	St. Lucie Blvd	Indrio Rd	2L	730	828	940006	231	96	231	65	1,124	No	Yes
Graham Rd	Kings Hwy	Jenkins Rd	2L	630	144	669 - St. Lucie TPO	99	36	99	65	308	Yes	-
Rock Road *	Orange Ave	Project Driveway	2L	856	84	Intersection Counts	4	11	11	646	741	Yes	-

*Count data at the intersection of Rock Road & Orange Avenue used.

As shown in **Table 3**, Orange Avenue from Rock Road to Kings Highway is projected to be over capacity with the addition of project traffic. This facility will require the following improvements to meet the adopted LOS D standards:

- Widening of Orange Avenue from Rock Road to Kings Highway from 2L to 4L.

Therefore, the proposed development is responsible for the proportionate share of these improvements. To determine the percentage the proposed development is responsible for, the following methodology was followed:

- Project Traffic along Orange Avenue from Rock Road to Kings Highway:
  - Eastbound: 627 vehicles
  - Westbound: 256 vehicles
- Current Capacity of the Roadway Segment
  - Directional: 1,070 vehicles
  - Two-way: 1,950 vehicles
- Capacity of 4L Undivided Segment
  - Directional: 2,765 vehicles
  - Two-way: 5,026 vehicles
- **Proportionate Share Calculation 1**: (627+256) / (5,026-1,950) = **29%**
- **Proportionate Share Calculation 2**:
  - Eastbound: Full cost
  - Westbound (AM Peak Hour): (1255-1070) / (2,765 – 1,070) = 11%
  - Total proportionate share of improvement: **56%**

Two calculations were performed to determine the proportionate share of the improvements attributable to the proposed development. The first calculation evaluated project-generated trips during the PM peak hour in the eastbound and westbound directions and divided them by the increase in two-way roadway service capacity, resulting in a proportionate share of 29% for the roadway widening.

The second calculation considered the full cost of improvements in the eastbound direction while determining the share for the westbound approach. AM peak hour westbound project trips were added to projected future volumes in the westbound direction and compared to the existing directional roadway service capacity; this difference was then divided by the increase in service capacity needed to determine the proportionate share. This resulted in 11% for the westbound approach, which, when combined with the full cost of the eastbound direction, yields a total proportionate share of 56% for the conversion from a two-lane roadway to four lanes.

Therefore, the proportionate share of improvements attributable to the proposed development is 56% of the road widening of Orange Avenue from Rock Road to Kings Highway from a 2-lane roadway to a 4-lane roadway.

INTERSECTION ANALYSIS

Operation conditions at the following intersections were analyzed using *Synchro 12* software and the *HCM 2000* Edition methodology [(1)]:

- Kings Highway & Orange Avenue
- I-95 Northbound Ramps & Orange Avenue
- I-95 Southbound Ramps & Orange Avenue
- Jenkins Road & Orange Avenue
- Kings Highway & Okeechobee Boulevard
- Rock Road & Orange Avenue
- Kings Highway & Angel Road
- Kings Highway & St Lucie Boulevard
- Kings Highway & Graham Road

(1) ***HCM 2000 Edition was used for this analysis since there were several intersections that had nonstandard phasing which cannot be analyzed by HCM 7th Edition methodology.***

Data Collection

Baseline traffic counts were collected during the AM peak period (7:00 AM – 9:00 AM) and the PM peak hour (4:00 PM – 6:00 PM) at the studied intersections. The turning movement counts were collected on February 3, 2026, March 27, 2025, September 3, 2025, January 14, 2026, March 11, 2026, and March 24, 2026. Turning movement counts for the following intersections were taken from the Hope Commercial traffic study:

- I-95 Northbound Ramps & Orange Avenue
- I-95 Southbound Ramps & Orange Avenue

Existing Conditions:

This analysis scenario provides a baseline evaluation of current conditions, based upon traffic volume data collected at the study intersections. Existing counts collected outside of peak season have been adjusted for peak season using Peak Season Correction Factors (PSCF) published by FDOT. The existing volumes used in the analysis are shown in **Figure 2**.

Future Background Conditions (2031)

This analysis scenario includes the baseline traffic volumes adjusted to future year conditions without the project by applying the greater of two options:

- An annually compounding background growth rate of 2.5% ***or***
- A one percent (1%) nominal growth rate compounded annually, in addition to committed traffic in the surrounding area.

The future background condition volumes are shown in **Figure 3**.

Future Total Conditions (2031)

This analysis scenario uses the Future Background Conditions (2031) volumes as a baseline and adds new project traffic generated by the proposed development. The Future Total Conditions (2031) volumes assume an estimated fully built out condition in the year 2031. The net change in trip generation potential that was calculated for the site was distributed across the transportation network using the trip distribution illustrated in **Figure 4**. The resulting project traffic volumes are shown in **Figure 5**. **Figure 6** illustrates the resulting Future Total volumes.

Synchro summaries for Existing Conditions, Future Background Conditions (2031), and Future Total Conditions (2031) are shown in **Table 4, Table 5**, and **Table 6,** respectively.

As shown in the tables, the following intersections operate at LOS E and F during the peak hours under future total conditions:

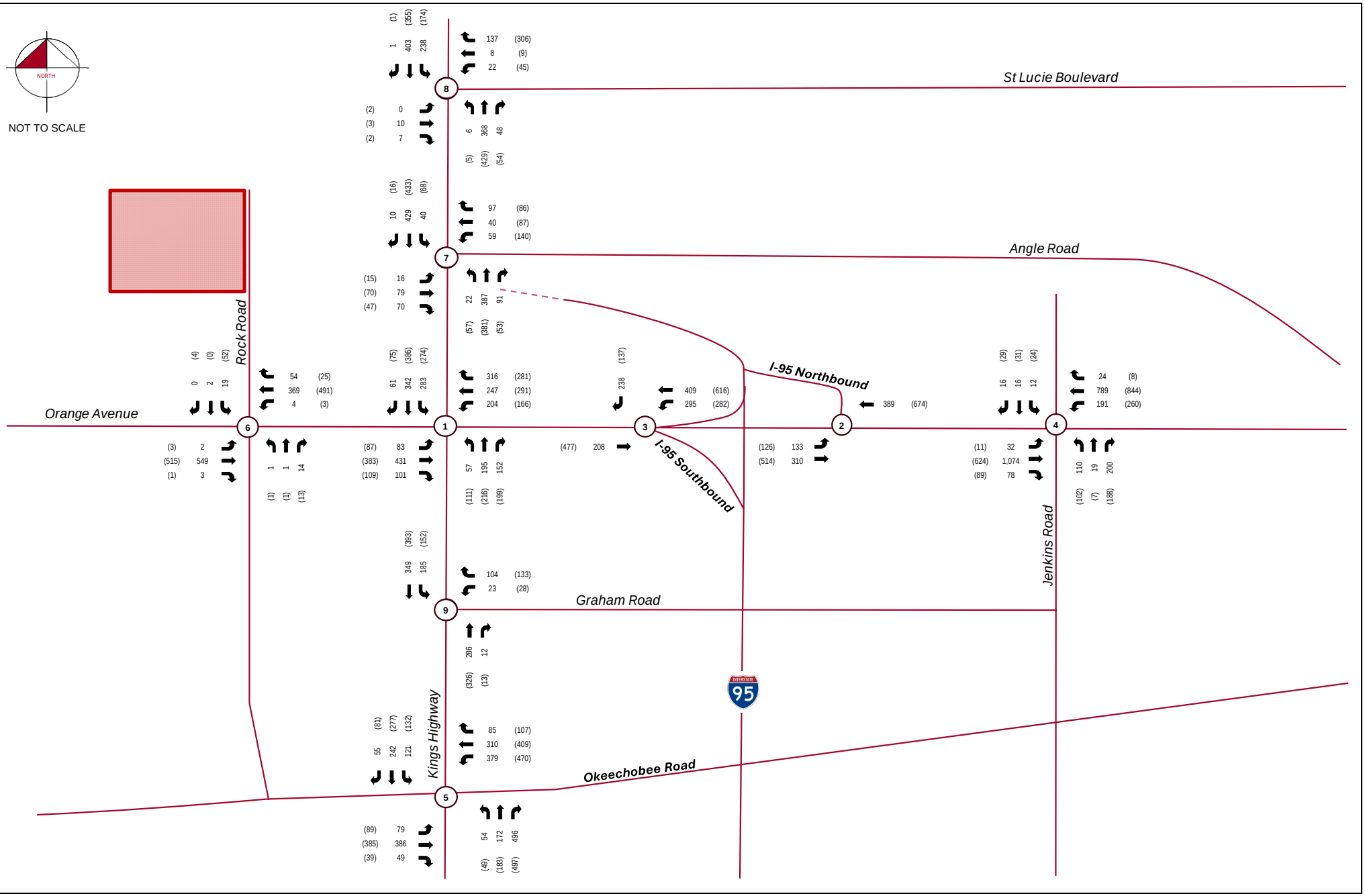
- Kings Highway & Orange Avenue (LOS F - AM and PM peak hours)
- Kings Highway & Okeechobee Boulevard (LOS E – AM and PM peak hours)
- Rock Road & Orange Avenue (LOS F – AM and PM peak hours)
- Kings Highway & Angle Road (LOS F – AM and PM peak hours)
- Kings Highway & Graham Road (LOS F – AM and PM peak hours)

Signalization at the intersection of Rock Road & Orange Avenue is recommended based on the anticipated delays associated with the southbound movements.

The deficiencies at the intersections of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Kings Highway & Angle Road, and Kings Highway & Graham Road are projected to occur under background conditions without the addition of project traffic.

According to Florida State Statute 163.3180, because the facility identified on the page exceeds its respective threshold under background conditions, and because the improvements required to address future background conditions will also provide sufficient capacity for the proposed project traffic, the project is not responsible for the proportionate share of these improvements.

Signal optimization can be performed at the intersection of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, and Kings Highway & Angle Road to reduce delays. **Table 7** shows the results of the signal optimization at these intersections.



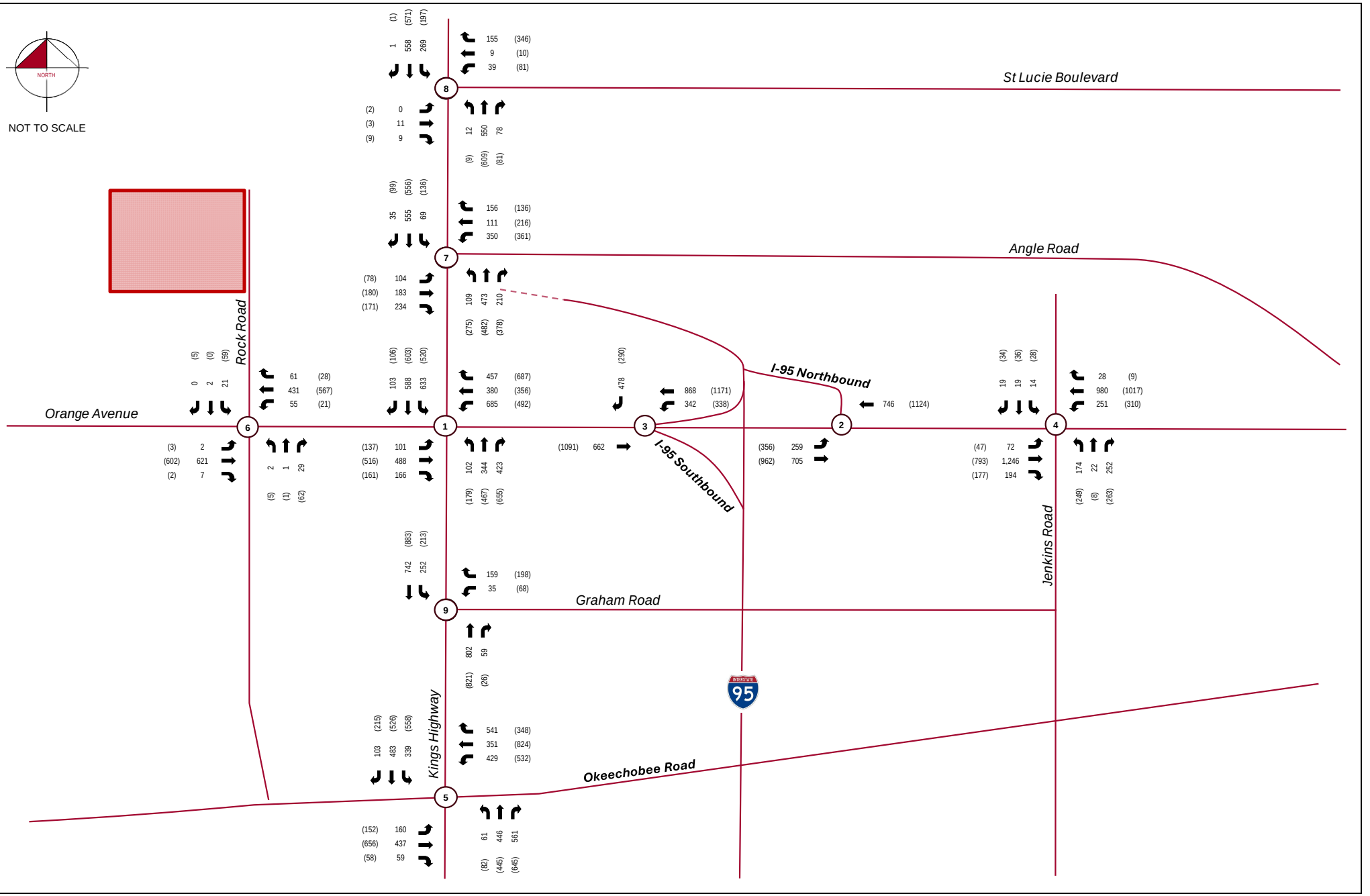
Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 2
Existing Volumes
Project Orchid
KH #043918010

Table 4: Existing Conditions Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	51.4	D	49.4	D
			WB	40.8	D	41.7	D
			NB	31.7	C	66.8	E
			SB	110.4	F	137.3	F
			Overall	**61.3**	**E**	**76.1**	**E**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	10.4	B	8.9	A
			WB	4.8	A	5.4	A
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**7.8**	**A**	**7.1**	**A**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	15.2	B	17.1	B
			WB	17.1	B	14.2	B
			NB	-	-	-	-
			SB	27.2	C	26.7	C
			Overall	**18.8**	**B**	**16.3**	**B**
4	Jenkins Road & Orange Avenue	Signalized	EB	19.8	B	15.6	B
			WB	19.1	B	13.8	B
			NB	26.4	C	26.1	C
			SB	31.1	C	30.0	C
			Overall	**20.6**	**C**	**16.7**	**B**
5	Kings Highway & Okeechobee Road	Signalized	EB	26.2	C	31.5	C
			WB	25.9	C	28.8	C
			NB	29.2	C	30.9	C
			SB	29.9	C	31.4	C
			Overall	**27.6**	**C**	**30.3**	**C**
6	Rock Road & Orange Avenue	TWSC	EBL	8.3	A	8.4	A
			EBT	0.0	A	0.0	A
			WBL	8.7	A	8.5	A
			WBT	0.0	A	0.0	A
			NB	13.6	B	13.3	B
			SB	23.8	C	25.8	D
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	73.3	E	57.9	E
			WB	71.3	E	76.6	E
			NB	33.8	C	44.3	D
			SB	67.2	E	68.8	E
			Overall	**56.1**	**E**	**61.2**	**E**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	23.6	C	23.6	C
			WB	24.2	C	24.7	C
			NB	19.4	B	23.0	C
			SB	6.3	A	7.2	A
			Overall	**13.3**	**B**	**17.4**	**B**
9	Kings Highway & Graham Road	TWSC	WBL	16.3	C	15.8	C
			WBR	9.8	A	10.2	B
			NBU	0.0	A	0.0	A
			SBL	8.7	A	8.6	A
			Overall	**-**	**-**	**-**	**-**



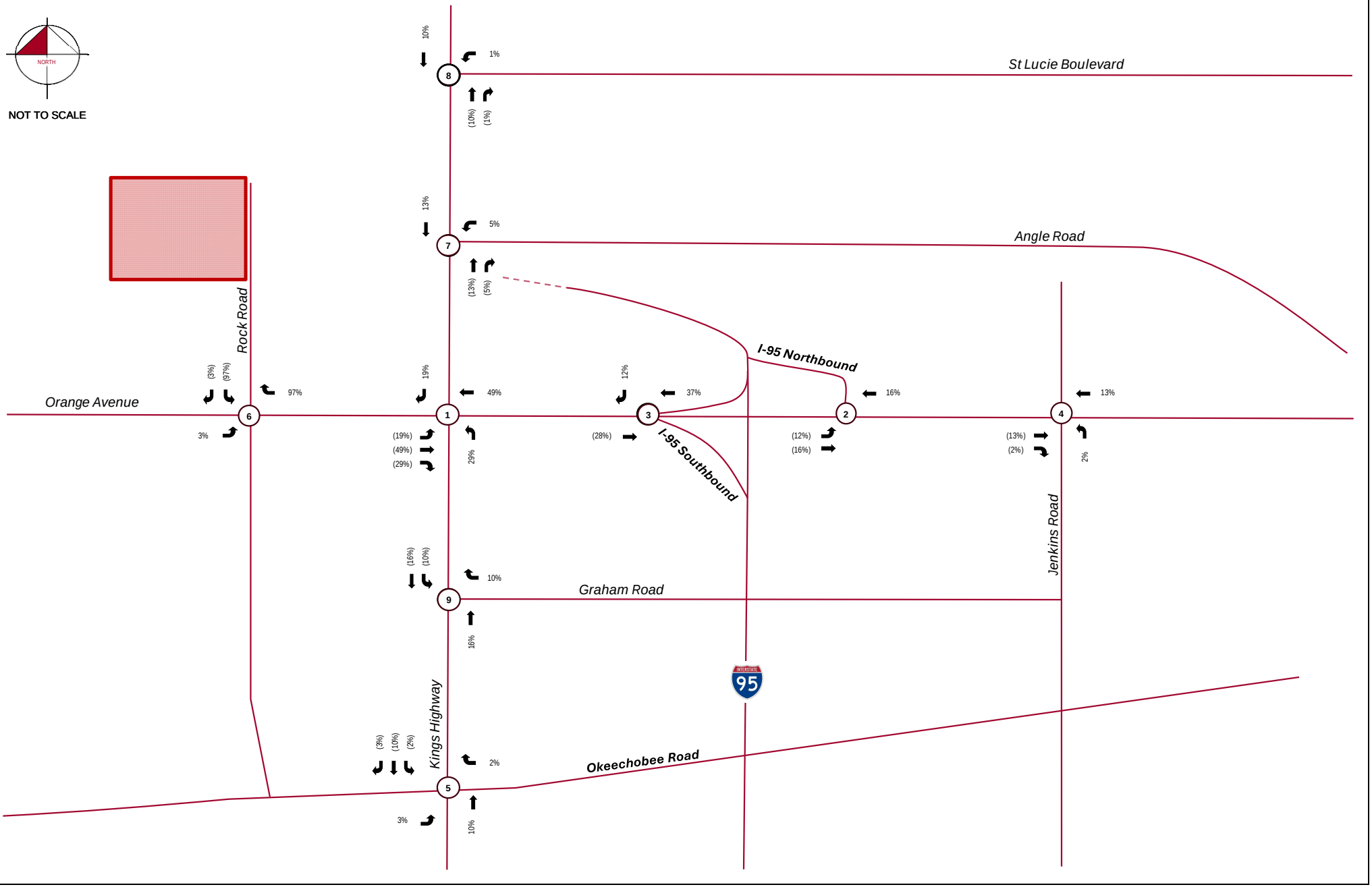
Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 3
Background Traffic Volumes
Project Orchid
KH #043918010

Table 5: Future Background Conditions Synchro Summary

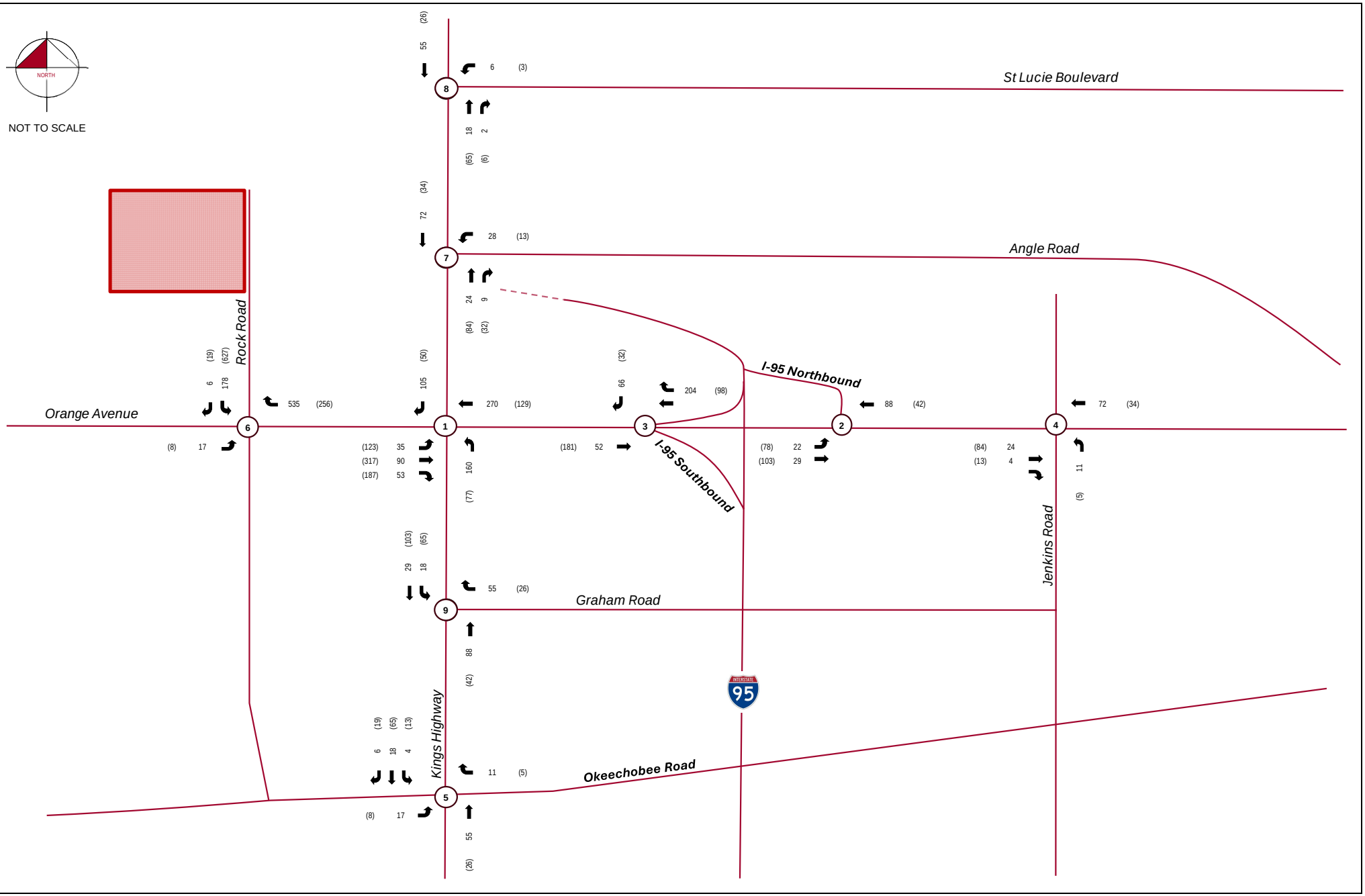
#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	53.4	D	53.5	D
			WB	190.2	F	116.1	F
			NB	53.6	D	122.1	F
			SB	519.4	F	319.4	F
			Overall	**238.0**	**F**	**158.5**	**F**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	11.4	B	13.1	B
			WB	7.6	A	10.1	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**9.7**	**A**	**11.8**	**B**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	22.0	C	31.4	C
			WB	14.7	B	12.8	B
			NB	-	-	-	-
			SB	33.1	D	30.2	D
			Overall	**20.5**	**C**	**21.5**	**C**
4	Jenkins Road & Orange Avenue	Signalized	EB	21.8	C	15.9	B
			WB	44.7	D	22.2	C
			NB	27.9	C	35.5	D
			SB	34.4	C	34.5	C
			Overall	**31.6**	**C**	**22.8**	**C**
5	Kings Highway & Okeechobee Road	Signalized	EB	43.9	D	52.5	D
			WB	44.4	D	62.1	E
			NB	68.6	E	108.8	F
			SB	39.4	D	50.2	D
			Overall	**49.7**	**D**	**68.2**	**E**
6	Rock Road & Orange Avenue	TWSC	EBL	8.5	A	8.8	A
			EBT	0.0	A	0.0	A
			WBL	9.3	A	9.0	A
			WBT	0.0	A	0.0	A
			NB	15.6	C	16.9	C
			SB	40.0	E	64.6	F
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	403.1	F	263.1	F
			WB	1,808.0	F	1,705.1	F
			NB	68.0	E	158.4	F
			SB	130.6	F	203.4	F
			Overall	**565.7**	**F**	**544.1**	**F**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	28.0	C	28.7	C
			WB	28.8	C	31.7	C
			NB	26.3	C	31.7	C
			SB	12.1	B	11.3	B
			Overall	**19.6**	**B**	**23.5**	**C**
9	Kings Highway & Graham Road	TWSC	WBL	40.3	E	47.5	E
			WBR	14.4	B	15.3	C
			NBU	0.0	A	0.0	A
			SBL	13.8	B	12.3	B
			Overall	**-**	**-**	**-**	**-**



Legend

——	Study Roadway
○	Study Intersection
XX	A.M. Peak Hour Traffic
(XX)	P.M. Peak Hour Traffic

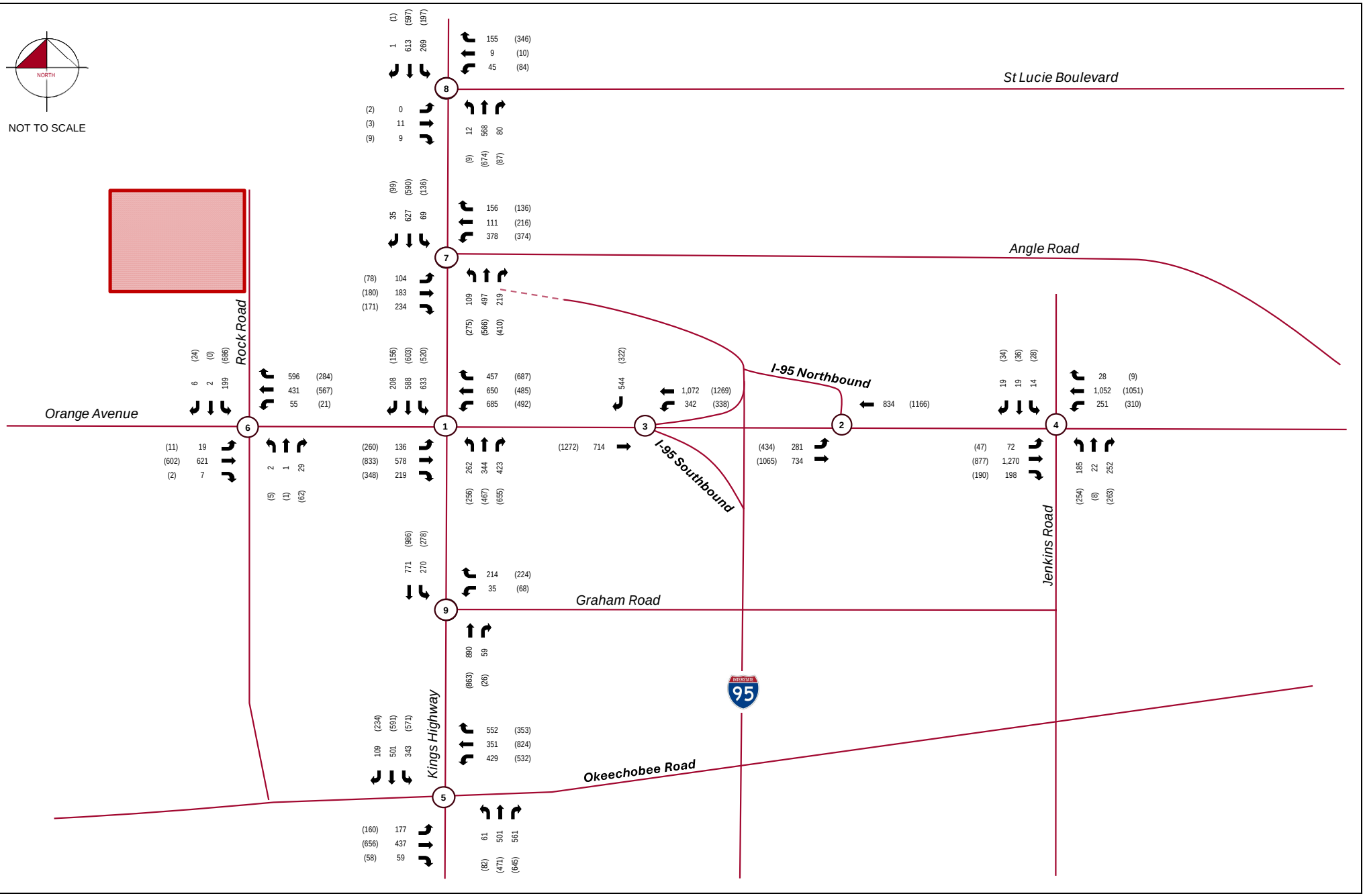
Figure 4
Project Traffic Distribution
Project Orchid
KH #043918010



Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 5
Project Traffic Volumes
Project Orchid
KH #043918010



Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 6
Future Total Volumes
Project Orchid
KH #043918010

Table 6: Future Total Conditions Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	53.8	D	57.1	E
			WB	183.4	F	134.9	F
			NB	307.2	F	277.7	F
			SB	510.7	F	371.9	F
			Overall	**274.9**	**F**	**202.2**	**F**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	11.7	B	14.9	B
			WB	8.1	A	11.4	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**10.1**	**B**	**13.4**	**B**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	26.6	C	59.1	E
			WB	16.0	B	12.7	B
			NB	-	-	-	-
			SB	37.4	D	31.0	D
			Overall	**23.2**	**C**	**33.0**	**C**
4	Jenkins Road & Orange Avenue	Signalized	EB	22.5	C	16.6	B
			WB	44.1	D	28.0	C
			NB	28.2	C	36.5	D
			SB	34.4	C	34.5	C
			Overall	**32.0**	**C**	**25.5**	**C**
5	Kings Highway & Okeechobee Road	Signalized	EB	44.6	D	53.0	D
			WB	46.7	D	64.9	E
			NB	97.6	F	126.3	F
			SB	40.6	D	52.6	D
			Overall	**59.0**	**E**	**73.8**	**E**
6	Rock Road & Orange Avenue	TWSC	EBL	11.0	B	9.9	A
			EBT	0.0	A	0.0	A
			WBL	9.3	A	9.0	A
			WBT	0.0	A	0.0	A
			NB	17.8	C	17.5	C
			SB	619.7	F	2,632.1	F
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	403.1	F	263.1	F
			WB	2,030.0	F	1,797.7	F
			NB	75.5	E	203.6	F
			SB	181.2	F	228.1	F
			Overall	**629.6**	**F**	**575.9**	**F**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	28.5	C	29.6	C
			WB	29.3	C	34.8	C
			NB	27.3	C	41.3	D
			SB	13.3	B	17.4	B
			Overall	**20.6**	**C**	**30.4**	**C**
9	Kings Highway & Graham Road	TWSC	WBL	50.2	F	83.7	F
			WBR	17.5	C	16.8	C
			NBU	0.0	A	0.0	A
			SBL	15.8	C	14.0	B
			Overall	**-**	**-**	**-**	**-**
10	Driveway 1 & Rock Road	TWSC	EB	9.2	A	14.9	B
			NBL	8.0	A	8.3	A
			NBT	0.0	A	0.0	A
			SB	-	-	-	-
			Overall	**-**	**-**	**-**	**-**
11	Driveway 2 & Rock Road	TWSC	EB	8.6	A	9.6	A
			NBL	7.6	A	7.4	A
			NBT	0.0	A	2.5	A
			SB	-	-	-	-
			Overall	**-**	**-**	**-**	**-**

Table 7: Signal Optimization Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	88.7	F	83.2	F
			WB	54.6	D	47.8	D
			NB	88.3	F	137.4	F
			SB	159.3	F	188.8	F
			Overall	**96.3**	**F**	**109.4**	**F**
5	Kings Highway & Okeechobee Road	Signalized	EB	44.4	D	75.9	E
			WB	45.3	D	59.3	E
			NB	77.2	E	71.9	E
			SB	36.0	D	73.3	E
			Overall	**51.7**	**D**	**68.8**	**E**
7	Kings Highway & Angle Road	Signalized	EB	35.8	D	39.7	D
			WB	194.8	F	194.7	F
			NB	292.6	F	349.0	F
			SB	340.9	F	443.1	F
			Overall	**228.9**	**F**	**294.4**	**F**

Signalization at Rock Road and Orange Avenue

As previously mentioned, signalization of the intersection of Rock Road & Orange Avenue is recommended based on the anticipated delays under two-way stop control conditions. A signal warrant analysis was conducted at this intersection and is summarized later in this report. Operational conditions at the intersection of Rock Road & Orange Avenue were analyzed under signalized conditions utilizing *Synchro 12* software and the *HCM 2000* Methodology.

It should be noted that, in order for the intersection to operate acceptably, the following improvements will be needed:

- Construction of an eastbound left-turn lane
- Construction of a southbound left-turn lane
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

Table 8 summarizes the Synchro summary for the Rock Road & Orange Avenue intersection under signalized conditions. As shown in the table below, the intersection of Rock Road & Orange Avenue is anticipated to operate at LOS B and C during the AM and PM peak hour, respectively.

Table 8: Signalization at Rock Road & Orange Avenue Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
6	Rock Road & Orange Avenue	Signalized	EB	24.4	C	32.7	C
			WB	9.9	A	20.5	C
			NB	37.3	D	40.9	D
			SB	32.3	C	34.1	C
			Overall	**17.5**	**B**	**28.7**	**C**

95th Percentile Queues

As requested, a 95th percentile queue analysis was conducted to evaluate the required storage lengths for the eastbound left turn lane and the westbound right turn lane at the intersection of Rock Road & Orange Avenue. *Synchro 12* software and the *HCM 2000* methodology were used to determine the results of the analysis. **Table 9** summarizes the future total queue lengths at Rock Road & Orange Avenue. As shown in the following table, the 95th percentile eastbound left-turn queue is anticipated to be 18 feet, and the 95th percentile westbound right-turn lane queue is anticipated to be 25 feet.

Table 9: Turn Lane Length Evaluation at Orange Avenue & Rock Road

#	Intersection	Movement	Storage	Future - Build	
				95th Percentile Queue (AM) (feet)	95th Percentile Queue (PM) (feet)
6	Rock Road & Orange Avenue	EBL	-	17	13
		WBL	-	38	20
		WBR	110	22	25
		SBL	-	154	538

Turn Lane Length Evaluation

A review of the turn lane lengths at the intersection of Rock Road & Orange Avenue was conducted to determine the recommended turn bay lengths for the eastbound left-turn lane and the westbound right-turn lane. As previously mentioned, the 95th percentile queue anticipated for the westbound right-turn lane is 25 feet, and the 95th percentile eastbound left-turn lane queue is 17 feet.

Guidance on deceleration lane length is provided in Chapter 212 of the FDOT Design Manual. The posted speed limit along Orange Avenue is 45 miles per hour. As outlined in Exhibit 212-1 of the FDOT Design Manual, the total deceleration length for a design speed of 45 miles per hour is 185 feet, plus the queue length. To account for heavy vehicle traffic, it is recommended that a queue length of 60 feet be added to the deceleration length, although the 95th percentile queues were lower.

Therefore, it is recommended that the eastbound left-turn lane and the westbound right-turn lane have a total length of 245 feet, consisting of 195 feet of storage and 50 feet of transition each.

SITE CIRCULATION AND TURN LANE REQUIREMENTS

Future total driveway volumes were determined by applying the distribution referenced in **Figure 1** to the proposed future trip generation potential of the site. The resulting driveway trip assignment is shown in **Figure 7** while driveway volumes are illustrated in **Figure 8.** Access to the site is proposed via two driveway connections along Rock Road.

Driveway	Location	Description
Driveway 1	Rock Road	Full-Access
Driveway 2	Rock Road	Full-Access

Turn Lane Analysis

The proposed driveway connections were subject to turn lane analysis using information in the FDOT *Multimodal Access Management Guidebook* as a reference.

Driveway 1: Left-Turn Lane Evaluation

The FDOT *Multimodal Access Management Guidebook* provides guidance related to left turn lanes at unsignalized intersections and driveways. These standards are based on the National Cooperative Highway Research Program (NCHRP) Report 457. Future Total Conditions (2031) volumes were compared to Figure 2-5a of the NCHRP Report 457. The results of the analysis are shown below:

Driveway 1 Northbound Left Turn Lane (AM Peak Hour)

Following are the parameters for analysis for this turn lane:

- Opposing Volume: 83 vehicles/hour
- Advancing Volume: 552 vehicles/hour
- Left Turn Percentage of Advancing Volume: 55%
- Speed Limit of Major Road: 25 miles per hour

Comparing the results with Figure 2-5a of the NCRHP Report 457, the plotted point for the left-turn volume is above the reference curve, therefore, a northbound left turn lane is warranted at this driveway.

Driveway 2: Left-Turn Lane Evaluation

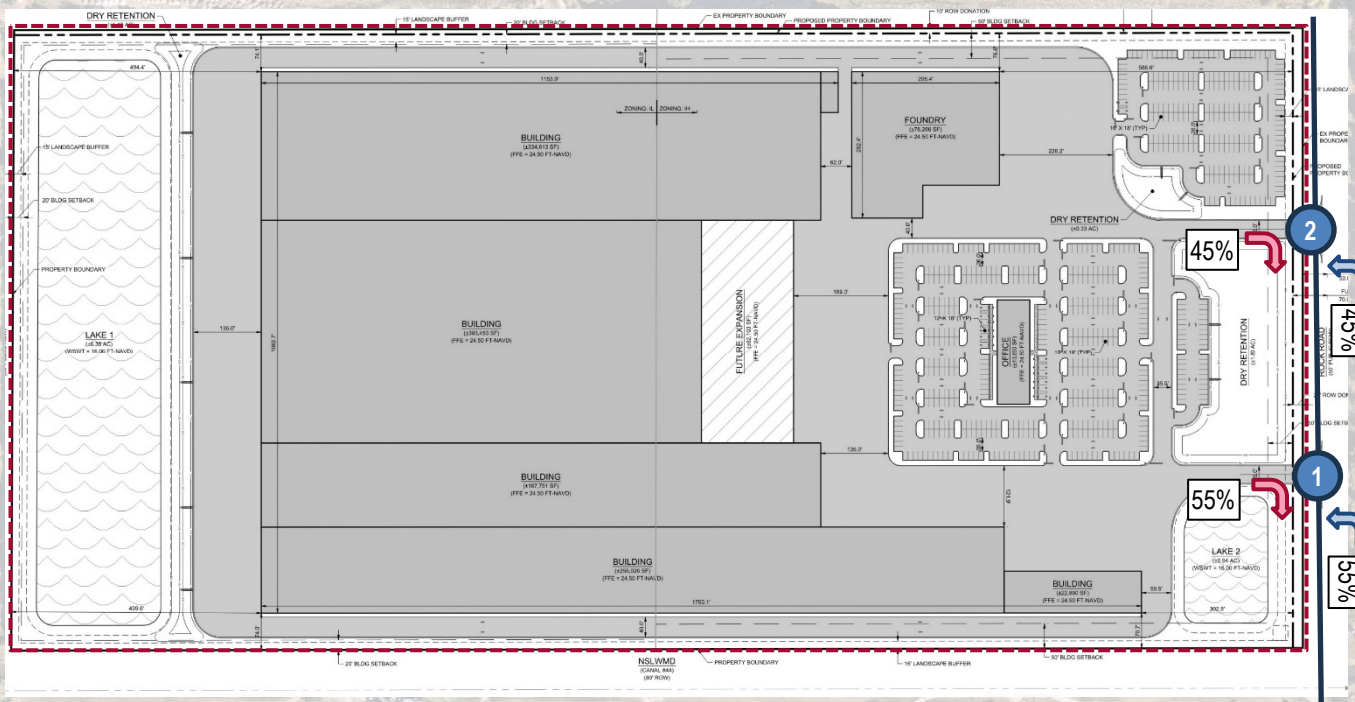
The FDOT *Multimodal Access Management Guidebook* provides guidance related to left turn lanes at unsignalized intersections and driveways. These standards are based on the National Cooperative Highway Research Program (NCHRP) Report 457. Future Total Conditions (2031) volumes were compared to Figure 2-5a of the NCHRP Report 457. The results of the analysis are shown below:

Driveway 2 Northbound Left Turn Lane (AM Peak Hour)

Following are the parameters for analysis for this turn lane:

- Opposing Volume: 0 vehicle/hour
- Advancing Volume: 248 vehicle/hour
- Left Turn Percentage of Advancing Volume: 100%
- Speed Limit of Major Road: 25 miles per hour

Comparing the results with Figure 2-5a of the NCRHP Report 457, the plotted point for the left-turn volume is below the reference curve, therefore, a left turn lane is not warranted at this driveway.



NORTH

LEGEND

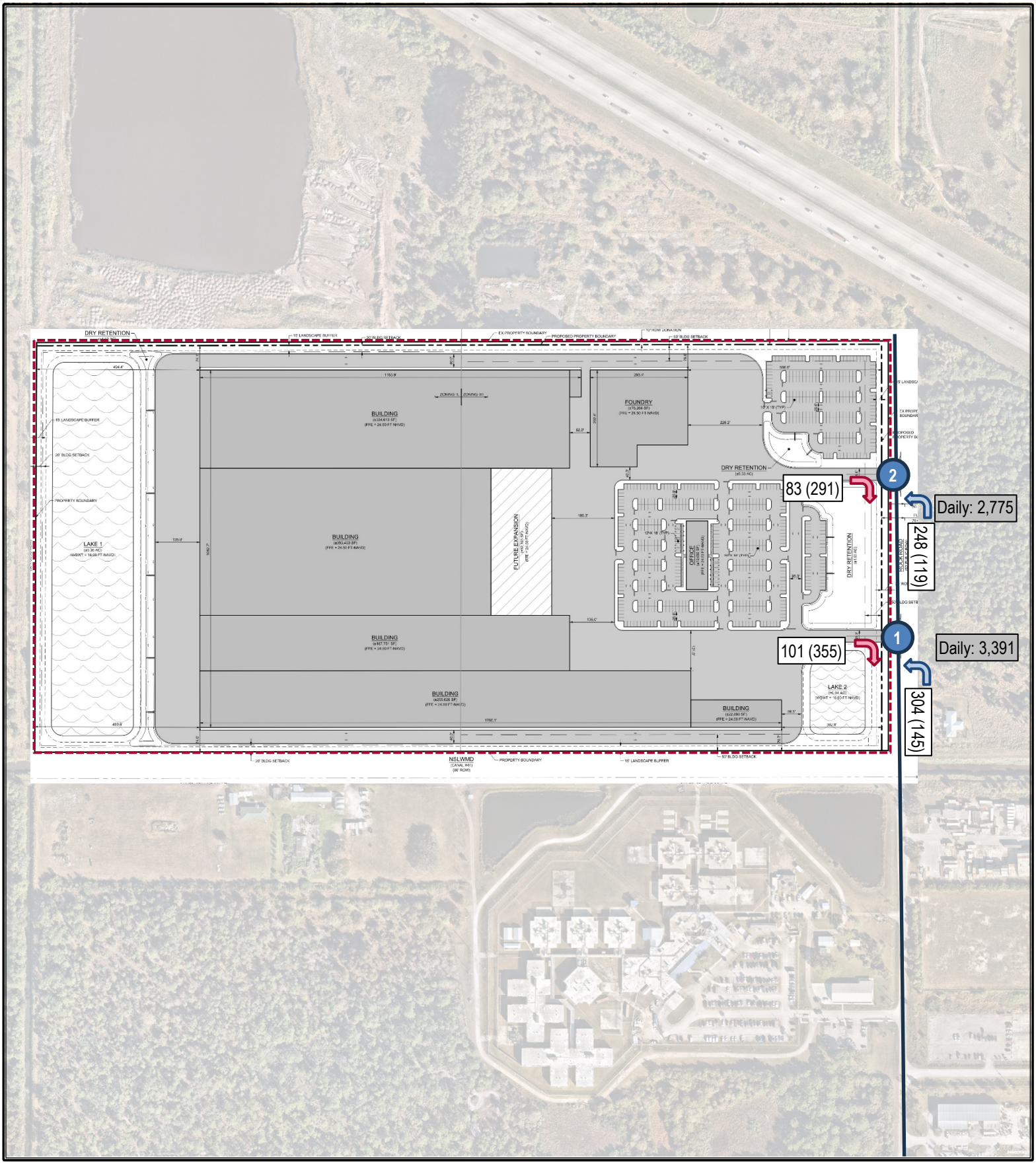
Site Location

XX% Driveway Assignment

FIGURE 7:

Driveway Assignment
Project Orchid
KH # 043918010

Kimley»Horn



NORTH

LEGEND

Site Location

XX(XX) AM (PM) Peak Hour Volumes

FIGURE 8:

Driveway Volumes
Project Orchid
KH # 043918010

Kimley»Horn

SIGNAL WARRANT ANALYSIS

An analysis of signal warrant criteria at the intersection of Rock Road & Orange Avenue was performed to evaluate future traffic projections on the approaches of Rock Road & Orange Avenue with respect to applicable signal warrant criteria.

Existing Conditions

The intersection of Rock Road & Orange Avenue currently operates as a four-legged unsignalized intersection. The major street, Orange Avenue, is a 2-lane undivided east/west roadway with a posted speed limit of 45 miles per hour. The minor street, Rock Road, is a 2-lane undivided north/south roadway with a posted speed limit of 25 miles per hour.

Data Collection

12-hour continuous roadway count data were collected at the intersection of Rock Road & Orange Avenue on Wednesday, January 14, 2026, on all approach legs of the intersection.

Future Total Conditions (2031) Volume Development

Roadway count data at the intersection of Orange Avenue & Rock Road were not taken during the peak season and therefore a peak season correction factor of 1.10 was applied. These volumes were then grown to reflect year 2031 background conditions using a nominal 2.5% growth rate compounded annually.

Signal Warrant Analysis

To perform the analyses, the volume warrant criteria contained in Chapter 4C of the 2009 *Manual on Uniform Traffic Control Devices*, *11th Edition* (MUTCD) were considered.

A two-lane approach was assumed for the major street (Orange Avenue) approach and the minor street (Rock Road) for the purposes of comparison to the warrants contained in the *MUTCD*. For this analysis, right turn volumes were adjusted by a 50% reduction. Warrants applicable for use at this location were identified.

The analysis indicates that the criteria for warrant 1B and 2 are satisfied and therefore signalization of the intersection of Rock Road & Orange Avenue is warranted. Signal warrant summary forms are included in Appendix I for reference.

CONCLUSION

Kimley-Horn and Associates, Inc. has been retained to conduct a traffic impact analysis for the Project Orchid site. The site is located on the west side of Rock Road, north of Orange Avenue, in St. Lucie County, Florida. The proposed project would develop the vacant site into 1,444,000 square feet of Manufacturing facility, with a mix of foundry, warehouse, and office uses to support the production of goods. The proposed buildout date is the end of 2031.

Based on the results of the traffic impact analysis, the roadway segment of Orange Avenue from Rock Road to Kings Highway is anticipated to be overcapacity due to the addition of project traffic. The roadway segment will require widening from a 2L facility to a 4L undivided facility. A calculation was performed to determine the development's proportionate share of the widening. The calculation indicated that the proposed development would be responsible for 56% of the costs to widen the roadway from 2L facility to 4L undivided facility.

Operational conditions at the study intersections indicated that the study intersections will operate acceptably with addition of project traffic with the exception of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Rock Road & Orange Avenue, Kings Highway & Angle Road, and Kings Highway & Graham Road. The deficiency at the intersections of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Kings Highway & Angle Road, and Kings Highway & Graham Road are projected to occur under background conditions without the addition of project traffic and therefore are not due to the addition of traffic from the development.

The intersection of Rock Road & Orange Avenue will operate acceptably with the following recommended improvements:

- Construction of an eastbound left-turn lane (245 feet)
- Extension of the existing westbound right-turn lane to 245 feet
- Construction of a southbound left-turn lane (650 feet)
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

An analysis of signal warrant criteria at the intersection of Rock Road & Orange Avenue was performed to evaluate future traffic projections on the approaches of Rock Road & Orange Avenue with respect to applicable signal warrant criteria. The analysis indicates that the criteria for warrant 1B, and 2 are satisfied upon buildout of the project and therefore signalization of the intersection of Rock Road & Orange Avenue is warranted.

Access to the site is proped via two driveways on Rock Road. The proposed driveway connections were subject to turn lane analysis using information in the FDOT Multimodal Access Management Guidebook as a reference. The analysiis indicated that Driveway 1 is anticipated to require a northbound left-turn lane.

APPENDIX A: SITE PLAN

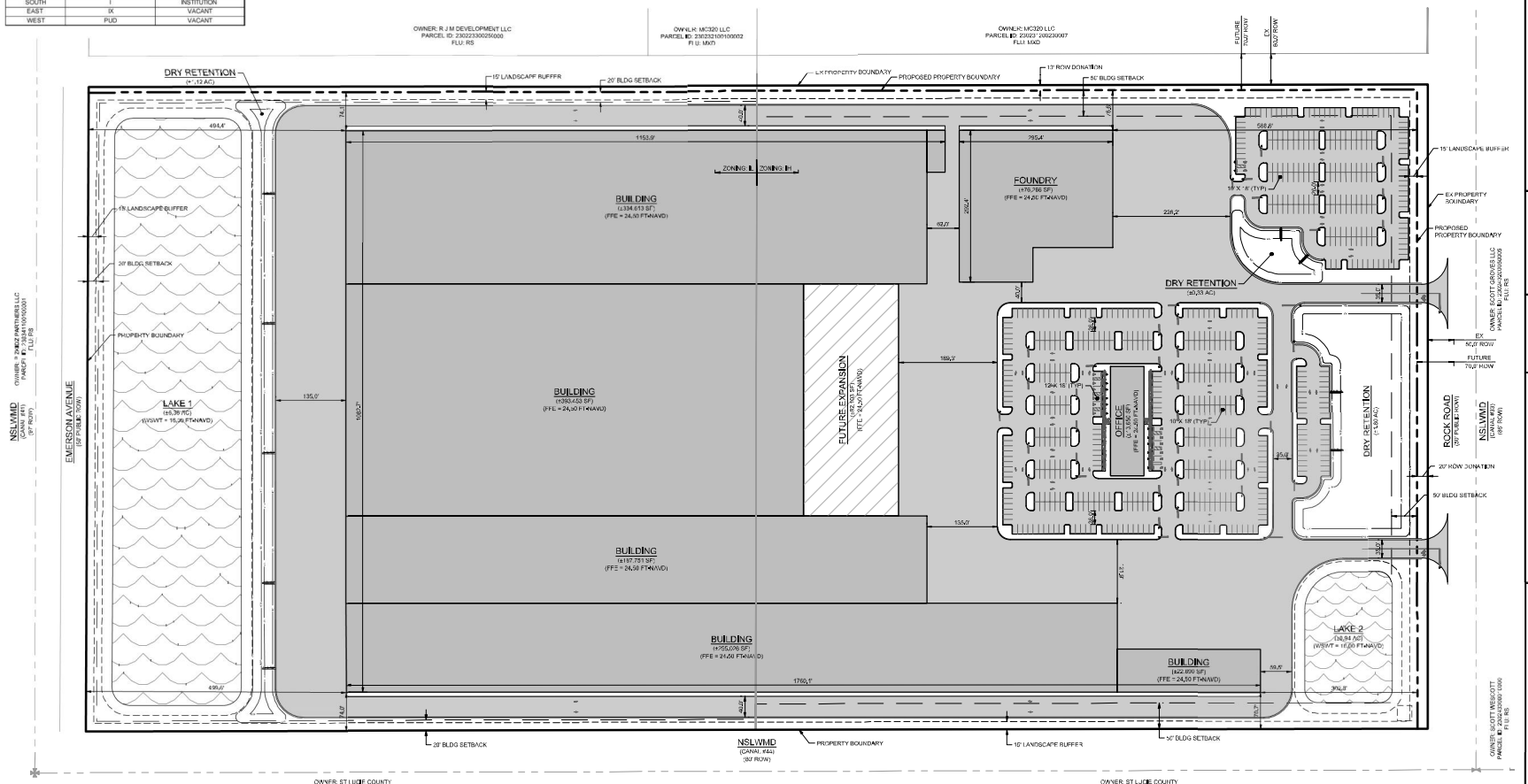
DRAFT

SITE DATA TABLE		
PROPERTY DATA		
ZONING	LIGHT INDUSTRIAL/HEAVY INDUSTRIAL	
CURRENT LAND USE	VACANT	
FUTURE LAND USE	MXD	
PROPERTY ACERAGE		
TOTAL PROPERTY AREA	73.48 AC	
INDUSTRIAL LIGHT AREA	36.66 AC	
INDUSTRIAL HEAVY AREA	36.82 AC	
SETBACKS	**REQUIRED (FT)**	**PROVIDED (FT)**
LIGHT INDUSTRIAL		
NORTH	20	74
SOUTH	20	73
EAST	N/A	N/A
WEST	20	494
HEAVY INDUSTRIAL		
NORTH	50	75
SOUTH	50	71
EAST	50	303
WEST	N/A	N/A
MAX BUILDING HEIGHT COLUMN	**LIGHT INDUSTRIAL**	**HEAVY INDUSTRIAL**
HEIGHT (FT)	50	80
BUFFERS	**REQUIRED (FT)**	**PROVIDED (FT)**
NORTH, SOUTH, EAST, WEST	15	15
SURRONDING PROPERTY DATA		

DIRECTION	ZONING	CURRENT USE
NORTH	IWH	VACANT
SOUTH	I	INSTITUTION
EAST	IX	VACANT
WEST	PUD	VACANT

OPEN SPACE SUMMARY TABLE		
	AREA (AC)	**% OF SITE**
IMPERVIOUS AREA		
BUILDING	31.35	43%
PAVEMENT/SIDEWALK	21.71	30%
PERVIOUS AREA		
OPEN SPACE	9.88	13%
DRY RETENTION	3.24	4%
LAKE	7.30	10%
TOTAL	**73.48**	**100%**

OFF-STREET PARKING		
REQUIRED PARKING		
ITE LUC 140 (MANUFACTURING) REQUIREMENT FOR EMPLOYEES PER SHIFT		
	UNIT COUNT	**NO. OF SPACES**
TOTAL REQUIRED SPACES	800	649
REQUIRED ADA SPACES	2% OF TOTAL	14
PROVIDED PARKING		
PROVIDED STANDARD SPACES	667	
PROVIDED ADA SPACES	14	
TOTAL PROVIDED SPACES	681	



APPENDIX B: ST. LUCIE COUNTY 2025 ROADWAY LOS INVENTORY REPORT AND DATA COLLECTION

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

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

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

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

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

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

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

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

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

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

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,013	2023	540	125	C	0.23	129	C	0.24
SAVONA BLVD	BECKER RD to PAAR DR	236	12,066	2024	790	1,089	F	1.38	883	F	1.12
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	12,066	2024	750	1,089	F	1.45	883	F	1.18
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	14,499	2024	790	697	D	0.88	659	D	0.83
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	752	12,500	2025	750	655	D	0.87	716	D	0.95
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	753	11,500	2025	750	670	D	0.89	722	D	0.96
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	9,901	2024	700	596	C	0.85	575	C	0.82
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	704	14,189	2024	790	835	E	1.06	840	E	1.06
SHINN RD	MIDWAY RD to OKEECHOBEE RD	705	444	2022	580	36	C	0.06	29	C	0.05
SHINN RD	OKEECHOBEE RD to ORANGE AVE	149	974	2023	1,080	64	B	0.06	63	B	0.06
SNEED RD	OKEECHOBEE RD to ORANGE AVE	151	1,090	2023	670	75	B	0.11	77	B	0.11
SOUTHBEND BLVD	BECKER RD to SE WEST SNOW RD (S)	777	12,000	2025	790	778	D	0.98	902	F	1.14
SOUTHBEND BLVD	SE WEST SNOW RD (S) to FLORESTA DR	337	16,500	2025	790	1,003	F	1.27	963	F	1.22
SR A1A NORTH	US 1 to OLD DIXIE HWY	940709	11,656	2024							
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	706	10,437	2024	920	599	C	0.65	613	C	0.67
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	940114	8,488	2024							
SR A1A SOUTH	MARTIN C.L. to NETTLES ISLAND	890157	17,306	2023							
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	940719	5,214	2024							
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	940116	4,693	2024							
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	945016	8,353	2024							
SR A1A SOUTH	OCEAN DR to BINNEY DR	940115	15,876	2024							
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	940115	15,876	2024							
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	940711	12,542	2024							
SR A1A SOUTH	INDIAN RIVER DR to US 1	940711	12,542	2024							
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	172	18,475	2024	2,100	1,225	C	0.58	1,246	C	0.59
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	239	18,972	2023	2,100	1,193	C	0.57	1,196	C	0.57
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	172	18,475	2024	1,800	1,225	C	0.68	1,246	C	0.69
ST JAMES DR	TELFORD AVE to MIDWAY RD	345	23,076	2023	2,100	1,300	C	0.62	1,359	C	0.65
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	707	5,231	2021	790	290	C	0.37	290	C	0.37
ST LUCIE BLVD	KINGS HWY to KEEN RD	156	5,800	2025	880	465	C	0.53	428	C	0.49
ST LUCIE BLVD	KEEN RD to 25TH ST	156	5,800	2025	880	465	C	0.53	428	C	0.49
ST LUCIE BLVD	25TH ST to SENECA AVE	940270	4,451	2024							

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

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

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

APPENDIX C: COMMITTED DEVELOPMENT

TRAFFIC IMPACT ANALYSIS

KING'S HIGHWAY WAREHOUSE
ST. LUCIE COUNTY, FL

PREPARED FOR:
SEEFRIED DEVELOPMENT MANAGEMENT, INC.

Kimley»Horn

May 27, 2021
Revised July 21, 2021
KH #046265006
CA 00000696

Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.19	1.19
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/3/2018	47	213	144	367	284	50	64	344	74	126	249	404
2018 Peak Season Volume	56	253	171	437	338	60	76	409	88	150	296	481
2021 Peak Season Volume (Using Areawide Growth Rate)	62	279	188	481	372	66	84	450	97	165	326	530
Traffic Volume Growth (Using areawide growth rate)	10	44	30	76	59	10	13	71	15	26	52	84
Kingsgate Traffic	13				6	6	13	35		19	16	
Committed Trips from Kingsgate TIA		149			39			102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	13	149	0	0	45	6	13	137	0	19	187	0
1.0% Traffic Volume Growth	3	13	9	22	17	3	4	21	4	8	15	25
Committed + 1.0% Growth	16	162	9	22	62	9	17	158	4	27	202	25
Max (Committed + 1.0% or Historic Growth)	16	162	30	76	62	10	17	158	15	27	202	84
Background Traffic Volumes	78	441	218	557	434	76	101	608	112	192	528	614
Project Traffic Assignment												
Inbound Traffic Assignment					18.0%				4.0%	26.0%		
Inbound Traffic Volumes					62				14	89		
Outbound Traffic Assignment	4.0%	18.0%	26.0%									
Outbound Traffic Volumes	14	61	89									
Project Traffic	14	61	89	0	62	0	0	0	14	89	0	0
TOTAL TRAFFIC	**92**	**502**	**307**	**557**	**496**	**76**	**101**	**608**	**126**	**281**	**528**	**614**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/3/2018	66	239	131	412	275	51	63	263	54	124	247	379
Peak Season Volume	79	284	156	490	327	61	75	313	64	148	294	451
2021 Peak Season Volume (Using Areawide Growth Rate)	87	313	172	540	360	67	83	345	70	163	324	497
Traffic Volume Growth (Using areawide growth rate)	14	50	27	86	57	11	13	55	11	26	51	79
Kingsgate Traffic	11				6	6	12	32		17	14	
Committed Trips from Kingsgate TIA		105			113			132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	11	105	0	0	119	6	12	164	0	17	199	0
1.0% Traffic Volume Growth	4	14	8	25	17	3	4	16	3	8	15	23
Committed + 1.0% Growth	15	119	8	25	136	9	16	180	3	25	214	23
Max (Committed + 1.0% or Historic Growth)	15	119	27	86	136	11	16	180	11	26	214	79
Background Traffic Volumes	102	432	199	626	496	78	99	525	81	189	538	576
Project Traffic Assignment												
Inbound Traffic Assignment					18.0%				4.0%	26.0%		
Inbound Traffic Volumes					82				18	119		
Outbound Traffic Assignment	4.0%	18.0%	26.0%									
Outbound Traffic Volumes	9	39	56									
Project Traffic	9	39	56	0	82	0	0	0	18	119	0	0
TOTAL TRAFFIC	**111**	**471**	**255**	**626**	**578**	**78**	**99**	**525**	**99**	**308**	**538**	**576**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 SB & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	134	0	448	0	218	621	0
2018 Peak Season Volume	0	0	0	0	0	150	0	502	0	244	696	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	165	0	553	0	269	767	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	26	0	88	0	43	121	0
Kingsgate Traffic						13		26			22	
Committed Trips from Kingsgate TIA								102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	13	0	128	0	0	193	0
1.0% Traffic Volume Growth	0	0	0	0	0	8	0	26	0	12	36	0
Committed + 1.0% Growth	0	0	0	0	0	21	0	154	0	12	229	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	26	0	154	0	43	229	0
Background Traffic Volumes	0	0	0	0	0	191	0	707	0	312	996	0
Project Traffic Assignment												
Inbound Traffic Assignment						11.0%					15.0%	
Inbound Traffic Volumes						38					51	
Outbound Traffic Assignment								14.0%				
Outbound Traffic Volumes								48				
Project Traffic	0	0	0	0	0	38	0	48	0	0	51	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**229**	**0**	**755**	**0**	**312**	**1,047**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	130	0	385	0	358	585	0
Peak Season Volume	0	0	0	0	0	146	0	431	0	401	655	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	161	0	475	0	442	721	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	25	0	75	0	70	114	0
Kingsgate Traffic						11		23			20	
Committed Trips from Kingsgate TIA								132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	11	0	155	0	0	205	0
1.0% Traffic Volume Growth	0	0	0	0	0	7	0	22	0	20	33	0
Committed + 1.0% Growth	0	0	0	0	0	18	0	177	0	20	238	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	25	0	177	0	70	238	0
Background Traffic Volumes	0	0	0	0	0	186	0	652	0	512	959	0
Project Traffic Assignment												
Inbound Traffic Assignment						11.0%					15.0%	
Inbound Traffic Volumes						50					69	
Outbound Traffic Assignment								14.0%				
Outbound Traffic Volumes								30				
Project Traffic	0	0	0	0	0	50	0	30	0	0	69	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**236**	**0**	**682**	**0**	**512**	**1,028**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 NB & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	0	111	454	0	0	485	0
2018 Peak Season Volume	0	0	0	0	0	0	124	508	0	0	543	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	0	137	559	0	0	598	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	0	22	89	0	0	95	0
Kingsgate Traffic							13	13			13	
Committed Trips from Kingsgate TIA								145			101	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	0	13	158	0	0	114	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	6	26	0	0	28	0
Committed + 1.0% Growth	0	0	0	0	0	0	19	184	0	0	142	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	22	184	0	0	142	0
Background Traffic Volumes	0	0	0	0	0	0	159	743	0	0	740	0
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											10	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							38	10				
Project Traffic	0	0	0	0	0	0	38	10	0	0	10	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**197**	**753**	**0**	**0**	**750**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	0	122	349	0	0	702	0
Peak Season Volume	0	0	0	0	0	0	137	391	0	0	786	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	0	151	431	0	0	866	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	0	24	68	0	0	137	0
Kingsgate Traffic							12	12			11	
Committed Trips from Kingsgate TIA								168			176	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	0	12	180	0	0	187	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	7	20	0	0	40	0
Committed + 1.0% Growth	0	0	0	0	0	0	19	200	0	0	227	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	24	200	0	0	227	0
Background Traffic Volumes	0	0	0	0	0	0	175	631	0	0	1,093	0
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											14	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							24	6				
Project Traffic	0	0	0	0	0	0	24	6	0	0	14	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**199**	**637**	**0**	**0**	**1,107**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
JENKINS ROAD & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 06/28/2018	73	9	85	15	7	14	49	555	51	85	162	22
2018 Peak Season Volume	82	10	95	17	8	16	55	622	57	95	181	25
2021 Peak Season Volume (Using Areawide Growth Rate)	90	11	105	19	9	18	61	685	63	105	199	28
Traffic Volume Growth (Using areawide growth rate)	14	2	17	3	1	3	10	109	10	17	32	4
Kingsgate Traffic	2		2						6	8		
Committed Trips from Kingsgate TIA	79	50	19	22	25	150	66	131	42	18	71	33
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	81	50	21	22	25	150	66	131	48	26	71	33
1.0% Traffic Volume Growth	4	1	5	1	0	1	3	32	3	5	9	1
Committed + 1.0% Growth	85	51	26	23	25	151	69	163	51	31	80	34
Max (Committed + 1.0% or Historic Growth)	85	51	26	23	25	151	69	163	51	31	80	34
Background Traffic Volumes	175	62	131	42	34	169	130	848	114	136	279	62
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											10	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							38	10				
Project Traffic	0	0	0	0	0	0	38	10	0	0	10	0
TOTAL TRAFFIC	**175**	**62**	**131**	**42**	**34**	**169**	**168**	**858**	**114**	**136**	**289**	**62**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 06/28/2018	74	5	120	14	12	8	11	446	96	148	587	4
Peak Season Volume	83	6	134	16	13	9	12	500	108	166	657	4
2021 Peak Season Volume (Using Areawide Growth Rate)	91	7	148	18	14	10	13	551	119	183	724	4
Traffic Volume Growth (Using areawide growth rate)	14	1	23	3	2	2	2	87	19	29	115	1
Kingsgate Traffic	12		16						10	13		
Committed Trips from Kingsgate TIA	59	36	10	48	62	112	167	132	84	18	160	27
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	71	36	26	48	62	112	167	132	94	31	160	27
1.0% Traffic Volume Growth	4	0	7	1	1	0	1	26	6	8	34	0
Committed + 1.0% Growth	75	36	33	49	63	112	168	158	100	39	194	27
Max (Committed + 1.0% or Historic Growth)	75	36	33	49	63	112	168	158	100	39	194	27
Background Traffic Volumes	166	43	181	67	77	122	181	709	219	222	918	31
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											14	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							24	6				
Project Traffic	0	0	0	0	0	0	24	6	0	0	14	0
TOTAL TRAFFIC	**166**	**43**	**181**	**67**	**77**	**122**	**205**	**715**	**219**	**222**	**932**	**31**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY/FLORIDA'S TURNPIKE & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	46	105	437	70	152	24	37	363	41	348	291	169
2018 Peak Season Volume	51	117	485	78	169	27	41	403	46	386	323	188
2021 Peak Season Volume (Using Areawide Growth Rate)	53	121	501	81	175	28	42	416	48	399	334	194
Traffic Volume Growth (Using areawide growth rate)	9	20	85	14	29	5	7	70	8	67	56	33
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic			48	19				19		13	5	5
Committed Trips from Crossroads TIA			14	20				19		12	9	10
Total Committed Development Traffic	0	0	48	19	0	0	0	19	0	13	5	5
1.0% Traffic Volume Growth	3	6	25	4	9	1	2	21	2	20	16	10
Committed + 1.0% Growth	3	6	73	23	9	1	2	40	2	33	21	15
Max (Committed + 1.0% or Historic Growth)	9	20	85	23	29	5	7	70	8	67	56	33
Background Traffic Volumes	62	141	586	104	204	33	49	486	56	466	390	227
Project Traffic Assignment												
Inbound Traffic Assignment		37.0%										11.0%
Inbound Traffic Volumes		127										38
Outbound Traffic Assignment				11.0%	41.0%							
Outbound Traffic Volumes				38	140							
Project Traffic	0	127	0	38	140	0	0	0	0	0	0	38
TOTAL TRAFFIC	**62**	**268**	**586**	**142**	**344**	**33**	**49**	**486**	**56**	**466**	**390**	**265**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	66	108	465	184	172	36	38	301	26	372	433	148
Peak Season Volume	73	120	516	204	191	40	42	334	29	413	481	164
2021 Peak Season Volume (Using Areawide Growth Rate)	75	124	533	211	197	41	43	345	30	427	497	169
Traffic Volume Growth (Using areawide growth rate)	13	21	90	36	33	7	7	58	5	72	84	29
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic			16	6				6		46	19	19
Committed Trips from Crossroads TIA			21	7				6		16	4	5
Total Committed Development Traffic	0	0	16	6	0	0	0	6	0	46	19	19
1.0% Traffic Volume Growth	4	6	26	10	10	2	2	17	1	21	25	8
Committed + 1.0% Growth	4	6	42	16	10	2	2	23	1	67	44	27
Max (Committed + 1.0% or Historic Growth)	13	21	90	36	33	7	7	58	5	72	84	29
Background Traffic Volumes	88	145	623	247	230	48	50	403	35	499	581	198
Project Traffic Assignment												
Inbound Traffic Assignment		37.0%										11.0%
Inbound Traffic Volumes		169										50
Outbound Traffic Assignment				11.0%	41.0%							
Outbound Traffic Volumes				24	89							
Project Traffic	0	169	0	24	89	0	0	0	0	0	0	50
TOTAL TRAFFIC	**88**	**314**	**623**	**271**	**319**	**48**	**50**	**403**	**35**	**499**	**581**	**248**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 SB & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	245	0	260	0	917	0	0	563	0
2018 Peak Season Volume	0	0	0	272	0	289	0	1,018	0	0	625	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	281	0	298	0	1,051	0	0	645	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	47	0	50	0	178	0	0	109	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic						19		15	13		87	
Committed Trips from Crossroads TIA				8		4		30	5		31	
Total Committed Development Traffic	0	0	0	0	0	19	0	15	13	0	87	0
1.0% Traffic Volume Growth	0	0	0	14	0	15	0	52	0	0	32	0
Committed + 1.0% Growth	0	0	0	14	0	34	0	67	13	0	119	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	47	0	50	0	178	13	0	119	0
Background Traffic Volumes	0	0	0	328	0	348	0	1,229	13	0	764	0
Project Traffic Assignment												
Inbound Traffic Assignment											11.0%	
Inbound Traffic Volumes											38	
Outbound Traffic Assignment								6.0%				
Outbound Traffic Volumes								20				
Project Traffic	0	0	0	0	0	0	0	20	0	0	38	0
TOTAL TRAFFIC	**0**	**0**	**0**	**328**	**0**	**348**	**0**	**1,249**	**13**	**0**	**802**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	267	0	441	0	453		0	904	0
Peak Season Volume	0	0	0	296	0	490	0	503	0	0	1,003	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	306	0	506	0	519	0	0	1,036	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	52	0	86	0	88	0	0	175	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic						6		56			28	
Committed Trips from Crossroads TIA				5		3		28			22	
Total Committed Development Traffic	0	0	0	0	0	6	0	56	0	0	28	0
1.0% Traffic Volume Growth	0	0	0	15	0	25	0	26	0	0	51	0
Committed + 1.0% Growth	0	0	0	15	0	31	0	82	0	0	79	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	52	0	86	0	88	0	0	175	0
Background Traffic Volumes	0	0	0	358	0	592	0	607	0	0	1,211	0
Project Traffic Assignment												
Inbound Traffic Assignment											11.0%	
Inbound Traffic Volumes											50	
Outbound Traffic Assignment								6.0%				
Outbound Traffic Volumes								13				
Project Traffic	0	0	0	0	0	0	0	13	0	0	50	0
TOTAL TRAFFIC	**0**	**0**	**0**	**358**	**0**	**592**	**0**	**620**	**0**	**0**	**1,261**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 NB & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	189	0	929	0	0	0	0	766	0	0	421	0
2018 Peak Season Volume	210	0	1,031	0	0	0	0	850	0	0	467	0
2021 Peak Season Volume (Using Areawide Growth Rate)	217	0	1,065	0	0	0	0	878	0	0	482	0
Traffic Volume Growth (Using areawide growth rate)	37	0	180	0	0	0	0	148	0	0	82	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	29							15			58	
Committed Trips from Crossroads TIA	4		8					37			27	
Total Committed Development Traffic	29	0	0	0	0	0	0	15	0	0	58	0
1.0% Traffic Volume Growth	11	0	53	0	0	0	0	43	0	0	24	0
Committed + 1.0% Growth	40	0	53	0	0	0	0	58	0	0	82	0
Max (Committed + 1.0% or Historic Growth)	40	0	180	0	0	0	0	148	0	0	82	0
Background Traffic Volumes	257	0	1,245	0	0	0	0	1,026	0	0	564	0
Project Traffic Assignment												
Inbound Traffic Assignment	6.0%										5.0%	
Inbound Traffic Volumes	21										17	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								17				
Project Traffic	21	0	0	0	0	0	0	17	0	0	17	0
TOTAL TRAFFIC	**278**	**0**	**1,245**	**0**	**0**	**0**	**0**	**1,043**	**0**	**0**	**581**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	267	0	441	0	453	0	0	904	0
Peak Season Volume	0	0	0	296	0	490	0	503	0	0	1,003	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	306	0	506	0	519	0	0	1,036	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	52	0	86	0	88	0	0	175	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	9							56			19	
Committed Trips from Crossroads TIA	3		5					29			19	
Total Committed Development Traffic	9	0	0	0	0	0	0	56	0	0	19	0
1.0% Traffic Volume Growth	0	0	0	15	0	25	0	26	0	0	51	0
Committed + 1.0% Growth	9	0	0	15	0	25	0	82	0	0	70	0
Max (Committed + 1.0% or Historic Growth)	9	0	0	52	0	86	0	88	0	0	175	0
Background Traffic Volumes	9	0	0	358	0	592	0	607	0	0	1,211	0
Project Traffic Assignment												
Inbound Traffic Assignment	6.0%										5.0%	
Inbound Traffic Volumes	27										23	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								11				
Project Traffic	27	0	0	0	0	0	0	11	0	0	23	0
TOTAL TRAFFIC	**36**	**0**	**0**	**358**	**0**	**592**	**0**	**618**	**0**	**0**	**1,234**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
JENKINS ROAD & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	330	153	82	225	169	84	234	1,414	319	107	736	73
2018 Peak Season Volume	366	170	91	250	188	93	260	1,570	354	119	817	81
2021 Peak Season Volume (Using Areawide Growth Rate)	378	176	94	258	194	96	269	1,621	366	123	844	84
Traffic Volume Growth (Using areawide growth rate)	64	30	16	44	33	16	45	274	62	21	143	14
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	8							13	2		50	
Committed Trips from Crossroads TIA	44	14	119		19	1	1	2	50	184	3	
Total Committed Development Traffic	8	0	0	0	0	0	0	13	2	0	50	0
1.0% Traffic Volume Growth	19	9	5	13	10	5	13	80	18	6	42	4
Committed + 1.0% Growth	27	9	5	13	10	5	13	93	20	6	92	4
Max (Committed + 1.0% or Historic Growth)	64	30	16	44	33	16	45	274	62	21	143	14
Background Traffic Volumes	442	206	110	302	227	112	314	1,895	428	144	987	98
Project Traffic Assignment												
Inbound Traffic Assignment	1.0%					1.0%					3.0%	
Inbound Traffic Volumes	3					3					10	
Outbound Traffic Assignment							1.0%	3.0%	1.0%			
Outbound Traffic Volumes							3	10	3			
Project Traffic	3	0	0	0	0	3	3	10	3	0	10	0
TOTAL TRAFFIC	**445**	**206**	**110**	**302**	**227**	**115**	**317**	**1,905**	**431**	**144**	**997**	**98**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	289	118	25	322	160	97	197	1,057	279	93	1,208	150
Peak Season Volume	321	131	28	357	178	108	219	1,173	310	103	1,341	167
2021 Peak Season Volume (Using Areawide Growth Rate)	331	135	29	369	184	112	226	1,211	320	106	1,385	172
Traffic Volume Growth (Using areawide growth rate)	56	23	5	62	31	19	38	205	54	18	234	29
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	2							48	7		16	
Committed Trips from Crossroads TIA	33	6	39		7	1	1	2	53	32	3	
Total Committed Development Traffic	2	0	0	0	0	0	0	48	7	0	16	0
1.0% Traffic Volume Growth	16	7	1	18	9	6	11	60	16	5	68	9
Committed + 1.0% Growth	18	7	1	18	9	6	11	108	23	5	84	9
Max (Committed + 1.0% or Historic Growth)	56	23	5	62	31	19	38	205	54	18	234	29
Background Traffic Volumes	387	158	34	431	215	131	264	1,416	374	124	1,619	201
Project Traffic Assignment												
Inbound Traffic Assignment	1.0%					1.0%					3.0%	
Inbound Traffic Volumes	5					5					14	
Outbound Traffic Assignment							1.0%	3.0%	1.0%			
Outbound Traffic Volumes							2	6	2			
Project Traffic	5	0	0	0	0	5	2	6	2	0	14	0
TOTAL TRAFFIC	**392**	**158**	**34**	**431**	**215**	**136**	**266**	**1,422**	**376**	**124**	**1,633**	**201**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY & SHARED PROJECT DRIVEWAY

Areawide Growth Rate =	3.27%	
Peak Season =	1.25	1.25
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/20/2021	0	186	20	33	193	0	0	0	0	23	0	47
2021 Peak Season Volume	0	233	25	41	241	0	0	0	0	29	0	59
Traffic Volume Growth (Using areawide growth rate)	0	41	4	7	42	0	0	0	0	5	0	10
Kingsgate Traffic		13			25			35			16	
Committed Trips from Kingsgate TIA		149			39			102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	162	0	0	64	0	0	137	0	0	187	0
1.0% Traffic Volume Growth	0	12	1	2	12	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	174	1	2	76	0	0	137	0	1	187	3
Max (Committed + 1.0% or Historic Growth)	0	174	4	7	76	0	0	137	0	5	187	10
Background Traffic Volumes	0	407	29	48	317	0	0	137	0	34	187	69
Project Traffic Assignment												
Inbound Traffic Assignment			26.0%	48.0%								
Inbound Traffic Volumes			89	164								
Outbound Traffic Assignment										52.0%		24.0%
Outbound Traffic Volumes										177		82
Project Traffic	0	0	89	164	0	0	0	0	0	177	0	82
TOTAL TRAFFIC	**0**	**407**	**118**	**212**	**317**	**0**	**0**	**137**	**0**	**211**	**187**	**151**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/20/2021	0	208	28	41	186	0	0	0	0	15	0	40
2021 Peak Season Volume	0	260	35	51	233	0	0	0	0	19	0	50
Traffic Volume Growth (Using areawide growth rate)	0	45	6	9	41	0	0	0	0	3	0	9
Kingsgate Traffic		11			23							
Committed Trips from Kingsgate TIA		105			113			132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	116	0	0	136	0	0	132	0	0	185	0
1.0% Traffic Volume Growth	0	13	2	3	12	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	129	2	3	148	0	0	132	0	1	185	3
Max (Committed + 1.0% or Historic Growth)	0	129	6	9	148	0	0	132	0	3	185	9
Background Traffic Volumes	0	389	41	60	381	0	0	132	0	22	185	59
Project Traffic Assignment												
Inbound Traffic Assignment			26.0%	48.0%								
Inbound Traffic Volumes			119	220								
Outbound Traffic Assignment										52.0%		24.0%
Outbound Traffic Volumes										112		52
Project Traffic	0	0	119	220	0	0	0	0	0	112	0	52
TOTAL TRAFFIC	**0**	**389**	**160**	**280**	**381**	**0**	**0**	**132**	**0**	**134**	**185**	**111**

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

STONEMONT

Prepared for:

Mr. Brad Currie
EDC
10250 SW Village Parkway Suite 201
Port St. Lucie, Florida 34987

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

September 9, 2021
Revised October 12, 2021

SR21041.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 (772) 781-7918	Susan E O'Rourke State of Florida, Professional Engineer, License No. 42684 This Document has been electronically signed and sealed by Susan E O'Rourke, PE on 10/12/2021 using a **SHA** authentication code. Printed copies of this document are not considered signed and sealed and the **SHA** authentication code must be verified on any electronic copies.

TURNING MOVEMENT VOLUME COUNTS

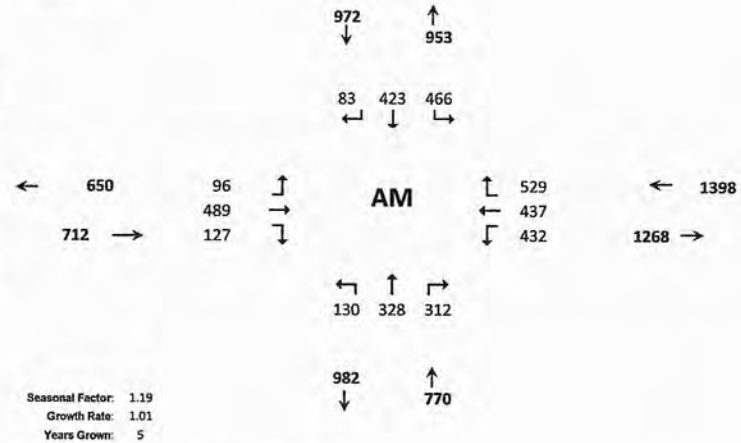
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 Without Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	59	266	180	459	355	63	80	430	93	158	311	505	2959	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	42	0	0	0	0	14	3	16	9	0	70	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	27	0	0	0	0	0	7	109	0	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	71	61	132	7	68	20	16	59	34	275	125	24	0	
Total	130	328	312	466	423	83	96	489	127	432	437	529	2959	



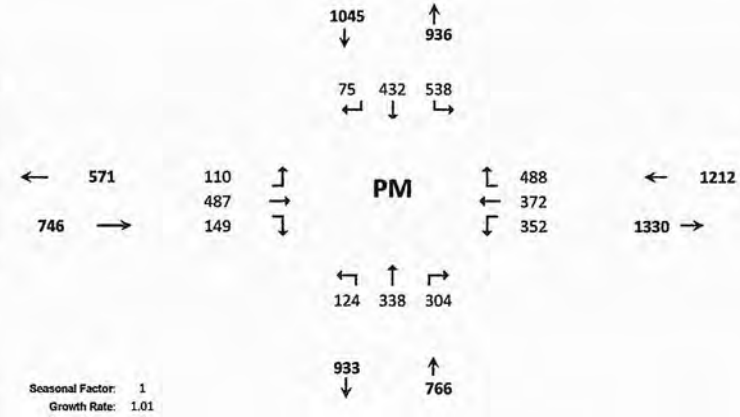
Seasonal Factor: 1.19
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	0	0
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

Kings / Orange
2023 PM Peak
w/ out Project

TURNING MOVEMENT VOLUME COUNTS

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	



PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM										
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742
Growth	83	299	164	515	344	64	79	329	68	155	309	474	2882
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	0	0

SUBPROJECTS																
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt	19	57
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	16	0	0	0	0	5	20	98	59	0	26	0	0	St. Lucie Commerce Center	52	196
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%				
In/Out				IN				IN		OUT	OUT	OUT				
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks	172	94
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out			IN	IN						OUT		OUT				
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek	385	226
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%				
In/Out	IN				IN	IN	OUT	OUT		IN	IN					
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings	57	58
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT		IN				IN	IN						
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse	458	216
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	2	0	35	0	0	0	0	0	2	35	0	0	0	Kings Highway Commerce Park	115	371
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%				
In/Out			OUT							IN						
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads	10	11
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane	23	37
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe	398	229
Subtotal	42	39	140	23	88	11	31	158	81	197	63	14	0			
Total	124	338	304	538	432	75	110	487	149	352	372	488	2882			

TURNING MOVEMENT VOLUME COUNTS

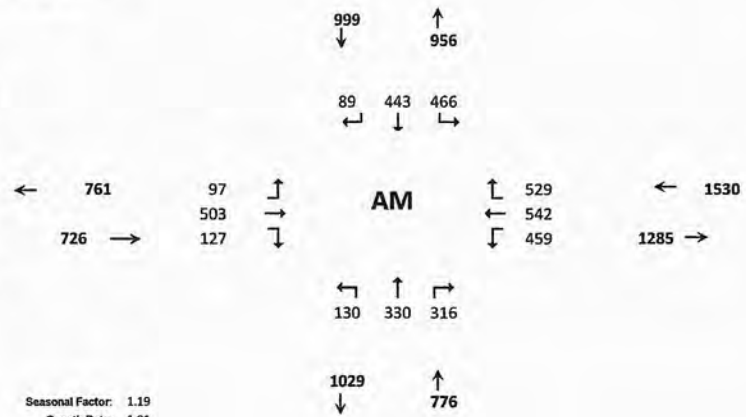
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 With Project AM

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	59	266	180	459	355	63	80	430	93	158	311	505	2959	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	3	3	0	20	6	1	14	0	26	106	0	179	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	42	0	0	0	0	14	3	16	9	0	70	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	27	0	0	0	0	0	7	109	0	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	71	61	132	7	68	20	16	59	34	275	125	24	0	
Total	130	330	316	466	443	89	97	503	127	459	542	529	3138	



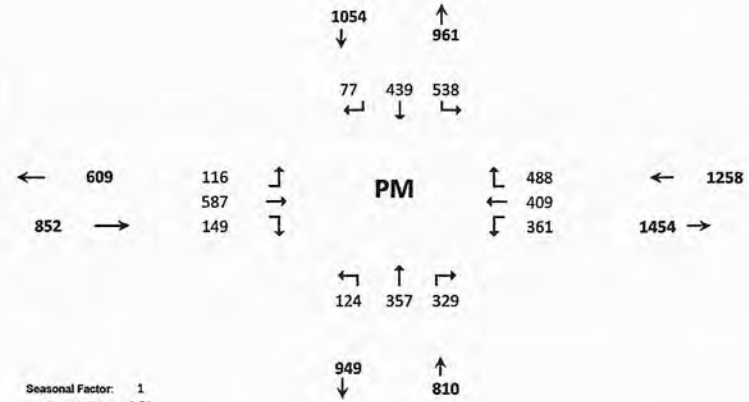
Seasonal Factor: 1.19
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	203	26
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

PM PEAK HOUR
2023 W/Project

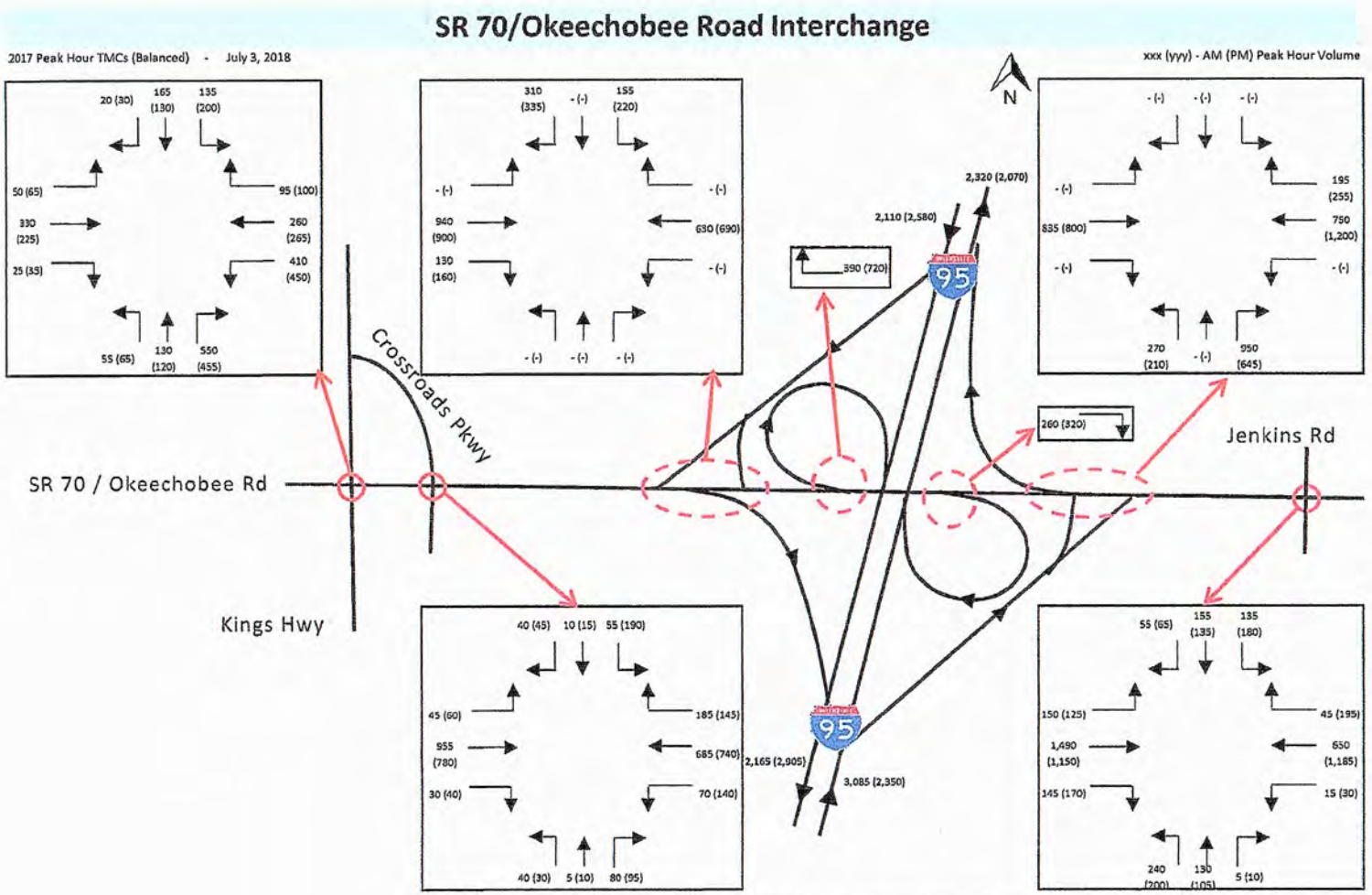
TURNING MOVEMENT VOLUME COUNTS

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	83	299	164	515	344	64	79	329	68	155	309	474	2882	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	19	25	0	7	2	6	100	0	9	36	0	204	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	16	0	0	0	0	5	20	98	59	0	26	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	35	0	0	0	0	0	2	35	0	0	0	Kings Highway Commerce Park
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	42	39	140	23	88	11	31	158	81	197	63	14	0	
Total	124	357	329	538	439	77	116	587	149	361	409	488	3086	



Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	70	192
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	115	371
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229



Estimated 2017 Turning Movement Volumes based on data collected for the Master Plan study in Oct. and Nov. 2017.

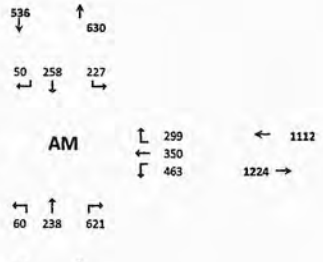
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct. 2017 FOOT Adjusted | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 Withou Project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	58	138	584	143	175	21	53	350	27	435	276	101	2362	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	2	18	27	32	5	5	18	0	7	0	0	127	239	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	2	0	6	2	7	2	0	0	0	0	6	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7.15	0	0	0	0	7.15	21.05	335.8	21.05	0	114.4	0		
Subtotal	0	82	10	52	78	25	22	25	2	28	74	71	0	
Total	60	238	621	227	258	50	93	375	36	463	350	299	3071	

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	162	90
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	0	0
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385
Creekside	143	421

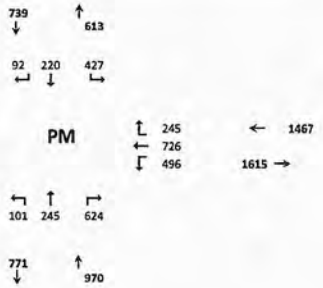


N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct 2017 Adjusted FOOT | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 Without project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	69	127	483	212	138	32	69	239	37	478	281	106	2272	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	7	6	111	130	19	19	6	0	2	0	0	40	340	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	10	0	39	10	3	10	0	0	0	0	39	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	55	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	24.9	0	0	0	0	24.9	15.55	248.8	15.55	0	398.4	0	0	
Subtotal	25	112	10	85	63	42	47	326	17	18	444	99	0	
Total	101	245	624	427	220	92	122	565	56	496	726	245	3919	

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	115	371
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	0	0
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	358	229
Creekside	498	311



TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct. 2017 FDOT Adjusted | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 With Project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM											
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	58	138	584	143	175	21	53	350	27	435	276	101	2362	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	2	18	27	32	5	5	18	0	7	0	0	127	239	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	2	0	5	2	7	2	0	0	0	0	6	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	106	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7.15	0	0	0	0	7.15	21.05	336.8	21.05	0	114.4	0		
Subtotal	0	87	17	52	99	31	29	54	2	55	179	71	0	
Total	60	243	628	227	278	57	101	405	36	490	455	299	3279	

Seasonal Factor: 1 | Growth Rate: 1.01 | Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	362	90
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	203	56
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	383
Creekside	143	421

AM: 562 ↑ 643 | 57 ↰ 278 ↓ 227 ↳ | 572 ← | 101 ↱ | 405 → | 541 → | 36 ↴ | 299 ↰ | 455 ← | 490 ↴ | 1244 ← | 1260 → | 60 ↰ 243 ↑ 628 ↱ | 804 ↓ | 932 ↑

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct 2017 Adjusted FDOT | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 without project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:			5:00PM TO 6:00PM											
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	69	127	483	212	138	32	69	239	37	478	281	106	2272	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	7	6	111	130	19	19	6	0	2	0	0	42	340	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	10	0	39	10	3	10	0	0	0	0	39	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	15	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	36	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	24.9	0	0	0	0	24.9	15.55	248.8	15.55	0	398.4	0	0	
Subtotal	25	119	39	85	70	44	57	361	17	27	481	99	0	
Total	101	252	633	427	227	94	131	601	55	505	762	245	4035	

Seasonal Factor: 1 | Growth Rate: 1.01 | Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	115	371
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	70	192
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229
Creekside	498	311

PM: 748 ↑ 629 | 94 ↰ 227 ↓ 427 ↳ | 958 ← | 131 ↱ | 601 → | 789 → | 56 ↴ | 245 ↰ | 762 ← | 505 ↴ | 1512 ← | 1661 → | 101 ↰ 252 ↑ 633 ↱ | 788 ↓ | 985 ↑

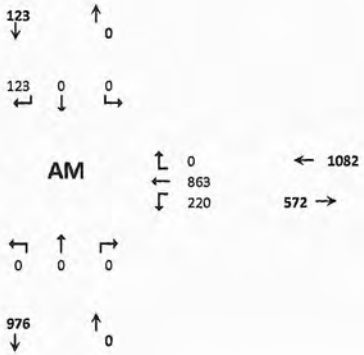
Project

Project

TURNING MOVEMENT VOLUME COUNTS

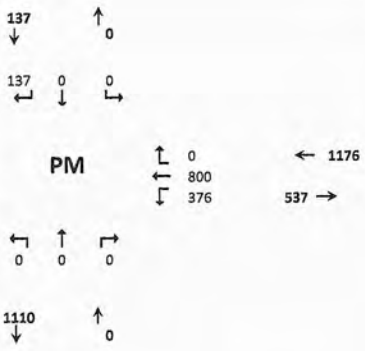
N/S STREET: I-95 SB **E/W STREET:** Orange Avenue **CONTROL:** Signalized
FILENAME:
COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023 without project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	720	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	720	209	658	0	2151	
Growth	0	0	0	0	0	123	0	470	757	220	692	0	2261	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Kings Center								10			47			
Village of Sunset Lakes								36			9			
Bent Creek								3			9			
Celebration Pointe								10			3			
Whispering Oaks								17			5			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						28		58			49			
Project Hurricane						4		1						
Project Hunt						15		7			15			
Kings Hwy Commerce Park						36		27			72			
Total	0	0	0	0	0	123	0	572	757	220	863	0	2534	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.01
Years Grown: 5

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385		358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	698	358	585	0	2156	
Growth	0	0	0	0	0	137	0	405	734	376	615	0	2266	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Kings Center								52			14			
Village of Sunset Lakes								21			40			
Bent Creek								10			6			
Celebration Pointe								6			10			
Whispering Oaks								17			17			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						29		48			50			
Project Hurricane						2		4						
Project Hunt						4		23			4			
Kings Hwy Commerce Park						12		111			23			
Total	0	0	0	0	0	137	0	537	734	376	800	0	2583	

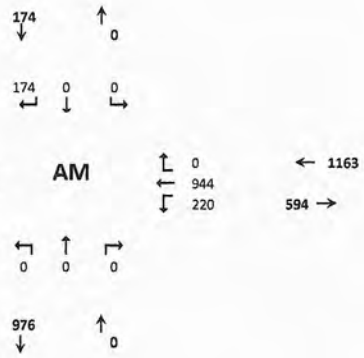


Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 0
Trips Out: 0
Years Grown: 5

TURNING MOVEMENT VOLUME COUNTS

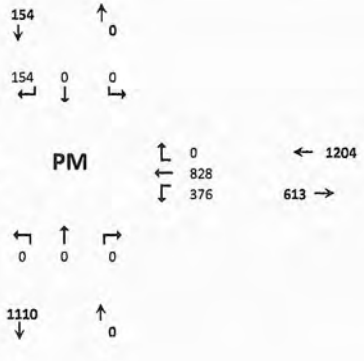
N/S STREET: I-95 SB **E/W STREET:** Orange Avenue **CONTROL:** Signalized
FILENAME:
COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	720	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	720	209	658	0	2151	
Growth	0	0	0	0	0	123	0	470	757	220	692	0	2261	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
PROJECT	0	0	0	0	0	51	0	22	0	0	81	0	0	
Kings Center								10			47			
Village of Sunset Lakes								36			9			
Bent Creek								3			9			
Celebration Pointe								10			3			
Whispering Oaks								17			5			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						28		58			49			
Project Hurricane						4		1						
Project Hunt						15		7			15			
Kings Hwy Commerce Park						36		27			72			
Total	0	0	0	0	0	174	0	594	757	220	944	0	2688	



Seasonal Factor: 1
Trips In 203
Trips Out 56
Growth Rate: 1.01
Years Grown: 5

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385		358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	698	358	585	0	2156	
Growth	0	0	0	0	0	137	0	405	734	376	615	0	2266	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
Project	0	0	0	0	0	18	0	77	0	0	28	0	0	
Kings Center								52			14			
Village of Sunset Lakes								21			40			
Bent Creek								10			6			
Celebration Pointe								6			10			
Whispering Oaks								17			17			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						29		48			50			
Project Hurricane						2		4						
Project Hunt						4		23			4			
Kings Hwy Commerce Park						12		111			23			
Total	0	0	0	0	0	154	0	613	734	376	828	0	2705	



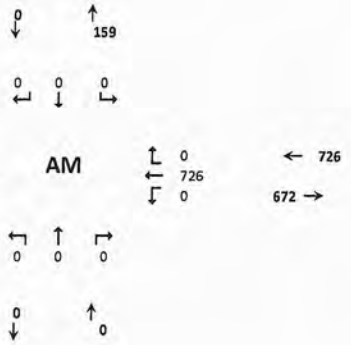
Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 70
Trips Out: 192
Years Grown: 5

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB
E/W STREET: Orange Avenue
CONTROL: Signalized
FILENAME:
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: Ft. Pierce
REPORT DATE: 7/8/2021
ANALYSIS YEAR: 2023 without project

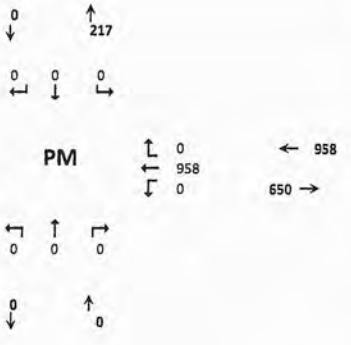
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	117	477	0	0	510	0	1104	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kings Center								2			8			
Village of Sunset Lakes								2			1			
Bent Creek								12			37			
Celebration Pointe								24			8			
Whispering Oaks								100			27			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							29	29			28			
Project Hurricane							1							
Project Hunt							3	3			15			
Kings Hwy Commerce Park							9	18			72			
Total	0	0	0	0	0	0	159	672	0	0	726	0	1557	

Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.01
Years Grown: 5



15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	141	373	0	0	726	0	1240	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kings Center								9			2			
Village of Sunset Lakes								1			3			
Bent Creek								39			23			
Celebration Pointe								14			25			
Whispering Oaks								100			103			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							24	24			29			
Project Hurricane							4							
Project Hunt							11	11			4			
Kings Hwy Commerce Park							37	74			23			
Total	0	0	0	0	0	0	217	650	0	0	958	0	1825	

Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 0
Trips Out: 0
Years Grown: 5



TURNING MOVEMENT VOLUME COUNTS

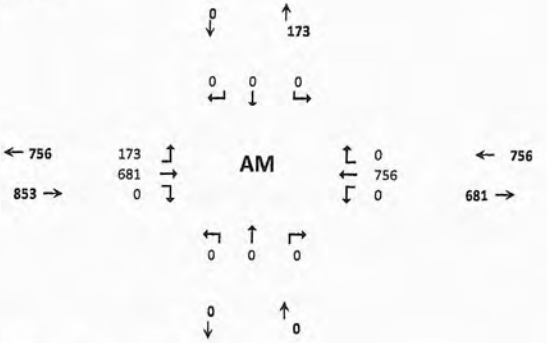
N/S STREET: I-95 NB **E/W STREET:** Orange Avenue **CONTROL:** Signalized

FILENAME:

COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce

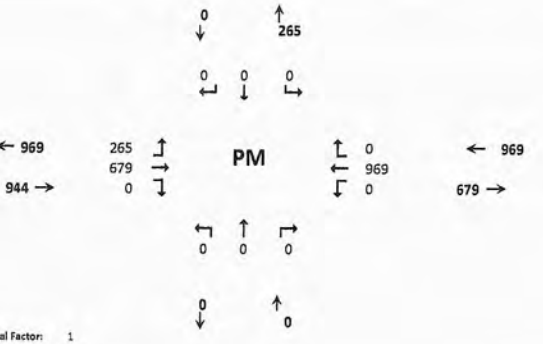
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	117	477	0	0	510	0	1104	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
PROJECT	0	0	0	0	0	0	14	8	0	0	30	0	0	
Kings Center								2			8			
Village of Sunset Lakes								2			1			
Bent Creek								12			37			
Celebration Pointe								24			8			
Whispering Oaks								100			27			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							29	29			28			
Project Hurricane							1							
Project Hunt							3	3			15			
Kings Hwy Commerce Park							9	18			72			
Total	0	0	0	0	0	0	173	681	0	0	756	0	1609	

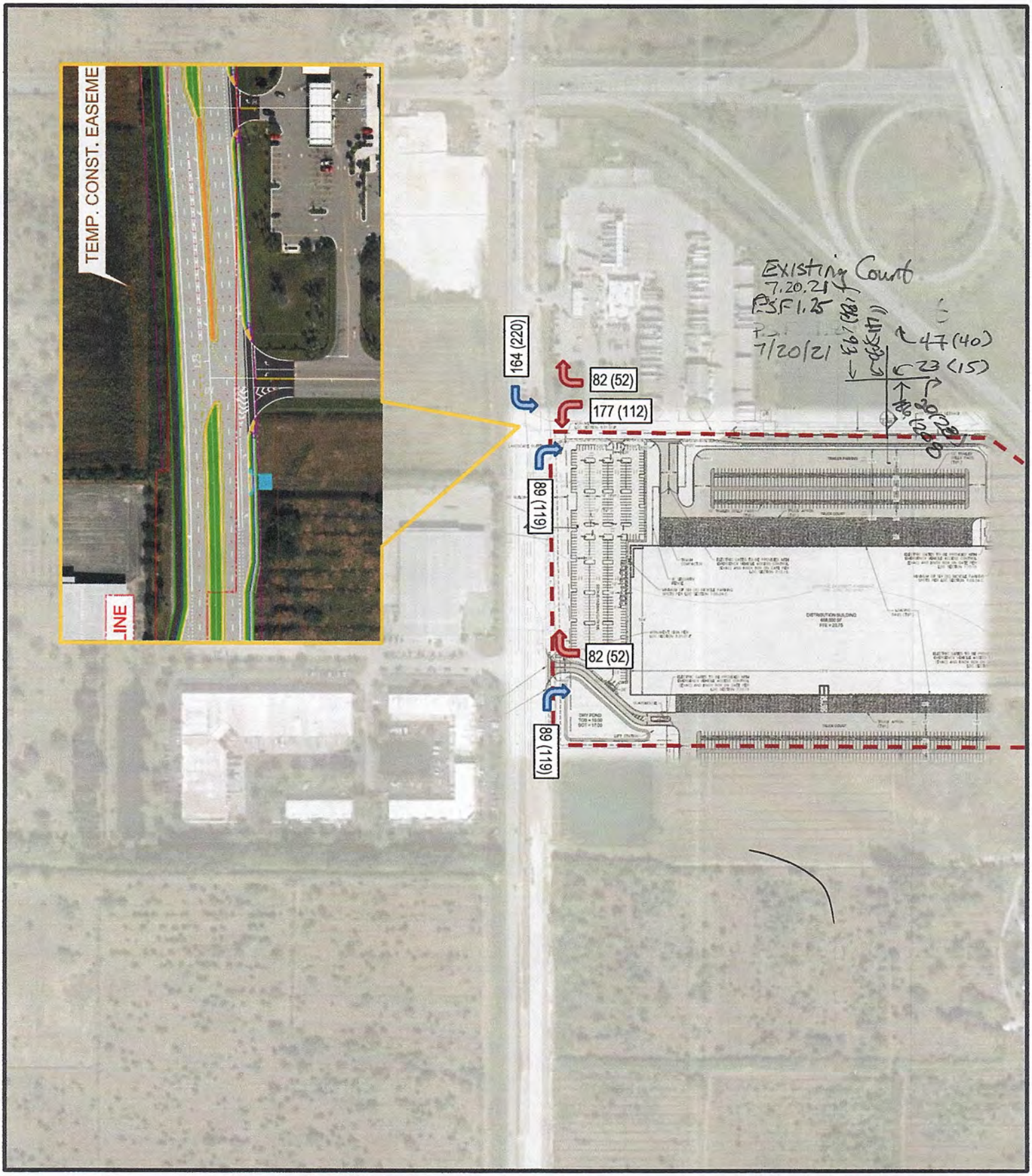


Seasonal Factor: 1
Trips In 203
Trips Out 56
Growth Rate: 1.01
Years Grown: 5

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	141	373	0	0	726	0	1240	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
Project	0	0	0	0	0	0	48	29	0	0	11	0	0	
Kings Center								9			2			
Village of Sunset Lakes								1			3			
Bent Creek								39			23			
Celebration Pointe								14			25			
Whispering Oaks								100			103			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							24	24			29			
Project Hurricane							4							
Project Hunt							11	11			4			
Kings Hwy Commerce Park							37	74			23			
Total	0	0	0	0	0	0	265	679	0	0	969	0	1912	



Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 70
Trips Out: 192
Years Grown: 5



NORTH

LEGEND

Site Location

E-3

FIGURE 3
Kings Highway Warehouse
KH #046265006
Project Traffic Driveway Volumes

Kimley»Horn

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Kings Highway Commerce Park
Concurrency

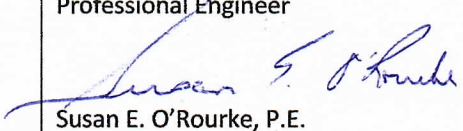
Prepared for:

Mr. Ken Morin
Kings Highway Development Partners, LLC
4923 W. Cypress St.
Tampa, FL 33607

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

March 11, 2021
Revised June 4, 2021
Revised July 27, 2021
SR21021.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 7/27/21 License #: 42684

TURNING MOVEMENT VOLUME COUNTS

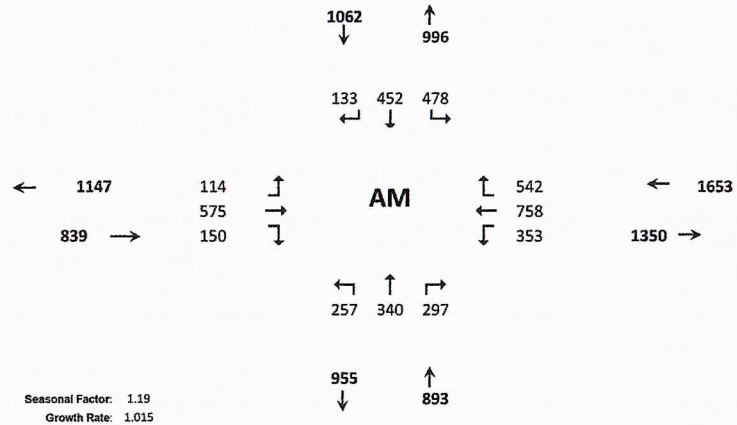
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	60	273	185	470	364	64	82	441	95	162	319	518	3033	
In/Out				-										
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	169	0	0	0	0	56	12	62	37	0	282	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	196	67	112	7	88	69	32	134	55	192	439	24	0	
Total	257	340	297	478	452	133	114	575	150	353	758	542	3033	



Seasonal Factor: 1.19
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

TURNING MOVEMENT VOLUME COUNTS

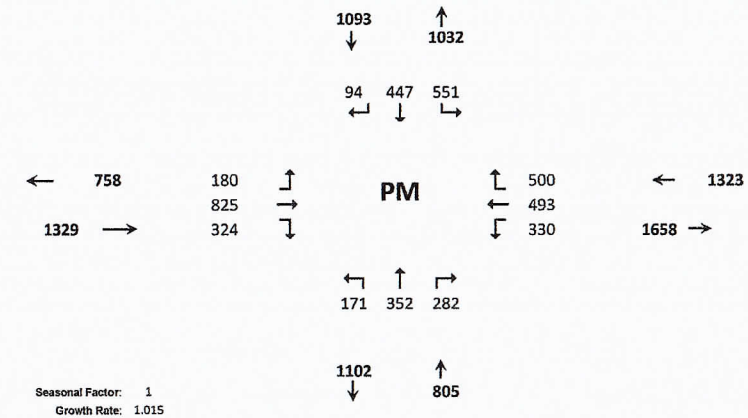
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	85	306	168	528	353	65	81	337	69	159	317	486	2954	
In/Out	0	0	0	-	0	0	0	0	0	0	0	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	62	0	0	0	0	21	78	392	235	0	104	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	86	46	114	23	95	29	99	488	255	171	177	14	0	
Total	171	352	282	551	447	94	180	825	324	330	493	500	2954	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	0	0

TURNING MOVEMENT VOLUME COUNTS

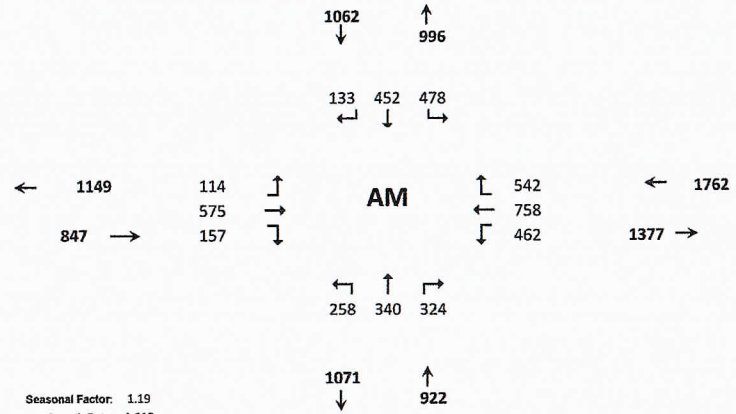
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	60	273	185	470	364	64	82	441	95	162	319	518	3033	
In/Out	OUT		OUT	-					IN	IN				
Percentage	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%	0%	
PROJECT	2	0	27	0	0	0	0	0	7	109	0	0	145	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	169	0	0	0	0	56	12	62	37	0	282	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	196	67	112	7	88	69	32	134	55	192	439	24	0	
Total	258	340	324	478	452	133	114	575	157	462	758	542	3178	



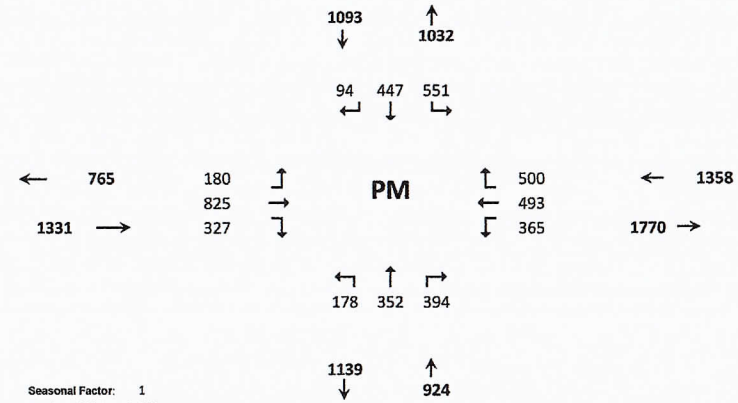
Seasonal Factor: 1.19
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	362	90
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

Kings and Orange
WI Project 2023-PM

TURNING MOVEMENT VOLUME COUNTS

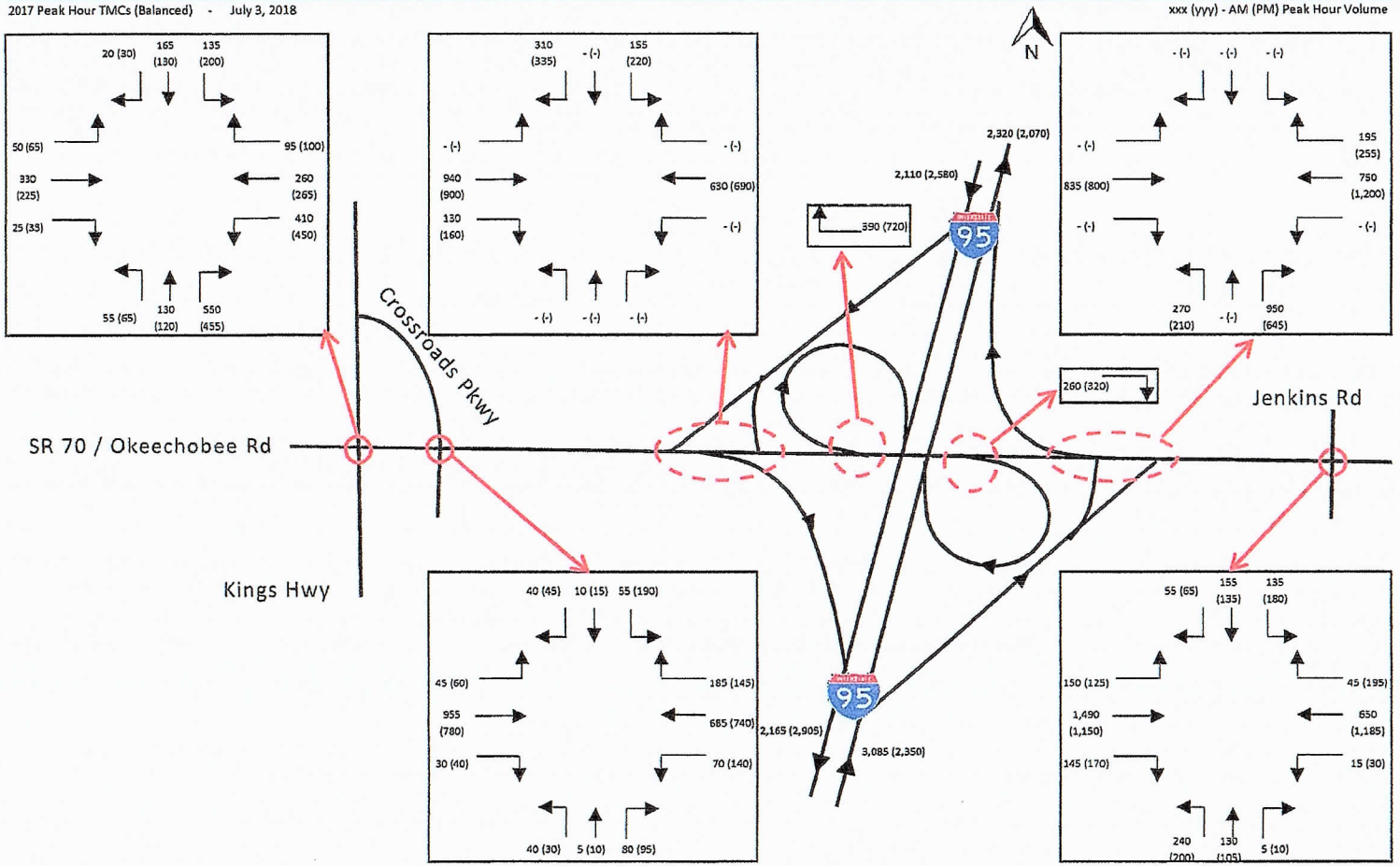
15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	85	306	168	528	353	65	81	337	69	159	317	486	2954	
In/Out	OUT	0	OUT	-	0	0	0	0	IN	IN	0	0		
Percentage	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%	0%	
PROJECT	7	0	111	0	0	0	0	0	2	35	0	0	156	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	62	0	0	0	0	21	78	392	235	0	104	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	86	46	114	23	95	29	99	488	255	171	177	14	0	
Total	178	352	394	551	447	94	180	825	327	365	493	500	3109	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SR 70/Okeechobee Road Interchange



Estimated 2017 Turning Movement Volumes based on data collected for the Master Plan study in Oct. and Nov. 2017.

TURNING MOVEMENT VOLUME COUNTS

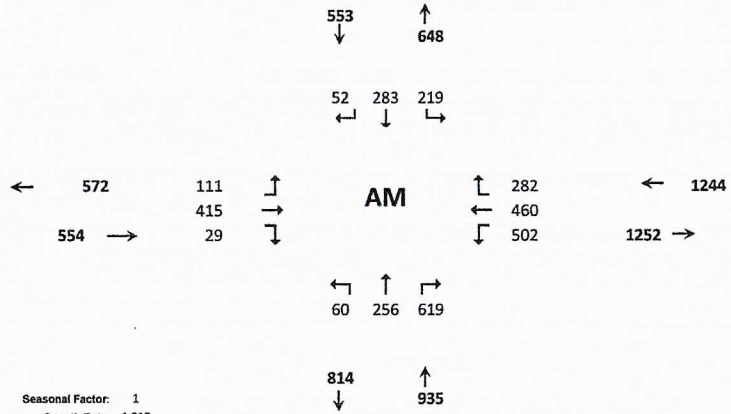
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME: Oct.2017 FDOT Adjusted

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 without project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	55	130	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225
Growth	60	142	601	148	180	22	55	361	27	448	284	104	2433
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN	
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

SUBPROJECTS															**Trips In**	**Trips Out**
Kings Highway Commerce Park													0		0	0
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	Hunt	76	17
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	28	0	25	6	6	28	0	0	0	0	113	0	St. Lucie Commerce Center	563	124
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	Whispering Oaks	45	167
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%				
In/Out								IN			OUT					
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	Bent Creek	123	371
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	Wawa Kings	63	64
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	Kings Highway Warehouse	342	341
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%				
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN					
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	Stonemont	197	55
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%				
In/Out		IN			OUT			IN			OUT					
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%				
In/Out			IN					IN	IN	OUT	OUT					
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	Project Hurricane	36	12
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%				
In/Out			IN					IN		OUT	OUT					
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	Celebration Pointe	121	385
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	7	0	0	0	0	7	21	337	21	0	114	0		Creekside	143	421
Subtotal	0	114	17	71	103	30	56	54	2	54	176	178	0			
Total	60	256	619	219	283	52	111	415	29	502	460	282	3287			

TURNING MOVEMENT VOLUME COUNTS

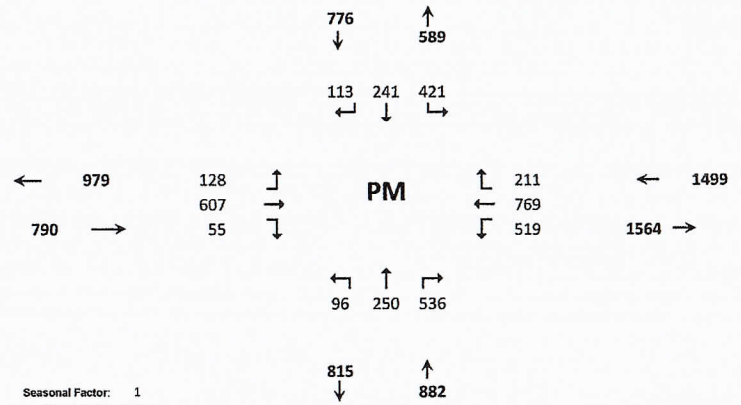
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME:

COUNT DATE: Oct 2017 FDOT Adjusted **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 Without Project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:			5:00PM TO 6:00PM											
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	71	131	498	219	142	33	71	246	38	492	290	109	2340	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	10	0	157	39	39	10	0	0	0	0	42	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	25	0	0	0	0	25	16	249	16	0	398	0	0	
Subtotal	25	119	38	202	99	81	57	361	17	27	480	101	0	
Total	96	250	536	421	241	113	128	607	55	519	769	211	3947	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Hunt	19	57
St. Lucie Commerce Center	208	784
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	68	186
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229
Creekside	498	311

TURNING MOVEMENT VOLUME COUNTS

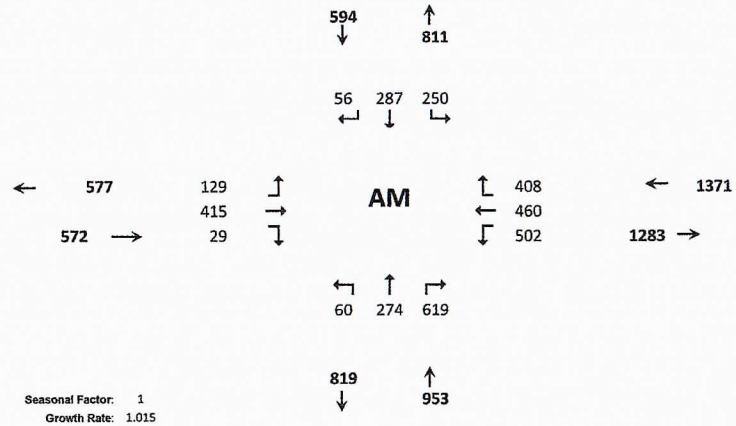
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME: Oct.2017 FDOT Adjusted

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM												
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225
Growth	60	142	601	148	180	22	55	361	27	448	284	104	2433
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN	
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%
PROJECT	0	18	0	32	5	5	18	0	0	0	0	127	203

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

															Trips In	Trips Out
SUBPROJECTS																
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	Hunt	76	17
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	28	0	25	6	6	28	0	0	0	0	113	0	St. Lucie Commerce Center	563	124
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	Whispering Oaks	45	167
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%				
In/Out								IN			OUT					
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	Bent Creek	123	371
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	Wawa Kings	63	64
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	Kings Highway Warehouse	342	341
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%				
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN					
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	Stonemont	197	55
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%				
In/Out		IN			OUT			IN			OUT					
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%				
In/Out			IN					IN	IN	OUT	OUT					
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	Project Hurricane	36	12
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%				
In/Out			IN					IN		OUT	OUT					
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	Celebration Pointe	121	385
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	7	0	0	0	0	7	21	337	21	0	114	0		Creekside	143	421
Subtotal	0	114	17	71	103	30	56	54	2	54	176	178	0			
Total	60	274	619	250	287	56	129	415	29	502	460	408	3490			

TURNING MOVEMENT VOLUME COUNTS

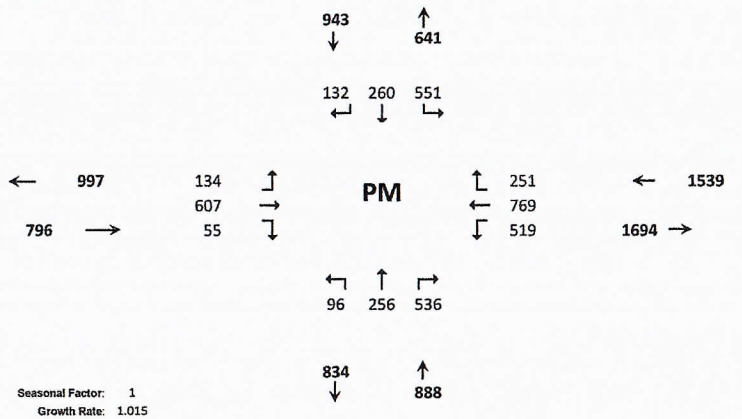
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME:

COUNT DATE: Oct 2017 FDOT Adjusted **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	2140
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	71	131	498	219	142	33	71	246	38	492	290	109	2340	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%	
PROJECT	0	6	0	130	19	19	6	0	0	0	0	40	219	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	Hunt	19	57
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	10	0	157	39	39	10	0	0	0	0	42	0	St. Lucie Commerce Center	208	784
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%			
In/Out			IN	IN				IN		OUT	OUT	OUT			
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	Whispering Oaks	172	94
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%			
In/Out								IN			OUT				
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	Bent Creek	385	226
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	Wawa Kings	57	58
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	Kings Highway Warehouse	458	216
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%			
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN				
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont	68	186
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%			
In/Out		IN			OUT			IN			OUT				
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	Walsh Crossroads	10	11
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%			
In/Out			IN					IN	IN	OUT	OUT				
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	Project Hurricane	23	37
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%			
In/Out			IN					IN		OUT	OUT				
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	Celebration Pointe	398	229
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%			
In/Out	IN					IN	OUT	OUT	OUT		IN				
Volume	25	0	0	0	0	25	16	249	16	0	398	0	0	Creekside	498	311
Subtotal	25	119	38	202	99	81	57	361	17	27	480	101	0			
Total	96	256	536	551	260	132	134	607	55	519	769	251	4166			

TURNING MOVEMENT VOLUME COUNTS

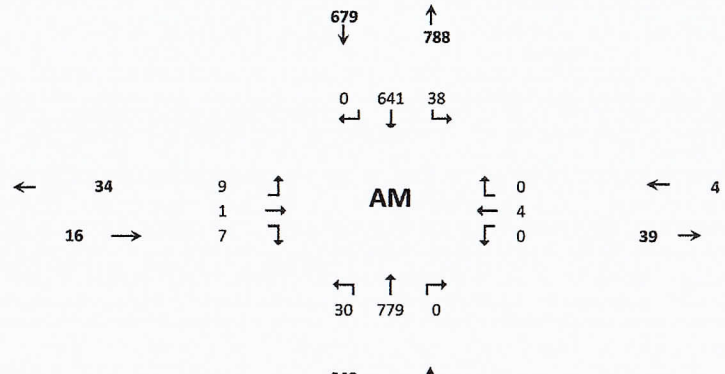
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15		91			81								172	701
7:15-7:30		81			76								157	708
7:30-7:45		100			101								201	730
7:45-8:00		90			81								171	672
8:00-8:15		86			93								179	642
8:15-8:30		88			91								179	
8:30-8:45		80			63								143	
8:45-9:00		50			91								141	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	0	364	0	0	366	0	0	0	0	0	0	0	730	
Season Factor	0	364	0	0	366	0	0	0	0	0	0	0	730	
Growth	0	386	0	0	388	0	0	0	0	0	0	0	775	
In/Out	-					-	-	-	-		-			
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

SUBPROJECTS

															Trips In	Trips Out
%	40%			50%			50%	5%	40%		5%			Kings Highway Commerce Park	0	0
In/Out	IN			IN			OUT	OUT	OUT		IN					
Volume	30	0	0	38	0	0	9	1	7	0	4	0	0	Project Hunt	76	17
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	169	0	0	37	0	0	0	0	0	0	0	0	St Lucie Commerce Center	563	124
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	3	0	0	0	0	0	0	0	0	Whispering Oaks	45	167
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	7	0	0	0	0	0	0	0	0	Bent Creek	123	371
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	10	0	0	0	0	0	0	0	0	Wawa Kings	63	64
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	178	0	0	177	0	0	0	0	0	0	0	0	Kings Highway Warehouse	342	341
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	30	0	0	8	0	0	0	0	0	0	0	0	Stonemont	197	55
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	8	0	0	0	0	0	0	0	0	Celebration Pointe	121	385
Subtotal	30	393	0	38	253	0	9	1	7	0	4	0	0			
Total	30	779	0	38	641	0	9	1	7	0	4	0	1509			

TURNING MOVEMENT VOLUME COUNTS

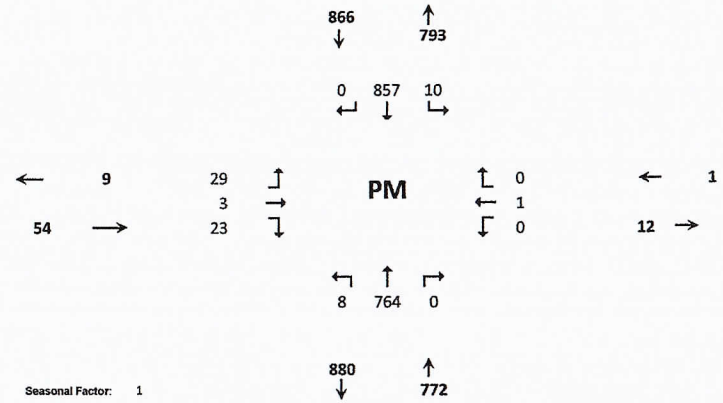
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	



PM PEAK HOUR IS FROM:				4:15PM TO 5:15PM									
Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899
In/Out	-	0	0	0	0	-	-	-	-	0	-	0	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	0	0

SUBPROJECTS

															Trips In	Trips Out
%	40.0%			50.0%			50.0%	5.0%	40.0%		5.0%					
In/Out	IN			IN			OUT	OUT	OUT		IN					
Volume	8	0	0	10	0	0	29	3	23	0	1	0	0	Project Hunt	19	57
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center	208	784
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek	385	226
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe	398	229
Subtotal	8	342	0	10	380	0	29	3	23	0	1	0	0			
Total	8	764	0	10	857	0	29	3	23	0	1	0	1693			

TURNING MOVEMENT VOLUME COUNTS

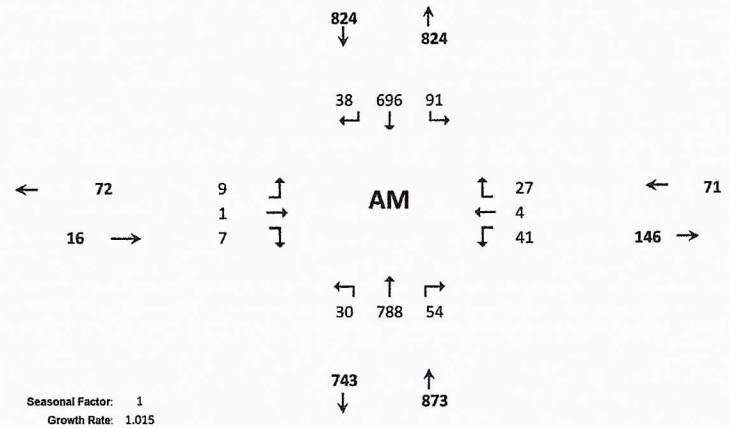
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15		91			81								172	701
7:15-7:30		81			76								157	708
7:30-7:45		100			101								201	730
7:45-8:00		90			81								171	672
8:00-8:15		86			93								179	642
8:15-8:30		88			91								179	
8:30-8:45		80			63								143	
8:45-9:00		50			91								141	



AM PEAK HOUR IS FROM:		7:30 AM TO 8:30AM												
Volumes	0	364	0	0	366	0	0	0	0	0	0	0	730	
Season Factor	0	364	0	0	366	0	0	0	0	0	0	0	730	
Growth	0	386	0	0	388	0	0	0	0	0	0	0	775	
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT		
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%		
PROJECT	0	9	54	91	54	0	0	0	0	41	0	27	276	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

SUBPROJECTS															Trips In	Trips Out
%	40%					50%	50%	5%	40%		5%					
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	30	0	0	0	0	38	9	1	7	0	4	0	0	Project Hunt	76	17
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	169	0	0	37	0	0	0	0	0	0	0	0	St Lucie Commerce Center	563	124
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	3	0	0	0	0	0	0	0	0	Whispering Oaks	45	167
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	7	0	0	0	0	0	0	0	0	Bent Creek	123	371
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	10	0	0	0	0	0	0	0	0	Wawa Kings	63	64
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	178	0	0	177	0	0	0	0	0	0	0	0	Kings Highway Warehouse	342	341
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	30	0	0	8	0	0	0	0	0	0	0	0	Stonemont	197	55
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	8	0	0	0	0	0	0	0	0	Celebration Pointe	121	385
Subtotal	30	393	0	0	253	38	9	1	7	0	4	0	0			
Total	30	788	54	91	696	38	9	1	7	41	4	27	1785			

TURNING MOVEMENT VOLUME COUNTS

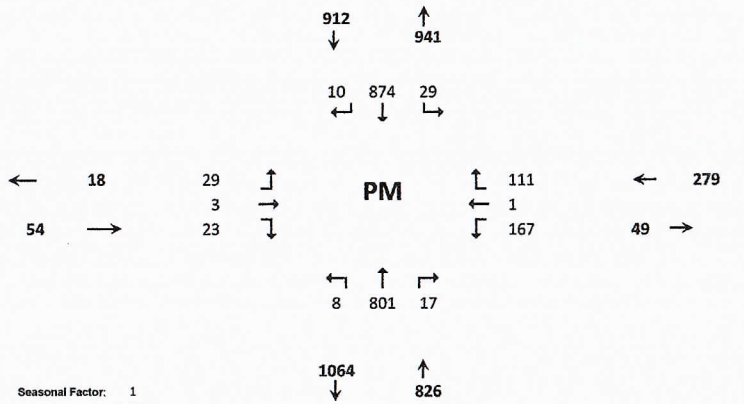
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	



PM PEAK HOUR IS FROM: 4:15PM TO 5:15PM

Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847	
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847	
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899	
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT		
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%		
PROJECT	0	37	17	29	17	0	0	0	0	167	0	111	379	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

															Trips In	Trips Out
%	40.0%					50.0%	50.0%	5.0%	40.0%		5.0%					
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	8	0	0	0	0	10	29	3	23	0	1	0	0	Project Hunt	19	57
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center	208	784
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek	385	226
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe	398	229
Subtotal	8	342	0	0	380	10	29	3	23	0	1	0	0			
Total	8	801	17	29	874	10	29	3	23	167	1	111	2072			

TURNING MOVEMENT VOLUME COUNTS

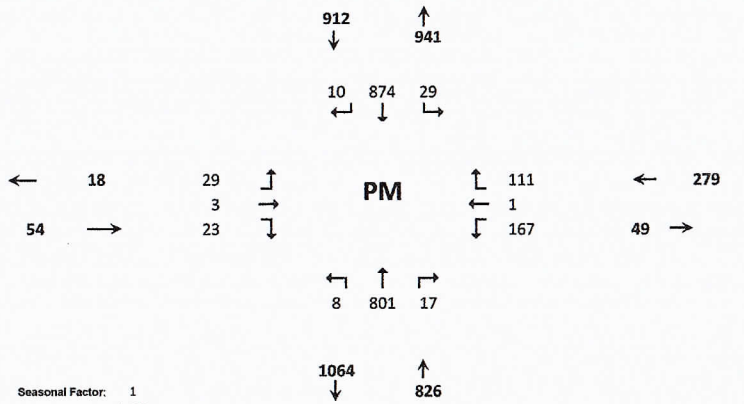
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	



PM PEAK HOUR IS FROM: 4:15PM TO 5:15PM

Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847	
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847	
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899	
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT		
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%		
PROJECT	0	37	17	29	17	0	0	0	0	167	0	111	379	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

%	40.0%					50.0%	50.0%	5.0%	40.0%		5.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN				
Volume	8	0	0	0	0	10	29	3	23	0	1	0	0	Project Hunt	19	57
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center	208	784
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek	385	226
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe	398	229
Subtotal	8	342	0	0	380	10	29	3	23	0	1	0	0			
Total	8	801	17	29	874	10	29	3	23	167	1	111	2072			

TRAFFIC IMPACT ANALYSIS

PRUITT COMMERCE CENTER (F.K.A. TCERDA)

ST. LUCIE COUNTY, FL

PREPARED FOR:
PCC2023, LLC.

Kimley»Horn

September 9, 2025
Revised December 16, 2025
KH # 245490000
Registry No. 35106
Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Kings Highway & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		36	143	123		189	216	373		109	411	229		231	151	83
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume		40	157	135		208	238	410		120	452	252		254	166	91
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		66	142	119		344	170	233		67	191	228		196	174	32
Hope Commercial				2		33				4	0	10	0	0	0	0
TOTAL "VESTED" TRAFFIC		66	142	121		377	170	233		71	191	238		196	174	32
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		11	44	38		58	67	115		34	127	71		71	46	25
Background Traffic Volumes		110	315	270		607	433	686		204	690	516		477	357	133

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				10.0%		33.0%									7.0%	
				26		84									18	
Exiting										10.0%	7.0%	33.0%				
										8	5	25				
AM TOTAL PROJECT TRAFFIC	0	0	0	26	0	84	0	0	0	8	5	25	0	0	18	0
Future Total AM Volumes	0	110	315	296	0	691	433	686	0	212	695	541	0	477	375	133

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Kings Highway & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		89	334	117		181	279	291		111	206	237		318	399	24
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume		98	367	129		199	307	320		122	227	261		350	439	26
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		74	204	88		271	149	317		148	221	349		266	230	61
Hope Commercial				1		13				2		33				
TOTAL "VESTED" TRAFFIC		74	204	89		284	149	317		150	221	382		266	230	61
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		27	103	36		56	86	90		34	64	73		98	123	7
Background Traffic Volumes		182	609	231		504	488	670		285	472	670		653	715	90

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	10.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%
	0	0	0	10	0	33	0	0	0	0	0	0	0	0	7	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	7.0%	33.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	0	0	0	26	18	84	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	10	0	33	0	0	0	26	18	84	0	0	7	0
Future Total PM Volumes	0	182	609	241	0	537	488	670	0	311	490	754	0	653	722	90

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Driveway 1

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	405	0	0	0	451	0
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume	0	0	0	0	0	0	0	0	0	0	446	0	0	0	496	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											486				637	
Hope Commercial								20			13	47		35	22	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	20	0	0	499	47	0	35	659	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	125	0	0	0	139	0
Background Traffic Volumes		0	0	0		0	0	20		0	992	47		35	1,207	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										30.0%						25.0%
										77						64
Exiting		50.0%		20.0%												
		38		15												
AM TOTAL PROJECT TRAFFIC	0	38	0	15	0	0	0	0	0	77	0	0	0	0	0	64
Future Total AM Volumes	0	38	0	15	0	0	0	20	0	77	992	47	0	35	1,207	64

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Driveway 1

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	434	0	0	0	502	0
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume	0	0	0	0	0	0	0	0	0	0	477	0	0	0	552	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											718				589	
Hope Commercial								65			44	18		13	74	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	65	0	0	762	18	0	13	663	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	134	0	0	0	155	0
Background Traffic Volumes		0	0	0		0	0	65		0	1,289	18		13	1,273	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%
	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	25
Exiting	0.0%	50.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	128	0	51	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	128	0	51	0	0	0	0	0	30	0	0	0	0	0	25
Future Total PM Volumes	0	128	0	51	0	0	0	65	0	30	1,289	18	0	13	1,273	25

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Picos Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	5	0	77	0	0	0	0	0	23	400	0	0	0	432	19
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume	0	6	0	91	0	0	0	0	0	27	472	0	0	0	510	22
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											533				302	
Hope Commercial											74				22	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	607	0	0	0	324	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH	0	2	0	25	0	0	0	0	0	8	132	0	0	0	143	6
Background Traffic Volumes		8	0	116		0	0	0		35	1,128	0		0	887	28

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										18.0%	30.0%				5.0%	5.0%
										46	77				13	13
Exiting				18.0%												
				14												
AM TOTAL PROJECT TRAFFIC	0	0	0	14	0	0	0	0	0	46	77	0	0	0	13	13
Future Total AM Volumes	0	8	0	130	0	0	0	0	0	81	1,205	0	0	0	900	41

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Picos Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	4	0	60	0	0	0	0	0	47	430	0	0	0	488	14
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume	0	5	0	71	0	0	0	0	0	55	507	0	0	0	576	17
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											387				589	
Hope Commercial											29				74	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	416	0	0	0	663	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	1	0	20	0	0	0	0	0	15	142	0	0	0	161	5
Background Traffic Volumes		6	0	91		0	0	0		70	976	0		0	1,299	22

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	30.0%	0.0%	0.0%	0.0%	5.0%	5.0%
	0	0	0	0	0	0	0	0	0	18	30	0	0	0	5	5
Exiting	0.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	46	0	0	0	0	0	18	30	0	0	0	5	5
Future Total PM Volumes	0	6	0	137	0	0	0	0	0	88	1,006	0	0	0	1,304	27

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Okeechobee Road

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		106	415	89		457	260	146		54	268	589		136	188	99
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume		117	457	98		503	286	161		59	295	648		150	207	109
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		76	9	0		1	23	242			215	2		113	155	34
Hope Commercial		5	0	0		0	0	27			5			8	2	2
TOTAL "VESTED" TRAFFIC		81	9	0		1	23	269		0	220	2		121	157	36
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		33	128	27		141	80	45		17	83	181		42	58	31
Background Traffic Volumes		210	585	125		644	366	447		76	546	829		287	386	156

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		5.0%						18.0%			20.0%					
		13						46			51					
Exiting														18.0%	20.0%	5.0%
														14	15	4
AM TOTAL PROJECT TRAFFIC	0	13	0	0	0	0	0	46	0	0	51	0	0	14	15	4
Future Total AM Volumes	0	223	585	125	0	644	366	493	0	76	597	829	0	301	401	160

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Okeechobee Road

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		79	332	35		438	440	111		80	181	572		154	194	78
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume		87	365	39		482	484	122		88	199	629		169	213	86
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		42	25	0		2	16	141			204	1		254	257	78
Hope Commercial		2	0	0		0	0	11			2			27	5	5
TOTAL "VESTED" TRAFFIC		44	25	0		2	16	152		0	206	1		281	262	83
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		24	102	11		135	136	34		25	56	176		47	60	24
Background Traffic Volumes		140	467	50		617	620	287		113	426	805		468	497	178

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	5	0	0	0	0	0	18	0	0	20	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	20.0%	5.0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	46	51	13
PM TOTAL PROJECT TRAFFIC	0	5	0	0	0	0	0	18	0	0	20	0	0	46	51	13
Future Total PM Volumes	0	145	467	50	0	617	620	305	0	113	446	805	0	514	548	191

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Southbound Ramps & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	922	193		0	647	808		0	0	0		326	0	267
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		0	1,023	214		0	718	897		0	0	0		362	0	296
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7	8			47									
TOTAL "VESTED" TRAFFIC		0	131	8		0	313	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	287	60		0	201	251		0	0	0		101	0	83
Background Traffic Volumes		0	1,310	274		0	1,106	1,148		0	0	0		463	0	379

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							20.0%									
							51									
Exiting			20.0%													
			15													
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	0	1,325	274	0	0	1,157	1,148	0	0	0	0	0	463	0	379

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Southbound Ramps & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	1,180	281	0	0	756	909	0	0	0	0	0	277	0	350
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume	0	0	1,310	312	0	0	839	1,009	0	0	0	0	0	307	0	389
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22	25			18									
TOTAL "VESTED" TRAFFIC		0	302	25		0	177	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	0	367	87	0	0	235	283	0	0	0	0	0	86	0	109
Background Traffic Volumes		0	1,749	399		0	1,104	1,292		0	0	0		393	0	498

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	0	1,800	399	0	0	1,124	1,292	0	0	0	0	0	393	0	498

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

I-95 Northbound Ramps & Okeechobee Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	954	294		0	1,233	242		215	0	1,091		0	0	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		0	1,059	326		0	1,369	269		239	0	1,211		0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7							25						
TOTAL "VESTED" TRAFFIC		0	131	0		0	266	0		25	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	297	91		0	383	75		67	0	339		0	0	0
Background Traffic Volumes		0	1,356	417		0	1,778	344		306	0	1,550		0	0	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							20.0%									
							51									
Exiting			20.0%													
			15													
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	0	1,371	417	0	0	1,829	344	0	306	0	1,550	0	0	0	0

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

I-95 Northbound Ramps & Okeechobee Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	991	466		0	1,493	328		161	0	757		0	0	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		0	1,100	517		0	1,657	364		179	0	840		0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22							10						
TOTAL "VESTED" TRAFFIC		0	302	0		0	159	0		10	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		0	308	145		0	464	102		50	0	235		0	0	0
Background Traffic Volumes		0	1,517	662		0	2,121	466		229	0	1,075		0	0	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	0	1,568	662	0	0	2,141	466	0	229	0	1,075	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		192	1,528	320		115	947	142		368	171	134		264	191	112
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		213	1,696	355		128	1,051	158		408	190	149		293	212	124
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7				27									
TOTAL "VESTED" TRAFFIC		0	131	0		0	293	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		60	475	99		36	294	44		114	53	42		82	59	35
Background Traffic Volumes		273	2,171	454		164	1,454	202		522	243	191		375	271	159

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			0.0%				20.0%	3.0%								
			0				51	8								
Exiting			20.0%											3.0%		
			15											2		
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	8	0	0	0	0	0	2	0	0
Future Total AM Volumes	0	273	2,186	454	0	164	1,505	210	0	522	243	191	0	377	271	159

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		197	1,265	328		186	1,307	170		342	173	51		324	199	112
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		219	1,404	364		206	1,451	189		380	192	57		360	221	124
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22				11									
TOTAL "VESTED" TRAFFIC		0	302	0		0	170	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		61	393	102		58	406	53		106	54	16		101	62	35
Background Traffic Volumes		280	1,853	466		264	1,857	242		486	246	73		461	283	159

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	3	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	8	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	3	0	0	0	0	0	8	0	0
Future Total PM Volumes	0	280	1,904	466	0	264	1,877	245	0	486	246	73	0	469	283	159

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		29	968	70		172	711	22		99	17	180		11	14	14
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		32	1,074	78		191	789	24		110	19	200		12	16	16
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			298				334									
Hope Commercial			5				22					2				
TOTAL "VESTED" TRAFFIC		0	303	0		0	356	0		0	0	2		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		9	301	22		53	221	7		31	5	56		3	4	4
Background Traffic Volumes		41	1,489	100		244	1,228	31		141	24	256		15	20	20

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									
							26									
Exiting			10.0%													
			8													
AM TOTAL PROJECT TRAFFIC	0	0	8	0	0	0	26	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	41	1,497	100	0	244	1,254	31	0	141	24	256	0	15	20	20

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		10	562	80		234	760	7		92	6	169		22	28	26
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		11	624	89		260	844	8		102	7	188		24	31	29
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			418				351									
Hope Commercial			16				8					5				
TOTAL "VESTED" TRAFFIC		0	434	0		0	359	0		0	0	5		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		3	175	25		73	236	2		29	2	53		7	9	8
Background Traffic Volumes		14	1,123	114		333	1,291	10		131	9	241		31	40	37

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	26	0	0	0	10	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	14	1,149	114	0	333	1,301	10	0	131	9	241	0	31	40	37

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

I-95 Northbound Ramps & Orange Avenue

EXISTING GEOMETRY

COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		134	313	0		0	393	0		0	0	0		0	0	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM Peak Season Volume		134	313	0		0	393	0		0	0	0		0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		141	298	0		0	334	0		0	0	0	0	0	0	0
Hope Commercial		5	5				16	0								
TOTAL "VESTED" TRAFFIC		146	303	0		0	350	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		38	88	0		0	110	0		0	0	0		0	0	0
Background Traffic Volumes		294	649	0		0	784	0		0	0	0		0	0	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									0.0%
							26									0
Exiting		13.0%	10.0%													
		10	8													
AM TOTAL PROJECT TRAFFIC	0	10	8	0	0	0	26	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	304	657	0	0	0	810	0	0	0	0	0	0	0	0	0

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

I-95 Northbound Ramps & Orange Avenue

EXISTING GEOMETRY

COUNT DATE: March 27, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		127	519	0		0	681	0		0	0	0	0	0	0	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM Peak Season Volume		127	519	0		0	681	0		0	0	0	0	0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		259	418	0		0	351	0		0	0	0	0	0	0	0
Hope Commercial		16	16				6	0								
TOTAL "VESTED" TRAFFIC		275	434	0		0	357	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		36	145	0		0	191	0		0	0	0	0	0	0	0
Background Traffic Volumes		415	1,007	0		0	1,109	0		0	0	0		0	0	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Exiting	0.0%	13.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	33	26	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	33	26	0	0	0	10	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	448	1,033	0	0	0	1,119	0	0	0	0	0	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Soutbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	210	0		298	413	0		0	0	0		0	0	240
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM Peak Season Volume		0	210	0		298	413	0		0	0	0		0	0	240
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			408			23	381									186
Hope Commercial			10				16			0	0	0		0	0	16
TOTAL "VESTED" TRAFFIC		0	418	0		23	397	0		0	0	0		0	0	202
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	59	0		83	116	0		0	0	0		0	0	67
Background Traffic Volumes		0	650	0		381	853	0		0	0	0		0	0	467

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									10.0%
							26									26
Exiting			23.0%													
			17													
AM TOTAL PROJECT TRAFFIC	0	0	17	0	0	0	26	0	0	0	0	0	0	0	0	26
Future Total AM Volumes	0	0	667	0	0	381	879	0	0	0	0	0	0	0	0	493

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Soutbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	482	0		285	622	0		0	0	0		0	0	138
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM Peak Season Volume		0	482	0		285	622	0		0	0	0		0	0	138
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			633			40	457									196
Hope Commercial			33				6									6
TOTAL "VESTED" TRAFFIC		0	666	0		40	463	0		0	0	0		0	0	202
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		0	135	0		80	174	0		0	0	0		0	0	39
Background Traffic Volumes		0	1,198	0		365	1,150	0		0	0	0		0	0	354

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10
Exiting	0.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	59	0	0	0	10	0	0	0	0	0	0	0	0	10
Future Total PM Volumes	0	0	1,257	0	0	365	1,160	0	0	0	0	0	0	0	0	364

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Picos Road & Driveway 5
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			82				42									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume			97				50									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH			27				14									
Background Traffic Volumes			124				64									

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		0.0%		1.0%		7.0%		8.0%								
		0		3		18		20								
Exiting										1.0%		6.0%		6.0%		0.0%
										1		5		5		0
AM TOTAL PROJECT TRAFFIC	0	0	0	3	0	18	0	20	0	1	0	5	0	5	0	0
Future Total AM Volumes	0	0	124	3	0	18	64	20	0	1	0	5	0	5	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Picos Road & Driveway 5
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			64				61									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume			76				72									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH			21				20									
Background Traffic Volumes			97				92									

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	1.0%	0.0%	7.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	1	0	7	0	8	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	6.0%	0.0%	6.0%	0.0%	0.0%
	0	0	0	0	0	0	0	0	0	3	0	15	0	15	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	1	0	7	0	8	0	3	0	15	0	15	0	0
Future Total PM Volumes	0	0	97	1	0	7	92	8	0	3	0	15	0	15	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Picos Road & Driveway 6
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			82				42									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume			97				50									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH			27				14									
Background Traffic Volumes			124				64									

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		1.0%				4.0%		4.0%								
		3				10		10								
Exiting										0.0%		3.0%		3.0%		1.0%
										0		2		2		1
AM TOTAL PROJECT TRAFFIC	0	3	0	0	0	10	0	10	0	0	0	2	0	2	0	1
Future Total AM Volumes	0	3	124	0	0	10	64	10	0	0	0	2	0	2	0	1

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Picos Road & Driveway 6
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			64				61									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume			76				72									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH			21				20									
Background Traffic Volumes			97				92									

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	1.0%	0.0%	0.0%	0.0%	4.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	3.0%	0.0%	1.0%
	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	3
PM TOTAL PROJECT TRAFFIC	0	1	0	0	0	4	0	4	0	0	0	8	0	8	0	3
Future Total PM Volumes	0	1	97	0	0	4	92	4	0	0	0	8	0	8	0	3

MILLCREEK PD

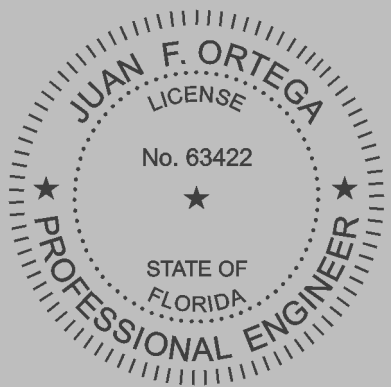
CITY OF FORT PIERCE, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
DREAM FINDERS HOMES, LLC

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458



June 14, 2024

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on June 14, 2024, using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

2. TRIP GENERATION

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

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

Table 1: Trip Generation Rates

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

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

Table 2: Trip Generation

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

MEMORANDUM

TO: St. Lucie County Growth Management

FROM: William Blazak, Sr. Project Manager

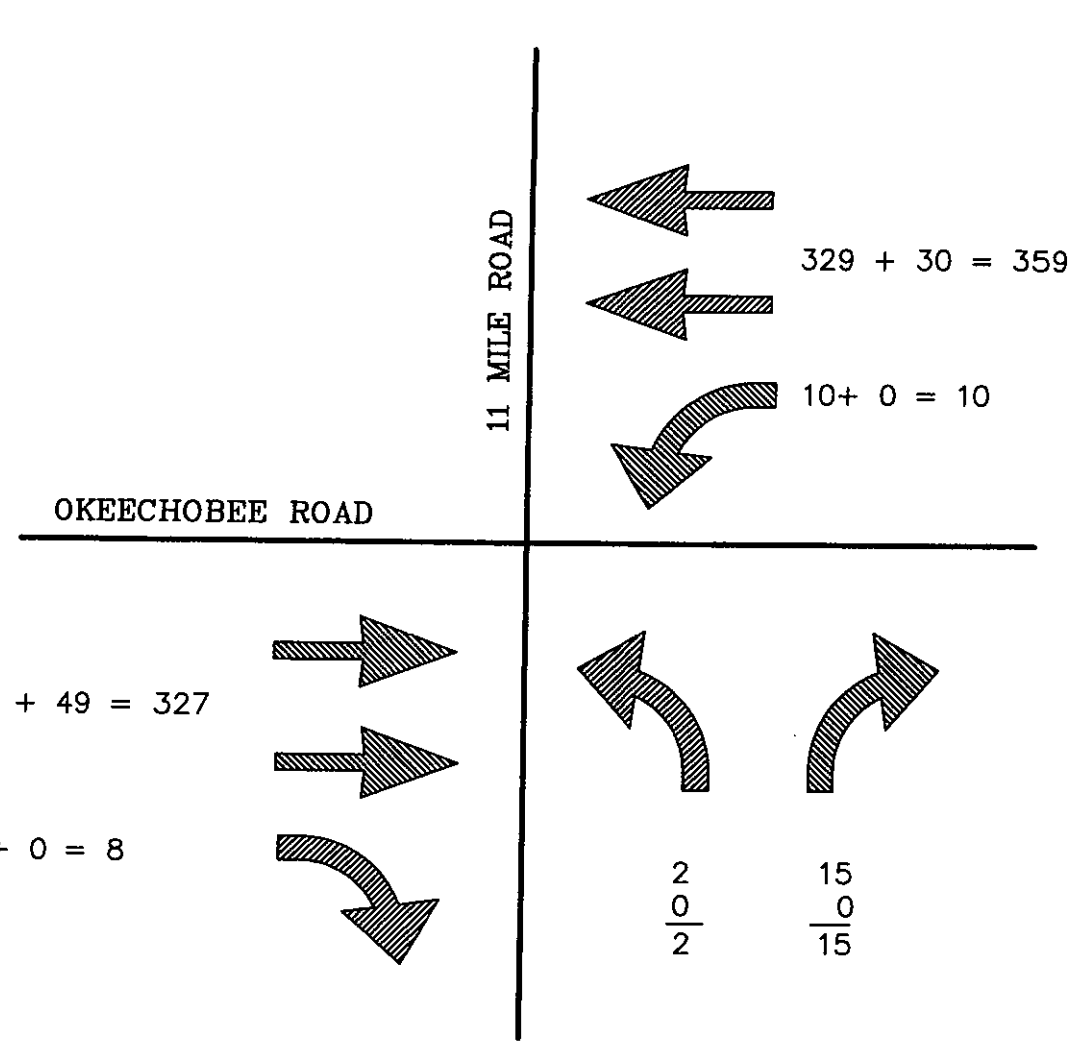
DATE: April 2006

Re: Traffic Impact Report

The following Traffic impact report was prepared for the Creekside PUD. The Creekside Addition will utilize the same entrances as previously approved with the Creekside PUD.

It is important to note that the Traffic Impact Report recognizes the 40 additional units that the Creekside Addition will add to the already approved Creekside PUD.

The 40 additional units were openly discussed with the Board of County Commissioners, St. Lucie County Road and Bridge Department and the Growth Management Division with all in agreement that the Creekside PUD with a total of 840 units, complied with concurrency requirements with regard to traffic impacts.



P.M. PEAK

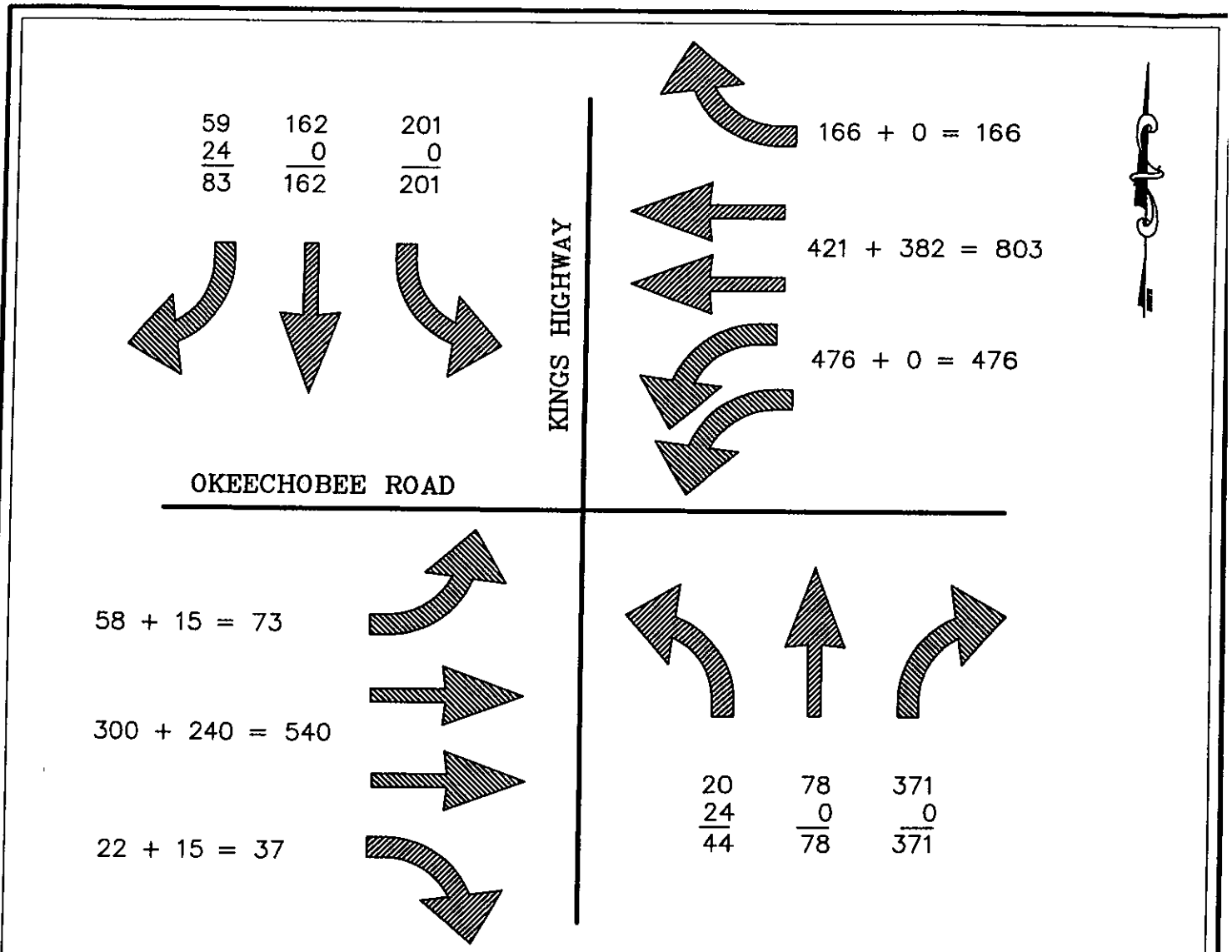
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 4

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & 11 Mile Road

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



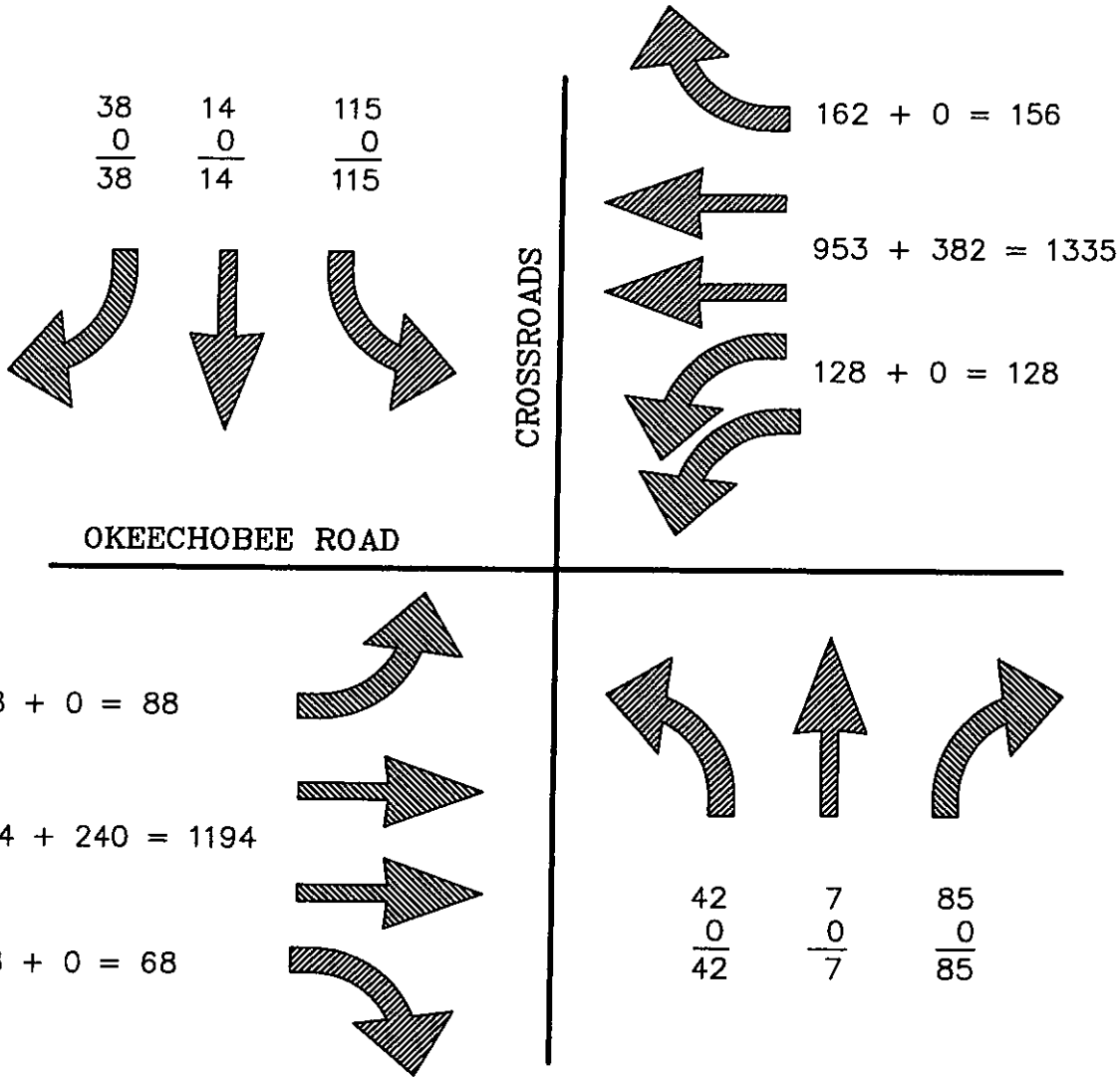
P.M. PEAK

XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 5

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE	
P.M. PEAK HOUR MOVEMENTS	
Okeechobee Road & Kings Highway	
JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

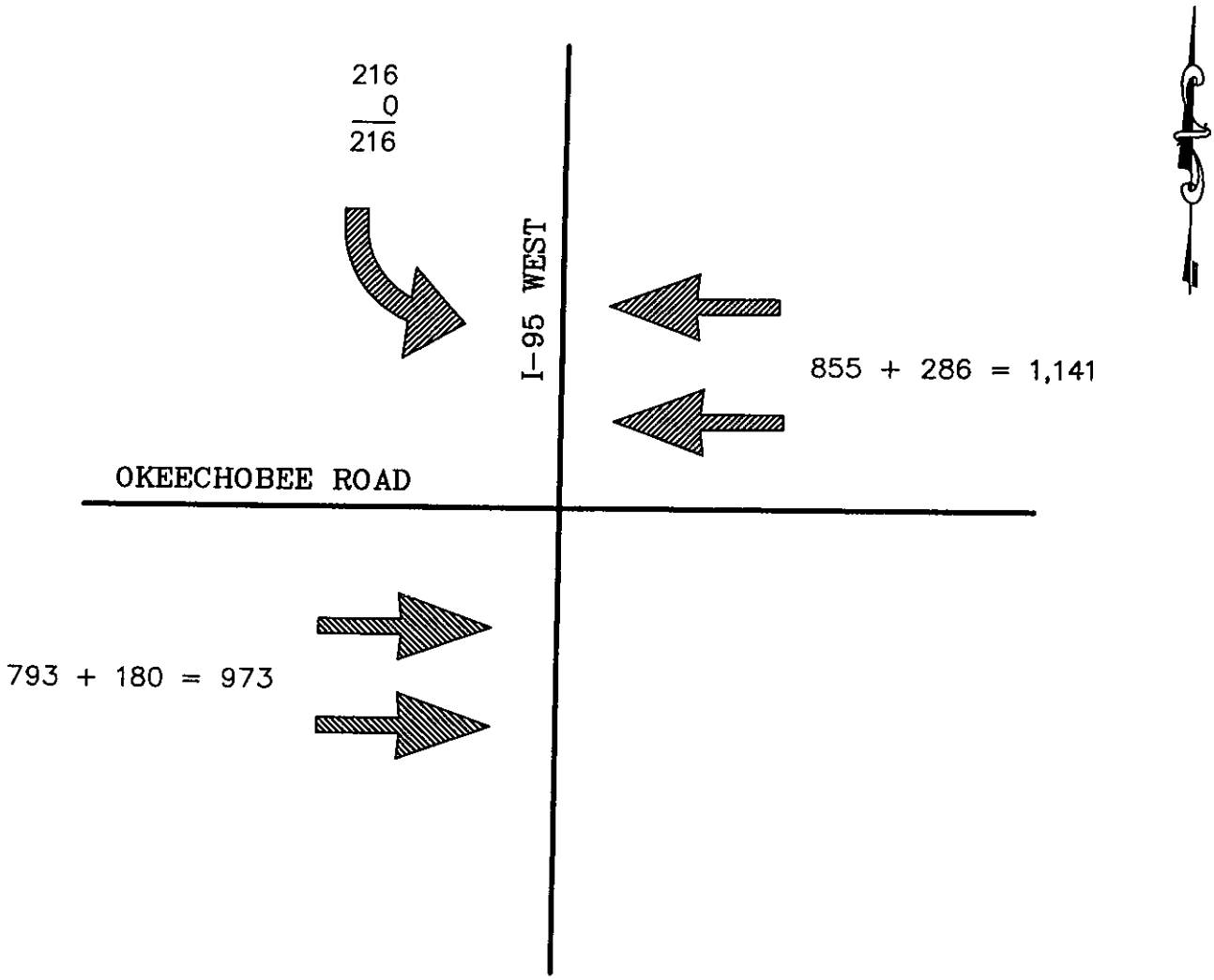
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 6

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & Crossroads

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

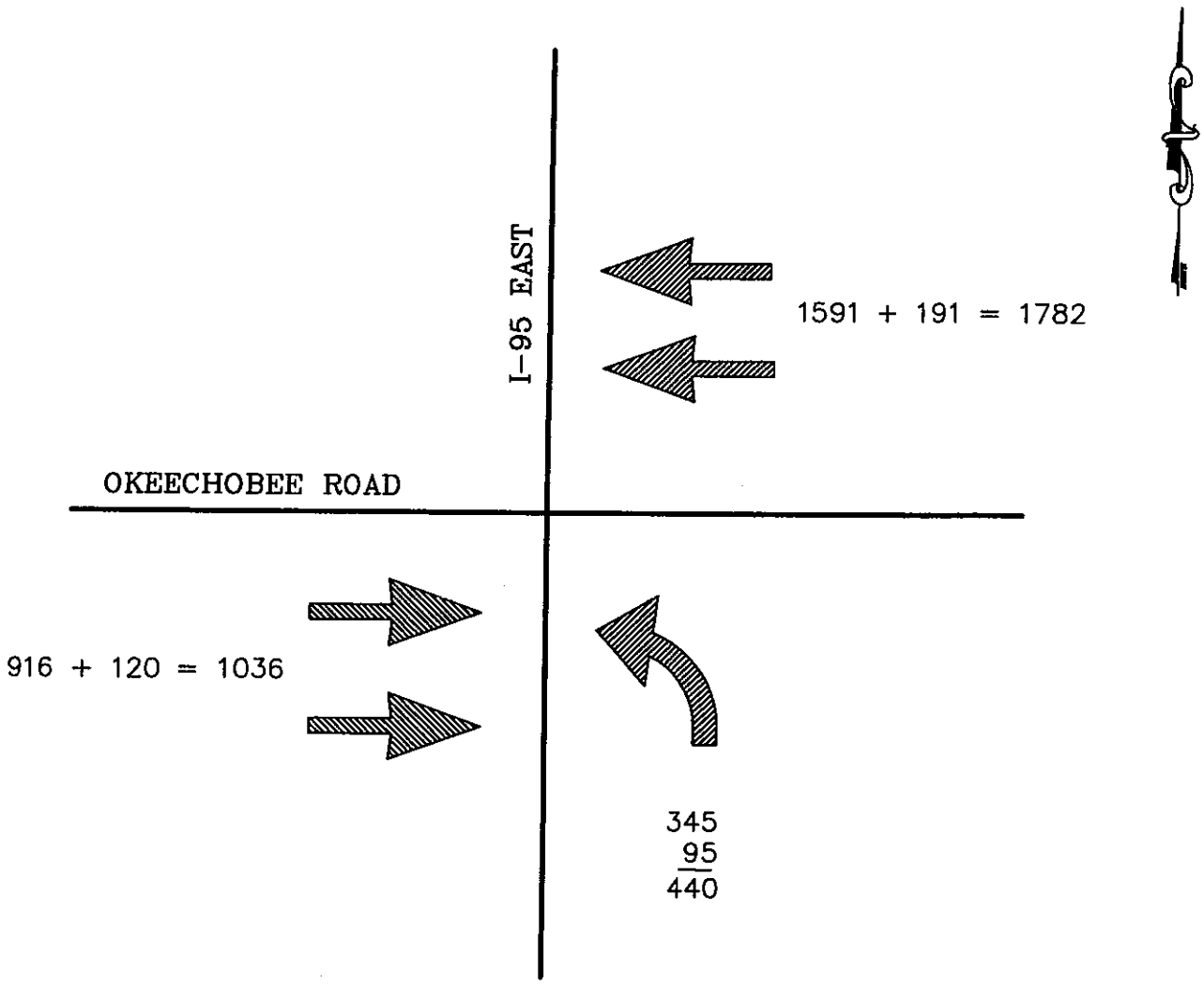
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 7

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & I-95 West

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 8

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE

P.M. PEAK HOUR MOVEMENTS

Okeechobee Road & I-95 East

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06

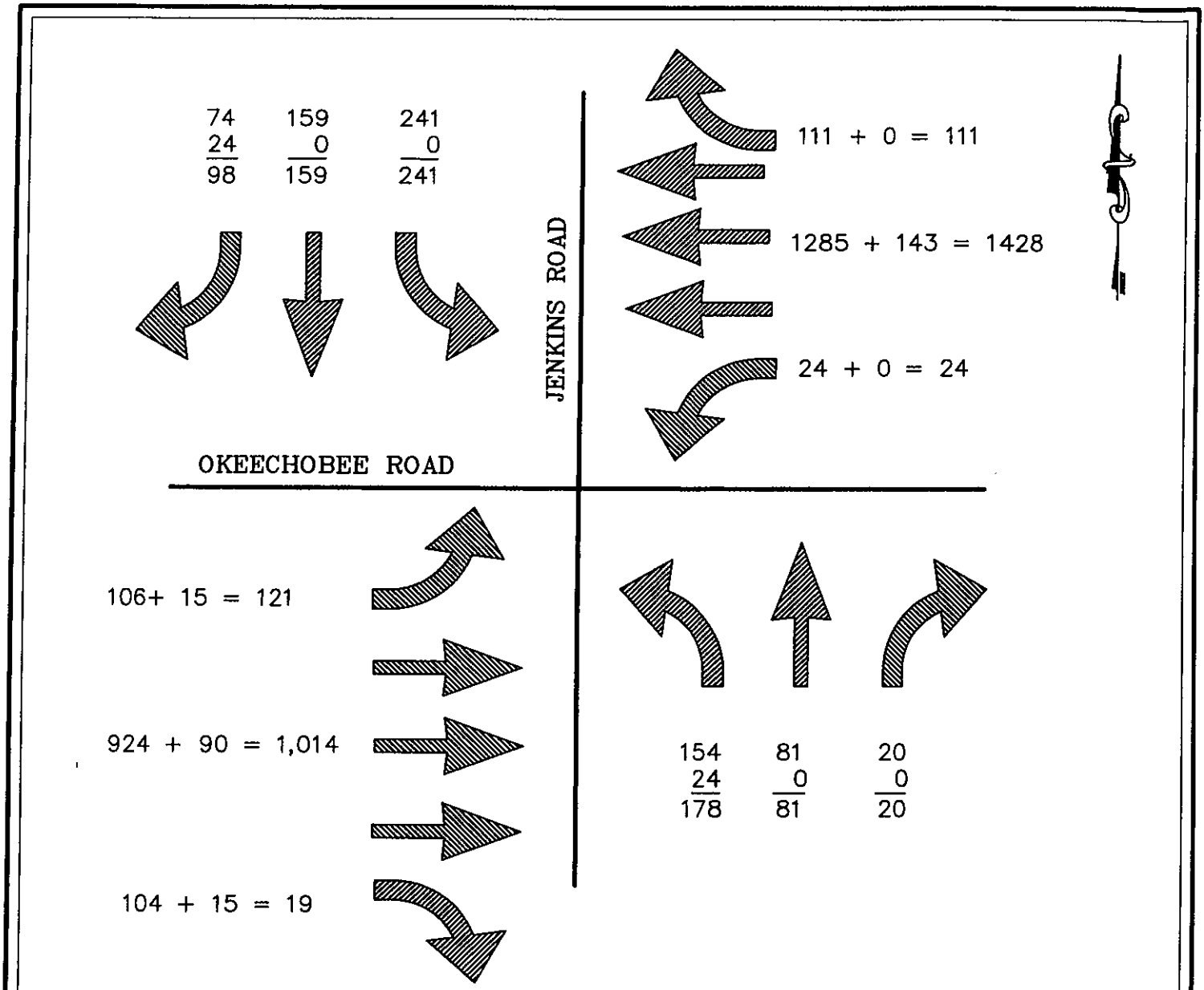


FIGURE 9

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & Jenkins Road

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Drawdy Angle Road Residential

Prepared for:

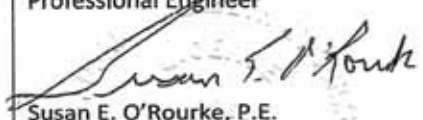
Mr. Brad Currie
EDC
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987

Prepared by

O'Rourke Engineering & Planning
22 SE Seminole St
Stuart, Florida 34994
772-781-7918

January 30, 2023
Revised May 11, 2023

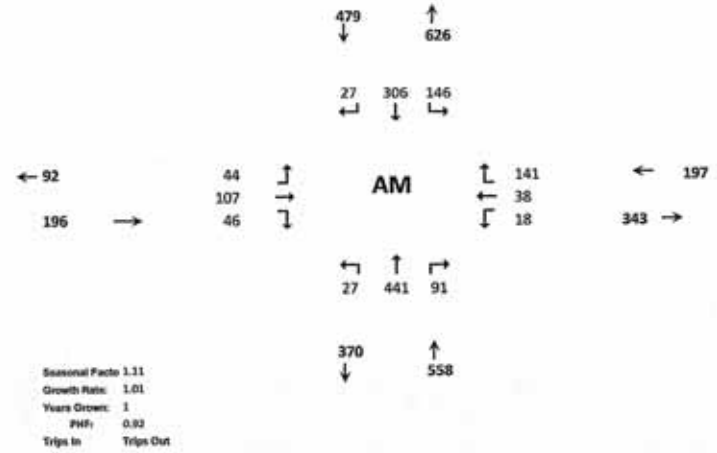
SR21112.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 5/11/2023 License #: 42684

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	12	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	89	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	
AM PEAK HOUR IS FROM:	7:00 AM TO 8:30AM													
Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	27	441	91	146	306	27	44	107	46	18	38	141	1431	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	27	441	91	146	306	27	44	107	46	18	38	141	1431	



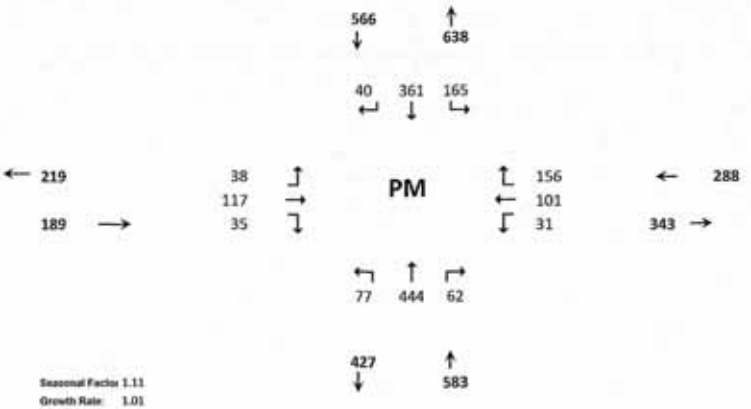
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.92
Trips In
Trips Out

E-6

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / W Angle Rd - PM 2022
Existing

15 Min Period / lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451	
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611	
Growth	77	444	62	165	361	40	38	117	35	31	101	156	1627	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	77	444	62	165	361	40	38	117	35	31	101	156	1627	



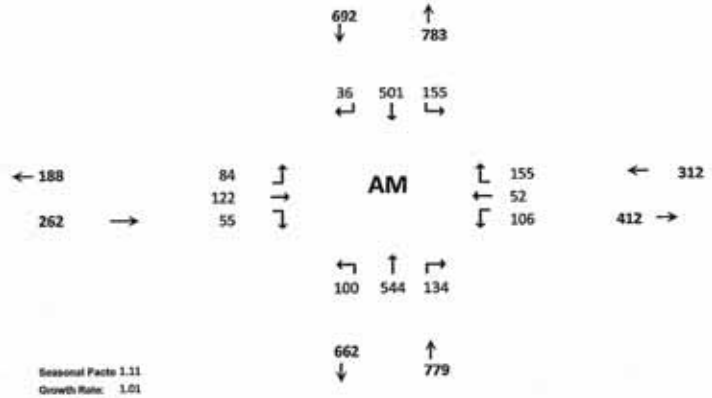
Seasonal Factor 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.94
Trips In
Trips Out

E-8

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 11/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	12	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	83	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	28	463	95	153	322	28	46	112	48	19	40	148	1503	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	28	463	95	153	322	28	46	112	48	19	40	148	1503	



Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.92
Trips In
Trips Out

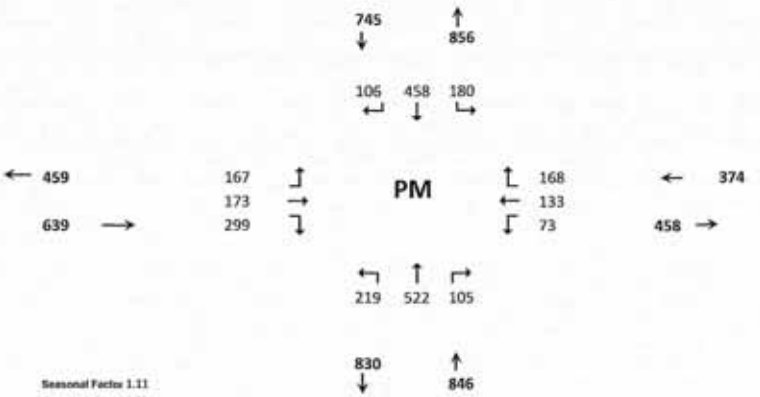
Other Projects															Trips In	Trips Out
In/Out				-		IN	OUT	OUT			IN					
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%		Sunnyland	75	223
Volume	0	0	0	0	0	8	22	4	0	0	2	0	36			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Percentage	0%	25%	10%	0%	25%	0%	0%	0%	0%	10%	0%	0%	0%	KRE	393	117
Volume	0	29	12	0	98	0	0	0	0	39	0	0	179			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	42	7	2	0	7	0	0	0	0	7	0	0	59	St. Lucie Commerce Center (25%)	141	81
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	13	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	7	34	20	0	34	0	0	0	7	21	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	4	3	0	16	0	0	0	0	10	0	0	34	Stone Mont	203	56
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	23	0	0	0	16	0	16	5	0	2	2	0	64	7-11 Angle	45	46
Subtotal	72	81	39	2	179	8	38	10	7	87	12	7	542			
Total	100	544	134	155	501	36	84	122	55	106	52	155	2045			

E-10

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / W Angle Rd - PM 2027
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451	
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611	
Growth	81	467	65	173	379	42	40	123	37	33	106	164	1710	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	81	467	65	173	379	42	40	123	37	33	106	164	1710	
Other Projects														
In/Out				-		IN	OUT	OUT			IN			
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%		
Volume	0	0	0	0	0	26	15	3	0	0	5	0	50	
In/Out	IN			-	IN	IN	OUT	OUT	OUT		IN	-		
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	
Volume	98	0	0	0	0	38	97	39	253	0	15	0	540	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%		
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Volume	16	10	10	0	3	0	0	0	0	3	0	0	40	
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	4	22	13	0	46	0	0	0	9	27	0	0	121	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%		
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Volume	0	15	10	0	6	0	0	0	0	4	0	0	34	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%		
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-		
Volume	20	0	0	0	14	0	14	4	0	2	2	0	56	
Subtotal	138	55	40	7	79	64	127	51	262	40	27	4	894	
Total	219	522	105	180	458	106	167	173	299	73	133	168	2603	



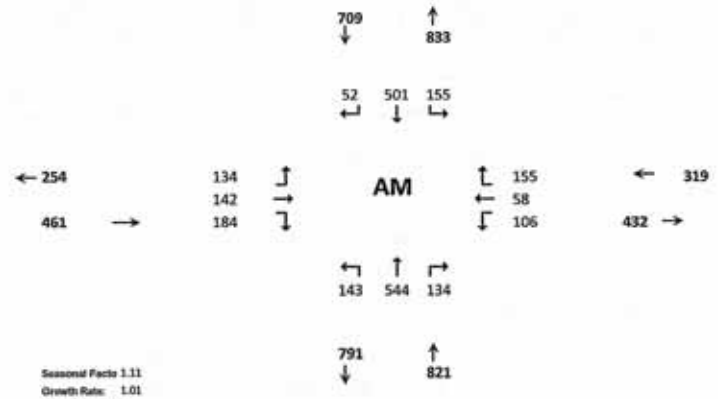
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.94

	Trips In	Trips Out
Sunnyland	261	154
KRE	151	389
Hunt	19	57
St. Lucie Commerce Center (25%)	52	196
Whispering Oaks	172	94
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park\White	142	458
Walsh Crossroads	10	11
Stone Mont	70	192
Celebration Pointe (25%)	100	57
7-11 Angle	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	13	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	83	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	28	463	95	153	322	28	46	112	48	19	40	148	1503	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	
PROJECT	43	0	0	0	0	17	50	20	129	0	7	0	265	
Total	71	463	95	153	322	45	96	132	178	19	47	148	1768	

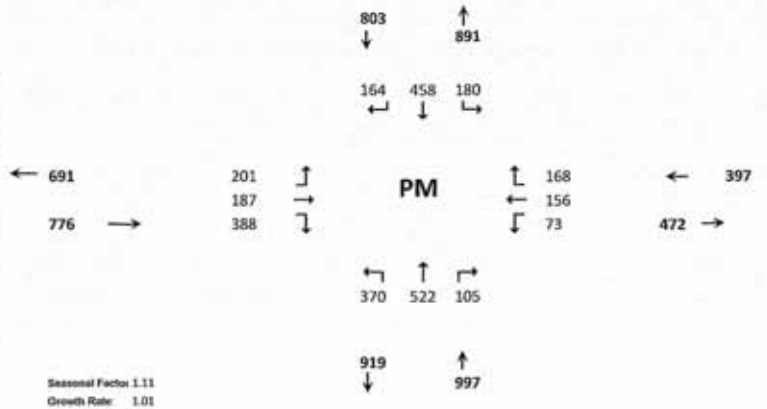
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.93
Trips In: 66
Trips Out: 199

Other Projects															Trips In	Trips Out
In/Out				-		IN	OUT	OUT			IN					
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%		Sunnyland	75	223
Volume	0	0	0	0	0	8	22	4	0	0	2	0	36			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Percentage	0%	25%	10%	0%	25%	0%	0%	0%	0%	10%	0%	0%	0%	KRE	393	117
Volume	0	29	12	0	98	0	0	0	0	39	0	0	179			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	10.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	42	2	2	0	7	0	0	0	0	7	0	0	59	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	7	34	20	0	34	0	0	0	7	21	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Kings Highway Commerce Park\White	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	4	3	0	16	0	0	0	0	10	0	0	34	Stone Mont	203	56
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	23	0	0	0	16	0	16	5	0	2	2	0	64	7-11 Angle	45	46
Subtotal	115	81	39	2	179	24	88	30	136	87	18	7	807			
Total	143	544	134	155	501	52	134	142	184	106	58	155	2310			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / W Angle Rd - PM 2027
With Project

15 Min Period (lanes)	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	
PM PEAK HOUR IS FROM:				4:45PM TO 5:45PM										
Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451	
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611	
Growth	81	467	65	173	379	42	40	123	37	33	106	164	1710	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%		
PROJECT	151	0	0	0	0	58	34	14	89	0	23	0	369	
Total	232	467	65	173	379	100	74	136	126	33	129	164	2079	
Other Projects														
In/Out				-		IN	OUT	OUT			IN			
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%		
Volume	0	0	0	0	0	26	15	3	0	0	5	0	50	
In/Out	IN			-	IN	IN	OUT	OUT	OUT		IN	-		
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	
Volume	98	0	0	0	0	38	97	39	253	0	15	0	540	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%		
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Volume	16	10	10	0	3	0	0	0	0	3	0	0	40	
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	4	22	13	0	46	0	0	0	9	27	0	0	121	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%		
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Volume	0	15	10	0	6	0	0	0	0	4	0	0	34	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%		
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-		
Volume	20	0	0	0	14	0	14	4	0	2	2	0	56	
Subtotal	289	55	40	7	79	122	161	65	351	40	50	4	1263	
Total	370	522	105	180	458	164	201	187	388	73	156	168	2972	



Seasonal Factor	1.11
Growth Rate:	1.01
Years Grown:	6
PHF:	0.94

Trips In	Trips Out
232	137

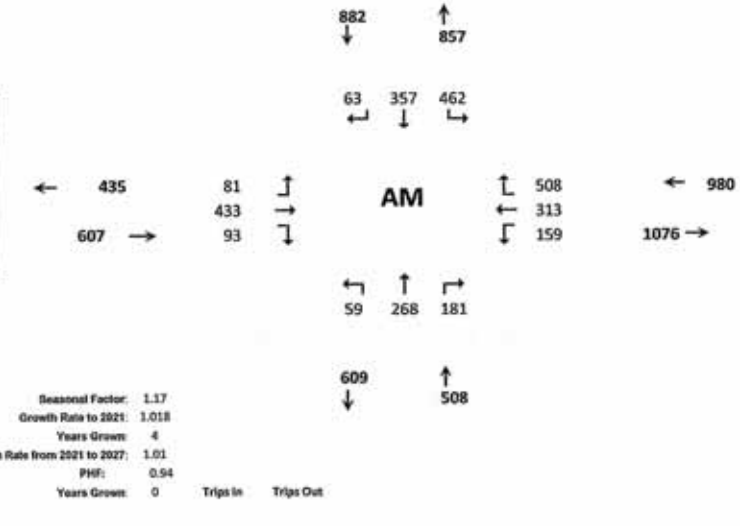
	Trips In	Trips Out
Sunnyland	261	154
KRE	151	389
Hunt	19	57
St. Lucie Commerce Center (25%)	52	196
Whispering Oaks	172	94
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park\ White Parcel	142	458
Walsh Crossroads	10	11
Stone Mont	70	192
Celebration Pointe (25%)	100	57
7-11 Angle	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 10/3/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/28/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	

AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM												
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978
Growth to 2027	59	268	181	462	357	63	81	433	93	159	313	508	2978
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	268	181	462	357	63	81	433	93	159	313	508	2978

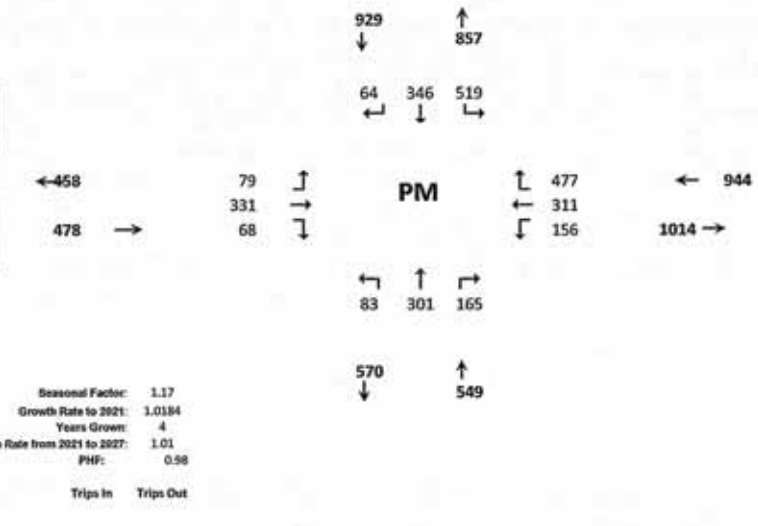


Seasonal Factor:	1.17		
Growth Rate to 2021:	1.018		
Years Grown:	4		
Growth Rate from 2021 to 2027:	1.01		
PHF:	0.94		
Years Grown:	0	Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2022
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	83	301	165	519	346	64	79	331	68	156	311	477	2900	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	83	301	165	519	346	64	79	331	68	156	311	477	2900	

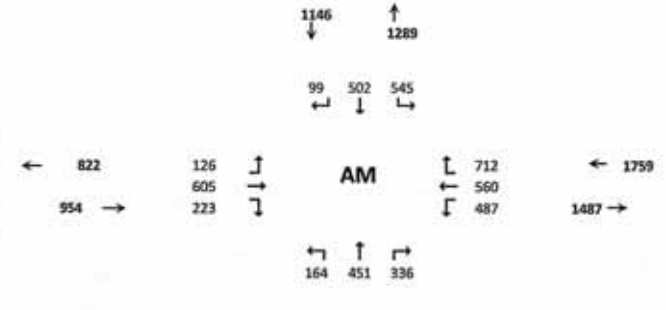


Seasonal Factor:	1.17
Growth Rate to 2021:	1.0184
Years Grown:	4
Growth Rate from 2021 to 2027:	1.01
PHF:	0.98
Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 10/3/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/28/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	53	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	



AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768	
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978	
Growth to 2027	62	282	190	485	376	66	85	455	98	167	329	534	3130	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	62	282	190	485	376	66	85	455	98	167	329	534	3130	

Seasonal Factor: 1.17
Growth Rate to 2022: 1.0184
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.94
Years Grown: 5

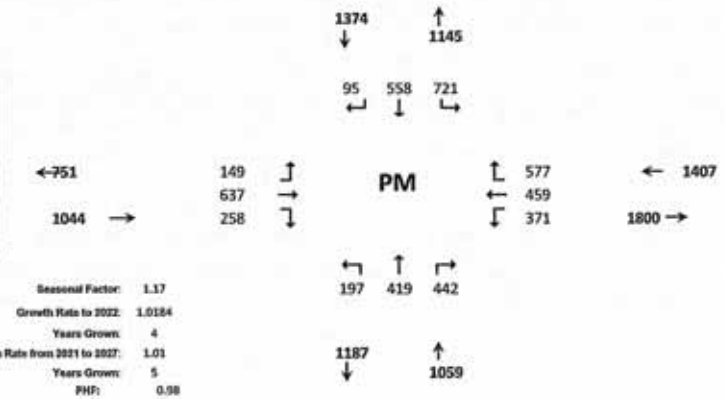
Other Projects																Trips In	Trips Out
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN					
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%					
Volume	0	50	0	47	27	2	8	0	0	0	0	157	332	ERE		393	117
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%					
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-					
Volume	90	0	0	0	0	3	9	67	89	0	23	0	221	Sunnyland		75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	1	0	7	0	0	0	0	0	2	30	0	0	40	Hunt		76	17
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%					
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-					
Volume	42	0	0	0	0	14	3	16	9	0	70	0	155	St. Lucie Commerce Center (25%)		141	31
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%					
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT					
Volume	0	0	1	1	0	0	0	2	0	3	8	5	21	Whispering Oaks		45	167
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%					
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT					
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)		62	186
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	30%	25%	0%					
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-					
Volume	13	0	0	0	6	6	13	35	0	19	16	0	108	Wawa Kings		63	64
%	4%	18%	30%	0%	18%	0%	0%	0%	4%	26%	0%	0%					
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-					
Volume	14	61	89	0	62	0	0	0	14	89	0	0	328	Kings Highway Warehouse		342	341
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	2	0	34	0	0	0	0	0	9	139	0	0	185	Kings Highway Commerce Park\ White Parcel		463	114
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%					
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	4	Walsh Crossroads		7	5
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	1	0	1	0	0	0	0	0	2	4	0	0	7	Project Hurricane		36	12
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%					
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT					
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)		30	56
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%					
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT					
Volume	0	6	10	0	20	6	7	29	0	26	106	0	210	Stonemont		203	56
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%					
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN					
Volume	0	12	0	9	11	1	1	0	0	0	0	9	43	7-11 Angle		45	46
Subtotal	102	169	146	59	126	33	41	150	126	320	230	178	1680				
Total	164	451	336	545	502	99	126	605	229	487	560	712	4810				

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:				4:45PM TO 5:45PM										
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	87	316	173	545	364	67	83	348	71	164	327	501	3048	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	87	316	173	545	364	67	83	348	71	164	327	501	3048	

Other Projects															Trips In	Trips Out
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		KRE		
Volume	0	35	0	156	89	8	3	0	0	0	0	60	351		151	389
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	62	0	0	0	0	6	6	46	104	0	46	0	271	Sunnyland	261	154
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	33	Hunt	19	57
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	16	0	0	0	0	5	20	98	59	0	26		223	St. Lucie Commerce Center (25%)	52	196
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	3	5	0	0	0	9	0	2	5	3	27	Whispering Oaks	172	94
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	Bent Creek (50%)	193	113
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	10%	25%	0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	11	0	0	0	6	6	12	32	0	17	34	0	98	Wawa Kings	57	58
%	4%	18%	26%	0%	18%	0%	0%	0%	4%	26%	0%	0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	324	Kings Highway Warehouse	458	216
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	9	0	137	0	0	0	0	0	3	43	0	0	192	Kings Highway Commerce Park\Whi	142	458
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	6	Walsh Crossroads	10	11
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	4	0	0	0	0	0	1	2	0	0	9	Project Hurricane	23	37
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	Celebration Pointe (25%)	100	57
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	19	35	0	7	2	25	100	0	9	36	0	233	Stonemont	70	192
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	10	0	8	10	1	1	0	0	0	0	8	38	7-11 Angle	40	40
Subtotal	110	103	269	176	195	28	66	290	186	207	132	75	1836			
Total	197	419	442	721	558	95	149	637	258	371	459	577	4884			



Seasonal Factor:	1.17
Growth Rate to 2022:	1.0184
Years Grown:	4
Growth Rate from 2021 to 2027:	1.01
Years Grown:	5
PHF:	0.98

Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

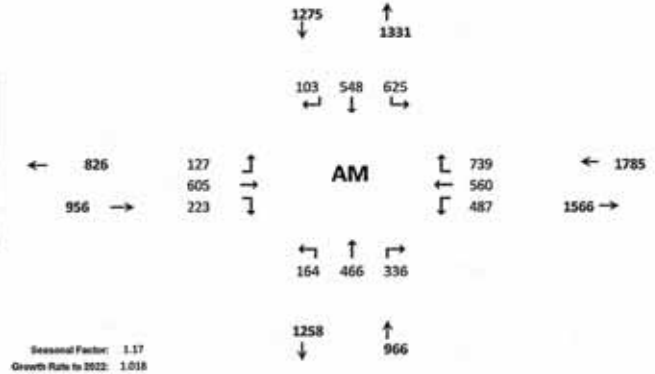
N/S STREET: Kings Hwy | **E/W STREET:** Orange Ave | **CONTROL:** Signalized

FILENAME: Drowdy Angle Road Residential

COUNT DATE: 10/3/2018 | **DAY:** Wednesday | **CITY:** St Lucie

REPORT DATE: 1/28/2022 | **ANALYSIS YEAR:** 2027 | With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	633	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	



AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366		
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768		
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978		
Growth to 2027	62	282	190	485	376	66	85	455	98	167	329	534	3130		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN			
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%			
Project	0	15	0	80	46	4	1	0	0	0	0	26	0		
Total	62	297	190	565	423	70	86	455	98	167	329	561	3130		

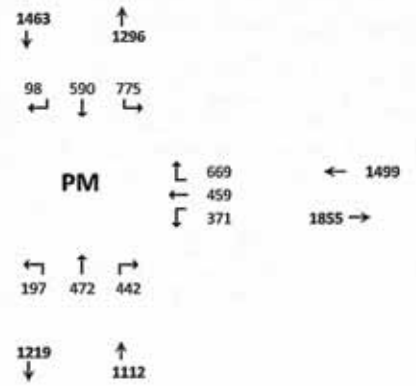
Seasonal Factor: 1.17
Growth Rate to 2022: 1.018
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.94
Years Grown: 5

															Trips In	Trips Out
Other Projects																
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%				
Volume	0	90	0	47	27	2	8	0	0	0	0	157	332	KRE	393	117
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	30	0	0	0	0	3	9	67	89	0	23	0	221	Sunnyland	75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	40	Hunt	26	17
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	42	0	0	0	0	14	3	16	9	0	70	0	155	St. Lucie Commerce Center (25%	141	31
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	3	8	5	21	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)	62	186
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	13	0	0	0	6	6	13	35	0	19	16	0	108	Wawa Kings	63	64
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	328	Kings Highway Warehouse	342	341
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	34	0	0	0	0	0	9	139	0	0	185	Kings Highway Commerce Park\/F	463	114
%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	2	0	0	0	0	0	0	2	0	0	4	Walsh Crossroads	7	5
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	7	Project Hurricane	36	12
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	6	10	0	10	6	7	29	0	26	106	0	210	Stonemont	203	56
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	13	0	9	11	1	1	0	0	0	0	9	43	7-11 Angle	45	46
Subtotal	102	184	146	139	172	37	42	150	126	320	230	204	1680			
Total	164	466	336	625	548	103	127	605	223	487	560	739	4810			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2027
With Project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	87	316	173	545	364	67	83	348	71	164	327	501	3048	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Project	0	53	0	55	33	3	5	0	0	0	0	93	0	
Total	87	369	173	600	395	70	88	348	71	164	327	594	3048	
Other Projects														
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Volume	0	35	0	156	89	8	3	0	0	0	0	60	351	
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	52	0	0	0	0	6	6	46	104	0	46	0	271	
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	2	0	23	0	0	0	0	0	1	8	0	0	33	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Volume	16	0	0	0	0	5	20	98	59	0	24		223	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	3	5	0	0	0	9	0	2	5	3	27	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT		
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-		
Volume	11	0	0	0	6	6	12	32	0	17	14	0	98	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-		
Volume	9	39	56	0	82	0	0	0	18	119	0	0	324	
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	9	0	137	0	0	0	0	0	9	43	0	0	192	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	3	0	0	0	0	0	0	3	0	0	6	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	2	0	4	0	0	0	0	0	1	2	0	0	9	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT		
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT		
Volume	0	19	35	0	7	2	25	100	0	9	36	0	233	
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	10	0	8	10	1	1	0	0	0	0	8	38	
Subtotal	110	156	269	230	226	30	71	290	186	207	132	168	1836	
Total	197	472	442	775	590	98	154	637	258	371	459	669	4884	



Seasonal Factor: 1.17
Growth Rate to 2022: 1.019
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.98

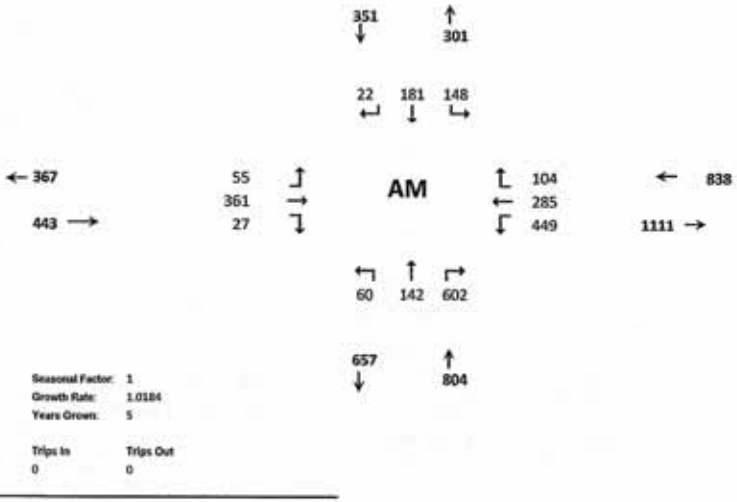
Trips In	Trips Out
232	137

	Trips In	Trips Out
KRE	151	389
Sunnyland	261	154
Hunt	19	57
St. Lucie Commerce Center (25%	53	196
Whispering Oaks	172	94
Bent Creek (50%)	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	236
Kings Highway Commerce Park\/F	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe (25%)	100	57
Stonemont	70	192
7-11 Angle	40	40

TURNING MOVEMENT VOLUME COUNTS

N/S STREET:	Kings Highway	**E/W STREET:** Okeechobee Rd	**CONTROL:** Signalized
FILENAME:	Drawdy Angle Road Residential		
COUNT DATE:	Oct. 2017 FDOT Adjusted	**DAY:** Wednesday	**CITY:** St Lucie
REPORT DATE:	10/6/2022	**ANALYSIS YEAR:** 2022	Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM PEAK HOUR IS FROM:	**8:00AM TO 9:00AM**													
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	60	142	602	148	181	22	55	361	27	449	285	104	2436	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	60	142	602	148	181	22	55	361	27	449	285	104	2436	



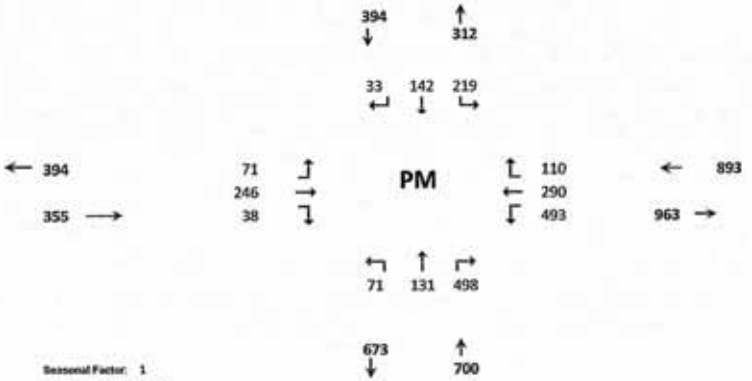
Seasonal Factor: 1
Growth Rate: 1.0184
Years Grown: 5

Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Existing

15 Min Period / lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	71	131	498	219	142	33	71	246	38	493	290	110	2342	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	71	131	498	219	142	33	71	246	38	493	290	110	2342	

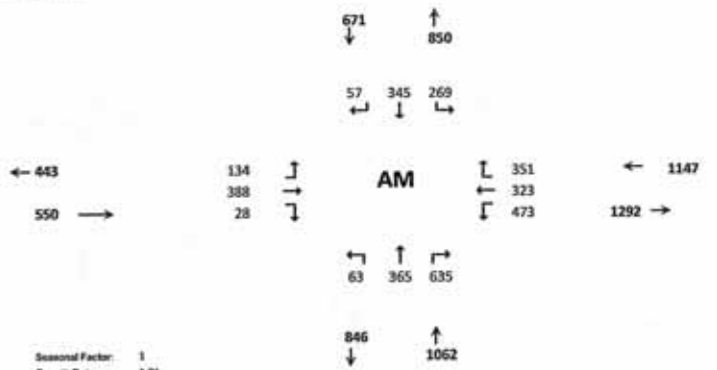


Seasonal Factor:	1
Growth Rate:	1.0184
Years Grown:	5
Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: Okeechobee Rd
CONTROL: Signalized
FILENAME: Drowdy Angle Road Residential
COUNT DATE: Oct. 2017 FDOT Adjusted & Grown to 2022
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	60	142	602	148	181	22	55	361	27	449	285	104	2436	
Season Factor	60	142	602	148	181	22	55	361	27	449	285	104	2436	
Growth	63	149	633	156	190	23	58	379	28	472	300	109	2560	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	63	149	633	156	190	23	58	379	28	472	300	109	2560	

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

Trips In: 0
Trips Out: 0

Other Projects														Project Name	Trips In	Trips Out
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	0%	KRE	333	117
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
PROJECT	0	31	0	6	9	6	20	0	0	0	0	20	0			
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		Sunnyland		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0		75	223
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Project Hunt		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0		62	186
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Wawa Kings		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0		63	64
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Warehouse		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0		342	341
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Commerce Park / White Parcel		
Volume	0	37	0	34	9	6	23	0	0	0	0	135	0		463	114
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		Walsh Crossroads		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0		7	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		90	96
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Stonemont		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0		203	56
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		7-11 Angle Road		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0		45	46
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			

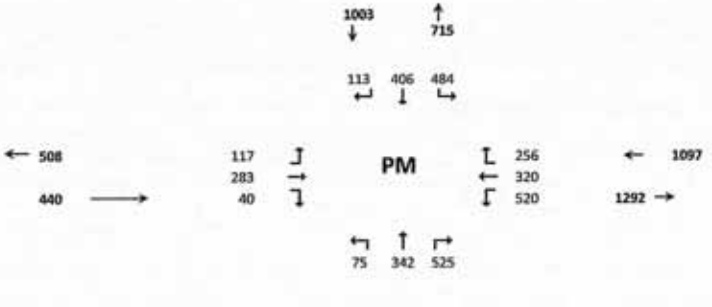
Subtotal	0	215	2	113	155	34	76	9	0	1	23	242	0
Total	63	365	635	269	345	57	134	388	28	473	323	351	2560

3/2/2023

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM												
Volumes	71	131	498	219	142	33	71	246	38	493	290	110	2342
Season Factor	71	131	498	219	142	33	71	246	38	493	290	110	2343
Growth	75	138	523	230	149	35	75	259	40	518	305	116	2461
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	138	523	230	149	35	75	259	40	518	305	116	2461

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

Trips In	Trips Out

Other Projects														
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5.0%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97	
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42	
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17	
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476	
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	11	0	137	37	23	7	0	0	0	0	43	258	
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5	
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

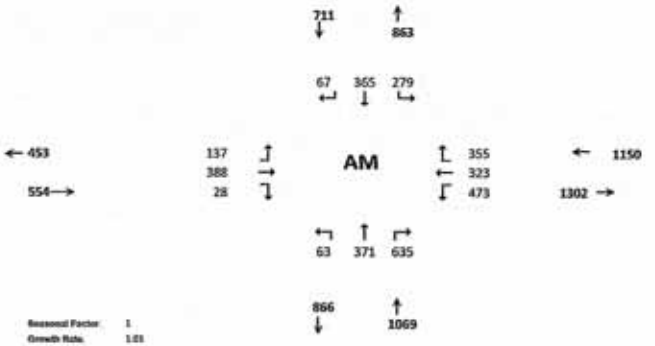
Subtotal	0	204	1	354	257	78	42	25	0	2	16	141	1020
Total	75	342	525	484	406	113	117	283	40	520	320	256	3481

KRE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	191
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	236
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40
0		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET	Kings Highway	E/W STREET	Cheechobee Rd
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	Oct. 2017 FDOT Adjusted & Grown to 2022	DAY	Wednesday
REPORT DATE	10/6/2022	ANALYSIS YEAR	2027
CITY	St Lucie	CONTROL	Signalized
	Future Total		

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM												
Volumes	60	142	602	148	181	22	55	363	27	449	285	104	2436
Season Factor	60	142	602	148	181	22	55	363	27	449	285	104	2436
Growth	63	149	633	156	190	23	58	379	28	472	300	109	2560
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Percentage	0%	10%	0%	5%	10%	5%	5%	0%	0%	0%	0%	5%	
PROJECT	0	7	0	10	20	10	3	0	0	0	0	3	53
Total	63	156	633	165	210	33	61	379	28	472	300	113	2613

Seasonal Factor	1
Growth Rate	1.01
Years Grown	5
Trips In	Trips Out
66	199

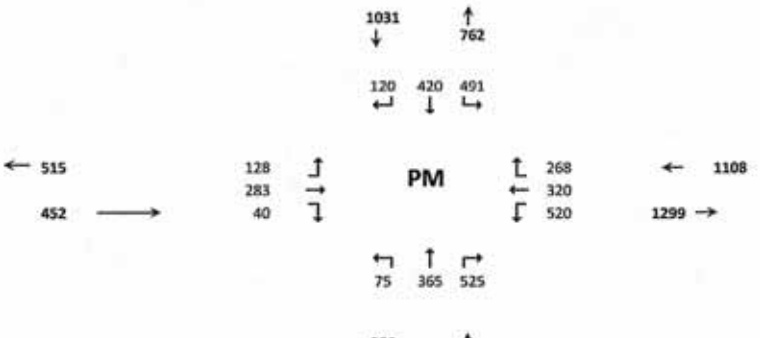
Other Projects														Project Name	Trips In	Trips Out
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%		691	333	117
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
PROJECT	0	31	0	6	9	6	20	0	0	0	0	20	0			
%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		Sunnyland		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0		75	223
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Project Hunt		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0		62	186
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Wawa Kings		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0		63	66
%	0%	17%	0%	11%	17%	4%	4%	0%	0%	0%	0%	11%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Warehouse		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0		342	341
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Commerce Park/ White Parce		
Volume	0	37	0	34	9	6	23	0	0	0	0	139	0		463	114
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		Welsh Crossroads		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0		7	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0		36	13
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		30	96
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Stonemont		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0		203	56
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		7-11 Angle Road		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0		45	46
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		0		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0

Subtotal	0	222	2	123	175	44	79	9	0	1	23	245	53
Total	63	371	635	279	365	67	137	388	28	473	323	355	2613

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NST	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM												
Volumes	71	131	498	219	142	33	71	246	38	493	290	110	2342
Season Factor	71	131	498	219	142	33	71	246	38	493	290	110	2342
Growth	75	138	523	230	149	35	75	259	40	518	305	116	2461
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Percentage	0%	10%	0%	5%	10%	5%	5%	0%	0%	0%	0%	5%	
PROJECT	0	23	0	7	14	7	12	0	0	0	0	12	74
Total	75	161	523	237	163	42	86	259	40	518	305	127	2535

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	5
Trips In	Trips Out
232	137

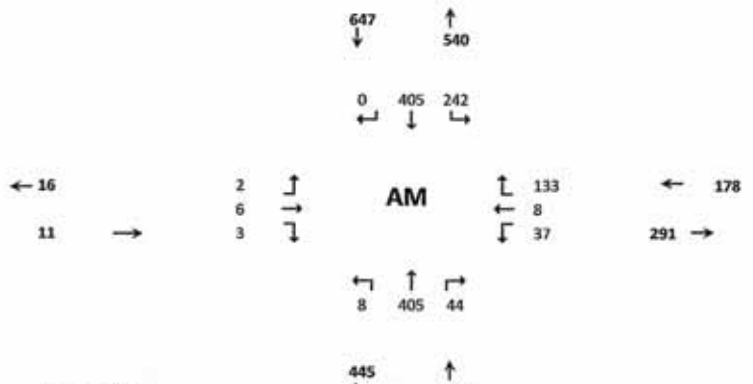
Other Projects													
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%	
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN	
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	11	0	137	37	23	7	0	0	0	0	43	258
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-	
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%	
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-	
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6
%	0%	5%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	228	1	261	270	85	54	25	0	2	16	152	1035
Total	75	365	525	491	420	120	128	283	40	520	320	268	3496

KRE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park/ White Perce	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153	
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280	
Growth	8	405	44	242	405	0	2	6	3	37	8	133	1293	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	8	405	44	242	405	0	2	6	3	37	8	133	1293	

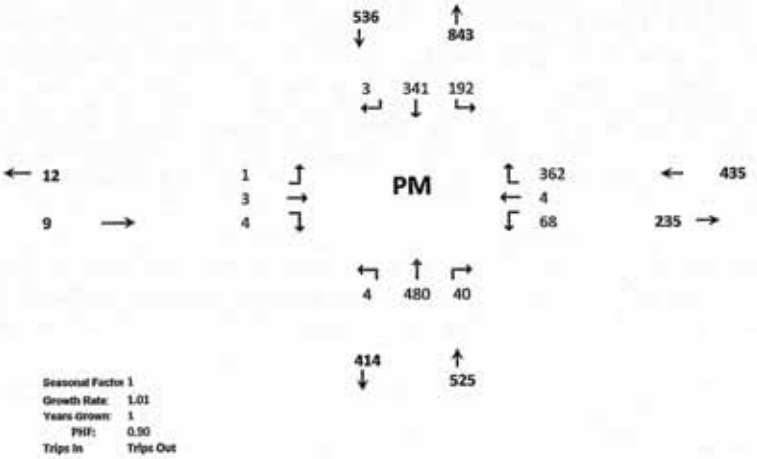


Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.86
Trips In **Trips Out**

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15-5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342	
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490	
Growth	4	480	40	192	341	3	1	3	4	68	4	362	1505	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	480	40	192	341	3	1	3	4	68	4	362	1505	

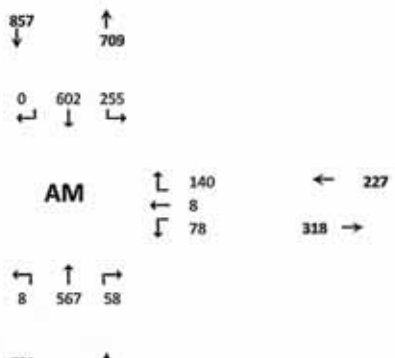


Seasonal Factor 1
Growth Rate: 1.01
Years Grown: 1
PHF: 0.90
Trips In Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280
Growth	8	425	46	255	425	0	2	6	4	39	8	140	1359
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	425	46	255	425	0	2	6	4	39	8	140	1359

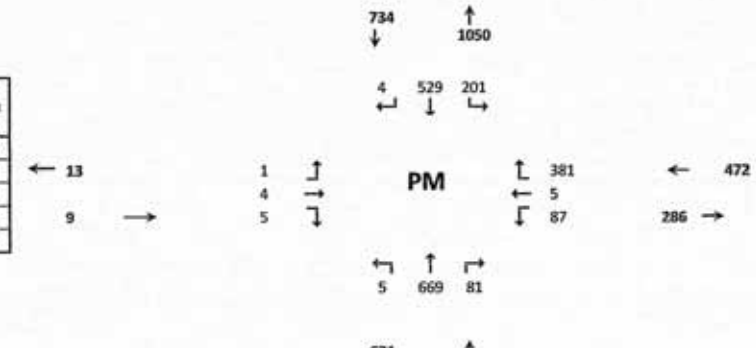
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.86

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		Sunnyland	75	223
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%				
Volume	0	22	0	0	8	0	0	0	0	0	0	0	30			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		KRE	393	117
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%				
Volume	0	18	12	0	59	0	0	0	0	39	0	0	128			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	7	0	0	0	0	0	0	0	9	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	61	0	0	62	0	0	0	0	0	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\ White Parcel	463	114
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	16	0	0	0	0	0	0	0	21	Stone Mont	203	56
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	1	0	0	0	0	0	0	0	4	Celebration Pointe (25%)	30	96
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	16	0	0	16	0	0	0	0	0	0	0	32	7-11 Angle	45	46
Subtotal	0	141	12	0	177	0	0	0	0	39	0	0	369			
Total	8	567	58	255	602	0	2	6	4	78	8	140	1728			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2027
Background

15 Min Period Ianes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15 5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	



PM PEAK HOUR IS FROM: 4:30 PM TO 5:30PM

Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342	
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490	
Growth	5	504	42	201	358	4	1	4	5	72	5	381	1581	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	5	504	42	201	358	4	1	4	5	72	5	381	1581	

Seasonal Factor 1
Growth Rate: 1.01
Years Grown: 6
PHF: 0.90
Trips In / Trips Out

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		Sunnyland	261	154
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0.0%				
Volume	0	15	0	0	26	0	0	0	0	0	0	0	42			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-			Trips In	Trips Out
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0.0%	0%	KRE	151	389
Volume	0	58	39	0	23	0	0	0	0	15	0	0	135			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	19	57
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	10	0	0	3	0	0	0	0	0	0	0	12	St. Lucie Commerce Center (25%)	52	196
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	Whispering Oaks	172	94
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	4	0	0	0	0	0	0	0	6	Bent Creek (50%)	199	113
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	Wawa Kings	57	58
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	99	0	0	82	0	0	0	0	0	0	0	121	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	15	0	0	6	0	0	0	0	0	0	0	21	Stone Mont	70	192
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	3	0	0	0	0	0	0	0	5	Celebration Pointe (25%)	100	57
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	14	0	0	14	0	0	0	0	0	0	0	28	7-11 Angle	40	40
Subtotal	0	164	39	0	171	0	0	0	0	15	0	0	389			
Total	5	669	81	201	529	4	1	4	5	87	5	381	1971			

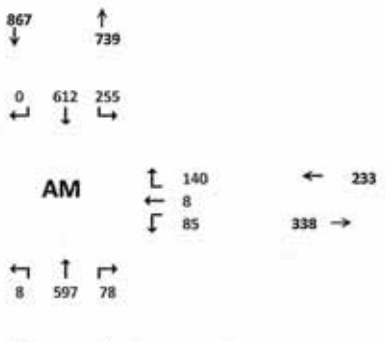
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153	
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280	
Growth	8	425	46	255	425	0	2	6	4	39	8	140	1359	
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%	0%	
PROJECT	0	30	20	0	10	0	0	0	0	7	0	0	66	
Total	8	455	66	255	435	0	2	6	4	45	8	140	1425	

Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.86
Trips In: 66
Trips Out: 199

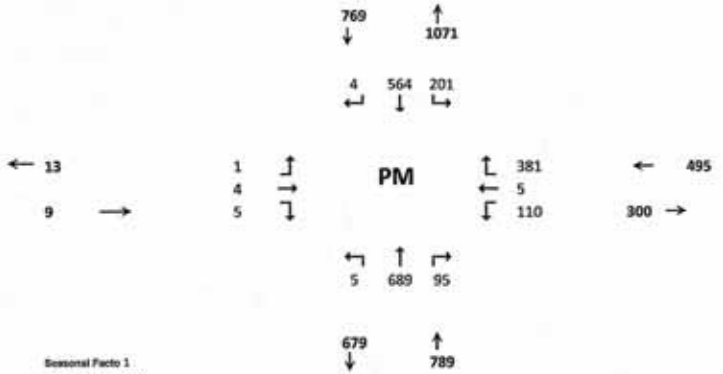
Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		Sunnyland	75	223
Volume	0	22	0	0	8	0	0	0	0	0	0	0	30			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%		KRE	393	117
Volume	0	18	12	0	59	0	0	0	0	39	0	0	128			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	7	0	0	0	0	0	0	0	9	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	61	0	0	62	0	0	0	0	0	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Kings Highway Commerce Park\ White Parcel	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	16	0	0	0	0	0	0	0	21	Stone Mont	203	56
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	1	0	0	0	0	0	0	0	4	Celebration Pointe (25%)	30	96
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	16	0	0	16	0	0	0	0	0	0	0	32	7-11 Angle	45	46
Subtotal	0	171	32	0	187	0	0	0	0	46	0	0	435			
Total	8	597	78	255	612	0	2	6	4	85	8	140	1794			



TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2027
With Project

15 Min Period / lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15-5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	



PM PEAK HOUR IS FROM: 4:30 PM TO 5:30PM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490
Growth	5	504	42	201	358	4	1	4	5	72	5	381	1581
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-	
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%	
PROJECT	0	21	14	0	35	0	0	0	0	23	0	0	92
Total	5	525	56	201	393	4	1	4	5	95	5	381	1674

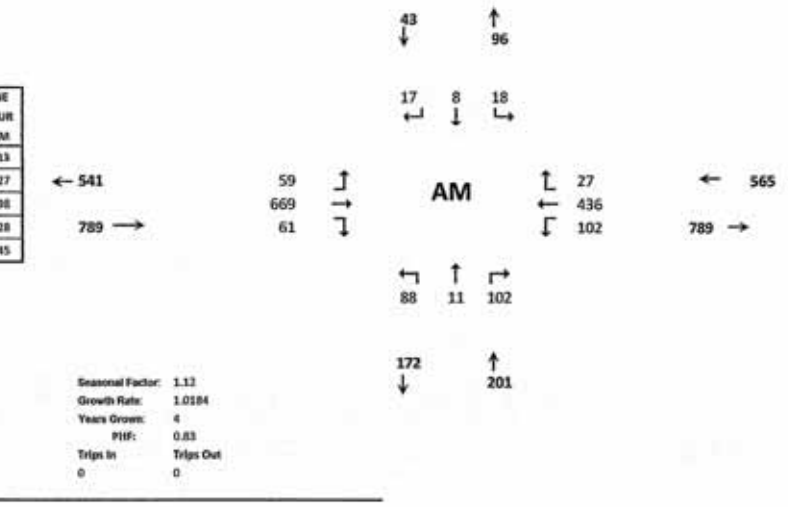
Seasonal Facto 1
Growth Rate: 1.01
Years Grown: 6
PHF: 0.90
Trips In: 232 Trips Out: 137

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		Sunnyland	261	154
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0.0%	0%			
Volume	0	15	0	0	26	0	0	0	0	0	0	0	42			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-			Trips In	Trips Out
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0.0%	0%	KRE	151	389
Volume	0	58	39	0	23	0	0	0	0	15	0	0	135			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	19	57
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	10	0	0	3	0	0	0	0	0	0	0	12	St. Lucie Commerce Center (25%)	52	196
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	Whispering Oaks	172	94
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	4	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	Wawa Kings	57	58
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	39	0	0	82	0	0	0	0	0	0	0	121	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	15	0	0	6	0	0	0	0	0	0	0	21	Stone Mont	70	192
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	3	0	0	0	0	0	0	0	5	Celebration Pointe (25%)	100	57
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	14	0	0	14	0	0	0	0	0	0	0	28	7-11 Angle	40	40
Subtotal	0	185	53	0	206	0	0	0	0	38	0	0	482			
Total	5	689	95	201	564	4	1	4	5	110	5	381	2063			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 6/27/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 11/8/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	21	6	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	8	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	143	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	398	1228
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	8	255	
8:30-8:45	12	2	16	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	3	1	10	128	15	15	91	2	315	
AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327	
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486	
Growth	88	11	102	18	8	17	59	669	61	102	436	27	1599	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	88	11	102	18	8	17	59	669	61	102	436	27	1599	

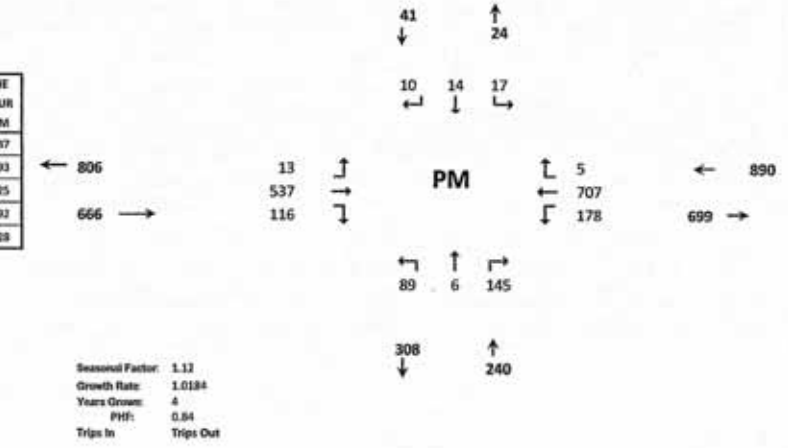


Seasonal Factor:	1.12
Growth Rate:	1.0184
Years Grown:	4
PHF:	0.83
Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	16	21	116	5	293	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	29	115	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15 5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	86	1	258	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	74	5	120	14	12	8	11	446	96	148	587	4	1525	
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708	
Growth	89	6	145	17	14	10	13	537	116	178	707	5	1837	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	89	6	145	17	14	10	13	537	116	178	707	5	1837	



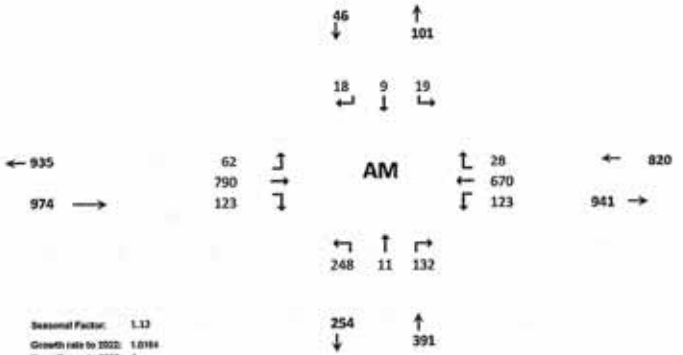
Seasonal Factor: 1.12
Growth Rate: 1.0184
Years Grown: 4
PHF: 0.84
Trips In
Trips Out

E-70

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 6/27/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 11/8/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	21	8	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	9	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	143	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	398	1238
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	3	255	
8:30-8:45	12	2	16	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	5	1	10	128	15	35	91	2	315	



AM PEAK HOUR IS FROM: 7:15AM TO 8:15AM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486
Growth to 2022	88	11	102	18	9	17	59	669	61	102	436	27	1599
Growth 2022-2028	92	11	108	19	9	18	62	703	65	108	458	28	1680
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	92	11	108	19	9	18	62	703	65	108	458	28	1680

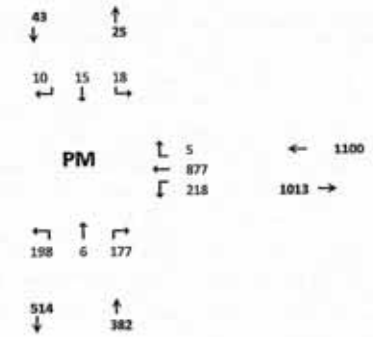
Seasonal Factor: 1.12
Growth rate to 2022: 1.0184
Years Grown to 2022: 4
Growth Rate 2022+: 1.01
Years Grown: 5
PHF: 0.83
Trips In: 0
Trips Out: 0

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	Project Name	Trips In	Trips Out
Other Projects														KRE	393	117
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%	0%			
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
PROJECT	8	0	0	0	0	0	0	9	2	0	31	0	51			
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Sunnyland		
Volume	6	0	0	0	0	0	0	16	11	0	5	0	38		75	223
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	0	3	0	0	14	0	17		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	91
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Whispering Oaks		
Volume	100	0	17	0	0	0	0	0	27	5	0	0	148		45	167
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Bent Creek		
Volume	0	0	1	0	0	0	0	12	0	4	37	0	55		62	186
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Wawa Kings		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	25		63	64
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	0	10	0	0	10	0	20		342	341
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	0	0	21	0	0	83	0	104		463	114
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Welsh Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		7	5
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	0	0	5	0	0	7		36	12
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		Celebration Point		
Volume	24	0	5	0	0	0	0	0	8	2	0	0	38		30	96
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		Stonemore		
Volume	10	0	0	0	0	0	0	6	3	0	20	0	39		203	56
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%				
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		7-11 Angle		
Volume	1	0	0	0	0	0	0	4	1	0	4	0	9		45	46
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
Subtotal	155	0	25	0	0	0	0	87	58	15	211	0	551			
Total	248	11	132	19	9	18	62	790	123	123	670	28	1232			

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	18	21	116	5	293	1267
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	28	115	1	322	1432
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	38	1	2	2	1	100	11	28	128	2	329	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	66	1	258	



PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM												
Volumes	74	5	120	14	12	8	11	446	96	148	587	4	1525
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708
Growth to 2022	89	6	145	17	14	10	13	537	116	178	707	5	1837
Growth 2022-2028	94	6	152	18	15	10	14	565	122	187	743	5	1931
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	94	6	152	18	15	10	14	565	122	187	743	5	1931

Seasonal Factor:	1.12
Growth rate to 2022:	1.0184
Years Grown to 2022:	4
Growth Rate:	1.03
Years Grown:	5
PHF:	0.84
Trips In	Trips Out

Other Projects														
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0.0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	1	0	0	0	0	0	0	31	8	0	12	0	54	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	14	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	56	0	9	0	0	0	0	0	103	17	0	0	186	
%	6%	0%	2%	0%	0%	0%	0%	10%	0%	2%	20%	6%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	8	0	0	0	0	77	0	5	45	0	134	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	8%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	82	0	0	26	0	108	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	4	0	0	0	0	0	0	19	10	0	7	0	39	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	1	0	0	0	0	0	0	3	1	0	3	0	8	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	101	0	26	0	0	0	0	254	160	30	134	0	708	
Total	198	6	177	18	15	10	14	818	281	218	877	5	2639	

KNE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	39	57
St. Lucie Commerce Center	52	106
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	142	458
Walsh Crossroads	10	11
Project Hurricane	33	37
Celebration Point	100	57
Stonemont	70	102
7-11 Angle	40	40
0		

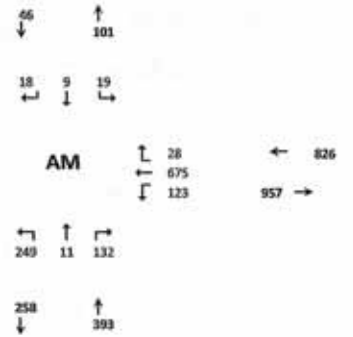
TURNING MOVEMENT VOLUME COUNTS

N/S STREET	Jenkins Ave	**E/W STREET:** Orange Ave	**CONTROL:** Signalized
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	6/27/2018	**DAY:** Wednesday	**CITY:** St Lucie
REPORT DATE	11/8/2022	**ANALYSIS YEAR:** 2027	Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	21	6	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	8	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	149	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	316	1228
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	3	255	
8:30-8:45	12	2	18	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	3	1	10	128	15	15	91	2	315	
AM PEAK HOUR IS FROM:			**7:15AM TO 8:15AM**											
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327	
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486	
Growth to 2022	88	11	102	18	8	17	59	669	61	102	436	27	1599	
Growth 2022-2028	93	11	108	19	9	18	62	703	65	108	458	28	1680	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Percentage	2%	0%	6%	0%	0%	0%	0%	8%	2%	6%	8%	0%	0%	
PROJECT	1	0	0	0	0	0	0	16	4	0	5	9	27	
Total	94	11	108	19	9	18	62	719	69	108	464	28	1707	
Other Projects														
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	8	0	0	0	0	0	0	8	2	0	31	0	51	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	16	11	0	5	0	38	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	14	0	17	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	90%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	100	0	17	0	0	0	0	0	27	5	0	0	148	
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	12	0	4	37	0	55	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	25	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	10	0	20	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	21	0	0	83	0	104	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	2	0	0	0	0	0	0	5	0	0	7	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	24	0	5	0	0	0	0	0	8	2	0	0	38	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	10	0	0	0	0	0	0	6	3	0	20	0	39	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	1	0	0	0	0	0	0	4	1	0	4	0	9	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	157	0	25	0	0	0	0	103	62	15	217	0	576	
Total	249	11	132	19	9	18	62	806	127	123	675	28	2258	

Seasonal Factor:	1.12
Growth rate to 2022:	1.0184
Years Grown to 2022:	4
Growth Rate 2022+:	1.01
Years Grown:	5
PHF:	0.83
Trips In	**Trips Out**
66	139

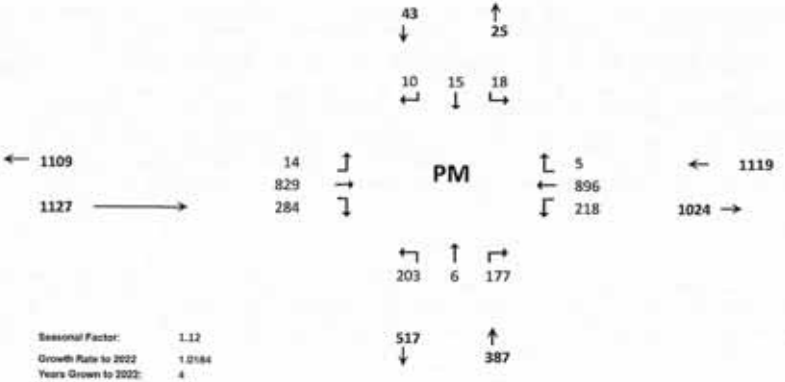
Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	189
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	463	114
Welch Crossroads	7	5
Project Hurricane	39	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	48
0	0	0



TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	18	21	116	5	293	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	29	115	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	86	1	258	



PM PEAK HOUR IS FROM:	4:10 PM TO 5:30PM												
Volumes	74	5	320	14	12	8	11	446	96	148	587	4	1525
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708
Growth to 2022	89	6	145	17	14	10	13	537	116	178	707	5	1837
Growth 2022-2028	94	6	152	18	15	10	14	565	122	187	743	5	1931
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Percentage	2%	0%	8%	0%	0%	0%	0%	8%	2%	0%	8%	0%	
PROJECT	5	0	0	0	0	0	0	11	3	0	19	0	37
Total	98	6	352	18	15	10	14	576	124	187	762	5	1968

Seasonal Factor:	1.12
Growth Rate to 2022	1.0184
Years Grown to 2022:	4
Growth Rate 2022+:	1.01
Years Grown 2022+:	5
PHF:	0.84
Trips In	Trips Out
232	137

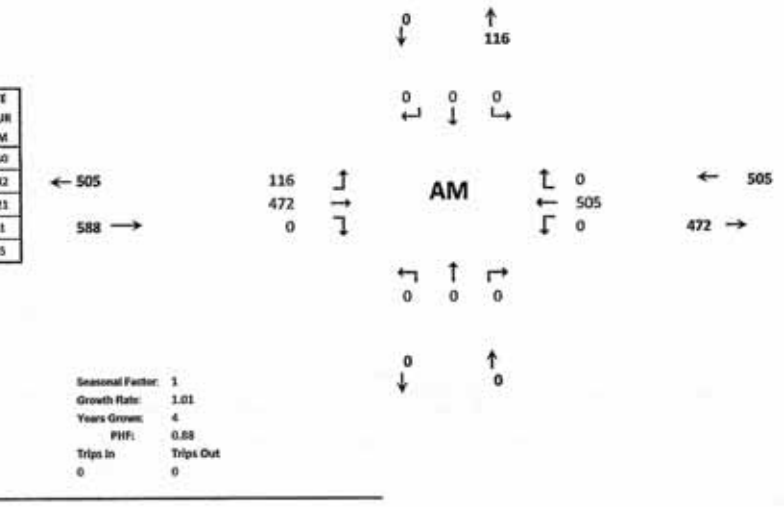
Other Projects

															Trips In	Trips Out
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		tRE	151	389
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
PROJECT	3	0	0	0	0	0	0	31	8	0	12	0	54			
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		Sunnyland	261	154
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58			
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		Project Hunt	19	57
in/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	10	0	0	3	0	14			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		St. Lucie Commerce Center	52	186
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		Whispering Oaks	172	94
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	56	0	9	0	0	0	0	0	103	17	0	0	186			
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		Bent Creek	385	226
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-				
Volume	0	0	8	0	0	0	0	77	0	5	45	0	134			
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		Wawa Kings	57	58
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23			
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%		Kings Highway Warehouse	458	216
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27			
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		Kings Highway Commerce Park	143	458
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	82	0	0	26	0	108			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		Walsh Crossroads	10	11
in/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		Project Hurricane	23	37
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9			
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		Celebration Point	100	57
in/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47			
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		Stonemont	70	192
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	4	0	0	0	0	0	0	19	10	0	7	0	39			
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		7-11 Angle	40	40
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	1	0	0	0	0	0	0	3	1	0	3	0	8			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
Subtotal	109	0	26	0	0	0	0	265	163	30	153	0	745			
Total	203	6	177	18	15	10	14	829	284	218	896	5	2676			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drowdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1023
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	11	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	116	472	0	0	505	0	1093	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	116	472	0	0	505	0	1093	

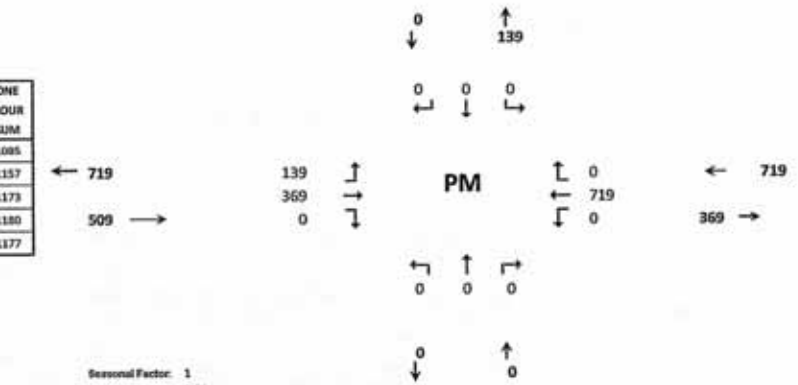


Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.88
Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Existing

15 Min Period / lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15 5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	139	369	0	0	719	0	1228	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	139	369	0	0	719	0	1228	

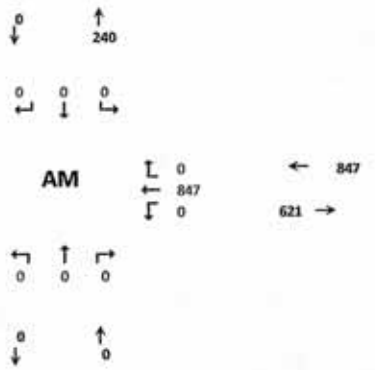


Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.88
Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1033
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	29	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:				7:00AM TO 8:00AM										
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	121	497	0	0	530	0	1148	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	121	497	0	0	530	0	1148	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	12	12	0	0	38	0	0	
%	0%	0%	0%	0%	0%	0%	7%	12%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	16	29	0	0	30	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	3	3	0	0	15	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	11	0	0	75	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	13	13	0	0	13	0	0	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	38	10	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	23	23	0	0	93	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	1	2	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	14	8	0	0	30	0	0	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	7	0	0	7	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	119	124	0	0	316	0	0	
Total	0	0	0	0	0	0	240	621	0	0	847	0	1148	



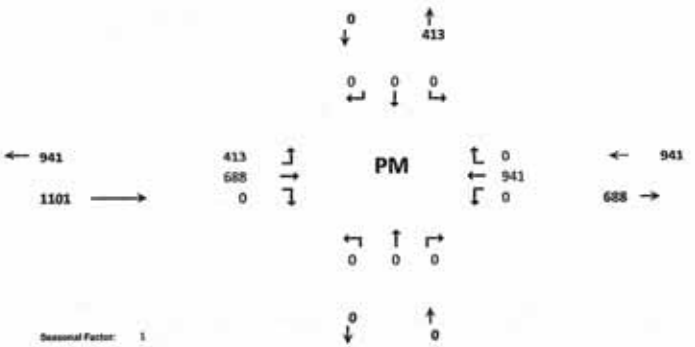
Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In: 0
Trips Out: 0

Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park / White Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	45

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	9	161	0	286	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	8	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	



PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180
Growth	0	0	0	0	0	0	147	388	0	0	756	0	1291
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	147	388	0	0	756	0	1291

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88

Trips In	Trips Out

Other Projects

%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0.0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	39	39	0	0	15	0	93	
%	0%	0%	0%	0%	0%	0%	7%	13%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	20	0	0	34	0	65	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	11	0	0	4	0	27	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	43	0	0	42	0	85	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	12	12	0	0	11	0	35	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	50	14	0	0	14	0	78	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	92	92	0	0	28	0	212	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	4	6	0	0	3	0	13	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	48	29	0	0	11	0	87	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	6	0	0	6	0	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

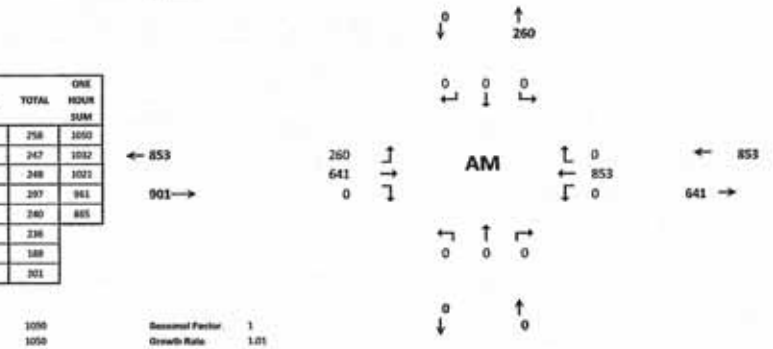
Subtotal	0	0	0	0	0	0	266	300	0	0	186	0	752
Total	0	0	0	0	0	0	413	688	0	0	941	0	2042

	Trips In	Trips Out
KRE	151	369
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	326
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	39	192
7-11 Angle	40	40
0		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET	I-95 NB Ramp	E/W STREET	Orange Ave
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	12/18/2018	DAY	Wednesday
REPORT DATE	10/6/2022	ANALYSIS YEAR	2027
CONTROL	Signalized	CITY	St Lucie
			Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	991
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	



AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	121	497	0	0	530	0	1148	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%		
PROJECT	0	0	0	0	0	0	20	20	0	0	7	0	46	
Total	0	0	0	0	0	0	141	516	0	0	537	0	1195	

Seasonal Factor	1
Growth Rate	1.01
Years Grown	9
PHF:	0.88
Trips In	Trips Out
66	199

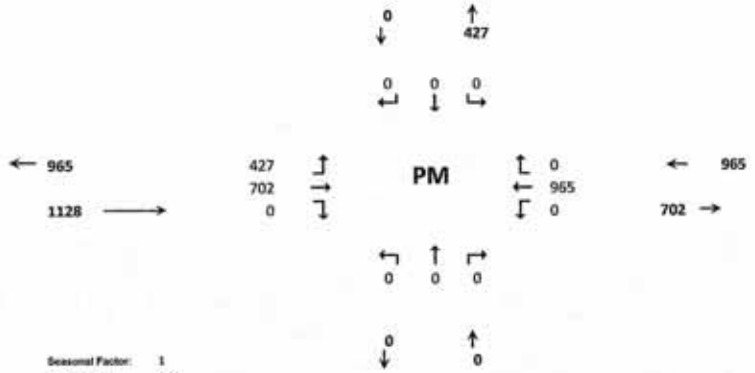
Other Projects														Project Name	Trips In	Trips Out
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%		KRE	103	117
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-				
PROJECT	0	0	0	0	0	0	13	12	0	0	39	0	0			
%	0%	0%	0%	0%	0%	0%	7%	15%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	0	16	29	0	0	10	0	0		75	223
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	0	3	3	0	0	15	0	0		74	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	11	0	0	75	0	0		46	187
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	1	0	0	9	0	0		62	186
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	0	13	13	0	0	13	0	0		63	64
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	0	38	10	0	0	10	0	0		143	141
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		Kings Highway Commerce Park /		
Volume	0	0	0	0	0	0	23	23	0	0	93	0	0	Wiata Parcel	463	114
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Walsh Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		7	5
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	0	1	2	0	0	5	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	1	0	0	10	0	0		30	98
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	0	14	8	0	0	30	0	0		203	56
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle		
Volume	0	0	0	0	0	0	0	7	0	0	7	0	0		45	46
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		0		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0

Subtotal	0	0	0	0	0	0	139	144	0	0	323	0	46
Total	0	0	0	0	0	0	260	641	0	0	853	0	1195

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	



PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	147	388	0	0	756	0	1291	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%		
PROJECT	0	0	0	0	0	0	14	14	0	0	23	0	51	
Total	0	0	0	0	0	0	160	402	0	0	779	0	1341	

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.88
Trips In	Trips Out
232	137

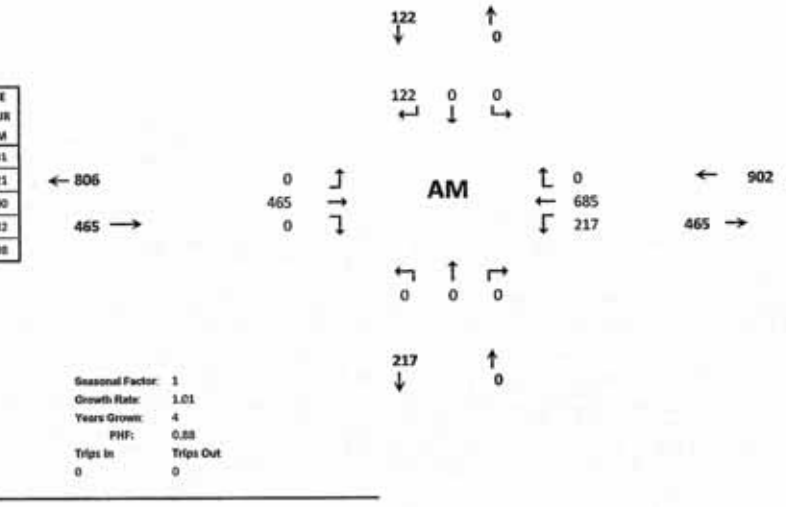
Other Projects														
%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%		
In/Out	+	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	39	39	0	0	15	0	93	
%	0%	0%	0%	0%	0%	0%	7%	13%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	20	0	0	34	0	65	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	11	0	0	4	0	27	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	43	0	0	42	0	85	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	0%	30%	30%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	12	12	0	0	11	0	35	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	50	14	0	0	14	0	78	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	+	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	92	92	0	0	28	0	212	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	4	6	0	0	3	0	13	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	48	29	0	0	11	0	87	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	6	0	0	6	0	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	280	314	0	0	209	0	802	
Total	0	0	0	0	0	0	427	702	0	0	965	0	2093	

KRE	Trips In	Trips Out
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Growth	0	0	0	0	0	122	0	465	0	217	685	0	1489	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	122	0	465	0	217	685	0	1489	

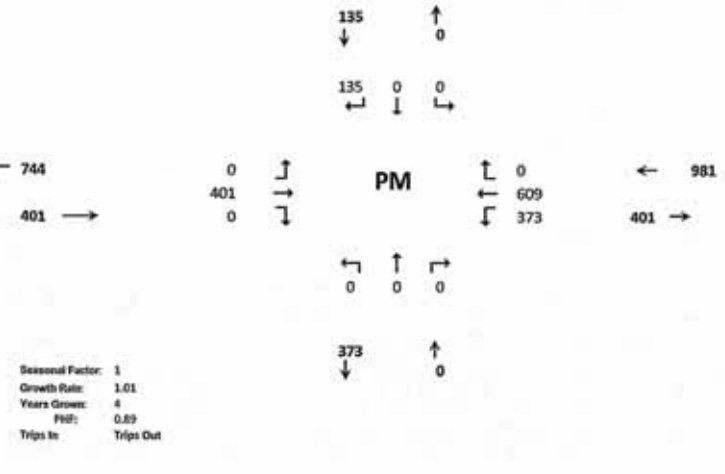


Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.88
Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15 5:30	0	0	0	0	0	29	0	78	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	141	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Growth	0	0	0	0	0	135	0	401	0	373	609	0	1517	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	135	0	401	0	373	609	0	1517	



Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 4
PHF: 0.89
Trips In Trips Out

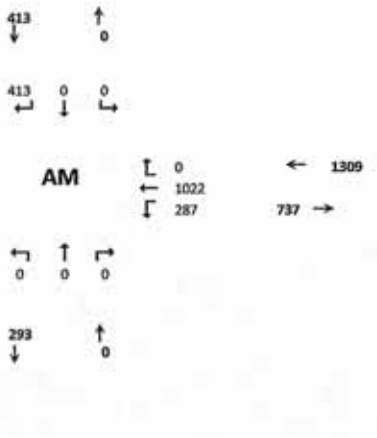
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	63	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:				7:00AM TO 8:00AM										
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Growth	0	0	0	0	0	138	0	489	0	229	720	0	1565	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	138	0	489	0	229	720	0	1565	
Other Projects														
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%	0%	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	39	0	23	0	0	39	0	102	
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	5	0	45	0	0	10	0	60	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	15	0	7	0	0	15	0	37	
%	0%	0%	0%	0%	0%	20%	0%	30%	20%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	OUT	-	IN	-		
Volume	0	0	0	0	0	28	0	9	6	0	42	0	86	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	58	17	0	80	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	12	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	13	0	26	0	0	11	0	51	
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	38	0	48	0	0	10	0	96	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	93	0	46	0	0	93	0	231	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	4	0	3	0	0	5	0	12	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	13	
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	53	0	22	0	0	30	0	104	
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	9	0	0	9	0	18	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	285	0	248	6	58	302	0	900	
Total	0	0	0	0	0	413	0	737	6	287	1022	0	2465	

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In: 0
Trips Out: 0

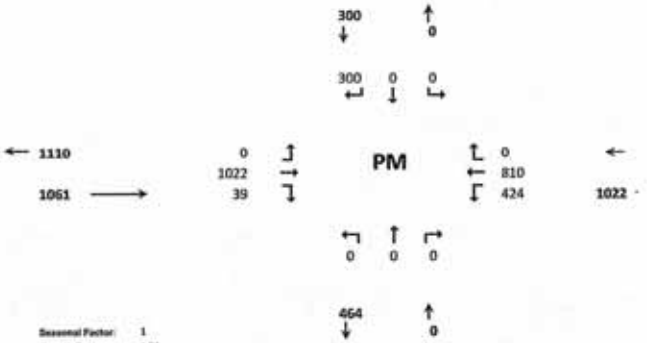
Project Name	Trips In	Trips Out
KRE	393	117
Sonnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	143	33
Whispering Oaks	45	167
Bard Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	943
Kings Highway Commerce Park	463	134
Walsh Crossroads	7	5
Project Hurricane	38	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	46



TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	68	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	66	137	0	307	1305
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1459
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	



PM PEAK HOUR IS FROM:	**5:00PM TO 6:00PM**													
Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Growth	0	0	0	0	0	142	0	421	0	392	640	0	1595	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	142	0	421	0	392	640	0	1595	

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.89
Trips In	Trips Out

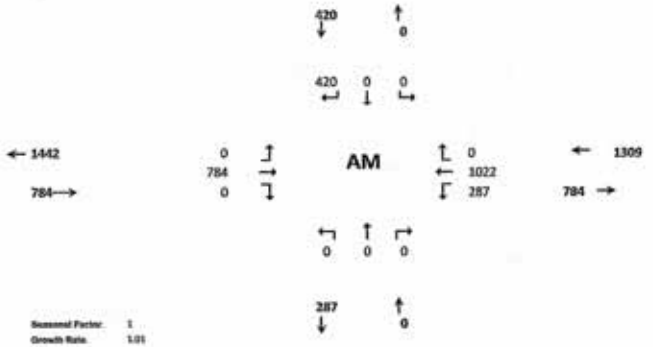
Other Projects														
%	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0.0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	15	0	78	0	0	15	0	108	
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	31	0	0	34	0	83	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	4	0	23	0	0	4	0	30	
%	0%	0%	0%	0%	0%	20%	0%	30%	30%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	OUT	-	IN	-		
Volume	0	0	0	0	0	10	0	59	39	0	16	0	124	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	25%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	0	0	0	0	0	17	0	33	9	0	60	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	10%	0%	40%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	11	0	23	0	0	11	0	46	
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	50	0	64	0	0	14	0	128	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	28	0	183	0	0	28	0	240	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	2	0	9	0	0	3	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	77	0	0	11	0	105	
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	8	0	0	8	0	16	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	158	0	801	39	33	170	0	1001	
Total	0	0	0	0	0	300	0	1022	39	424	810	0	2596	

KRE	Trips In	Trips Out
	151	389
Sunnyland	281	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Best Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	78	192
7-11 Angle	40	40
0		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET	I-95 SB Ramp	E/W STREET: Orange Ave	CONTROL: Signalized
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	12/18/2018	DAY: Tuesday	CITY: St Lucie
REPORT DATE	10/6/2022	ANALYSIS YEAR: 2027	Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	31	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	



AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM												
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431
Growth	0	0	0	0	0	118	0	489	0	229	720	0	1565
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%	
PROJECT	0	0	0	0	0	7	0	40	0	0	7	0	53
Total	0	0	0	0	0	135	0	529	0	229	726	0	1618

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.88
Trips In	Trips Out
66	199

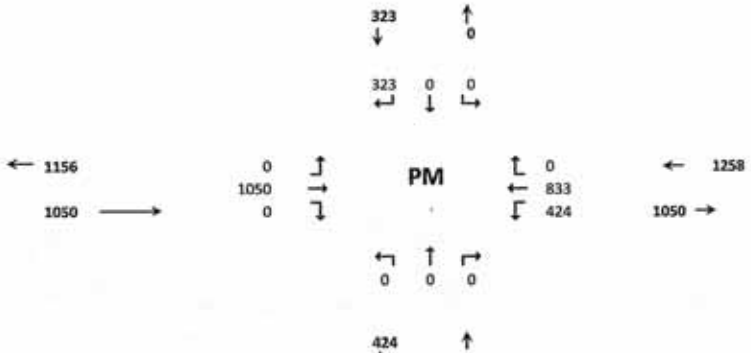
Other Projects														Project Name		
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%		KNL	Trips In	Trips Out
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
PROJECT	0	0	0	0	0	39	0	23	0	0	39	0	102		395	117
%	0%	0%	0%	0%	0%	7%	0%	25%	0%	0%	13%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	5	0	45	0	0	10	0	60		75	223
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	15	0	7	0	0	15	0	37		76	17
%	0%	0%	0%	0%	0%	20%	0%	30%	0%	0%	30%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	28	0	9	0	0	42	0	80		141	31
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	5	0	58	17	0	80		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	12		62	186
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	13	0	26	0	0	13	0	51		63	64
%	0%	0%	0%	0%	0%	15%	0%	14%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	18	0	48	0	0	10	0	96		142	341
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	93	0	46	0	0	83	0	331		463	134
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Welch Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		7	5
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	4	0	3	0	0	5	0	12		36	12
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	13		30	99
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	51	0	22	0	0	30	0	104		203	56
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle		
Volume	0	0	0	0	0	0	0	9	0	0	9	0	18		45	48
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		0		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0

Subtotal	0	0	0	0	0	292	0	295	0	58	302	0	947
Total	0	0	0	0	0	420	0	784	0	287	1022	0	2512

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Future Total

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1812
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	



PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458
Growth	0	0	0	0	0	142	0	421	0	392	640	0	1595
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%	
PROJECT	0	0	0	0	0	23	0	27	0	0	23	0	74
Total	0	0	0	0	0	165	0	448	0	392	663	0	1668

Other Projects														
%	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	15	0	78	0	0	15	0	108	
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	31	0	0	34	0	83	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	4	0	23	0	0	4	0	30	
%	0%	0%	0%	0%	0%	20%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	10	0	55	0	0	16	0	85	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	0	0	0	0	0	17	0	33	9	0	60	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	11	0	23	0	0	11	0	46	
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	50	0	64	0	0	14	0	128	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	28	0	183	0	0	28	0	240	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	2	0	9	0	0	3	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	77	0	0	11	0	105	
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	8	0	0	8	0	16	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	181	0	629	0	33	194	0	1036	
Total	0	0	0	0	0	323	0	1050	0	424	833	0	2630	

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.89
Trips In	Trips Out
232	137

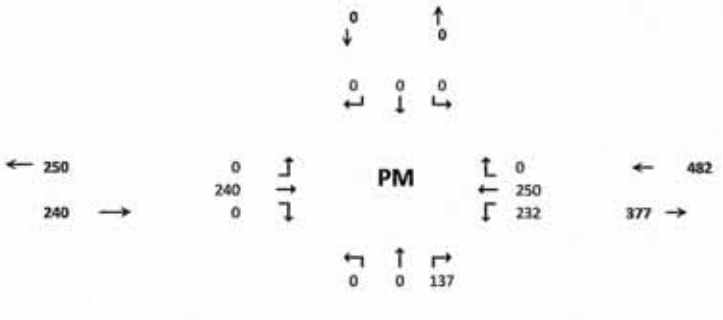
KRE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle	40	40
0	0	0

E-104

TURNING MOVEMENT VOLUME COUNTS

Rock Road / W Angle Rd - PM 2027
With Project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT [1]	EBR	Westbound WBL	WBT [1]	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	37	0	0	47	0	84	308
4:15-4:30	0	0	0	0	0	0	0	27	0	0	32	0	59	307
4:30-4:45	0	0	0	0	0	0	0	37	0	0	36	0	73	343
4:45-5:00	0	0	0	0	0	0	0	41	0	0	51	0	92	364
5:00-5:15	0	0	0	0	0	0	0	41	0	0	42	0	83	353
5:15-5:30	0	0	0	0	0	0	0	40	0	0	55	0	95	
5:30-5:45	0	0	0	0	0	0	0	47	0	0	47	0	94	
5:45-6:00	0	0	0	0	0	0	0	36	0	0	45	0	81	



(1) Existing EB & WB Volumes taken from Kings Hwy & Angle Rd TMC.

PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes	0	0	0	0	0	0	0	169	0	0	195	0	364
Season Factor	0	0	0	0	0	0	0	188	0	0	216	0	404
Growth	0	0	0	0	0	0	0	199	0	0	230	0	429
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-	
Percentage	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
PROJECT	0	0	137	0	0	0	0	0	0	232	0	0	369
Total	0	0	137	0	0	0	0	199	0	232	230	0	798

															Trips In	Trips Out
Other Projects																
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Percentage	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%		Sunnyland	261	154
Volume	0	0	0	0	0	0	0	27	0	0	9	0	36			
%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	7	0	0	7	0	14	Kings Highway Warehouse	458	216
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	Celebration Pointe (25%)	100	57
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4	7-11 Angle	40	40
Subtotal	0	0	137	0	0	0	0	41	0	232	21	0	430			
Total	0	0	137	0	0	0	0	240	0	232	250	0	859			

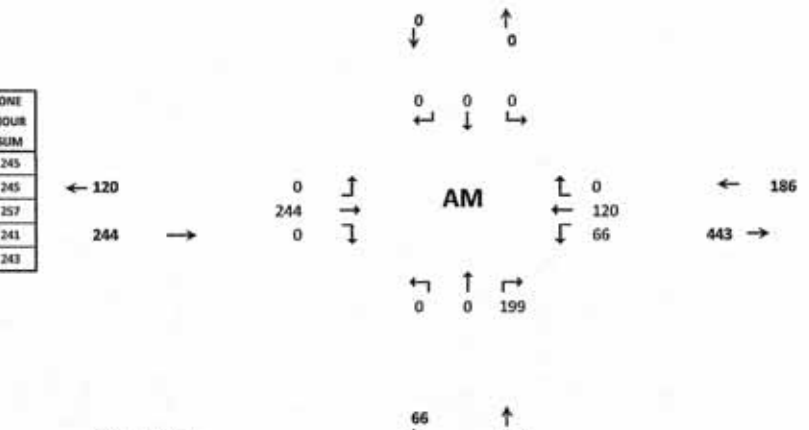
Seasonal Facto	1.11
Growth Rate:	1.01
Years Grown:	6
PHF:	0.96

Trips In	Trips Out
232	137

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT (1)	EBR	WBL	WBT (1)	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	41	0	0	27	0	68	245
7:15-7:30	0	0	0	0	0	0	0	26	0	0	17	0	43	245
7:30-7:45	0	0	0	0	0	0	0	43	0	0	21	0	64	257
7:45-8:00	0	0	0	0	0	0	0	49	0	0	21	0	70	241
8:00-8:15	0	0	0	0	0	0	0	49	0	0	19	0	68	243
8:15-8:30	0	0	0	0	0	0	0	34	0	0	21	0	55	
8:30-8:45	0	0	0	0	0	0	0	29	0	0	19	0	48	
8:45-9:00	0	0	0	0	0	0	0	44	0	0	28	0	72	



(1) Existing EB & WB Volumes taken from Kings Hwy & Angle Rd TMC.

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	0	0	0	0	0	0	0	175	0	0	82	0	257
Season Factor	0	0	0	0	0	0	0	194	0	0	91	0	285
Growth	0	0	0	0	0	0	0	206	0	0	97	0	303
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-	
Percentage	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
PROJECT	0	0	199	0	0	0	0	0	0	66	0	0	265
Total	0	0	199	0	0	0	0	206	0	66	97	0	568



Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.92

Trips In	Trips Out
66	199

Other Projects	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%	
Volume	0	0	0	0	0	0	0	27	0	0	9	0	36
%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	7	0	0	7	0	14
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	2	0	0	5	0	6
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	2	0	0	2	0	5
Subtotal	0	0	199	0	0	0	0	37	0	66	23	0	325
Total	0	0	199	0	0	0	0	244	0	66	120	0	628

	Trips In	Trips Out
Sunnyland	75	223
Kings Highway Warehouse	342	341
Celebration Pointe (25%)	30	96
7-11 Angle	45	46

F-5

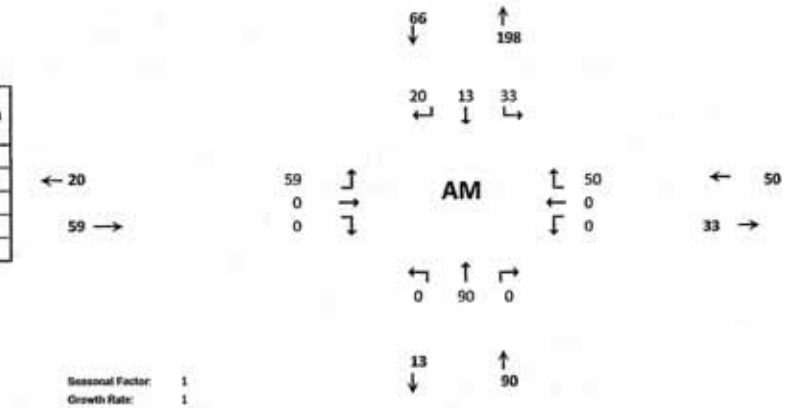
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D1-North Driveway
CONTROL: Signalized
FILENAME: Drawdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	OUT	-	IN	IN	IN	OUT	-	-	-	-	OUT	
Percentage	0%	45%	0%	50%	20%	30%	30%	0%	0%	0%	0%	25%	
PROJECT	0	90	0	33	13	20	59	0	0	0	0	50	264
Total	0	90	0	33	13	20	59	0	0	0	0	50	264



Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0

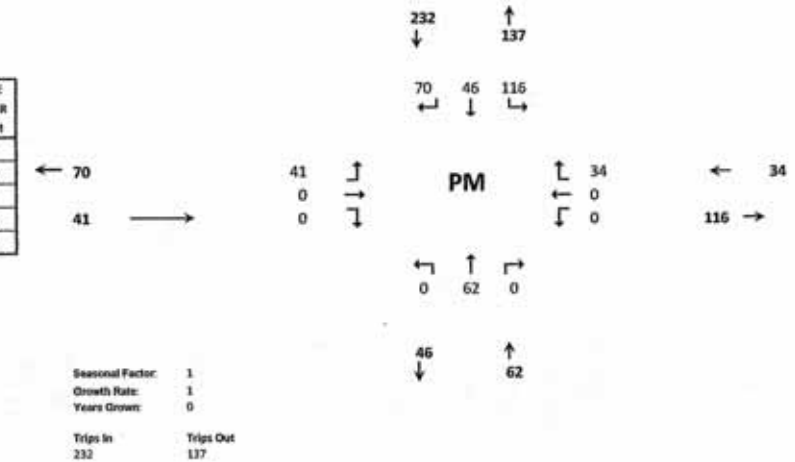
Trips In	Trips Out
66	199

TURNING MOVEMENT VOLUME COUNTS

Rock at DW 1
Future Total

15 Min Period Ianes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM												
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	OUT	-	IN	IN	IN	OUT	-	-	-	-	OUT	
Percentage	0%	45%	0%	50%	20%	30%	30%	0%	0%	0%	0%	25%	
PROJECT	0	62	0	116	46	70	41	0	0	0	0	34	369
Total	0	62	0	116	46	70	41	0	0	0	0	34	369



Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0

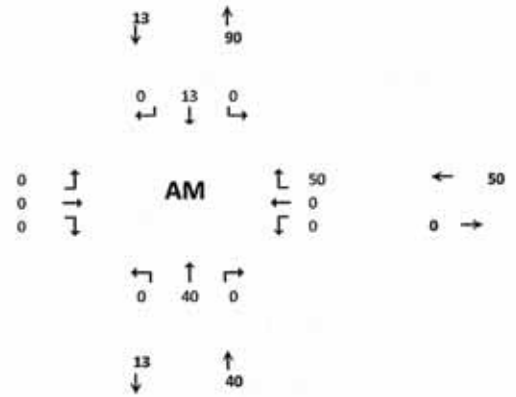
Trips In	Trips Out
232	137

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D2- East Driveway
CONTROL: Signalized
FILENAME: Drawdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM												
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	OUT	
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	25%	
PROJECT	0	40	0	0	13	0	0	0	0	0	0	50	103
Total	0	40	0	0	13	0	0	0	0	0	0	50	103



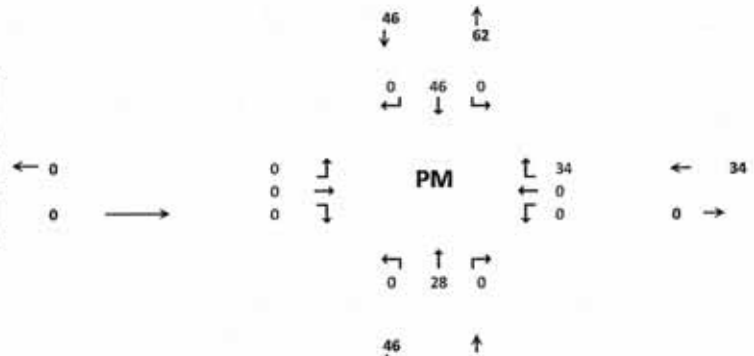
Seasonal Factor:	1		
Growth Rate:	1		
Years Grown:	0		
Trips In	Trips Out		
66	199		

F-11

TURNING MOVEMENT VOLUME COUNTS

Rock & DW2
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	25%		
PROJECT	0	28	0	0	46	0	0	0	0	0	0	34	109	
Total	0	28	0	0	46	0	0	0	0	0	0	34	109	

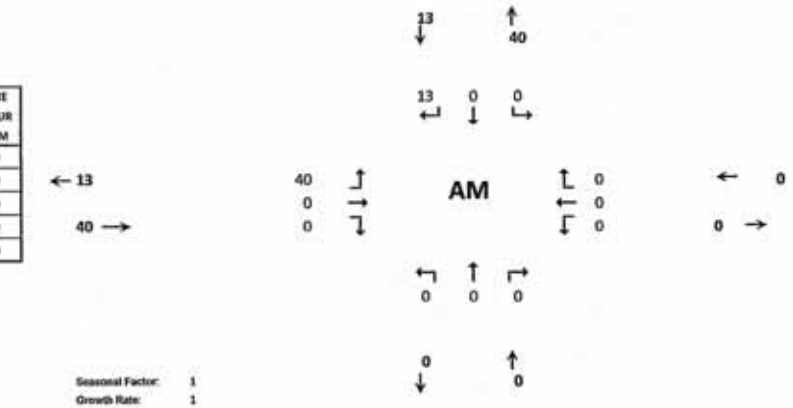


Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0
Trips In	Trips Out
232	137

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D3 - West Driveway
CONTROL: Signalized
FILENAME: Drawdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	13	40	0	0	0	0	0	53	
Total	0	0	0	0	0	13	40	0	0	0	0	0	53	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

Trips In	Trips Out
66	199

F-15

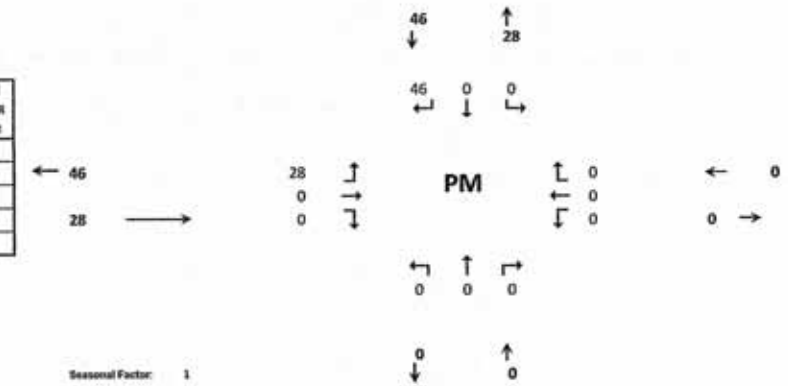
TURNING MOVEMENT VOLUME COUNTS

Rock & DW3
Future Total

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	46	28	0	0	0	0	0	74
Total	0	0	0	0	0	46	28	0	0	0	0	0	74


46
28
PM
0
0
0

NVR Fort Pierce

Traffic Impact Analysis

St. Lucie County, FL

August 2023
Revised November 2023
Revised March 2024
Revised May 2024
Revised February 2025

Kimley»Horn

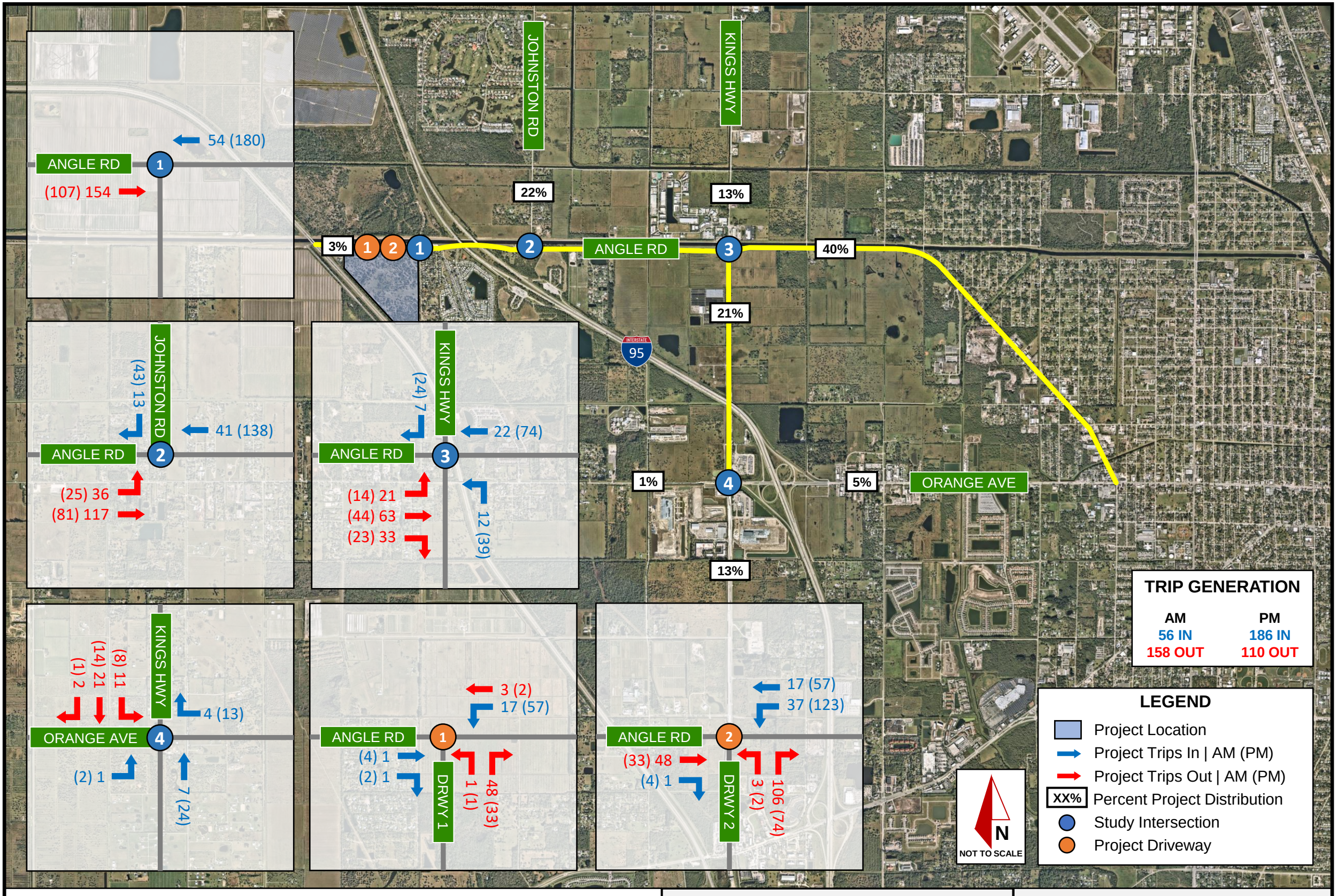


Figure 3: Project Trip Assignment

NVR Fort Pierce | St. Lucie County, Florida

Project No: 147584004

February 2025

Page 12

Kimley»Horn

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200 S Orange Ave, Suite 600, Orlando, FL, 32801
Phone: (407)-898-1511

TRAFFIC IMPACT ANALYSIS

Eagle Bend PUD
St. Lucie County FL

Prepared for:
Whalou Properties, LLC
3507 Kyoto Gardens Drive, Suite #110
Palm Beach Gardens, FL 33410

Prepared by:

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

252001
Revised June 2025
Revised April 2025
Revised February 2025
October 2023
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CA 29013

Shaun G. MacKenzie P.E.
PE Number 61751

TRIP GENERATION

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

Proposed Use

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

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

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

Table 1 presents the project's trip generation.

Table 1. Trip Generation

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

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55

ITE 11th Edition

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TRAFFIC ASSIGNMENT

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

Figure 3A. Traffic Assignment (Scenario 1)

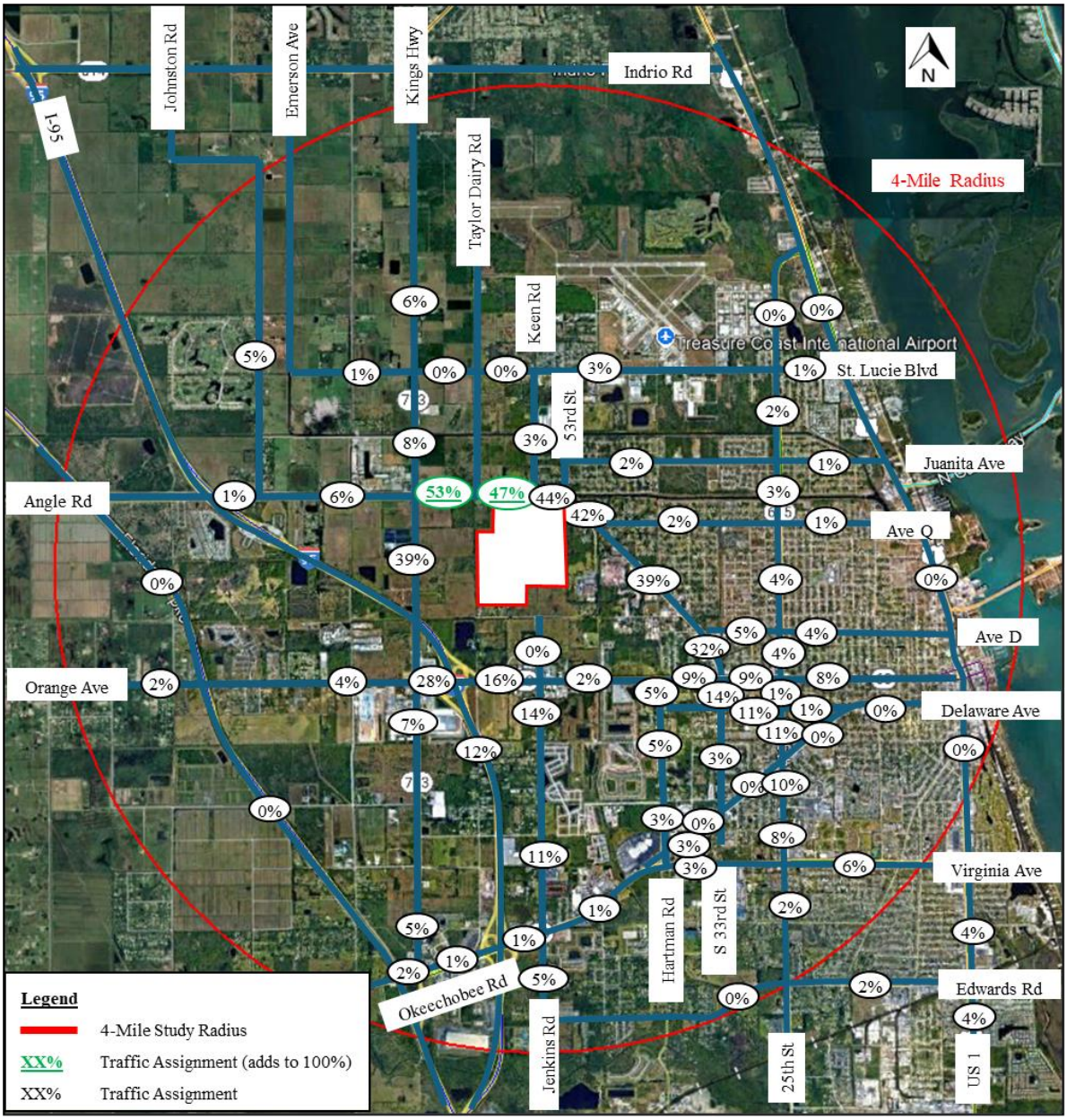
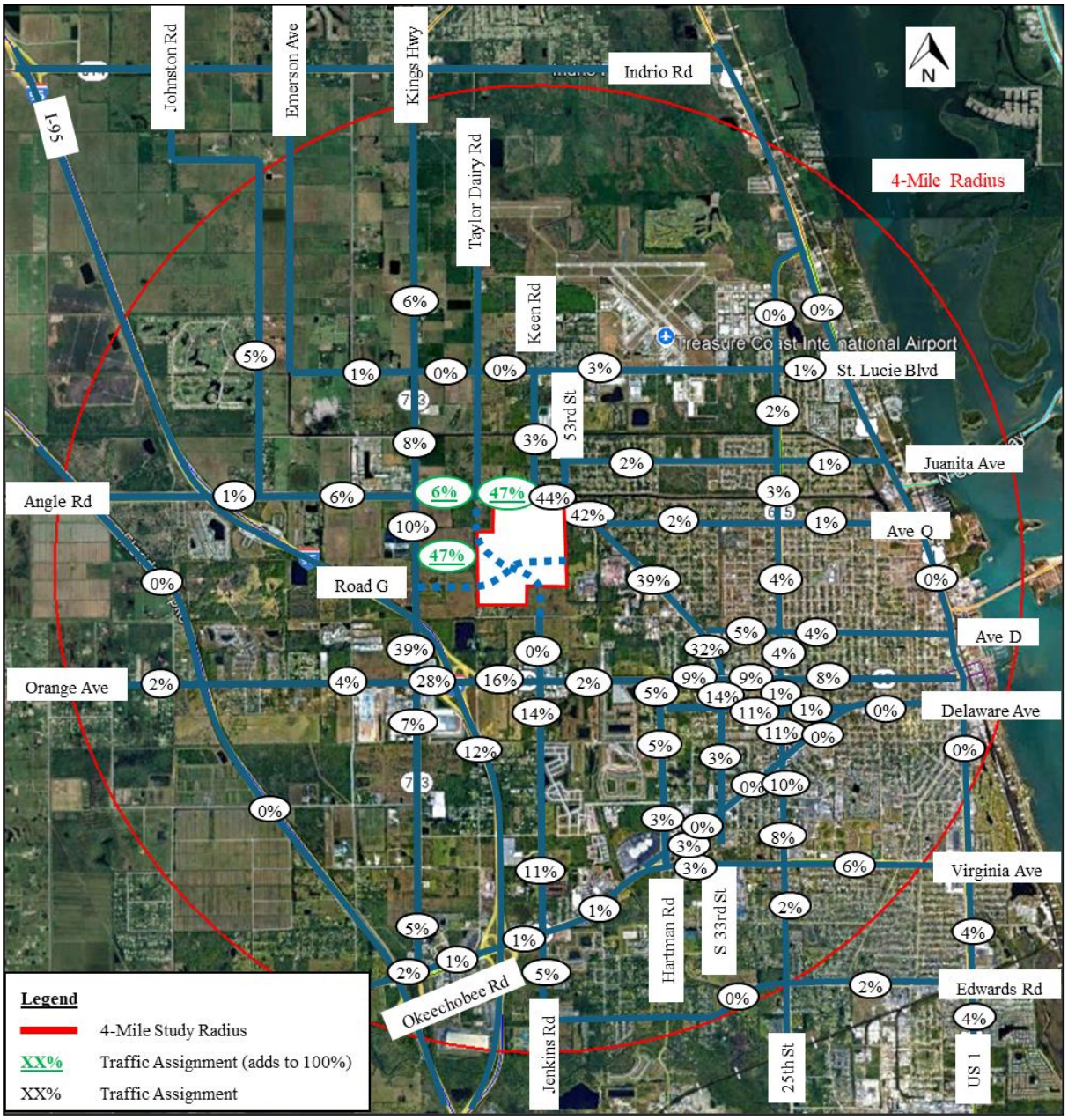


Figure 3B. Traffic Assignment (Scenario 2)



OLD DOMINION FREIGHT LINE

-AKA ODFL FORT PIERCE-

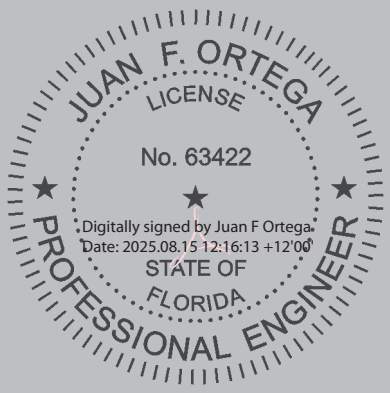
ST. LUCIE COUNTY, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
HOYT + BERENYI

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458



Revised August 15, 2025
Revised May 28, 2025
February 27, 2025

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on August 15, 2025, using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

2. TRIP GENERATION

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

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

Table 1: Trip Generation Rates

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

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

Table 2: Trip Generation

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

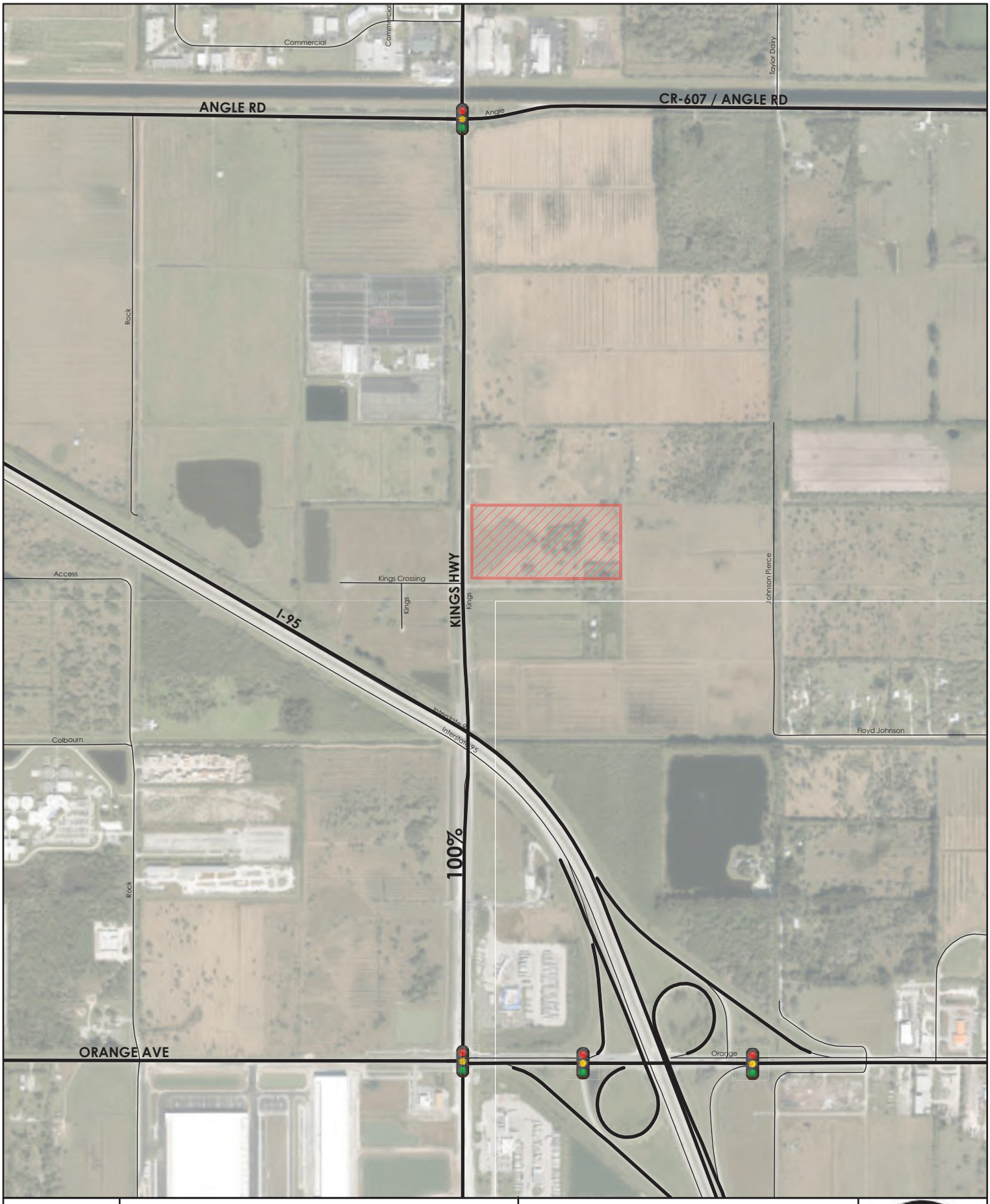


Figure 2:
Traffic Assignment
OLD DOMINION FL

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

4540 NORTH KINGS HIGHWAY

St. Lucie County, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

ACRE Development
4400 Westway Avenue
Dallas, Texas 75205

JOB NO. 23-160

DATE: 02/21/2024
REVISED: 03/04/2024
REVISED: 07/23/2024
REVISED: 10/16/2024
REVISED: 11/22/2024
REVISED: 02/19/2025

Anna Lai, Professional Engineer, State of Florida, License No. 78138 This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 02/19/2025. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

TURNPIKE FEEDER ROAD AND US 1

07/16/24
Revised 11/21/24
Revised 02/18/25

INPUT DATA

Comments: 2024 volumes do not include construction traffic entering/exiting the westbound approach.

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

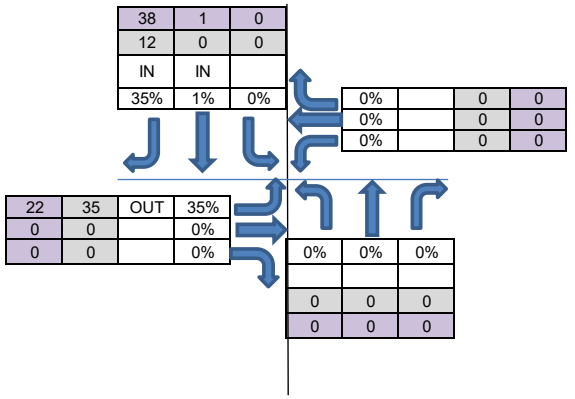
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	21	809	0	0	701	13	592	0	45	0	0	0	2181	Existing Total
Peak Season Adjustment	3	113	0	0	98	2	83	0	6	0	0	0		
Total Existing Traffic	**24**	**922**	**0**	**0**	**799**	**15**	**675**	**0**	**51**	**0**	**0**	**0**		
Background Traffic Growth	2	96	0	0	83	2	70	0	5	0	0	0	**258**	BG Total
1.0% Background Growth	1	37	0	0	32	1	27	0	2	0	0	0	174	1% + MP Total
Publix at Indrio Commons[1]	0	0	0	0	0	7	4	0	0	0	0	0		
Cabo Rio RV Resort[2]	0	0	0	0	0	2	4	0	0	0	0	0		
Sugar Sand Apartment[3]	0	4	0	0	1	2	7	0	0	0	0	0		
Indrio Pines[4]	0	5	0	0	1	2	6	0	0	0	0	0		
Indrio Woods[5]	0	0	0	0	0	4	13	0	0	0	0	0		
Kings Highway Self Storage[5]	0	0	0	0	0	5	6	0	0	0	0	0		
Major Projects Traffic[6]	0	9	0	0	2	22	40	0	0	0	0	0		
Background Growth Used	2	96	0	0	83	2	70	0	5	0	0	0		
Total Background Traffic	**26**	**1018**	**0**	**0**	**882**	**16**	**745**	**0**	**57**	**0**	**0**	**0**		
Project Traffic	0	0	0	0	0	12	35	0	0	0	0	0		
Total 2028 Traffic	**26**	**1018**	**0**	**0**	**882**	**28**	**780**	**0**	**57**	**0**	**0**	**0**		
Approach Total		**1,044**			**910**			**837**			**0**			

TRIPS

	IN	OUT
AM	34	101
PM	108	63



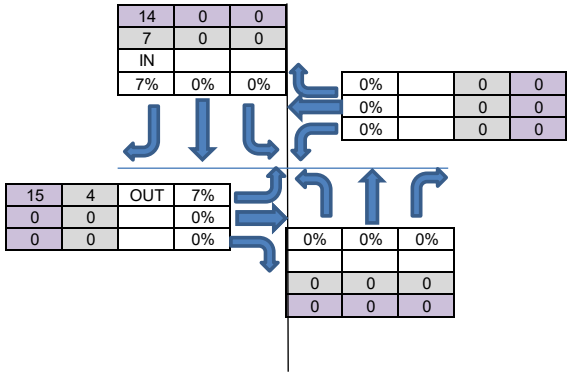
PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	68	710	0	0	886	25	336	0	40	0	0	0	2065	Existing Total
Peak Season Adjustment	10	99	0	0	124	4	47	0	6	0	0	0		
Total Existing Traffic	**78**	**809**	**0**	**0**	**1010**	**29**	**383**	**0**	**46**	**0**	**0**	**0**		
Background Traffic Growth	8	84	0	0	105	3	40	0	5	0	0	0	**244**	BG Total
1.0% Background Growth	3	33	0	0	41	1	16	0	2	0	0	0	206	1% + MP Total
Publix at Indrio Commons[1]	0	0	0	0	0	14	15	0	0	0	0	0		
Cabo Rio RV Resort[2]	0	0	0	0	0	5	3	0	0	0	0	0		
Sugar Sand Apartment[3]	0	2	0	0	4	7	4	0	0	0	0	0		
Indrio Pines[4]	0	3	0	0	5	6	3	0	0	0	0	0		
Indrio Woods[5]	0	0	0	0	0	14	8	0	0	0	0	0		
Kings Highway Self Storage[5]	0	0	0	0	0	9	8	0	0	0	0	0		
Major Projects Traffic[6]	0	5	0	0	9	55	41	0	0	0	0	0		
Background Growth Used	8	84	0	0	105	3	40	0	5	0	0	0		
Total Background Traffic	**86**	**893**	**0**	**0**	**1115**	**31**	**423**	**0**	**50**	**0**	**0**	**0**		
Project Traffic	0	0	0	0	1	38	22	0	0	0	0	0		
Total 2028 Traffic	**86**	**893**	**0**	**0**	**1116**	**69**	**445**	**0**	**50**	**0**	**0**	**0**		
Approach Total		**979**			**1,185**			**495**			**0**			

PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208



1. The Publix at Indrio Commons project trips were calculated per the Trip Generation table provided in Appendix G and distributed based on Figure 1 due to the proximity to the Indrio Road Development project.
2. The Cabo Rio RV Resort project trips were obtained from the Cabo Rio RV Resort Traffic Impact Study by Pinder Troutman Consulting, Inc. dated March 17, 2021.
3. The Sugar Sand Apartment project trips were obtained from the Sugar Sand Apartment Traffic Analysis by O'Rourke Engineering & Planning dated June 20, 2022.
4. The Indrio Pines project trips were obtained from the Indrio Pines Concurrency Traffic Analysis by O'Rourke Engineering & Planning dated September 16, 2021.
5. The Indrio Woods and Kings Highway Self Storage project trips were obtained from the 7075 Indrio Road Traffic Study by WGI dated April 12, 2024.
6. Feeder Road Self Storage project trips were not included, as fewer than 18 trips are proposed per day, per the Feeder Road Self Storage Traffic Statement by Abraham Chabab, Inc. dated June 5, 2023.

CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

INDRIO ROAD AND TURNPIKE FEEDER ROAD/KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

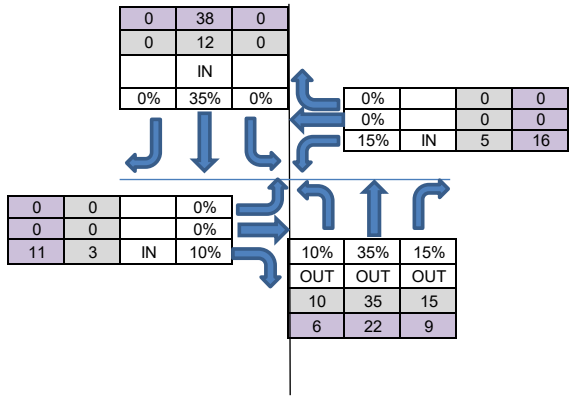
AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	115	311	13	107	352	136	137	148	195	37	93	29	1673	Existing Total
Peak Season Adjustment	16	44	2	15	49	19	19	21	27	5	13	4		
Total Existing Traffic	**131**	**355**	**15**	**122**	**401**	**155**	**156**	**169**	**222**	**42**	**106**	**33**		
Background Traffic Growth	14	37	2	13	42	16	16	18	23	4	11	3	198	BG Total
1.0% Background Growth	5	14	1	5	16	6	6	7	9	2	4	1	**248**	1% + MP Total
Publix at Indrio Commons[1]	6	0	0	0	0	7	4	3	4	0	5	0		
Cabo Rio RV Resort[2]	12	4	4	0	2	0	0	0	7	2	0	0		
Sugar Sand Apartment[3]	0	2	0	0	7	11	4	0	0	0	0	0		
Indrio Pines[4]	0	0	2	2	0	0	0	2	0	6	6	6		
Indrio Woods[5]	0	0	4	4	0	0	0	5	0	13	14	13		
Kings Highway Self Storage[5]	0	2	0	2	1	1	1	0	0	0	0	3		
Major Projects Traffic[6]	18	8	10	8	10	19	9	10	11	21	25	22		
1% + Major Projects Used	23	22	11	13	26	25	15	17	20	23	29	23		
Total Background Traffic	**154**	**377**	**25**	**135**	**428**	**180**	**172**	**186**	**242**	**65**	**135**	**56**		
Project Traffic	10	35	15	0	12	0	0	0	3	5	0	0		
Total 2028 Traffic	**164**	**412**	**40**	**135**	**440**	**180**	**172**	**186**	**245**	**70**	**135**	**56**		
Approach Total		**617**			**755**			**602**			**262**			

TRIPS

	IN	OUT
AM	34	101
PM	108	63



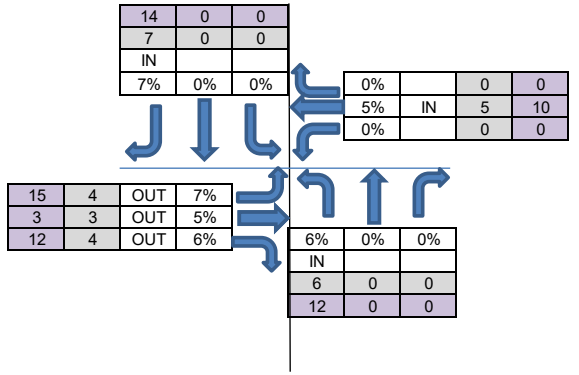
PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	265	425	22	193	154	116	263	413	27	39	229	104	2250	Existing Total
Peak Season Adjustment	37	60	3	27	22	16	37	58	4	5	32	15		
Total Existing Traffic	**302**	**485**	**25**	**220**	**176**	**132**	**300**	**471**	**31**	**44**	**261**	**119**		
Background Traffic Growth	31	50	3	23	18	14	31	49	3	5	27	12	266	BG Total
1.0% Background Growth	12	20	1	9	7	5	12	19	1	2	11	5	**353**	1% + MP Total
Publix at Indrio Commons[1]	12	0	0	0	0	14	15	3	12	0	10	0		
Cabo Rio RV Resort[2]	9	3	3	0	5	0	0	0	16	5	0	0		
Sugar Sand Apartment[3]	0	7	0	0	4	6	11	0	0	0	0	0		
Indrio Pines[4]	0	0	6	6	0	0	0	6	0	4	4	3		
Indrio Woods[5]	0	0	14	14	0	0	0	15	0	8	9	8		
Kings Highway Self Storage[5]	0	2	0	5	2	2	2	0	0	0	0	4		
Major Projects Traffic[6]	21	12	23	25	11	22	28	24	28	17	23	15		
1% + Major Projects Used	33	32	24	34	18	27	40	43	29	19	34	20		
Total Background Traffic	**335**	**516**	**49**	**254**	**194**	**160**	**340**	**514**	**60**	**63**	**295**	**138**		
Project Traffic	6	22	9	0	38	0	0	0	11	16	0	0		
Total 2028 Traffic	**341**	**538**	**58**	**254**	**232**	**160**	**340**	**514**	**71**	**79**	**295**	**138**		
Approach Total		**938**			**645**			**925**			**512**			

PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208



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CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

INDRIO ROAD AND US 1

07/16/24
Revised 11/21/24
Revised 02/18/25

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

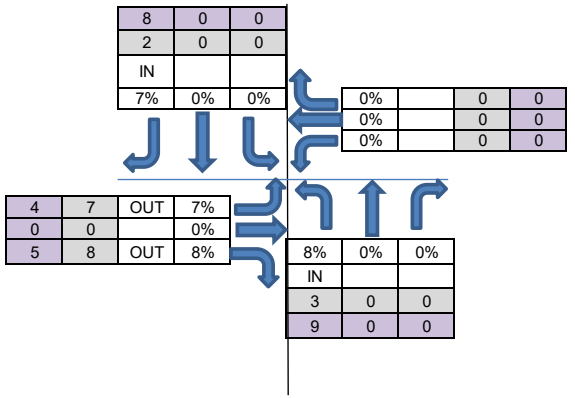
TRIPS

	IN	OUT
AM	34	101
PM	108	63

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	84	847	22	8	739	10	33	18	267	18	4	9	2059	Existing Total
Peak Season Adjustment	12	119	3	1	103	1	5	3	37	3	1	1		
Total Existing Traffic	**96**	**966**	**25**	**9**	**842**	**11**	**38**	**21**	**304**	**21**	**5**	**10**		
Background Traffic Growth	10	100	3	1	87	1	4	2	32	2	0	1	**244**	BG Total
1.0% Background Growth	4	39	1	0	34	0	2	1	12	1	0	0	177	1% + MP Total
Publix at Indrio Commons[1]	5	0	0	0	0	0	0	0	3	0	0	0		
Cabo Rio RV Resort[2]	0	0	0	0	0	0	0	4	0	0	2	0		
Sugar Sand Apartment[3]	1	0	0	0	0	1	4	0	4	0	0	0		
Indrio Pines[4]	1	0	0	0	0	1	5	0	5	0	0	0		
Indrio Woods[5]	7	0	0	0	0	0	0	9	22	0	3	0		
Kings Highway Self Storage[5]	2	0	0	0	0	0	0	0	2	0	1	0		
Major Projects Traffic[6]	16	0	0	0	0	2	9	13	36	0	6	0		
Background Growth Used	10	100	3	1	87	1	4	2	32	2	0	1		
Total Background Traffic	**106**	**1066**	**28**	**10**	**930**	**13**	**42**	**23**	**336**	**23**	**5**	**11**		
Project Traffic	3	0	0	0	0	2	7	0	8	0	0	0		
Total 2028 Traffic	**109**	**1066**	**28**	**10**	**930**	**15**	**49**	**23**	**344**	**23**	**5**	**11**		
Approach Total		**1,202**			**955**			**415**			**39**			



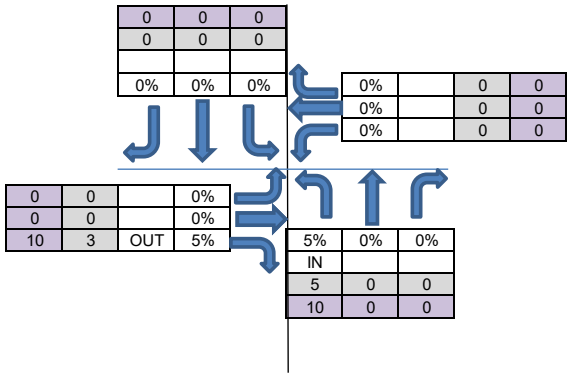
PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	254	775	29	5	849	31	18	9	138	30	25	3	2166	Existing Total
Peak Season Adjustment	36	109	4	1	119	4	3	1	19	4	4	0		
Total Existing Traffic	**290**	**884**	**33**	**6**	**968**	**35**	**21**	**10**	**157**	**34**	**29**	**3**		
Background Traffic Growth	30	92	3	1	100	4	2	1	16	4	3	0	**256**	BG Total
1.0% Background Growth	12	36	1	0	39	1	1	0	6	1	1	0	217	1% + MP Total
Publix at Indrio Commons[1]	10	0	0	0	0	0	0	0	10	0	0	0		
Cabo Rio RV Resort[2]	0	0	0	0	0	0	0	3	0	0	5	0		
Sugar Sand Apartment[3]	4	0	0	0	0	4	2	0	2	0	0	0		
Indrio Pines[4]	6	0	0	0	0	5	3	0	3	0	0	0		
Indrio Woods[5]	24	0	0	0	0	0	0	5	14	0	8	0		
Kings Highway Self Storage[5]	3	0	0	0	0	0	0	1	4	0	1	0		
Major Projects Traffic[6]	47	0	0	0	0	9	5	9	33	0	14	0		
Background Growth Used	30	92	3	1	100	4	2	1	16	4	3	0		
Total Background Traffic	**320**	**975**	**36**	**6**	**1068**	**39**	**23**	**11**	**174**	**38**	**31**	**4**		
Project Traffic	9	0	0	0	0	8	4	0	5	0	0	0		
Total 2028 Traffic	**329**	**975**	**36**	**6**	**1068**	**47**	**27**	**11**	**179**	**38**	**31**	**4**		
Approach Total		**1,340**			**1,122**			**217**			**73**			



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CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

ST LUCIE BOULEVARD AND KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

TRIPS

	IN	OUT
AM	34	101
PM	108	63

AM Peak Hour

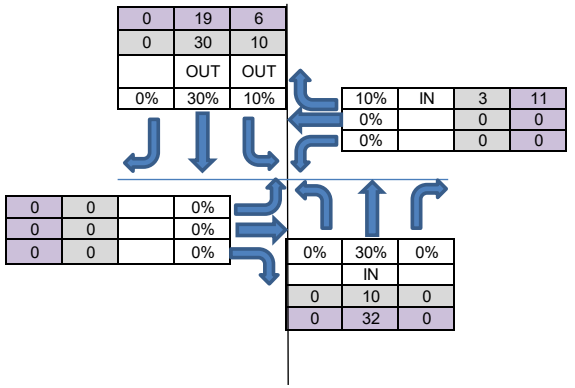
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	9	376	106	148	431	0	0	5	6	62	4	64	1211	Existing Total
Peak Season Adjustment	1	53	15	21	60	0	0	1	1	9	1	9		
Total Existing Traffic	**10**	**429**	**121**	**169**	**491**	**0**	**0**	**6**	**7**	**71**	**5**	**73**		
Background Traffic Growth	1	44	13	18	51	0	0	1	1	7	0	8	143	BG Total
1.0% Background Growth	0	17	5	7	20	0	0	0	0	3	0	3	**776**	1% + MP Total
236 Acres on Kings Highway[7]	0	23	15	0	59	0	0	0	0	39	0	0		
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	106	118	36	13	102	36	72	30	135	66	39	22		
Total Background Traffic	**117**	**547**	**157**	**182**	**593**	**36**	**72**	**36**	**142**	**137**	**44**	**95**		
Project Traffic	0	10	0	10	30	0	0	0	0	0	0	3		
Total 2028 Traffic	**117**	**557**	**157**	**192**	**623**	**36**	**72**	**36**	**142**	**137**	**44**	**98**		
Approach Total		**830**			**851**			**250**			**278**			

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	8	516	112	114	378	4	1	3	5	90	3	157	1391	
Peak Season Adjustment	1	72	16	16	53	1	0	0	1	13	0	22		
Total Existing Traffic	**9**	**588**	**128**	**130**	**431**	**5**	**1**	**3**	**6**	**103**	**3**	**179**		
Background Traffic Growth	1	61	13	13	45	0	0	0	1	11	0	19	165	
1.0% Background Growth	0	24	5	5	17	0	0	0	0	4	0	7	**784**	
236 Acres on Kings Highway[7]	0	58	39	0	18	0	0	0	0	12	0	0		Existing Total
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	106	125	36	11	99	36	72	30	135	67	39	26		
Total Background Traffic	**115**	**713**	**164**	**141**	**530**	**41**	**73**	**34**	**141**	**170**	**43**	**205**		BG Total
Project Traffic	0	32	0	6	19	0	0	0	0	0	0	11		1% + MP Total
Total 2028 Traffic	**115**	**745**	**164**	**147**	**549**	**41**	**73**	**34**	**141**	**170**	**43**	**216**		
Approach Total		**1,024**			**737**			**248**			**429**			



7. The 236 Acres on Kings Highway project trips and the Major Projects trips were obtained from the 236 Acres on Kings Highway Traffic Analysis Study by O'Rourke Engineering & Planning dated September 21, 2022.

CMA INTERSECTION ANALYSIS
4540 NORTH KINGS HIGHWAY
ANGLE ROAD AND KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

TRIPS	IN	OUT
AM	34	101
PM	108	63

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

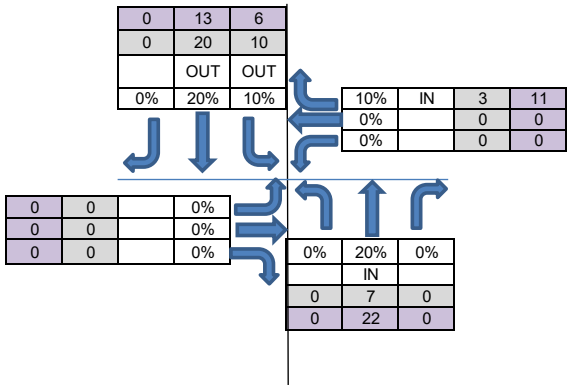
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	20	433	67	97	362	29	39	63	57	25	41	115	1348	Existing Total
Peak Season Adjustment	3	61	9	14	51	4	5	9	8	4	6	16		
Total Existing Traffic	**23**	**494**	**76**	**111**	**413**	**33**	**44**	**72**	**65**	**29**	**47**	**131**		
Background Traffic Growth	2	51	8	11	43	3	5	7	7	3	5	14	160	BG Total
1.0% Background Growth	1	20	3	4	17	1	2	3	3	1	2	5	**782**	1% + MP Total
236 Acres on Kings Highway[7]	12	49	0	0	17	12	0	0	0	7	0	0		
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	107	121	34	10	99	37	74	33	138	64	41	24		
Total Background Traffic	**130**	**615**	**110**	**121**	**511**	**70**	**118**	**105**	**203**	**93**	**88**	**155**		
Project Traffic	0	7	0	10	20	0	0	0	0	0	0	3		
Total 2028 Traffic	**130**	**622**	**110**	**131**	**531**	**70**	**118**	**105**	**203**	**93**	**88**	**158**		
Approach Total		**862**			**733**			**426**			**339**			

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	56	436	50	97	439	13	23	70	48	57	69	124	1482	
Peak Season Adjustment	8	61	7	14	61	2	3	10	7	8	10	17		
Total Existing Traffic	**64**	**497**	**57**	**111**	**500**	**15**	**26**	**80**	**55**	**65**	**79**	**141**		
Background Traffic Growth	7	52	6	11	52	2	3	8	6	7	8	15	175	
1.0% Background Growth	3	20	2	4	20	1	1	3	2	3	3	6	**789**	
236 Acres on Kings Highway[7]	39	97	0	0	38	39	0	0	0	15	0	0		Existing Total
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	109	121	33	10	102	37	73	33	137	66	42	25		
Total Background Traffic	**172**	**618**	**90**	**121**	**603**	**51**	**99**	**113**	**192**	**131**	**121**	**166**		BG Total
Project Traffic	0	22	0	6	13	0	0	0	0	0	0	11		1% + MP Total
Total 2028 Traffic	**172**	**640**	**90**	**127**	**616**	**51**	**99**	**113**	**192**	**131**	**121**	**177**		
Approach Total		**903**			**794**			**404**			**429**			



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SIMMONS & WHITE
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407
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ENGINEERING | PLANNING | CONSULTING | SINCE 1982

TRAFFIC IMPACT STATEMENT

FARRELL COMMUNITIES – FT. PIERCE
FORT PIERCE, FLORIDA

Prepared for:

Farrell Building Company
2317 Montauk Highway
PO Box 14
Bridgehampton, New York 11932

Job No. 22-158

Date: September 13, 2022
Revised: December 16, 2022

BRYAN G. KELLEY LICENSE No. 74006 DEC 16 2022 STATE OF FLORIDA PROFESSIONAL ENGINEER

Bryan G. Kelley, P.E.
FL Reg. No. 74006

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT KINGS HIGHWAY/FLORIDA TURNPIKE

TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025

AM Peak Hour

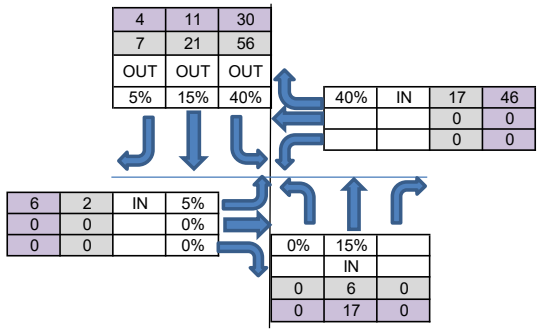
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	46	105	437	70	152	24	41	363	41	353	291	169
Peak Season Adjustment	5	12	48	8	17	3	5	40	5	39	32	19
Adjusted Existing Volume (2020)	51	117	485	78	169	27	46	403	46	392	323	188
Background Traffic Growth	7	15	64	10	22	4	6	53	6	51	42	25
Major Projects Traffic	0	0	62	39	0	0	0	38	0	25	14	15
Kings Hwy Commerce Center	0	8	0	7	2	1	5	0	0	0	0	30
2025 Background Traffic	58	140	611	134	193	31	56	494	51	468	379	257
Project Traffic	0	6	0	56	21	7	2	0	0	0	0	17
Total 2025 Traffic	**58**	**146**	**611**	**190**	**214**	**38**	**58**	**494**	**51**	**468**	**379**	**274**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	66	108	465	184	172	36	44	301	26	409	433	148
Peak Season Adjustment	7	12	51	20	19	4	5	33	3	45	48	16
Adjusted Existing Volume (2020)	73	120	516	204	191	40	49	334	29	454	481	164
Background Traffic Growth	10	16	68	27	25	5	6	44	4	60	63	22
Major Projects Traffic	0	0	37	13	0	0	0	12	0	62	23	24
Kings Hwy Commerce Center	0	2	0	26	7	4	1	0	0	0	0	8
2025 Background Traffic	83	138	621	270	223	49	56	390	33	576	567	218
Project Traffic	0	17	0	30	11	4	6	0	0	0	0	46
Total 2025 Traffic	**83**	**155**	**621**	**300**	**234**	**53**	**62**	**390**	**33**	**576**	**567**	**264**



CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT CROSSROADS PARKWAY

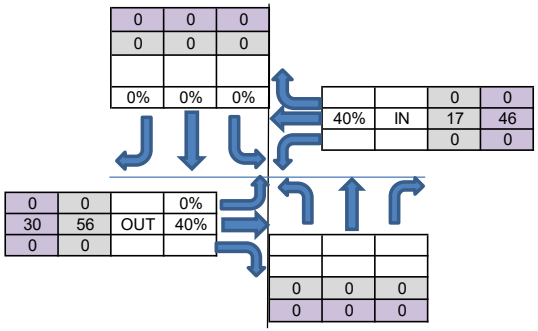
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	24	6	51	78	16	48	57	1116	12	64	823	128
Peak Season Adjustment	3	1	6	9	2	5	6	123	1	7	91	14
Adjusted Existing Volume (2020)	27	7	57	87	18	53	63	1239	13	71	914	142
Background Traffic Growth	4	1	7	11	2	7	8	163	2	9	120	19
Major Projects Traffic	32	0	36	0	0	0	0	27	99	119	22	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	7	0	0	30	0
2025 Background Traffic	62	8	100	98	20	60	72	1436	114	199	1086	161
Project Traffic	0	0	0	0	0	0	0	56	0	0	17	0
Total 2025 Traffic	**62**	**8**	**100**	**98**	**20**	**60**	**72**	**1492**	**114**	**199**	**1103**	**161**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	29	9	103	147	9	34	80	991	42	161	1345	132
Peak Season Adjustment	3	1	11	16	1	4	9	109	5	18	148	15
Adjusted Existing Volume (2020)	32	10	114	163	10	38	89	1100	47	179	1493	147
Background Traffic Growth	4	1	15	21	1	5	12	145	6	23	196	19
Major Projects Traffic	94	0	203	0	0	0	0	21	39	46	14	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	26	0	0	8	0
2025 Background Traffic	130	11	332	185	11	43	100	1292	92	248	1711	166
Project Traffic	0	0	0	0	0	0	0	30	0	0	46	0
Total	**130**	**11**	**332**	**185**	**11**	**43**	**100**	**1322**	**92**	**248**	**1757**	**166**

Note:
Westbound through volume derived from Okeechobee Road at I-95 turning movement counts (WBT + SBR of adjacent I-95 intersection)

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT I-95 WEST INTERSECTION

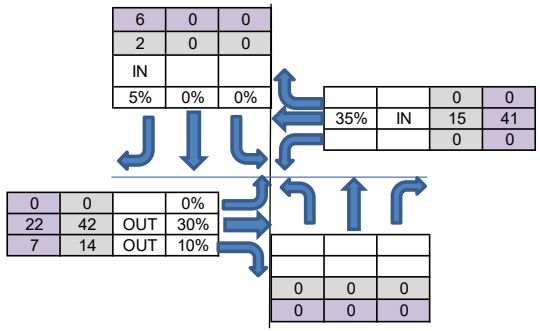
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	245	0	260	0	917	450	0	563	0
Peak Season Adjustment	0	0	0	27	0	29	0	101	50	0	62	0
Adjusted Existing Volume (2020)	0	0	0	272	0	289	0	1018	500	0	625	0
Background Traffic Growth	0	0	0	36	0	38	0	134	66	0	82	0
Major Projects Traffic	0	0	0	8	0	23	0	45	18	0	118	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	2	5	0	30	0
2025 Background Traffic	0	0	0	316	0	350	0	1199	588	0	855	0
Project Traffic	0	0	0	0	0	2	0	42	14	0	15	0
Total 2025 Traffic	**0**	**0**	**0**	**316**	**0**	**352**	**0**	**1241**	**602**	**0**	**870**	**0**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	267	0	441	0	453	767	0	904	0
Peak Season Adjustment	0	0	0	29	0	49	0	50	84	0	99	0
Adjusted Existing Volume (2020)	0	0	0	296	0	490	0	503	851	0	1003	0
Background Traffic Growth	0	0	0	39	0	64	0	66	112	0	132	0
Major Projects Traffic	0	0	0	5	0	9	0	84	53	0	50	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	9	17	0	8	0
2025 Background Traffic	0	0	0	340	0	563	0	662	1033	0	1193	0
Project Traffic	0	0	0	0	0	6	0	22	7	0	41	0
Total	**0**	**0**	**0**	**340**	**0**	**569**	**0**	**684**	**1040**	**0**	**1234**	**0**

Note: I-95 eastbound on ramp to both NB and SB I-95 included in Easbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT I-95 EAST INTERSECTION

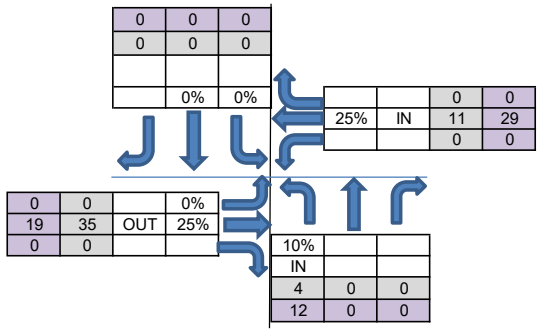
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	189	0	929	0	0	0	0	766	0	0	421	732
Peak Season Adjustment	21	0	102	0	0	0	0	84	0	0	46	81
Adjusted Existing Volume (2020)	210	0	1031	0	0	0	0	850	0	0	467	813
Background Traffic Growth	28	0	136	0	0	0	0	112	0	0	61	107
Major Projects Traffic	33	0	8	0	0	0	0	52	0	0	85	21
Kings Hwy Commerce Center	20	0	0	0	0	0	0	2	0	0	10	0
2025 Background Traffic	290	0	1175	0	0	0	0	1016	0	0	624	940
Project Traffic	4	0	0	0	0	0	0	35	0	0	11	0
Total 2025 Traffic	**294**	**0**	**1175**	**0**	**0**	**0**	**0**	**1051**	**0**	**0**	**635**	**940**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	178	0	769	0	0	0	0	720	0	0	540	881
Peak Season Adjustment	20	0	85	0	0	0	0	79	0	0	59	97
Adjusted Existing Volume (2020)	198	0	854	0	0	0	0	799	0	0	599	978
Background Traffic Growth	26	0	112	0	0	0	0	105	0	0	79	129
Major Projects Traffic	12	0	5	0	0	0	0	85	0	0	38	18
Kings Hwy Commerce Center	5	0	0	0	0	0	0	9	0	0	3	0
2025 Background Traffic	241	0	971	0	0	0	0	998	0	0	719	1124
Project Traffic	12	0	0	0	0	0	0	19	0	0	29	0
Total	**253**	**0**	**971**	**0**	**0**	**0**	**0**	**1017**	**0**	**0**	**748**	**1124**

Note: I-95 westbound on ramp to both NB and SB I-95 included in Westbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT JENKINS ROAD

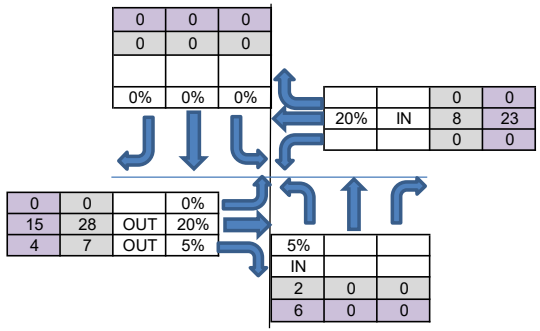
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.07 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	330	153	82	225	169	84	234	1414	319	107	736	73
Peak Season Adjustment	23	11	6	16	12	6	16	99	22	7	52	5
Adjusted Existing Volume (2020)	353	164	88	241	181	90	250	1513	341	114	788	78
Background Traffic Growth	46	22	12	32	24	12	33	199	45	15	103	10
Major Projects Traffic	52	14	119	0	19	1	1	15	52	184	53	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	2	0	0	10	0
2025 Background Traffic	452	199	218	272	224	103	284	1729	438	314	954	88
Project Traffic	2	0	0	0	0	0	0	28	7	0	8	0
Total 2025 Traffic	**454**	**199**	**218**	**272**	**224**	**103**	**284**	**1757**	**445**	**314**	**962**	**88**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	289	118	25	322	160	97	197	1057	279	93	1208	150
Peak Season Adjustment	20	8	2	23	11	7	14	74	20	7	85	11
Adjusted Existing Volume (2020)	309	126	27	345	171	104	211	1131	299	100	1293	161
Background Traffic Growth	41	17	4	45	22	14	28	149	39	13	170	21
Major Projects Traffic	35	6	39	0	7	1	1	50	60	32	19	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	9	0	0	3	0
2025 Background Traffic	385	149	69	390	201	118	239	1339	398	145	1484	182
Project Traffic	6	0	0	0	0	0	0	15	4	0	23	0
Total	**391**	**149**	**69**	**390**	**201**	**118**	**239**	**1354**	**402**	**145**	**1507**	**182**

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT KINGS HIGHWAY

TRIPS	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

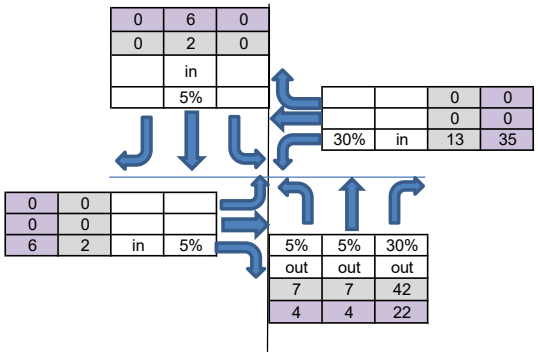
Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.17 Current Year = 2018 Buildout Year = 2025

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	47	213	144	367	284	50	64	344	74	126	249	404
Peak Season Adjustment	8	36	24	62	48	9	11	58	13	21	42	69
Adjusted Existing Volume (2018)	55	249	168	429	332	59	75	402	87	147	291	473
Background Traffic Growth	10	47	32	81	63	11	14	76	16	28	55	89
Major Projects Traffic	102	173	142	133	160	36	33	93	41	301	254	209
2025 Background Traffic	167	469	342	643	555	106	122	571	144	476	600	771
Project Traffic	7	7	42	0	2	0	0	0	2	13	0	0
Total 2025 Traffic	**174**	**476**	**384**	**643**	**557**	**106**	**122**	**571**	**146**	**489**	**600**	**771**
Approach Total		**1,035**			**1,306**			**839**			**1,860**	



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	66	239	131	412	275	51	63	263	54	124	247	379
Peak Season Adjustment	11	41	22	70	47	9	11	45	9	21	42	64
Adjusted Existing Volume (2018)	77	280	153	482	322	60	74	308	63	145	289	443
Background Traffic Growth	15	53	29	91	61	11	14	58	12	27	55	84
Major Projects Traffic	69	146	255	235	216	26	66	275	89	206	117	168
2025 Background Traffic	161	478	437	808	598	97	154	641	164	378	461	695
Project Traffic	4	4	22	0	6	0	0	0	6	35	0	0
Total	**165**	**482**	**459**	**808**	**604**	**97**	**154**	**641**	**170**	**413**	**461**	**695**
Approach Total		**1,106**			**1,509**			**964**			**1,569**	

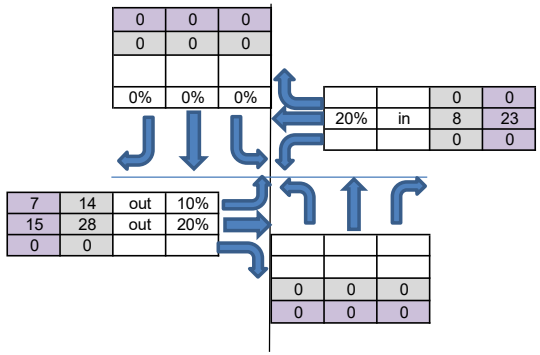
CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT I-95 NORTHBOUND

TRIPS	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	111	454	0	0	485	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	0	111	454	0	0	485	0
Background Traffic Growth	0	0	0	0	0	0	21	86	0	0	92	0
Major Projects Traffic	0	0	0	0	0	0	237	270	0	0	328	0
2025 Background Traffic	0	0	0	0	0	0	369	810	0	0	905	0
Project Traffic	0	0	0	0	0	0	14	28	0	0	8	0
Total 2025 Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**383**	**838**	**0**	**0**	**913**	**0**
Approach Total		**0**			**0**			**1,221**			**913**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	134	355	0	0	691	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	0	134	355	0	0	691	0
Background Traffic Growth	0	0	0	0	0	0	25	67	0	0	130	0
Major Projects Traffic	0	0	0	0	0	0	592	700	0	0	161	0
2025 Background Traffic	0	0	0	0	0	0	751	1122	0	0	982	0
Project Traffic	0	0	0	0	0	0	7	15	0	0	23	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**758**	**1137**	**0**	**0**	**1005**	**0**
Approach Total		**0**			**0**			**1,895**			**1,005**	

758

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT I-95 NORTHBOUND

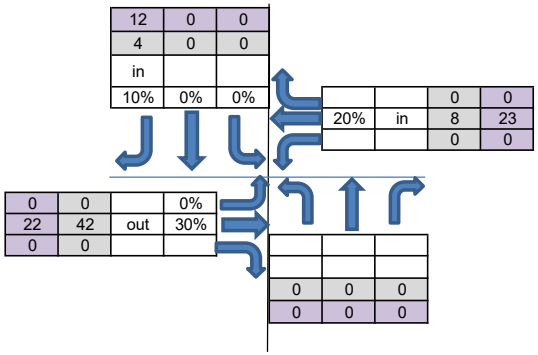
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	117	0	447	0	209	658	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	117	0	447	0	209	658	0
Background Traffic Growth	0	0	0	0	0	22	0	84	0	39	124	0
Major Projects Traffic	0	0	0	0	0	183	0	160	0	32	315	0
2025 Background Traffic	0	0	0	0	0	322	0	691	0	280	1097	0
Project Traffic	0	0	0	0	0	4	0	42	0	0	8	0
Total 2025 Traffic	**0**	**0**	**0**	**0**	**0**	**326**	**0**	**733**	**0**	**280**	**1105**	**0**
Approach Total		**0**			**326**			**733**			**1,386**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	130	0	385	0	358	585	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	130	0	385	0	358	585	0
Background Traffic Growth	0	0	0	0	0	25	0	73	0	68	110	0
Major Projects Traffic	0	0	0	0	0	90	0	264	0	19	120	0
2025 Background Traffic	0	0	0	0	0	245	0	722	0	445	815	0
Project Traffic	0	0	0	0	0	12	0	22	0	0	23	0
Total	**0**	**0**	**0**	**0**	**0**	**257**	**0**	**744**	**0**	**445**	**838**	**0**
Approach Total		**0**			**257**			**744**			**1,283**	

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Viva at Treasure Coast East

Prepared for:

TEG Developers, LLC
VCorp Agent Services, Inc
1200 South Pine Island Road
Plantation, Florida 33324

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

July 13, 2023

SR23061.0

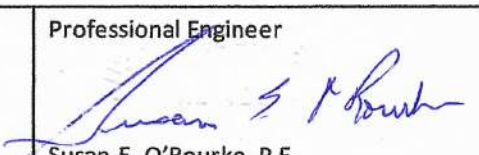
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 7/13/2023 License #: 42684

Table 1 - Trip Generation

Table 1a: Daily

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

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Multi-Family (Low-Rise)	220	206	DU	T = 0.31(X) + 22.85	24%	76%	21	66	87
TOTALS							**21**	**66**	**87**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Multi-Family (Low-Rise)	220	206	DU	T = 0.43(X) + 20.55	63%	37%	69	40	109
TOTALS							**69**	**40**	**109**

Source: ITE 11th Edition Trip Generation Rates

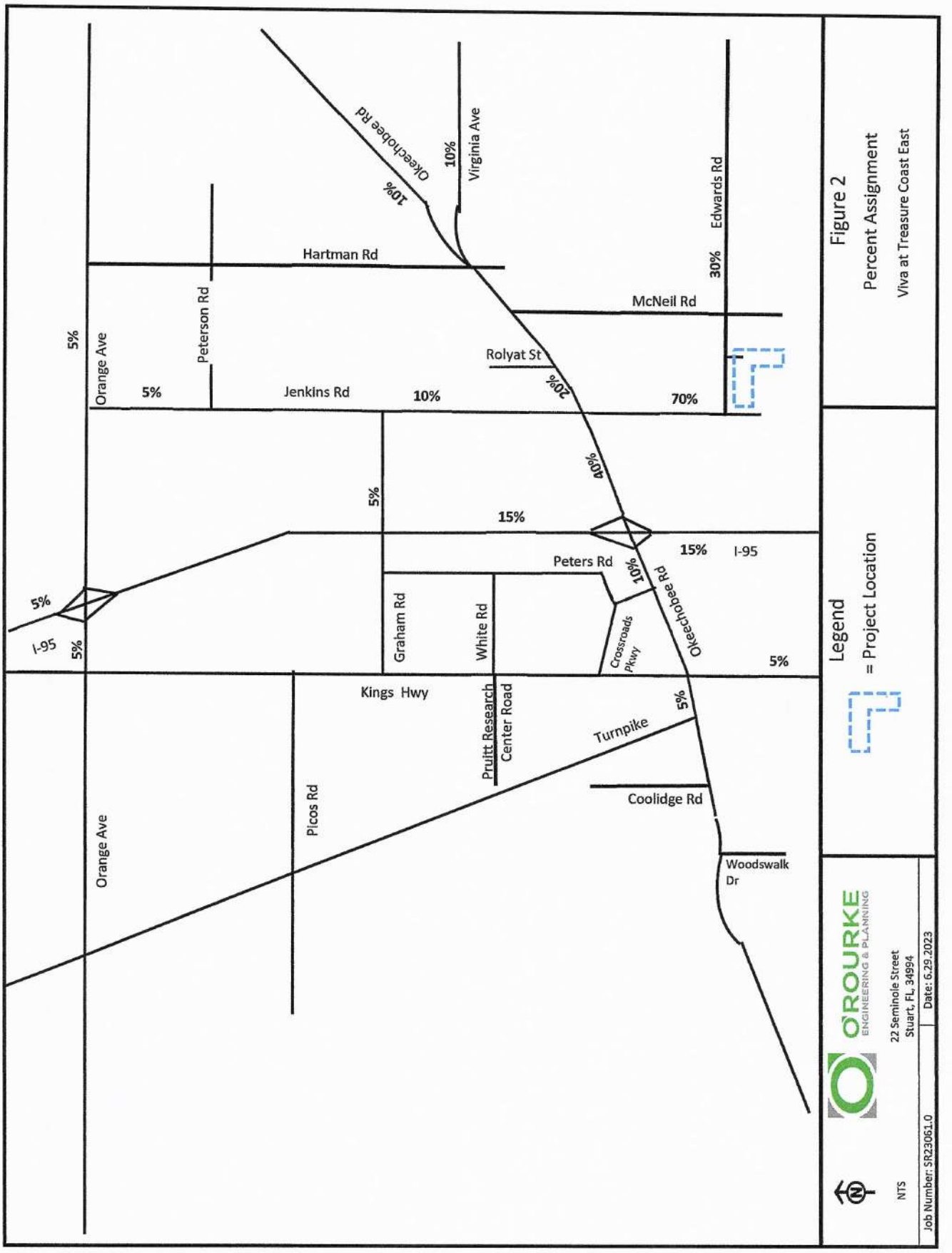


Figure 2
Percent Assignment
Viva at Treasure Coast East
Legend
= Project Location
O'ROURKE
ENGINEERING & PLANNING
22 Seminole Street
Stuart, FL, 34994
NTS
Job Number: SR23061.0
Date: 6.29.2023
Okeechobee Rd
Virginia Ave
Edwards Rd
Hartman Rd
McNeil Rd
Peterson Rd
Orange Ave
Rolyat St
Jenkins Rd
Peters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

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Regatta

Prepared for:

Mr. Pedro Quijada
Alva Stone Group
591 Evernia St
West Palm Beach, FL 33401

Prepared by:

O'Rourke Engineering & Planning
3725 SE Ocean Blvd. Suite 201
Stuart, Florida 34996
772-781-7918

August 11, 2023
Revised October 31, 2023

SR23071.0

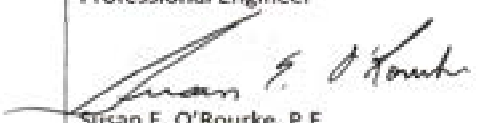
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 3725 SE Ocean Blvd. Suite 201 Stuart, Florida 34996 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 10/31/2023 License #: 42684

Table 1 - Trip Generation

Table 1a: Daily

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

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

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

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

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

Source: ITE 11th Edition Trip Generation Rates

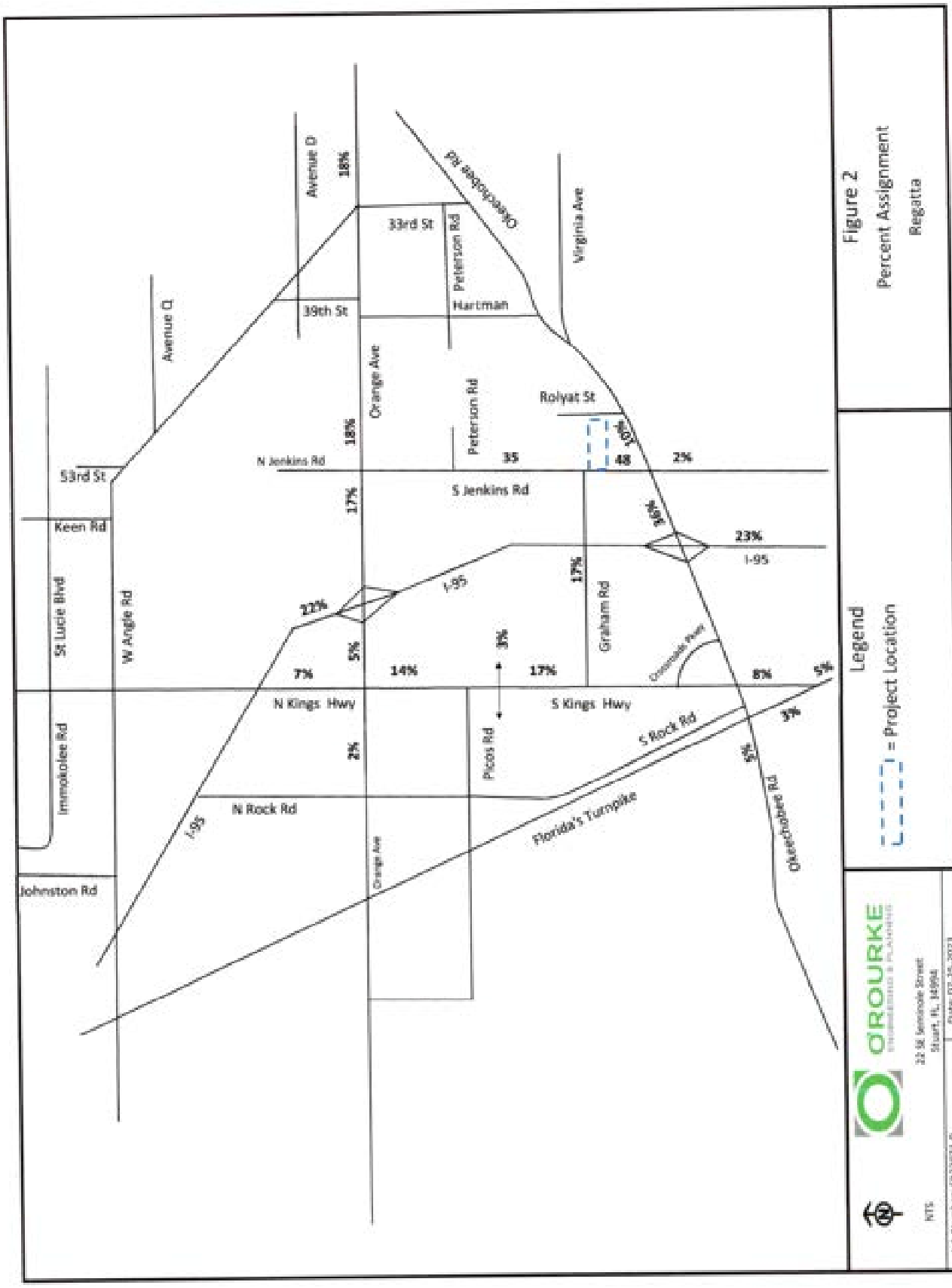


Figure 2
Percent Assignment
Regatta
Legend
= Project Location
Avenue D
18%
33rd St
Peterson Rd
Okeechobee Rd
Virginia Ave
39th St
Hartman
Avenue Q
Orange Ave
Peterson Rd
Rolyat St
18%
10%
N Jenkins Rd
35
48
2%
53rd St
S Jenkins Rd
17%
36%
Keen Rd
23%
I-95
17%
I-95
22%
St Lucie Blvd
W Angle Rd
Graham Rd
3%
5%
7%
14%
17%
8%
5%
N Kings Hwy
S Kings Hwy
Immokolee Rd
2%
Picos Rd
S Rock Rd
3%
5%
N Rock Rd
I-95
Florida's Turnpike
Okeechobee Rd
Johnston Rd
Orange Ave
O'ROURKE
22 SE Seminole Street
Stuart, FL 34994
NTS
Job Number: SR23071.0
Date: 07-25-2023
CS - Figures - Regatta

TRAFFIC IMPACT ANALYSIS

NEILL FARMS
FORT PIERCE, FL

PREPARED FOR:
CGV INVESTMENTS,LLC

Kimley»Horn

January 14, 2019
Revised May 15, 2019
Kimley-Horn Project #140520000
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & I-95 SOUTH OFF-RAMP
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.13	1.13
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	0	0	234	0	254	0	879	176	0	615	456
Peak Season Volume	0	0	0	264	0	287	0	993	199	0	695	515
Traffic Volume Growth	0	0	0	41	0	45	0	155	31	0	108	80
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								15				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											56	
Project Traffic	0	0	0	0	0	0	0	15	0	0	56	0
Committed Bent Creek												
Inbound Traffic Assignment								7.0%				
Inbound Traffic Volumes								27				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											36	
Project Traffic	0	0	0	0	0	0	0	27	0	0	36	0
Committed Carriage Pointe												
Inbound Traffic Assignment				20.0%								
Inbound Traffic Volumes				7								
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	7	0	0	0	0	0	0	0	0
Total Committed Projects	0	0	0	7	0	0	0	42	0	0	92	0
1.0% Traffic Volume Growth	0	0	0	11	0	12	0	40	8	0	28	21
Committed + 1.0% Growth	0	0	0	18	0	12	0	82	8	0	120	21
Max (Committed + 1.0% or Historic Growth)	0	0	0	41	0	45	0	155	31	0	120	80
Background Traffic Volumes	0	0	0	305	0	332	0	1,148	230	0	815	595
Project Traffic												
Inbound Traffic Assignment				18.0%				2.0%				
Inbound Traffic Volumes				10				1				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											3	
Project Traffic	0	0	0	10	0	0	0	1	0	0	3	0
Total Traffic w/o RTOR	0	0	0	315	0	332	0	1,149	230	0	818	595
RTOR Reduction												
TOTAL TRAFFIC	0	0	0	315	0	332	0	1,149	230	0	818	595

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	0	0	170	0	292	0	919	248	0	760	635
Peak Season Volume	0	0	0	192	0	330	0	1,038	280	0	859	718
Traffic Volume Growth	0	0	0	30	0	51	0	162	44	0	134	112
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								60				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											32	
Project Traffic	0	0	0	0	0	0	0	60	0	0	32	0
Committed Bent Creek												
Inbound Traffic Assignment								7.0%				
Inbound Traffic Volumes								16				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											44	
Project Traffic	0	0	0	0	0	0	0	16	0	0	44	0
Committed Carriage Pointe												
Inbound Traffic Assignment				20.0%								
Inbound Traffic Volumes				25								
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	25	0	0	0	0	0	0	0	0
Total Committed Projects	0	0	0	25	0	0	0	76	0	0	76	0
1.0% Traffic Volume Growth	0	0	0	8	0	13	0	42	11	0	35	29
Committed + 1.0% Growth	0	0	0	33	0	13	0	118	11	0	111	29
Max (Committed + 1.0% or Historic Growth)	0	0	0	33	0	51	0	162	44	0	134	112
Background Traffic Volumes	0	0	0	225	0	381	0	1,200	324	0	993	830
Project Traffic												
Inbound Traffic Assignment				18.0%				2.0%				
Inbound Traffic Volumes				33				4				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											2	
Project Traffic	0	0	0	33	0	0	0	4	0	0	2	0
Total Traffic w/o RTOR	0	0	0	258	0	381	0	1,204	324	0	995	830
RTOR Reduction												
TOTAL TRAFFIC	0	0	0	258	0	381	0	1,204	324	0	995	830

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & I-95 NORTH OFF-RAMP
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	213	0	814	0	0	0	0	805	308	0	858	211
Peak Season Volume	232	0	887	0	0	0	0	877	336	0	935	230
Traffic Volume Growth	36	0	138	0	0	0	0	137	52	0	146	36
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								15				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											56	
Project Traffic	0	0	0	0	0	0	0	15	0	0	56	0
Committed Bent Creek												
Inbound Traffic Assignment			8.0%					7.0%				
Inbound Traffic Volumes			31					27				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											36	
Project Traffic	0	0	31	0	0	0	0	27	0	0	36	0
Committed Camping World												
Inbound Traffic Assignment			10.0%					10.0%				
Inbound Traffic Volumes			4					4				
Outbound Traffic Assignment											10.0%	
Outbound Traffic Volumes											1	
Project Traffic	0	0	4	0	0	0	0	4	0	0	1	0
Total Committed Projects	0	0	35	0	0	0	0	46	0	0	93	0
1.0% Traffic Volume Growth	9	0	36	0	0	0	0	36	14	0	38	9
Committed + 1.0% Growth	9	0	71	0	0	0	0	82	14	0	131	9
Max (Committed + 1.0% or Historic Growth)	36	0	138	0	0	0	0	137	52	0	146	36
Background Traffic Volumes	268	0	1,025	0	0	0	0	1,014	388	0	1,081	266
Project Traffic												
Inbound Traffic Assignment			20.0%					2.0%				
Inbound Traffic Volumes			11					1				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											3	
Project Traffic	0	0	11	0	0	0	0	1	0	0	3	0
Total Traffic w/o RTOR	268	0	1,036	0	0	0	0	1,015	388	0	1,084	266
RTOR Reduction												
TOTAL TRAFFIC	268	0	1,036	0	0	0	0	1,015	388	0	1,084	266

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	186	0	548	0	0	0	0	759	330	0	1,209	266
Peak Season Volume	203	0	597	0	0	0	0	827	360	0	1,318	290
Traffic Volume Growth	32	0	93	0	0	0	0	129	56	0	206	45
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								60				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											32	
Project Traffic	0	0	0	0	0	0	0	60	0	0	32	0
Committed Bent Creek												
Inbound Traffic Assignment			8.0%					7.0%				
Inbound Traffic Volumes			18					16				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											44	
Project Traffic	0	0	18	0	0	0	0	16	0	0	44	0
Committed Camping World												
Inbound Traffic Assignment			10.0%					10.0%				
Inbound Traffic Volumes			7					7				
Outbound Traffic Assignment											10.0%	
Outbound Traffic Volumes											8	
Project Traffic	0	0	7	0	0	0	0	7	0	0	8	0
Total Committed Projects	0	0	25	0	0	0	0	83	0	0	84	0
1.0% Traffic Volume Growth	8	0	24	0	0	0	0	34	15	0	54	12
Committed + 1.0% Growth	8	0	49	0	0	0	0	117	15	0	138	12
Max (Committed + 1.0% or Historic Growth)	32	0	93	0	0	0	0	129	56	0	206	45
Background Traffic Volumes	235	0	690	0	0	0	0	956	416	0	1,524	335
Project Traffic												
Inbound Traffic Assignment			20.0%					2.0%				
Inbound Traffic Volumes			37					4				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											2	
Project Traffic	0	0	37	0	0	0	0	4	0	0	2	0
Total Traffic w/o RTOR	235	0	727	0	0	0	0	960	416	0	1,526	335
RTOR Reduction												
TOTAL TRAFFIC	235	0	727	0	0	0	0	960	416	0	1,526	335

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & JENKINS ROAD
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.12	1.12
Buildout Year =	2023	2023
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/10/2018	212	101	13	122	139	32	114	1,028	175	24	652	27
Peak Season Volume	237	113	15	137	156	36	128	1,151	196	27	730	30
Traffic Volume Growth	47	22	3	27	31	7	25	229	39	5	145	6
Committed Celebration Pointe												
Inbound Traffic Assignment		10.0%					25.0%		25.0%			
Inbound Traffic Volumes		10					26		26			
Outbound Traffic Assignment				25.0%	10.0%	25.0%						
Outbound Traffic Volumes				93	37	93						
Project Traffic	0	10	0	93	37	93	26	0	26	0	0	0
Committed Bent Creek												
Inbound Traffic Assignment			3.0%	2.0%				15.0%				
Inbound Traffic Volumes			11	8				57				
Outbound Traffic Assignment										3.0%	15.0%	2.0%
Outbound Traffic Volumes										15	77	10
Project Traffic	0	0	11	8	0	0	0	57	0	15	77	10
Committed Camping World												
Inbound Traffic Assignment							20.0%					30.0%
Inbound Traffic Volumes							8					13
Outbound Traffic Assignment				30.0%		20.0%						
Outbound Traffic Volumes				4		2						
Project Traffic	0	0	0	4	0	2	8	0	0	0	0	13
Committed KOA												
Inbound Traffic Assignment					5.0%			65.0%			5.0%	
Inbound Traffic Volumes					1			12			1	
Outbound Traffic Assignment	65.0%	5.0%	5.0%									
Outbound Traffic Volumes	20	2	2									
Project Traffic	20	2	2	0	1	0	0	12	0	0	1	0
Committed Carriage Pointe												
Inbound Traffic Assignment									20.0%			
Inbound Traffic Volumes									7			
Outbound Traffic Assignment	20.0%											
Outbound Traffic Volumes	22											
Project Traffic	22	0	0	0	0	0	0	0	7	0	0	0
Total Committed Projects	42	12	13	105	38	95	34	69	33	15	78	23
1.0% Traffic Volume Growth	12	6	1	7	8	2	7	59	10	1	37	2
Committed + 1.0% Growth	54	18	14	112	46	97	41	128	43	16	115	25
Max (Committed + 1.0% or Historic Growth)	54	22	14	112	46	97	41	229	43	16	145	25
Background Traffic Volumes	291	135	29	249	202	133	169	1,380	239	43	875	55
Project Traffic												
Inbound Traffic Assignment								5.0%	35.0%	5.0%		
Inbound Traffic Volumes								3	19	3		
Outbound Traffic Assignment	35.0%		5.0%								5.0%	
Outbound Traffic Volumes	57		8								8	
Project Traffic	57	0	8	0	0	0	0	3	19	3	8	0
Total Traffic w/o RTOR	348	135	37	249	202	133	169	1,383	258	46	883	55
RTOR Reduction												
TOTAL TRAFFIC	348	135	37	249	202	133	169	1,383	258	46	883	55

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/10/2018	268	108	34	181	161	72	185	859	176	16	1,141	89
Peak Season Volume	300	121	38	203	180	81	207	962	197	18	1,278	100
Traffic Volume Growth	60	24	8	40	36	16	41	191	39	4	254	20
Committed Celebration Pointe												
Inbound Traffic Assignment		10.0%					25.0%		25.0%			
Inbound Traffic Volumes		40					100		100			
Outbound Traffic Assignment				25.0%	10.0%	25.0%						
Outbound Traffic Volumes				54	22	54						
Project Traffic	0	40	0	54	22	54	100	0	100	0	0	0
Committed Bent Creek												
Inbound Traffic Assignment			3.0%	2.0%				15.0%				
Inbound Traffic Volumes			7	5				34				
Outbound Traffic Assignment										3.0%	15.0%	2.0%
Outbound Traffic Volumes										19	95	13
Project Traffic	0	0	7	5	0	0	0	34	0	19	95	13
Committed Camping World												
Inbound Traffic Assignment							20.0%					30.0%
Inbound Traffic Volumes							13					20
Outbound Traffic Assignment				30.0%		20.0%						
Outbound Traffic Volumes				24		16						
Project Traffic	0	0	0	24	0	16	13	0	0	0	0	20
Committed KOA												
Inbound Traffic Assignment					5.0%			65.0%			5.0%	
Inbound Traffic Volumes					4			46			4	
Outbound Traffic Assignment	65.0%	5.0%	5.0%									
Outbound Traffic Volumes	25	2	2									
Project Traffic	25	2	2	0	4	0	0	46	0	0	4	0
Committed Carriage Pointe												
Inbound Traffic Assignment									20.0%			
Inbound Traffic Volumes									25			
Outbound Traffic Assignment	20.0%											
Outbound Traffic Volumes	15											
Project Traffic	15	0	0	0	0	0	0	0	25	0	0	0
Total Committed Projects	40	42	9	83	26	70	113	80	125	19	99	33
1.0% Traffic Volume Growth	15	6	2	10	9	4	11	49	10	1	65	5
Committed + 1.0% Growth	55	48	11	93	35	74	124	129	135	20	164	38
Max (Committed + 1.0% or Historic Growth)	60	48	11	93	36	74	124	191	135	20	254	38
Background Traffic Volumes	360	169	49	296	216	155	331	1,153	332	38	1,532	138
Project Traffic												
Inbound Traffic Assignment								5.0%	35.0%	5.0%		
Inbound Traffic Volumes								9	65	9		
Outbound Traffic Assignment	35.0%		5.0%								5.0%	
Outbound Traffic Volumes	38		5								5	
Project Traffic	38	0	5	0	0	0	0	9	65	9	5	0
Total Traffic w/o RTOR	398	169	54	296	216	155	331	1,162	397	47	1,537	138
RTOR Reduction												
TOTAL TRAFFIC	398	169	54	296	216	155	331	1,162	397	47	1,537	138

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & MCNEIL ROAD
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	45	34	65	163	50	62	47	1,231	42	29	709	80
Peak Season Volume	49	37	71	178	55	68	51	1,342	46	32	773	87
Traffic Volume Growth	8	6	11	28	9	11	8	209	7	5	121	14
Committed Celebration Pointe												
Inbound Traffic Assignment	5.0%										20.0%	
Inbound Traffic Volumes	5										21	
Outbound Traffic Assignment								20.0%	5.0%			
Outbound Traffic Volumes								74	19			
Project Traffic	5	0	0	0	0	0	0	74	19	0	21	0
Committed Bent Creek												
Inbound Traffic Assignment								20.0%				
Inbound Traffic Volumes								77				
Outbound Traffic Assignment											20.0%	
Outbound Traffic Volumes											102	
Project Traffic	0	0	0	0	0	0	0	77	0	0	102	0
Committed Camping World												
Inbound Traffic Assignment											30.0%	
Inbound Traffic Volumes											13	
Outbound Traffic Assignment								30.0%				
Outbound Traffic Volumes								4				
Project Traffic	0	0	0	0	0	0	0	4	0	0	13	0
Total Committed Projects	5	0	0	0	0	0	0	155	19	0	136	0
1.0% Traffic Volume Growth	2	2	3	7	2	3	2	54	2	1	31	4
Committed + 1.0% Growth	7	2	3	7	2	3	2	209	21	1	167	4
Max (Committed + 1.0% or Historic Growth)	8	6	11	28	9	11	8	209	21	5	167	14
Background Traffic Volumes	57	43	82	206	64	79	59	1,551	67	37	940	101
Project Traffic												
Inbound Traffic Assignment									5.0%	35.0%	5.0%	
Inbound Traffic Volumes									3	19	3	
Outbound Traffic Assignment	5.0%		35.0%					5.0%				
Outbound Traffic Volumes	8		57					8				
Project Traffic	8	0	57	0	0	0	0	8	3	19	3	0
Total Traffic w/o RTOR	65	43	139	206	64	79	59	1,559	70	56	943	101
RTOR Reduction												
TOTAL TRAFFIC	65	43	139	206	64	79	59	1,559	70	56	943	101

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	96	76	38	265	74	79	109	967	53	50	1,105	192
Peak Season Volume	105	83	41	289	81	86	119	1,054	58	55	1,204	209
Traffic Volume Growth	16	13	6	45	13	13	19	164	9	9	188	33
Committed Celebration Pointe												
Inbound Traffic Assignment	5.0%										20.0%	
Inbound Traffic Volumes	20										80	
Outbound Traffic Assignment								20.0%	5.0%			
Outbound Traffic Volumes								43	11			
Project Traffic	20	0	0	0	0	0	0	43	11	0	80	0
Committed Bent Creek												
Inbound Traffic Assignment								20.0%				
Inbound Traffic Volumes								46				
Outbound Traffic Assignment											20.0%	
Outbound Traffic Volumes											127	
Project Traffic	0	0	0	0	0	0	0	46	0	0	127	0
Committed Camping World												
Inbound Traffic Assignment											30.0%	
Inbound Traffic Volumes											20	
Outbound Traffic Assignment								30.0%				
Outbound Traffic Volumes								24				
Project Traffic	0	0	0	0	0	0	0	24	0	0	20	0
Total Committed Projects	20	0	0	0	0	0	0	113	11	0	227	0
1.0% Traffic Volume Growth	4	3	2	12	3	3	5	43	2	2	49	8
Committed + 1.0% Growth	24	3	2	12	3	3	5	156	13	2	276	8
Max (Committed + 1.0% or Historic Growth)	24	13	6	45	13	13	19	164	13	9	276	33
Background Traffic Volumes	129	96	47	334	94	99	138	1,218	71	64	1,480	242
Project Traffic												
Inbound Traffic Assignment									5.0%	35.0%	5.0%	
Inbound Traffic Volumes									9	65	9	
Outbound Traffic Assignment	5.0%		35.0%					5.0%				
Outbound Traffic Volumes	5		38					5				
Project Traffic	5	0	38	0	0	0	0	5	9	65	9	0
Total Traffic w/o RTOR	134	96	85	334	94	99	138	1,223	80	129	1,489	242
RTOR Reduction												
TOTAL TRAFFIC	134	96	85	334	94	99	138	1,223	80	129	1,489	242

VOLUME DEVELOPMENT SHEET
NEILL FARMS
MCNEIL ROAD & KIRBY LOOP ROAD
UNSIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	113	0	46	91	0	2	1	0	8	0	24
Peak Season Volume	0	123	0	50	99	0	2	1	0	9	0	26
Traffic Volume Growth	0	19	0	8	15	0	0	0	0	1	0	4
Committed Development from TPS												
Committed Celebration Pointe												
Inbound Traffic Assignment		5.0%										
Inbound Traffic Volumes		5										
Outbound Traffic Assignment					5.0%							
Outbound Traffic Volumes					19							
Project Traffic	0	5	0	0	19	0	0	0	0	0	0	0
Total Committed Projects	0	5	0	0	19	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	5	0	2	4	0	0	0	0	0	0	1
Committed + 1.0% Growth	0	10	0	2	23	0	0	0	0	0	0	1
Max (Committed + 1.0% or Historic Growth)	0	19	0	8	23	0	0	0	0	1	0	4
Background Traffic Volumes	0	142	0	58	122	0	2	1	0	10	0	30
Project Traffic												
Inbound Traffic Assignment		4.0%										13.0%
Inbound Traffic Volumes		2										7
Outbound Traffic Assignment				13.0%	4.0%							
Outbound Traffic Volumes				21	7							
Project Traffic	0	2	0	21	7	0	0	0	0	0	0	7
Total Traffic w/o RTOR	0	144	0	79	129	0	2	1	0	10	0	37
RTOR Reduction												
TOTAL TRAFFIC	0	144	0	79	129	0	2	1	0	10	0	37

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	1	140	7	42	125	0	0	0	0	15	1	75
Peak Season Volume	1	153	8	46	136	0	0	0	0	16	1	82
Traffic Volume Growth	0	24	1	7	21	0	0	0	0	2	0	13
Committed Development from TPS												
Committed Celebration Pointe												
Inbound Traffic Assignment		5.0%										
Inbound Traffic Volumes		20										
Outbound Traffic Assignment					5.0%							
Outbound Traffic Volumes					11							
Project Traffic	0	20	0	0	11	0	0	0	0	0	0	0
Total Committed Projects	0	20	0	0	11	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	6	0	2	6	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	26	0	2	17	0	0	0	0	1	0	3
Max (Committed + 1.0% or Historic Growth)	0	26	1	7	21	0	0	0	0	2	0	13
Background Traffic Volumes	1	179	9	53	157	0	0	0	0	18	1	95
Project Traffic												
Inbound Traffic Assignment		4.0%										13.0%
Inbound Traffic Volumes		7										24
Outbound Traffic Assignment				13.0%	4.0%							
Outbound Traffic Volumes				14	4							
Project Traffic	0	7	0	14	4	0	0	0	0	0	0	24
Total Traffic w/o RTOR	1	186	9	67	161	0	0	0	0	18	1	119
RTOR Reduction												
TOTAL TRAFFIC	1	186	9	67	161	0	0	0	0	18	1	119

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Kings Highway Commerce Center
Concurrency

Prepared for:

Mr. Ken Morin
JA Development Partners, LLC
4923 W. Cypress St.
Tampa, FL 33607

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

June 22, 2022
SR22061.0

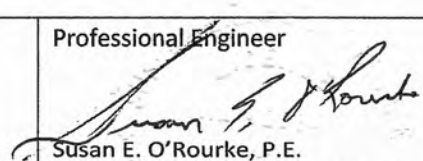
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 6/22/2022 License #: 42684

Table 1 - Trip Generation - White Parcel

Table 1a: Daily

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

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

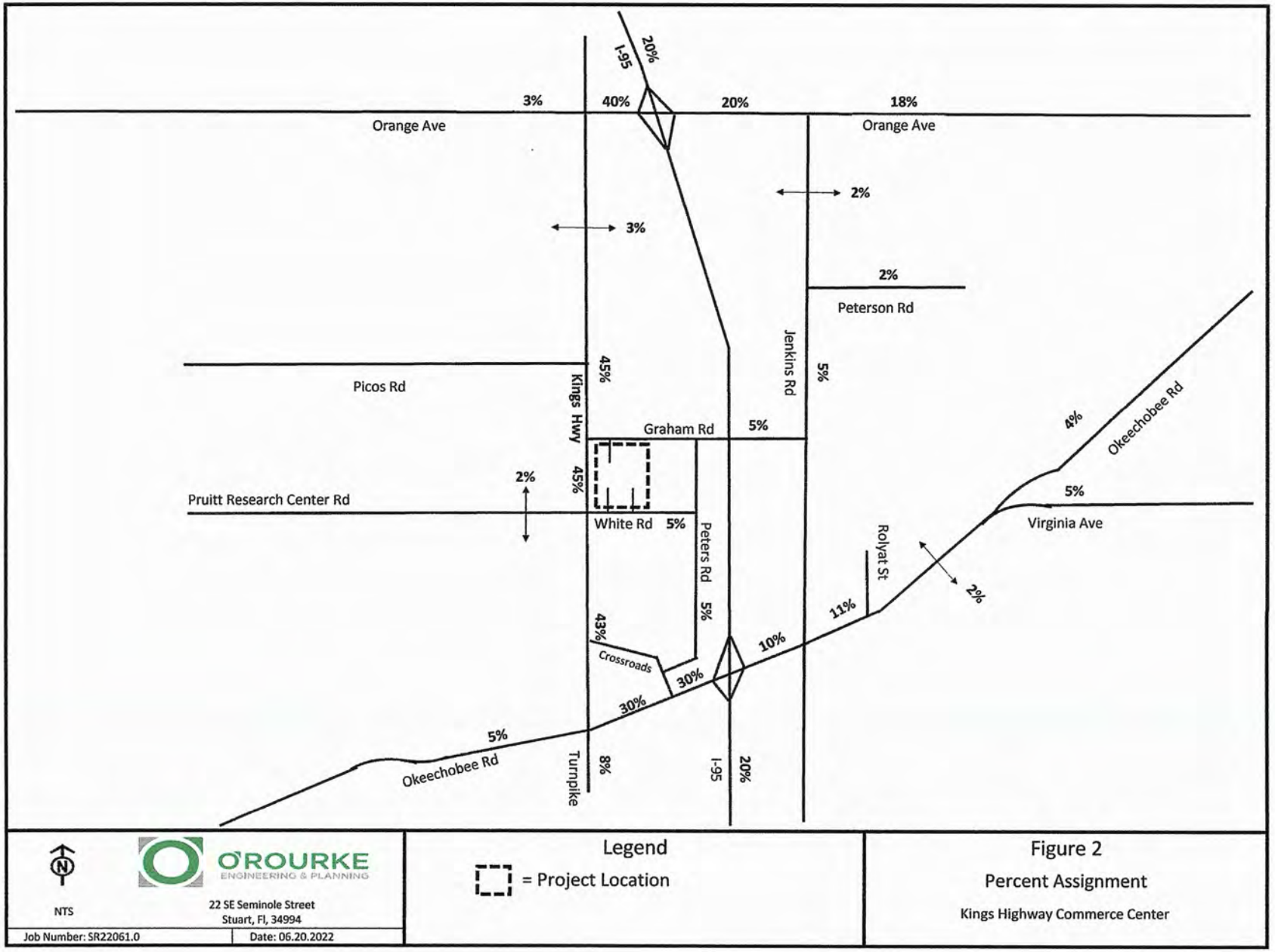
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	30,000	Sft	T = 0.94(X) + 26.49	86%	14%	47	8	55
Warehousing	150	412,000	Sft	T = 0.17(X)	77%	23%	54	16	70
TOTALS							**101**	**24**	**125**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

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

Source: ITE 10th Edition Trip Generation Rates


I-95
20%
3%
40%
20%
18%
Orange Ave
Orange Ave
2%
3%
2%
Peterson Rd
Jenkins Rd
5%
Picos Rd
45%
Kings Hwy
Graham Rd
5%
4%
Okeechobee Rd
2%
45%
Pruitt Research Center Rd
White Rd
5%
Peters Rd
5%
Virginia Ave
Rolyat St
11%
2%
43%
Crossroads
30%
10%
30%
5%
Okeechobee Rd
Turnpike
8%
I-95
20%
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR22061.0
Date: 06.20.2022
Legend
= Project Location
Figure 2
Percent Assignment
Kings Highway Commerce Center

APPENDIX D: SIGNAL TIMING DATA

ECONOLITE

MOVING TRAFFIC FORWARD

00018 - KINGS HWY @ ORANGE AVE - Kings Hwy @ Orange Ave. - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Q-Inuse 1-8

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	10	15	10	15	10	15	10	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	38	0	42	0	38	0	42	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	50	35	45	25	50	25	45	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.1	4.8	4.8	5.1	5.1	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

00030 - ORANGE AVE @ I-95 NB RAMP - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBL	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	45	40	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ø in use

00031 - ORANGE AVE @ I-95 SB RAMP - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W	N	N	WBL	E	N	S	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	16	0	20	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	40	35	35	30	40	35	40	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	3.0	4.0	4.5	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.5	2.0	2.0	2.5	2.5	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ø in use

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & Kings Hwy (SR713) - Cobalt [redacted] - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - "" ~~1E-L/NWT/SE-L/N-T/W-L/E-T/NW-L/S-T~~

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	~~NB~~	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00019 - KINGS HWY @ ST LUCIE BLVD - Kings Hwy @ St Lucie Blvd - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	10	0	7	7	10	10	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	5.0	0.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	45	0	25	15	45	25	25	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.1	0.0	4.8	5.1	5.1	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00016 - KINGS HWY @ ANGLE RD - Kings Hwy @ Angle Rd - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	30	0	7	0	30	0	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	15	0	23	0	15	0	18	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	4.5	0.0	4.0	0.0	4.5	0.0	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	60	0	30	0	60	0	30	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	5.1	0.0	4.8	0.0	5.1	0.0	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

APPENDIX E: VOLUME DEVELOPMENT SHEETS

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Orange Avenue

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
AM PEAK HOUR FACTOR: 0.92

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		81	423	99		200	242	310		56	191	149		277	335	60
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
AM PEAK SEASON VOLUMES		*83*	*431*	*101*		*204*	*247*	*316*		*57*	*195*	*152*		*283*	*342*	*61*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		1	14			26	106				3	3			20	6
Hope Commercial				2		33				4	0	10	0	0	0	0
Kings Highway Warehouse				14		89				14	61	89			62	
Crossroads Business Center			4			8	1	10				41		51		
Kings Highway Commerce Park				9		139				2		34				
Kings Highway Commerce Center			2	2		38	2			1		10				
Old Dominion Freight Line		2						4			3			1	1	1
Celebration Pointe (90% Buildout)							1									
Project Hunt				3		34				1		7				
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		1	8					26			15			80	46	4
Avalon Crossing (Built)																
Farrel Communities				2		13				7	7	42			2	
Hillpointe			1				3	6						2		
Regatta			1	2		2	4			5	12			2	4	
Pulte's Cornerstone																
Viva South/East			1				3									
7-Eleven at Kings/Angle		1						9			12			9	11	1
Eagle Bend		8						58			14			177	44	25
Serenoa		1						4			7			11	21	2
Millcreek						5		8				2		3		
4540 King's Highway Residential		0														
Pruitt Commerce Center				26		84				8	5	25			18	
AM TOTAL "COMMITTED" TRAFFIC	0	14	31	60	0	471	120	125	0	42	139	263	0	336	229	39
Years To Buildout																
1% Background Traffic Growth		4	22	5		10	13	16		3	10	8		14	17	3
Committed Project Traffic + 1% Growth		18	53	65		481	133	141		45	149	271		350	246	42
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		11	57	13		27	32	42		7	26	20		37	45	8
Highest Background Growth Used																
Maximum Background Growth Used		*18*	*57*	*65*		*481*	*133*	*141*		*45*	*149*	*271*		*350*	*246*	*42*
AM BACKGROUND TRAFFIC VOLUMES		*101*	*488*	*166*		*685*	*380*	*457*		*102*	*344*	*423*		*633*	*588*	*103*
Project Traffic																
Non-Residential – Entering							49.0%			29.0%						19.0%
							270			160						105
Non-Residential – Exiting		19.0%	49.0%	29.0%												
		35	90	53												
AM Non-Residential Project Traffic		35	90	53			270			160						105
AM TOTAL PROJECT TRAFFIC		*35*	*90*	*53*			*270*			*160*						*105*
AM FUTURE TOTAL VOLUMES		*136*	*578*	*219*		*685*	*650*	*457*		*262*	*344*	*423*		*633*	*588*	*208*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
PM PEAK HOUR FACTOR: 0.92

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		85	375	107		163	285	275		109	212	195		269	378	74
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
PM PEAK SEASON VOLUMES		*87*	*383*	*109*		*166*	*291*	*281*		*111*	*216*	*199*		*274*	*386*	*75*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		6	100			9	36				19	25			7	2
Hope Commercial				1		13				2		33				
Kings Highway Warehouse				18		119				9	39	56			82	
Crossroads Business Center			1			39	4	49				11		14		
Kings Highway Commerce Park				3		43				9		137				
Kings Highway Commerce Center				2		10				3		37				
Old Dominion Freight Line		1		3				2			2			4	2	2
Celebration Pointe (90% Buildout)							1									
Project Hunt				1		12				3		34				
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		5						93			53			55	32	3
Avalon Crossing (Built)																
Farrel Communities				6		35				4	4	22			6	
Hillpointe			4				2	5						8		
Regatta				1			2	6		5	17			1	3	
Pulte's Cornerstone																
Viva South/East			4				2									
7-Eleven at Kings/Angle		1						8			10			8	10	1
Eagle Bend		30						207			52			122	30	17
Serenoa		2						13			24			8	14	1
Millcreek						3		6				5		9		
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center				10		33				26	18	84			7	
PM TOTAL "COMMITTED" TRAFFIC	0	45	109	45	0	316	47	389	0	61	238	444	0	229	193	26
Years to Buildout		6	6	6		6	6	6		6	6	6		6	6	6
1% Background Traffic Growth		5	24	7		10	18	17		7	13	12		17	24	5
Committed Project Traffic + 1% Growth		50	133	52		326	65	406		68	251	456		246	217	31
2.5% Growth Rate Calculations																
Years To Buildout		6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		14	61	17		27	46	45		18	34	32		44	62	12
Highest Background Growth Used																
Maximum Background Growth Used		*50*	*133*	*52*		*326*	*65*	*406*		*68*	*251*	*456*		*246*	*217*	*31*
PM BACKGROUND TRAFFIC VOLUMES		*137*	*516*	*161*		*492*	*356*	*687*		*179*	*467*	*655*		*520*	*603*	*106*
Project Traffic																
Non-Residential – Entering							49.0%			29.0%						19.0%
							129			77						50
Non-Residential – Exiting		19.0%	49.0%	29.0%												
		123	317	187												
PM Non-Residential Project Traffic		123	317	187			129			77						50
PM TOTAL PROJECT TRAFFIC		*123*	*317*	*187*			*129*			*77*						*50*
PM FUTURE TOTAL VOLUMES		*260*	*833*	*348*		*492*	*485*	*687*		*256*	*467*	*655*		*520*	*603*	*156*

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Northbound Ramps & Orange Avenue

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
AM PEAK HOUR FACTOR: 0.96

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			133	310				389									
Peak Season Correction Factor			1.00	1.00				1.00									
AM PEAK SEASON VOLUMES			*133*	*310*				*389*									
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics			14	8				30									
Hope Commercial			5	5				16	0								
Kings Highway Warehouse			38	10				10									
Crossroads Business Center				118				25									
Kings Highway Commerce Park			11	23				93									
Kings Highway Commerce Center			3	3				20									
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)				1				1									
Project Hunt			3	3			17										
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove			20	20				7									
Avalon Crossing (Built)																	
Farrel Communities			14	28				8									
Hillpointe				6				9									
Regatta				25				5	15								
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle				5				5									
Eagle Bend				101				33									
Serenoa																	
Millcreek				12				45	20				8				
4540 King's Highway Residential			0				0	0	0								
Pruitt Commerce Center			10	8				26									
AM TOTAL "COMMITTED" TRAFFIC		0	118	376	0	0	17	333	35	0	0	0	8	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			8	19				24									
Committed Project Traffic + 1% Growth			126	395				357									
2.5% Growth Rate Calculations																	
Years To Buildout			6	6				6									
Yearly Growth Rate			2.50%	2.50%				2.50%									
2.5% Areawide Background Traffic Growth			21	50				62									
Highest Background Growth Used																	
Maximum Background Growth Used			*126*	*395*				*357*									
AM BACKGROUND TRAFFIC VOLUMES			*259*	*705*				*746*									
Project Traffic																	
Non-Residential	Entering							16.0%									
								88									
	Exiting		12.0%	16.0%													
			22	29													
AM Non-Residential Project Traffic			22	29				88									
AM TOTAL PROJECT TRAFFIC			*22*	*29*				*88*									
AM FUTURE TOTAL VOLUMES			*281*	*734*				*834*									

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Northbound Ramps & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
PM PEAK HOUR FACTOR: 0.96

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		126	514				674									
Peak Season Correction Factor		1.00	1.00				1.00									
PM PEAK SEASON VOLUMES		*126*	*514*				*674*									
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		48	29				11									
Hope Commercial		16	16				6	0								
Kings Highway Warehouse		24	6				14									
Crossroads Business Center			32				124									
Kings Highway Commerce Park		46	92				28									
Kings Highway Commerce Center		17	18				5	2								
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)			1				1									
Project Hunt		17	17				6									
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		14	14				23									
Avalon Crossing (Built)																
Farrel Communities		7	15				23									
Hillpointe			25				7									
Regatta			10				5	22								
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle			4				4									
Eagle Bend			70				118									
Serenoa																
Millcreek			41				24	16				27				
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center		33	26				10									
PM TOTAL "COMMITTED" TRAFFIC	0	222	416	0	0	0	409	40	0	0	0	27	0	0	0	0
Years to Buildout		6	6				6									
1% Background Traffic Growth		8	32				41									
Committed Project Traffic + 1% Growth		230	448				450									
2.5% Growth Rate Calculations																
Years To Buildout		6	6				6									
Yearly Growth Rate		2.50%	2.50%				2.50%									
2.5% Areawide Background Traffic Growth		20	82				108									
Highest Background Growth Used																
Maximum Background Growth Used		*230*	*448*				*450*									
PM BACKGROUND TRAFFIC VOLUMES		*356*	*962*				*1,124*									
Project Traffic																
Non-Residential – Entering							16.0%									
							42									
Non-Residential – Exiting		12.0%	16.0%													
		78	103													
PM Non-Residential Project Traffic		78	103				42									
PM TOTAL PROJECT TRAFFIC		*78*	*103*				*42*									
PM FUTURE TOTAL VOLUMES		*434*	*1,065*				*1,166*									

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Southbound Ramps & Orange Avenue

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
AM PEAK HOUR FACTOR: 0.98

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts				208			295	409									238
Peak Season Correction Factor				1.00			1.00	1.00									1.00
AM PEAK SEASON VOLUMES				*208*			*295*	*409*									*238*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics				22				81									51
Hope Commercial				10				16			0	0	0		0	0	16
Kings Highway Warehouse				48				51									38
Crossroads Business Center				96			6	19									
Kings Highway Commerce Park				34				93									46
Kings Highway Commerce Center				6	3			20									20
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)				1				1									
Project Hunt				7				17									17
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove				40				7									7
Avalon Crossing (Built)																	
Farrel Communities				42				8									4
Hillpointe				3				9									
Regatta				5				6							20		
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle				5				9									
Eagle Bend				101				58									
Serenoa																	
Millcreek				4				13							8		
4540 King's Highway Residential							0	0	0								
Pruitt Commerce Center				17				26									26
AM TOTAL "COMMITTED" TRAFFIC		0	0	441	3	0	6	434	0	0	0	0	0	0	28	0	225
Years To Buildout																	
1% Background Traffic Growth				13			18	25									15
Committed Project Traffic + 1% Growth				454			24	459									240
2.5% Growth Rate Calculations																	
Years To Buildout				6			6	6									6
Yearly Growth Rate				2.50%			2.50%	2.50%									2.50%
2.5% Areawide Background Traffic Growth				33			47	65									38
Highest Background Growth Used																	
Maximum Background Growth Used				*454*			*47*	*459*									*240*
AM BACKGROUND TRAFFIC VOLUMES				*662*			*342*	*868*									*478*
Project Traffic																	
Non-Residential	Entering							37.0%									12.0%
								204									66
	Exiting			28.0%													
				52													
AM Non-Residential Project Traffic				52				204									66
AM TOTAL PROJECT TRAFFIC				*52*				*204*									*66*
AM FUTURE TOTAL VOLUMES				*714*			*342*	*1,072*									*544*

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Southbound Ramps & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
PM PEAK HOUR FACTOR: 0.98

PM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts				477			282	616									137
Peak Season Correction Factor				1.00			1.00	1.00									1.00
PM PEAK SEASON VOLUMES				*477*			*282*	*616*									*137*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics				77				28									18
Hope Commercial				33				6									6
Kings Highway Warehouse				30				69									50
Crossroads Business Center				26			31	93									
Kings Highway Commerce Park				137				28									14
Kings Highway Commerce Center				35				5									6
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)				1				1									
Project Hunt				34				6									6
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove				27				23									23
Avalon Crossing (Built)																	
Farrel Communities				22				23									12
Hillpointe				12				7									
Regatta				3				3							13		
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle				4				8									
Eagle Bend				70				207									
Serenoa																	
Millcreek				15			8								27		
4540 King's Highway Residential			0				0	0	0								
Pruitt Commerce Center				59				10									10
PM TOTAL "COMMITTED" TRAFFIC		0	0	585	0	0	39	517	0	0	0	0	0	0	40	0	145
Years to Buildout				6			6	6									6
1% Background Traffic Growth				29			17	38									8
Committed Project Traffic + 1% Growth				614			56	555									153
2.5% Growth Rate Calculations																	
Years To Buildout				6			6	6									6
Yearly Growth Rate				2.50%			2.50%	2.50%									2.50%
2.5% Areawide Background Traffic Growth				76			45	98									22
Highest Background Growth Used																	
Maximum Background Growth Used				*614*			*56*	*555*									*153*
PM BACKGROUND TRAFFIC VOLUMES				*1,091*			*338*	*1,171*									*290*
Project Traffic																	
Non-Residential	Entering							37.0%									12.0%
								98									32
	Exiting			28.0%													
				181													
PM Non-Residential Project Traffic				181				98									32
PM TOTAL PROJECT TRAFFIC				*181*				*98*									*32*
PM FUTURE TOTAL VOLUMES				*1,272*			*338*	*1,269*									*322*

VOLUME DEVELOPMENT SHEET
ORCHID
Jenkins Road & Orange Avenue
AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 9/3/2025
AM PEAK HOUR FACTOR: 0.91

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			29	968	70		172	711	22		99	17	180		11	14	14
Peak Season Correction Factor			1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11
AM PEAK SEASON VOLUMES			*32*	*1,074*	*78*		*191*	*789*	*24*		*110*	*19*	*200*		*12*	*16*	*16*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																	
Hope Commercial				5				22					2				
Kings Highway Warehouse			38	10				10									
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center				4	1		2	20					1				
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove				36	4			5			1						
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta					16		17				21		22				
Pulte's Cornerstone					2		2				6		6				
Viva South/East							1						3				
7-Eleven at Kings/Angle																	
Eagle Bend				13	88			4			29						
Serenoa																	
Millcreek				22			26	55					6				
4540 King's Highway Residential																	
Pruitt Commerce Center				8				26									
AM TOTAL "COMMITTED" TRAFFIC		0	38	98	111	0	48	142	0	0	57	0	40	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			2	66	5		12	49	1		7	1	12		1	1	1
Committed Project Traffic + 1% Growth			40	164	116		60	191	1		64	1	52		1	1	1
2.5% Growth Rate Calculations																	
Years To Buildout			6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			5	172	12		31	126	4		18	3	32		2	3	3
Highest Background Growth Used																	
Maximum Background Growth Used			*40*	*172*	*116*		*60*	*191*	*4*		*64*	*3*	*52*		*2*	*3*	*3*
AM BACKGROUND TRAFFIC VOLUMES			*72*	*1,246*	*194*		*251*	*980*	*28*		*174*	*22*	*252*		*14*	*19*	*19*
Project Traffic																	
Non-Residential	Entering							13.0%			2.0%						
								72			11						
	Exiting			13.0%	2.0%												
				24	4												
AM Non-Residential Project Traffic				24	4			72			11						
AM TOTAL PROJECT TRAFFIC				*24*	*4*			*72*			*11*						
AM FUTURE TOTAL VOLUMES			*72*	*1,270*	*198*		*251*	*1,052*	*28*		*185*	*22*	*252*		*14*	*19*	*19*

VOLUME DEVELOPMENT SHEET
ORCHID
Jenkins Road & Orange Avenue
PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 9/3/2025
PM PEAK HOUR FACTOR: 0.91

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		10	562	80		234	760	7		92	6	169		22	28	26
Peak Season Correction Factor		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11
PM PEAK SEASON VOLUMES		*11*	*624*	*89*		*260*	*844*	*8*		*102*	*7*	*188*		*24*	*31*	*29*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial			16				8					5				
Kings Highway Warehouse		24	6				14									
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center				5		1	4					5				
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		11	3				29			5						
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta				10		11				27		28				
Pulte's Cornerstone				7		7				5		5				
Viva South/East						4						2				
7-Eleven at Kings/Angle																
Eagle Bend			9	61			15			104						
Serenoa																
Millcreek			71			11	41					18				
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center			26				10									
PM TOTAL "COMMITTED" TRAFFIC	0	35	131	83	0	34	121	0	0	141	0	63	0	0	0	0
Years to Buildout		6	6	6		6	6	6		6	6	6		6	6	6
1% Background Traffic Growth		1	38	5		16	52	0		6	0	12		1	2	2
Committed Project Traffic + 1% Growth		36	169	88		50	173	0		147	0	75		1	2	2
2.5% Growth Rate Calculations																
Years To Buildout		6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		2	100	14		42	135	1		16	1	30		4	5	5
Highest Background Growth Used																
Maximum Background Growth Used		*36*	*169*	*88*		*50*	*173*	*1*		*147*	*1*	*75*		*4*	*5*	*5*
PM BACKGROUND TRAFFIC VOLUMES		*47*	*793*	*177*		*310*	*1,017*	*9*		*249*	*8*	*263*		*28*	*36*	*34*
Project Traffic																
Non-Residential – Entering							13.0%			2.0%						
							34			5						
Non-Residential – Exiting			13.0%	2.0%												
			84	13												
PM Non-Residential Project Traffic			84	13			34			5						
PM TOTAL PROJECT TRAFFIC			*84*	*13*			*34*			*5*						
PM FUTURE TOTAL VOLUMES		*47*	*877*	*190*		*310*	*1,051*	*9*		*254*	*8*	*263*		*28*	*36*	*34*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Okeechobee Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
AM PEAK HOUR FACTOR: 0.94

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		77	378	48		372	304	83		53	169	486		119	237	54
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
AM PEAK SEASON VOLUMES		*79*	*386*	*49*		*379*	*310*	*85*		*54*	*172*	*496*		*121*	*242*	*55*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		18		7				127		2	18	27		32	5	5
Hope Commercial		5	0	0		0	0	27			5			8	2	2
Kings Highway Warehouse								38			127			38	140	
Crossroads Business Center																
Kings Highway Commerce Park		23						139			37			34	9	6
Kings Highway Commerce Center		2	2	1				30			8			1	1	8
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)							1									
Project Hunt		4						23			4			5	1	1
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		3						3			7			22	33	10
Avalon Crossing (Built)																
Farrel Communities		7	2					17			6			56	21	7
Hillpointe																
Regatta			5			10	6					8				
Pulte's Cornerstone			2			6	6					2				
Viva South/East						3	3									
7-Eleven at Kings/Angle		2						2			2			2	2	2
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center		13						46			51			14	15	4
AM TOTAL "COMMITTED" TRAFFIC	0	77	11	8	0	19	16	452	0	2	265	37	0	212	229	45
Years To Buildout																
1% Background Traffic Growth		4	20	2		19	16	4		3	9	25		6	12	3
Committed Project Traffic + 1% Growth		81	31	10		38	32	456		5	274	62		218	241	48
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		10	51	6		50	41	11		7	23	65		16	32	7
Highest Background Growth Used																
Maximum Background Growth Used		*81*	*51*	*10*		*50*	*41*	*456*		*7*	*274*	*65*		*218*	*241*	*48*
AM BACKGROUND TRAFFIC VOLUMES		*160*	*437*	*59*		*429*	*351*	*541*		*61*	*446*	*561*		*339*	*483*	*103*
Project Traffic																
Non-Residential – Entering		3.0%						2.0%			10.0%					
		17						11			55					
Non-Residential – Exiting														2.0%	10.0%	3.0%
														4	18	6
AM Non-Residential Project Traffic		17						11			55			4	18	6
AM TOTAL PROJECT TRAFFIC		*17*						*11*			*55*			*4*	*18*	*6*
AM FUTURE TOTAL VOLUMES		*177*	*437*	*59*		*429*	*351*	*552*		*61*	*501*	*561*		*343*	*501*	*109*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Okeechobee Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
PM PEAK HOUR FACTOR: 0.94

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		87	377	38		461	401	105		48	179	487		129	272	79
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
PM PEAK SEASON VOLUMES		*89*	*385*	*39*		*470*	*409*	*107*		*49*	*183*	*497*		*132*	*277*	*81*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		6		2				40		7	6	111		130	19	19
Hope Commercial		2	0	0		0	0	11			2			27	5	5
Kings Highway Warehouse								50			169			24	89	
Crossroads Business Center																
Kings Highway Commerce Park		7						43			11			137	37	23
Kings Highway Commerce Center		2						8			2			3	4	30
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)			1													
Project Hunt		1						6			1			17	3	3
Creekside		15	240	15			382			24						24
Drawdy Angle Road Residential/Pineapple Grove		12						12			23			3	14	7
Avalon Crossing (Built)																
Farrel Communities		6						46			17			30	11	4
Hillpointe																
Regatta			3			7	5					5				
Pulte's Cornerstone			7			5	5					7				
Viva South/East						2	2									
7-Eleven at Kings/Angle		2						2			2			2	2	2
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center		5						18			20			46	51	13
PM TOTAL "COMMITTED" TRAFFIC	0	58	251	17	0	14	394	236	0	31	253	123	0	419	235	130
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		5	20	2		24	21	5		2	9	25		7	14	4
Committed Project Traffic + 1% Growth		63	271	19		38	415	241		33	262	148		426	249	134
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		12	51	5		62	54	14		6	24	65		17	36	11
Highest Background Growth Used																
Maximum Background Growth Used		*63*	*271*	*19*		*62*	*415*	*241*		*33*	*262*	*148*		*426*	*249*	*134*
PM BACKGROUND TRAFFIC VOLUMES		*152*	*656*	*58*		*532*	*824*	*348*		*82*	*445*	*645*		*558*	*526*	*215*
Project Traffic																
Non-Residential – Entering		3.0%						2.0%			10.0%					
		8						5			26					
Non-Residential – Exiting														2.0%	10.0%	3.0%
														13	65	19
PM Non-Residential Project Traffic		8						5			26			13	65	19
PM TOTAL PROJECT TRAFFIC		*8*						*5*			*26*			*13*	*65*	*19*
PM FUTURE TOTAL VOLUMES		*160*	*656*	*58*		*532*	*824*	*353*		*82*	*471*	*645*		*571*	*591*	*234*

VOLUME DEVELOPMENT SHEET
ORCHID
Rock Road & Orange Avenue
AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/14/2026
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			2	499	3		4	335	49		1	1	13		17	2	0
Peak Season Correction Factor			1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10
AM PEAK SEASON VOLUMES			*2*	*549*	*3*		*4*	*369*	*54*		*1*	*1*	*14*		*19*	*2*	*0*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics					4		51				1		14				
Hope Commercial				2				1									
Kings Highway Warehouse				14				14									
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center								1									
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove																	
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta				3				2									
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend				8				25									
Serenoa																	
Millcreek																	
4540 King's Highway Residential																	
Pruitt Commerce Center																	
AM TOTAL "COMMITTED" TRAFFIC		0	0	27	4	0	51	43	0	0	1	0	14	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			0	28	0		0	19	3		0	0	1		1	0	0
Committed Project Traffic + 1% Growth			0	55	4		51	62	3		1	0	15		1	0	0
2.5% Growth Rate Calculations																	
Years To Buildout			5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			0	72	0		1	48	7		0	0	2		2	0	0
Highest Background Growth Used																	
Maximum Background Growth Used			*0*	*72*	*4*		*51*	*62*	*7*		*1*	*0*	*15*		*2*	*0*	*0*
AM BACKGROUND TRAFFIC VOLUMES			*2*	*621*	*7*		*55*	*431*	*61*		*2*	*1*	*29*		*21*	*2*	*0*
Project Traffic																	
Non-Residential	Entering		3.0%						97.0%								
			17						535								
	Exiting														97.0%		3.0%
															178		6
AM Non-Residential Project Traffic			17						535						178		6
AM TOTAL PROJECT TRAFFIC			*17*						*535*						*178*		*6*
AM FUTURE TOTAL VOLUMES			*19*	*621*	*7*		*55*	*431*	*596*		*2*	*1*	*29*		*199*	*2*	*6*

VOLUME DEVELOPMENT SHEET

ORCHID

Rock Road & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/14/2026
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		3	468	1		3	446	23		1	1	12		47	0	4
Peak Season Correction Factor		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10
PM PEAK SEASON VOLUMES		*3*	*515*	*1*		*3*	*491*	*25*		*1*	*1*	*13*		*52*	*0*	*4*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics				1		18				4		48				
Hope Commercial			1				2									
Kings Highway Warehouse			27				27									
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center							3									
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta			3				2									
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend			30				17									
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
PM TOTAL "COMMITTED" TRAFFIC	0	0	61	1	0	18	51	0	0	4	0	48	0	0	0	0
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		0	26	0		0	25	1		0	0	1		3	0	0
Committed Project Traffic + 1% Growth		0	87	1		18	76	1		4	0	49		3	0	0
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		0	68	0		0	65	3		0	0	2		7	0	1
Highest Background Growth Used																
Maximum Background Growth Used		*0*	*87*	*1*		*18*	*76*	*3*		*4*	*0*	*49*		*7*	*0*	*1*
PM BACKGROUND TRAFFIC VOLUMES		*3*	*602*	*2*		*21*	*567*	*28*		*5*	*1*	*62*		*59*	*0*	*5*
Project Traffic																
Non-Residential – Entering		3.0%						97.0%								
		8						256								
Non-Residential – Exiting														97.0%		3.0%
														627		19
PM Non-Residential Project Traffic		8						256						627		19
PM TOTAL PROJECT TRAFFIC		*8*						*256*						*627*		*19*
PM FUTURE TOTAL VOLUMES		*11*	*602*	*2*		*21*	*567*	*284*		*5*	*1*	*62*		*686*	*0*	*24*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Angle Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
AM PEAK HOUR FACTOR: 0.93

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		16	80	71		60	40	98		22	391	92		40	433	10
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
AM PEAK SEASON VOLUMES		*16*	*79*	*70*		*59*	*40*	*97*		*22*	*387*	*91*		*40*	*429*	*10*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						10					4	3			16	
Hope Commercial																
Kings Highway Warehouse				7		24				7	34	24			34	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		50	20	120			7			43						17
Avalon Crossing (Built)																
Farrel Communities						0					6	1			2	
Hillpointe																
Regatta				0		0				1	5	1			1	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle		16	5			2	2			23					16	
Eagle Bend		0	12	0		246	38	51		0	0	81		17	0	0
Serenoa		21	63	33			22			12						7
Millcreek						1					6	2			2	
4540 King's Highway Residential								3		0	7	0		10	20	0
Pruitt Commerce Center						5					4	2			13	
AM TOTAL "COMMITTED" TRAFFIC	0	87	100	160	0	288	69	54	0	86	66	114	0	27	104	24
Years To Buildout																
1% Background Traffic Growth		1	4	4		3	2	5		1	20	5		2	22	1
Committed Project Traffic + 1% Growth		88	104	164		291	71	59		87	86	119		29	126	25
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		2	10	9		8	5	13		3	51	12		5	56	1
Highest Background Growth Used																
Maximum Background Growth Used		*88*	*104*	*164*		*291*	*71*	*59*		*87*	*86*	*119*		*29*	*126*	*25*
AM BACKGROUND TRAFFIC VOLUMES		*104*	*183*	*234*		*350*	*111*	*156*		*109*	*473*	*210*		*69*	*555*	*35*
Project Traffic																
Non-Residential – Entering						5.0%									13.0%	
						28									72	
Non-Residential – Exiting											13.0%	5.0%				
											24	9				
AM Non-Residential Project Traffic						28					24	9			72	
AM TOTAL PROJECT TRAFFIC						*28*					*24*	*9*			*72*	
AM FUTURE TOTAL VOLUMES		*104*	*183*	*234*		*378*	*111*	*156*		*109*	*497*	*219*		*69*	*627*	*35*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Angle Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
PM PEAK HOUR FACTOR: 0.93

PM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts			15	71	47		141	88	87		58	385	54		69	437	16
Peak Season Correction Factor			0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
PM PEAK SEASON VOLUMES			*15*	*70*	*47*		*140*	*87*	*86*		*57*	*381*	*53*		*68*	*433*	*16*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics							4					15	10			6	
Hope Commercial																	
Kings Highway Warehouse					9		32				4	22	15			46	
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center																	
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove			34	14	89			23			151						58
Avalon Crossing (Built)																	
Farrel Communities							1					3	1			5	
Hillpointe																	
Regatta					1		1				1	3	1			5	
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle			14	4			2	2			20					14	
Eagle Bend			0	44	0		170	26	35		0	0	289		59	0	0
Serenoa			14	44	23			74			39						24
Millcreek							2					4	1			7	
4540 King's Highway Residential									11		0	22	0		6	13	0
Pruitt Commerce Center							2					13	5			5	
PM TOTAL "COMMITTED" TRAFFIC		0	62	106	122	0	214	125	46	0	215	82	322	0	65	101	82
Years to Buildout			5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth			1	4	2		7	4	4		3	19	3		3	22	1
Committed Project Traffic + 1% Growth			63	110	124		221	129	50		218	101	325		68	123	83
2.5% Growth Rate Calculations																	
Years To Buildout			5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			2	9	6		18	11	11		7	50	7		9	57	2
Highest Background Growth Used																	
Maximum Background Growth Used			*63*	*110*	*124*		*221*	*129*	*50*		*218*	*101*	*325*		*68*	*123*	*83*
PM BACKGROUND TRAFFIC VOLUMES			*78*	*180*	*171*		*361*	*216*	*136*		*275*	*482*	*378*		*136*	*556*	*99*
Project Traffic																	
Non-Residential	Entering						5.0%									13.0%	
							13									34	
	Exiting											13.0%	5.0%				
												84	32				
PM Non-Residential Project Traffic							13					84	32			34	
PM TOTAL PROJECT TRAFFIC							*13*					*84*	*32*			*34*	
PM FUTURE TOTAL VOLUMES			*78*	*180*	*171*		*374*	*216*	*136*		*275*	*566*	*410*		*136*	*590*	*99*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & St Lucie Boulevard

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
AM PEAK HOUR FACTOR: 0.94

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		0	10	7		22	8	138		6	372	48		240	407	1
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
AM PEAK SEASON VOLUMES		*0*	*10*	*7*		*22*	*8*	*137*		*6*	*368*	*48*		*238*	*403*	*1*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						2					4	1			14	
Hope Commercial																
Kings Highway Warehouse						3					31	3			31	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove						7					30	20			10	
Avalon Crossing (Built)																
Farrel Communities						0					4	1			1	
Hillpointe																
Regatta						0					1	0			1	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle											16				16	
Eagle Bend				2						6	38				12	
Serenoa											21				7	
Millcreek						1					5	2			2	
4540 King's Highway Residential								3		0	10	0		10	30	0
Pruitt Commerce Center						3					3	1			10	
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	2	0	16	0	3	0	6	163	28	0	10	134	0
Years To Buildout																
1% Background Traffic Growth		0	1	0		1	0	7		0	19	2		12	21	0
Committed Project Traffic + 1% Growth		0	1	2		17	0	10		6	182	30		22	155	0
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		0	1	1		3	1	18		1	48	6		31	53	0
Highest Background Growth Used																
Maximum Background Growth Used		*0*	*1*	*2*		*17*	*1*	*18*		*6*	*182*	*30*		*31*	*155*	*0*
AM BACKGROUND TRAFFIC VOLUMES		*0*	*11*	*9*		*39*	*9*	*155*		*12*	*550*	*78*		*269*	*558*	*1*
Project Traffic																
Non-Residential – Entering						1.0%									10.0%	
						6									55	
Non-Residential – Exiting											10.0%	1.0%				
											18	2				
AM Non-Residential Project Traffic						6					18	2			55	
AM TOTAL PROJECT TRAFFIC						*6*					*18*	*2*			*55*	
AM FUTURE TOTAL VOLUMES		*0*	*11*	*9*		*45*	*9*	*155*		*12*	*568*	*80*		*269*	*613*	*1*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & St Lucie Boulevard

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
PM PEAK HOUR FACTOR: 0.94

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		2	3	2		45	9	309		5	433	55		176	359	1
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
PM PEAK SEASON VOLUMES		*2*	*3*	*2*		*45*	*9*	*306*		*5*	*429*	*54*		*174*	*355*	*1*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						1					13	2			5	
Hope Commercial																
Kings Highway Warehouse						5					19	2			41	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove						23					21	14			35	
Avalon Crossing (Built)																
Farrel Communities						1					2	1			3	
Hillpointe																
Regatta						1					4	1			4	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle											14				14	
Eagle Bend				7						4	26				44	
Serenoa											14				24	
Millcreek						2					3	1			5	
4540 King's Highway Residential								11		0	32	0		6	19	0
Pruitt Commerce Center						1					10	3			4	
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	7	0	34	0	11	0	4	158	24	0	6	198	0
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		0	0	0		2	0	16		0	22	3		9	18	0
Committed Project Traffic + 1% Growth		0	0	7		36	0	27		4	180	27		15	216	0
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		0	0	0		6	1	40		1	56	7		23	47	0
Highest Background Growth Used																
Maximum Background Growth Used		*0*	*0*	*7*		*36*	*1*	*40*		*4*	*180*	*27*		*23*	*216*	*0*
PM BACKGROUND TRAFFIC VOLUMES		*2*	*3*	*9*		*81*	*10*	*346*		*9*	*609*	*81*		*197*	*571*	*1*
Project Traffic																
Non-Residential – Entering						1.0%									10.0%	
						3									26	
Non-Residential – Exiting											10.0%	1.0%				
											65	6				
PM Non-Residential Project Traffic						3					65	6			26	
PM TOTAL PROJECT TRAFFIC						*3*					*65*	*6*			*26*	
PM FUTURE TOTAL VOLUMES		*2*	*3*	*9*		*84*	*10*	*346*		*9*	*674*	*87*		*197*	*597*	*1*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Graham Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/24/2026
AM PEAK HOUR FACTOR: 0.90

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts						23	0	104			286	12		185	349	
Peak Season Correction Factor						1.00	1.00	1.00			1.00	1.00		1.00	1.00	
AM PEAK SEASON VOLUMES						*23*	*0*	*104*			*286*	*12*		*185*	*349*	
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics											30				8	
Hope Commercial								16			58			5	18	
Kings Highway Warehouse											177				177	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center						11		11				46		46		
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside											15				25	
Drawdy Angle Road Residential/Pineapple Grove											13				40	
Avalon Crossing (Built)																
Farrel Communities											56				17	
Hillpointe																
Regatta								15						5		
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend											15				44	
Serenoa											21				7	
Millcreek											2				5	
4540 King's Highway Residential																
Pruitt Commerce Center								8			114			2	34	
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	11	0	50	0	0	501	46	0	58	375	0
Years To Buildout																
1% Background Traffic Growth						1	0	5			15	1		9	18	
Committed Project Traffic + 1% Growth						12	0	55			516	47		67	393	
2.5% Growth Rate Calculations																
Years To Buildout						5	5	5			5	5		5	5	
Yearly Growth Rate						2.50%	2.50%	2.50%			2.50%	2.50%		2.50%	2.50%	
2.5% Areawide Background Traffic Growth						3	0	14			38	2		24	46	
Highest Background Growth Used																
Maximum Background Growth Used						*12*	*0*	*55*			*516*	*47*		*67*	*393*	
AM BACKGROUND TRAFFIC VOLUMES						*35*	*0*	*159*			*802*	*59*		*252*	*742*	
Project Traffic																
Non-Residential – Entering								10.0%			16.0%					
								55			88					
Non-Residential – Exiting														10.0%	16.0%	
														18	29	
AM Non-Residential Project Traffic								55			88			18	29	
AM TOTAL PROJECT TRAFFIC								*55*			*88*			*18*	*29*	
AM FUTURE TOTAL VOLUMES						*35*	*0*	*214*			*890*	*59*		*270*	*771*	

VOLUME DEVELOPMENT SHEET
ORCHID
Kings Highway & Graham Road
PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/24/2026
PM PEAK HOUR FACTOR: 0.90

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts						28	0	133		0	326	13		152	393	0
Peak Season Correction Factor						1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PM PEAK SEASON VOLUMES						*28*	*0*	*133*		*0*	*326*	*13*		*152*	*393*	*0*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics											11				29	
Hope Commercial								6			22			16	58	
Kings Highway Warehouse											238				112	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center						39		39				12		12		
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside											15				25	
Drawdy Angle Road Residential/Pineapple Grove											46				27	
Avalon Crossing (Built)																
Farrel Communities											30				46	
Hillpointe																
Regatta								10						17		
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend											52				31	
Serenoa											14				24	
Millcreek											5				3	
4540 King's Highway Residential																
Pruitt Commerce Center								3			45			8	115	
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	39	0	58	0	0	478	12	0	53	470	0
Years to Buildout						5	5	5		5	5	5		5	5	5
1% Background Traffic Growth						1	0	7		0	17	1		8	20	0
Committed Project Traffic + 1% Growth						40	0	65		0	495	13		61	490	0
2.5% Growth Rate Calculations																
Years To Buildout						5	5	5		5	5	5		5	5	5
Yearly Growth Rate						2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth						4	0	17		0	43	2		20	52	0
Highest Background Growth Used																
Maximum Background Growth Used						*40*	*0*	*65*		*0*	*495*	*13*		*61*	*490*	*0*
PM BACKGROUND TRAFFIC VOLUMES						*68*	*0*	*198*		*0*	*821*	*26*		*213*	*883*	*0*
Project Traffic																
Non-Residential – Entering								10.0%			16.0%					
								26			42					
Non-Residential – Exiting														10.0%	16.0%	
														65	103	
PM Non-Residential Project Traffic								26			42			65	103	
PM TOTAL PROJECT TRAFFIC								*26*			*42*			*65*	*103*	
PM FUTURE TOTAL VOLUMES						*68*	*0*	*224*		*0*	*863*	*26*		*278*	*986*	*0*

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 1 & Rock Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts																
Peak Season Correction Factor																
AM PEAK SEASON VOLUMES																
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial																
Kings Highway Warehouse																
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta																
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout																
1% Background Traffic Growth																
Committed Project Traffic + 1% Growth																
2.5% Growth Rate Calculations																
Years To Buildout																
Yearly Growth Rate																
2.5% Areawide Background Traffic Growth																
Highest Background Growth Used																
Maximum Background Growth Used																
AM BACKGROUND TRAFFIC VOLUMES																
Project Traffic																
Non-Residential – Entering										55.0%	45.0%					
										304	248					
Non-Residential – Exiting				55.0%											45.0%	
				101											83	
AM Non-Residential Project Traffic				101						304	248				83	
AM TOTAL PROJECT TRAFFIC				*101*						*304*	*248*				*83*	
AM FUTURE TOTAL VOLUMES				*101*						*304*	*248*				*83*	

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 1 & Rock Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts																
Peak Season Correction Factor																
PM PEAK SEASON VOLUMES																
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial																
Kings Highway Warehouse																
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta																
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years to Buildout																
1% Background Traffic Growth																
Committed Project Traffic + 1% Growth																
2.5% Growth Rate Calculations																
Years To Buildout																
Yearly Growth Rate																
2.5% Areawide Background Traffic Growth																
Highest Background Growth Used																
Maximum Background Growth Used																
PM BACKGROUND TRAFFIC VOLUMES																
Project Traffic																
Non-Residential – Entering										55.0%	45.0%					
										145	119					
Non-Residential – Exiting				55.0%											45.0%	
				355											291	
PM Non-Residential Project Traffic				355						145	119				291	
PM TOTAL PROJECT TRAFFIC				*355*						*145*	*119*				*291*	
PM FUTURE TOTAL VOLUMES				*355*						*145*	*119*				*291*	

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 2 & Rock Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts																	
Peak Season Correction Factor																	
AM PEAK SEASON VOLUMES																	
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																	
Hope Commercial																	
Kings Highway Warehouse																	
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center																	
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove																	
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta																	
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend																	
Serenoa																	
Millcreek																	
4540 King's Highway Residential																	
Pruitt Commerce Center																	
AM TOTAL "COMMITTED" TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth																	
Committed Project Traffic + 1% Growth																	
2.5% Growth Rate Calculations																	
Years To Buildout																	
Yearly Growth Rate																	
2.5% Areawide Background Traffic Growth																	
Highest Background Growth Used																	
Maximum Background Growth Used																	
AM BACKGROUND TRAFFIC VOLUMES																	
Project Traffic																	
Non-Residential	Entering										45.0%						
											248						
	Exiting				45.0%												
					83												
AM Non-Residential Project Traffic					83						248						
AM TOTAL PROJECT TRAFFIC					*83*						*248*						
AM FUTURE TOTAL VOLUMES					*83*						*248*						

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 2 & Rock Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts																
Peak Season Correction Factor																
PM PEAK SEASON VOLUMES																
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial																
Kings Highway Warehouse																
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta																
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years to Buildout																
1% Background Traffic Growth																
Committed Project Traffic + 1% Growth																
2.5% Growth Rate Calculations																
Years To Buildout																
Yearly Growth Rate																
2.5% Areawide Background Traffic Growth																
Highest Background Growth Used																
Maximum Background Growth Used																
PM BACKGROUND TRAFFIC VOLUMES																
Project Traffic																
Non-Residential – Entering										45.0%						
										119						
Non-Residential – Exiting				45.0%												
				291												
PM Non-Residential Project Traffic				291						119						
PM TOTAL PROJECT TRAFFIC				*291*						*119*						
PM FUTURE TOTAL VOLUMES				*291*						*119*						

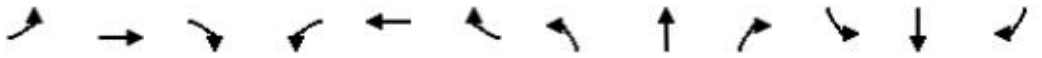
APPENDIX F: SYNCHRO OUTPUT SHEETS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Future Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.3	22.8	37.5	13.9	26.4	51.1	7.9	43.1	64.1	18.0	53.1	70.5
Actuated g/C Ratio	0.08	0.18	0.30	0.11	0.21	0.41	0.06	0.34	0.51	0.14	0.42	0.56
v/c Ratio	0.33	0.76	0.20	0.62	0.38	0.42	0.63	0.20	0.21	1.34	0.27	0.08
Control Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
LOS	E	E	A	E	D	A	F	C	A	F	C	A
Approach Delay (s/veh)		49.1			32.3			28.4			104.9	
Approach LOS		D			C			C			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 125.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay (s/veh): 56.0	Intersection LOS: E
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	454	106	215	260	333	60	205	160	298	360	64
v/c Ratio	0.33	0.76	0.20	0.62	0.38	0.42	0.63	0.20	0.21	1.34	0.27	0.08
Control Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Length 50th (ft)	37	198	0	95	104	0	56	71	0	~353	111	0
Queue Length 95th (ft)	71	272	31	149	151	60	#149	121	34	#620	176	20
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	724	1275	532	454	983	784	95	1031	813	222	1315	1003
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.36	0.20	0.47	0.26	0.42	0.63	0.20	0.20	1.34	0.27	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

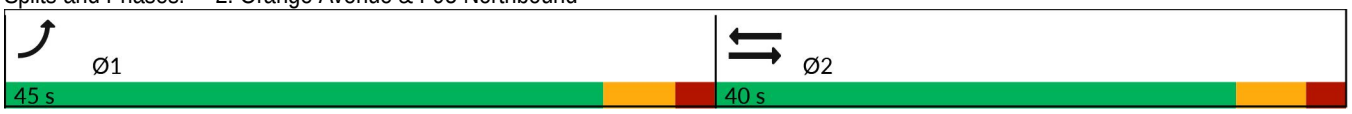
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Future Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	454	106	215	260	333	60	205	160	298	360	64
RTOR Reduction (vph)	0	0	80	0	0	215	0	0	87	0	0	32
Lane Group Flow (vph)	87	454	26	215	260	118	60	205	73	298	360	32
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.3	22.8	30.7	13.9	26.4	44.4	7.9	43.1	57.0	18.0	53.2	63.5
Effective Green, g (s)	10.3	22.8	30.7	13.9	26.4	44.4	7.9	43.1	57.0	18.0	53.2	63.5
Actuated g/C Ratio	0.08	0.18	0.24	0.11	0.21	0.35	0.06	0.34	0.45	0.14	0.42	0.51
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	263	601	362	346	677	509	94	1032	610	222	1318	703
v/s Ratio Prot	0.03	c0.14	0.00	c0.07	c0.08	0.03	0.04	0.07	0.01	c0.19	c0.12	0.00
v/s Ratio Perm			0.01			0.05			0.04			0.02
v/c Ratio	0.33	0.76	0.07	0.62	0.38	0.23	0.64	0.20	0.12	1.34	0.27	0.05
Uniform Delay, d1	54.4	48.8	36.5	53.3	42.6	28.6	57.5	29.1	19.8	53.8	23.6	15.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	5.4	0.1	3.4	0.4	0.2	13.4	0.4	0.1	181.1	0.5	0.0
Delay (s)	55.1	54.1	36.6	56.8	43.0	28.8	70.8	29.5	19.9	234.9	24.1	15.7
Level of Service	E	D	D	E	D	C	E	C	B	F	C	B
Approach Delay (s/veh)		51.4			40.8			31.7			110.4	
Approach LOS		D			D			C			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	125.6	Sum of lost time (s)	27.8
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	133	310	389
Future Volume (vph)	133	310	389
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.0	39.1	39.1
Actuated g/C Ratio	0.17	0.67	0.67
v/c Ratio	0.26	0.15	0.18
Control Delay (s/veh)	22.3	5.3	5.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.3	5.4
LOS	C	A	A
Approach Delay (s/veh)		10.4	5.4
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 31.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	140	326	409
v/c Ratio	0.26	0.15	0.18
Control Delay (s/veh)	22.3	5.3	5.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.3	5.4
Queue Length 50th (ft)	23	26	32
Queue Length 95th (ft)	46	43	50
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2032	2150	2292
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.15	0.18

Intersection Summary



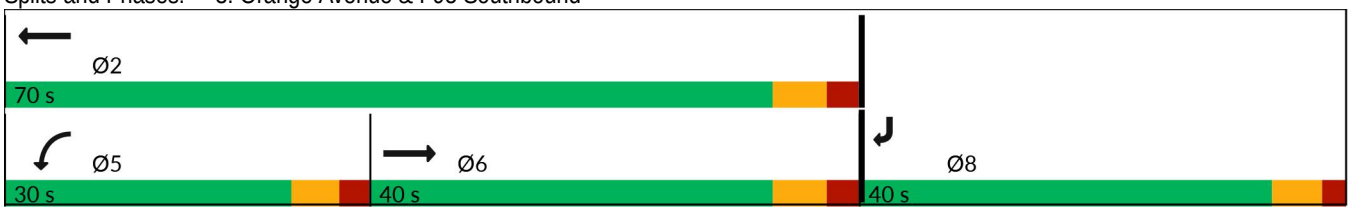
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	133	310	389	0	0	0
Future Volume (vph)	133	310	389	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	140	326	409	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	140	326	409	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	7.9	37.6	37.6			
Effective Green, g (s)	7.9	37.6	37.6			
Actuated g/C Ratio	0.13	0.63	0.63			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	411	2019	2152			
v/s Ratio Prot	c0.05	0.10	c0.12			
v/s Ratio Perm						
v/c Ratio	0.34	0.16	0.19			
Uniform Delay, d1	23.4	4.5	4.6			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.5	0.2	0.2			
Delay (s)	23.9	4.7	4.8			
Level of Service	C	A	A			
Approach Delay (s/veh)		10.4	4.8		0.0	
Approach LOS		B	A		A	

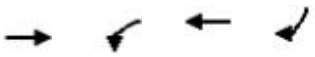
Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	59.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	208	295	409	238
Future Volume (vph)	208	295	409	238
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.0	12.7	52.3	15.0
Actuated g/C Ratio	0.41	0.16	0.65	0.19
v/c Ratio	0.17	0.59	0.14	0.24
Control Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.9	36.3	5.4	0.5
LOS	B	D	A	A
Approach Delay (s/veh)	15.9		18.4	
Approach LOS	B		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 80.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 14.2	Intersection LOS: B
Intersection Capacity Utilization 31.2%	ICU Level of Service A
Analysis Period (min) 15	

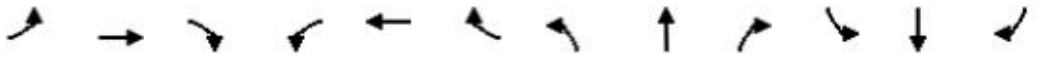
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	219	311	431	251
v/c Ratio	0.17	0.59	0.14	0.24
Control Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Length 50th (ft)	40	79	27	0
Queue Length 95th (ft)	70	120	39	0
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1280	967	3842	1466
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.32	0.11	0.17

Intersection Summary



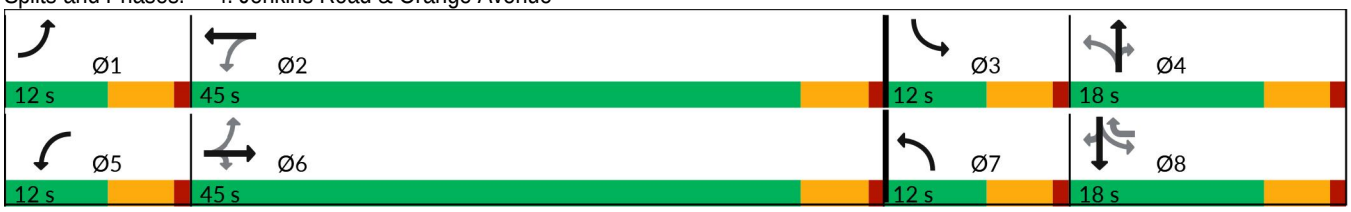
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	208	0	295	409	0	0	0	0	0	0	238
Future Volume (vph)	0	208	0	295	409	0	0	0	0	0	0	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	219	0	311	431	0	0	0	0	0	0	251
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	204
Lane Group Flow (vph)	0	219	0	311	431	0	0	0	0	0	0	47
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		12.7	52.3							15.0
Effective Green, g (s)		33.1		12.7	52.3							15.0
Actuated g/C Ratio		0.41		0.16	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1282		522	3186							461
v/s Ratio Prot		c0.07		c0.09	0.09							c0.02
v/s Ratio Perm												
v/c Ratio		0.17		0.60	0.14							0.10
Uniform Delay, d1		14.9		31.4	5.4							27.1
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		0.3		1.8	0.0							0.1
Delay (s)		15.2		33.2	5.4							27.2
Level of Service		B		C	A							C
Approach Delay (s/veh)		15.2			17.1			0.0			27.2	
Approach LOS		B			B			A			C	

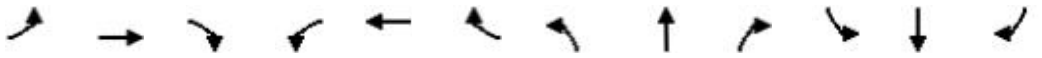
Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	19.5
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Future Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	17.9	16.7	16.7	14.7	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.23	0.22	0.22	0.19	0.16	0.16
v/c Ratio	0.09	0.72	0.10	0.78	0.46	0.07	0.38	0.05	0.42	0.05	0.07	0.05
Control Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
LOS	A	C	A	D	B	A	C	C	A	C	C	A
Approach Delay (s/veh)		19.0			18.7			15.8			18.6	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 18.4	Intersection LOS: B
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

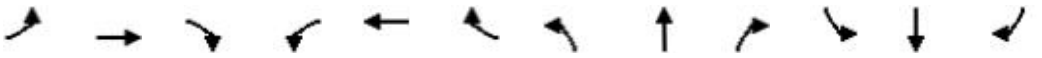




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	1131	82	201	831	25	116	20	211	13	17	17
v/c Ratio	0.09	0.72	0.10	0.78	0.46	0.07	0.38	0.05	0.42	0.05	0.07	0.05
Control Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Length 50th (ft)	7	256	0	51	172	0	50	8	0	6	10	0
Queue Length 95th (ft)	19	339	0	#184	233	0	94	30	62	22	33	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	397	1839	899	257	1789	390	305	409	512	242	255	351
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.62	0.09	0.78	0.46	0.06	0.38	0.05	0.41	0.05	0.07	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



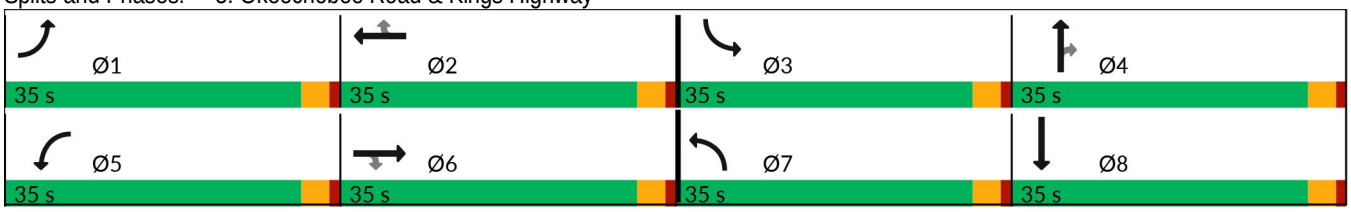
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Future Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.29	1.00	1.00	0.12	1.00	1.00	0.51	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	535	3471	1553	219	3374	1509	940	1845	1568	1122	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	1131	82	201	831	25	116	20	211	13	17	17
RTOR Reduction (vph)	0	0	45	0	0	22	0	0	169	0	0	15
Lane Group Flow (vph)	34	1131	37	201	831	3	116	20	42	13	17	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	11.4	23.2	16.7	16.7	12.6	11.4	11.4
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	11.4	23.2	16.7	16.7	12.6	11.4	11.4
Actuated g/C Ratio	0.49	0.45	0.45	0.57	0.49	0.14	0.28	0.20	0.20	0.15	0.14	0.14
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	314	1556	696	246	1646	206	324	369	313	173	206	175
v/s Ratio Prot	0.00	0.33		c0.07	0.25		c0.03	0.01		0.00	0.01	
v/s Ratio Perm	0.05		0.02	c0.40		0.00	c0.07		0.03	0.01		0.00
v/c Ratio	0.11	0.73	0.05	0.82	0.50	0.02	0.36	0.05	0.13	0.08	0.08	0.01
Uniform Delay, d1	11.2	18.8	13.0	13.4	14.5	31.1	23.5	27.0	27.4	30.3	31.4	31.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.7	0.0	18.6	1.1	0.0	0.7	0.1	0.2	0.2	0.2	0.0
Delay (s)	11.3	20.5	13.0	32.0	15.6	31.2	24.1	27.0	27.6	30.5	31.6	31.2
Level of Service	B	C	B	C	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		19.8			19.1			26.4			31.1	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	83.4	Sum of lost time (s)	21.2
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	79	386	49	379	310	85	54	172	496	121	242
Future Volume (vph)	79	386	49	379	310	85	54	172	496	121	242
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	10.0	22.4	22.4	16.8	32.1	32.1	8.9	16.8	16.8	10.0	20.6
Actuated g/C Ratio	0.12	0.27	0.27	0.20	0.39	0.39	0.11	0.20	0.20	0.12	0.25
v/c Ratio	0.42	0.32	0.12	0.66	0.27	0.15	0.35	0.56	0.58	0.41	0.48
Control Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
LOS	D	C	A	D	C	A	D	D	A	D	C
Approach Delay (s/veh)		27.4			27.5			16.2			33.1
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 82.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	83	406	52	399	326	89	57	181	522	127	313
v/c Ratio	0.42	0.32	0.12	0.66	0.27	0.15	0.35	0.56	0.58	0.41	0.48
Control Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Length 50th (ft)	44	64	0	113	70	0	33	99	0	41	94
Queue Length 95th (ft)	105	125	23	191	143	40	85	191	50	88	164
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	637	1831	613	1162	1198	590	589	620	1247	992	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.22	0.08	0.34	0.27	0.15	0.10	0.29	0.42	0.13	0.31

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	386	49	379	310	85	54	172	496	121	242	55
Future Volume (vph)	79	386	49	379	310	85	54	172	496	121	242	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2562	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2562	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	83	406	52	399	326	89	57	181	522	127	255	58
RTOR Reduction (vph)	0	0	38	0	0	55	0	0	411	0	14	0
Lane Group Flow (vph)	83	406	14	399	326	34	57	181	111	127	299	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	8.2	23.4	23.4	16.8	32.0	32.0	7.3	17.9	17.9	10.0	20.6	
Effective Green, g (s)	8.2	23.4	23.4	16.8	32.0	32.0	7.3	17.9	17.9	10.0	20.6	
Actuated g/C Ratio	0.10	0.28	0.28	0.20	0.38	0.38	0.09	0.21	0.21	0.12	0.24	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	160	1311	408	597	1173	525	131	339	508	303	627	
v/s Ratio Prot	0.05	c0.09		c0.13	0.11		0.04	0.11		c0.05	c0.12	
v/s Ratio Perm			0.01			0.02			0.05			
v/c Ratio	0.52	0.31	0.04	0.67	0.28	0.06	0.44	0.53	0.22	0.42	0.48	
Uniform Delay, d1	36.1	24.0	22.1	31.1	18.0	16.5	36.4	29.4	27.3	34.4	27.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.8	0.1	0.0	2.8	0.6	0.2	2.3	1.6	0.2	0.9	0.6	
Delay (s)	38.9	24.1	22.2	33.9	18.6	16.8	38.8	31.0	27.5	35.3	27.7	
Level of Service	D	C	C	C	B	B	D	C	C	D	C	
Approach Delay (s/veh)		26.2			25.9			29.2			29.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	549	3	4	369	54	1	1	14	19	2	0
Future Vol, veh/h	2	549	3	4	369	54	1	1	14	19	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	2	578	3	4	388	57	1	1	15	20	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	445	0	0	581	0	0	982	1037	579	979	982	388
Stage 1	-	-	-	-	-	-	584	584	-	397	397	-
Stage 2	-	-	-	-	-	-	398	454	-	583	585	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	1084	-	-	969	-	-	224	226	505	221	240	640
Stage 1	-	-	-	-	-	-	489	490	-	611	588	-
Stage 2	-	-	-	-	-	-	618	561	-	483	483	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	969	-	-	220	224	505	211	238	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	224	-	211	238	-
Stage 1	-	-	-	-	-	-	488	489	-	608	585	-
Stage 2	-	-	-	-	-	-	612	558	-	467	482	-

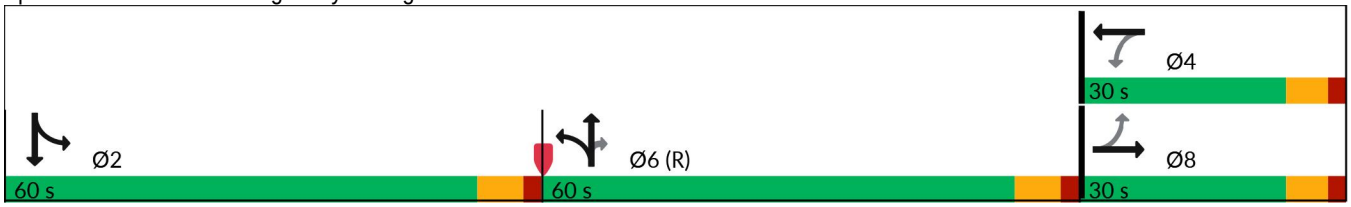
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.08	13.59	23.79
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	436	6	-	-	19	-	-	214
HCM Lane V/C Ratio	0.039	0.002	-	-	0.004	-	-	0.103
HCM Ctrl Dly (s/v)	13.6	8.3	0	-	8.7	0	-	23.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	16	79	59	40	387	91	429
Future Volume (vph)	16	79	59	40	387	91	429
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	16.9	16.9	16.9	16.9	64.0	64.0	48.2
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.43	0.43	0.32
v/c Ratio	0.17	0.73	0.71	0.59	0.56	0.14	0.91
Control Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
LOS	E	E	F	D	D	A	E
Approach Delay (s/veh)		71.9		60.0	33.2		69.4
Approach LOS		E		E	C		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 54.8	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.

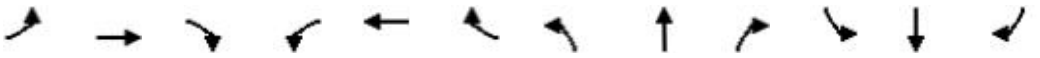




Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	17	157	62	144	430	96	505
v/c Ratio	0.17	0.73	0.71	0.59	0.56	0.14	0.91
Control Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Length 50th (ft)	16	130	61	72	339	10	496
Queue Length 95th (ft)	41	205	114	144	509	55	#660
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	136	286	120	310	762	695	614
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.55	0.52	0.46	0.56	0.14	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



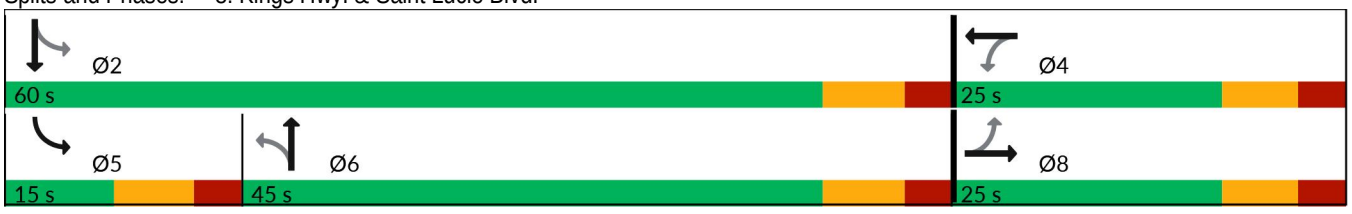
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	79	70	59	40	97	22	387	91	40	429	10
Future Volume (vph)	16	79	70	59	40	97	22	387	91	40	429	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.89			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1752	1714		1736	1633			1788	1524		1731	
Flt Permitted	0.48	1.00		0.43	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	880	1714		780	1633			1788	1524		1731	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	83	74	62	42	102	23	407	96	42	452	11
RTOR Reduction (vph)	0	22	0	0	61	0	0	0	45	0	1	0
Lane Group Flow (vph)	17	135	0	62	83	0	0	430	51	0	504	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	16.9	16.9		16.9	16.9			63.9	63.9		48.2	
Effective Green, g (s)	16.9	16.9		16.9	16.9			63.9	63.9		48.2	
Actuated g/C Ratio	0.11	0.11		0.11	0.11			0.43	0.43		0.32	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	99	193		87	183			761	649		556	
v/s Ratio Prot		0.08			0.05			c0.24			c0.29	
v/s Ratio Perm	0.02			c0.08					0.03			
v/c Ratio	0.17	0.70		0.71	0.45			0.57	0.08		0.91	
Uniform Delay, d1	60.2	64.1		64.2	62.2			32.5	25.6		48.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.8	10.5		24.0	1.8			3.0	0.2		18.4	
Delay (s)	61.0	74.6		88.2	64.0			35.6	25.8		67.2	
Level of Service	E	E		F	E			D	C		E	
Approach Delay (s/veh)		73.3			71.3			33.8			67.2	
Approach LOS		E			E			C			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	10	22	8	6	368	238	403
Future Volume (vph)	10	22	8	6	368	238	403
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.3	8.3	8.3	20.2	20.2	36.1	38.6
Actuated g/C Ratio	0.15	0.15	0.15	0.36	0.36	0.64	0.68
v/c Ratio	0.07	0.12	0.45	0.02	0.70	0.50	0.34
Control Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
LOS	C	C	B	B	C	A	A
Approach Delay (s/veh)	21.1		13.2		22.8		7.7
Approach LOS	C		B		C		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 56.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 13.7	Intersection LOS: B
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	23	152	6	438	251	425
v/c Ratio	0.07	0.12	0.45	0.02	0.70	0.50	0.34
Control Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Length 50th (ft)	3	8	3	1	135	36	67
Queue Length 95th (ft)	22	31	55	9	250	77	136
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	574	419	580	620	1187	501	1612
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.26	0.01	0.37	0.50	0.26

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	10	7	22	8	137	6	368	48	238	403	1
Future Volume (vph)	0	10	7	22	8	137	6	368	48	238	403	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1765		1656	1495		1671	1729		1736	1826	
Flt Permitted		1.00		0.75	1.00		0.51	1.00		0.30	1.00	
Satd. Flow (perm)		1765		1300	1495		905	1729		542	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	11	7	23	8	144	6	387	51	251	424	1
RTOR Reduction (vph)	0	6	0	0	129	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	12	0	23	23	0	6	432	0	251	425	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		6.0		6.0	6.0		20.7	20.7		36.1	36.1	
Effective Green, g (s)		6.0		6.0	6.0		20.7	20.7		36.1	36.1	
Actuated g/C Ratio		0.10		0.10	0.10		0.36	0.36		0.62	0.62	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		182		134	154		322	617		487	1136	
v/s Ratio Prot		0.01			0.02			c0.25		0.06	c0.23	
v/s Ratio Perm				c0.02			0.01			0.26		
v/c Ratio		0.06		0.17	0.15		0.02	0.70		0.52	0.37	
Uniform Delay, d1		23.5		23.7	23.7		12.1	16.0		6.5	5.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		0.6	0.4		0.0	3.5		0.9	0.2	
Delay (s)		23.6		24.3	24.1		12.1	19.5		7.5	5.6	
Level of Service		C		C	C		B	B		A	A	
Approach Delay (s/veh)		23.6			24.2			19.4			6.3	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	23	104	0	286	12	185	349
Future Vol, veh/h	23	104	0	286	12	185	349
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	24	109	0	301	13	195	367

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	881	157	367	0	0	314	0
Stage 1	307	-	-	-	-	-	-
Stage 2	573	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	282	854	778	-	-	1155	-
Stage 1	713	-	-	-	-	-	-
Stage 2	522	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	235	854	778	-	-	1155	-
Mov Cap-2 Maneuver	343	-	-	-	-	-	-
Stage 1	713	-	-	-	-	-	-
Stage 2	434	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11	0	3.03
HCM LOS	B		

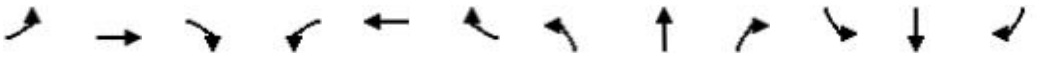
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	778	-	-	343	854	1155	-
HCM Lane V/C Ratio	-	-	-	0.071	0.128	0.169	-
HCM Ctrl Dly (s/v)	0	-	-	16.3	9.8	8.7	-
HCM Lane LOS	A	-	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Future Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.4	19.3	34.1	13.5	22.4	47.2	7.9	43.0	63.7	18.0	53.0	70.6
Actuated g/C Ratio	0.09	0.16	0.28	0.11	0.18	0.39	0.06	0.35	0.52	0.15	0.44	0.58
v/c Ratio	0.36	0.71	0.26	0.61	0.55	0.44	1.28	0.22	0.34	1.48	0.31	0.03
Control Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
LOS	E	E	A	E	D	A	F	C	A	F	C	A
Approach Delay (s/veh)		45.7			34.1			59.6			130.7	
Approach LOS		D			C			E			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 121.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay (s/veh): 69.7	Intersection LOS: E
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



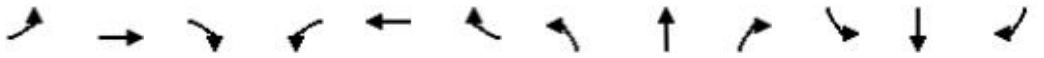


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	386	136	209	323	337	128	239	275	368	462	27
v/c Ratio	0.36	0.71	0.26	0.61	0.55	0.44	1.28	0.22	0.34	1.48	0.31	0.03
Control Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Length 50th (ft)	41	158	0	89	134	0	~143	77	44	~417	127	0
Queue Length 95th (ft)	76	223	50	141	189	63	#316	129	115	#685	197	0
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	774	1365	528	464	1005	760	100	1090	852	248	1470	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.28	0.26	0.45	0.32	0.44	1.28	0.22	0.32	1.48	0.31	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



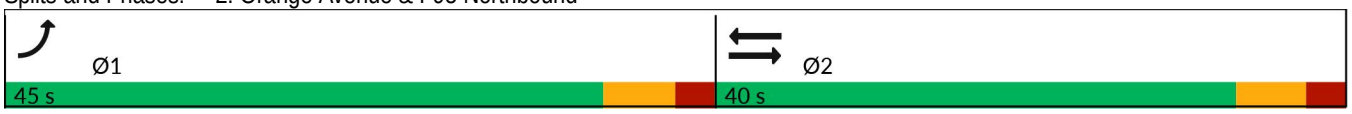
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Future Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	103	386	136	209	323	337	128	239	275	368	462	27
RTOR Reduction (vph)	0	0	106	0	0	225	0	0	94	0	0	13
Lane Group Flow (vph)	103	386	30	209	323	112	128	239	181	368	462	14
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.4	19.3	27.2	13.5	22.4	40.3	7.9	43.0	56.5	17.9	53.0	63.4
Effective Green, g (s)	10.4	19.3	27.2	13.5	22.4	40.3	7.9	43.0	56.5	17.9	53.0	63.4
Actuated g/C Ratio	0.09	0.16	0.22	0.11	0.18	0.33	0.07	0.35	0.47	0.15	0.44	0.52
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	285	546	344	344	589	473	100	1091	641	248	1471	787
v/s Ratio Prot	0.03	c0.11	0.01	c0.07	c0.10	0.03	0.08	0.08	0.03	c0.22	c0.14	0.00
v/s Ratio Perm			0.01			0.04			0.10			0.01
v/c Ratio	0.36	0.71	0.09	0.61	0.55	0.24	1.28	0.22	0.28	1.48	0.31	0.02
Uniform Delay, d1	52.4	48.4	37.3	51.5	45.0	29.4	56.8	27.5	20.0	51.8	22.4	14.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	4.2	0.1	3.0	1.0	0.3	182.7	0.5	0.2	238.1	0.6	0.0
Delay (s)	53.2	52.6	37.4	54.5	46.0	29.7	239.5	28.0	20.3	289.9	22.9	14.0
Level of Service	D	D	D	D	D	C	F	C	C	F	C	B
Approach Delay (s/veh)		49.4			41.7			66.8			137.3	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	76.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	27.8
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	127	519	681
Future Volume (vph)	127	519	681
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.0	39.6	39.6
Actuated g/C Ratio	0.17	0.68	0.68
v/c Ratio	0.25	0.25	0.30
Control Delay (s/veh)	22.3	5.7	5.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.7	5.9
LOS	C	A	A
Approach Delay (s/veh)		9.0	5.9
Approach LOS		A	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A
Intersection Capacity Utilization 38.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	134	546	717
v/c Ratio	0.25	0.25	0.30
Control Delay (s/veh)	22.3	5.7	5.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.7	5.9
Queue Length 50th (ft)	22	46	60
Queue Length 95th (ft)	44	71	88
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2054	2198	2392
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.25	0.30

Intersection Summary



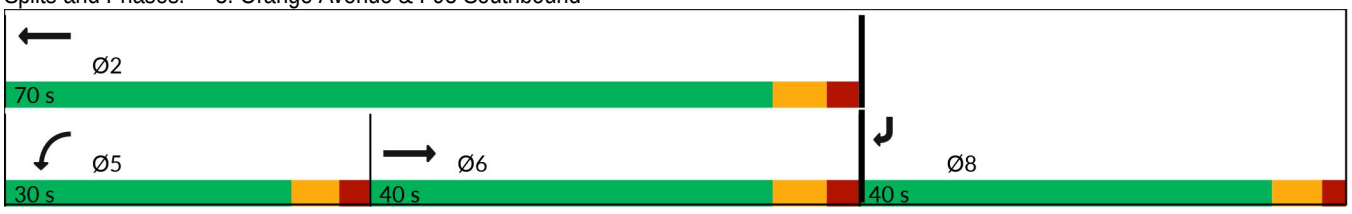
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	519	681	0	0	0
Future Volume (vph)	127	519	681	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	546	717	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	134	546	717	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	7.9	38.1	38.1			
Effective Green, g (s)	7.9	38.1	38.1			
Actuated g/C Ratio	0.13	0.64	0.64			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	415	2065	2247			
v/s Ratio Prot	c0.04	0.17	c0.20			
v/s Ratio Perm						
v/c Ratio	0.32	0.26	0.32			
Uniform Delay, d1	23.6	4.8	5.0			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.5	0.3	0.4			
Delay (s)	24.1	5.1	5.4			
Level of Service	C	A	A			
Approach Delay (s/veh)		8.9	5.4		0.0	
Approach LOS		A	A		A	

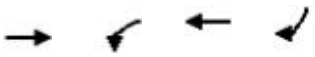
Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	482	285	622	138
Future Volume (vph)	482	285	622	138
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.0	12.3	51.8	15.0
Actuated g/C Ratio	0.41	0.15	0.65	0.19
v/c Ratio	0.38	0.58	0.20	0.18
Control Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.7	36.1	5.8	0.5
LOS	B	D	A	A
Approach Delay (s/veh)	17.7		15.3	
Approach LOS	B		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 79.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 14.7	Intersection LOS: B
Intersection Capacity Utilization 38.8%	ICU Level of Service A
Analysis Period (min) 15	

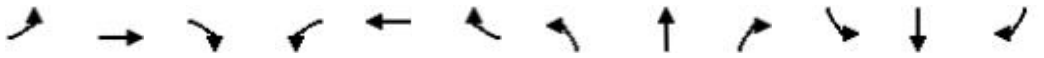
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	507	300	655	145
v/c Ratio	0.38	0.58	0.20	0.18
Control Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Length 50th (ft)	98	74	43	0
Queue Length 95th (ft)	151	114	58	0
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1332	991	3938	1310
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.30	0.17	0.11

Intersection Summary



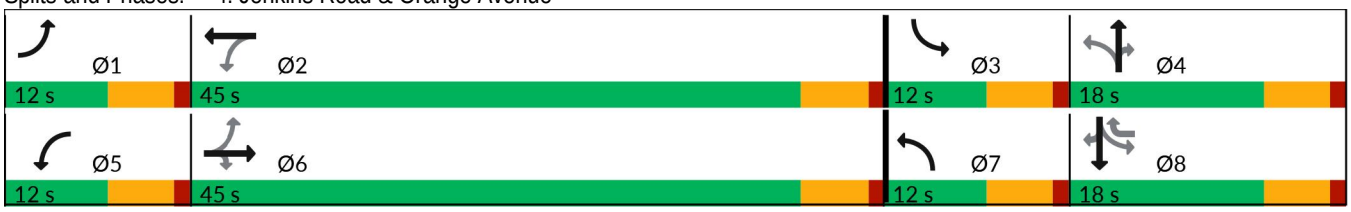
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	482	0	285	622	0	0	0	0	0	0	138
Future Volume (vph)	0	482	0	285	622	0	0	0	0	0	0	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	507	0	300	655	0	0	0	0	0	0	145
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	118
Lane Group Flow (vph)	0	507	0	300	655	0	0	0	0	0	0	27
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.0		12.3	51.8							15.0
Effective Green, g (s)		33.0		12.3	51.8							15.0
Actuated g/C Ratio		0.41		0.15	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1332		518	3237							468
v/s Ratio Prot		c0.16		c0.09	0.13							c0.01
v/s Ratio Perm												
v/c Ratio		0.38		0.58	0.20							0.06
Uniform Delay, d1		16.3		31.3	5.7							26.6
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		0.8		1.6	0.0							0.1
Delay (s)		17.1		32.9	5.7							26.7
Level of Service		B		C	A							C
Approach Delay (s/veh)		17.1			14.2			0.0			26.7	
Approach LOS		B			B			A			C	

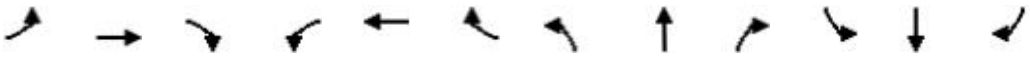
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	19.5
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Future Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	36.9	30.1	30.1	41.4	40.3	12.3	17.0	14.6	14.6	14.8	12.3	12.3
Actuated g/C Ratio	0.51	0.42	0.42	0.58	0.56	0.17	0.24	0.20	0.20	0.21	0.17	0.17
v/c Ratio	0.03	0.46	0.13	0.64	0.45	0.02	0.35	0.02	0.42	0.09	0.11	0.08
Control Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
LOS	A	B	A	B	B	A	C	C	A	C	C	A
Approach Delay (s/veh)		14.9			13.3			14.4			17.3	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 72	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

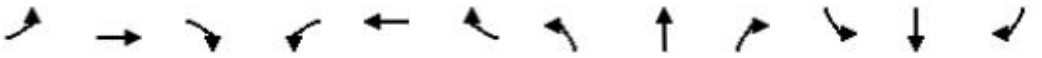




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	657	94	274	888	8	107	7	198	25	33	31
v/c Ratio	0.03	0.46	0.13	0.64	0.45	0.02	0.35	0.02	0.42	0.09	0.11	0.08
Control Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Length 50th (ft)	3	126	0	66	127	0	37	2	0	9	15	0
Queue Length 95th (ft)	10	175	5	#124	242	0	89	16	61	32	47	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	382	1906	924	426	1962	413	311	379	478	291	301	388
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.34	0.10	0.64	0.45	0.02	0.34	0.02	0.41	0.09	0.11	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



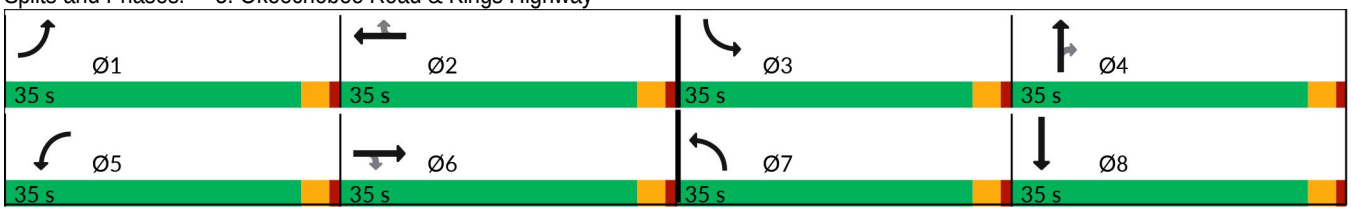
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Future Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.29	1.00	1.00	0.29	1.00	1.00	0.53	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	528	3406	1524	543	3505	1568	957	1810	1538	1266	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	657	94	274	888	8	107	7	198	25	33	31
RTOR Reduction (vph)	0	0	53	0	0	7	0	0	162	0	0	27
Lane Group Flow (vph)	12	657	41	274	888	1	107	7	36	25	33	4
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	35.7	34.6	34.6	46.7	40.3	10.5	21.1	14.6	14.6	12.9	10.5	10.5
Effective Green, g (s)	35.7	34.6	34.6	46.7	40.3	10.5	21.1	14.6	14.6	12.9	10.5	10.5
Actuated g/C Ratio	0.45	0.43	0.43	0.59	0.51	0.13	0.27	0.18	0.18	0.16	0.13	0.13
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	253	1480	662	421	1774	206	315	331	282	215	221	188
v/s Ratio Prot	0.00	0.19		c0.06	0.25		c0.03	0.00		0.00	0.02	
v/s Ratio Perm	0.02		0.03	c0.33		0.00	c0.06		0.02	0.02		0.00
v/c Ratio	0.05	0.44	0.06	0.65	0.50	0.01	0.34	0.02	0.13	0.12	0.15	0.02
Uniform Delay, d1	12.2	15.8	13.1	9.2	13.0	30.0	23.0	26.6	27.2	28.4	30.6	30.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.2	0.0	3.6	1.0	0.0	0.6	0.0	0.2	0.2	0.3	0.0
Delay (s)	12.3	16.0	13.1	12.8	14.0	30.0	23.7	26.7	27.4	28.6	30.9	30.1
Level of Service	B	B	B	B	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		15.6			13.8			26.1			30.0	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	87	365	39	482	484	122	88	199	629	169	213
Future Volume (vph)	87	365	39	482	484	122	88	199	629	169	213
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	10.8	19.9	19.9	20.0	32.1	32.1	11.8	20.6	20.6	11.5	23.5
Actuated g/C Ratio	0.12	0.22	0.22	0.23	0.36	0.36	0.13	0.23	0.23	0.13	0.27
v/c Ratio	0.46	0.36	0.11	0.71	0.43	0.21	0.50	0.60	0.65	0.48	0.41
Control Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
LOS	D	C	A	D	C	A	D	D	A	D	C
Approach Delay (s/veh)		33.1			29.7			17.2			33.3
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 88.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 27.0	Intersection LOS: C
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	92	384	41	507	509	128	93	209	662	178	315
v/c Ratio	0.46	0.36	0.11	0.71	0.43	0.21	0.50	0.60	0.65	0.48	0.41
Control Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Length 50th (ft)	53	70	0	150	126	0	61	130	0	58	83
Queue Length 95th (ft)	119	132	14	239	234	49	137	243	57	112	148
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	600	1725	581	1143	1178	609	511	538	1227	1032	1043
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.22	0.07	0.44	0.43	0.21	0.18	0.39	0.54	0.17	0.30

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	365	39	482	484	122	88	199	629	169	213	86
Future Volume (vph)	87	365	39	482	484	122	88	199	629	169	213	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2808	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2808	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	92	384	41	507	509	128	93	209	662	178	224	91
RTOR Reduction (vph)	0	0	31	0	0	82	0	0	502	0	30	0
Lane Group Flow (vph)	92	384	10	507	509	46	93	209	160	178	285	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	8.9	21.0	21.0	20.0	32.1	32.1	9.8	21.8	21.8	11.5	23.5	
Effective Green, g (s)	8.9	21.0	21.0	20.0	32.1	32.1	9.8	21.8	21.8	11.5	23.5	
Actuated g/C Ratio	0.10	0.23	0.23	0.22	0.36	0.36	0.11	0.24	0.24	0.13	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	163	1106	344	698	1156	517	153	358	536	362	730	
v/s Ratio Prot	0.06	0.08		c0.16	c0.16		c0.07	c0.14		0.06	0.10	
v/s Ratio Perm			0.01			0.03			0.07			
v/c Ratio	0.56	0.35	0.03	0.73	0.44	0.09	0.61	0.58	0.30	0.49	0.39	
Uniform Delay, d1	38.8	28.9	26.8	32.6	22.2	19.4	38.4	30.2	28.0	36.7	27.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.4	0.2	0.0	3.8	1.2	0.3	6.7	2.4	0.3	1.1	0.3	
Delay (s)	43.3	29.1	26.8	36.4	23.5	19.7	45.1	32.7	28.3	37.7	27.9	
Level of Service	D	C	C	D	C	B	D	C	C	D	C	
Approach Delay (s/veh)		31.5			28.8			30.9			31.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	477	1	3	455	23	1	1	12	48	0	4
Future Vol, veh/h	3	477	1	3	455	23	1	1	12	48	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	3	502	1	3	479	24	1	1	13	51	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	503	0	0	503	0	0	994	1018	503	994	995	479
Stage 1	-	-	-	-	-	-	509	509	-	485	485	-
Stage 2	-	-	-	-	-	-	485	509	-	509	509	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	1051	-	-	1036	-	-	213	226	546	224	245	587
Stage 1	-	-	-	-	-	-	525	519	-	563	551	-
Stage 2	-	-	-	-	-	-	541	519	-	547	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1036	-	-	209	224	546	216	243	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	224	-	216	243	-
Stage 1	-	-	-	-	-	-	523	517	-	561	549	-
Stage 2	-	-	-	-	-	-	535	516	-	531	536	-

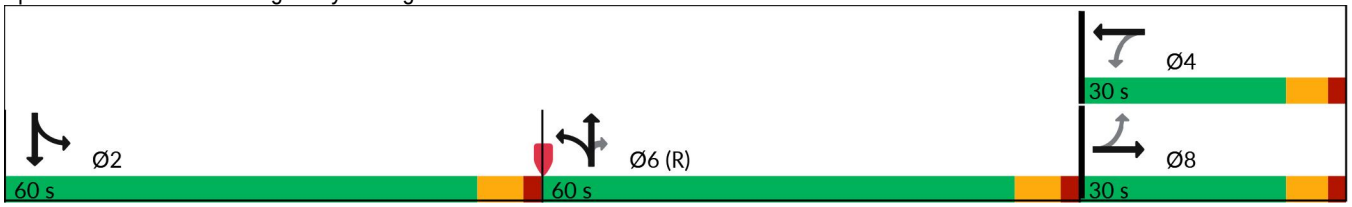
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.05	13.3	25.84
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	448	11	-	-	12	-	-	227
HCM Lane V/C Ratio	0.033	0.003	-	-	0.003	-	-	0.241
HCM Ctrl Dly (s/v)	13.3	8.4	0	-	8.5	0	-	25.8
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.9

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	15	70	140	87	381	53	433
Future Volume (vph)	15	70	140	87	381	53	433
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.0	23.0	23.0	23.0	57.0	57.0	49.0
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.38	0.38	0.33
v/c Ratio	0.13	0.43	0.85	0.64	0.71	0.09	0.92
Control Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
LOS	E	D	F	E	D	A	E
Approach Delay (s/veh)		53.5		78.1	43.7		70.3
Approach LOS		D		E	D		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 61.5	Intersection LOS: E
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.

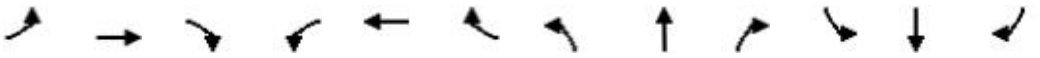




Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	16	123	147	183	461	56	545
v/c Ratio	0.13	0.43	0.85	0.64	0.71	0.09	0.92
Control Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Length 50th (ft)	14	92	140	142	448	0	515
Queue Length 95th (ft)	39	164	#276	235	592	18	#714
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	130	299	182	302	655	609	637
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.41	0.81	0.61	0.70	0.09	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



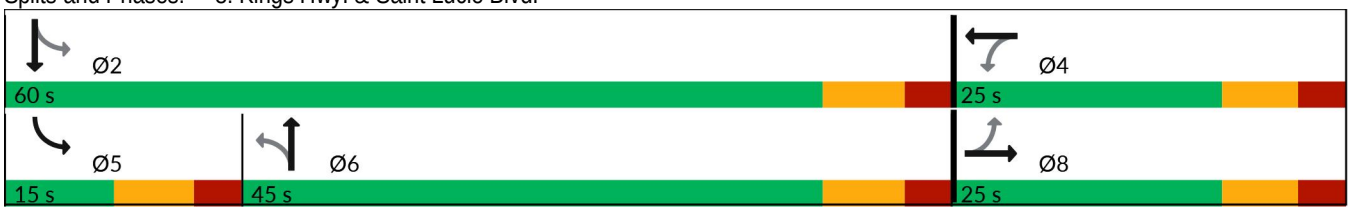
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	70	47	140	87	86	57	381	53	68	433	16
Future Volume (vph)	15	70	47	140	87	86	57	381	53	68	433	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.94		1.00	0.93			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1770	1751		1770	1724			1701	1455		1807	
Flt Permitted	0.43	1.00		0.60	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	802	1751		1125	1724			1701	1455		1807	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	74	49	147	92	91	60	401	56	72	456	17
RTOR Reduction (vph)	0	16	0	0	24	0	0	0	35	0	1	0
Lane Group Flow (vph)	16	107	0	147	159	0	0	461	21	0	544	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.0	23.0		23.0	23.0			57.0	57.0		49.0	
Effective Green, g (s)	23.0	23.0		23.0	23.0			57.0	57.0		49.0	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.38	0.38		0.33	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	122	268		172	264			646	552		590	
v/s Ratio Prot		0.06			0.09			c0.27			c0.30	
v/s Ratio Perm	0.02			c0.13					0.01			
v/c Ratio	0.13	0.40		0.85	0.60			0.71	0.04		0.92	
Uniform Delay, d1	54.9	57.3		61.9	59.2			39.6	29.3		48.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.0		31.5	3.9			6.6	0.1		20.1	
Delay (s)	55.4	58.2		93.4	63.1			46.2	29.4		68.8	
Level of Service	E	E		F	E			D	C		E	
Approach Delay (s/veh)		57.9			76.6			44.3			68.8	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	45	9	5	429	174	355
Future Volume (vph)	2	3	45	9	5	429	174	355
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		9.2	9.2	9.2	23.1	23.1	38.5	38.5
Actuated g/C Ratio		0.14	0.14	0.14	0.36	0.36	0.60	0.60
v/c Ratio		0.07	0.24	0.66	0.01	0.78	0.46	0.34
Control Delay (s/veh)		25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		25.0	29.6	11.2	13.2	27.1	9.8	7.6
LOS		C	C	B	B	C	A	A
Approach Delay (s/veh)		25.0		13.5		27.0		8.4
Approach LOS		C		B		C		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 64.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	7	47	331	5	509	183	375
v/c Ratio	0.07	0.24	0.66	0.01	0.78	0.46	0.34
Control Delay (s/veh)	25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Length 50th (ft)	2	16	3	1	162	26	60
Queue Length 95th (ft)	15	52	75	8	319	69	143
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	204	383	667	583	1067	398	1508
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.12	0.50	0.01	0.48	0.46	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	2	45	9	306	5	429	54	174	355	1
Future Volume (vph)	2	3	2	45	9	306	5	429	54	174	355	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.96		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1580		1752	1575		1736	1796		1719	1809	
Flt Permitted		0.46		0.75	1.00		0.54	1.00		0.24	1.00	
Satd. Flow (perm)		735		1389	1575		984	1796		426	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	2	47	9	322	5	452	57	183	374	1
RTOR Reduction (vph)	0	2	0	0	275	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	5	0	47	56	0	5	503	0	183	375	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		9.2		9.2	9.2		23.3	23.3		38.5	38.5	
Effective Green, g (s)		9.2		9.2	9.2		23.3	23.3		38.5	38.5	
Actuated g/C Ratio		0.14		0.14	0.14		0.37	0.37		0.61	0.61	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		106		200	227		360	657		402	1095	
v/s Ratio Prot					c0.04			c0.28		0.05	c0.21	
v/s Ratio Perm		0.01		0.03			0.01			0.22		
v/c Ratio		0.05		0.24	0.24		0.01	0.77		0.46	0.34	
Uniform Delay, d1		23.4		24.1	24.1		12.8	17.7		8.1	6.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2		0.6	0.6		0.0	5.3		0.8	0.2	
Delay (s)		23.6		24.7	24.7		12.8	23.1		8.9	6.4	
Level of Service		C		C	C		B	C		A	A	
Approach Delay (s/veh)		23.6			24.7			23.0			7.2	
Approach LOS		C			C			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	63.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	28	133	0	326	13	152	393
Future Vol, veh/h	28	133	0	326	13	152	393
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	29	140	0	343	14	160	414

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	877	178	414	0	0	357	0
Stage 1	350	-	-	-	-	-	-
Stage 2	527	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	286	831	714	-	-	1156	-
Stage 1	682	-	-	-	-	-	-
Stage 2	554	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	246	831	714	-	-	1156	-
Mov Cap-2 Maneuver	363	-	-	-	-	-	-
Stage 1	682	-	-	-	-	-	-
Stage 2	477	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.18	0	2.4
HCM LOS	B		

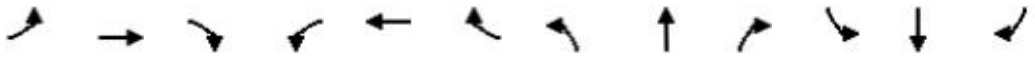
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	714	-	-	363	831	1156	-
HCM Lane V/C Ratio	-	-	-	0.081	0.169	0.138	-
HCM Ctrl Dly (s/v)	0	-	-	15.8	10.2	8.6	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Future Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.7	26.3	41.0	18.2	33.8	58.6	7.9	43.0	68.3	17.9	53.0	70.8
Actuated g/C Ratio	0.08	0.20	0.31	0.14	0.25	0.44	0.06	0.32	0.51	0.13	0.40	0.53
v/c Ratio	0.41	0.79	0.32	1.69	0.49	0.60	1.20	0.37	0.57	3.19	0.50	0.14
Control Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
LOS	E	E	B	F	D	B	F	D	B	F	C	A
Approach Delay (s/veh)		50.0			174.5			47.6			501.3	
Approach LOS		D			F			D			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 133.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.19	
Intersection Signal Delay (s/veh): 225.6	Intersection LOS: F
Intersection Capacity Utilization 103.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



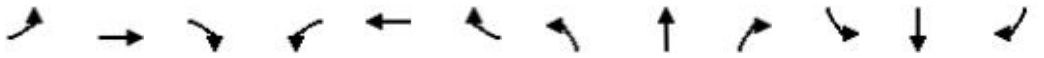


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	106	514	175	721	400	481	107	362	445	666	619	108
v/c Ratio	0.41	0.79	0.32	1.69	0.49	0.60	1.20	0.37	0.57	3.19	0.50	0.14
Control Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Length 50th (ft)	49	240	32	~514	169	117	~130	147	180	~1138	236	0
Queue Length 95th (ft)	86	308	94	#697	231	246	#291	216	338	#1490	330	34
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	680	1199	544	427	932	803	89	969	775	209	1237	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.43	0.32	1.69	0.43	0.60	1.20	0.37	0.57	3.19	0.50	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



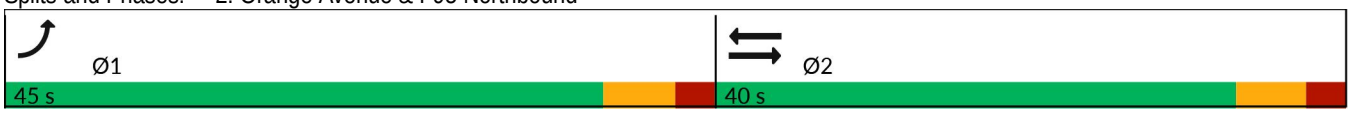
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Future Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	106	514	175	721	400	481	107	362	445	666	619	108
RTOR Reduction (vph)	0	0	94	0	0	185	0	0	95	0	0	56
Lane Group Flow (vph)	106	514	81	721	400	296	107	362	350	666	619	52
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.7	26.3	34.2	18.2	33.8	51.7	7.9	43.0	61.2	17.9	53.0	63.7
Effective Green, g (s)	10.7	26.3	34.2	18.2	33.8	51.7	7.9	43.0	61.2	17.9	53.0	63.7
Actuated g/C Ratio	0.08	0.20	0.26	0.14	0.25	0.39	0.06	0.32	0.46	0.13	0.40	0.48
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	258	653	380	427	817	559	89	971	618	209	1238	665
v/s Ratio Prot	0.03	c0.16	0.01	c0.23	0.12	0.07	0.07	0.12	c0.08	c0.43	0.20	0.01
v/s Ratio Perm			0.04			0.13			0.18			0.03
v/c Ratio	0.41	0.79	0.21	1.69	0.49	0.53	1.20	0.37	0.57	3.19	0.50	0.08
Uniform Delay, d1	58.3	50.8	38.9	57.5	42.3	31.4	62.6	34.7	26.3	57.7	30.1	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	6.2	0.3	319.9	0.5	0.9	159.6	1.1	1.2	996.4	1.4	0.1
Delay (s)	59.3	57.0	39.2	377.4	42.8	32.3	222.2	35.8	27.5	1054.0	31.6	18.9
Level of Service	E	E	D	F	D	C	F	D	C	F	C	B
Approach Delay (s/veh)		53.4			190.2			53.6			519.4	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	238.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	133.2	Sum of lost time (s)	27.8
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	259	705	746
Future Volume (vph)	259	705	746
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.9	33.2	33.2
Actuated g/C Ratio	0.19	0.57	0.57
v/c Ratio	0.47	0.41	0.40
Control Delay (s/veh)	23.9	8.0	7.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	23.9	8.0	7.9
LOS	C	A	A
Approach Delay (s/veh)		12.2	7.9
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay (s/veh): 10.3	Intersection LOS: B
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	273	742	785
v/c Ratio	0.47	0.41	0.40
Control Delay (s/veh)	23.9	8.0	7.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	23.9	8.0	7.9
Queue Length 50th (ft)	48	71	71
Queue Length 95th (ft)	81	120	118
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2028	1825	1946
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.13	0.41	0.40

Intersection Summary



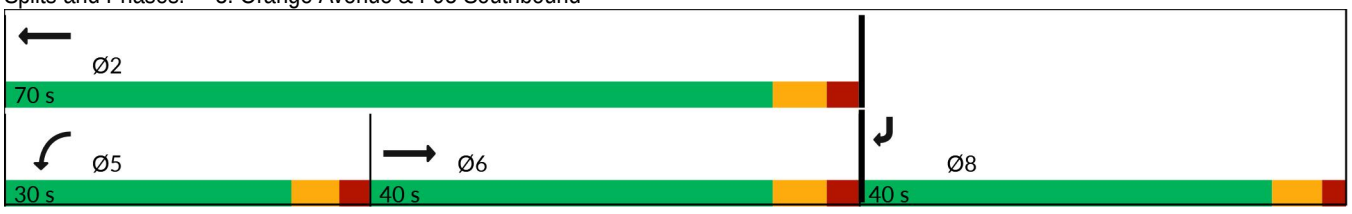
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	259	705	746	0	0	0
Future Volume (vph)	259	705	746	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	273	742	785	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	273	742	785	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	10.9	33.2	33.2			
Effective Green, g (s)	10.9	33.2	33.2			
Actuated g/C Ratio	0.19	0.57	0.57			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	581	1825	1946			
v/s Ratio Prot	c0.09	c0.23	0.23			
v/s Ratio Perm						
v/c Ratio	0.47	0.41	0.40			
Uniform Delay, d1	21.0	7.0	6.9			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.6	0.7	0.6			
Delay (s)	21.6	7.6	7.6			
Level of Service	C	A	A			
Approach Delay (s/veh)		11.4	7.6		0.0	
Approach LOS		B	A		A	

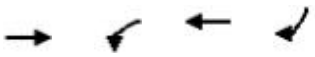
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	58.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	662	342	868	478
Future Volume (vph)	662	342	868	478
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.2	14.5	54.2	17.3
Actuated g/C Ratio	0.39	0.17	0.64	0.20
v/c Ratio	0.57	0.64	0.29	0.73
Control Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	38.4	7.2	23.3
LOS	C	D	A	C
Approach Delay (s/veh)	23.5		16.1	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 84.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

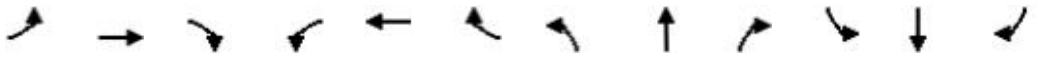
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	697	360	914	503
v/c Ratio	0.57	0.64	0.29	0.73
Control Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Length 50th (ft)	158	93	66	82
Queue Length 95th (ft)	282	154	116	159
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1220	922	3664	1138
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.39	0.25	0.44

Intersection Summary



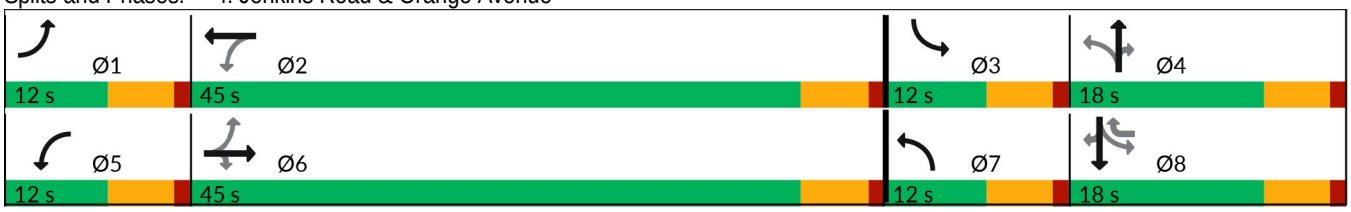
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	662	0	342	868	0	0	0	0	0	0	478
Future Volume (vph)	0	662	0	342	868	0	0	0	0	0	0	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	697	0	360	914	0	0	0	0	0	0	503
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	186
Lane Group Flow (vph)	0	697	0	360	914	0	0	0	0	0	0	317
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.2		14.5	54.2							17.3
Effective Green, g (s)		33.2		14.5	54.2							17.3
Actuated g/C Ratio		0.39		0.17	0.64							0.20
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1222		566	3138							506
v/s Ratio Prot		c0.22		c0.11	0.19							c0.13
v/s Ratio Perm												
v/c Ratio		0.57		0.64	0.29							0.63
Uniform Delay, d1		20.1		32.5	6.7							30.7
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		1.9		2.3	0.1							2.4
Delay (s)		22.0		34.9	6.7							33.1
Level of Service		C		C	A							C
Approach Delay (s/veh)		22.0			14.7			0.0			33.1	
Approach LOS		C			B			A			C	

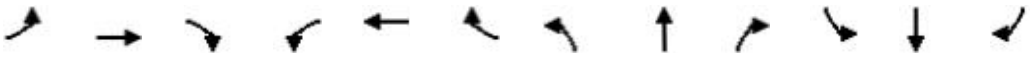
Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	19.5
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Future Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	44.1	37.3	37.3	45.5	40.4	12.3	18.0	16.7	16.7	13.5	12.3	12.3
Actuated g/C Ratio	0.56	0.47	0.47	0.57	0.51	0.16	0.23	0.21	0.21	0.17	0.16	0.16
v/c Ratio	0.24	0.80	0.24	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
LOS	A	C	A	F	B	A	D	C	A	C	C	A
Approach Delay (s/veh)		20.0			39.1			20.3			18.7	
Approach LOS		C			D			C			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 79.2	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 27.4	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



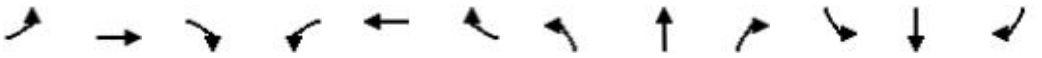


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	1312	204	264	1032	29	183	23	265	15	20	20
v/c Ratio	0.24	0.80	0.24	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Length 50th (ft)	16	323	0	~141	233	0	82	9	0	7	12	0
Queue Length 95th (ft)	35	424	37	#304	311	0	#164	34	68	25	36	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	313	1768	891	230	1719	381	298	397	545	218	245	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.74	0.23	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.08	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



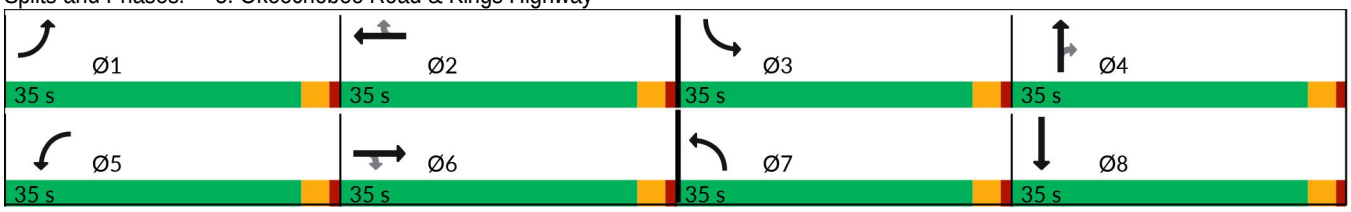
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Future Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.19	1.00	1.00	0.10	1.00	1.00	0.46	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	349	3471	1553	176	3374	1509	850	1845	1568	1119	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	1312	204	264	1032	29	183	23	265	15	20	20
RTOR Reduction (vph)	0	0	111	0	0	26	0	0	213	0	0	18
Lane Group Flow (vph)	76	1312	93	264	1032	3	183	23	52	15	20	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Effective Green, g (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Actuated g/C Ratio	0.52	0.46	0.46	0.56	0.48	0.10	0.27	0.20	0.20	0.12	0.10	0.10
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	264	1587	710	219	1611	153	332	364	309	134	153	130
v/s Ratio Prot	0.02	0.38		c0.10	0.31		c0.06	0.01		0.00	0.01	
v/s Ratio Perm	0.13		0.06	c0.57		0.00	c0.09		0.03	0.01		0.00
v/c Ratio	0.29	0.83	0.13	1.21	0.64	0.02	0.55	0.06	0.17	0.11	0.13	0.02
Uniform Delay, d1	11.3	20.0	13.2	20.3	16.6	34.2	25.1	27.6	28.2	33.4	34.6	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	3.7	0.1	127.4	2.0	0.1	2.0	0.1	0.3	0.4	0.4	0.0
Delay (s)	11.9	23.7	13.3	147.7	18.6	34.3	27.0	27.7	28.5	33.8	35.0	34.2
Level of Service	B	C	B	F	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		21.8			44.7			27.9			34.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	437	59	429	351	541	61	446	561	339	483
Future Volume (vph)	160	437	59	429	351	541	61	446	561	339	483
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	17.4	25.9	25.9	22.8	31.2	31.2	10.4	31.2	31.2	21.6	44.7
Actuated g/C Ratio	0.15	0.22	0.22	0.19	0.27	0.27	0.09	0.27	0.27	0.18	0.38
v/c Ratio	0.69	0.44	0.16	0.78	0.45	0.76	0.48	1.11	0.61	0.76	0.62
Control Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
LOS	E	D	A	E	D	B	E	F	B	E	C
Approach Delay (s/veh)		44.8			34.0			59.1			42.6
Approach LOS		D			C			E			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 117.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay (s/veh): 44.5	Intersection LOS: D
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	460	62	452	369	569	64	469	591	357	616
v/c Ratio	0.69	0.44	0.16	0.78	0.45	0.76	0.48	1.11	0.61	0.76	0.62
Control Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Length 50th (ft)	131	119	0	190	138	31	54	~464	51	171	255
Queue Length 95th (ft)	227	184	36	276	228	219	116	#838	146	258	399
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	435	1252	441	794	819	749	402	424	970	678	986
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.37	0.14	0.57	0.45	0.76	0.16	1.11	0.61	0.53	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	437	59	429	351	541	61	446	561	339	483	103
Future Volume (vph)	160	437	59	429	351	541	61	446	561	339	483	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2566	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2566	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	460	62	452	369	569	64	469	591	357	508	108
RTOR Reduction (vph)	0	0	48	0	0	384	0	0	334	0	11	0
Lane Group Flow (vph)	168	460	14	452	369	185	64	469	257	357	605	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	17.4	25.9	25.9	22.8	31.3	31.3	9.0	32.1	32.1	21.6	44.7	
Effective Green, g (s)	17.4	25.9	25.9	22.8	31.3	31.3	9.0	32.1	32.1	21.6	44.7	
Actuated g/C Ratio	0.15	0.22	0.22	0.19	0.26	0.26	0.08	0.27	0.27	0.18	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	241	1031	321	576	815	364	115	432	647	466	968	
v/s Ratio Prot	0.10	0.10		c0.15	0.12		0.04	c0.29		c0.14	0.24	
v/s Ratio Perm			0.01			c0.13			0.11			
v/c Ratio	0.70	0.45	0.04	0.78	0.45	0.51	0.56	1.09	0.40	0.77	0.63	
Uniform Delay, d1	48.0	40.0	36.5	45.5	36.4	37.0	52.8	43.2	35.3	46.0	30.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.5	0.3	0.1	6.9	1.8	5.0	5.7	68.3	0.4	7.4	1.3	
Delay (s)	56.5	40.3	36.5	52.4	38.2	42.0	58.5	111.5	35.7	53.4	31.3	
Level of Service	E	D	D	D	D	D	E	F	D	D	C	
Approach Delay (s/veh)		43.9			44.4			68.6			39.4	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	118.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	621	7	55	431	61	2	1	29	21	2	0
Future Vol, veh/h	2	621	7	55	431	61	2	1	29	21	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	2	654	7	58	454	64	2	1	31	22	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	518	0	0	661	0	0	1232	1295	657	1228	1235	454
Stage 1	-	-	-	-	-	-	662	662	-	569	569	-
Stage 2	-	-	-	-	-	-	571	634	-	658	665	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	1018	-	-	904	-	-	150	159	456	149	169	588
Stage 1	-	-	-	-	-	-	443	452	-	491	491	-
Stage 2	-	-	-	-	-	-	497	465	-	439	444	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1018	-	-	904	-	-	135	144	456	125	154	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	144	-	125	154	-
Stage 1	-	-	-	-	-	-	442	450	-	447	447	-
Stage 2	-	-	-	-	-	-	450	423	-	407	443	-

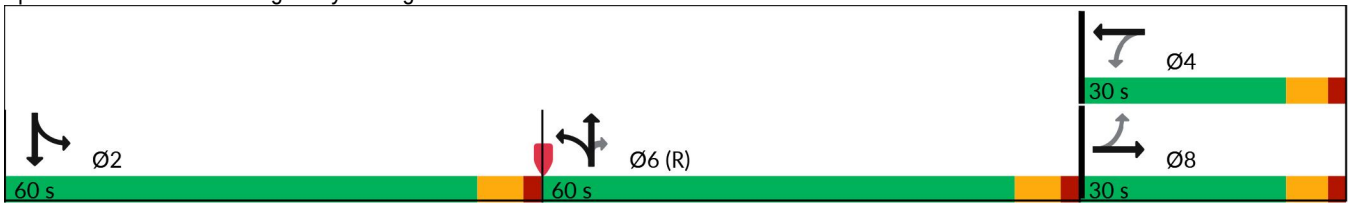
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.93	15.56	39.97
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	375	6	-	-	204	-	-	127
HCM Lane V/C Ratio	0.09	0.002	-	-	0.064	-	-	0.191
HCM Ctrl Dly (s/v)	15.6	8.5	0	-	9.3	0	-	40
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.7

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	104	183	350	111	473	210	555
Future Volume (vph)	104	183	350	111	473	210	555
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14
Control Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
LOS	F	F	F	F	E	C	F
Approach Delay (s/veh)		354.0		1771.9	64.2		125.6
Approach LOS		F		F	E		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 7.67	
Intersection Signal Delay (s/veh): 544.8	Intersection LOS: F
Intersection Capacity Utilization 132.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



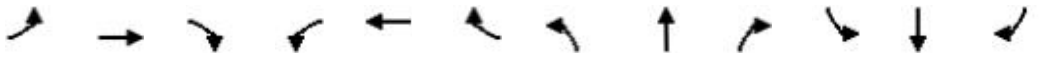


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	109	439	368	281	613	221	694
v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14
Control Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Length 50th (ft)	~176	~580	~685	249	621	99	~848
Queue Length 95th (ft)	#310	#808	#904	#444	#890	177	#1115
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	291	48	291	626	594	608
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



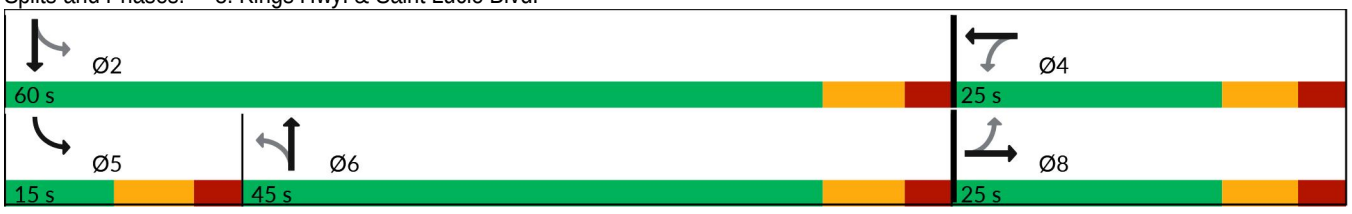
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	183	234	350	111	156	109	473	210	69	555	35
Future Volume (vph)	104	183	234	350	111	156	109	473	210	69	555	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1722	
Flt Permitted	0.17	1.00		0.17	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	318	1690		315	1667			1776	1524		1722	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	109	193	246	368	117	164	115	498	221	73	584	37
RTOR Reduction (vph)	0	30	0	0	34	0	0	0	57	0	1	0
Lane Group Flow (vph)	109	409	0	368	247	0	0	613	164	0	693	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	261		48	257			626	537		607	
v/s Ratio Prot		0.24			0.15			c0.35			c0.40	
v/s Ratio Perm	0.34			c1.17					0.11			
v/c Ratio	2.22	1.57		7.67	0.96			0.98	0.31		1.14	
Uniform Delay, d1	63.4	63.4		63.4	63.0			48.0	35.2		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	611.2	272.3		3042.5	45.4			31.2	1.5		82.1	
Delay (s)	674.6	335.7		3105.9	108.3			79.2	36.7		130.6	
Level of Service	F	F		F	F			E	D		F	
Approach Delay (s/veh)		403.1			1808.0			68.0			130.6	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	565.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.23		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	132.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	11	39	9	12	550	269	558
Future Volume (vph)	11	39	9	12	550	269	558
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.5	8.5	8.5	31.7	31.7	46.9	46.9
Actuated g/C Ratio	0.12	0.12	0.12	0.44	0.44	0.66	0.66
v/c Ratio	0.10	0.27	0.53	0.04	0.86	0.81	0.49
Control Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
LOS	C	C	B	B	C	C	A
Approach Delay (s/veh)	23.4		17.4		30.1		14.5
Approach LOS	C		B		C		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 71.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 20.8	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	41	172	13	661	283	588
v/c Ratio	0.10	0.27	0.53	0.04	0.86	0.81	0.49
Control Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Length 50th (ft)	5	19	4	3	253	43	109
Queue Length 95th (ft)	25	50	61	14	#505	#144	212
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	433	315	487	406	905	349	1340
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.13	0.35	0.03	0.73	0.81	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	9	39	9	155	12	550	78	269	558	1
Future Volume (vph)	0	11	9	39	9	155	12	550	78	269	558	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1755		1656	1495		1671	1727		1736	1826	
Flt Permitted		1.00		0.74	1.00		0.44	1.00		0.18	1.00	
Satd. Flow (perm)		1755		1296	1495		779	1727		322	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	12	9	41	9	163	13	579	82	283	587	1
RTOR Reduction (vph)	0	8	0	0	144	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	13	0	41	28	0	13	655	0	283	588	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		8.5		8.5	8.5		31.8	31.8		46.9	46.9	
Effective Green, g (s)		8.5		8.5	8.5		31.8	31.8		46.9	46.9	
Actuated g/C Ratio		0.12		0.12	0.12		0.45	0.45		0.66	0.66	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		209		154	178		347	770		350	1201	
v/s Ratio Prot		0.01			0.02			0.38		c0.08	0.32	
v/s Ratio Perm				c0.03			0.02			c0.45		
v/c Ratio		0.06		0.27	0.16		0.04	0.85		0.81	0.49	
Uniform Delay, d1		27.9		28.6	28.2		11.1	17.6		10.9	6.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		0.9	0.4		0.0	8.9		12.9	0.3	
Delay (s)		28.0		29.5	28.6		11.2	26.6		23.7	6.5	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.0			28.8			26.3			12.1	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	71.3	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	35	159	0	802	59	252	742
Future Vol, veh/h	35	159	0	802	59	252	742
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	37	167	0	844	62	265	781

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1796	453	781	0	0	906	0
Stage 1	875	-	-	-	-	-	-
Stage 2	921	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	70	548	415	-	-	670	-
Stage 1	363	-	-	-	-	-	-
Stage 2	343	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	42	548	415	-	-	670	-
Mov Cap-2 Maneuver	138	-	-	-	-	-	-
Stage 1	363	-	-	-	-	-	-
Stage 2	208	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.09	0	3.51
HCM LOS	C		

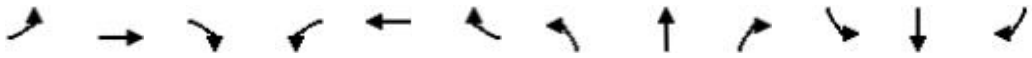
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	415	-	-	138	548	670	-
HCM Lane V/C Ratio	-	-	-	0.267	0.305	0.396	-
HCM Ctrl Dly (s/v)	0	-	-	40.3	14.4	13.8	-
HCM Lane LOS	A	-	-	E	B	B	-
HCM 95th %tile Q(veh)	0	-	-	1	1.3	1.9	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Future Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	11.6	27.0	41.7	18.2	33.6	58.4	7.9	43.0	68.3	17.9	53.0	71.6
Actuated g/C Ratio	0.09	0.20	0.31	0.14	0.25	0.44	0.06	0.32	0.51	0.13	0.40	0.53
v/c Ratio	0.50	0.78	0.30	1.23	0.47	0.98	2.07	0.50	0.87	2.43	0.48	0.13
Control Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
LOS	E	E	B	F	D	E	F	D	D	F	C	A
Approach Delay (s/veh)		50.8			90.3			107.2			303.4	
Approach LOS		D			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 133.9	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.43	
Intersection Signal Delay (s/veh): 141.9	Intersection LOS: F
Intersection Capacity Utilization 100.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



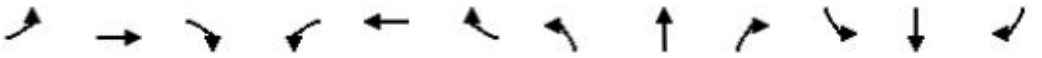


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	144	543	169	518	375	723	188	492	689	547	635	112
v/c Ratio	0.50	0.78	0.30	1.23	0.47	0.98	2.07	0.50	0.87	2.43	0.48	0.13
Control Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Length 50th (ft)	65	247	27	~315	160	543	~292	206	466	~827	226	0
Queue Length 95th (ft)	106	314	84	#474	222	#890	#497	291	#851	#1130	312	32
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	702	1239	566	421	913	735	91	989	789	225	1334	1033
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.44	0.30	1.23	0.41	0.98	2.07	0.50	0.87	2.43	0.48	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



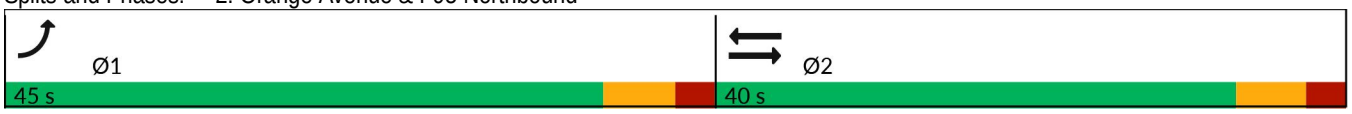
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Future Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	144	543	169	518	375	723	188	492	689	547	635	112
RTOR Reduction (vph)	0	0	94	0	0	122	0	0	95	0	0	58
Lane Group Flow (vph)	144	543	75	518	375	601	188	492	594	547	635	54
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	11.6	27.0	34.9	18.2	33.6	51.5	7.9	43.0	61.2	17.9	53.0	64.6
Effective Green, g (s)	11.6	27.0	34.9	18.2	33.6	51.5	7.9	43.0	61.2	17.9	53.0	64.6
Actuated g/C Ratio	0.09	0.20	0.26	0.14	0.25	0.38	0.06	0.32	0.46	0.13	0.40	0.48
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	288	693	400	421	801	549	91	990	630	225	1335	728
v/s Ratio Prot	0.04	0.16	0.01	c0.17	0.12	c0.15	0.12	0.16	c0.13	c0.32	0.19	0.01
v/s Ratio Perm			0.04			0.27			0.30			0.03
v/c Ratio	0.50	0.78	0.19	1.23	0.47	1.09	2.07	0.50	0.94	2.43	0.48	0.07
Uniform Delay, d1	58.4	50.7	38.5	57.9	42.6	41.2	63.0	36.7	34.7	58.0	30.1	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	5.8	0.2	122.9	0.4	66.5	515.4	1.8	22.7	657.3	1.2	0.0
Delay (s)	59.7	56.5	38.7	180.8	43.0	107.7	578.4	38.5	57.3	715.3	31.3	18.6
Level of Service	E	E	D	F	D	F	F	D	E	F	C	B
Approach Delay (s/veh)		53.5			116.1			122.1			319.4	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	158.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	133.9	Sum of lost time (s)	27.8
Intersection Capacity Utilization	100.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	356	962	1124
Future Volume (vph)	356	962	1124
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	12.3	33.0	33.0
Actuated g/C Ratio	0.21	0.56	0.56
v/c Ratio	0.57	0.56	0.60
Control Delay (s/veh)	24.8	10.3	10.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.8	10.3	10.7
LOS	C	B	B
Approach Delay (s/veh)		14.3	10.7
Approach LOS		B	B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 59.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	375	1013	1183
v/c Ratio	0.57	0.56	0.60
Control Delay (s/veh)	24.8	10.3	10.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.8	10.3	10.7
Queue Length 50th (ft)	68	117	133
Queue Length 95th (ft)	107	195	215
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2020	1808	1968
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.56	0.60

Intersection Summary



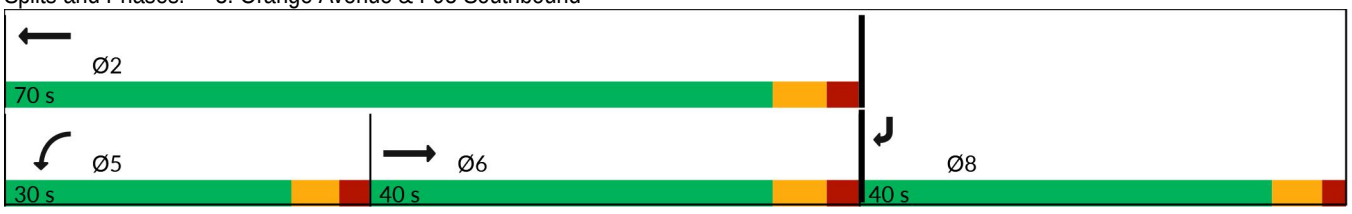
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	356	962	1124	0	0	0
Future Volume (vph)	356	962	1124	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	375	1013	1183	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	375	1013	1183	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	12.3	33.0	33.0			
Effective Green, g (s)	12.3	33.0	33.0			
Actuated g/C Ratio	0.21	0.56	0.56			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	654	1809	1969			
v/s Ratio Prot	c0.12	0.31	c0.33			
v/s Ratio Perm						
v/c Ratio	0.57	0.56	0.60			
Uniform Delay, d1	21.1	8.5	8.8			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	1.2	1.3	1.4			
Delay (s)	22.4	9.7	10.1			
Level of Service	C	A	B			
Approach Delay (s/veh)		13.1	10.1		0.0	
Approach LOS		B	B		A	

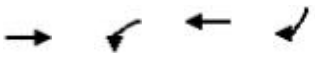
Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	1091	338	1171	290
Future Volume (vph)	1091	338	1171	290
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.1	13.8	53.4	15.5
Actuated g/C Ratio	0.40	0.17	0.65	0.19
v/c Ratio	0.88	0.63	0.38	0.55
Control Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.1	36.9	7.0	23.6
LOS	C	D	A	C
Approach Delay (s/veh)	33.1		13.7	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 81.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 22.0	Intersection LOS: C
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Orange Avenue & I-95 Southbound

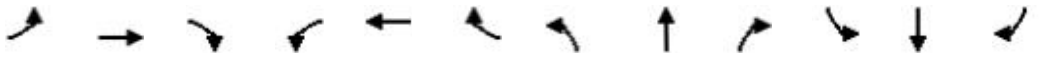




Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	1148	356	1233	305
v/c Ratio	0.88	0.63	0.38	0.55
Control Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Length 50th (ft)	301	90	94	56
Queue Length 95th (ft)	#504	138	130	110
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1301	968	3844	1100
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.37	0.32	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



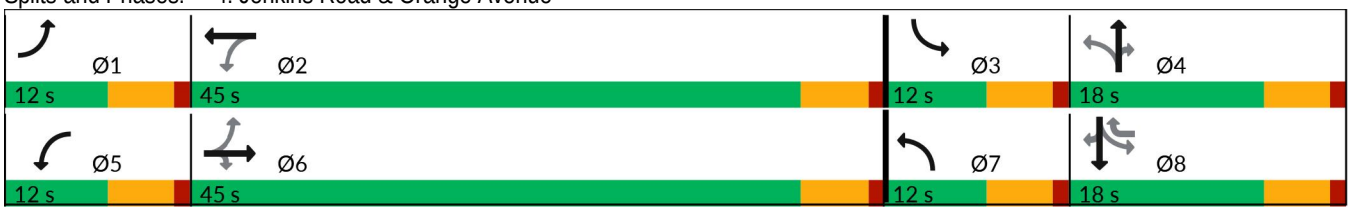
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1091	0	338	1171	0	0	0	0	0	0	290
Future Volume (vph)	0	1091	0	338	1171	0	0	0	0	0	0	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1148	0	356	1233	0	0	0	0	0	0	305
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	88
Lane Group Flow (vph)	0	1148	0	356	1233	0	0	0	0	0	0	217
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		13.8	53.4							15.5
Effective Green, g (s)		33.1		13.8	53.4							15.5
Actuated g/C Ratio		0.40		0.17	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1302		567	3252							471
v/s Ratio Prot		c0.36		c0.11	0.25							c0.09
v/s Ratio Perm												
v/c Ratio		0.88		0.63	0.38							0.46
Uniform Delay, d1		22.6		31.7	6.6							29.5
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		8.8		2.2	0.1							0.7
Delay (s)		31.4		33.8	6.7							30.2
Level of Service		C		C	A							C
Approach Delay (s/veh)		31.4			12.8			0.0			30.2	
Approach LOS		C			B			A			C	

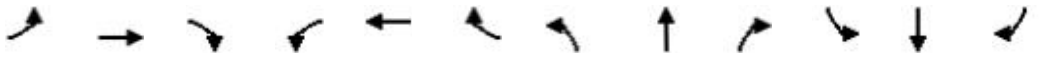
Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	19.5
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Future Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	16.9	14.6	14.6	13.4	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.22	0.19	0.19	0.17	0.16	0.16
v/c Ratio	0.16	0.54	0.23	0.89	0.58	0.02	0.91	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
LOS	A	B	A	D	B	A	E	C	A	C	C	A
Approach Delay (s/veh)		14.4			22.1			37.2			19.4	
Approach LOS		B			C			D			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 22.0	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

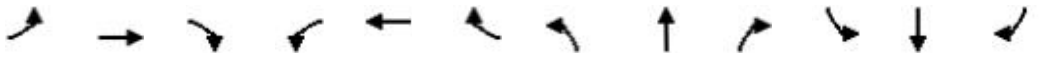




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	835	186	326	1071	9	262	8	277	29	38	36
v/c Ratio	0.16	0.54	0.23	0.89	0.58	0.02	0.91	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Length 50th (ft)	11	172	0	82	234	0	126	3	0	13	20	0
Queue Length 95th (ft)	25	232	36	#226	310	0	#249	17	72	35	52	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	308	1805	895	366	1858	400	287	354	524	249	285	376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.46	0.21	0.89	0.58	0.02	0.91	0.02	0.53	0.12	0.13	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



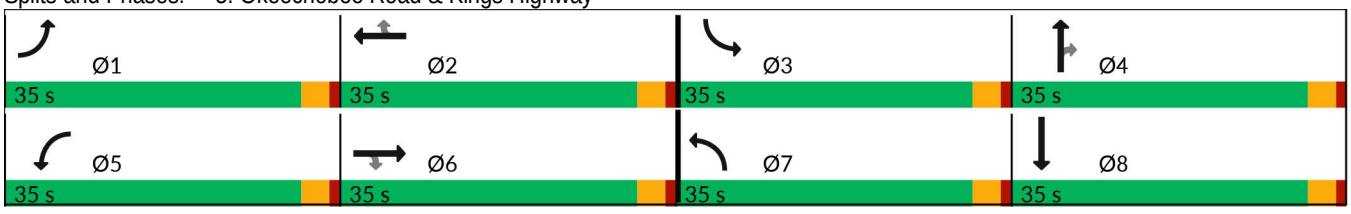
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Future Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.19	1.00	1.00	0.23	1.00	1.00	0.43	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	345	3406	1524	430	3505	1568	776	1810	1538	1265	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	835	186	326	1071	9	262	8	277	29	38	36
RTOR Reduction (vph)	0	0	102	0	0	8	0	0	228	0	0	33
Lane Group Flow (vph)	49	835	84	326	1071	1	262	8	49	29	38	3
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Actuated g/C Ratio	0.50	0.45	0.45	0.58	0.49	0.09	0.27	0.18	0.18	0.12	0.09	0.09
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	230	1544	690	358	1729	142	318	320	272	161	152	129
v/s Ratio Prot	0.01	0.25		c0.08	0.31		c0.09	0.00		0.01	0.02	
v/s Ratio Perm	0.10		0.06	c0.45		0.00	c0.13		0.03	0.02		0.00
v/c Ratio	0.21	0.54	0.12	0.91	0.62	0.01	0.82	0.03	0.18	0.18	0.25	0.03
Uniform Delay, d1	11.5	16.3	13.1	12.7	15.2	34.1	26.7	28.1	28.9	32.5	34.9	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.4	0.1	26.5	1.7	0.0	15.7	0.0	0.3	0.5	0.9	0.1
Delay (s)	12.0	16.7	13.1	39.2	16.9	34.1	42.5	28.1	29.2	33.1	35.7	34.2
Level of Service	B	B	B	D	B	C	D	C	C	C	D	C
Approach Delay (s/veh)		15.9			22.2			35.5			34.5	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	82.5	Sum of lost time (s)	21.2
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	152	656	58	532	824	348	82	445	645	558	526
Future Volume (vph)	152	656	58	532	824	348	82	445	645	558	526
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.0	26.3	26.3	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.5
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.36
v/c Ratio	0.70	0.72	0.17	0.86	0.98	0.55	0.60	1.32	0.73	0.91	0.74
Control Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
LOS	E	D	A	E	E	A	E	F	B	E	D
Approach Delay (s/veh)		53.7			57.1			90.5			52.9
Approach LOS		D			E			F			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 130.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay (s/veh): 63.2	Intersection LOS: E
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



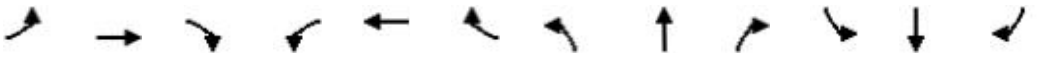


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	160	691	61	560	867	366	86	468	679	587	780
v/c Ratio	0.70	0.72	0.17	0.86	0.98	0.55	0.60	1.32	0.73	0.91	0.74
Control Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Length 50th (ft)	143	221	0	260	424	0	88	~647	79	300	346
Queue Length 95th (ft)	225	278	34	348	#626	93	159	#968	193	#455	#542
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	396	1139	408	755	883	661	337	355	932	681	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.61	0.15	0.74	0.98	0.55	0.26	1.32	0.73	0.86	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	656	58	532	824	348	82	445	645	558	526	215
Future Volume (vph)	152	656	58	532	824	348	82	445	645	558	526	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2807	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2807	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	160	691	61	560	867	366	86	468	679	587	554	226
RTOR Reduction (vph)	0	0	49	0	0	266	0	0	401	0	25	0
Lane Group Flow (vph)	160	691	12	560	867	100	86	468	278	587	755	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.0	26.4	26.4	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.4	
Effective Green, g (s)	18.0	26.4	26.4	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.4	
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.36	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	228	964	300	654	884	395	145	355	532	647	1021	
v/s Ratio Prot	0.10	0.15		c0.18	c0.27		0.06	c0.32		c0.21	0.27	
v/s Ratio Perm			0.01			0.07			0.13			
v/c Ratio	0.70	0.72	0.04	0.86	0.98	0.25	0.59	1.32	0.52	0.91	0.74	
Uniform Delay, d1	53.5	48.4	41.7	49.7	47.1	37.1	55.8	49.5	43.0	49.0	36.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.4	2.6	0.1	10.7	26.0	1.5	6.4	161.8	0.9	16.4	2.8	
Delay (s)	62.9	51.0	41.8	60.4	73.0	38.6	62.2	211.3	44.0	65.4	38.9	
Level of Service	E	D	D	E	E	D	E	F	D	E	D	
Approach Delay (s/veh)		52.5			62.1			108.8			50.2	
Approach LOS		D			E			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	68.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	130.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	602	2	21	567	28	5	1	62	59	0	5
Future Vol, veh/h	3	602	2	21	567	28	5	1	62	59	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	3	634	2	22	597	29	5	1	65	62	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	626	0	0	636	0	0	1282	1312	635	1282	1283	597
Stage 1	-	-	-	-	-	-	641	641	-	641	641	-
Stage 2	-	-	-	-	-	-	641	671	-	641	642	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	946	-	-	924	-	-	134	150	458	142	165	503
Stage 1	-	-	-	-	-	-	444	451	-	463	469	-
Stage 2	-	-	-	-	-	-	444	437	-	463	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	946	-	-	924	-	-	127	144	458	116	158	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	144	-	116	158	-
Stage 1	-	-	-	-	-	-	441	449	-	446	452	-
Stage 2	-	-	-	-	-	-	423	421	-	394	466	-

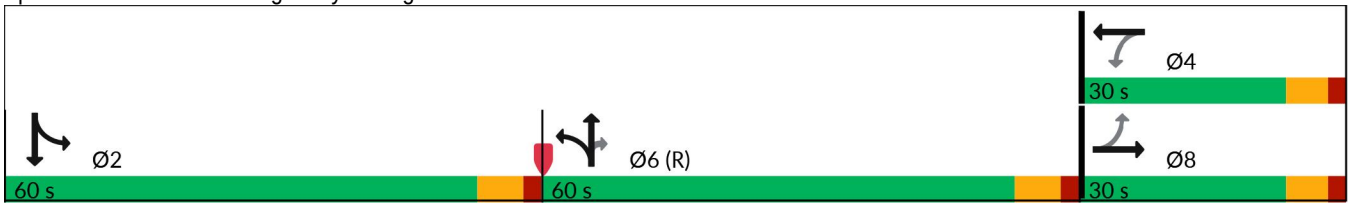
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.31	16.88	64.61
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	9	-	-	64	-	-	123
HCM Lane V/C Ratio	0.191	0.003	-	-	0.024	-	-	0.546
HCM Ctrl Dly (s/v)	16.9	8.8	0	-	9	0	-	64.6
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	2.6

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	180	361	216	482	378	556
Future Volume (vph)	78	180	361	216	482	378	556
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32
Control Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
LOS	F	F	F	F	F	C	F
Approach Delay (s/veh)		233.7		1664.6	147.7		193.8
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 7.76	
Intersection Signal Delay (s/veh): 524.2	Intersection LOS: F
Intersection Capacity Utilization 146.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



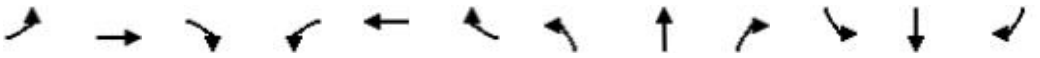


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	82	369	380	370	796	398	832
v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32
Control Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Length 50th (ft)	~118	~440	~698	~453	~1103	254	~1083
Queue Length 95th (ft)	#238	#655	#913	#669	#1378	392	#1351
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	289	49	286	592	592	630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



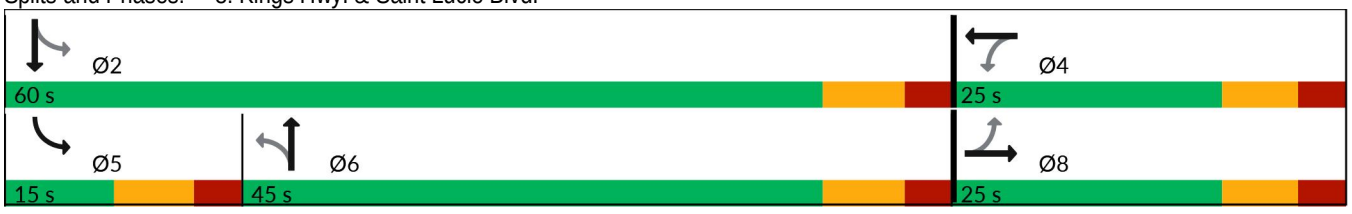
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	180	171	361	216	136	275	482	378	136	556	99
Future Volume (vph)	78	180	171	361	216	136	275	482	378	136	556	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1681	1455		1781	
Flt Permitted	0.17	1.00		0.17	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	321	1726		321	1755			1681	1455		1781	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	82	189	180	380	227	143	289	507	398	143	585	104
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	79	0	3	0
Lane Group Flow (vph)	82	346	0	380	355	0	0	796	319	0	829	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	266		49	271			592	513		628	
v/s Ratio Prot		0.20			0.20			c0.47			c0.47	
v/s Ratio Perm	0.26			c1.18					0.22			
v/c Ratio	1.67	1.30		7.76	1.31			1.34	0.62		1.32	
Uniform Delay, d1	63.4	63.4		63.4	63.4			48.6	40.3		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	376.5	160.4		3081.4	163.1			166.1	5.6		154.9	
Delay (s)	439.9	223.8		3144.8	226.5			214.7	45.8		203.4	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		263.1			1705.1			158.4			203.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	544.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.47		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	146.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	81	10	9	609	197	571
Future Volume (vph)	2	3	81	10	9	609	197	571
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		11.3	11.3	11.3	34.4	34.4	49.6	49.6
Actuated g/C Ratio		0.15	0.15	0.15	0.45	0.45	0.64	0.64
v/c Ratio		0.17	0.42	0.77	0.03	0.90	0.73	0.52
Control Delay (s/veh)		24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		24.2	37.0	18.7	13.6	36.4	26.8	9.8
LOS		C	D	B	B	D	C	A
Approach Delay (s/veh)		24.2		22.1		36.1		14.2
Approach LOS		C		C		D		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 76.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	85	375	9	726	207	602
v/c Ratio	0.17	0.42	0.77	0.03	0.90	0.73	0.52
Control Delay (s/veh)	24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Length 50th (ft)	2	40	33	2	301	34	131
Queue Length 95th (ft)	21	83	127	12	#605	#118	268
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	125	311	590	386	874	283	1233
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.27	0.64	0.02	0.83	0.73	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	9	81	10	346	9	609	81	197	571	1
Future Volume (vph)	2	3	9	81	10	346	9	609	81	197	571	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.91		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1511		1752	1576		1736	1795		1719	1809	
Flt Permitted		0.34		0.75	1.00		0.44	1.00		0.13	1.00	
Satd. Flow (perm)		524		1380	1576		798	1795		231	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	9	85	11	364	9	641	85	207	601	1
RTOR Reduction (vph)	0	8	0	0	258	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	6	0	85	117	0	9	720	0	207	602	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		11.3		11.3	11.3		34.4	34.4		49.5	49.5	
Effective Green, g (s)		11.3		11.3	11.3		34.4	34.4		49.5	49.5	
Actuated g/C Ratio		0.15		0.15	0.15		0.45	0.45		0.65	0.65	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		77		203	232		357	805		284	1167	
v/s Ratio Prot					c0.07			c0.40		0.07	c0.33	
v/s Ratio Perm		0.01		0.06			0.01			0.40		
v/c Ratio		0.08		0.42	0.50		0.03	0.90		0.73	0.52	
Uniform Delay, d1		28.2		29.7	30.1		11.8	19.5		13.0	7.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5		1.4	1.7		0.0	12.4		9.0	0.4	
Delay (s)		28.7		31.1	31.8		11.8	31.9		22.0	7.6	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.7			31.7			31.7			11.3	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	76.7	Sum of lost time (s)	24.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	68	198	0	821	26	213	883
Future Vol, veh/h	68	198	0	821	26	213	883
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	72	208	0	864	27	224	929

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1791	446	929	0	0	892	0
Stage 1	878	-	-	-	-	-	-
Stage 2	913	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	~ 71	557	322	-	-	720	-
Stage 1	364	-	-	-	-	-	-
Stage 2	349	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 49	557	322	-	-	720	-
Mov Cap-2 Maneuver	153	-	-	-	-	-	-
Stage 1	364	-	-	-	-	-	-
Stage 2	240	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.5	0	2.38
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	322	-	-	153	557	720	-
HCM Lane V/C Ratio	-	-	-	0.466	0.374	0.312	-
HCM Ctrl Dly (s/v)	0	-	-	47.5	15.3	12.3	-
HCM Lane LOS	A	-	-	E	C	B	-
HCM 95th %tile Q(veh)	0	-	-	2.2	1.7	1.3	-

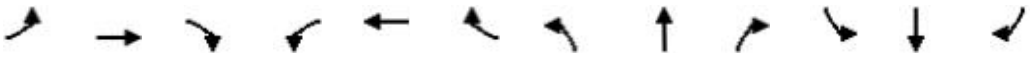
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	11.9	31.2	45.9	18.2	37.6	62.3	7.9	43.0	68.3	17.9	53.0	72.0
Actuated g/C Ratio	0.09	0.23	0.33	0.13	0.27	0.45	0.06	0.31	0.49	0.13	0.38	0.52
v/c Ratio	0.52	0.81	0.40	1.75	0.78	0.61	3.21	0.39	0.59	3.31	0.52	0.29
Control Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
LOS	E	E	B	F	D	B	F	D	B	F	D	B
Approach Delay (s/veh)		51.0			169.3			288.5			489.9	
Approach LOS		D			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 138.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.31	
Intersection Signal Delay (s/veh): 260.1	Intersection LOS: F
Intersection Capacity Utilization 106.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



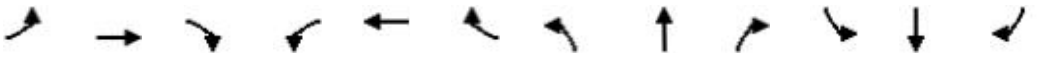


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
v/c Ratio	0.52	0.81	0.40	1.75	0.78	0.61	3.21	0.39	0.59	3.31	0.52	0.29
Control Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Length 50th (ft)	69	294	72	~540	327	155	~502	155	194	~1185	251	75
Queue Length 95th (ft)	111	368	151	#730	421	293	#758	228	364	#1551	351	146
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	656	1157	577	412	924	794	86	935	753	201	1193	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.53	0.40	1.75	0.74	0.61	3.21	0.39	0.59	3.31	0.52	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



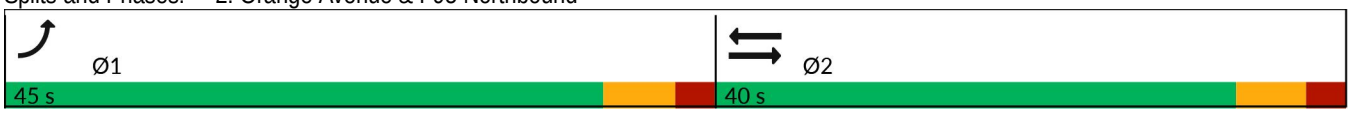
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
RTOR Reduction (vph)	0	0	91	0	0	157	0	0	98	0	0	41
Lane Group Flow (vph)	143	608	140	721	684	324	276	362	347	666	619	178
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	11.9	31.3	39.2	18.2	37.6	55.5	7.9	43.0	61.2	17.9	53.0	64.9
Effective Green, g (s)	11.9	31.3	39.2	18.2	37.6	55.5	7.9	43.0	61.2	17.9	53.0	64.9
Actuated g/C Ratio	0.09	0.23	0.28	0.13	0.27	0.40	0.06	0.31	0.44	0.13	0.38	0.47
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	276	750	420	411	876	579	85	935	596	201	1193	653
v/s Ratio Prot	0.04	0.18	0.02	c0.23	c0.21	0.07	0.18	0.12	c0.08	c0.43	0.20	0.02
v/s Ratio Perm			0.08			0.15			0.18			0.10
v/c Ratio	0.52	0.81	0.33	1.75	0.78	0.56	3.25	0.39	0.58	3.31	0.52	0.27
Uniform Delay, d1	60.4	50.6	39.2	60.0	46.5	31.9	65.1	37.3	28.9	60.2	32.8	22.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	6.6	0.5	349.3	4.6	1.2	1040.9	1.2	1.5	1053.7	1.6	0.2
Delay (s)	62.0	57.3	39.6	409.3	51.1	33.1	1106.1	38.5	30.4	1113.9	34.4	22.5
Level of Service	E	E	D	F	D	C	F	D	C	F	C	C
Approach Delay (s/veh)		53.8			183.4			307.2			510.7	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	274.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	138.2	Sum of lost time (s)	27.8
Intersection Capacity Utilization	106.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	281	734	834
Future Volume (vph)	281	734	834
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	11.2	33.0	33.0
Actuated g/C Ratio	0.19	0.57	0.57
v/c Ratio	0.50	0.43	0.45
Control Delay (s/veh)	24.1	8.3	8.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.1	8.3	8.5
LOS	C	A	A
Approach Delay (s/veh)		12.7	8.5
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	296	773	878
v/c Ratio	0.50	0.43	0.45
Control Delay (s/veh)	24.1	8.3	8.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.1	8.3	8.5
Queue Length 50th (ft)	53	76	84
Queue Length 95th (ft)	88	129	140
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2023	1811	1930
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.15	0.43	0.45

Intersection Summary



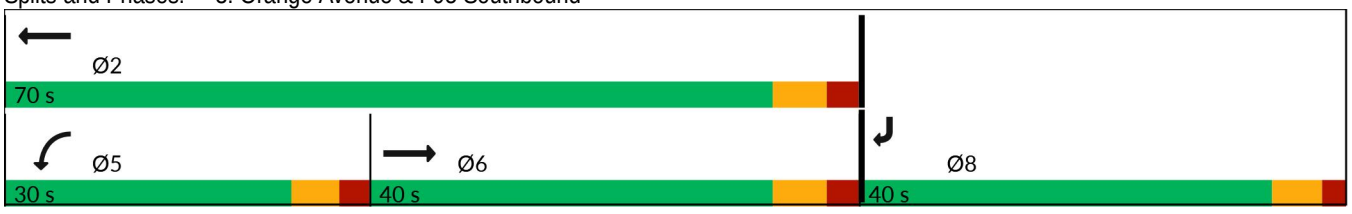
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	281	734	834	0	0	0
Future Volume (vph)	281	734	834	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	296	773	878	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	296	773	878	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	11.2	33.0	33.0			
Effective Green, g (s)	11.2	33.0	33.0			
Actuated g/C Ratio	0.19	0.57	0.57			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	596	1811	1931			
v/s Ratio Prot	c0.10	0.24	c0.26			
v/s Ratio Perm						
v/c Ratio	0.50	0.43	0.45			
Uniform Delay, d1	21.0	7.2	7.4			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.7	0.7	0.8			
Delay (s)	21.6	7.9	8.1			
Level of Service	C	A	A			
Approach Delay (s/veh)		11.7	8.1		0.0	
Approach LOS		B	A		A	

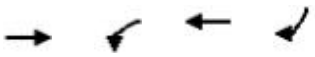
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	14.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	714	342	1072	544
Future Volume (vph)	714	342	1072	544
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.4	15.2	55.2	22.4
Actuated g/C Ratio	0.37	0.17	0.61	0.25
v/c Ratio	0.66	0.65	0.38	0.80
Control Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	42.0	10.2	33.4
LOS	C	D	B	C
Approach Delay (s/veh)	29.1		17.8	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 90.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

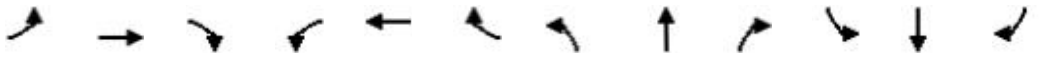
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	752	360	1128	573
v/c Ratio	0.66	0.65	0.38	0.80
Control Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Length 50th (ft)	205	103	112	148
Queue Length 95th (ft)	363	171	191	241
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1145	865	3437	1023
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.66	0.42	0.33	0.56

Intersection Summary



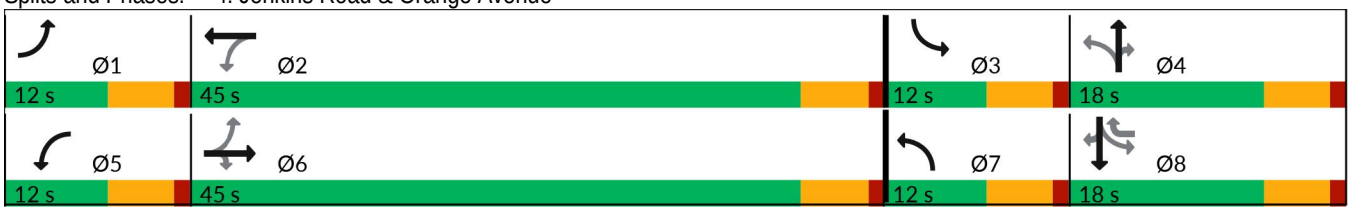
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	714	0	342	1072	0	0	0	0	0	0	544
Future Volume (vph)	0	714	0	342	1072	0	0	0	0	0	0	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	752	0	360	1128	0	0	0	0	0	0	573
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	105
Lane Group Flow (vph)	0	752	0	360	1128	0	0	0	0	0	0	468
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.5		15.2	55.2							22.4
Effective Green, g (s)		33.5		15.2	55.2							22.4
Actuated g/C Ratio		0.37		0.17	0.61							0.25
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1150		554	2981							611
v/s Ratio Prot		c0.24		c0.11	0.23							c0.19
v/s Ratio Perm												
v/c Ratio		0.65		0.65	0.38							0.77
Uniform Delay, d1		23.7		35.2	9.0							31.7
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		2.9		2.6	0.1							5.7
Delay (s)		26.6		37.8	9.1							37.4
Level of Service		C		D	A							D
Approach Delay (s/veh)		26.6			16.0			0.0			37.4	
Approach LOS		C			B			A			D	

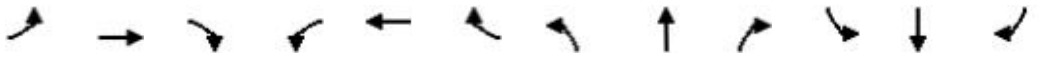
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	19.5
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Future Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	44.1	37.3	37.3	45.5	40.4	12.3	18.0	16.7	16.7	13.5	12.3	12.3
Actuated g/C Ratio	0.56	0.47	0.47	0.57	0.51	0.16	0.23	0.21	0.21	0.17	0.16	0.16
v/c Ratio	0.26	0.82	0.25	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
LOS	A	C	A	F	B	A	D	C	A	C	C	A
Approach Delay (s/veh)		20.6			38.6			21.6			18.7	
Approach LOS		C			D			C			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 79.2	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 27.8	Intersection LOS: C
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



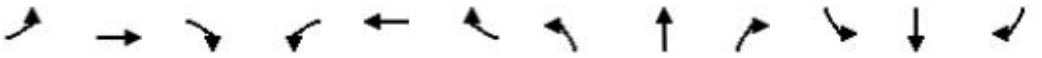


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	1337	208	264	1107	29	195	23	265	15	20	20
v/c Ratio	0.26	0.82	0.25	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Length 50th (ft)	16	333	0	~141	258	0	88	9	0	7	12	0
Queue Length 95th (ft)	35	437	38	#304	342	0	#184	34	68	25	36	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	289	1768	893	230	1719	381	298	397	545	218	245	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.76	0.23	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.08	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



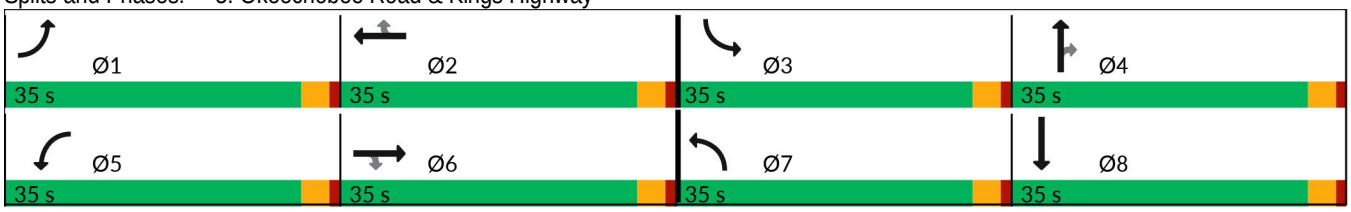
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Future Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.16	1.00	1.00	0.10	1.00	1.00	0.46	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	299	3471	1553	176	3374	1509	850	1845	1568	1119	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	1337	208	264	1107	29	195	23	265	15	20	20
RTOR Reduction (vph)	0	0	113	0	0	26	0	0	213	0	0	18
Lane Group Flow (vph)	76	1337	95	264	1107	3	195	23	52	15	20	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Effective Green, g (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Actuated g/C Ratio	0.52	0.46	0.46	0.56	0.48	0.10	0.27	0.20	0.20	0.12	0.10	0.10
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	241	1587	710	219	1611	153	332	364	309	134	153	130
v/s Ratio Prot	0.02	0.39		c0.10	0.33		c0.06	0.01		0.00	0.01	
v/s Ratio Perm	0.14		0.06	c0.57		0.00	c0.10		0.03	0.01		0.00
v/c Ratio	0.32	0.84	0.13	1.21	0.69	0.02	0.59	0.06	0.17	0.11	0.13	0.02
Uniform Delay, d1	11.7	20.3	13.3	20.5	17.2	34.2	25.3	27.6	28.2	33.4	34.6	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	4.3	0.1	127.4	2.4	0.1	2.6	0.1	0.3	0.4	0.4	0.0
Delay (s)	12.5	24.5	13.4	147.9	19.6	34.3	27.9	27.7	28.5	33.8	35.0	34.2
Level of Service	B	C	B	F	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		22.5			44.1			28.2			34.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.9	27.1	27.1	23.0	31.3	31.3	10.5	31.3	31.3	22.1	45.2
Actuated g/C Ratio	0.16	0.23	0.23	0.19	0.26	0.26	0.09	0.26	0.26	0.18	0.38
v/c Ratio	0.72	0.43	0.16	0.78	0.46	0.80	0.48	1.26	0.64	0.77	0.66
Control Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
LOS	E	D	A	E	D	B	E	F	B	E	D
Approach Delay (s/veh)		45.4			36.0			89.3			44.0
Approach LOS		D			D			F			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 119.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay (s/veh): 54.1	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



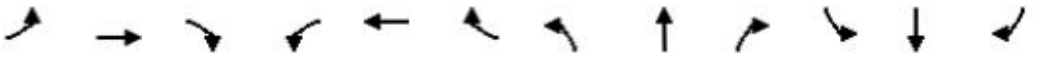


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	460	62	452	369	581	64	527	591	361	642
v/c Ratio	0.72	0.43	0.16	0.78	0.46	0.80	0.48	1.26	0.64	0.77	0.66
Control Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Length 50th (ft)	148	120	0	194	142	55	55	~585	76	177	277
Queue Length 95th (ft)	250	185	36	284	234	#295	119	#994	184	265	431
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	429	1232	435	782	806	730	396	417	925	667	978
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.37	0.14	0.58	0.46	0.80	0.16	1.26	0.64	0.54	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	460	62	452	369	581	64	527	591	361	527	115
RTOR Reduction (vph)	0	0	48	0	0	371	0	0	298	0	11	0
Lane Group Flow (vph)	186	460	14	452	369	210	64	527	293	361	631	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.9	27.2	27.2	23.0	31.3	31.3	9.1	32.2	32.2	22.1	45.2	
Effective Green, g (s)	18.9	27.2	27.2	23.0	31.3	31.3	9.1	32.2	32.2	22.1	45.2	
Actuated g/C Ratio	0.16	0.23	0.23	0.19	0.26	0.26	0.08	0.27	0.27	0.18	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	257	1064	331	571	801	358	114	426	638	468	961	
v/s Ratio Prot	0.11	0.10		c0.15	0.12		0.04	c0.33		c0.14	0.25	
v/s Ratio Perm			0.01			c0.15			0.12			
v/c Ratio	0.72	0.43	0.04	0.79	0.46	0.59	0.56	1.24	0.46	0.77	0.66	
Uniform Delay, d1	48.3	40.0	36.5	46.5	37.5	39.0	53.8	44.2	36.9	46.8	31.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.7	0.3	0.1	7.4	1.9	6.9	6.2	125.4	0.5	7.7	1.6	
Delay (s)	58.0	40.3	36.5	53.9	39.4	45.8	60.0	169.6	37.4	54.5	32.9	
Level of Service	E	D	D	D	D	D	E	F	D	D	C	
Approach Delay (s/veh)		44.6			46.7			97.6			40.6	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	59.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	65.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	621	7	55	431	596	2	1	29	199	2	6
Future Vol, veh/h	19	621	7	55	431	596	2	1	29	199	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	20	654	7	58	454	627	2	1	31	209	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1081	0	0	661	0	0	1268	1894	657	1264	1271	454
Stage 1	-	-	-	-	-	-	697	697	-	569	569	-
Stage 2	-	-	-	-	-	-	571	1197	-	694	701	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	623	-	-	904	-	-	142	68	456	~ 140	161	588
Stage 1	-	-	-	-	-	-	423	435	-	491	491	-
Stage 2	-	-	-	-	-	-	497	254	-	419	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	623	-	-	904	-	-	106	52	456	~ 98	123	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	52	-	~ 98	123	-
Stage 1	-	-	-	-	-	-	402	413	-	396	396	-
Stage 2	-	-	-	-	-	-	394	204	-	370	406	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.47	17.82	$ 619.71
HCM LOS			C	F

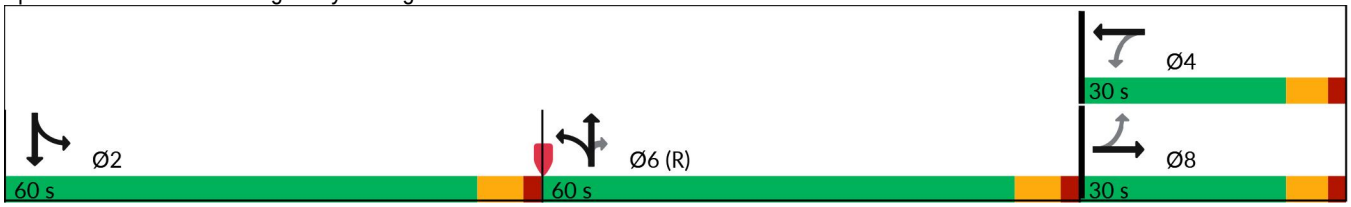
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	314	53	-	-	204	-	-	101
HCM Lane V/C Ratio	0.107	0.032	-	-	0.064	-	-	2.154
HCM Ctrl Dly (s/v)	17.8	11	0	-	9.3	0	-	$ 619.7
HCM Lane LOS	C	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-	-	18.9

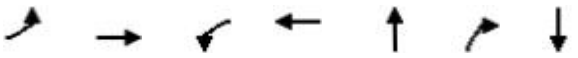
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	104	183	378	111	497	219	627
Future Volume (vph)	104	183	378	111	497	219	627
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26
Control Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
LOS	F	F	F	F	F	C	F
Approach Delay (s/veh)		354.4		1992.8	71.1		171.9
Approach LOS		F		F	E		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 8.29	
Intersection Signal Delay (s/veh): 607.6	Intersection LOS: F
Intersection Capacity Utilization 139.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	109	439	398	281	638	231	770
v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26
Control Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Length 50th (ft)	~176	~580	~749	249	~691	106	~1015
Queue Length 95th (ft)	#310	#808	#972	#444	#946	187	#1291
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	291	48	291	626	595	609
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

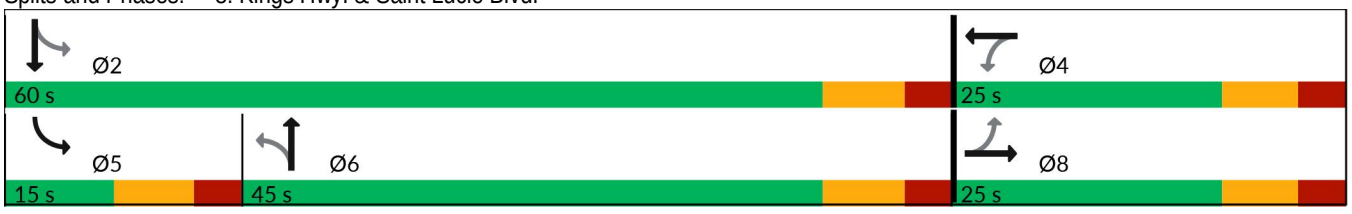
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	183	234	378	111	156	109	497	219	69	627	35
Future Volume (vph)	104	183	234	378	111	156	109	497	219	69	627	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1724	
Flt Permitted	0.17	1.00		0.17	1.00			0.99	1.00		1.00	
Satd. Flow (perm)	318	1690		315	1667			1776	1524		1724	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	109	193	246	398	117	164	115	523	231	73	660	37
RTOR Reduction (vph)	0	30	0	0	34	0	0	0	58	0	1	0
Lane Group Flow (vph)	109	409	0	398	247	0	0	638	173	0	769	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	261		48	257			626	537		607	
v/s Ratio Prot		0.24			0.15			c0.36			c0.45	
v/s Ratio Perm	0.34			c1.26					0.11			
v/c Ratio	2.22	1.57		8.29	0.96			1.02	0.32		1.27	
Uniform Delay, d1	63.4	63.4		63.4	63.0			48.6	35.5		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	611.2	272.3		3323.4	45.4			40.9	1.6		132.6	
Delay (s)	674.6	335.7		3386.8	108.3			89.4	37.1		181.2	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		403.1			2030.0			75.5			181.2	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	629.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.41		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	139.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	11	45	9	12	568	269	613
Future Volume (vph)	11	45	9	12	568	269	613
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.7	8.7	8.7	32.8	32.8	48.0	48.0
Actuated g/C Ratio	0.12	0.12	0.12	0.45	0.45	0.66	0.66
v/c Ratio	0.10	0.30	0.53	0.04	0.87	0.84	0.54
Control Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
LOS	C	D	B	B	C	C	A
Approach Delay (s/veh)	23.2		18.1		31.1		15.9
Approach LOS	C		B		C		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 72.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	47	172	13	682	283	646
v/c Ratio	0.10	0.30	0.53	0.04	0.87	0.84	0.54
Control Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Length 50th (ft)	5	23	4	3	270	44	129
Queue Length 95th (ft)	25	56	61	14	#530	#150	245
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	425	309	481	377	889	337	1315
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.15	0.36	0.03	0.77	0.84	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	9	45	9	155	12	568	80	269	613	1
Future Volume (vph)	0	11	9	45	9	155	12	568	80	269	613	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1755		1656	1495		1671	1727		1736	1826	
Flt Permitted		1.00		0.74	1.00		0.42	1.00		0.17	1.00	
Satd. Flow (perm)		1755		1296	1495		738	1727		303	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	12	9	47	9	163	13	598	84	283	645	1
RTOR Reduction (vph)	0	8	0	0	143	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	13	0	47	29	0	13	676	0	283	646	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		8.7		8.7	8.7		32.9	32.9		48.0	48.0	
Effective Green, g (s)		8.7		8.7	8.7		32.9	32.9		48.0	48.0	
Actuated g/C Ratio		0.12		0.12	0.12		0.45	0.45		0.66	0.66	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		210		155	179		334	782		338	1207	
v/s Ratio Prot		0.01			0.02			0.39		0.08	c0.35	
v/s Ratio Perm				c0.04			0.02			c0.47		
v/c Ratio		0.06		0.30	0.16		0.04	0.86		0.84	0.54	
Uniform Delay, d1		28.3		29.2	28.7		11.0	17.8		11.5	6.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.1	0.4		0.0	9.8		16.3	0.5	
Delay (s)		28.5		30.3	29.1		11.1	27.7		27.8	6.9	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.5			29.3			27.3			13.3	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	72.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	35	214	0	890	59	270	771
Future Vol, veh/h	35	214	0	890	59	270	771
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	37	225	0	937	62	284	812

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1942	499	812	0	0	999	0
Stage 1	968	-	-	-	-	-	-
Stage 2	974	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	56	511	396	-	-	615	-
Stage 1	324	-	-	-	-	-	-
Stage 2	322	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 30	511	396	-	-	615	-
Mov Cap-2 Maneuver	115	-	-	-	-	-	-
Stage 1	324	-	-	-	-	-	-
Stage 2	173	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.07	0	4.09
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	396	-	-	115	511	615	-
HCM Lane V/C Ratio	-	-	-	0.32	0.441	0.462	-
HCM Ctrl Dly (s/v)	0	-	-	50.2	17.5	15.8	-
HCM Lane LOS	A	-	-	F	C	C	-
HCM 95th %tile Q(veh)	0	-	-	1.2	2.2	2.4	-

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

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	101	304	248	83	0
Future Vol, veh/h	0	101	304	248	83	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	106	320	261	87	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	988	87	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	274	971	1509	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	971	1509	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.16	4.42	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	971	-	-
HCM Lane V/C Ratio	0.212	-	0.109	-	-
HCM Ctrl Dly (s/v)	8	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.8	-	0.4	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	83	248	0	0	0
Future Vol, veh/h	0	83	248	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	87	261	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	523	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	514	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	431	1084	1622	-	-	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.61	7.65	0
HCM LOS	A		

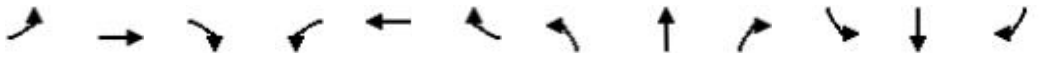
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.161	-	0.081	-	-
HCM Ctrl Dly (s/v)	7.6	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	17.6	43.7	58.4	18.2	44.3	69.0	7.9	42.9	68.3	17.9	53.0	77.7
Actuated g/C Ratio	0.12	0.29	0.39	0.12	0.29	0.46	0.05	0.28	0.45	0.12	0.35	0.52
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.20
Control Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
LOS	E	E	C	F	D	E	F	D	D	F	D	B
Approach Delay (s/veh)		55.4			111.3			247.7			353.1	
Approach LOS		E			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 150.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.36	
Intersection Signal Delay (s/veh): 183.6	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



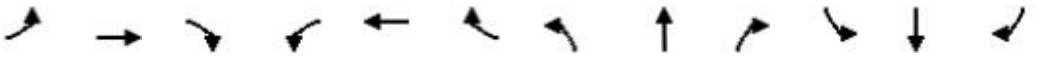


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.20
Control Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Length 50th (ft)	143	451	188	~391	246	691	~538	252	620	~978	283	47
Queue Length 95th (ft)	192	541	295	#532	327	#1060	#762	328	#966	#1244	358	90
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	624	1101	674	374	939	722	80	879	721	200	1186	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.80	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



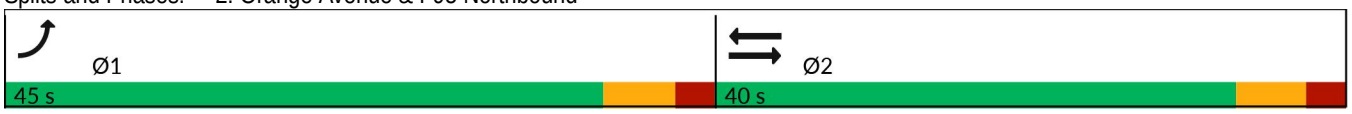
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
RTOR Reduction (vph)	0	0	83	0	0	73	0	0	104	0	0	41
Lane Group Flow (vph)	274	877	283	518	511	650	269	492	585	547	635	123
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	17.6	43.7	51.6	18.2	44.3	62.2	7.9	43.0	61.2	17.9	53.0	70.6
Effective Green, g (s)	17.6	43.7	51.6	18.2	44.3	62.2	7.9	43.0	61.2	17.9	53.0	70.6
Actuated g/C Ratio	0.12	0.29	0.34	0.12	0.29	0.41	0.05	0.29	0.41	0.12	0.35	0.47
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	389	997	526	374	939	590	80	880	560	200	1187	707
v/s Ratio Prot	0.08	0.26	0.03	c0.17	0.16	c0.13	0.17	0.16	c0.13	c0.32	0.19	0.02
v/s Ratio Perm			0.16			0.32			0.30			0.06
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.10	3.36	0.56	1.04	2.74	0.53	0.17
Uniform Delay, d1	64.0	50.9	39.9	66.2	44.7	44.2	71.4	45.7	44.7	66.4	39.0	23.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	9.0	1.1	189.1	0.6	67.8	1094.2	2.6	50.3	794.7	1.7	0.1
Delay (s)	69.7	59.9	40.9	255.3	45.3	112.0	1165.6	48.3	95.0	861.0	40.7	23.3
Level of Service	E	E	D	F	D	F	F	D	F	F	D	C
Approach Delay (s/veh)		57.1			134.9			277.7			371.9	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	202.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	150.6	Sum of lost time (s)	27.8
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	434	1065	1166
Future Volume (vph)	434	1065	1166
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	13.8	33.0	33.0
Actuated g/C Ratio	0.23	0.54	0.54
v/c Ratio	0.64	0.64	0.64
Control Delay (s/veh)	25.6	12.3	12.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	25.6	12.3	12.2
LOS	C	B	B
Approach Delay (s/veh)		16.1	12.2
Approach LOS		B	B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 60.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	457	1121	1227
v/c Ratio	0.64	0.64	0.64
Control Delay (s/veh)	25.6	12.3	12.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	25.6	12.3	12.2
Queue Length 50th (ft)	85	148	152
Queue Length 95th (ft)	129	246	247
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	1970	1764	1919
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.64	0.64

Intersection Summary



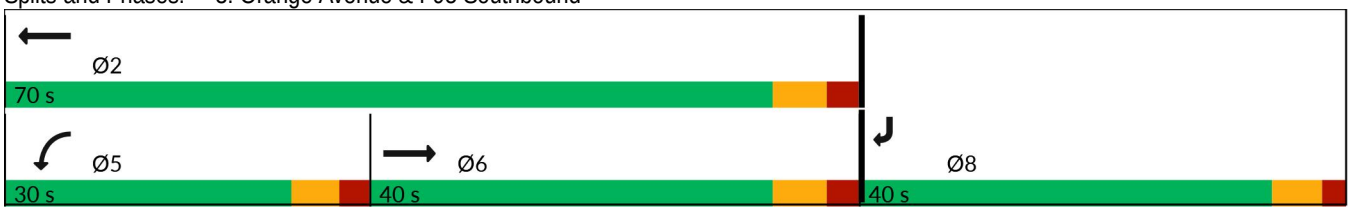
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	434	1065	1166	0	0	0
Future Volume (vph)	434	1065	1166	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	457	1121	1227	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	457	1121	1227	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	13.9	33.1	33.1			
Effective Green, g (s)	13.9	33.1	33.1			
Actuated g/C Ratio	0.23	0.54	0.54			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	718	1764	1920			
v/s Ratio Prot	c0.14	0.34	c0.35			
v/s Ratio Perm						
v/c Ratio	0.64	0.64	0.64			
Uniform Delay, d1	21.3	9.7	9.8			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	1.9	1.8	1.6			
Delay (s)	23.1	11.5	11.4			
Level of Service	C	B	B			
Approach Delay (s/veh)		14.9	11.4		0.0	
Approach LOS		B	B		A	

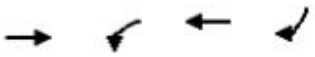
Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	1272	338	1269	322
Future Volume (vph)	1272	338	1269	322
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.1	13.9	53.5	15.9
Actuated g/C Ratio	0.40	0.17	0.65	0.19
v/c Ratio	1.04	0.63	0.41	0.60
Control Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	37.2	7.5	26.0
LOS	E	D	A	C
Approach Delay (s/veh)	61.4		13.7	
Approach LOS	E		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 82.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 33.9	Intersection LOS: C
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Orange Avenue & I-95 Southbound



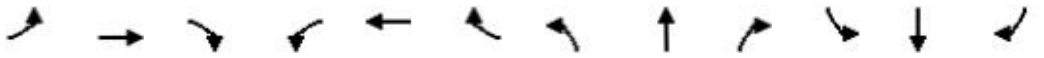


Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	1339	356	1336	339
v/c Ratio	1.04	0.63	0.41	0.60
Control Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Length 50th (ft)	~402	90	105	68
Queue Length 95th (ft)	#660	141	154	127
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1293	962	3820	1091
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.04	0.37	0.35	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



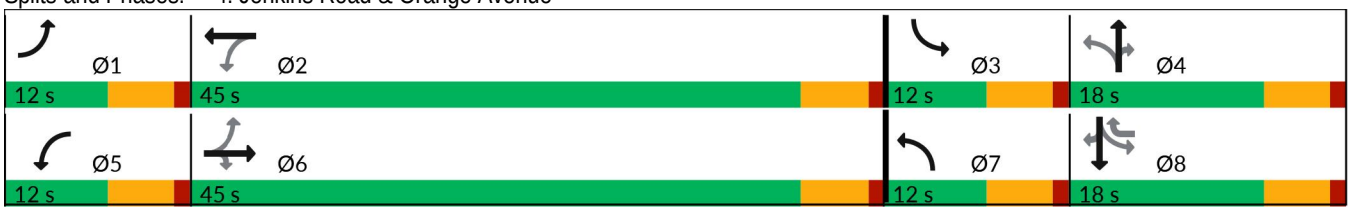
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1272	0	338	1269	0	0	0	0	0	0	322
Future Volume (vph)	0	1272	0	338	1269	0	0	0	0	0	0	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1339	0	356	1336	0	0	0	0	0	0	339
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	84
Lane Group Flow (vph)	0	1339	0	356	1336	0	0	0	0	0	0	255
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		13.9	53.5							15.9
Effective Green, g (s)		33.1		13.9	53.5							15.9
Actuated g/C Ratio		0.40		0.17	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1294		567	3238							481
v/s Ratio Prot		c0.42		c0.11	0.27							c0.10
v/s Ratio Perm												
v/c Ratio		1.03		0.63	0.41							0.53
Uniform Delay, d1		24.7		31.8	6.9							29.9
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		34.5		2.2	0.1							1.1
Delay (s)		59.1		34.0	7.0							31.0
Level of Service		E		C	A							C
Approach Delay (s/veh)		59.1			12.7			0.0			31.0	
Approach LOS		E			B			A			C	

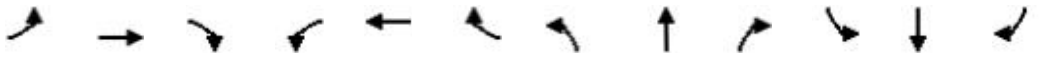
Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	19.5
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Future Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	16.9	14.6	14.6	13.4	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.22	0.19	0.19	0.17	0.16	0.16
v/c Ratio	0.16	0.60	0.25	0.98	0.60	0.02	0.93	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
LOS	A	B	A	E	B	A	E	C	A	C	C	A
Approach Delay (s/veh)		15.2			26.6			39.1			19.4	
Approach LOS		B			C			D			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



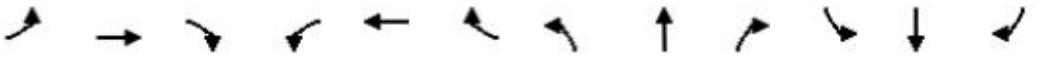


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	923	200	326	1106	9	267	8	277	29	38	36
v/c Ratio	0.16	0.60	0.25	0.98	0.60	0.02	0.93	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Length 50th (ft)	11	196	0	~95	245	0	129	3	0	13	20	0
Queue Length 95th (ft)	25	264	37	#247	324	0	#257	17	72	35	52	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	297	1805	902	334	1858	400	287	354	524	249	285	376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.51	0.22	0.98	0.60	0.02	0.93	0.02	0.53	0.12	0.13	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



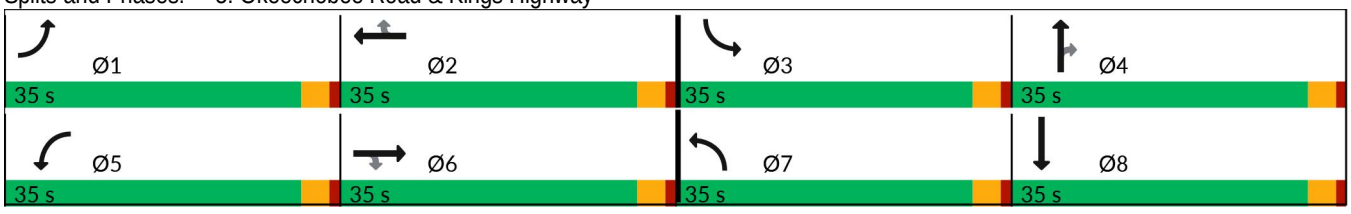
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Future Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.18	1.00	1.00	0.20	1.00	1.00	0.43	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	322	3406	1524	365	3505	1568	776	1810	1538	1265	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	923	200	326	1106	9	267	8	277	29	38	36
RTOR Reduction (vph)	0	0	109	0	0	8	0	0	228	0	0	33
Lane Group Flow (vph)	49	923	91	326	1106	1	267	8	49	29	38	3
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Actuated g/C Ratio	0.50	0.45	0.45	0.58	0.49	0.09	0.27	0.18	0.18	0.12	0.09	0.09
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	1544	690	326	1729	142	318	320	272	161	152	129
v/s Ratio Prot	0.01	0.27		c0.08	0.32		c0.10	0.00		0.01	0.02	
v/s Ratio Perm	0.10		0.06	c0.49		0.00	c0.13		0.03	0.02		0.00
v/c Ratio	0.22	0.60	0.13	1.00	0.64	0.01	0.84	0.03	0.18	0.18	0.25	0.03
Uniform Delay, d1	11.6	16.9	13.1	14.2	15.5	34.1	26.9	28.1	28.9	32.5	34.9	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.6	0.1	49.8	1.8	0.0	17.4	0.0	0.3	0.5	0.9	0.1
Delay (s)	12.1	17.5	13.2	64.1	17.3	34.1	44.3	28.1	29.2	33.1	35.7	34.2
Level of Service	B	B	B	E	B	C	D	C	C	C	D	C
Approach Delay (s/veh)		16.6			28.0			36.5			34.5	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	82.5	Sum of lost time (s)	21.2
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.37
v/c Ratio	0.71	0.72	0.17	0.86	1.00	0.56	0.60	1.41	0.75	0.92	0.83
Control Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
LOS	E	D	A	E	E	A	E	F	B	E	D
Approach Delay (s/veh)		54.1			59.6			107.8			55.3
Approach LOS		D			E			F			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 130.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay (s/veh): 68.7	Intersection LOS: E
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



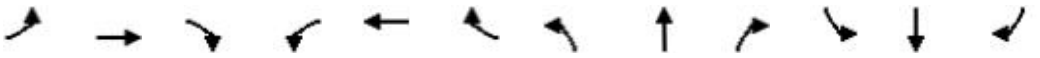


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	691	61	560	867	372	86	496	679	601	868
v/c Ratio	0.71	0.72	0.17	0.86	1.00	0.56	0.60	1.41	0.75	0.92	0.83
Control Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Length 50th (ft)	150	221	0	260	426	0	88	~708	101	309	405
Queue Length 95th (ft)	233	278	34	348	#637	95	159	#1040	218	#472	#652
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	394	1133	406	751	866	660	335	353	907	678	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.61	0.15	0.75	1.00	0.56	0.26	1.41	0.75	0.89	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	691	61	560	867	372	86	496	679	601	622	246
RTOR Reduction (vph)	0	0	49	0	0	273	0	0	378	0	25	0
Lane Group Flow (vph)	168	691	12	560	867	99	86	496	301	601	843	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9	
Effective Green, g (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9	
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.37	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	235	960	299	653	867	388	144	353	529	655	1029	
v/s Ratio Prot	0.10	0.15		c0.18	c0.27		0.06	c0.33		c0.21	0.30	
v/s Ratio Perm			0.01			0.07			0.14			
v/c Ratio	0.71	0.72	0.04	0.86	1.00	0.26	0.60	1.41	0.57	0.92	0.82	
Uniform Delay, d1	53.6	48.7	42.0	50.0	48.0	37.7	56.1	49.8	43.9	49.1	37.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.9	2.6	0.1	10.8	30.6	1.6	6.5	198.5	1.4	17.7	5.2	
Delay (s)	63.4	51.4	42.1	60.8	78.5	39.3	62.6	248.3	45.3	66.9	42.7	
Level of Service	E	D	D	E	E	D	E	F	D	E	D	
Approach Delay (s/veh)		53.0			64.9			126.3			52.6	
Approach LOS		D			E			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	73.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	130.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	825.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	602	2	21	567	284	5	1	62	686	0	24
Future Vol, veh/h	11	602	2	21	567	284	5	1	62	686	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	12	634	2	22	597	299	5	1	65	722	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	896	0	0	636	0	0	1299	1598	635	1298	1300	597
Stage 1	-	-	-	-	-	-	658	658	-	641	641	-
Stage 2	-	-	-	-	-	-	641	940	-	657	659	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	749	-	-	924	-	-	131	100	458	~ 139	161	503
Stage 1	-	-	-	-	-	-	434	443	-	~ 463	469	-
Stage 2	-	-	-	-	-	-	444	327	-	~ 454	461	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	749	-	-	924	-	-	115	93	458	~ 109	149	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	93	-	~ 109	149	-
Stage 1	-	-	-	-	-	-	424	433	-	~ 439	445	-
Stage 2	-	-	-	-	-	-	400	310	-	~ 379	450	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.22	17.54	$ 2632.09
HCM LOS			C	F

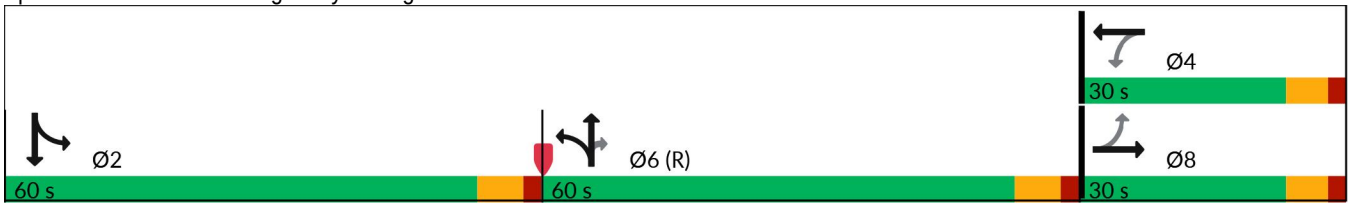
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	32	-	-	64	-	-	112
HCM Lane V/C Ratio	0.2	0.015	-	-	0.024	-	-	6.684
HCM Ctrl Dly (s/v)	17.5	9.9	0	-	9	0	-	$ 2632.1
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	82.8

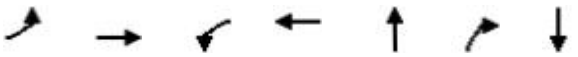
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	180	374	216	566	410	590
Future Volume (vph)	78	180	374	216	566	410	590
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37
Control Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
LOS	F	F	F	F	F	D	F
Approach Delay (s/veh)		233.7		1756.8	191.0		215.3
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 8.04	
Intersection Signal Delay (s/veh): 554.7	Intersection LOS: F
Intersection Capacity Utilization 153.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	82	369	394	370	885	432	868
v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37
Control Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Length 50th (ft)	~118	~440	~727	~453	~1298	299	~1159
Queue Length 95th (ft)	#238	#655	#947	#669	#1580	451	#1428
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	289	49	286	593	590	632
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

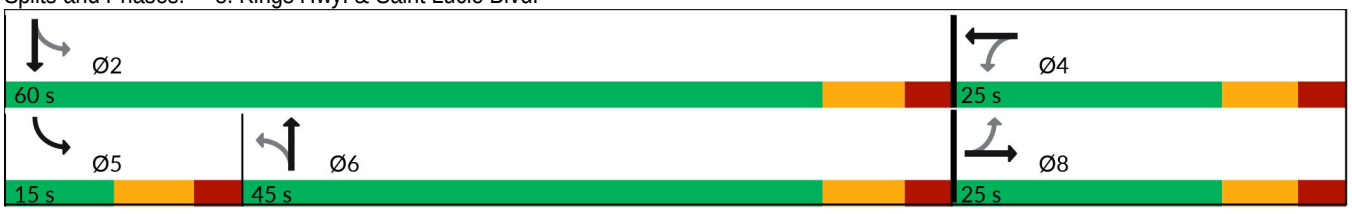
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	180	171	374	216	136	275	566	410	136	590	99
Future Volume (vph)	78	180	171	374	216	136	275	566	410	136	590	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1684	1455		1783	
Flt Permitted	0.17	1.00		0.17	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	321	1726		321	1755			1684	1455		1783	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	82	189	180	394	227	143	289	596	432	143	621	104
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	77	0	3	0
Lane Group Flow (vph)	82	346	0	394	355	0	0	885	355	0	865	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	266		49	271			593	513		628	
v/s Ratio Prot		0.20			0.20			c0.53			c0.49	
v/s Ratio Perm	0.26			c1.23					0.24			
v/c Ratio	1.67	1.30		8.04	1.31			1.49	0.69		1.38	
Uniform Delay, d1	63.4	63.4		63.4	63.4			48.6	41.6		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	376.5	160.4		3209.8	163.1			230.4	7.5		179.5	
Delay (s)	439.9	223.8		3273.2	226.5			279.0	49.1		228.1	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		263.1			1797.7			203.6			228.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	575.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	153.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	84	10	9	674	197	597
Future Volume (vph)	2	3	84	10	9	674	197	597
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		11.9	11.9	11.9	37.0	37.0	52.1	52.1
Actuated g/C Ratio		0.15	0.15	0.15	0.46	0.46	0.65	0.65
v/c Ratio		0.16	0.43	0.80	0.03	0.96	0.87	0.53
Control Delay (s/veh)		23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		23.4	37.1	22.7	13.8	45.7	50.0	10.3
LOS		C	D	C	B	D	D	B
Approach Delay (s/veh)		23.4		25.4		45.3		20.1
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 30.9	Intersection LOS: C
Intersection Capacity Utilization 93.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.

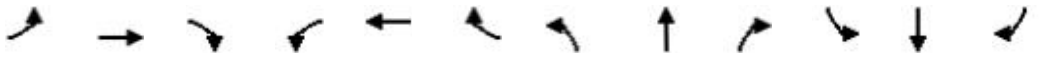




Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	88	375	9	801	207	629
v/c Ratio	0.16	0.43	0.80	0.03	0.96	0.87	0.53
Control Delay (s/veh)	23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Length 50th (ft)	2	41	45	2	368	53	147
Queue Length 95th (ft)	21	85	145	12	#701	#199	286
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	127	298	558	360	837	239	1179
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.30	0.67	0.03	0.96	0.87	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	9	84	10	346	9	674	87	197	597	1
Future Volume (vph)	2	3	9	84	10	346	9	674	87	197	597	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.91		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1511		1752	1576		1736	1795		1719	1809	
Flt Permitted		0.36		0.75	1.00		0.43	1.00		0.09	1.00	
Satd. Flow (perm)		555		1380	1576		779	1795		160	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	9	88	11	364	9	709	92	207	628	1
RTOR Reduction (vph)	0	8	0	0	237	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	6	0	88	138	0	9	796	0	207	629	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		11.9		11.9	11.9		37.0	37.0		52.0	52.0	
Effective Green, g (s)		11.9		11.9	11.9		37.0	37.0		52.0	52.0	
Actuated g/C Ratio		0.15		0.15	0.15		0.46	0.46		0.65	0.65	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		82		205	235		361	832		239	1178	
v/s Ratio Prot					c0.09			c0.44		0.07	c0.35	
v/s Ratio Perm		0.01		0.06			0.01			0.49		
v/c Ratio		0.08		0.43	0.59		0.02	0.96		0.87	0.53	
Uniform Delay, d1		29.2		30.9	31.7		11.6	20.6		20.0	7.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4		1.4	3.7		0.0	21.0		26.3	0.5	
Delay (s)		29.6		32.3	35.4		11.6	41.7		46.3	7.9	
Level of Service		C		C	D		B	D		D	A	
Approach Delay (s/veh)		29.6			34.8			41.3			17.4	
Approach LOS		C			C			D			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	68	224	0	863	26	278	986
Future Vol, veh/h	68	224	0	863	26	278	986
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	72	236	0	908	27	293	1038

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2026	468	1038	0	0	936	0
Stage 1	922	-	-	-	-	-	-
Stage 2	1104	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	~ 49	539	272	-	-	692	-
Stage 1	345	-	-	-	-	-	-
Stage 2	277	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 29	539	272	-	-	692	-
Mov Cap-2 Maneuver	111	-	-	-	-	-	-
Stage 1	345	-	-	-	-	-	-
Stage 2	160	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	32.35	0	3.07
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	272	-	-	111	539	692	-
HCM Lane V/C Ratio	-	-	-	0.647	0.437	0.423	-
HCM Ctrl Dly (s/v)	0	-	-	83.7	16.8	14	-
HCM Lane LOS	A	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	-	3.3	2.2	2.1	-

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

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	355	145	119	291	0
Future Vol, veh/h	0	355	145	119	291	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	374	153	125	306	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	737	306	306	0	-	0
Stage 1	306	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	386	734	1254	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	734	1254	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.89	4.54	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	989	-	734	-	-
HCM Lane V/C Ratio	0.122	-	0.509	-	-
HCM Ctrl Dly (s/v)	8.3	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.9	-	-

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	291	119	0	0	0
Future Vol, veh/h	0	291	119	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	306	125	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	1084	1622	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	791	-	-	-	-	-

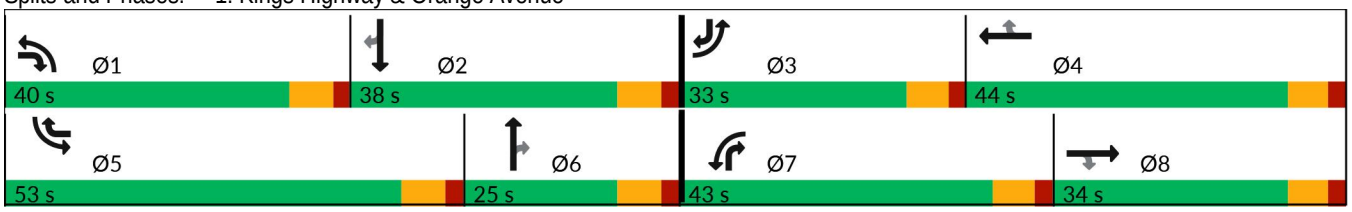
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.63	7.41	0
HCM LOS	A		

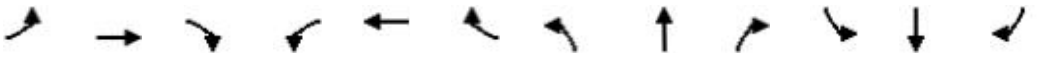
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.077	-	0.283	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	33.0	34.0	40.0	43.0	44.0	53.0	40.0	25.0	43.0	53.0	38.0	33.0
Total Split (%)	21.3%	21.9%	25.8%	27.7%	28.4%	34.2%	25.8%	16.1%	27.7%	34.2%	24.5%	21.3%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	12.5	27.2	65.0	36.2	50.9	103.6	31.0	17.9	61.2	45.9	32.8	52.4
Actuated g/C Ratio	0.08	0.18	0.42	0.23	0.33	0.67	0.20	0.12	0.39	0.30	0.21	0.34
v/c Ratio	0.55	1.05	0.32	0.99	0.65	0.46	0.92	1.04	0.73	1.45	0.94	0.40
Control Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
LOS	E	F	A	F	D	A	F	F	D	F	F	B
Approach Delay (s/veh)		81.4			53.4			80.6			148.5	
Approach LOS		F			D			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay (s/veh): 90.1	Intersection LOS: F
Intersection Capacity Utilization 106.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
v/c Ratio	0.55	1.05	0.32	0.99	0.65	0.46	0.92	1.04	0.73	1.45	0.94	0.40
Control Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Length 50th (ft)	78	~375	36	414	340	118	316	~241	327	~1031	376	79
Queue Length 95th (ft)	117	#511	100	#563	433	213	#505	#369	498	#1310	#527	161
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	543	581	739	730	1058	1037	319	347	608	460	658	665
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	1.05	0.31	0.99	0.65	0.46	0.87	1.04	0.73	1.45	0.94	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

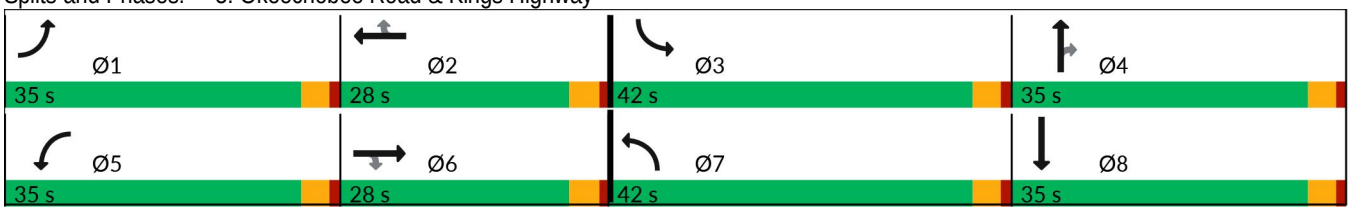
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
RTOR Reduction (vph)	0	0	109	0	0	84	0	0	83	0	0	88
Lane Group Flow (vph)	143	608	122	721	684	397	276	362	362	666	619	131
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	12.5	27.2	58.2	36.2	50.9	96.8	31.0	17.9	54.1	45.9	32.8	45.3
Effective Green, g (s)	12.5	27.2	58.2	36.2	50.9	96.8	31.0	17.9	54.1	45.9	32.8	45.3
Actuated g/C Ratio	0.08	0.18	0.38	0.23	0.33	0.62	0.20	0.12	0.35	0.30	0.21	0.29
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	259	581	556	730	1058	900	300	347	469	460	658	406
v/s Ratio Prot	0.04	c0.18	0.04	c0.23	0.21	0.13	0.18	0.12	0.18	c0.43	c0.20	0.03
v/s Ratio Perm			0.04			0.14			0.09			0.07
v/c Ratio	0.55	1.05	0.22	0.99	0.65	0.44	0.92	1.04	0.77	1.45	0.94	0.32
Uniform Delay, d1	68.6	63.9	32.9	59.2	44.4	15.1	60.8	68.6	45.0	54.6	60.1	42.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	50.1	0.2	29.9	1.4	0.3	31.9	60.0	7.7	213.5	23.2	0.5
Delay (s)	71.1	114.0	33.1	89.1	45.7	15.4	92.7	128.6	52.7	268.0	83.4	43.3
Level of Service	E	F	C	F	D	B	F	F	D	F	F	D
Approach Delay (s/veh)		88.7			54.6			88.3			159.3	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	96.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	155.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	106.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	28.0	28.0	35.0	28.0	28.0	42.0	35.0	35.0	42.0	35.0
Total Split (%)	25.0%	20.0%	20.0%	25.0%	20.0%	20.0%	30.0%	25.0%	25.0%	30.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.0	20.9	20.9	22.0	24.8	24.8	10.2	31.3	31.3	21.1	44.6
Actuated g/C Ratio	0.16	0.19	0.19	0.20	0.22	0.22	0.09	0.28	0.28	0.19	0.40
v/c Ratio	0.70	0.52	0.19	0.77	0.54	0.80	0.46	1.18	0.61	0.75	0.62
Control Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
LOS	E	D	B	D	D	B	E	F	B	D	C
Approach Delay (s/veh)		45.6			34.3			71.8			39.4
Approach LOS		D			C			E			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 111.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay (s/veh): 47.7	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



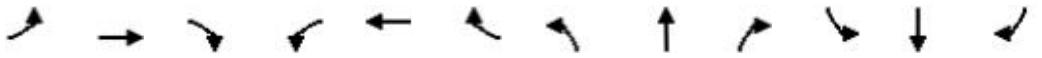


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	460	62	452	369	581	64	527	591	361	642
v/c Ratio	0.70	0.52	0.19	0.77	0.54	0.80	0.46	1.18	0.61	0.75	0.62
Control Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Length 50th (ft)	135	117	0	177	138	25	50	~511	66	161	244
Queue Length 95th (ft)	243	185	37	271	232	215	115	#945	176	256	408
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	461	1025	374	841	687	728	522	448	964	880	1035
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.45	0.17	0.54	0.54	0.80	0.12	1.18	0.61	0.41	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



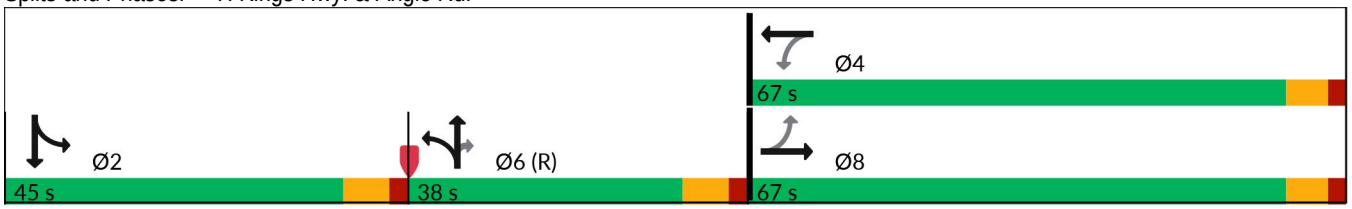
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	460	62	452	369	581	64	527	591	361	527	115
RTOR Reduction (vph)	0	0	50	0	0	422	0	0	290	0	10	0
Lane Group Flow (vph)	186	460	12	452	369	159	64	527	301	361	632	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.0	20.9	20.9	22.0	24.9	24.9	8.8	32.3	32.3	21.1	44.6	
Effective Green, g (s)	18.0	20.9	20.9	22.0	24.9	24.9	8.8	32.3	32.3	21.1	44.6	
Actuated g/C Ratio	0.16	0.19	0.19	0.20	0.22	0.22	0.08	0.29	0.29	0.19	0.40	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	263	877	273	586	684	305	118	459	687	480	1018	
v/s Ratio Prot	0.11	0.10		c0.15	c0.12		0.04	c0.33		c0.14	0.25	
v/s Ratio Perm			0.01			0.12			0.13			
v/c Ratio	0.71	0.52	0.04	0.77	0.54	0.52	0.54	1.15	0.44	0.75	0.62	
Uniform Delay, d1	44.7	41.2	37.5	42.8	38.6	38.5	49.8	40.0	32.6	43.1	27.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.4	0.6	0.1	6.2	3.0	6.3	5.0	89.3	0.4	6.6	1.2	
Delay (s)	53.0	41.8	37.6	49.0	41.7	44.7	54.8	129.3	33.1	49.7	28.3	
Level of Service	D	D	D	D	D	D	D	F	C	D	C	
Approach Delay (s/veh)		44.4			45.3			77.2			36.0	
Approach LOS		D			D			E			D	

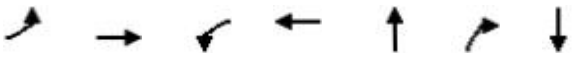
Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	112.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	121	183	350	111	473	210	555
Future Volume (vph)	121	183	350	111	473	210	555
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	67.0	67.0	67.0	67.0	38.0	38.0	45.0
Total Split (%)	44.7%	44.7%	44.7%	44.7%	25.3%	25.3%	30.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	60.2	60.2	60.2	60.2	30.9	30.9	37.9
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.21	0.21	0.25
v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61
Control Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
LOS	C	D	F	C	F	D	F
Approach Delay (s/veh)		35.6		185.6	270.4		318.7
Approach LOS		D		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay (s/veh): 214.3	Intersection LOS: F
Intersection Capacity Utilization 133.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



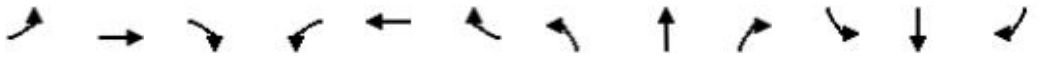


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	127	439	368	281	613	221	700
v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61
Control Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Length 50th (ft)	88	309	~524	160	~914	133	~1054
Queue Length 95th (ft)	149	434	#740	243	#1167	231	#1323
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	363	708	235	702	365	376	436
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	183	234	350	111	156	109	473	210	69	555	41
Future Volume (vph)	121	183	234	350	111	156	109	473	210	69	555	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1720	
Flt Permitted	0.49	1.00		0.32	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	907	1690		586	1667			1776	1524		1720	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	127	193	246	368	117	164	115	498	221	73	584	43
RTOR Reduction (vph)	0	31	0	0	34	0	0	0	63	0	1	0
Lane Group Flow (vph)	127	408	0	368	247	0	0	613	158	0	699	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	60.2	60.2		60.2	60.2			30.9	30.9		37.9	
Effective Green, g (s)	60.2	60.2		60.2	60.2			30.9	30.9		37.9	
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.21	0.21		0.25	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	364	678		235	669			365	313		434	
v/s Ratio Prot		0.24			0.15			c0.35			c0.41	
v/s Ratio Perm	0.14			c0.63					0.10			
v/c Ratio	0.35	0.60		1.57	0.37			1.68	0.51		1.61	
Uniform Delay, d1	31.3	35.5		44.9	31.6			59.6	52.8		56.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	1.5		274.4	0.3			317.5	5.7		284.8	
Delay (s)	31.8	37.0		319.3	31.9			377.0	58.5		340.9	
Level of Service	C	D		F	C			F	E		F	
Approach Delay (s/veh)		35.8			194.8			292.6			340.9	
Approach LOS		D			F			F			F	

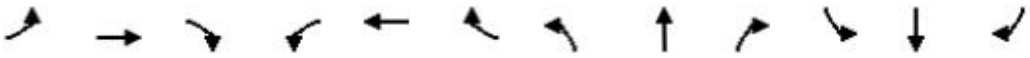
Intersection Summary			
HCM 2000 Control Delay (s/veh)	228.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	133.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	41.0	44.0	41.0	39.0	42.0	40.0	41.0	32.0	39.0	40.0	31.0	41.0
Total Split (%)	26.5%	28.4%	26.5%	25.2%	27.1%	25.8%	26.5%	20.6%	25.2%	25.8%	20.0%	26.5%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	18.1	37.2	74.5	32.2	51.3	91.0	30.5	24.9	64.2	32.9	27.3	52.5
Actuated g/C Ratio	0.12	0.24	0.48	0.21	0.33	0.59	0.20	0.16	0.41	0.21	0.18	0.34
v/c Ratio	0.70	1.06	0.47	0.81	0.48	0.81	0.89	0.99	1.12	1.53	1.07	0.27
Control Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
LOS	E	F	C	E	D	C	F	F	F	F	F	B
Approach Delay (s/veh)		79.5			45.4			104.1			173.7	
Approach LOS		E			D			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.53	
Intersection Signal Delay (s/veh): 96.4	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
v/c Ratio	0.70	1.06	0.47	0.81	0.48	0.81	0.89	0.99	1.12	1.53	1.07	0.27
Control Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Length 50th (ft)	145	~533	194	287	240	522	299	301	~854	~815	~423	23
Queue Length 95th (ft)	192	#675	282	363	318	820	#453	#443	#1139	#1063	#573	81
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	735	825	811	643	1057	892	337	495	616	358	594	741
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	1.06	0.45	0.81	0.48	0.81	0.80	0.99	1.12	1.53	1.07	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

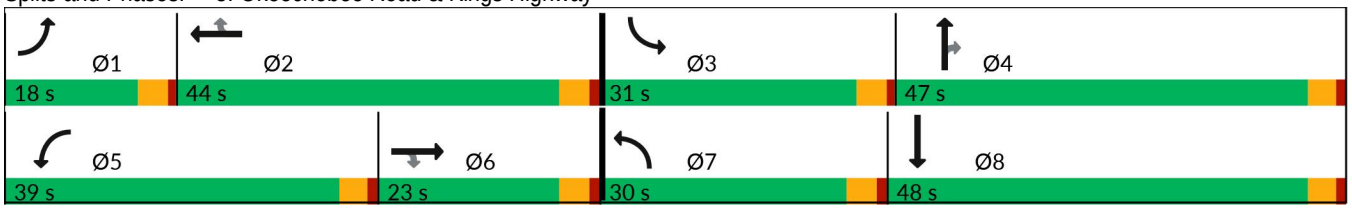
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
RTOR Reduction (vph)	0	0	43	0	0	59	0	0	49	0	0	94
Lane Group Flow (vph)	274	877	323	518	511	664	269	492	640	547	635	70
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	18.1	37.2	67.7	32.2	51.3	84.2	30.5	24.9	57.1	32.9	27.3	45.4
Effective Green, g (s)	18.1	37.2	67.7	32.2	51.3	84.2	30.5	24.9	57.1	32.9	27.3	45.4
Actuated g/C Ratio	0.12	0.24	0.44	0.21	0.33	0.54	0.20	0.16	0.37	0.21	0.18	0.29
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	389	825	671	643	1057	776	303	495	508	358	594	441
v/s Ratio Prot	0.08	c0.26	0.09	0.17	0.16	0.18	0.17	0.16	c0.26	c0.32	0.19	0.02
v/s Ratio Perm			0.12			0.28			0.20			0.03
v/c Ratio	0.70	1.06	0.48	0.81	0.48	0.86	0.89	0.99	1.26	1.53	1.07	0.16
Uniform Delay, d1	65.9	58.9	31.1	58.4	41.3	30.2	60.6	65.0	48.9	61.0	63.9	40.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	49.5	0.5	7.3	0.4	9.1	25.3	39.0	132.4	251.3	56.7	0.2
Delay (s)	71.6	108.4	31.7	65.7	41.6	39.3	85.9	104.0	181.4	312.4	120.6	40.8
Level of Service	E	F	C	E	D	D	F	F	F	F	F	D
Approach Delay (s/veh)		83.2			47.8			137.4			188.8	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	109.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	155.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	18.0	23.0	23.0	39.0	44.0	44.0	30.0	47.0	47.0	31.0	48.0
Total Split (%)	12.9%	16.4%	16.4%	27.9%	31.4%	31.4%	21.4%	33.6%	33.6%	22.1%	34.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1
Actuated g/C Ratio	0.10	0.17	0.17	0.21	0.29	0.29	0.10	0.31	0.31	0.19	0.40
v/c Ratio	1.02	0.84	0.18	0.84	0.93	0.55	0.62	1.09	0.64	1.09	0.75
Control Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
LOS	F	E	A	E	E	A	E	F	B	F	D
Approach Delay (s/veh)		74.5			53.3			55.7			72.0
Approach LOS		E			D			E			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 62.5	Intersection LOS: E
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



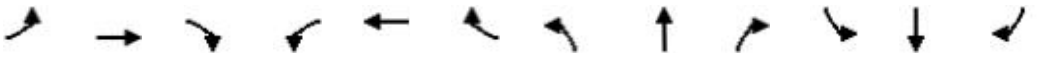


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	691	61	560	867	372	86	496	679	601	868
v/c Ratio	1.02	0.84	0.18	0.84	0.93	0.55	0.62	1.09	0.64	1.09	0.75
Control Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Length 50th (ft)	~170	242	0	275	442	0	93	~620	55	~376	400
Queue Length 95th (ft)	#335	#368	10	335	#581	89	160	#893	144	#519	538
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	165	826	340	788	929	681	261	455	1069	549	1152
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.84	0.18	0.71	0.93	0.55	0.33	1.09	0.64	1.09	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	691	61	560	867	372	86	496	679	601	622	246
RTOR Reduction (vph)	0	0	50	0	0	266	0	0	387	0	26	0
Lane Group Flow (vph)	168	691	11	560	867	106	86	496	292	601	842	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1	
Effective Green, g (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1	
Actuated g/C Ratio	0.10	0.17	0.17	0.21	0.29	0.29	0.10	0.31	0.31	0.19	0.40	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	165	826	257	669	929	415	139	455	682	549	1126	
v/s Ratio Prot	c0.10	0.15		0.18	c0.27		0.06	c0.33		c0.21	0.30	
v/s Ratio Perm			0.01			0.07			0.13			
v/c Ratio	1.02	0.84	0.04	0.84	0.93	0.26	0.62	1.09	0.43	1.09	0.75	
Uniform Delay, d1	63.0	55.9	48.2	52.8	48.7	38.5	60.5	48.5	38.7	56.5	35.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	74.9	7.4	0.1	9.0	17.2	1.5	8.0	68.8	0.4	66.8	2.8	
Delay (s)	137.9	63.3	48.2	61.8	65.9	40.0	68.5	117.3	39.1	123.3	38.6	
Level of Service	F	E	D	E	E	D	E	F	D	F	D	
Approach Delay (s/veh)		75.9			59.3			71.9			73.3	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	68.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	86	180	361	216	482	378	556
Future Volume (vph)	86	180	361	216	482	378	556
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	60.0	60.0	60.0	60.0	44.0	44.0	46.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	29.3%	29.3%	30.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	53.2	53.2	53.2	53.2	36.9	36.9	38.9
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.25	0.25	0.26
v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83
Control Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
LOS	D	D	F	D	F	E	F
Approach Delay (s/veh)		40.2		187.0	326.2		414.0
Approach LOS		D		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.93	
Intersection Signal Delay (s/veh): 276.7	Intersection LOS: F
Intersection Capacity Utilization 147.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



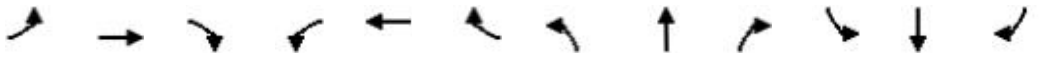


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	91	369	380	370	796	398	852
v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83
Control Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Length 50th (ft)	68	270	~540	280	~1300	320	~1303
Queue Length 95th (ft)	125	384	#752	393	#1576	#540	#1570
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	235	635	235	637	413	437	465
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



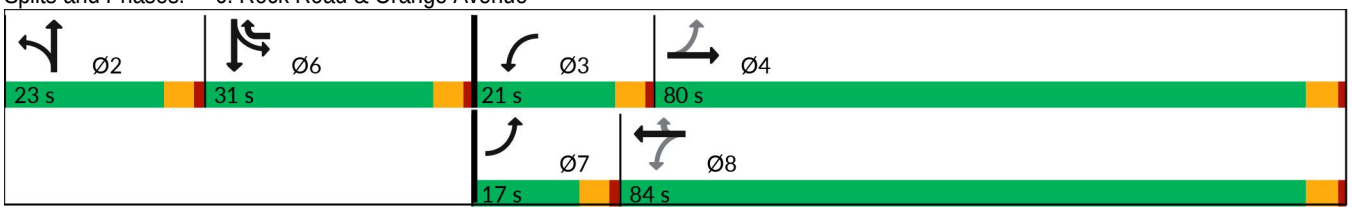
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	180	171	361	216	136	275	482	378	136	556	118
Future Volume (vph)	86	180	171	361	216	136	275	482	378	136	556	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1681	1455		1776	
Flt Permitted	0.36	1.00		0.36	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	662	1726		665	1755			1681	1455		1776	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	189	180	380	227	143	289	507	398	143	585	124
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	79	0	4	0
Lane Group Flow (vph)	91	346	0	380	355	0	0	796	319	0	848	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	53.2	53.2		53.2	53.2			36.9	36.9		38.9	
Effective Green, g (s)	53.2	53.2		53.2	53.2			36.9	36.9		38.9	
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.25	0.25		0.26	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	234	612		235	622			413	357		460	
v/s Ratio Prot		0.20			0.20			c0.47			c0.48	
v/s Ratio Perm	0.14			c0.57					0.22			
v/c Ratio	0.39	0.57		1.62	0.57			1.93	0.89		1.84	
Uniform Delay, d1	36.2	39.1		48.4	39.2			56.6	54.6		55.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	1.1	1.2		296.5	1.3			426.2	27.0		387.5	
Delay (s)	37.3	40.3		344.9	40.4			482.7	81.6		443.1	
Level of Service	D	D		F	D			F	F		F	
Approach Delay (s/veh)		39.7			194.7			349.0			443.1	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	294.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	147.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	19	621	55	431	596	1	199	2
Future Volume (vph)	19	621	55	431	596	1	199	2
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	NA	Split	NA
Protected Phases	7	4	3	8	6	2	6	6
Permitted Phases	4		8		8			
Detector Phase	7	4	3	8	6	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	17.0	80.0	21.0	84.0	31.0	23.0	31.0	31.0
Total Split (%)	11.0%	51.6%	13.5%	54.2%	20.0%	14.8%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	44.0	39.3	46.9	44.4	63.9	6.9	15.8	15.8
Actuated g/C Ratio	0.51	0.46	0.55	0.52	0.75	0.08	0.18	0.18
v/c Ratio	0.04	0.82	0.20	0.49	0.50	0.22	0.38	0.38
Control Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
LOS	A	C	B	B	A	C	D	D
Approach Delay (s/veh)		30.0		8.1		23.4		40.1
Approach LOS		C		A		C		D

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 85.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

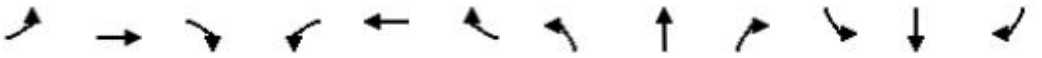
Splits and Phases: 6: Rock Road & Orange Avenue





Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	20	661	58	454	627	34	109	108
v/c Ratio	0.04	0.82	0.20	0.49	0.50	0.22	0.38	0.38
Control Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Length 50th (ft)	4	311	13	128	5	2	58	56
Queue Length 95th (ft)	17	599	38	339	22	39	154	150
Internal Link Dist (ft)		909		1845		559		525
Turn Bay Length (ft)	110		110		110		100	
Base Capacity (vph)	563	1494	471	1554	1279	398	534	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.44	0.12	0.29	0.49	0.09	0.20	0.20

Intersection Summary



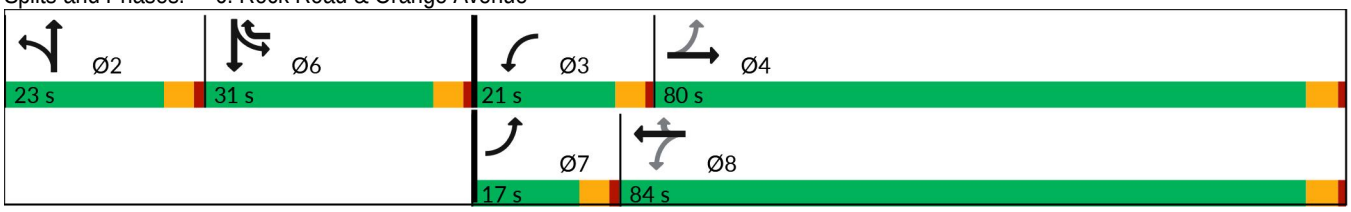
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	621	7	55	431	596	2	1	29	199	2	6
Future Volume (vph)	19	621	7	55	431	596	2	1	29	199	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.88		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (prot)	1671	1756		1687	1776	1509		1553		1545	1541	
Flt Permitted	0.42	1.00		0.18	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (perm)	737	1756		314	1776	1509		1553		1545	1541	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	654	7	58	454	627	2	1	31	209	2	6
RTOR Reduction (vph)	0	0	0	0	0	170	0	29	0	0	2	0
Lane Group Flow (vph)	20	661	0	58	454	457	0	5	0	109	106	0
Heavy Vehicles (%)	8%	8%	8%	7%	7%	7%	7%	7%	7%	11%	11%	11%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	7	4		3	8	6	2	2		6	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	43.3	41.2		49.7	44.4	60.2		6.9		15.8	15.8	
Effective Green, g (s)	43.3	41.2		49.7	44.4	60.2		6.9		15.8	15.8	
Actuated g/C Ratio	0.50	0.47		0.57	0.51	0.69		0.08		0.18	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	388	829		262	904	1041		122		279	279	
v/s Ratio Prot	0.00	c0.38		c0.01	c0.26	c0.08		c0.00		0.07	0.07	
v/s Ratio Perm	0.02			0.11		0.22						
v/c Ratio	0.05	0.80		0.22	0.50	0.44		0.04		0.39	0.38	
Uniform Delay, d1	11.5	19.5		12.4	14.1	6.0		37.1		31.5	31.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	5.4		0.4	0.4	0.3		0.2		0.9	0.9	
Delay (s)	11.5	24.8		12.8	14.6	6.3		37.3		32.4	32.3	
Level of Service	B	C		B	B	A		D		C	C	
Approach Delay (s/veh)		24.4			9.9			37.3			32.3	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	602	21	567	284	1	686	0
Future Volume (vph)	11	602	21	567	284	1	686	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	NA	Split	NA
Protected Phases	7	4	3	8	6	2	6	6
Permitted Phases	4		8		8			
Detector Phase	7	4	3	8	6	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	17.0	80.0	21.0	84.0	31.0	23.0	31.0	31.0
Total Split (%)	11.0%	51.6%	13.5%	54.2%	20.0%	14.8%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	40.3	38.2	41.2	40.1	71.8	7.0	27.7	27.7
Actuated g/C Ratio	0.44	0.42	0.45	0.44	0.79	0.08	0.31	0.31
v/c Ratio	0.05	0.83	0.10	0.76	0.24	0.41	0.73	0.66
Control Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
LOS	B	C	B	C	A	C	D	C
Approach Delay (s/veh)		33.1		18.8		22.2		37.6
Approach LOS		C		B		C		D

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 90.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 28.7	Intersection LOS: C
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Rock Road & Orange Avenue

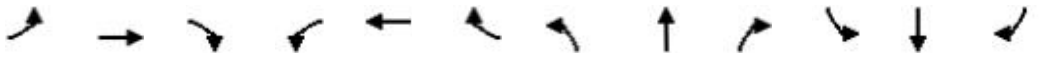




Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	12	636	22	597	299	71	375	372
v/c Ratio	0.05	0.83	0.10	0.76	0.24	0.41	0.73	0.66
Control Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Length 50th (ft)	3	279	7	263	7	3	188	145
Queue Length 95th (ft)	13	545	20	515	25	57	#538	#434
Internal Link Dist (ft)		909		1845		559		525
Turn Bay Length (ft)	110		110		110		100	
Base Capacity (vph)	367	1547	389	1546	1237	361	513	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.41	0.06	0.39	0.24	0.20	0.73	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	602	2	21	567	284	5	1	62	686	0	24
Future Volume (vph)	11	602	2	21	567	284	5	1	62	686	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.88		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (prot)	1736	1826		1687	1776	1509		1456		1681	1674	
Flt Permitted	0.20	1.00		0.14	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (perm)	370	1826		251	1776	1509		1456		1681	1674	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	634	2	22	597	299	5	1	65	722	0	25
RTOR Reduction (vph)	0	0	0	0	0	55	0	60	0	0	52	0
Lane Group Flow (vph)	12	636	0	22	597	244	0	11	0	375	320	0
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	14%	14%	14%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	7	4		3	8	6	2	2		6	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	39.9	38.9		42.3	40.1	67.8		7.0		27.7	27.7	
Effective Green, g (s)	39.9	38.9		42.3	40.1	67.8		7.0		27.7	27.7	
Actuated g/C Ratio	0.43	0.41		0.45	0.43	0.72		0.07		0.30	0.30	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	171	757		146	759	1090		108		496	494	
v/s Ratio Prot	0.00	c0.35		c0.00	0.34	0.07		c0.01		c0.22	0.19	
v/s Ratio Perm	0.03			0.06		0.10						
v/c Ratio	0.07	0.84		0.15	0.79	0.22		0.10		0.76	0.65	
Uniform Delay, d1	18.0	24.7		18.2	23.2	4.3		40.5		30.0	28.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	8.3		0.5	5.4	0.1		0.4		6.5	2.9	
Delay (s)	18.1	33.0		18.7	28.6	4.4		40.9		36.5	31.7	
Level of Service	B	C		B	C	A		D		D	C	
Approach Delay (s/veh)		32.7			20.5			40.9			34.1	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	93.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX G: DRIVEWAY 1 TURN LANE EVALUATIONS

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

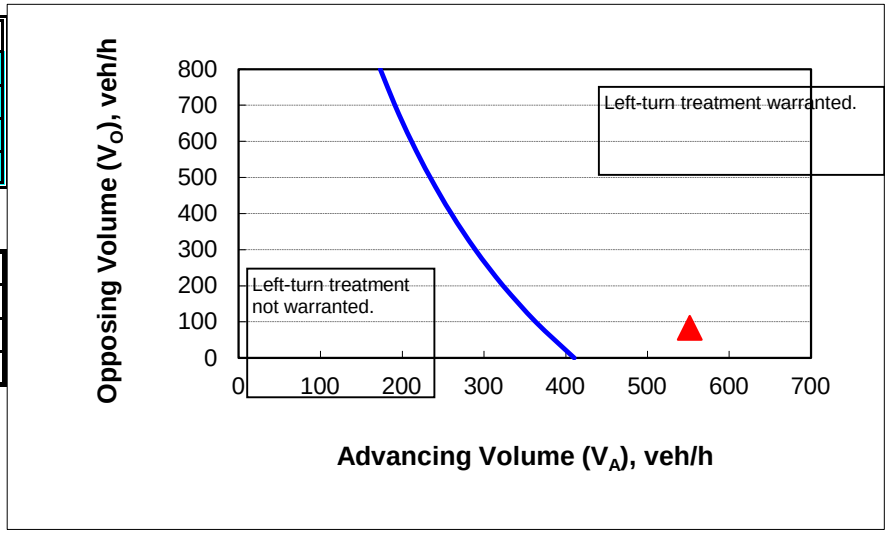
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	55%
Advancing volume (V_A), veh/h:	552
Opposing volume (V_O), veh/h:	83

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	371
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

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

APPENDIX H: DRIVEWAY 2 TURN LANE EVALUATIONS

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

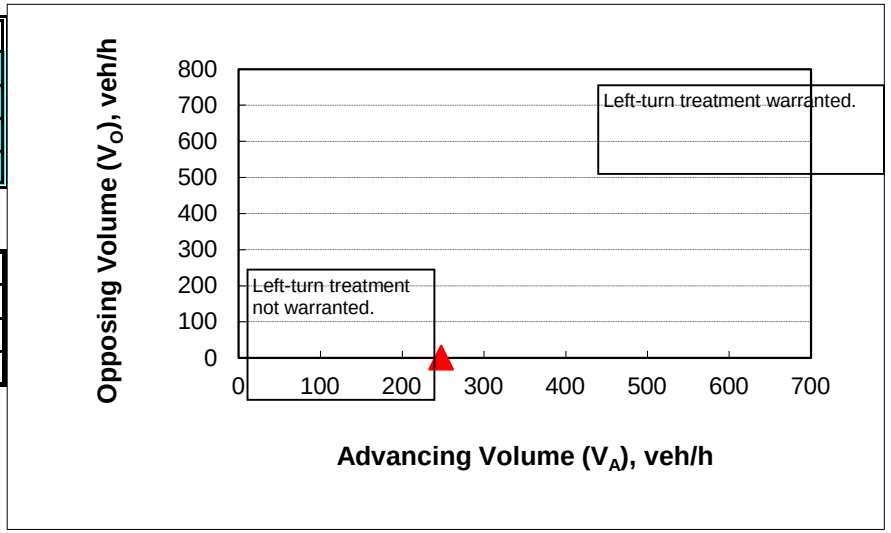
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	99%
Advancing volume (V_A), veh/h:	248
Opposing volume (V_O), veh/h:	1

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	2049
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

APPENDIX I: SIGNAL WARRANT SUMMARY

TRAFFIC SIGNAL WARRANT ANALYSIS

City/County:	St. Lucie County	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	Y
State:	Florida	Isolated community with a population of less than 10,000? (Y or N)	N
Date:	1/20/2026	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	Y
Major Street:	Orange Avenue	Approach Lanes - Major? (1 or 2)	2
Minor Street:	Rock Road	Approach Lanes - Minor? (1 or 2)	2

24-Hour Volume Summary			Major Street	Minor Street	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2
			Total of Both Approaches	Higher Volume Approach	70%		70%		56%		56%		70%
					Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1
07:00 AM	TO	08:00 AM	1182	123	281%	88%	188%	176%	352%	110%	235%	220%	154%
08:00 AM	TO	09:00 AM	908	108	216%	77%	144%	154%	270%	96%	180%	193%	135%
09:00 AM	TO	10:00 AM	685	121	163%	86%	109%	173%	204%	108%	136%	216%	83%
10:00 AM	TO	11:00 AM	619	126	147%	90%	98%	180%	184%	113%	123%	225%	75%
11:00 AM	TO	12:00 PM	729	208	174%	149%	116%	297%	217%	186%	145%	371%	160%
12:00 PM	TO	01:00 PM	831	239	198%	171%	132%	341%	247%	213%	165%	427%	246%
01:00 PM	TO	02:00 PM	796	243	190%	174%	126%	347%	237%	217%	158%	434%	229%
02:00 PM	TO	03:00 PM	829	258	197%	184%	132%	369%	247%	230%	164%	461%	263%
03:00 PM	TO	04:00 PM	925	644	220%	460%	147%	920%	275%	575%	184%	1150%	805%
04:00 PM	TO	05:00 PM	1074	325	256%	232%	170%	464%	320%	290%	213%	580%	406%
					Threshold		Threshold		Threshold		Threshold		MUTCD Figure
					420	140	630	70	336	112	504	56	4C-1 and 4C-2
					Summary		Summary		Summary		Summary		Summary
					TOTAL	6	TOTAL	9	TOTAL	9	TOTAL	10	TOTAL 8
					Met?	NO	Met?	YES	TOTAL	9	Met?	YES	Met? YES

Source: MUTCD, 2009 Edition
Created By: Kimley-Horn and Associates, Inc.

COMMENTS/NOTES:	Analysis:
	Analyzed By: S.G.
	Kimley-Horn and Associates, Inc.

2121 Ponce De Leon Blvd.
Suite 430
Coral Gables, Florida 33134

TEL (786) 632-2100

foundrycommercial.com

March 9, 2026

Dear Property Owner,

Re: Invitation to Neighborhood Community Meeting – Proposed Project on Rock Road

Foundry Commercial Developer is in the early stages of planning a proposed development on property located on the west side of Rock Road, just north of the St. Lucie County Jail. The site is about 3,000 feet from the intersection of Rock Road and Orange Avenue. A location map is attached for your reference.

Project Orchid will include a new 1.4 million square foot window manufacturing facility along with a 27,300 square foot office building.

Because you live or own property nearby, we want to share information directly with you and provide an opportunity to learn more about the project as plans are taking shape. At this time, the project is in the programming and concept design phase, and no final approvals have been granted.

You are invited to attend a Neighborhood Community Meeting:

March 25, 2026
6:00 – 7:00 PM
Sunshine Kitchen
7550 Pruitt Research Road in Fort Pierce

The purpose of the meeting is to:

- Provide an overview of the proposed development
- Share preliminary site plans and project information
- Explain the anticipated review process
- Listen to questions, feedback, and concerns from nearby property owners

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA Tuesday, May 5, 2026

NOTICE OF PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN FUTURE LAND USE MAP AND OFFICIAL ZONING ATLAS, AND A CONDITIONAL USE PERMIT

The Board of County Commissioners is scheduled to review and take action on the following proposals for adoption by Ordinance and Resolutions, respectively:

ORDINANCE

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA, TO APPROVE A SMALL SCALE AMENDMENT OF THE ADOPTED COMPREHENSIVE PLAN FUTURE LAND USE MAP TO CREATE TO CREATE A +/- 20.85-ACRE SUBAREA OF THE LUCIE ROCK MIXED USE ACTIVITY AREA (INITIALLY ESTABLISHED AS AN EXTENSION OF THE MIXED USE ORANGE AVENUE/I-95 ACTIVITY AREA) THAT WOULD ALLOW AN 80-FOOT BUILDING HEIGHT LIMIT WITHIN A PORTION OF ESTABLISHED MEDIUM AND HIGH INTENSITY DEVELOPMENT AREAS, LOCATED BETWEEN NORTH ROCK ROAD, NSLRWCD CANAL NO. 41 AND THE RELIEF CANAL AND PROVIDING FOR FINDINGS, CONFLICTING PROVISIONS, SEVERABILITY, APPLICABILITY, FILING WITH THE FLORIDA DEPARTMENT OF STATE, FILING WITH THE FLORIDA DEPARTMENT OF COMMERCE, AN EFFECTIVE DATE, CODIFICATION AND ADOPTION.

RESOLUTION

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY AMENDING THE OFFICIAL ZONING ATLAS FOR +/- 20.25 ACRES LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN UNINCORPORATED ST. LUCIE COUNTY, FROM THE IL (INDUSTRIAL, LIGHT) ZONING DISTRICT TO THE IH (INDUSTRIAL, HEAVY) ZONING DISTRICT.

RESOLUTION

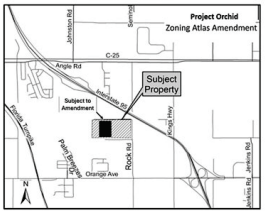
A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY GRANTING A CONDITIONAL USE PERMIT TO DEVELOP AND OPERATE A METAL FOUNDRY TOTALING APPROXIMATELY 76,200 SQUARE FEET AS PART OF A WINDOW MANUFACTURING FACILITY TO BE KNOWN AS PROJECT ORCHID LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN THE IH, INDUSTRIAL, HEAVY ZONING DISTRICT, IN UNINCORPORATED ST. LUCIE COUNTY.

APPLICANT/OWNER: MC320, LLC.
Agent: HJA Design Studios
File Numbers: FLUMA-2603-000040, RZ-2603-000050, and CU-2603-000102.
LOCATION: West and south of North Rock Rd., approximately 2,700 feet north of Orange Ave. (see maps below).
Parcel ID Numbers: 2302-331-0001-000-7, 2302-341-0001-000-8, 2302-342-0001-000-1.
Purpose: to 1) approve a small scale amendment of the adopted Comprehensive Plan's Future Land Use Element – Future Land Use Map to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area) that would allow an 80-foot building height limit within the established Medium and High Intensity Development Areas, 2) to rezone +/- 20.25 acres from the IL (Industrial, Light) Zoning District to the IH (Industrial, Heavy) Zoning District, and 3) granting a Conditional Use Permit to develop and operate a metal foundry totaling approximately 76,200 square feet as part of a window manufacturing facility subject of a companion Major Site Plan application.

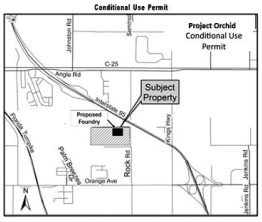
Future Land Use Map Amendment



Zoning Atlas Amendment



Conditional Use Permit



The Board of County Commissioners will hold the PUBLIC HEARINGS on this item in the Commission Chambers, Roger Poitras Annex, 3rd Floor, 2300 Virginia Avenue, Fort Pierce, FL on Tuesday, May 5, 2026, beginning at 6:00 pm or as soon thereafter as possible.

All interested persons will be given an opportunity to be heard. Written comments received in advance of the public hearing will also be considered. Written comments to the Board of County Commissioners should be received by the Planning and Development Services Department - Planning Division at least 3 days prior to the scheduled hearing. The petition file is available for review at the Planning and Development Services Department offices located at 2300 Virginia Avenue, 2nd Floor, Fort Pierce, Florida, during regular business hours. Please call (772) 462-2822 or TDD (772) 462-1428 if you have any questions or require additional information about this petition.

The St. Lucie County Board of County Commissioners has the power to review and approve or disapprove any applications within their area of responsibility.

The proceedings of the Board of County Commissioners are electronically recorded. **PURSUANT TO SECTION 286.0105, FLORIDA STATUTES**, if a person decides to appeal any decision made by the Board of County Commissioners with respect to any matter considered at a meeting or hearing, he or she will need a record of the proceedings. For such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Upon the request of any party to the proceeding, individuals testifying during a hearing will be sworn in. Any party to the proceeding will be granted an opportunity to cross-examine any individual testifying during a hearing upon request. If it becomes necessary, a public hearing may be continued to a date certain.

Anyone with a disability requiring accommodation to attend this meeting should contact the St. Lucie County Risk Manager at least forty-eight (48) hours prior to the meeting at (772) 462-1546 or T.D.D. (772) 462-1428.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
Jamie Fowler, Chair
PUBLISH DATE: Thursday, April 23, 2026

TR-43698712

Iran seizes 2 ships in Strait of Hormuz

Seizures follow Trump's extension of ceasefire

Michael Loria, Bart Jansen, Christopher Cann and Andrea Riquier
USA TODAY

Iran seized two ships in the Strait of Hormuz on April 22, tightening its grip on the strategic waterway, after President Donald Trump extended a ceasefire "until such time as their leaders and representatives can come up with a unified proposal."

Three container ships in total were fired upon around the strait, according to United Kingdom Maritime Trade Operations, a British organization that tracks merchant vessels. The Islamic Revolutionary Guard Corps seized two of the vessels for alleged maritime violations and escorted them to Iran's shores, according to the semi-official Tasnim news agency.

Of the two seized vessels, Epaminondas was headed to Mundra, India, and Euphoria was headed to Jeddah, Saudi Arabia, according to marinetraffic.com. The third ship that was fired upon, MSC Francesca, was headed to Hambantota, Sri Lanka, according to marinetraffic.com. The ships were the first seized since the beginning of the U.S.-Israeli war on Iran began Feb. 28.

The seizures came after Trump extended a two-week ceasefire, to give Iran's leaders more time to respond to U.S. peace proposals. But the U.S. Navy continues to blockade ships visiting Iranian ports, and Tehran continues to threaten ships attempting to travel through the strait of Hormuz, where one-fifth of the world's oil and natural gas transits.

Trump has threatened to "blow up the rest of their Country, their leaders included" if the two countries can't reach a settlement.

"Iran doesn't want the Strait of Hormuz closed, they want it open so they can make $500 Million Dollars a day (which is, therefore, what they are losing if it is closed)," Trump said on social media April 21. "They only say they want it closed because I have it totally BLOCKADED (CLOSED), so they mistakenly want to 'save face.'"

A first round of talks in Islamabad on April 11-12 produced no agreement, with the United States focusing on a long-standing dispute over Iran's stockpiles of highly enriched uranium.

Iran says it has only a peaceful civilian nuclear program and wants to continue that. It wants the war to end, sanctions to be lifted, reparations for wartime damage and recognition of its control over the strait.



U.S. forces patrol the Arabian Sea near the Touska, an Iranian-flagged cargo ship, on April 20. The U.S. Navy continues to blockade ships visiting Iranian ports, and Tehran continues to threaten ships attempting to travel through the Strait of Hormuz. PROVIDED BY MAXAR/DIGITALGLOBE ATTARIQ U.S. NAVY/DOTMLPF VIA GETTY IMAGES

Oil stable, gas back above $4

As the diplomatic standoff drags on, traffic through the Strait of Hormuz remains significantly below average numbers. The critical shipping lane off the Iranian coast has become a focal point of the war.

Iran closed the channel after being attacked, driving up global fuel prices. Brent crude oil, the international standard, was trading just above $99 a barrel, up about 0.6% compared to the day before.

Gas prices, which lag behind the changes in oil, popped back above the psychologically important $4 threshold, with AAA's national average at $4.02 a gallon. That's about 85 cents higher than last year's average.

In a show of defiance, Iran showcased some of its ballistic weapons at a parade in Tehran late on April 21, with images showing a large banner in the background with a fist choking off the strait, the WANA news agency reported.



Average national gas prices have popped back above the psychologically important $4 threshold, with AAA's national average at $4.02 a gallon. GREG NASH/THE NEW MEXICAN VIA AP

'A setback we were not expecting'

Pakistan, which has acted as a mediator, was still trying to bring the sides together for negotiations after both failed to show up for last-ditch talks on April 22 before the ceasefire had been due to expire.

A luxury hotel in Islamabad had been cleared out for the talks, but Iran never publicly accepted the invitation and the U.S. delegation led by Vice President JD Vance never left Washington, DC.

"We were all prepared for the talks, the stage was set," a Pakistani official briefed on the preparations told Reuters. "If you look me honestly, it was a setback we were not expecting, because the Iranians never refused, they were up to come and join, and they still are."

Another Pakistani source who was involved in the talks said Pakistan was still "working very hard to bridge that conflict, talk to each side with their sensitivities in mind."

There was no response early on April 22 to Trump's ceasefire announcement from senior Iranian officials, although some initial reactions from Tehran suggested Trump's comments were being treated skeptically.

Tasnim said Iran had not asked for a ceasefire extension and repeated Tehran's threats to break the U.S. blockade by force.

An adviser to Iran's lead negotiator, the speaker of parliament Mohammad B. Ghalibaf, said Trump's announcement might be a ploy.

Just hours before Trump called off attacks, he had repeated threats to resume them, saying his military was "raring to go."

Lebanese, Israeli envoys to meet

Meanwhile, Lebanese and Israeli diplomats will meet in Washington on April 23 as the clock winds down on a fragile ceasefire agreement between the two countries.

The meeting will be the second between envoys of the two nations this month. The first meeting, which were the highest-level direct talks between the countries in three decades, led to a 10-day ceasefire that has been tested as Iran-backed Hezbollah and Israel continue to trade strikes.

While officials from both countries have expressed an interest in sealing a lasting peace agreement, there are several sticking points. Lebanese officials have called for Israel to remove its ground troops from southern Lebanon. Israel, meanwhile, has vowed to continue occupying a significant portion of southern Lebanon until it eliminates the threat posed by Hezbollah, which is not directly involved in the talks and is more powerful militarily than the Lebanese Armed Forces.

Secretary of State Marco Rubio is expected to attend the meeting, with Lebanon represented by its ambassador to Washington, Nada Hamwad, and Israel represented by its ambassador, Yechiel Leiter.

Obituaries

TODAY'S DEATH NOTICES

Name	Age	Town, State	Passed	Arrangements	Service Time	Service Location	Interment
*Shankland, Sara Janet	90	Vero Beach, FL	Apr 17				
Wilchinsky, Derek N.	41	Palm City, FL	Apr 21	All County Funeral Home & Crematory - Stuart			

*Additional information in display obituaries
Obituaries appear in print and online at tcpalm.com/obituaries

Sara Janet Shankland



VERO BEACH - Sara Janet Shankland of Vero Beach, Florida, passed away on April 17, 2026, following a brief illness, at the age of 88.

Born Sara Janet Jenkins on October 25, 1937, in Huntington, West Virginia, Sara graduated from Huntington High School and the University of Cincinnati, with a BA in Fine Arts and a BS in Education.

Sara spent several years as an educator, beginning her career as an English teacher in South Point, OHIO, where she also co-hosted local WSAZ TV station's Saturday night "Shockwatch" with Emmy award-winning NBC broadcaster Fred Briggs. She eventually moved on to become a high school art teacher - replacing artist George Segal - in Piscataway Township, NJ, and subsequently in Alexandria, VA.

While taking a career break to raise her children in Potomac, MD, Sara remained active in her community, volunteering for several civic and social organizations, including serving as a board member and officer of the Florence Crittenton Home; chair of the Junior Guild of the Davis Memorial Goodwill Industries DC annual Gala; and local volunteer coordinator for the 1984 Mondale presidential campaign's DC headquarters. Sara also continued her artistic and entrepreneurial pursuits, successfully building small home-based businesses through which she shared her creative talents in markets and shows around the area. She was a founding member of the Potomac Community Theatre, as well as a member of St. Francis Episcopal Church, where she participated in the Altar Guild and as a Lay Eucharistic Minister.

In 1995, Sara and her husband Bill retired to Vero Beach, FL, where she became active in the Vero Beach Museum of Art and the Vero Beach Art Club, and was accepted into the local famed Art Under the Oaks art show for several years, selling her handcrafted silver jewelry. Sara was a member of the Trinity Episcopal Church, where she served as a Lay Eucharistic Minister and a member of the Daughters of the King. Sara and Bill enjoyed extensive travel all over the world.

Predeceased by her parents, Lena Henrietta Jenkins and Austin Thomas Jenkins, Sara is survived by her husband Bill Shankland, and daughters Anne Gordon of Edgewater, MD, and Katherine Gordon (Pedro Cruz Castro) of Brooklyn, NY.

A memorial service for Sara will be scheduled at a later date.

OUR DEEPEST

Sympathy





Engineers turned off the Low-energy Charged Particles experiment aboard Voyager 1 on April 17. PROVIDED BY NASA/JPL-CALTECH

Voyager 1 probe nears 16 billion miles from Earth

Eric Lagatta
USA TODAY

NASA has shut down one of the science instruments on board the iconic Voyager 1 space probe in an effort to extend the life of humanity's first interstellar vehicle.

NASA engineers sent commands on April 17 to Voyager 1 to shut down an instrument on the probe called the Low-energy Charged Particles experiment, or LECP, the space agency said in a news release.

"While shutting down a science instrument is not anybody's preference, it is the best option available," Kareem Badaruddin, Voyager mission manager at NASA's Jet Propulsion Laboratory in Southern California, said in a statement.

The decision came as the aging nuclear-powered spacecraft runs low on power. NASA officials are confident that by turning off the LECP instrument, Voyager 1 will be able to conserve energy without the spacecraft getting so cold that its fuel lines freeze.

Voyager 1 still has two of its 10 original science instruments remaining in operation – including one that listens to plasma waves and one that measures magnetic fields, according to NASA.

The LECP instrument has been operating almost without interruption since Voyager 1 launched almost 49 years ago.

Voyager 1 and Voyager 2 are the only spacecraft far enough from Earth to use the instrument to measure things like ions, electrons and cosmic rays originating from our solar system and galaxy – providing critical data about the space beyond the giant bubble around the sun and its planets known as the heliosphere.

A small motor on the LECP that spins and scans in all directions remains on, giving the team the ability to reactivate the entire instrument if they find extra power.

The twin Voyager probes were launched on separate dates in 1977 from Florida from what is now the Cape Canaveral Space Force Station with the mission of exploring the outer solar system.

Contrary to its name, Voyager 2 was the first of the two to be launched into space on Aug. 20, 1977. Its twin probe, Voyager 1, then launched Sept. 5.

Though it was the second of the probes to get off the ground, Voyager 1 was on a faster route than its counterpart as it whizzed beyond the asteroid belt between Mars and Jupiter and overtook Voyager 2 by December of that year. Voyager 1 has the distinction of being the farthest human-made object from Earth.

The spacecraft have investigated all the giant planets of our outer solar system – Jupiter, Saturn, Uranus and Neptune – as well as the planets' magnetic fields and a combined 48 of their moons, NASA says.

The probes completed that portion of their respective journeys by 1989, after which NASA retooled their mission as an interstellar expedition – meaning one to moving beyond our solar system into the notion between stars, farther into the Milky Way.

In 2003, Voyager 1 became the first spacecraft to reach interstellar space, followed in 2018 by Voyager 2, according to NASA.

Should they encounter extraterrestrial life, both Voyager 1 and 2 also carry the famous "golden record," functioning both as a time capsule and a friendly Earthling greeting.

BUSINESS BRIEFS

Toxic metals found in water near Tesla refinery in South Texas

An independent water study found toxic metals from wastewater discharge from a Tesla lithium refinery making their way into a waterway near Corpus Christi, Texas.

The Texas Commission on Environmental Quality tested in February and reported the wastewater was in compliance with the refinery's permits, but the Texas Tribune reported the tests did not look for heavy metals.

Allen Nueces County Drainage District No. 3 discovered a pipe flowing into a ditch that drains into Petronila Creek. It commissioned a third-party study examining water samples taken April 7. The study found trace levels of hexavalent chromium and arsenic, as well as elevated levels of manganese, iron, phosphorus, calcium, magnesium and potassium. According to the Environmental Protection Agency, hexavalent chromium "is a known human carcinogen when inhaled."

Best Buy taps Bonfig as CEO amid demand slowdown

Best Buy on April 22 named insider Jason Bonfig as CEO, replacing longtime executive Corie Barry. In a leadership change that comes as the U.S. retailer grapples with weak consumer demand and tariff-related supply-chain pressures.

The company, which operates more than 1,000 stores across North America, has been working to revive growth by expanding online sales, services and advertising as competition intensifies across the sector.

As the company's chief customer, product and fulfillment officer, Bonfig has been overseeing many of these initiatives, along with the company's Canadian business and its retail media unit, Best Buy Ads.

Hims & Hers to offer menopause, perimenopause treatments

Telehealth company Hims & Hers said on April 22 it will now offer treatment options for perimenopause and menopause via its platform, as rising U.S. demand for hormone therapy strains supplies of estrogen patches.

The company said the offering, available immediately to eligible users through its Hers platform, includes estrogen patch kits starting at $34 per month. Treatment plans may also include progesterone where clinically appropriate.

The launch comes as demand for estrogen patches has surged over the past year, leading to supply constraints nationwide. Industry sources have told investors shortages could last for up to three years following changes in U.S. health guidance on hormone replacement therapy.

USA TODAY Network and Reuters

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA

May 5, 2026

PROPOSED AMENDMENTS TO THE ST. LUCIE COUNTY COMPREHENSIVE PLAN

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA AMENDING TITLE 130 OF THE COMPREHENSIVE PLAN; PROVIDING FOR ADOPTION OF AMENDMENTS TO THE FUTURE LAND USE MAP AND OFFICIAL ZONING ATLAS; PROVIDING FOR CONDITIONAL USE PERMIT; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR FILING WITH THE FLORIDA DEPARTMENT OF STATE; PROVIDING FOR AN EFFECTIVE DATE; AND ESTABLISHING AN EFFECTIVE DATE FOR CERTAIN AMENDMENTS

DATE AND TIME: TUESDAY, MAY 5, 2026, AT 5:30 P.M.

PLACE: COUNTY COMMISSION CHAMBERS, ST. LUCIE COUNTY ADMINISTRATION BUILDING, 2300 VIRGINIA AVENUE, FORT PIERCE, FLORIDA

APPLICANT: BOARD OF COUNTY COMMISSIONERS, ST. LUCIE COUNTY

PURPOSE: St. Lucie County is undertaking an update to its Comprehensive Plan in accordance with Florida Statutes requirements and is seeking input on these changes from the Public and the Board of County Commissioners. The Board of County Commissioners will consider amendment of these proposed changes to the Comprehensive Plan. The Comprehensive Plan update (called "CPA Round Comprehensive Plan Amendment") provides direction for the future growth and development of St. Lucie County through the year 2045. The Comprehensive Plan is the basis for the implementing land development regulations (Land Development Code). Updates are proposed to the data and analysis, updates are proposed for the mandatory and optional elements of the Comprehensive Plan as needed as well as the map series to reflect changes in state requirements and data. Since the last update of the Comprehensive Plan, updates are proposed to include the required minimum planning period of at least 10 years, and updates are proposed for associated references and coordination.

The Board of County Commissioners will hold the second of two (2) PUBLIC HEARINGS on this item in the Commission Chambers, Adam Podlesak Annex, 2300 Virginia Avenue, Fort Pierce, FL on Tuesday, May 5, 2026, beginning at 5:30 p.m. or as soon thereafter as possible.

All interested persons are to give an opportunity to be heard. Written comments received in advance of the public hearing will also be considered. Written comments may be mailed to the Board of County Commissioners, Growth Management Department, Planning Division at least three (3) days prior to the scheduled hearing. The petition file is available for review at the Planning and Development Services Department - Planning Division at least 3

BOARD OF COUNTY COMMISSIONERS

Meeting Time:
6:00 PM
(or soon thereafter)

Meeting Location:
BOCC Chambers
SLC Administration Annex,
2300 Virginia Avenue,
Fort Pierce, FL 34982

Applicant/Property Owner
HJA Design Studio, on behalf of
MC320, LLC
P.O. Box 15280
Fort Pierce, FL 34979

Project Location
West side of North Rock Road, approximately 2,700 feet north of Orange Ave.

Current Future Land Use
MXD (Mixed Use District) - Lucie Rock Activity Area, Medium & High Intensity

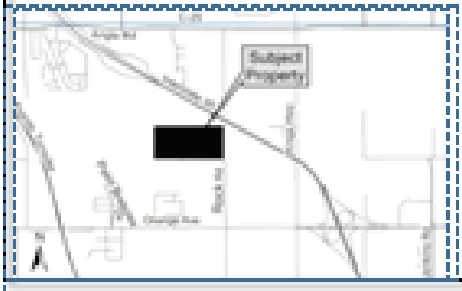
Proposed Future Land Use
MXD (Mixed Use District) -
Requesting Increased Height within +/-20.85 Subarea

Current Zoning
IL (Industrial, Light) & IH (Industrial, Heavy)

Proposed Zoning
IL (Industrial, Light) & IH (Industrial, Heavy)
Requesting to Expand the IH Zoning District area by +/-20.25 acres

Parcel ID Numbers: 2302-331-0001-000-2, 2302-341-0001-000-9, 2302-342-0001-000-1

Staff	Kori Benton, AICP
Tel	772-462-2518 direct
Email	kori.benton@stlucieco.gov
Mail	2300 Virginia Avenue Fort Pierce, FL 34982



Public Hearing Notice
Tuesday, May 5, 2026

Project Orchid—Notice of Proposed Future Land Use Map Amendment, Zoning Atlas Amendment & Conditional Use Permit



You are receiving this courtesy notice because you are a property owner within 500 feet of the proposed petition site.

Project Description
The applicant has petitioned approval of the following:

1. **Comprehensive Plan Future Land Use Map Amendment (Small-Scale):** To create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area. This would allow for an 80-foot building height limit within established Medium and High Intensity Development Areas.
2. **Rezoning:** To rezone +/- 20.25 acres from IL (Industrial, Light) to IH (Industrial, Heavy); and
3. **Conditional Use Permit:** To develop and operate a 76,200 square foot metal foundry as part of a window manufacturing facility, at the northwest portion of the subject site, currently in the IH (Industrial Heavy) Zoning District as part of a companion Major Site Plan application for the entire +/-73.48 acre site.

The purpose of these requests is to allow for the development of a window manufacturing facility approximately 1,390,000 square feet in size, with associated site improvements such as parking, landscape buffers, and stormwater ponds, within the IL, Industrial Light and IH, Industrial Heavy Zoning Districts.

Upcoming Public Hearings
The second public hearings at for these petitions will be held on May 5, 2026 at 6:00 PM or shortly thereafter before the St. Lucie County Board of County Commissioners, which has the power to review and approve or deny applications within their responsibility.

The Board encourages your input and comment at the public hearing. You may also mail or email written comments regarding this proceeding in advance of the public hearing for inclusion in the official record. Written comments should be received by the Planning and Development Services Department, Planning Division at least 3 days prior to the scheduled hearing.

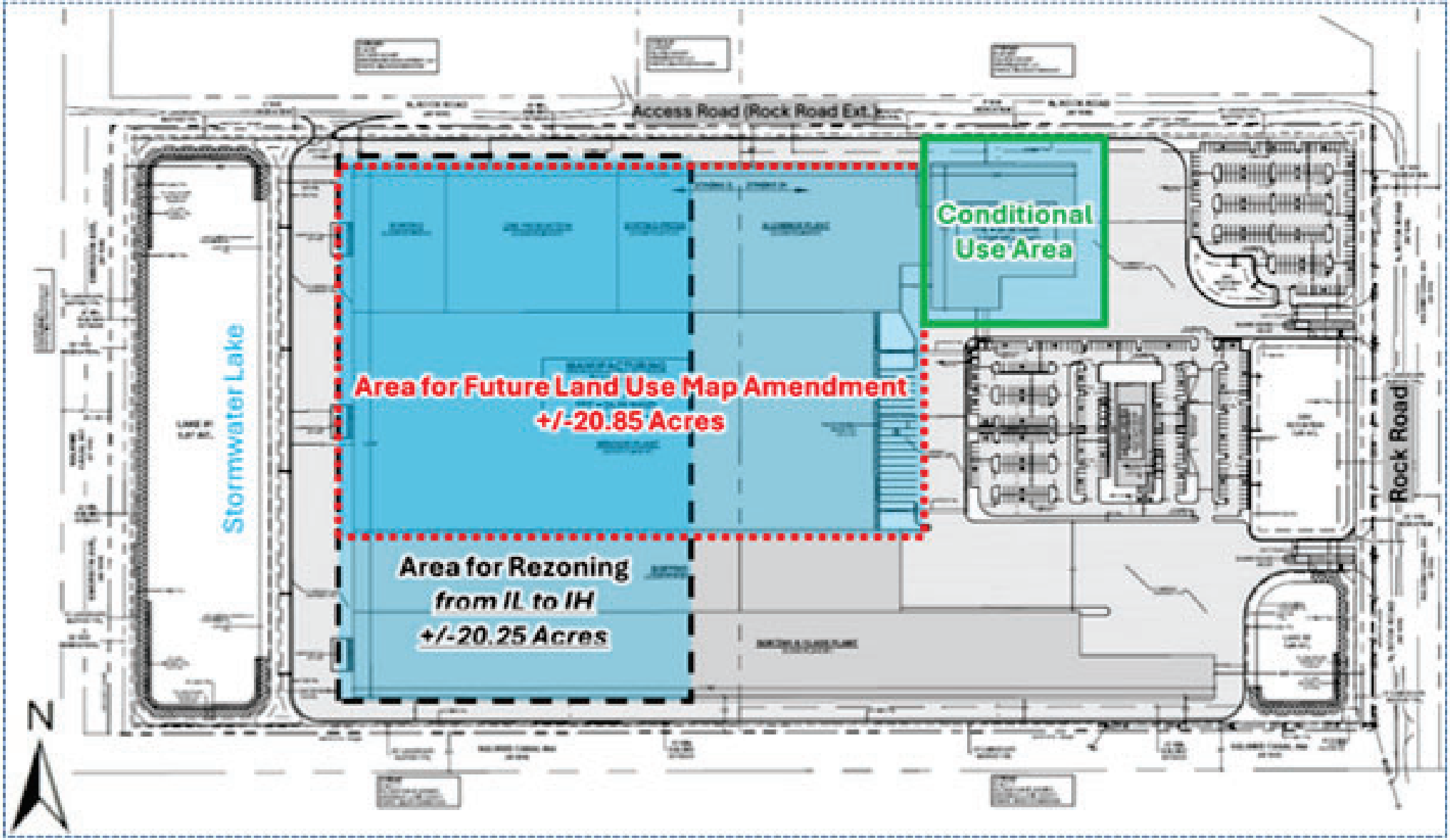
Anyone with a disability requiring accommodations to attend this meeting may contact the SLC Community Risk Manager at least 48 hours in advance at 772.462.1580 or TDD 772.462.1428

Further details are available in the Planning and Development Services Department—please contact: Planning & Development Services
Planning & Zoning Division 772-462-2822 /772-462-2518

Mailed on or before Thursday, April 23, 2026

Site Plan Exhibit—with Petition Area Labeling for Graphically Purposes

File Numbers: FLUMA-2603-000040, RZ-2603-000050, and CU-2603-000102



Owner1	Owner2	Owner3	Owner1LastName	MailAddre	MailAddress2	MailCity	MailState	MailZipCode
NSLRWCD			NSLRWCD	14666 Orange Ave		Fort Pierce	FL	34945-4511
MC320 LLC			MC320 LLC	5701 SW Sunshine Farms WAY		Palm City	FL	34990-5608
R J M DEVELOPMENT LLC			R J M DEVELOPMENT LLC	5701 SW Sunshine Farms WAY		Palm City	FL	34990-5608
Scott Wescott			Scott Wescott	PO Box 2457		Fort Pierce	FL	34954-2457
Scott Groves LLC			Scott Groves LLC	PO Box 2457		Fort Pierce	FL	34954-2457
St Lucie County			St Lucie County	2300 Virginia AVE		Fort Pierce	FL	34982-5632
Pizkidz Partners LLC			Pizkidz Partners LLC	3376 Barrow Island RD		Jupiter	FL	33477-1379
Gibney Leasing Corp			Gibney Leasing Corp	PO Box 4900		Scottsdale	AZ	85261-4900
Renar Homes Morningside LLC			Renar Homes Morningside LLC	3725 SE Ocean BLVD, Unit Ste 101		Stuart	FL	34996-6715
HDP Pineapple Grove LLC			HDP Pineapple Grove LLC	1316 Sherman AVE, Unit Ste 215		Evanston	IL	60201-4361
Homestead Business Asset Management LLC			Homestead Business Asset Management LLC	23600 SW 162nd AVE		Homestead	FL	33031-1387
SHER-BRT LLC			SHER-BRT LLC	10 Train Band Rd		Bedford	NY	10506-1429



2026.04.21 08:40


NOTICE OF PUBLIC HEARINGS
Public Hearings on petitions of MC320, LLC to 1) Amend the Comprehensive Plan Future Land Use Map to create a +/- 20.85-acre Subarea within the Lucie Rock Mixed Use (MDX) Activity Area with an 80-foot building height limit. 2) Rezone +/- 20.25 acres from IL (Industrial, Light) to IH (Industrial, Heavy) Zoning District. and 3) to secure a Conditional Use Permit to develop a metal foundry at the northeast portion of the subject site. Currently in the IH (Industrial Heavy) Zoning District as part of a proposed +/-1,390,000 s q. ft. manufacturing complex.
The first PUBLIC HEARING set will be held before the Planning & Zoning Commission on Thursday, April 16 2026 at 6:00 P.M. or as soon thereafter as possible.
The second PUBLIC HEARING set will be held before the Board of County Commissioners on Tuesday, May 5 2026 at 6:00 P.M. or as soon thereafter as possible.
Project Name & Numbers: Project Orchid - Future Land Use Map Amendment (FLUMA-2603-000049). Rezoning (RZ-2603-000050). and Conditional Use Permit (CU-2603-000102).
For information or copies of the petition visit the Planning and Development Services Department, County Administration Building, 2300 Virginia Ave. Fort Pierce. or call (772)462-2822 during regular business hours.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2026 at 6:00 P.M. or as soon thereafter as possible.
The second PUBLIC HEARING set will be held before the Board of County Commissioners on Tuesday,
May 5 2026 at 6:00 P.M. or as soon thereafter as possible.
Project Name & Numbers: Project Orchid - Future Land Use Map Amendment (FLUMA-2603-000040).
Rezoning (RZ-2603-000050). and Conditional Use Permit (CU-2603-000102).
For information or copies of the petition visit the Planning and Development Services Department,
County Administration Building, 2300 Virginia Ave. Fort Pierce. or call (772)462-2822 during regular business hours.


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Public Hearings on petitions of MC320, LLC to 1) Amend the Comprehensive Plan Future Land Use Map to create a +/- 20.85-acre Subarea within the Lucie Rock Mixed Use (MDX) Activity Area with an 80-foot building height limit. 2) Rezone +/- 20.25 acres from IL (Industrial, Light) to IH (Industrial, Heavy) Zoning District. and 3) to secure a Conditional Use Permit to develop a metal foundry at the northeast portion of the subject site. Currently in the IH (Industrial Heavy) Zoning District as part of a proposed +/-1,390,000 sq. ft. manufacturing comp ex.
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The second PUBLIC HEARING set will be held before the Board of County Commissioners on Tuesday, May 5 2026 at 6:00 P.M. or as soon thereafter as possible.
Project Name & Numbers: Project Orchid - Future Land Use Map Amendment (FLUMA-2603-000040). Rezoning (RZ-2603-000050). and Conditional Use Permit (CU-2603-000102).
For information or copies of the petition visit the Planning and Development Services Department, County Administration Building, 2300 Virginia Ave. Fort Pierce. or call (772)462-2822 during regular business hours.


NOTICE OF PUBLIC HEARINGS
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For information or copies of the petition visit the Planning and Development Services Department, County Administration Building, 2300 Virginia Ave. Fort Pierce. or call (772)462-2822 during regular business hours.

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

March 2, 2026

St. Lucie County
Planning & Development Services
2300 Virginia Avenue
Fort Pierce, FL 34982

Foundry Commercial Developer LLC
420 S. Orange Ave., Ste 400,
Orlando, FL 32801

RE: Project Orchid – Comprehensive Plan Amendment, Rezoning, Conditional Use, and Site Plan Applications

Please be advised that Pryse Elam of Foundry Commercial Developer LLC, hereby authorizes HJA Design Studio, LLC to act as its agent relative to the above referenced project and approval process, and to submit any applications or related materials with respect thereto.

Signature

Pryse R. Elam
Print Name

President
Title

03/03/2026
Date

To be filled out by Notary:

The foregoing instrument was acknowledged before me this 4th day of March

2025 by Pryse R. Elam (Name), as President (Title) of

Foundry Commercial Developer LLC (Company Name) a Florida (State) Limited Liability Company, on

behalf of the company who is personally known to me or has produced proper identification.

(Notary Seal or Stamp)

MADISON ROJAS
Commission # HH 307961
Expires September 1, 2026

Signature

Notary Public-State of Florida

Print Name Madison Rojas

My Commission Expires September 1, 2026

HJA Design Studio
50 East Ocean Boulevard, Suite 101 Stuart, Florida USA 34994 T 772-678-7200

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

March 3, 2026

St. Lucie County
Planning & Development Services
2300 Virginia Avenue
Fort Pierce, FL 34982

MC320, LLC -Owner
5701 SW Sunshine Farms Way
Palm City, FL 34990-5608

RE: Project Orchid – Comprehensive Plan Amendment, Rezoning, Conditional Use and Site Plan Applications

Please be advised that Don R. Mancil, Jr. as the manager of MC320, LLC, hereby authorizes HJA Design Studio, LLC to act as its agent relative to the above referenced project and approval process, and to submit any applications or related materials with respect thereto.

Signature

Don R. Mancil, Jr.
Print Name

Manager
Title

3/3/26
Date

To be filled out by Notary:

The foregoing instrument was acknowledged before me this 3 day of March 2026 by Don R. Mancil, Jr., as Manager of MC320 LLC, a Florida Limited Liability Company, on behalf of the company who is personally known to me or has produced proper identification.

(Notary Seal or Stamp)

Myra Smith
Comm.: HH 475334
Expires: Mar. 24, 2028
Notary Public - State of Florida

Signature

Notary Public-State of Florida

Print Name Myra Smith

My Commission Expires 3/24/28

HJA Design Studio
50 East Ocean Boulevard, Suite 101 Stuart, Florida USA 34994 T 772-678-7200

The signed and notarized signature pages are in the process of being executed.

This Instrument Prepared by:
Alexzander Gonano
Gonano Law PLLC
5550 U.S. 1
Suite 3
Fort Pierce, FL 34982

After Recording Return to:
MC320 LLC
5701 Southwest Sunshine Farms Way
Palm City, FL 34990

(Space Above This Line For Recording Data)

*Corrective Special Warranty Deed

THIS CORRECTIVE SPECIAL WARRANTY DEED (this "**Deed**") is made as of this **28TH day of July 2025** between **Lucie Rock LLC, a Florida Limited Liability Company**, whose mailing address is **1000 Mariner Drive, Key Biscayne, FL 33149** ("**Grantor**") to **MC320 LLC, a Florida Limited Liability Company,** whose mailing address is **5701 Southwest Sunshine Farms Way, Palm City, FL 34990** ("**Grantee**").

WITNESSETH:

THAT Grantor, for and in consideration of the sum of TEN DOLLARS ($10.00), and other good and valuable consideration paid to Grantor by Grantee, the receipt of which is hereby acknowledged, by these presents does grant, bargain, sell and convey to Grantee, and Grantee's successors and assigns forever, all the right, title, and interest in and to that certain real property (the "**Property**") located and situated in **St. Lucie** County, Florida and fully described as follows:

FOR PROPERTY DESCRIPTION, SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

TOGETHER with all improvements, easements, tenements, hereditaments and appurtenances belonging to or in any way appertaining to the Property.

SUBJECT to taxes for 2025 and subsequent years, not yet due and payable; covenants, restrictions, easements, reservations and limitations of record, if any, without intention of creation or reimposing same.

TO HAVE AND TO HOLD the same in fee simple forever.

GRANTOR hereby specially warrants the title to the Property and will defend the same against the lawful claims of all persons claiming by, through, or under Grantor, but none other.

***THIS CORRECTIVE SPECIAL WARRANTY DEED IS BEING RECORDED FOR THE PURPOSE OF CORRECTING THE LEGAL DESCRIPTION IN THAT CERTAIN SPECIAL WARRANTY DEED DATED JULY 28, 2025 RECORDED JULY 30, 2025 IN O.R. BOOK 5346, PAGE 2050, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA TO INCLUDE THE ERRANTLY OMITTED LESS-OUT LANGUAGE RESULTING FROM THAT CERTAIN SPECIAL WARRANTY DEED RECORDED AT O.R. BOOK 3664 PAGE 1430 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.**

IN WITNESS WHEREOF, Grantor has duly executed this instrument as of the date first written above.

GRANTOR:

Lucie Rock LLC, a Florida Limited Liability Company

By: Goldmeier (N.J.), LTD, a Florida Limited Partnership, its Manager

By: Goldmeier (N.J.) Corp., a Florida corporation, its general partner

By: _____
Name: Lee S. Goldmeier, its President

WITNESSES:

_____
WITNESS
PRINT NAME: Daniel Cohen

_____
WITNESS
PRINT NAME: GREGORY B. KONZELMAN

12 Laurel St
Morris Plains NJ 07950
WITNESS 1 ADDRESS

75 EISENHOWER PKY
ROSELAND, NJ 07068
WITNESS 2 ADDRESS

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me by means of (✓) physical presence or (_) online notarization, this 24th day of July, 2025, by Lee S. Goldmeier, the President of Goldmeier (N.J.) Corp., a Florida corporation, as the general partner of Goldmeier (N.J.), LTD, a Florida Limited Partnership, as the Manager of Lucie Rock LLC, a Florida Limited Liability Company, on behalf of the company, (✓) who is/are personally known to me or (_) who has/have produced _____ as identification.

_____
Signature of Notary Public

_____
Print, Type/Stamp Name of Notary

RACHEL DAMIANO
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 8/8/2026

EXHIBIT "A"

PARCEL 1:

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

TOGETHER WITH:

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 3:

FROM THE SOUTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, RUN NORTH 00°08'13" WEST ALONG THE 1/4 1/4 SECTION LINE 60 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 00°08'13"W 846.63 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR INTERSTATE 95 HIGHWAY; THENCE RUN NORTH 60°08'02" WEST ALONG SAID RIGHT-OF-WAY LINE 107.58 FEET; THENCE RUN NORTH 62°25'28" WEST 300.24 FEET; THENCE RUN NORTH 60°08'02" WEST 182.77 FEET; THENCE RUN SOUTH 00°11'29" WEST 346.62 FEET; THENCE RUN SOUTH 60°08'02" EAST 354.41 FEET; THENCE RUN SOUTH 00°08'13" EAST, 607.48 FEET; THENCE RUN NORTH 89°53'47" EAST, 210 FEET TO THE POINT OF BEGINNING.

BILLBOARD PARCEL:

BEING A PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE 1/4 1/4 SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, S60°50'22"E, 700.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 125.00 FEET; THENCE S60°50'22"E, 125.00 FEET; THENCE N29°09'38"E, 125.00 FEET TO THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG SAID SOUTH RIGHT-OF-WAY LINE 125.00 FEET BACK TO THE POINT OF BEGINNING.

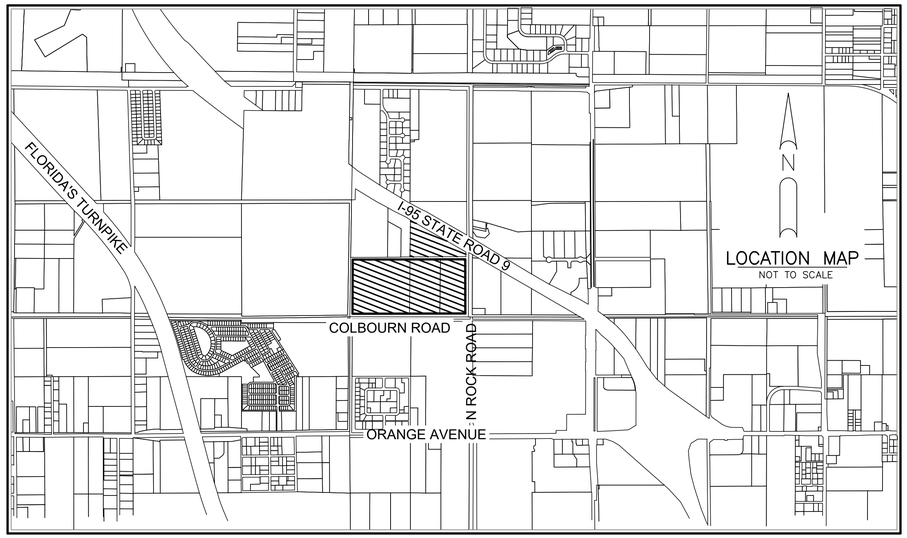
INGRESS/EGRESS EASEMENT:

BEING A PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE 1/4 1/4 SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE S60°50'22"E, 825.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 30.00 FEET; THENCE S60°50'22"E, 682.21 FEET TO THE WEST RIGHT-OF-WAY LINE OF ROCK ROAD; THENCE ALONG THE SAID WEST RIGHT-OF-WAY LINE OF ROCK ROAD N00°45'37"W, 34.61 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95 664.95 FEET BACK TO THE POINT OF BEGINNING.

ALL LESS AND EXCEPT LANDS DEEDED TO ST. LUCIE COUNTY BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 3664 PAGE 1430.

ALTA/NSPS LAND TITLE SURVEY



LEGEND

BTM –BOTTOM
CMP – CORRUGATED METAL PIPE
CONC – CONCRETE
(D) – DEED
EOW – EDGE OF WATER
FND – FOUND
HDEP – HIGH-DENSITY POLYETHYLENE PIPE
LB – LICENSE BUSINESS
MEAS – MEASURED
N.S.L.W.C.D. – NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
R/W – RIGHT-OF-WAY
TOB – TOP OF BANK
WTR GV – WATER GATE VALVE

– CONCRETE POWER POLE
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– INDICATES SECTION CORNER
– INDICATES 1/4 SECTION CORNER
– DENOTES FOUND SURVEY ROD & CAP
– DENOTES FOUND CONCRETE MONUMENT

SURVEY NOTES:

1. THIS SURVEY OR REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL, OR THE AUTHENTICATED ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER.
2. SURVEY MAP OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED PROFESSIONAL LAND SURVEYOR.
3. LANDS SHOWN HEREON WERE ABSTRACTED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NUMBER: 12889656, REVISION NUMBER: 1:2/18/2026 ISSUING OFFICE FILE NUMBER: G26-004, COMMITMENT DATE: 02/05/2026 AT 05:00 PM. SCHEDULE B-SECTION II EXCEPTIONS WERE REVIEWED BY THIS OFFICE AND ALL PLOTTABLE EXCEPTIONS ARE SHOWN HEREON.
4. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS WITH AN EXPECTED ACCURACY OF +/– 0.05'. ALL PROPERTY CORNERS WERE DOUBLE OCCUPIED FOR REDUNDANT MEASUREMENTS.
5. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
6. THE DESCRIPTION OF THE LAND CONTAINED IN THIS SURVEY WAS PROVIDED BY THE CLIENT AND MATCHES THE DESCRIPTION IN THE TITLE COMMITMENT.
7. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASIS FOR THIS SURVEY IS BASED ON A MEASURED NORTH LINE OF CANAL NO. 44, SAID LINE BEARS S 89°50'19" W AND ALL OTHER BEARINGS ARE RELATIVE THERETO. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS.
8. THE VERTICAL DATUM REFERENCES THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 AND IS IN THE U.S. SURVEY FOOT UNIT OF MEASUREMENT.
9. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS ESTABLISHED BY THE NATIONAL GEODETIC SURVEY (NGS) CONTROL POINT DESIGNATION "195 K 14", PDI AF7282 HAVING A PUBLISHED ELEVATION OF 16.46' (NAVD88) A FOUND FDOT SURVEY DISK SET IN A CONCRETE HEADWALL STAMPED BM 195 K 14.
10. SUBJECT PROPERTY FALLS WITHIN ZONE "X", AREA OF MINIMAL FLOOD HAZARD ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); COMMUNITY PANEL NO. 12111C0160J UNINCORPORATED ST. LUCIE COUNTY, COMMUNITY NO. 12285; DATED FEBRUARY 16, 2012.
11. THERE ARE NOT GAPS, GORES OR HIATUSES, THE TRACTS ARE CONTIGUOUS ALONG THEIR BOUNDARIES..
12. THE SURVEY SKETCH SHOWN HEREON DOES NOT NECESSARILY CONTAIN ALL OF THE INFORMATION OBTAINED OR DEVELOPED BY THE UNDERSIGNED SURVEYOR IN HIS FIELD WORK, OFFICE WORK OR RESEARCH.
13. REVISIONS SHOWN HEREON DO NOT REPRESENT A "SURVEY UPDATE" UNLESS OTHERWISE NOTED.
14. ALL DATES SHOWN WITHIN THE REVISIONS BLOCK HEREON ARE FOR INTEROFFICE FILING USE ONLY AND IN NO WAY AFFECT THE DATE OF THE FIELD SURVEY STATED HEREIN.
15. IT IS A VIOLATION OF RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
16. THE OWNERSHIP OF FENCES, PERIMETER WALLS AND/OR HEDGES SHOWN HEREON ARE NOT KNOWN AND THUS ARE NOT LISTED AS ENCROACHMENTS. FENCES, HEDGES AND/OR PERIMETER WALLS ARE SHOWN IN THEIR RELATIVE POSITION TO THE BOUNDARY.
17. THE SUBJECT PROPERTY HEREON IS CONTIGUOUS, HAVING NO HIATUS, GAPS OR GORES.
18. AT THE TIME OF THIS SURVEY THERE WAS NO OBSERVABLE SURFACE EVIDENCE OF EARTH MOVING WORK OR BUILDING CONSTRUCTION.
19. AT THE TIME OF THE SURVEY THERE WAS NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES OR EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
20. AT THE TIME OF THIS SURVEY THERE WERE NO BUILDINGS EXISTING ON THE SURVEYED PROPERTY.
21. AT THE TIME OF THIS SURVEY THERE WAS NO PARKING ON THE SUBJECT PROPERTY.
22. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
23. AT THE TIME OF THE SURVEY THERE WERE NO WETLANDS MARKED BY OTHERS. THIS SURVEYOR DID NOT PERFORM A WETLAND DELINEATION, JURISDICTIONAL DETERMINATION, OR FIELD VERIFICATION OF SAID WETLANDS.
24. ALL BEARING AND DISTANCES ARE MEASURED BETWEEN FOUND MONUMENTATION. THE BOUNDARY SURVEY IS A RETRACEMENT SURVEY TO FOLLOW IN THE FOOTSTEPS OF THE PREVIOUS SURVEYOR AND BASED ON THE SURVEYS OF CULPEPPER & TERPENING, INC. DATED 11/04/05 WITH A LAST REVISION DATE OF 4/30/13 HAVING A JOB NUMBER 03-243

CERTIFICATE:

TO:
COMMONWEALTH LAND TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7A, 8, 11 (OBSERVED) 14, 16, 17, 18 AND 19 ($1,000,000) OF TABLE A THEREOF.

THE FIELDWORK WAS COMPLETED ON FEBRUARY 16, 2026

DATE OF PLAT OR MAP: FEBRUARY 28, 2026

COMMONWEALTH LAND TITLE INSURANCE COMPANY
COMMITMENT NUMBER: 12889656

SCHEDULE B, PART II – EXCEPTIONS

5. Easement by and between Stalls Fruit Company, Inc, Grantor, and Florida Power and Light Company, Grantee, recorded July 11, 1989, in Official Records Book 645, Page 379, as to Parcel 1. (AFFECTS AS SHOWN)

6. Easement by and between Stalls Fruit Company, Inc, Grantor, and Florida Power and Light Company, Grantee, recorded July 11, 1989, in Official Records Book 645, Page 378, as to Parcel 2. (AFFECTS AS SHOWN)

7. Grant of Temporary Easement by and between Lucie Rock, LLC, a Florida limited liability company, Grantor, and Moseley Advertising, Inc, a Florida corporation, Grantee, recorded March 12, 2004, in Official Records Book 1919, Page 1548, as to Parcel 2. (AFFECTS AS SHOWN)

8. Ordinance No. 04-031 recorded October 29, 2004, in Official Records Book 2087, Page 1213, as to all Parcels. (AFFECTS NOT PLOTTED – BLANKET IN NATURE)

9. Resolution 07-289 recorded December 13, 2007, in Official Records Book 2915, Page 1127, as to Parcel 1 and 3. (AFFECTS NOT PLOTTED)

10. Resolution 07-288 recorded December 14, 2007, in Official Records Book 2915, Page 2635, as to Parcel 1. (AFFECTS NOT PLOTTED)

11. Resolution No. 10-105 recorded August 5, 2010, in Official Records Book 3218, Page 2573, as to Parcel 1. (AFFECTS NOT PLOTTED)

12. Resolution 2013-167 recorded September 18, 2013, in Official Records Book 3560, Page 923, as affected by PDS Order No. 2020-058 recorded in Official Records Book 4494 page 523 and PDS Order 2023-064 recorded in Official Records Book 5060 page 1501, as to all Parcels. (AFFECTS NOT PLOTTED)

13. Development Agreement recorded September 24, 2013, in Official Records Book 3562, Page 2024, as to all Parcels. (AFFECTS NOT PLOTTED)

14. Subject to an unrecorded Billboard Lease by and between Lucie Rock LLC, a Florida limited liability company and Mosely Advertising, Inc, dated March 10, 2004, as evidenced by Affidavit recorded in Official Records Book 4824 page 19 located in Parcel 2. (AFFECTS AS SHOWN)

15. Subject to an unrecorded Lease dated August 21, 2010 in favor of Fletcher Nail. (UNKNOWN TO SURVEYOR)

16. Rights of tenants occupying all or part of the insured land under unrecorded leases or rental agreements. (UNKNOWN TO SURVEYOR)

DESCRIPTION:

PARCEL 1
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

ALL LESS AND EXCEPT LANDS DEEDED TO ST. LUCIE COUNTY BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 3664 PAGE 1430.

CONTAINING 3,725,282 SQUARE FEET/85.5207 ACRES, MORE OR LESS.

REVISIONS	DATE	BY
FILE NAME 11784 ALTA SURVEY v3.dwg		

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING SURVEYING
LANDSCAPE ARCHITECTURE
7900 GLADES ROAD SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

ALTA/NSPS LAND TITLE SURVEY
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE	01/19/2026
DRAWN BY	RLF
F.B./ PG.	ELECT
SCALE	AS SHOWN

DAVID P. LINDLEY
REGISTERED LAND
SURVEYOR NO. 5005
STATE OF FLORIDA
L.B. 3591

JOB # 11784
SHT.NO. 1
OF 2 SHEETS

NORTH

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
INTENDED DISPLAY SCALE
1 INCH = 100 FEET

SEE SHEET 3 OF 3 FOR PARCELS 2 AND 3

SUNNYLAND DRIVE
65' PUBLIC R/W

N89°50'57"E 2526.89'

FND 3"X3" CONC MON S=2.1' W=2.0'

FND 4"X4" CONC MON STAMPED C&T PRM LB 4286. 30' WEST, 5' NORTH

NORTH LINE OF THE SOUTH 1/2 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

5' PUBLIC R/W DEDICATION (O.R.B. 3664, PAGE 1430)

WIRE FENCE

P.O.C. PARCEL 3
SE CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 2
FND 5/8" IRON ROD
S=0.5'
W=2.5'

FND 5/8" IRON ROD
N=0.14' 0.81' W

NO0°08'13"W (D)
N00°04'25"E
60.00'

SUNNYLAND DRIVE
70' PUBLIC R/W

ACCESS ROAD
60' IDENTIFIED AS (313-0025-000/5)
ST. LUCIE COUNTY ASSESSMENT MAP

N89°50'57"E 1270.27'
DIRT ROAD

TOP OF BANK CANAL

FND 4"X4" CONC MON STAMPED C&T PRM LB 4286 5' NORTH 20' EAST

10' FPL EASEMENT (O.R.B. 645, PAGE 379)

NORTH LINE OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

97'

47' 50'

TOP OF BANK CANAL

EMERSON AVENUE
PUBLIC R/W

N.S.L.W.C.D. CANAL NO. 41
97' R/W

EAST LINE OF WEST 97' SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

TOP OF BANK DITCH

WELL/PUMP CONCRETE SLAB

WEST LINE OF THE EAST 1/2 OF THE SE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

PARCEL 1
THE SOUTH 1/2 OF THE SW 1/4 SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

TOP OF BANK DITCH

WIRE FENCE

S00°13'36"W 1236.02'

WEST LINE OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

30' PUBLIC R/W DEDICATION (O.R.B. 3664, PAGE 1430)

S00°01'24"E 1168.11'

ROCK ROAD
70' PUBLIC R/W

N.S.L.W.C.D. CANAL NO. 33
86' R/W

EAST LINE OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

20' PUBLIC R/W-DEDICATION (O.R.B. 3664, PAGE 1430)

50' 43' 43'

TOP OF BANK CANAL

FND 1" IRON PIPE S=0.3' W=1.6'

FND 1" IRON PIPE S=1.4' W=3.7'

FND 4"X4" CONC MON STAMPED C&T PRM LB 4286, 30' WEST

24" HDPE

SOUTHWEST CORNER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

NORTH LINE OF CANAL NO. 44
(BEARING BASIS) N89°50'19"E

S89°50'19"W 2532.29'

FND 5/8" IRON ROD

10' FPL EASEMENT (O.R.B. 645, PAGE 379)

WIRE FENCE

N.S.L.W.C.D. CANAL NO. 44
80' R/W

SOUTH LINE OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

30" HDPE

TOP OF BANK CANAL

24" HDPE

18" CMP

72" CMP

FND 4"X4" CONC MON STAMPED C&T PRM LB 4286 20' EAST

SEWER PIPELINE MARKER

SOUTH 1/4 CORNER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

GAS LINE MARKER

FND MAG AND DISK ST. LUCIE CO. PLS 3916

STORM DRAIN INVERT 15.74
STORM DRAIN PIPE TOP 17.59

1005 18.88
1004 17.48 STORM DRAIN PIPE TOP
STORM DRAIN INVERT

BY	DATE	REVISIONS

FILE NAME: 11784 ALTA SURVEY v3.dwg

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING SURVEYING
LANDSCAPE ARCHITECTURE
7900 GLADES ROAD SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

ALTA/NSPS LAND TITLE SURVEY
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 01/19/2026
DRAWN BY RLF
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11784
SHT.NO. 2
OF 3 SHEETS

PLAN SNAPSHOT REPORT CU-2603-000102 FOR ST LUCIE COUNTY

Plan Type:	Conditional Use	**Project:**	Project Orchid (PR-001710-2026)	**App Date:**	03/05/2026
Work Class:	Conditional Use	**District:**	1	**Exp Date:**	07/03/2026
Status:	In Review	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Benton, Kori	**Approval Expire Date:**	

Description: The property has an Industrial Heavy (IH) zoning district and the proposed use, foundry is not included in the section of the code for conditional uses. As such we are requesting approval of the foundry use.

Parcel: 230234100010008 Main | **Address:** | **Zone:** IH(IH)

Engineer
Jordan Haggerty, PE
Business: (561) 270-6983
Mobile: (772) 342-3183

Applicant
Michael Houston
3500 SW Coporate PKWY
Suite 203
Palm City, FL 34990
Business: (772) 678-7200
Mobile: (772) 924-8492

Applicant
Kristina Harkins
3500 SW Corporate PKWY
Suite 203
Palm City, FL 34990

Engineer
Paul C Anderson
Business: (239) 271-2648
Mobile: (813) 960-4045

Applicant
Patti Tobin
3500 SW Corporate PARK 203
Palm City, FL 34990
Business: (772) 678-7200
Mobile: (772) 201-9439

Applicant
Yanique Virgo
Mobile: (786) 300-7797

Plan Custom Fields

Project Name	Project Orchid	Acres	9.5	Zoning District	IL and IH
Legal Description	2 35 39 E 1/2 OF SE 1/4 OF SW 1/4-LESS S 80 FT AND LESS E 93 FT FOR RD AND CANAL RS/W AND LESS ADDL RD R/W MPDAF: BEG INT OF W R R/W LI OF ROCK RD AND S R/W LI OF SUNNYLAND DR, TH S 00 03 54 E 1240.54 FT TO N R/W LI OF CANAL #44, TH S 89 50 20 W ALG R/W LI 20 FT, TH N 00 03 54 W 1240.54 FT TO S RD R/W LI OF SUNNYLAND DR, TH N 89 50 57 E 20 FT TO POB- AND LESS N 5 FT OF E 1/2 OF SE 1/4 OF SW 1/4 LYG S OF SLY RD R/W LI OF SUNNYLAND DR FOR ADDL RD R/W (16.509 AC 719,132 SF)	Existing Use of Property	Vac Comm	Project Category	Commercial
Type of Use Proposed	Industrial	Description of Specific Use if "Other":		Change in Zoning	Yes
Future Land Use	Yes	Site Plan Approval	Yes	Reason	The project requires a furnace or foundry, and staff has determined that use, since it is not listed as a permitted use would require a conditional use. zoning district.
In Conflict LDC	No. The foundry use is in		the IH (Industrial Heavy)		

PLAN SNAPSHOT REPORT (CU-2603-000102)

Existing Uses	There is a small office building to the east, county jail to the south, and vacant land to the north, east and west.
Environmental Impacts	Outside of possible fumes and noise, no environmental impacts are anticipated. And those impacts are currently being analyzed.

Changed Condition	The proposed use as a window manufacturer requires the use of a foundry to make the customized window frames.
Additional Information	The project is 1,290,00 Sf and ultimately will operate 24 hours/day. There are expected to be 1,005 employees. Trip generation is included in the Traffic Impact Analysis. The applicant is currently analyzing the noise, light, hazardous substances and the effects of the equipment utilized. This analysis will be provided at a later date.

Anticipated Impacts	The proposed use as a foundry will not adversely impact existing or future public buildings. The foundry encompasses less than 6% of the total building area.

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

Planning Division

CONDITIONAL USE RESPONSE FORM

Section 11.07.01(C) of the St. Lucie County Land Development Code provides that where a written protest against an application for a Conditional Use Permit is signed by the owners of fifty (50) percent or more of the area within five hundred fifty (500) feet of the property affected by the proposed action, any such Conditional Use Permit shall not be approved except by the favorable vote of four fifths (4/5) of all of the Board of County Commissioners.

Please Return This Form To:

Mail to:
St. Lucie County Planning & Dev. Serv. Dept. - Planning Division.
ATTN: Kori Benton, AICP, Planning & Zoning Manager
2300 Virginia Avenue, Ft. Pierce, FL 34982
Or Email: kori.benton@stlucieco.gov

Project Description:	To develop and operate a 76,200 square foot metal foundry as part of a window manufacturing facility currently in the IH (Industrial Heavy) Zoning District as part of a companion Major Site Plan application for the entire +/-73.48 acre site.		
Project Locations:	West side of North Rock Road, approximately 2,700 feet north of Orange Ave. CUP on a portion of Parcels 2302-341-0001-000-8 & 2302-342-0001-000-1		
Current Zoning:	CUP site is within the IH, Industrial Heavy portion of the site.	**File No.:**	**CU-2603-000102**

If you wish, please check only one of the three following statements; and return no later than **Wednesday, April 15, 2026**. Forms returned without a name and address will not be considered. All returned forms are a matter of public record and are available for viewing upon request. Please attach additional pages with comments, if necessary.

I AM **IN FAVOR** OF THE REQUESTED CONDITIONAL USE X

I AM **NOT IN FAVOR** OF THE REQUESTED CONDITIONAL USE _____

I HAVE **NO OPINION** ABOUT THE REQUESTED CONDITIONAL USE _____

I certify as of the date written below, I am a property owner within 500 feet of the requested Conditional Use.

Name (Please Print): Homestead Business Asset Management

Address: 23600 SW 162 Ave
Homestead FL 33031

Date: 4/9/2026 **Signature:** Charles P. Munz

Please call, Kori Benton, Project Manager at (772) 462-2518 or email kori.benton@stlucieco.gov ***if you have any questions.***

Note: This mailer was sent to owners of property within 500ft of the overall site plan boundary, whereas the CUP area is narrower. Land area for purposes of a 4/5th majority vote will be calculated based upon the area under the CUP.

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

Planning Division

CONDITIONAL USE RESPONSE FORM

Section 11.07.01(C) of the St. Lucie County Land Development Code provides that where a written protest against an application for a Conditional Use Permit is signed by the owners of fifty (50) percent or more of the area within five hundred fifty (500) feet of the property affected by the proposed action, any such Conditional Use Permit shall not be approved except by the favorable vote of four fifths (4/5) of all of the Board of County Commissioners.

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Current Zoning:	CUP site is within the IH, Industrial Heavy portion of the site.	**File No.:**	**CU-2603-000102**

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I AM **IN FAVOR** OF THE REQUESTED CONDITIONAL USE ✓

I AM **NOT IN FAVOR** OF THE REQUESTED CONDITIONAL USE _____

I HAVE **NO OPINION** ABOUT THE REQUESTED CONDITIONAL USE _____

I certify as of the date written below, I am a property owner within 500 feet of the requested Conditional Use.

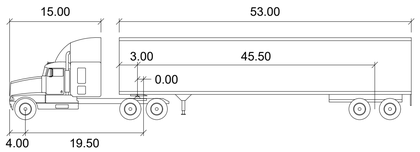
Name (Please Print): RJM Development Don Mancil Jr

Address: 5701 SW Sunshine Farms Way
Palm City FL 34990

Date: 4/9/26 _____ **Signature:** Don Mancil Jr.

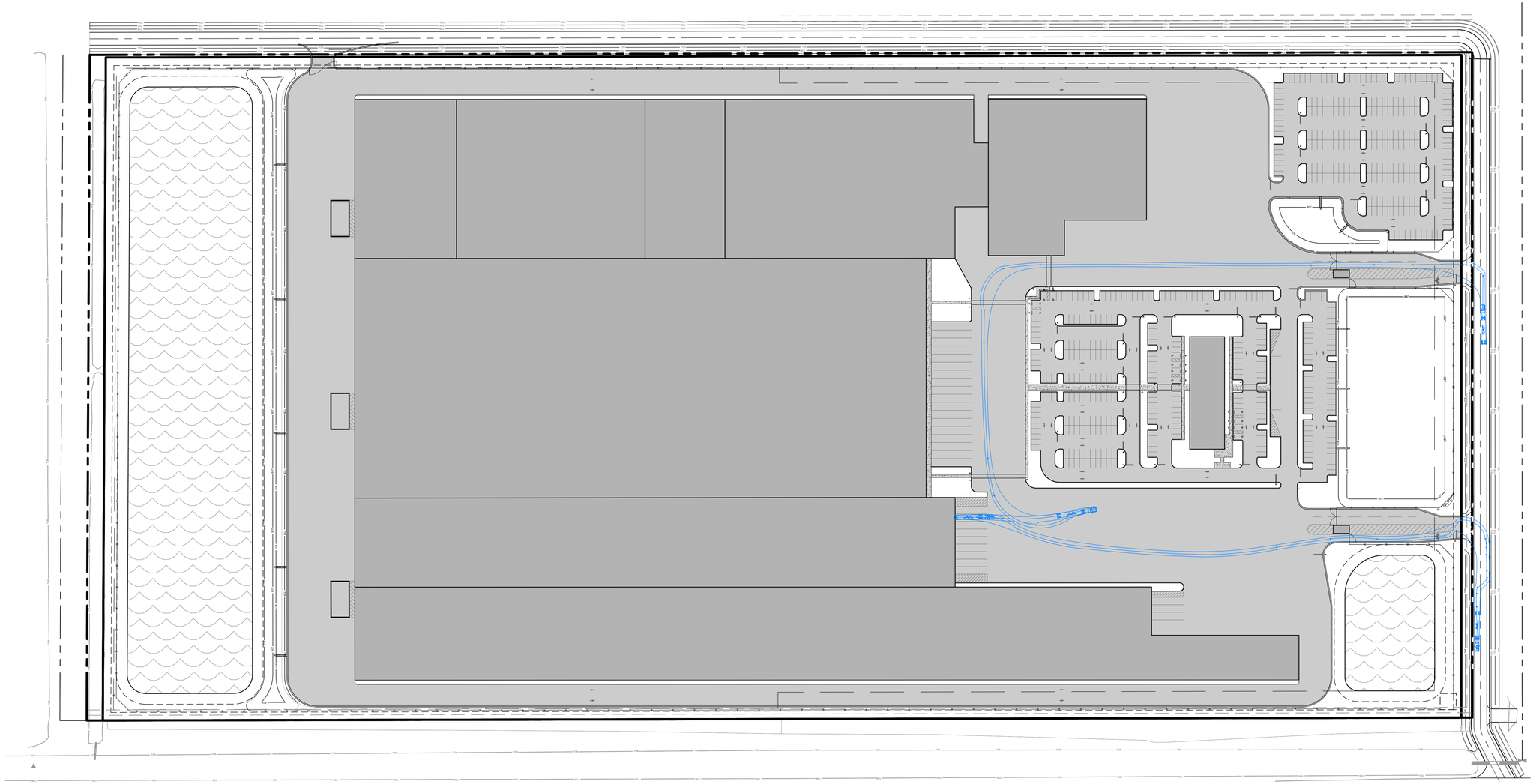
Please call, Kori Benton, Project Manager at (772) 462-2518 or email kori.benton@stlucieco.gov ***if you have any questions.***

Note: This mailer was sent to owners of property within 500ft of the overall site plan boundary, whereas the CUP area is narrower. Land area for purposes of a 4/5th majority vote will be calculated based upon the area under the CUP.



WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301 · FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785
DATE:

KHA PROJECT 043918010			
DATE APRIL 2026			
SCALE	AS SHOWN		
DESIGNED BY	KHA	PROJECT MANAGER	KHA
DRAWN BY	KHA	QUALITY CONTROL	KHA
CHECKED BY	KHA	DIRECTOR	KHA

DELIVERY TRUCK CIRCULATION PLAN

PROJECT ORCHID

PREPARED FOR
FOUNDRY COMMERCIAL

ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
C-400

Plotted By: Anaya, Chase Sheet Set: Kha Layout: C-400 April 07, 2026 05:38:14pm C:\ACC\ACCDocs\Kimley-Horn\043918010_FOUNDRY COMMERCIAL DD\Project Files\CAD\Exhibits\40' Driveway\C-Vehicle 40D.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

St Lucie County Fire Truck

		feet
Width	:	8.50
Track	:	8.00
Lock to Lock Time	:	6.0
Steering Angle	:	41.5

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301, FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785
DATE:

KHA PROJECT	043918010
DATE	APRIL 2026
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	KHA

FIRE TRUCK CIRCULATION PLAN

PROJECT ORCHID

PREPARED FOR
FOUNDRY COMMERCIAL

ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
C-401

Plotted By:Anaya Chase Sheet Set:Kha Layout:C-401 April 07, 2026 05:38:14pm C:\ACCDocs\Kimley-Horn\043918010_FOUNDRY COMMERCIAL DD\Project Files\CAD\Exhibits\40' Driveway\C-Vehicle 40D.dwg
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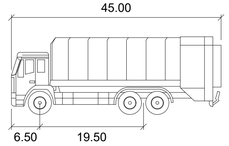

Martin Brower 48ft 2024

		feet
Width	:	8.50
Track	:	8.50
Lock to Lock Time	:	7.0
Steering Angle	:	26.0

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

No.	REVISIONS	DATE	BY

Kimley»Horn
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1514 BROADWAY, SUITE 301, FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785
DATE:

KHA PROJECT 043918010		PROJECT	KHA
DATE APRIL 2026		DESIGNED BY	KHA
SCALE AS SHOWN		DRAWN BY	KHA
		CHECKED BY	KHA

GARBAGE TRUCK CIRCULATION PLAN

PROJECT ORCHID
PREPARED FOR
FOUNDRY COMMERCIAL
ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
C-402

Plotted By:Anaya, Chase Sheet Set:Kha Layout:C-402 April 07, 2026 05:38:16pm C:\ACCIACCDocs\Kimley-Horn\043918010_FOUNDRY COMMERCIAL DD\Project Files\CAD\Exhibits\40' Driveway\GC-Vehicle 40D.dwg
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HEAVY INDUSTRIAL

80'-0" ALLOWABLE HEIGHT

17 18 19 20 21 22 23 24 25 1.2 2.2 3.2 4.2 5.2 6.2 7.2

' - 0" 50' - 0" 39' - 0" 50' - 0" 50' - 0" 50' - 0" 50' - 0" 39' - 6" 35' - 0" 41' - 0" 50' - 0" 50' - 0" 50' - 0" 50' - 0" 54' - 0"

HH 45' - 4" GG 45' - 0" FF 45' - 0" EE 45' - 0" DD 46' - 0" CC 33' - 0" BB 33' - 0" AA

ALUMINUM PLANT
MAX BUILDING
HEIGHT = 60'-0"

296' - 3"

ENTRANCE

POSSIBLE BREAKROOM/ RESTROOM

16' WIDE GARAGE DOOR

24' WIDE GARAGE DOOR

24' WIDE GARAGE DOOR

FOUNDRY
MAX BUILDING
HEIGHT = 60'-0"

24' WIDE GARAGE DOOR

16' WIDE GARAGE DOOR

24' WIDE GARAGE DOOR

EGRESS DOOR, TYP.

24' WIDE GARAGE DOOR

POSSIBLE BREAKROOM/ RESTROOM

ENTRANCE

24' WIDE GARAGE DOOR

FUTURE USE

446' - 0"

238' - 6"

54' - 0"

167' - 0"

POSSIBLE BREAKROOM/ RESTROOM

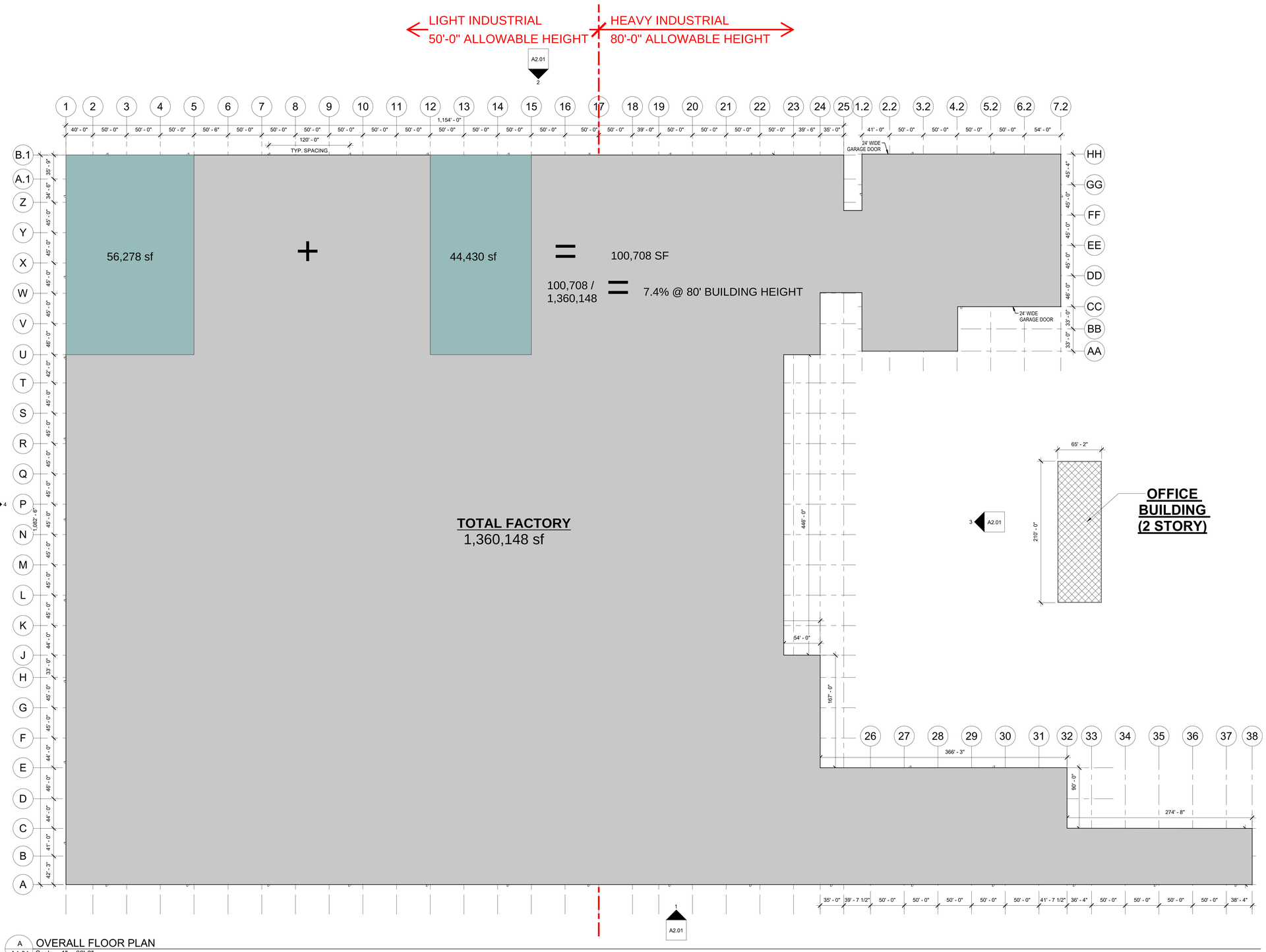
B.2

3 A2.01

65' - 2"

210' - 0"

OFFICE BUILDING (2 STORY)



A OVERALL FLOOR PLAN
A1.01 Scale: 1" = 60'-0"

CESO
WWW.CESOINC.COM

SELECT OFFICE

THE INFORMATION ON THIS DOCUMENT IS PRELIMINARY OR INCOMPLETE, NOT FOR CONSTRUCTION, RECORDING PURPOSES, OR IMPLEMENTATION.

FOUNDRY COMMERCIAL

PROJECT ORCHID

STREET ADDRESS
CITY, STATE ZIP

REVISIONS / SUBMISSIONS

ID	DESCRIPTION	DATE

© 2026 CESO, INC

PROJECT NUMBER:	######
DRAWN BY:	Author
CHECKED BY:	Checker
DATE:	YYYY.MM.DD
ISSUE:	STATUS

SHEET TITLE:
OVERALL FLOOR PLAN

A1.01

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

PROJECT ORCHID

Environmental Impact Report

Prepared For:

Foundry Commercial

Prepared By:

EW Consultants, Inc.

March 2026

1000 SE Monterey Commons Boulevard, Suite 208 • Stuart, FL 34996 772-287-8771 • Fax 772-287-2988
www.ewconsultants.com

Purpose and Intent

This report has been prepared in support of a proposed industrial development on a 73.48 +/- acre property referred to as Project Orchid. The subject property is located north of and adjacent to Colbourn Road, south of I-95, east of the Florida Turnpike, and west of and adjacent to Rock Road. The northern and eastern boundary of the property are defined by Rock Road. This report has been prepared in accordance with Section 11.02.09.A.5 "Environmental Impact Report" of the St. Lucie County Land Development Code.

Introduction

The subject 73.48 +/- acre property covered by this Environmental Impact Report is located within Section 2, Township 35 South, Range 39 East within unincorporated St. Lucie County, Florida. A Location Map (Figure 1), USGS Quad Map (Figure 2), and Aerial Photo (Figure 3) depicting the property boundaries and the immediate surrounding area are provided in the Appendix.

Property Description

The property is comprised of several different land cover types with the predominate land cover type being abandoned citrus groves that are no longer in production. The property also contains several man-made agricultural conveyance ditches that were constructed for the purpose of drainage and irrigation of the former citrus groves. Native species including cabbage palm and laurel oak have naturally colonized throughout the property as have non-native invasive species, predominantly Brazilian pepper and Australian pine. A review of historic aerial imagery indicates that the property was converted to agricultural use more than 65 years ago and was subsequently converted for the purpose of citrus production by 1985. The property does not contain any native upland habitat, and no wetlands were identified during field reconnaissance conducted for this Environmental Impact Report.

Soils

A Custom Soils Resource Report for the subject property is provided in the Appendix. This report, prepared by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) provides complete descriptions of all soil types within the Project Orchid property along with acreage summaries and soil descriptions.

Natural Communities and Land Cover

The following is a summary of the land cover types and vegetative communities found on the subject site. Land cover and vegetative community classifications are mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial imagery interpretation were employed in the mapping of the vegetative communities on the subject property. The vegetative community descriptions include discussions of potential wildlife habitat provided by the various resources present in those communities. Detailed observations and occurrences of wildlife are discussed in subsequent sections of this report.

The FLUCFCS classifications observed on the site are described below. A Land Cover Map of the observed vegetative community types is included as Figure 4 in the Appendix of this report. The land cover types on the property are described as follows:

224 – Abandoned Groves –

This is the predominant land cover type on the subject property and includes the portions of the property that were previously converted for the purpose of citrus production that are no longer in operation. The network of ridges, furrows, and ditches were constructed for the purpose of drainage and irrigation of the former citrus grove remains. Non-native invasive plant species including Brazilian pepper, carrotwood, old-world climbing fern, downy rose myrtle, strawberry guava, Caesar weed, smut grass, and cogan grass are present throughout and are the dominant coverage in some areas. Native species including live oak, laurel oak, and cabbage palm are also present within the abandoned grove portions of the property.

437 – Australian Pine –

There is a portion of the property where the vegetation cover is dominated by non-native invasive Australian pine trees. As generally occurs in areas that are dominated by Australian pines, the occurrence of other plant species in this area is sparse and consists of scattered ruderal shrubs and ground cover.

510 – Ditches –

There are several conveyance ditches present within the central and eastern portions of the property. Vegetation present within the ditches includes a variety of native, non-native, and nuisance species including jointed spike rush, Peruvian primrose willow, and cattail.

Wildlife

Non-listed Wildlife

Observations for wildlife presence and signs of utilization were made during site reconnaissance conducted beginning in January and and continuing on a regular basis through the preparation of this report in March 2026. Several common avian species were observed within the property and several others are likely to occur on a foraging or migratory basis.

The following non-listed avian species have been observed during site reconnaissance of the property: mourning dove, eastern meadowlark, American crow, black vulture, red-shoulder hawk, swallow tailed kite, and cattle egret. Several species of wading birds including great egret, white ibis, and little blue heron were also observed both in transit and forging within the on site agricultural ditches.

Direct observation and signs of utilization by mammals were observed during the site reconnaissance including raccoon, coyote, feral hog, and rodents.

Reptile observations included soft-shell turtle, black racer snake, and southern leopard frog.

Listed Species Inventory and Evaluation –

The survey methodologies used for determining the status of state and/or federally listed wildlife species occurrence on the site followed generally accepted protocols as specified in state and Federal guidance documents. The geographic range of the property and its associated habitats, vegetative cover types, and natural or disturbed status were the primary considerations in assessing the potential occurrence of listed species.

Pedestrian and vehicular surveys were employed to assess the relative quality and wildlife utilization of the property. In addition, the protected species evaluations and survey methodologies have been, and will continue to be, addressed on a species-specific basis in accordance with Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish and Wildlife Service (USFWS) protocols and techniques relative to the species under consideration.

The state and/or federally listed wildlife species with potential to occur on the subject site are summarized in the following table. Likelihood of occurrence has been indicated based on species-specific evaluations and best professional judgement and noted as either observed during site review or likelihood of occurrence as high, medium, or low.

Table 1. Known and Potentially Occurring Listed Faunal Species

Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
					State/Federal
American alligator	*Alligator mississippiensis*	Wetland and aquatic habitat	Pedestrian and vehicular transects	M	FT/SA
Audubon's crested caracara	*Caracara cheriway*	Dry prairie, open rangeland	Pedestrian and vehicular transects	M	FT
Bald eagle	*Haliaeetus leucocephalus*	Nest in tall trees (usually pine) near coasts, rivers, lakes and wetlands	Pedestrian and vehicular transects	L	No longer listed Nest trees protected
Eastern indigo snake	*Drymarchon corais couperi*	A diversity of upland/low land habitat	Pedestrian and vehicular transects	M	FT
Florida bonneted bat	*Eumops floridanus*	A diversity of forested habitats	Acoustic and roost surveys	L	FE
Florida burrowing owl	*Athene cunicularia*	Sandhills, ruderal communities, dry prairies	Pedestrian and vehicular transects	M	ST
Florida pine snake	*Pituophis melanoleucus mugitus*	Well drained sandy soils, moderate to open pine canopy	Pedestrian and vehicular transects	L	ST
Florida sandhill crane	*Grus canadensis pratensis*	Breed in emergent palustrine wetlands; forage in pastures/prairies	Pedestrian and vehicular transects; aerial nest survey	L	ST
Florida scrub-jay	*Aphelocoma coerulescens*	Xeric oak scrub and scrubby flatwoods on sandy ridges and dunes	Pedestrian and vehicular transects	L	FT
Gopher tortoise	*Gopherus polyphemus*	Sandhills, xeric oak scrub, sand pine scrub, scrubby flatwoods; agricultural lands	Burrow survey 100% of suitable habitat	M	ST
Little blue heron	*Egretta caerulea*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	[1]O	ST
Red-cockaded woodpecker	*Picoides borealis*	Mature pine woodlands	Pedestrian and vehicular transects	L	FE
Reddish egret	*Egretta rufescens*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	L	ST

Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
Roseate spoonbill	*Ajaia ajaja*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Southeast American kestrel	*Falco sparverius paulus*	Sandhill and open rangeland nest in cavities of dead trees and abandoned woodpecker nests	Pedestrian and vehicular transects	L	ST
Tricolored heron	*Egretta tricolor*	Breeding: marshes, swamps, ponds, nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Wood stork	*Mycteria americana*	Estuarine or freshwater wetlands; nest in tops of trees in cypress or mangrove swamps	Pedestrian and vehicular transects	M	No longer Federally listed

O* = Observed; [1] Observed transient ; [2] Observed nesting and/or resident
Probability of Occurrence: H= High probability; M= Medium; L= Low;

FE = Federally-designated Endangered; FT = Federally-designated Threatened; FXN = Federally-designated Threatened Nonessential Experimental Population; FT(S/A) = Federally-designated Threatened species due to similarity of appearance; ST = State-designated Threatened; SSC = State Species of Special Concern

The American alligator is listed as Federally Threatened due to similarity of appearance with the American crocodile and alligators are relatively common throughout the region in wetland and aquatic systems. Although no alligators were observed during field reconnaissance, there remains a moderate chance of occurrence of alligators within the on site agricultural ditches.

The subject property is located within the consultation area of the Audubon's crested caracara and the portions of the abandoned citrus groves that contain sparse occurrences of trees provide suitable foraging habitat for this species. The property also contains mature cabbage palms that provide caracara with preferred nesting structures. Although no crested caracara or caracara nests were observed during field reconnaissance, in order to verify the absence of this species, a crested caracara nesting season survey is currently under way. The nesting season survey was initiated on January 1, 2026 and, in accordance with U.S. Fish and Wildlife Service (USFWS) guidelines, will continue through April 2026. A caracara nesting season survey report documenting the findings of the nesting season survey will be provided under separate cover following the completion of the survey.

Bald eagles, while no longer listed, remain protected under the Bald and Golden Eagle Protection Act. The property does not contain mature slash pines that are large enough to provide nesting opportunities and no bald eagles or bald eagle nests were observed during field reconnaissance.

The eastern indigo snake is a secretive species that ranges widely over a diversity of upland and wetland habitats and is known to occur in the region. No eastern indigo snakes have been observed during multiple site visits and the absence of any significant gopher tortoise population indicates that indigo snakes are unlikely to occur. Regardless, standardized and specific construction awareness and notification procedures will need to be implemented for the protection of this species during site development.

The Florida bonneted bat is listed as endangered by the U.S. Fish and Wildlife Service (USFWS). This species preferred habitat for roosting and nesting includes a variety of forested habitats and man-made structures which do not occur on site. The property is located outside of the designated consultation area for this species, thus its potential for occurrence is considered low. No bonneted bats were observed during site reconnaissance conducted in January and February 2026.

Florida burrowing owls are listed as Threatened by the State of Florida and the portions of the site with only sparse occurrences of canopy trees and palms provide potentially suitable habitat for this species. However, no Florida burrowing owls or burrowing owl burrows were observed during field reconnaissance and the occurrence of this species is unlikely.

The Florida pine snake inhabits areas that feature well-drained sandy soils with moderate to open canopy. According to the FFWCC publicly available database, the subject site is located within the distribution area for this species. The property does not contain any pine flatwoods habitat suitable for this species and no Florida pine snakes were observed, thus the potential for their occurrence is considered low.

The Florida sandhill crane is a State-designated Threatened species that is relatively common within the region. The preferred nesting habitat for this species is freshwater marsh habitat which does not occur onsite and no sandhill cranes or sandhill crane nests were observed during field reconnaissance.

The Florida scrub-jay is a Federally threatened species that inhabits xeric oak and scrubby flatwoods habitats along sandy ridges and dunes. The subject property does not contain any suitable habitat for this species and no Florida scrub-jays were observed or heard during field reconnaissance.

In January and February 2026, habitat reconnaissance surveys were conducted by Jason Hahner (Licensed Gopher Tortoise Agent #GTA-14-00024I) to identify the occurrence of gopher tortoises, their burrows, or indicators of their presence. The habitat surveys were conducted in accordance with Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines (revised April 2023).

No gopher tortoises, gopher tortoise burrows, or indicators of the presence of gopher tortoises were observed during the representative habitat survey conducted in January and February 2026. Although no gopher tortoises or gopher tortoise burrows were observed, a 100% habitat survey for this species will need to be conducted prior to the commencement of any land development activities. A gopher tortoise relocation permit will be required should any potentially occupied gopher tortoise burrows be identified that cannot be avoided by development within a radius of at least 25-feet from the burrow entrance.

The on site ditches provide potential foraging opportunities for listed wading bird species and one of these species, the State-designated Threatened little blue heron was observed during field reconnaissance. Other listed wading bird species that are likely to forage on the property include the tricolored heron and roseate spoonbill, although neither of these species have been observed during field reconnaissance.

As of March 9, 2026, the wood stork is no longer listed as a federally threatened species by the U.S. Fish and Wildlife Service (USFWS). As of the date of this report (March 2026), it is not currently clear whether the wood stork will remain protected at the state level by Florida Fish and Wildlife Conservation Commission (FFWCC). Regardless, no wood storks were observed during the January and February 2026 site reconnaissance and the property does not provide suitable nesting habitat due to the absence of naturally forested wetlands.

Impact Summary

Uplands –

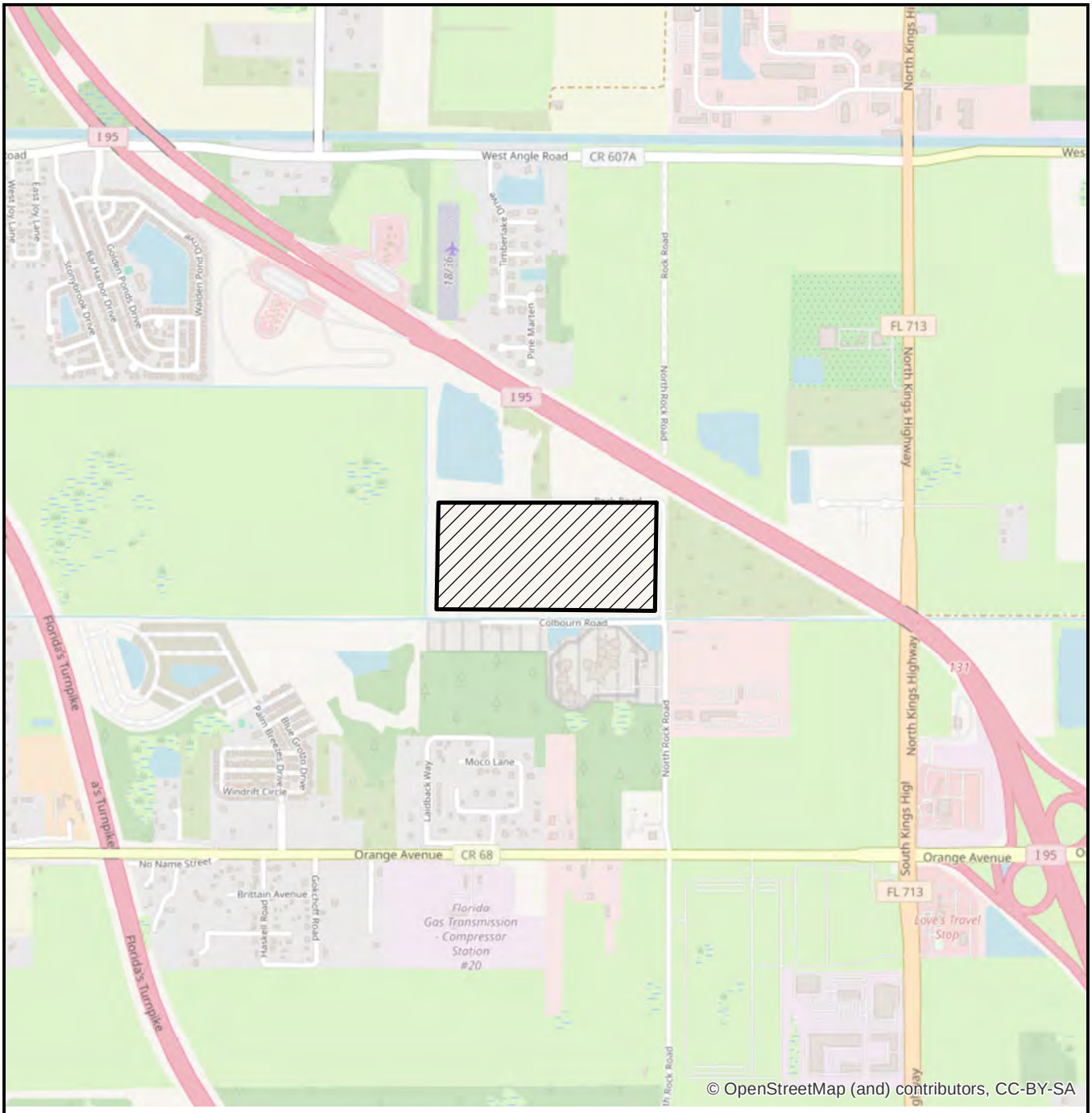
Development of the project will require a vegetation removal permit issued by St. Lucie County for removal of native trees. Issuance of the vegetation removal permit will require demonstration of avoidance and minimization of impacts to native vegetation, a tree survey, and a mitigation plan for proposed impacts. A tree inventory is under way (by others) which will be provided to the project land planner for tree disposition plans. Vegetation designated to be preserved will need to meet the St. Lucie County vegetation protection standards.

Wetlands –

A review of permitting records on the South Florida Water Management District (SFWMD) online web portal did not reveal that any past or current permits exist for the subject property. As such, an application for an Environmental Resource Permit (ERP) will be required for any future proposed development.

The opinion of the absence of wetlands on site has not yet been verified by SFWMD as of the date of this report (March 2026). A site review with SFWMD staff to confirm these conditions will be required as part of a Formal Wetland Determination or upon submittal of an Environmental Resource Permit (ERP) application.

APPENDIX



LEGEND

▨ - SITE (73.5+/- AC)

0 2,000 Feet

N

FOUNDRY COMMERCIAL
PROJECT ORCHID
LOCATION MAP

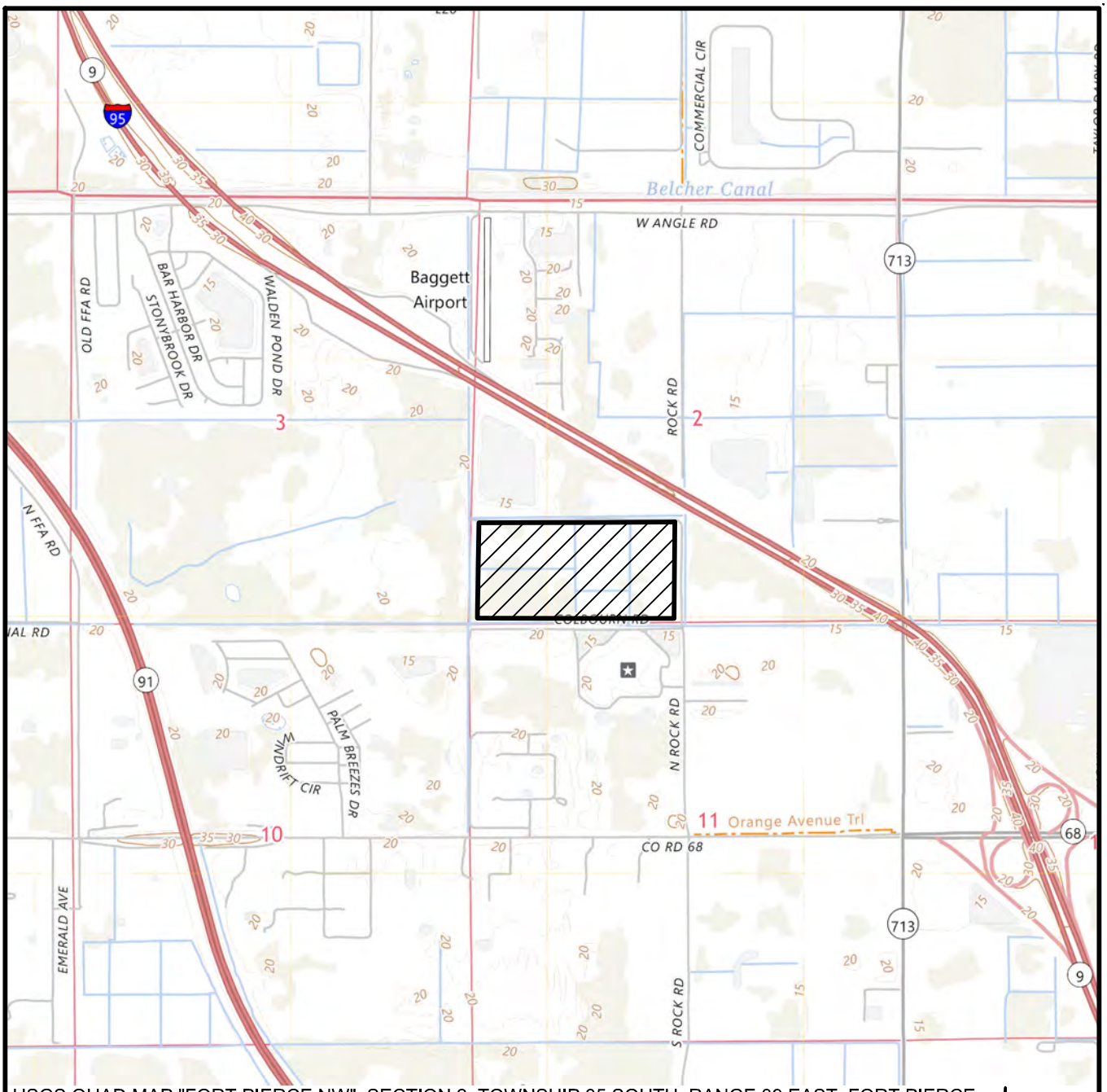
EW CONSULTANTS, INC.

1000 SE Monterey Commons Blvd., Suite 208
Stuart, FL 34996
772-287-8771 Fax 772-287-2988
www.ewconsultants.com

FEB 2026

FIGURE

1



USGS QUAD MAP "FORT PIERCE NW", SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, FORT PIERCE, ST LUCI E COUNTY, FLORIDA, LATITUDE 27°27'25" LONGITUDE -80°24'43"

LEGEND

▨ - SITE (73.5± AC)

0 2000

SCALE IN FEET

FOUNDRY COMMERCIAL
PROJECT ORCHID

QUAD

EW CONSULTANTS, INC.

1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

MAR 2026

FIGURE

2

Project Orchid.dwg QUAD



FDOT AERIAL DATED 2024

0 500
SCALE IN FEET

FOUNDRY COMMERCIAL
PROJECT ORCHID

AERIAL

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

MAR 2026

FIGURE
3

Project Orchid.dwg AERIAL



FDOT AERIAL DATED 2024

LEGEND
224 - ABANDONED GROVES (70.6 AC)
437 - AUSTRALIAN PINE (0.8± AC)
510 - DITCHES (2.1± AC)
TOTAL SITE (73.5± AC)

0 300
SCALE IN FEET

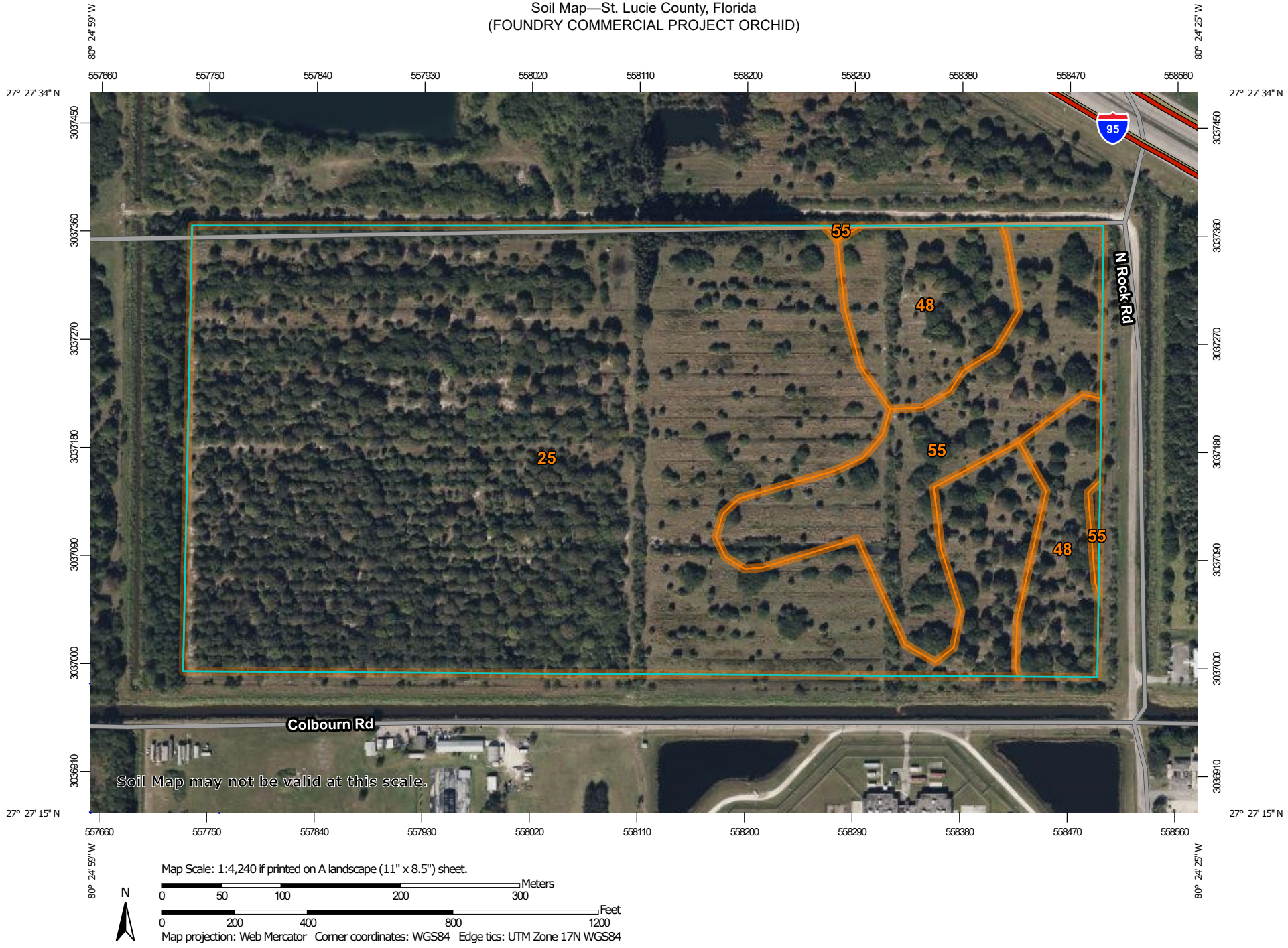
FOUNDRY COMMERCIAL
PROJECT ORCHID
FLUCFCS

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 · FAX 772-287-2988
WWW.EWCONSULTANTS.COM

MAR 2026
FIGURE 4

Project Orchid.dwg FLUCFCS

Soil Map—St. Lucie County, Florida
(FOUNDRY COMMERCIAL PROJECT ORCHID)



Map Scale: 1:4,240 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 200 400 800 1200

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

MAP LEGEND

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

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

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

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

Background
- Aerial Photography

MAP INFORMATION

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

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

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

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

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

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

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

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 19, Aug 29, 2025

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

Date(s) aerial images were photographed: Jan 18, 2022—Jan 30, 2022

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

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
25	Nettles and Oldsmar sands	56.8	76.4%
48	Wabasso sand, 0 to 2 percent slopes	7.6	10.7%
55	Winder loamy sand	9.1	12.9%
Totals for Area of Interest		**73.5**	**100.0%**

10.A.4.
2026-645
PUBLIC HEARINGS - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*ACTION ITEM - AGREEMENT
QUASI-JUDICIAL ITEM? Yes

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Kori Benton, Planning & Zoning Manager
Patrick Dayan, Public Works Director
Jean Stasio, Assistant County Attorney III

SUBMITTED BY: Planning & Development Services

SUBJECT: Project Orchid - First Amendment to the St. Lucie Commerce Center (AKA Lucie Rock) Development Agreement - **THIS ITEM IS QUASI-JUDICIAL - FIRST READING - ADD ON**

BACKGROUND:

The Applicant, with authorization by the Property Owners, has proposed the First Amendment to the St. Lucie Commerce Center (AKA Lucie Rock) Development Agreement, established on September 17, 2013, between St. Lucie County and Lucie Rock, LLC, which governs the development of a 94-acre industrial park. The agreement provided the developer with a 10-year term of vested rights to develop the property in exchange for phased infrastructure commitments, including significant on-site and off-site traffic improvements, with an extension secured in 2023 under a Florida Gubernatorial Executive Order until September 17, 2027. The agreement ensures the project remains consistent with existing land use laws and the County's long-term economic goals of expanding the local employment base.

As provided in Land Development Code Section 11.08.01., the intent of Development Agreements is to "encourage a strong commitment to comprehensive and capital facilities planning, ensure the provision of adequate public facilities for development concurrent with the impacts of development, encourage the efficient use of resources, and reduce the economic cost of development." The local code is based on Section 163.3220, Fla. Stat. 2025.

The Development Agreement Amendment, proposed by the applicant along with the collective Project Orchid development applications, seeks to review the terms guiding the development scope, timeline, deliverables, and other commitments for on-site and off-site improvements, etc.for this project site on Rock Road north of Orange Avenue.

PREVIOUS ACTION:

On September 3, 2013, the St. Lucie County Board of County Commissioners granted approval, through Resolution No. 2013-167, of the petition of Lucie Rock, LLC, for a Major Site Plan known as St. Lucie Commerce

Center. The approval includes a 40-lot subdivision located on North Rock Road, approximately one-half mile north of Orange Avenue, in the IL (Industrial, Light) and IH (Industrial, Heavy) Zoning Districts.

On September 17, 2013, the Board of County Commissioners approved the St. Lucie Commerce Center 10-Year Development Agreement extending Resolution No. 2013-167 expiration date to September 17, 2023.

On October 9, 2020, the Planning & Development Services (PDS) Director approved PDS Order 2020-058 which memorialized a Gubernatorial Executive Order Extension of the St. Lucie Commerce Center (AKA Lucie Rock) Major Site Plan until November 24, 2025.

On October 10, 2023, the PDS Director approved PDS Order 2023-064 which memorialized a Gubernatorial Executive Order Extension of the St. Lucie Commerce Center (AKA Lucie Rock) Major Site Plan and associated Development Agreement until November 24, 2029 and September 17, 2027, respectively.

FINANCIAL IMPACT:

The Agreement provides for the construction of or proportionate contribution to various off-site transportation and stormwater facility needs, and acknowledges eligibility for Impact Fee Credits in relation to select improvements.

RECOMMENDATION:

Staff recommends the Board review the proposed Development Agreement, explore any content with the applicant and staff, and schedule the Second Reading at their May 19, 2026.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: May 01, 2026

Katherine Barbieri, County Attorney



Date: May 01, 2026

Mayte Santamaria, Deputy County Administrator

This Instrument Prepared By:

[space above this line for recording data]

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

THIS AMENDED AND RESTATED DEVELOPMENT AGREEMENT ("Agreement") is entered into this ___ day of _____, 2026, by and between the St. Lucie County, a political subdivision of the State of Florida ("County") and MC320 LLC, a Florida limited liability company ("Developer") for the purpose of establishing and binding the development rights of the Developer for certain real property located within the unincorporated area of St. Lucie County, Florida, as more particularly described in **Exhibit "A",** attached hereto and incorporated herein by reference (the "Property"). This Agreement is also entered into by County and Developer to provide assurance to the Developer that it may proceed with the development of the Property in accordance with existing laws and policies, subject to the conditions of this Agreement; and ensuring that this Agreement is in compliance with applicable provisions of Sections 163.3220 through 163.3243 Florida Statutes (2025), the St. Lucie County Comprehensive Plan, and the St. Lucie County Land Development Code.

RECITALS

WHEREAS, on September 17, 2013, the County and Lucie Rock, LLC, a Florida limited liability company entered into that certain Development Agreement, recorded at Official Records Book 3562, Pages 2024-2062, of the Public Records of St. Lucie County, Florida ("Original DA"); and

WHEREAS, Developer, as successor in interest to Lucie Rock, LLC, and County now wish to amend and restate the Original DA in its entirety, to amend the extent of the real property that is subject to this Agreement, and to memorialize updated development plans and conditions for the Property; and

WHEREAS, this Agreement hereby amends, restates, supersedes, and replaces the Original DA in its entirety; and

WHEREAS, Developer has submitted a major site plan application for an industrial development to be known as "Project Orchid," that consists of a single-phase development as depicted on the approved Major Site Plan sheets and associated plans and documents, all incorporated herein by reference, including the Major Site Plan and Landscape Plan attached as **Exhibit "E"** (collectively referred to herein as the "Site Plan Approval"); and

WHEREAS, the Property is currently zoned IL (Industrial Light) and IH (Industrial Heavy) on the County's Official Zoning Atlas and is designated MXD - Lucie Rock Mixed Use Activity Area under the Future Land Use Element of the St. Lucie County Comprehensive Plan; and

WHEREAS, concurrently with the approval of this Agreement, Developer is seeking Major Site Plan approval for the Project Orchid pursuant to LDC Section 11.02.04 (hereinafter "Site Plan Approval"); and

WHEREAS, Developer owns the Property, which consists of an approximately eighty-five and fifty-two hundredths of an acre (85.52 acre) parcel located between Interstate 95, N. Rock Road, and Colbourn Road (a subset of the original, approximate, 94.26 acre property subject of the Original DA); and

WHEREAS, development of the Property for industrial purposes, in accordance with the foregoing plan, will allow operation of a targeted industry in the County and will benefit the County and its residents by helping the County achieve its goals of diversifying the local tax base, creating high wage jobs, and expanding the County's industrial and commercial employment base; and

WHEREAS, Developer is desirous of entering into this Agreement with County to amend, restate, and memorialize the Parties' agreement regarding Developer's development rights and obligations with regard to the Property for a ten (10) year term; and

WHEREAS, it is in County's best interest that the development of the Property be completed in a planned and orderly fashion in accordance with the terms and conditions of this Agreement; and

WHEREAS, Developer and the County have agreed upon terms and conditions relating to the development of the Property and deemed it appropriate that the terms and conditions be reduced to written form; and

WHEREAS, the benefits to County as a result of entering into this Agreement are unique to the particular circumstances of this Agreement; and

WHEREAS, the Florida Local Government Development Agreement Act (the "Act") 163.3220-163.3243, Florida Statutes (2025) provides a means for the Developer and the County to document the assurances sought by each and commitment to the terms and obligations of this Agreement; and

WHEREAS, pursuant to the requirements of Section 163.3225, Fla. Stat. (2025) and LDC 11.08.02., the County has held two public hearings with respect to this Agreement, those being held on May 5, 2026 and _____, with public notice provided for each hearing as required by law.

NOW THEREFORE, in consideration of the mutual covenants and conditions set forth herein and other good and valuable consideration, Developer and County enter into this Agreement and do hereby agree as follows:

1. Recitals.

The foregoing recitals are true, correct, and incorporated herein by reference.

2. Legal Description and Owner of the Property, Released Property.

An accurate legal description of the Property subject to the terms and conditions of this Agreement is attached hereto as **Exhibit "A"** and incorporated herein by reference.

The current owner of legal and equitable title to the Property, and the Released Property (subsequently defined) is MC320 LLC, a Florida limited liability company. MC320 LLC hereby represents and warrants that it is the current owner of all legal and equitable title in the Property and the Released Property.

The real property legally described on the attached **Exhibit "B,"** incorporated herein by reference (the "Released Property"), was subject to the Original DA but is intentionally excluded from this Amended and Restated Development Agreement. The Parties intend and agree that the Released Property be, and hereafter is, released from this Agreement and the Original DA and no longer benefitted nor bound by the restrictions, covenants, rights, and obligations therein. The Released Property shall be governed for all purposes by its existing future land use and zoning designations, or as subsequently agreed upon by County and the Released Property's owner/interest holder.

3. Effective Date and Term of Agreement.

The term of this Agreement shall be ten (10) years ("Term"), as provided pursuant to LDC Section 11.08.06, commencing with the Effective Date of this Agreement. The Term may be extended by mutual consent of the County and the Developer following a public hearing as provided for in the Act, unless otherwise provided by law. The term of any one (1) extension shall not exceed five (5) years or such time as the Act may provide.

If the Florida Department of Commerce or any other interested party files a lawsuit or other legal proceeding challenging the validity of this Agreement, this Agreement shall not become effective until such time as a judgment is entered by a court of competent jurisdiction finding this Agreement valid and enforceable and such judgment becomes final and non-appealable.

The Term of this Agreement shall supersede any timeframes for development set forth in the Site Plan Approval, including the expiration date of the Site Plan Approval and the Certificate of Capacity issued in connection therewith ("Certificate of Capacity").

4. Uses, Densities, Intensities and Height.

The development uses permitted on the Property, including densities, intensities, and height, shall be as follows:

A. Uses Allowed: The development uses permitted on the Property shall be in accordance with the applicable zoning of the relevant portion of the Property, in accordance with the County's Official Zoning Atlas and LDC Section 3.01.03 – Zoning Districts.

B. Industrial Heavy. Within the portion of the Property zoned Industrial Heavy (IH), permitted uses allowed within the IH zoning district shall be permitted, and those conditional uses eligible within the IH zoning district shall be permitted upon authorization by the Board of County Commissioners in accordance with the LDC Section 11.07.00.

C. Industrial Light. Within the portion of the Property zoned Industrial Light (IL), permitted uses allowed within the IL zoning district shall be permitted, and those conditional uses eligible within the IL zoning district shall be permitted upon authorization by the Board of County Commissioners in accordance with the LDC Section 11.07.00.

D. Parcel 2. Developer may utilize the land identified on the attached **Exhibit "C"** as Parcel 2 for the following:

i. Borrow area for fill;

ii. Construction lay-down area, construction trailer, parking, and construction staging, together with other permitted uses; and

iii. Transport of fill and materials/equipment across the east-west segment of N. Rock Rd. and use exclusively on Exhibit C Parcel 1.

In accordance with the Conditional Use Approval for a portion of the Property pursuant to Resolution 2026-83 (the "Conditional Use Approval"), a foundry is a permitted use on a portion of the Property, as denoted in **Exhibit "G**". The development of the foregoing uses shall be subject to all applicable provisions of the Comprehensive Plan in effect as of the Effective Date.

E. Density/Intensity Allowed: In accordance with the Site Plan Approval, up to 1,400,000 (one million, four hundred thousand) square feet of building space is permitted on the Property.

F. Maximum Permitted Height: The maximum permitted height of all buildings and structures shall be no more than sixty (60) feet, except that a maximum permitted height of eighty (80) feet is authorized in the approximate 20.85 (twenty and eighty five hundredths) acre Sub-area of the Lucie Rock Mixed Use Activity Area, after the effective date of Ordinance 2026-14, indicated on the attached **Exhibit "D."**

5. Future Land Use Map Designation.

The Future Land Use Designation of the Property under the Future Land Use Element of the adopted St. Lucie County Comprehensive Plan is Mixed-Use Development, MXD – Lucie Rock Mixed Use Activity Area.

6. Major Site Plan, Landscape Plan, and Conditional Use Approval.

Attached hereto and incorporated herein as **Exhibit "E"** are a Major Site Plan and a Landscape Plan for Project Orchid depicting the proposed development, including roads, buffers, landscaping, and storm water retention as approved pursuant to Resolution 2026-84. Notwithstanding the provisions of St. Lucie County Land Development Code Section 11.02.06,

providing that a site plan approval is only valid for a period of twenty-four (24) months, the parties hereto agree that the Site Plan Approval shall be valid for either thirty-six (36) months or the duration of this Developer Agreement, as it may be amended.

The Landscape Plan for Project Orchid is incorporated in the Site Plan Approval. Landscape buffers, street trees, and tree mitigation will be provided in accordance with the Landscape Plan, or as may be achieved under the provisions of LDC Section 6.00.05.

Notwithstanding the provisions of St. Lucie County Land Development Code Section 11.07.05(I), providing that a conditional use approval is only valid for a period of twelve (12) months, the Parties hereto agree that the Conditional Use Approval is and shall be hereby extended pursuant to St. Lucie County Land Development Code Section 11.07.05(F), and is valid for thirty-six (36) months from the date of its approval.

7. Public Facility Adequacy.

A. Off-Site Road (Traffic) Improvements.

Developer agrees to make the following contributions toward off-site traffic improvements and their associated support stormwater facilities, by either (1) constructing said improvements, or (2) providing proportionate share payment to the County for the purpose of such improvements, at the election of the County except where subject to Developer's Best Efforts (subsequently defined), within the timeframes set forth herein:

i. Construction of an eastbound left-turn lane at N. Rock Road & Orange Avenue intersection (245 feet) prior to issuance of the first certificate of occupancy for Project Orchid, subject to Developer's Best Efforts.

ii. Extension of existing westbound right-turn lane at Rock Road & Orange Avenue intersection to 245 feet prior to issuance of the first certificate of occupancy for Project Orchid, subject to Developer's Best Efforts.

iii. Construction of a southbound left-turn lane at Rock Road & Orange Avenue intersection (650 feet) prior to issuance of the first certificate of occupancy for Project Orchid, subject to Developer's Best Efforts.

iv. Construction of a second westbound lane on Orange Avenue, from N. Rock Road until just west of Kings Highway (~2,080 ft) *(Developer's proportionate share of the cost of the ~2,080 feet is 66%)* prior to issuance of the first certificate of occupancy for Project Orchid, subject to Developer's Best Efforts.

v. Widen Rock Road to a minimum 24-foot width up to St. Lucie County Correctional Facility driveway (~1,950 feet), and pave remainder of N. Rock Road to project's north driveway (~1,800 feet) prior to issuance of the first certificate of occupancy for Project Orchid, subject to Developer's Best Efforts.

vi. Construction of northbound left-turn lane at project's south driveway on N. Rock Road prior to issuance of the first certificate of occupancy for Project Orchid, subject to Developer's Best Efforts.

vii. Commence installation of a traffic signal at N. Rock Road & Orange Avenue intersection within twelve (12) months of written approval to Developer from the decision-making authority (Florida Department of Transportation or County, as the case may be) that the signal is warranted and authorized, and coordinate with St. Lucie County to facilitate optimized signal timing, where needed.

viii. Construction of a second eastbound lane on Orange Avenue, from N. Rock Road until just west of Kings Highway (~2,080 ft), prior to issuance of the first certificate of occupancy for Project Orchid, subject to Developer's Best Efforts.

ix. Construction of a paved 24-foot minimum width roadway within the east-west segment of North Rock Road right-of-way, as enlarged by Developer's right-of-way dedication, prior to the final certificate of occupancy for Project Orchid, subject to Developer's Best Efforts.

The locations of the foregoing improvements are depicted on the attached **Exhibit "F."** Those traffic improvements constructed by Developer pursuant to this Agreement which are located outside of the Property shall ultimately be dedicated to the County for its ownership and maintenance.

Best Efforts: Public right-of-way acquisition will be required to facilitate the permitting and construction of the roadway/traffic improvements described above and their associated support stormwater facilities. The Developer shall lead this right-of-way acquisition effort, initiating and documenting formal acquisition efforts no later than_____. These efforts require the Developer to have appraisals prepared by a licensed and credentialed appraiser to determine their Fair Market Value (FMV) and initial legal descriptions and sketches prepared by a Florida licensed surveyor. Based upon the FMV established by the appraisals, the Developer shall make good faith offers to purchase the required property interests from the affected property owners. The Developer is authorized to provide compensation for up to 150% of the FMV appraisal, which is inclusive of the costs of the land purchase, the property owner's attorney's fee and consultant fees. If the Developer is not successful in obtaining the public right-of-way due to landowner's failure to respond to Developer's offers to purchase for a period of thirty (30) days after delivery of the written offer, or rejection of Developer's offer, or failure to consummate the conveyance within ninety (90) days of Developer's offer, the Developer will so notify the County, and thereafter Developer may elect to pay its proportionate share of such improvements to satisfy the requirements of this Section.

Developer may be entitled to receive impact fee credits from the County for off-site traffic improvements constructed or paid for by Developer, in accordance with Section 24-264 of the County Code of Ordinances. Developer and County shall enter into an impact fee credit agreement prior to Developer constructing or paying for such off-site traffic improvements.

Developer shall provide for and accommodate the necessary stormwater treatment for the off-site improvements by shared-use ponds on the Property (through Site Plan design) where reasonably possible, **or** by the construction of stormwater treatment facilities by other means in accordance with State water quality standards, **or** by tendering Developer's proportionate share payment in the event Best Efforts are unsuccessful.

Developer shall dedicate additional real property along the east-west segment of North Rock Road, as more specifically described in Section 8, below, and shown on the Site Plan Approval.

Developer and the County acknowledge that additional right-of-way is needed along N. Rock Road and along Orange Avenue for traffic improvements. In the event of the development of any property with frontage along the section of Orange Avenue where such right-of-way is needed, the County shall require the owner of such property to provide such right-of-way as a condition of their development order.

Notwithstanding the provisions of St. Lucie County Land Development Code Section 5.08.04, providing that a new concurrency test shall be performed for any development that begins three (3) years after the date of issuance of the Certificate of Capacity, the Parties agree that the Certificate of Capacity shall be valid and no new concurrency test shall be required for the duration of this Developer Agreement, as it may be amended, where the development is predominately completed in a single phase.

B. Utility Services.

The Developer will supply adequate public utility facilities and services to serve Project Orchid concurrent with the impact creating the need for such services, including, but not limited to, potable water distribution, wastewater collection, and solid waste disposal. The Developer must obtain all necessary governmental approvals and permits prior to utilization of any potable water or wastewater collection utility system constructed by Developer.

i. Potable Water Distribution.

Drinking water for Project Orchid will be supplied by Fort Pierce Utility Authority, or its successors or assigns ("FPUA"), in accordance with a utility agreement to be signed by the Developer. The Developer will construct or cause to be constructed all necessary onsite and offsite potable water service infrastructure serving Project Orchid. It is the intention of the Developer that upon construction of such potable water service infrastructure, the infrastructure will be ultimately owned and maintained by FPUA. Water service shall be available in adequate volume prior to commencement of operations at Project Orchid.

ii. Wastewater Collection.

Wastewater collection and treatment services for Project Orchid will be supplied by FPUA, or its successors or assigns, in accordance with a utility agreement to be signed by the Developer. The Developer will construct or cause to be constructed all necessary onsite and offsite wastewater collection infrastructure serving Project Orchid. It is the intention of the Developer that upon construction of such wastewater collection infrastructure, the infrastructure will be ultimately owned and maintained by FPUA. Wastewater collection service shall be available in adequate capacity prior commencement of operations at Project Orchid.

iii. Solid Waste Disposal.

There will be no particular improvements or facilities required for solid waste collection within Project Orchid. Dumpsters or other improvements for solid waste collection are addressed in the Site Plan Approval.

iv. Capacity.

If there is insufficient water and/or wastewater capacity for the proposed development of the Property at the time that Developer requests service from FPUA or its successors or assigns, the expiration of this Agreement, then the Site Plan Approval, the Conditional Use Approval, and the Certificate of Capacity shall all be tolled for a period of time equal to the earlier of: (a) ten (10) years, or (b) until such capacity becomes available. In the event that there is insufficient water and/or wastewater capacity for the proposed development of the Property at the time that Developer requests service from FPUA or its successors or assigns and for a period of time exceeding ten (10) years thereafter, then the parties agree such delays are reasonable justification for the County to consider affirmative action on extensions to the Site Plan Approval, the Conditional Use Approval, and the Certificate of Capacity, as provided under the terms of the Land Development Code.

C. Stormwater Treatment Facilities.

The stormwater treatment facilities for Project Orchid will be constructed as depicted on the Site Plan Approval. All stormwater runoff and drainage system improvements within Project Orchid will be: (1) designed and constructed to County standards; (2) treated to minimum South Florida Water Management District water quality standards; (3) constructed or caused to be constructed by the Developer; and (4) the responsibility of the Property's owner of record.

The County will not be responsible for any construction or maintenance costs associated with the stormwater drainage system within Project Orchid. The stormwater drainage system shall be designed and constructed so that there will be no outflow onto adjacent properties unless otherwise approved by regulatory authorities and shall be designed to protect adjacent surface waters by use of best management practices and other innovative techniques.

D. Construction of Drainage Improvements.

Material from the excavation of any lakes, swales, drainage ditches or other improvements to the Property identified as Parcel 1 on Exhibit C may be extracted pursuant to Section 6.06.02 of the County Land Development Code, without issuance of a mining permit by the County, provided that such lakes, swales, drainage ditches, or other stormwater improvements are constructed in accordance with the Site Plan Approval. Such excavated material may be used on the Property identified as Parcel 1 on Exhibit C for fill, building pads, water retention structures, berms, or other Site Plan Improvements, and may be used for roadbeds for the construction of off-site road improvements required by this Agreement.

Use of excavated material from the Property identified as Parcel 2 on Exhibit C, for improvements on the Property identified as Parcel 1 on Exhibit C, shall be permitted in accordance with Section 11.05.11(3) or Section 11.05.11(4), as the case may be.

E. Adjustments to the Site Plan Approval.

If Developer desires to amend the Site Plan Approval, and any such amendments to the Site Plan Approval may be approved by the County in accordance with the LDC.

F. Other Conditions of Site Plan Approval.

Unless otherwise provided in this Agreement, Developer shall comply with all conditions of approval set forth in the Site Plan Approval, which conditions are incorporated herein by reference.

8. Reservation or Dedication of Land.

The Developer shall convey the following rights-of-way to County free and clear of any liens or encumbrances:

A. Five (5) feet of road right-of-way along the southern side of the east-west segment of North Rock Road, as more specifically shown on the Site Plan Approval. This right-of-way will be dedicated to County within twelve (12) months after final approval of the Site Plan Approval.

B. Thirty (30) feet of road right-of-way along the east side of Emerson Avenue, as more specifically shown on the Site Plan Approval. This right-of-way will be dedicated to County within twelve (12) months after final approval of the Site Plan Approval.

C. Twenty (20) feet of road right-of-way along the western side of the north-south segment of North Rock Road, as more specifically shown on the Site Plan Approval. This right-of-way will be dedicated to County within twelve (12) months after final approval of the Site Plan Approval.

Developer may be entitled to receive impact fee credits for the dedication of the foregoing rights-of-way in accordance with Section 7.05.03.I of the LDC.

9. Environmental Resource Department Issues.

Developer has provided a tree survey, will remove trees, and will provide mitigation pursuant to 6.00.05.D of the LDC, which survey and mitigation are acceptable to the County and have been approved in conjunction with the Site Plan Approval.

10. Local Development Permits and Approvals.

All development permits approved or requiring approval by the County for development of the Property shall be issued by the County in accordance with County regulations, including but not limited to, the Comprehensive Plan, the LDC, and the St. Lucie County Code.

The Parties agree that such County regulations that are in existence and effect on the date of the execution of this Agreement will control and establish the density, intensity, bulk, height, setback, wetland mitigation and preservation requirements and the land uses and structures allowed to be developed on the Property under this Agreement.

However, all applications for building permits shall comply with the Florida Building Code (FBC) in effect at the time of application. Notwithstanding anything to the contrary contained herein, the Site Plan Approval and Certificate of Capacity shall be vested and not expire so long as all applicable conditions of this Agreement and the associated Site Plan Approval are met, and a building permit is issued for the Project Orchid within the term of this Agreement and such building permit does not otherwise expire pursuant to the terms of Section 11.02.06 of the LDC. The local development permits required for the development of the Property are as follows:

A. Surface water management permit(s) from the South Florida Water Management District ("SFWMD") will be required prior to prior to commencement of site construction. Consumptive use permits from SFWMD shall be required for any wells for landscaping irrigation.

B. Permit(s) from the North St. Lucie River Water Control District will be required prior to prior to commencement of site construction.

C. Vegetation/Tree removal permit(s) from St. Lucie County will be required prior to commencement of site construction.

D. Site Development Permit(s) from St. Lucie County will be required prior to commencement of site work and/or offsite work.

E. Building permit(s) from St. Lucie County will be required prior to commencement of building construction.

11. Responsibility for Local Development Permits.

All of the local development permits set forth in Paragraph 10 above shall be obtained at the sole cost of the Developer and in the event that any such local development permit required for development of the Property in accordance with this Agreement is not received, no further development of the Property shall be allowed until such time as the Director of the St. Lucie County Planning and Development Services Department has reviewed the matter and determined whether to modify the Site Plan Approval or development permit requirement, or refer the issue to the St. Lucie County Board of County Commissioners to modify this Agreement in a manner consistent with applicable state law.

12. Consistency With Comprehensive Plan.

County and Developer agree that Project Orchid, as contemplated by this Agreement and depicted on the attached Site Plan Approval, is consistent with the goals, objectives, and policies of the St. Lucie County Comprehensive Plan in effect at the time of the execution of this Agreement.

13. Consistency with Land Development Code.

County and Developer agree that Project Orchid, as contemplated by this Agreement and depicted on the attached Site Plan Approval, is consistent with the St. Lucie County Land Development Code in effect at the time of the execution of this Agreement, including, but not limited to, the applicable zoning district use regulations set forth therein.

14. Compliance with Other Laws.

Failure of this Agreement to address a particular permit, condition, term or restriction shall not relieve the Developer of the necessity of complying with the law governing such permitting requirement, condition, term, or restriction, and any matter or thing required to be done under existing St. Lucie County Code, and State or Federal Law shall not be otherwise amended, modified, or waived unless such amendment, modification or waiver is expressly provided for in this Agreement.

15. Revocation/Remedies.

County may revoke this Agreement if the County determines, based upon substantial and competent evidence, through its annual review of this Agreement, that Developer has not complied in good faith with the terms and conditions of this Agreement, including all amendments or extensions thereto. Prior to any revocation of this Agreement, County shall hold two public hearings consistent with the requirements of Sections 11.08.02 and 11.08.05 of the LDC.

At the public hearing(s), the Developer will be given an opportunity to present evidence and be heard, and to rebut the determination that the requirements of this Agreement, or any amendments thereto have not been complied with. If County determines that revocation of this Agreement is not necessary, County may amend the terms of this Agreement to provide for any reasonable condition necessary to assure compliance with the requirements of this Agreement, and any extensions or amendments thereto. Either Party may file an action for injunctive relief in the Circuit Court for St. Lucie County to appeal the revocation or amendment of this Agreement. Provisions requiring County approval of any change in the Site Plan Approval, if any, shall survive the revocation of this Agreement.

If the Developer or County fails to carry out any of its covenants herein contained, the County and the Developer shall be entitled to all remedies available at law or in equity including, without limitations, the remedy of prohibitive injunction. Either Party may file an action for injunctive relief in the Circuit Court for the County to enforce the terms of this Agreement, to challenge compliance of this Agreement with the provisions of the Act or Section 11.08.00. of the LDC, or to appeal the revocation or amendment of this Agreement.

None of these remedies shall be deemed exclusive of one another, or exclusive of any other remedy which the Court having jurisdiction deems appropriate. Such remedies shall be granted either singularly, or in combination, to the extent necessary to achieve the intent of this Agreement. The Developer and the County agree that they shall cooperate in good faith to carry out the intent of this Agreement.

16. Annual Review

In accordance with Section 11.08.08 of the LDC, County shall review the development that is subject to this Agreement every twelve (12) months, commencing twelve (12) months after the effective date of this Agreement. Every year during the term of this Agreement, on or before the anniversary of the Effective Date of this Agreement, the Developer shall provide County with an annual report containing the following information:

A. An identification of any changes in the Plan of Development as contained in the Site Plan Approval.

B. If the Site Plan Approval provided for phasing, a summary comparison of development activity proposed and actually conducted for the year.

C. Identification of undeveloped tracts of the Property that have been sold to a separate entity or developer, if any.

D. An assessment of the Developer's compliance with each condition of approval set forth in this Agreement.

E. Identification of significant local, state, and federal permits which have been obtained or which are pending by agency, type of permit, permit number, and purpose of each.

F. Identification of the total square footage approved for construction within the Property, and the amount of square footage remaining before the 1,400,000 square foot limitation set forth in Paragraph 4.B above is reached.

Prior to the County taking any action based upon the Developer's failure to provide the annual report to the County, the County shall notify the Developer and be given sixty (60) days to provide the annual report. Any information required of Developer during an annual review shall be limited to that necessary to determine the extent to which the Developer is proceeding in good faith to comply with the terms of this Agreement. If County finds, based on substantial competent evidence, that there has been a failure to comply with the terms of the Agreement, County may revoke or modify the terms of this Agreement in accordance with the procedures set forth in Paragraph 15, above.

17. General Provisions.

A. It is the intent of Developer and County that this Agreement memorialize their understanding with respect to the future development of the Property and set forth how various issues with respect to such development will be addressed. The parties hereto shall cooperate in good faith to carry out the intent of this Agreement.

B. Nothing herein is intended to preclude the County from exercising its proper police powers to protect the health, welfare, and safety of the public.

C. This Agreement is hereby declared to be, and shall hereafter continue as, a covenant running with the title to the Property and shall be binding upon Developer and all successors in title to the Property. Accordingly, the Property shall hereafter be owned, held, transferred, sold, conveyed, demised, devised, assigned, leased, mortgaged, occupied, used, and enjoyed subject to the benefits and burdens, as the case may be, of the terms, covenants and provisions set forth herein. Following the recordation of this Agreement, each person or entity who or which shall acquire any right, title, interest, claim or lien in, to, or upon any portion of the Property shall be deemed in all respects to have acquired such right, title, interest, claim or lien subject to the benefits and burdens established and created hereby to the same extent as if (i) such person or entity had agreed and consented to such Agreement by its joinder herein, or (ii) such Agreement had been

specifically agreed and consented to in the instrument or instruments pursuant to which such right, title, interest, claim or lien was acquired, created, imposed or granted.

D. Any notices required to be given or elected to be given by either of the parties pursuant to the terms of this Agreement shall be deemed effectively provided when placed in the United States Mail, certified return receipt requested, or placed in the hands of an overnight delivery service.

As to the Developer: MC320 LLC
Attn: _____

With a Copy to:

As to the County: St. Lucie County
County Administrator
2300 Virginia Avenue
Ft. Pierce, Florida 34982-5652

With a copy to: St. Lucie County Attorneys' Office
Attn: County Attorney
2300 Virginia Avenue
Ft. Pierce, Florida 34982

E. This Agreement constitutes the complete and exclusive statement of agreement between the Parties with respect to the subject matter described herein. This Agreement also supersedes all prior written and oral statements; no representation, statement, condition, or warranty not contained in this Agreement has any force or effect.

F. This Agreement and the rights of the Parties hereunder are governed by, interpreted, and enforced in accordance with the laws of the State of Florida. Exclusive venue for any legal action brought to enforce or interpret this Agreement shall be in the Circuit Court for the Nineteenth Judicial Circuit, in and for St. Lucie County, Florida.

G. Common nouns and pronouns refer to the singular and plural. Any reference to statutes or laws will include all amendments, modifications, or replacements of the specific sections and provisions concerned.

H. All headings herein are inserted only for convenience and ease of reference and are not to be considered in the construction or interpretation of any provision of this Agreement.

I. If any provision of this Agreement is held to be illegal, invalid, or unenforceable, such provision is fully severable. Upon such event, this Agreement is to be construed and enforced as if such illegal, invalid, or unenforceable provision had never comprised a part of this Agreement and the remaining provisions of this Agreement will remain in full force and effect. If any portion

of this Agreement adopted pursuant to Chapter 163, Florida Statutes, is held or declared to be void by a court of competent jurisdiction, the Agreement shall be deemed to be and enforceable as a home rule developer agreement in accordance with Florida law.

J. This Agreement is made solely and specifically among and for the benefit of the parties hereto and their respective successors and assigns; no other person has or will have any rights, interest, or claims hereunder or be entitled to any benefits under or on account of this Agreement as a third-party beneficiary or otherwise.

K. This Agreement may be executed in any number of counterparts, each of which, when executed and delivered, shall constitute an original, and such counterparts together shall constitute one and the same instrument. Signature and acknowledgment pages, if any, may be detached from the counterparts and attached to a single copy of this document to physically form one document.

L. This Agreement shall be recorded in the Public Records of St. Lucie County, Florida by the Developer within fourteen (14) days of its final execution by the Chair of the County Commission.

M. This Agreement may be amended only by a subsequent written instrument entered into and executed by the parties pursuant to the procedures and requirements of the Act.

N. This Agreement may be amended or cancelled by mutual consent of the Parties. Prior to amending this Agreement, the Board shall hold two public hearings consistent with the requirements of Section 11.08.02 of the LDC. No further development permits that would result in the generation of any additional required Level of Service impacts will be issued until a Final Development Order has been issued. Any application for Final Development Order, for a modification to a building, structure, or site facility built or constructed in accord with the terms of this Agreement shall be subject to any applicable St. Lucie County construction standard or code in effect at the time the application is filed. All applications for building permits shall comply with the building code in effect at the time of application.

O. This Agreement shall be construed as the joint and equal work product of the Parties and shall not be construed more or less favorably on account of its preparation.

P. This Agreement is a common law, as well as a statutory, agreement and shall survive annexation of the Property by the City of Fort Pierce, Florida.

*****NO FURTHER TEXT ON THIS PAGE*****

DRAFT

BOARD OF COUNTY COMMISSIONERS
OF ST. LUCIE COUNTY, FLORIDA

_____
JAMIE FOWLER, CHAIR

ATTEST:

By:_____
Deputy Clerk

APPROVED AS TO FORM AND SUFFICIENCY:

_____
KATHERINE BARBIERI, COUNTY ATTORNEY

DRAFT

Signed, sealed, and delivered in the presence of:

(1)_____

Print:_____

Address:_____

(2)_____

Print:_____

Address:_____

DEVELOPER:

MC320 LLC, a Florida limited liability company

By:_____

Print:_____

Title:_____

Date:_____

DRAFT

EXHIBIT A
PROPERTY LEGAL DESCRIPTION

PARCEL 1

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.
ALL LESS AND EXCEPT LANDS DEEDED TO ST. LUCIE COUNTY BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 3664 PAGE 1430.
CONTAINING 3,725,282 SQUARE FEET/85.5207 ACRES, MORE OR LESS.

EXHIBIT B
RELEASED PROPERTY LEGAL DESCRIPTION

PARCEL 3:

FROM THE SOUTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, RUN NORTH 00°08'13" WEST ALONG THE 1/4 SECTION LINE 60 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 00°08'13"W 846.63 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR INTERSTATE 95 HIGHWAY; THENCE RUN NORTH 60°08'02" WEST ALONG SAID RIGHT-OF-WAY LINE 107.58 FEET; THENCE RUN NORTH 62°25'28" WEST 300.24 FEET; THENCE RUN NORTH 60°08'02" WEST 182.77 FEET; THENCE RUN SOUTH 00°11'29" WEST 346.62 FEET; THENCE RUN SOUTH 60°08'02" EAST 354.41 FEET; THENCE RUN SOUTH 00°08'13" EAST, 607.48 FEET; THENCE RUN NORTH 89°53'47" EAST, 210 FEET TO THE POINT OF BEGINNING.

DRAFT

EXHIBIT C
USE AREAS, PARCEL 1 AND PARCEL 2

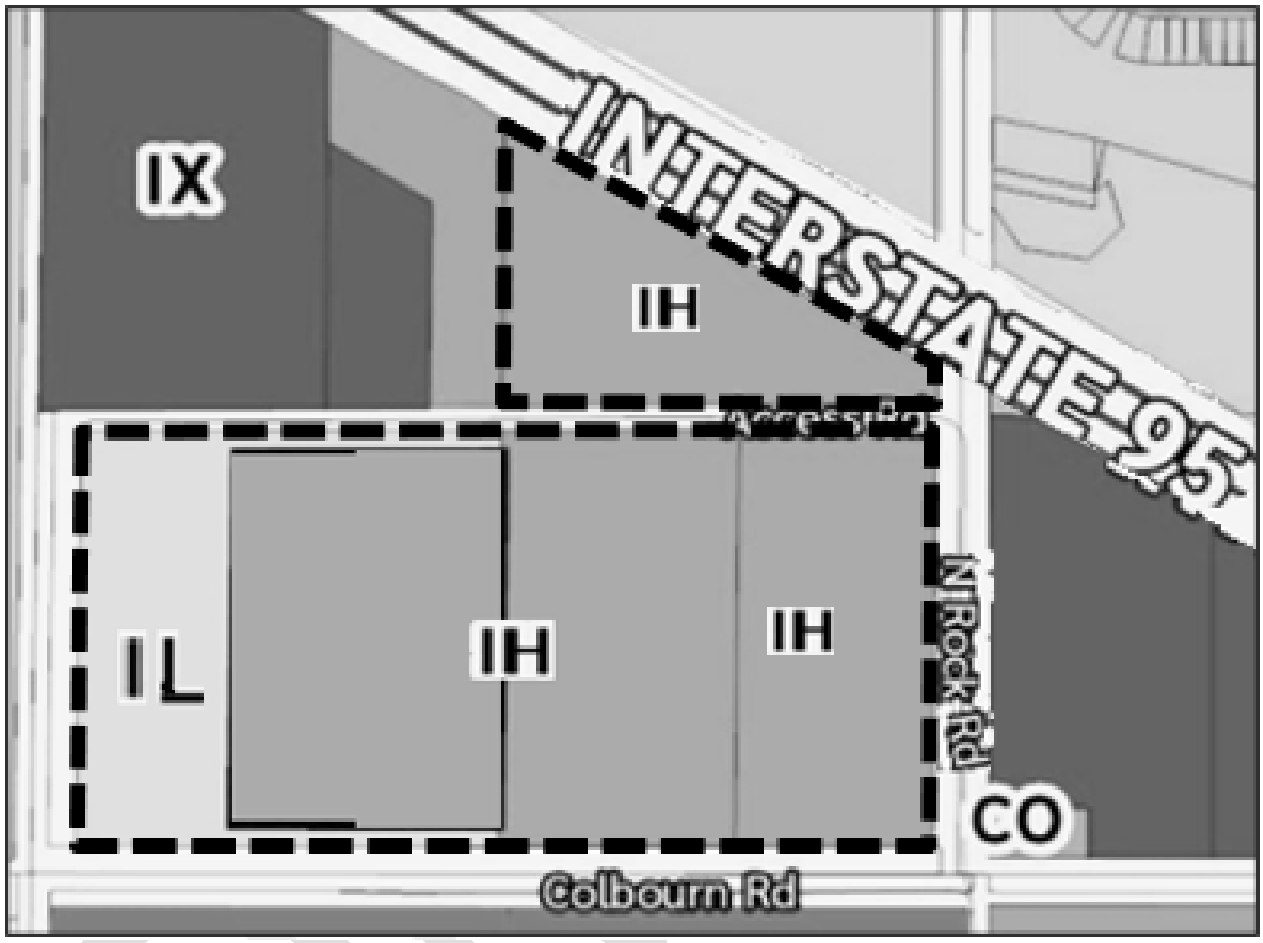
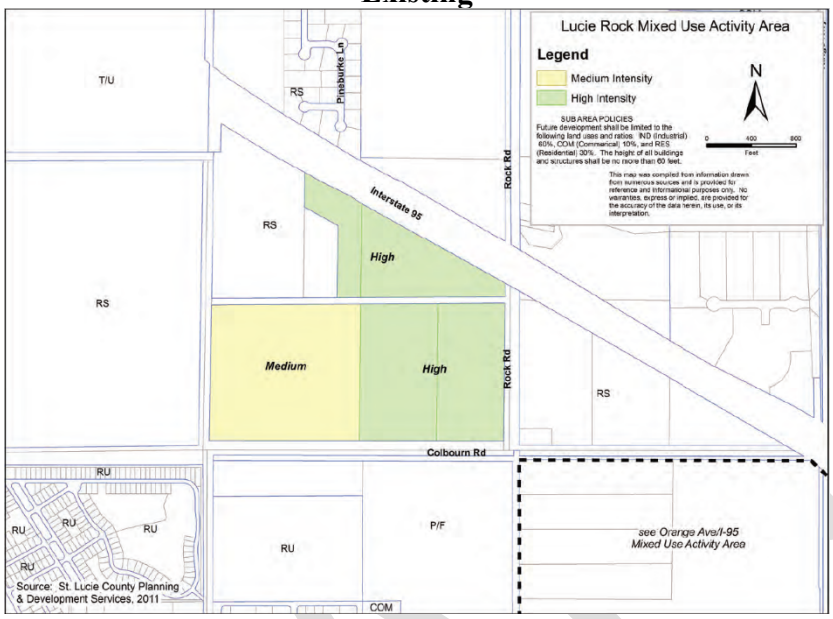
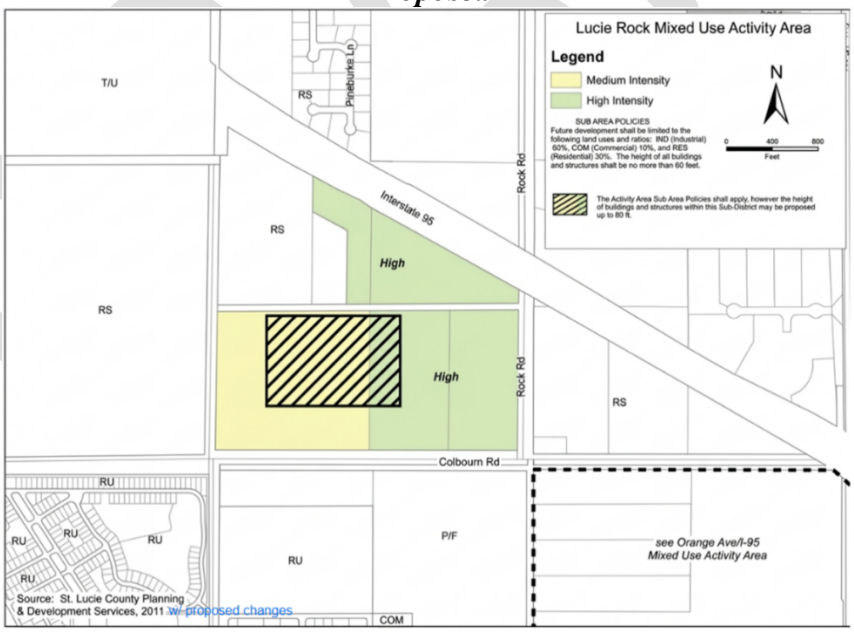


EXHIBIT D
LUCIE ROCK MIXED USE ACTIVITY AREA –SUB AREA POLICIES

Existing



Proposed



The Activity Area Sub Area Policies shall apply, however the height of buildings and structures within this Sub-District may be proposed up to 80 ft.

7

EXHIBIT E
SITE PLAN APPROVAL

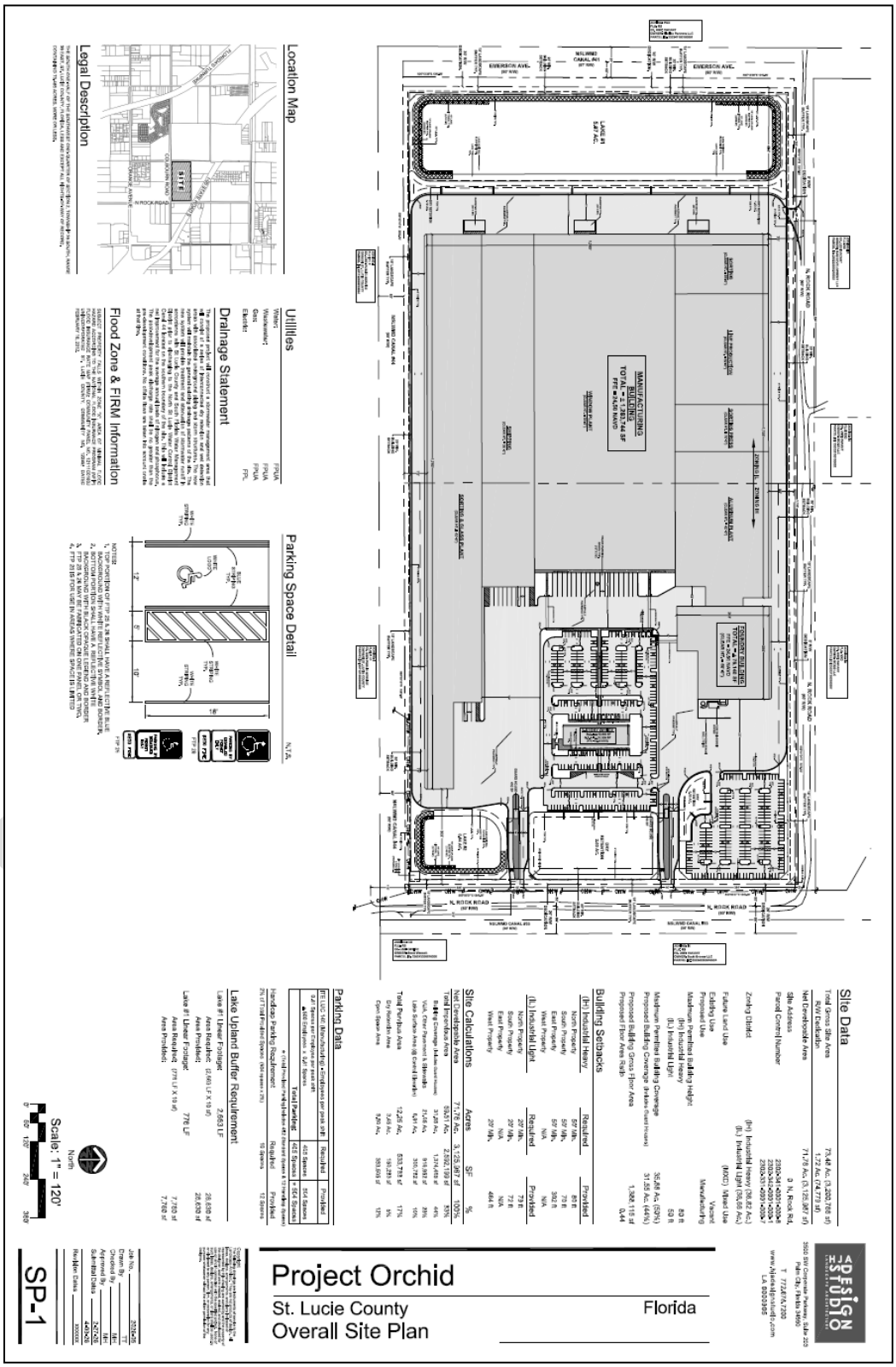
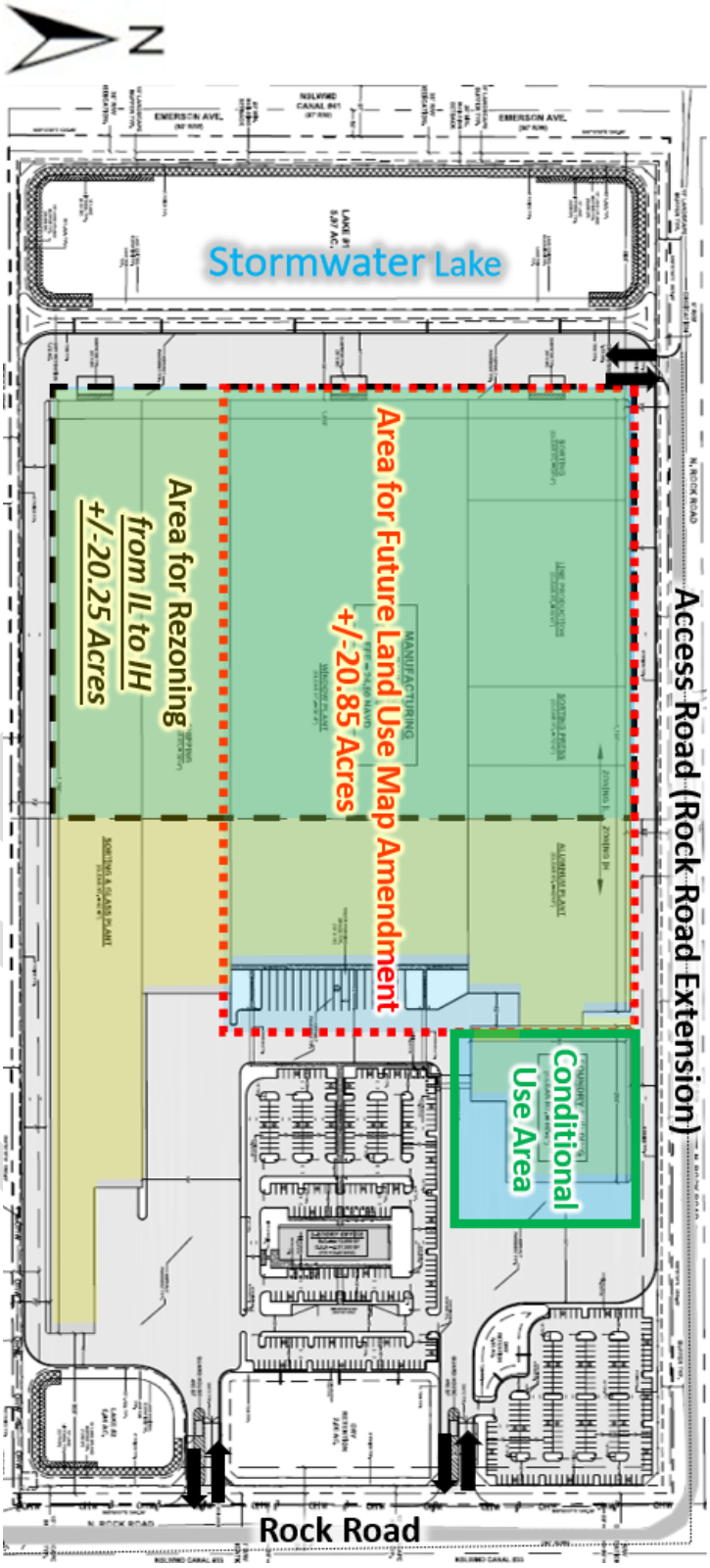


EXHIBIT F
OFF-SITE TRAFFIC IMPROVEMENTS

Final Exhibits to be Integrated Upon BOCC Action at First Reading

DRAFT

EXHIBIT G
SITE PLAN & CONCURRENT PETITION OVERVIEW EXHIBIT



C13-09-330

This Instrument Prepared By:

W. Lee Dobbins, Esq.
Dean Mead Minton & Zwemer
1903 S. 25th Street
Suite 200
Fort Pierce FL 34947

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3879799 09/24/2013 at 09:18 AM
OR BOOK 3562 PAGE 2024 - 2062 Doc Type: AGR
RECORDING: $333.00

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT ("Agreement") is entered into this 17 day of September, 2013, by and between the St. Lucie County (the "County") Board of County Commissioners and Lucie Rock, LLC, a Florida limited liability company (the "Developer") for the purpose of establishing and binding the development rights of the Developer for certain real property located within the unincorporated area of St. Lucie County, Florida , as more particularly described in **Exhibit "A"**, attached hereto and incorporated herein by reference (the "Property"). This Agreement is also entered into by the County and the Developer for the purpose of providing assurances to the Developer that it may proceed with the development of the Property in accordance with existing laws and policies subject to the conditions of this Agreement; and insuring that this Agreement is in compliance with applicable provisions of Sections 163.3220 through 163.3243 Florida Statutes (2013), the St. Lucie County Comprehensive Plan, and the St. Lucie County Land Development Code.

RECITALS

WHEREAS, the intent of the Florida Local Government Development Agreement Act (the "Act") is explicitly stated in Section 163.3220, Florida Statutes, which provides in pertinent part as follows:

(1) The Legislature finds and declares that:

(a) The lack of certainty in the approval of development can result in a waste of economic and land resources, discourage sound capital investment planning and financing, escalate the cost of housing and development, and discourage commitment to comprehensive planning.

(b) Assurance to a developer that upon receipt of its development permit it may proceed with existing laws and policies, subject to the conditions of a development agreement, strengthens the public planning process, encourages sound capital improvement planning and financing, assists in assuring there are adequate capital facilities for the development, encourages private participation in comprehensive planning, and reduces the economic costs of development.

(2) In conformity with, in furtherance of, and to implement the Local Government Comprehensive Planning and Land Development Regulation

Act and the Florida State Comprehensive Planning Act of 1972, it is the intent of the Legislature to encourage a stronger commitment to comprehensive and capital facilities planning, ensure the provision of adequate public facilities for development, encourage the efficient use of resources, and reduce the economic cost of development.

(3) This intent is effected by authorizing local governments to enter into development agreements, subject to the procedures and requirements of ss. 163.3220-163.3243.

(4) Sections 163.3220-163.3243 shall be regarded as supplemental and additional to the powers conferred upon local governments by other laws and shall not be regarded as in derogation of any powers now existing.

WHEREAS, Section 11.08.00 of the St. Lucie County Land Development Code ("LDC") specifically empowers the County to enter into development agreements with developers to facilitate the orderly development of real property in St. Lucie County; and

WHEREAS, Developer has submitted a major site plan application for an industrial park subdivision to be known as "St. Lucie Commerce Center" that consists of a phased development plan to allow flexibility in the selling of lots individually or in groups for the purpose of attracting users for the industrial subdivision as depicted on the approved Major Site Plan sheets and associated plans and documents, all incorporated herein by reference, including the Major Site Plan, Phasing Plan and Landscape Plan attached as **Exhibit "B"** (collectively referred to herein as the "Master Site Plan")

WHEREAS, the Property is currently zoned Industrial, Light and Industrial, Heavy on the County's Official Zoning Atlas and is designated Mixed-Use Development (MXD) under the Future Land Use Element of the St. Lucie County Comprehensive Plan.

WHEREAS, concurrently with the approval of this Development Agreement, Developer is seeking major site plan approval for the St. Lucie Commerce Center industrial park subdivision pursuant to County Resolution 2013-167 (hereinafter "Master Site Plan Approval"); and

WHEREAS, Developer owns the Property, which consists of an approximately ninety-four (94) acre parcel located between Rock Road and Emerson Avenue; and

WHEREAS, the Property was recognized by the County as a site where industrial and commercial development should be encouraged in the County's Proposed Plan for Strategic Economic Development for Targeted Industries, dated December 2007; and

WHEREAS, development of the Property as an industrial park, in accordance with the foregoing plan, will encourage the relocation or expansion of targeted industries in the County and will thereby benefit the County and its residents by helping the County

achieve its goals of diversifying the local tax base, creating high wage jobs and expanding the County's industrial and commercial employment base;

WHEREAS, given the current economic climate, it may take several years to find an appropriate user or users for the site; therefore, Developer is desirous of entering into this Development Agreement with the County to memorialize the parties' agreement regarding Developer's development rights and obligations with regard to the Property for a ten (10) year term; and

WHEREAS, it is in the best interests of the County and the citizens of the County that the development of the Property be completed in a planned and orderly fashion in such manner as to encourage the expansion or relocation of targeted industries to the County; and

WHEREAS, Developer and the County have agreed upon terms and conditions relating to the development of the Property, development rights, and benefits to the County and the citizens of the County which are acceptable to the Developer and acceptable to the County such that the Developer and the County have deemed it appropriate that the terms and conditions of their agreement be reduced to written form; and

WHEREAS, the benefits to the County as a result of entering into this Agreement are unique to the particular circumstances of this Agreement; and

WHEREAS, the Act provides a means for the Developer and the County to document the assurances sought by each and commitment to the terms and obligations of this Agreement; and

WHEREAS, pursuant to the requirements of Section 163.3225, Florida Statutes (2013), the County has held two public hearings with respect to this Agreement, those being held on September 3, 2013 and September 17, 2013, with public notice provided for each hearing as required by law.

NOW THEREFORE, in consideration of the mutual covenants and conditions set forth herein and other good and valuable consideration, the Developer and the County enter into this Development Agreement and do hereby agree as follows:

1. Recitals.

The foregoing recitals are true, correct and incorporated herein by reference.

2. Legal Description and Owner of the Property.

An accurate legal description of the Property subject to the terms and conditions of this Agreement is attached hereto as **Exhibit "A"**, and incorporated herein by reference. The current owner of legal and equitable title to the Property is Lucie Rock,

LLC, a Florida limited liability company. Lucie Rock, LLC hereby represents and warrants that it is the current owner of all legal and equitable title in the Property.

3. Effective Date and Duration of Agreement.

Unless extended pursuant to the terms hereof, the duration of this Agreement shall be ten (10) years commencing with the effective date of this Agreement. The time for development authorized hereby shall supersede any timeframes for development set forth in the Master Site Plan Approval, including the expiration date of the Master Site Plan Approval and the Certificate of Capacity issued in connection therewith ("Certificate of Capacity"). The duration of this Agreement may be extended upon mutual consent of the County and the Developer following a public hearing as provided for in the Act. In the event the Florida Department of Economic Opportunity ("DEO") or any other interested party files a lawsuit or other legal proceeding challenging the validity of this Agreement, this Agreement shall not become effective until such time as a judgment is entered by a court of competent jurisdiction finding the Agreement valid and enforceable and such judgment becomes final and non-appealable.

4. Uses, Densities, Intensities and Height.

The development uses permitted on the Property, including densities, intensities and height, shall be as follows:

A. Uses Allowed: The development uses permitted on the Property shall be in accordance with the applicable zoning of the Property. Within the portion of the Property zoned Industrial Heavy (IH), permitted uses allowed within the IH zoning district shall be permitted. Within the portion of the Property zoned Industrial Light (IL), permitted uses allowed within the IL zoning district shall be permitted. Conditional uses allowed within the IL and IH zonings may be approved by the County in accordance with the LDC. The development of the foregoing uses shall be subject to all applicable provisions of the current County Land Development Code and Comprehensive Plan.

B. Density/Intensity Allowed: Pursuant to Ordinance No. 04-031 (the "Ordinance"), the land use designation of the Property was changed from RS (Residential, Suburban - 2 du/acre) to MXD - Orange Avenue (Mixed Use Development - Orange Avenue/I-95 Activity Area) (the "Land Use Amendment"). As part of the process of obtaining the Land Use Amendment, Declarant voluntarily limited the density and intensity of the development, to address comments from state land planning agency staff requesting that Declarant, as the applicant, demonstrate that development on the Property would be served by adequate public facilities, specifically transportation and utility facilities. The Ordinance amended the County's Future Land Use Map to add the following text (the "Percentage Limitations") limiting development on the Property: "Note: Future development shall be limited to the following land uses and ratios: IND (Industrial) 60%, COM (Commercial) 10%, and RES (Residential) 30%. The height of all buildings and structures shall be no more than 60 feet." The Percentage Limitations were based upon the following formula, set forth in the Traffic Statement and the Utility

Analysis provided to the state land planning agency and the County in response to the state land planning agency's comments:

IND (Industrial)	60% x 94.34 ac x .50 coverage = 1,232,835 SF
COM (Commercial)	10% x 94.34 ac x .50 coverage = 164,378 SF
RES (Residential)	30% x 94.34 ac x .15 du/acre = 425 dwelling units

The Property has all been zoned IL and IH, therefore there will be no residential development on the Property and any commercial development on the Property will be ancillary commercial uses permitted within the IL or IH zoning districts. Therefore, in accordance with the Percentage Limitations set forth in the Ordinance, the density and intensity of the development of the Property shall be limited to the following maximum:

Industrial Development: No more than 1,232,835 square feet of building space

C. Maximum Permitted Height: The maximum permitted height of all buildings and structures shall be no more than 60 feet, in accordance with the Ordinance.

5. Future Land Use Map Designation.

The future land use designation of the Property under the future land use element of the adopted St. Lucie County Comprehensive Plan is MXD - Orange Avenue (Mixed Use Development - Orange Avenue/I-95 Activity Area).

6. Zoning.

Part of the property is zoned Industrial Heavy (IH) and part of the Property is zoned Industrial Light (IL), as more specifically shown on the County's zoning maps.

7. Master Site Plan and Landscape Plan.

Attached hereto and incorporated herein as **Exhibit "B"** are a Major Site Plan, a Phasing Plan and a Landscape Plan, for St. Lucie Commerce Center depicting the proposed development, including roads, buffers, landscaping and storm water retention, as approved pursuant to County Resolution 2013-167. Also incorporated herein by reference is any documentation submitted to the County by the Developer in support of the application for the foregoing site plan approval, including any traffic studies ("Application Materials"). Notwithstanding the provisions of St. Lucie County Land Development Code Section 11.02.06, providing that a site plan approval is only valid for a period of twenty-four (24) months, the parties hereto agree that the Master Site Plan Approval shall be valid for the duration of this Developer Agreement, as it may be amended.

A. Landscaping.

The Landscape Plan for St. Lucie Commerce Center is incorporated in the Master Site Plan. Landscape buffers, street trees and tree mitigation will be provided in accordance with the Landscape Plan, provided however, that in the event of any conflict between the Landscape Plan incorporated into the Master Site Plan, and a landscape plan incorporated into a site plan for any individual lot or lots approved by the County, the Landscape Plan incorporated into the Master Site Plan shall be amended in accordance with the LDC. The Developer acknowledges that all landscaping for any individual lot or lots must be completed in accordance with the applicable provisions of the St. Lucie County Land Development Code.

B. Berm.

At the time of construction of the first phase of development on the Property, Developer shall construct the berm along the west boundary of the Property (the "Berm") and install the hedge along the top of the Berm, in accordance with the Master Site Plan and Landscape Plan. The balance of the landscaping in the 40 foot landscape buffer along the Berm will be installed (in accordance with the Landscape Plan) upon the earlier to occur of (a) development of Lot 11, 15 or 16, or (b) before issuance of a certificate of occupancy for a building exceeding 40 feet in height anywhere within the Property, if at that time there is an unexpired development order permitting the development of residential units on the property known as the Sunnyland Farms PUD on the west side of Emerson Avenue (Tax ID # 2303-411-0010-0001).

8. Public Facility Adequacy.

A. On- Site Traffic Improvements.

Developer shall provide internal road improvements within St. Lucie Commerce Center as depicted on the Master Site Plan. The parties understand and agree that all roads located within St. Lucie Commerce Center will be designed and constructed at the expense of Developer, subject to receipt of all required governmental approvals. The parties further understand and agree that all sidewalks and roads located within St. Lucie Commerce Center shall be owned and maintained by either the owner of the Property or by a property owners association formed for the maintenance and operation of onsite improvements. The foregoing notwithstanding, the internal road improvements may be turned over to the County upon the mutual agreement of the County and Developer.

B. Off-Site Traffic Improvements.

Developer agrees to make the following contributions toward off-site traffic improvements by providing payment to the County for the purpose of such improvements or by constructing said improvements, within the timeframes set for herein:

i. Before issuance of a certificate of occupancy for any construction on the Property, Developer shall (a) pave the unpaved section of Rock Road to a width of 24 feet from the entrance of the first phase of development on the Property to the paved section of Rock Road, (b) signalize the intersection of Orange Avenue and Rock Road, (c) construct a 400 foot southbound to eastbound left turn lane (on Rock Road) with appropriate tapers at the same intersection, (d) construct a 265 foot eastbound to northbound left turn lane (on Orange Avenue) with appropriate tapers at the same intersection, (e) provide a 6-foot wide painted median (on Orange Avenue) on the westbound approach to the same intersection, (f) construct 25 feet of pavement on the south side of the same intersection to allow adequate paved access to the south side of the intersection and (g) lengthen to 250 feet the westbound to northbound right turn lane (on Orange Avenue) with appropriate tapers at the same intersection, all in accordance with engineering plans to be approved by the County Engineer. The foregoing off-site traffic improvements shall be sufficient for the first 500,000 square feet of construction on the Property.

ii. Before a certificate of occupancy is issued for any construction in excess of the first 500,000 square feet of construction on the Property, Developer shall lengthen the southbound to eastbound left turn lane (on Rock Road) at the intersection of Orange Avenue and Rock Road, from 400 feet to 800 feet in accordance with engineering plans to be approved by the County Engineer. The foregoing off-site traffic improvements shall be sufficient for the first 1,000,000 square feet of construction on the Property.

iii. Before a certificate of occupancy is issued for any construction in excess of the first 1,000,000 square feet of construction on the Property, Developer shall provide for dual southbound to eastbound left turn lanes at the intersection of Orange Avenue and Rock Road (one lane to be a right turn, straight and left turn lane and the other lane to be a left turn only lane) and dual 880 foot receiving lanes on Orange Avenue with appropriate tapers, as depicted on attached **Exhibit "D"**, in accordance with engineering plans to be approved by the County Engineer. The foregoing off-site traffic improvements shall be sufficient for 1,232,835 square feet of construction on the Property.

iv. Developer shall not be required to make any improvements or proportionate share payments with respect to Emerson Avenue or Kings Highway. Developer shall not be required to make any improvements to Sunnyland Drive, except as set forth in Paragraph 8.C below.

For convenience, attached hereto as **Exhibit "C"** is a Schedule of Improvements setting forth the foregoing traffic improvements and attached hereto as **Exhibit "D"** are sketches depicting the foregoing traffic improvements. Those traffic improvements constructed by Developer pursuant to this Agreement which are located outside of the

Property shall ultimately be dedicated to the County for its ownership and maintenance. Developer may be entitled to receive impact fee credits from the County for such off-site traffic improvements constructed or paid for by Developer, in accordance with Section 1-17-33.1 of the County Code of Ordinances. Developer and the County shall enter into an impact fee credit agreement prior to Developer constructing or paying for such off-site traffic improvements.

Developer and the County acknowledge that additional right-of-way is needed along Orange Avenue for construction of the dual receiving lanes referenced in Paragraph 8.B.iii above. In the event of the development of any property with frontage along the section of Orange Avenue where such right-of-way is needed, the County shall require the owner of such property to provide such right-of-way as a condition of their development order. In the event that Developer must purchase any or all of such right-of-way in order to provide the dual receiving lanes, then Developer shall be entitled to receive impact fee credits from the County in accordance with Section 1-17-33.1 of the County Code of Ordinances.

In the event that other owners of real property located north of Orange Avenue on Rock Road desire to develop their property and to pay for or construct improvements to Rock Road and/or the intersection of Rock Road and Orange Avenue in order to address their traffic impacts, Developer agrees to cooperate with the County and the owner or owners of such property to modify the planned improvements set forth herein, and to share in the cost of such modified improvements, provided that (a) the cost of such modified improvements to Developer shall not exceed the cost of Developer's obligations under this Paragraph 8.B, and (b) modifying the planned improvements set forth herein shall not require Developer to delay any phase of development of the Property.

Notwithstanding the provisions of St. Lucie County Land Development Code Section 5.08.04, providing that a new concurrency test shall be performed for any development that begins three (3) years after the date of issuance of the Certificate of Capacity, the parties hereto agree that the Certificate of Capacity shall be valid and no new concurrency test shall be required for the duration of this Developer Agreement, as it may be amended.

C. Sunnyland Drive.

Sunnyland Drive, as shown on the Master Site Plan, is currently owned by the Florida Department of Transportation ("FDOT"). Prior to the issuance of a certificate of occupancy for any lot or lots in Phases D or F of the Phasing Plan attached hereto as part of **Exhibit "B"** (the "Phasing Plan"), Developer shall improve that portion of Sunnyland Drive needed to provide vehicular access to such lot or lots being developed. Prior to the development of any lot or lots in Phases D or F, Developer shall enter into a road improvement agreement with the County, obligating the Developer to improve that portion of Sunnyland Drive to County standards as needed to provide vehicular access to such lot or lots, at the Developer's sole cost and expense, in accordance with engineering plans approved by the County Engineer. If Sunnyland Drive is still owned by FDOT,

then the County shall request that FDOT turn over Sunnyland Drive to the County upon (a) approval of such engineering plans by the County Engineer, (b) approval of such road improvement agreement by the Board of County Commissioners and (c) Developer posting any bond or other security required by the County pursuant to such road improvement agreement. Upon Sunnyland Drive being conveyed to the County, the Developer shall improve that portion of Sunnyland Drive to County standards at Developer's cost, in accordance with the foregoing road improvement agreement and engineering plans. Notwithstanding any other provisions of this Agreement, if FDOT conveys Sunnyland Drive to the County and the County accepts such conveyance, prior to Developer entering into a road improvement agreement for Sunnyland Drive, Developer shall not be required to make any improvements to Sunnyland Drive or bond such improvements thereto, until Developer obtains site plan approval to develop a lot or lots in Phase D or F and enters into a road improvement agreement with the County for Sunnyland Drive. Developer shall not be required to improve Sunnyland Drive beyond what is needed to provide access to the lots being developed and Developer shall not be required to pave Sunnyland Drive west of its intersection with Goldmeier Drive. Developer shall not be required to provide a paved connection to Emerson Avenue.

D. Utility Services.

The Developer will supply adequate public utility facilities and services to serve St. Lucie Commerce Center concurrent with the impact creating the need for such services, including, but not limited to, potable water distribution, wastewater collection and solid waste disposal. The Developer must obtain all necessary governmental approvals and permits prior to utilization of any potable water or wastewater collection utility system constructed by Developer.

i. Potable Water Distribution.

Drinking water for St. Lucie Commerce Center will be supplied by Fort Pierce Utility Authority, or its successors or assigns ("FPUA"), in accordance with a utility agreement to be signed by the Developer. The Developer will construct or cause to be constructed all necessary onsite and offsite potable water service infrastructure serving St. Lucie Commerce Center. It is the intention of the Developer that upon construction of such potable water service infrastructure, the infrastructure will be ultimately owned and maintained by FPUA. Water service shall be available in adequate volume prior to improvements being constructed in each particular phase of development.

ii. Wastewater Collection.

Wastewater collection and treatment services for St. Lucie Commerce Center will be supplied by FPUA, or its successors or assigns, in accordance with a utility agreement to be signed by the Developer. The Developer will construct or cause to be constructed all necessary onsite and offsite wastewater collection infrastructure serving St. Lucie Commerce Center. It is the intention of the Developer that upon construction of such wastewater collection infrastructure, the infrastructure will be ultimately owned and

maintained by FPUA. Wastewater collection service shall be available in adequate capacity prior to construction of improvements in each particular phase of development.

iii. Solid Waste Disposal.

There will be no particular improvements or facilities required for solid waste collection within St. Lucie Commerce Center. Dumpsters or other improvements for solid waste collection shall be addressed pursuant to the site plan approvals for the individual lots within St. Lucie Commerce Center.

iv. Capacity. In the event that there is insufficient water and/or wastewater capacity for the proposed development of the Property at the time that Developer requests service from FPUA or is successors or assigns, the expiration of this Agreement, the Master Site Plan and the Certificate of Capacity, shall all be tolled until such capacity becomes available.

E. Stormwater Treatment Facilities.

The stormwater treatment facilities for St. Lucie Commerce Center will be constructed as depicted on the Master Site Plan. All storm water runoff and drainage system improvements within St. Lucie Commerce Center will be: (1) designed and constructed to County standards; (2) treated to minimum South Florida Water Management District water quality standards; (3) constructed or caused to be constructed by the Developer; and (4) maintained by either the owner of the Property or by a property owners association formed for the maintenance and operation of onsite improvements. The County will not be responsible for any construction or maintenance costs associated with the stormwater drainage system within the St. Lucie Commerce Center. The system will be designed and constructed so that there will be no outflow onto adjacent properties unless otherwise approved by regulatory authorities and will be designed to protect adjacent surface waters by use of best management practices and other innovative techniques.

F. Construction of Drainage Improvements.

Material from the excavation of any lakes, swales, drainage ditches or other improvements to the Property may be extracted pursuant to Section 6.06.02 of the County Land Development Code, without issuance of a mining permit by the County, provided that such lakes, swales, drainage ditches or other improvements are constructed in accordance with the Master Site Plan or the site plan for any phase of development or any lot. Such excavated material may be used on the Property for fill, building pads, water retention structures, berms, or other improvements, and may be used for road beds for the construction of on-site or off-site road improvements required by this Agreement.

G. Adjustments to the Master Site Plan.

In the event that Developer desires to combine or reconfigure any lots, such that (a) some internal roads (or portions thereof) are no longer needed for access, or (b) internal storm water improvements, utility improvements, landscape buffers, street trees or tree mitigation will be reconfigured, then Developer may apply for an amendment to the Master Site Plan. Any amendment to the Phasing Plan shall be considered an adjustment to the Master Site Plan for St. Lucie Commerce Center, and any such adjustments to the Master Site Plan may be approved by the County in accordance with the LDC.

The Master Site Plan depicts a 9.13 acre Lake to be constructed along the west boundary of the Property adjacent to the Berm (the "Lake") and a section of Sunnyland Drive to be improved in the existing FDOT right-of-way. However, in the event that a large portion of the Property is developed by a single user, it may be more efficient to relocate Sunnyland Drive and/or to build some storm water retention within such single user's parcel and to reduce the size of the Lake. In the event that Developer desires to relocate Sunnyland Drive and/or to reduce the size of the Lake and build some storm water retention at another location within the Property, Developer shall apply for an amendment to the Master Site Plan and the Phasing Plan. Such amendment to the Master Site Plan and Phasing Plan may be approved by the County in accordance with the LDC. Sunnyland Drive is a proposed County road and any altered realignment of Sunnyland Drive will be reviewed by the County for consistency with County transportation plans and to ensure that adequate thoroughfare traffic is accommodated. Notwithstanding any reduction in the size of the Lake, the minimum distance between the right-of-way of Emerson Avenue and the platted lots shall be no less than 350 feet, providing a buffer between such lots and any future development west of Emerson Avenue.

H. Other Conditions of Site Plan Approval.

Unless otherwise provided in this Agreement, Developer shall comply with all conditions of approval set forth in the Master Site Plan Approval (County Resolution 2013-167), which conditions are incorporated herein by reference.

9. Phasing.

The Phasing Plan for the project is attached hereto as part of **Exhibit "B"**. Phases may be built in any order, provided however that all First Phase Improvements (as defined hereinbelow) shall be built at the time of construction of the infrastructure improvements for the first phase of development. Roads, utility infrastructure, storm water improvements including the Lake, landscape buffers, street trees, and tree mitigation shall be provided by phase according to the Phasing Plan.

Interim storm water conveyance and water quality treatment swales may be constructed in lieu of final required storm water infrastructure until lot phasing

development necessitates the ultimate storm water infrastructure construction, including the Lake and related littorals and upland buffers. For example, if the east side of the Property is developed first, it may be more efficient to build swales directly to the outfall, which will be removed or relocated later when the swales, pipes and other infrastructure serving the future phases are constructed, provided such interim storm water conveyance or water quality treatment improvements receive all required approvals from the South Florida Water Management District, St. Lucie County Engineering Department, St. Lucie County Water Quality Division and North St. Lucie River Water Control District.

The following improvements are the "First Phase Improvements" which shall be built at the time of construction of the infrastructure improvements for the first phase of development (regardless of which phase is developed first):

A. The lift station as depicted on the Master Site Plan, along with a gravity line from the first phase of development to the lift station, a force main from the lift station to FPUA's existing lines and a paved access road providing vehicular access to the lift station.

B. The Berm, as defined in Paragraph 7.B above, and depicted on the Site Plan.

C. Improvements to the section of Rock Road located in Phase A, as depicted on the Master Site Plan.

D. Improvements to any additional section of Rock Road and/or any section of Sunnyland Drive, necessary to provide paved vehicular access to the first phase of development on the Property.

10. Reservation or Dedication of Land.

The Developer shall convey the following rights-of-way to St. Lucie County free and clear of any liens or encumbrances:

A. Thirty (30) feet of road right-of-way along the east side of Emerson Avenue/Laid Back Way, as more specifically shown on the Master Site Plan. This right-of-way will be dedicated to St. Lucie County within ninety (90) days after final approval of the Master Site Plan.

B. Twenty (20) feet of road right-of-way along the west side of Rock Road, within Phase A, as shown on the Master Site Plan. This right-of-way will be dedicated to St. Lucie County within ninety (90) days after final approval of the Master Site Plan.

C. Twenty (20) feet of road right-of-way along the west side of Rock Road, within Phase B, as shown on the Master Site Plan. This right-of-way will be dedicated to St. Lucie County within ninety (90) days after final approval of the Master Site Plan.

D. Ten (10) feet of road right-of-way along Sunnyland Drive (5 feet on the north side of the road and 5 feet on the south side), as more specifically shown on the Master Site Plan. This right-of-way will be dedicated to St. Lucie County within ninety (90) days after final approval of the Master Site Plan.

Developer may be entitled to receive impact fee credits for the dedication of the foregoing rights-of-way in accordance with Section 7.05.03.I of the County Land Development Code.

11. Environmental Resource Department Issues.

A. When the Developer applies for site plan approval for any phase of development on the Property, the Developer shall provide the County Environmental Resources Department with (i) an updated tree survey and mitigation table for such phase of development, if such phase of development contains native trees meeting the size requirements of LDR Section 6.00.05.D, Table 1, and (ii) an updated Environmental Impact Report for such phase of development, if required by LDR Section 11.02.09.A.5.

B. Prior to approval of any phase of development containing the Lake (defined in Paragraph 8.G above) the Developer shall provide the County Environmental Resources Department with a Lake Area Monitoring and Management Plan.

12. Local Development Permits and Approvals.

All development permits approved or requiring approval by the County for development of the Property shall be issued by the County in accordance with County regulations, including but not limited to, the Comprehensive Plan, the LDC, and the County Code of Ordinances. The parties agree that such County regulations that are in existence and effect on the date of the execution of this Agreement will control and establish the density, intensity, bulk, height, setback, wetland mitigation and preservation requirements and the land uses and structures allowed to be developed on the Property under this Agreement. However, all applications for building permits shall comply with the building code in effect at the time of application. Notwithstanding anything to the contrary contained herein, the Master Site Plan Approval and Certificate of Capacity shall be vested and not expire so long as all applicable conditions of this Agreement and the associated Master Site Plan Approval are met, and a building permit is issued for the St. Lucie Commerce Center within the term of this Agreement and such building permit does not otherwise expire pursuant to the terms of Section 11.02.06 of the LDC. The local development permits required for the development of the Property are as follows:

A. Surface water management permit(s) from the South Florida Water Management District ("SFWMD") with respect to all or any phase of the Property will be required prior to development of any lots within such phase. Consumptive use permits from SFWMD shall be required for any wells for landscaping irrigation.

B. Permit(s) from the North St. Lucie River Water Control District with respect to all or any phase of the Property will be required prior to development of any lots within such phase.

C. Subdivision plat approval(s) from St. Lucie County for all or any phase of the Property will be required prior to the conveyance or development of any lots within such phase. Final plat approval for such phase shall not be granted unless all required infrastructure for such phase has been installed or the Developer enters into a Subdivision Improvement Agreement with the County and provides required bond or other security, in accordance with Section 11.04.00 of the LDC.

D. Site plan approval(s) from St. Lucie County approving the development of any lot or lots within the Property will be required prior to the development of such lot or lots. Site plan approval may be filed and processed concurrently with subdivision plat approval. Developer may also apply for County approval of major or minor site plans concurrently with applying for approvals from the South Florida Water Management District, North St. Lucie River Water Control District, or other agencies. In accordance with LDC Section 11.02.08.A.6, the County shall process such applications for major or minor site plans concurrently with such approvals from other agencies and shall not require that Developer obtain approvals from other agencies prior to issuance of County approvals for major or minor site plans. In accordance with LDC Section 11.02.08.A.6, such County major or minor site plan approvals may be specifically conditioned with the requirement that Developer shall obtain all necessary development permits and construction authorizations from the appropriate State and Federal regulatory authorities, including but not limited to: the United States Army Corps of Engineers, the Florida Department of Environmental Protection, and the South Florida Water Management District, prior to the issuance of any local building permits or authorizations to commence development activities on the Property.

E. Conveyance of Sunnyland Drive from the Florida Department of Transportation to St. Lucie County, and acceptance thereof by St. Lucie County (as more specifically addressed in Paragraph 8.C above), will be required prior to development of any lots within the Property which require vehicular access from Sunnyland Drive.

F. Tree removal permit(s) from St. Lucie County will be required prior to commencement of site construction.

G. Building permit(s) from St. Lucie County will be required prior to commencement of building construction.

13. Responsibility for Local Development Permits.

All of the local development permits set forth in Paragraph 12 above shall be obtained at the sole cost of the Developer and in the event that any such local development permit required for development of the Property in accordance with this Agreement is not received, no further development of the Property shall be allowed until

such time as the St. Lucie County Board of County Commissioners has reviewed the matter and determined whether or not to terminate this Agreement or to modify it in a manner consistent with the St. Lucie County Comprehensive Plan.

14. Consistency With Comprehensive Plan.

The County and Developer agree that the St. Lucie Commerce Center, as contemplated by this Agreement and depicted on the attached Master Site Plan, is consistent with the goals, objectives, and policies of the St. Lucie County Comprehensive Plan in effect at the time of the execution of this Agreement.

15. Consistency with Land Development Code.

The County and Developer agree that the St. Lucie Commerce Center, as contemplated by this Agreement and depicted on the attached Master Site Plan is consistent with the St. Lucie County Land Development Code in effect at the time of the execution of this Agreement, including, but not limited to, the applicable zoning district use regulations set forth therein.

16. Compliance with Other Laws.

Failure of this Agreement to address a particular permit, condition, term or restriction shall not relieve the Developer of the necessity of complying with the law governing such permitting requirement, condition, term, or restriction, and any matter or thing required to be done under existing ordinances of St. Lucie County shall not be otherwise amended, modified, or waived unless such amendment, modification or waiver is expressly provided for in this Agreement with specific reference to the code provision so amended, modified or waived.

17. Remedies.

The Board may revoke this Agreement if the Board determines based upon substantial and competent evidence, through its annual review of this Agreement, that Developer has not complied in good faith with the terms and conditions of this Agreement, including all amendments or extensions thereto. Prior to any revocation of this Agreement, the Board shall hold two public hearings consistent with the requirements of Section 11.08.02 of the LDC. At the public hearing(s), the Developer will be given an opportunity to rebut the determination that the requirements of this Agreement, or any amendments thereto have not been complied with. If the Board determines that revocation of this Agreement is not necessary, the Board may amend the terms of this Agreement to provide for any reasonable condition necessary to assure compliance with the requirements of this Development Agreement, and any extensions or amendments thereto. Either party may file an action for injunctive relief in the Circuit Court for St. Lucie County to appeal the revocation or amendment of this Agreement. The provisions requiring Board approval of any change in the Master Site Plan shall survive the revocation of this Agreement.

If the Developer or the County fails to carry out any of its covenants herein contained, the County and the Developer shall be entitled to all remedies available at law or in equity including, without limitations, the remedy of prohibitive injunction. Either party may file an action for injunctive relief in the Circuit Court for St. Lucie County to enforce the terms of this Agreement or to challenge compliance of this Agreement with the provisions of the Act or Section 11.08.00 of the LDC.

None of these remedies shall be deemed exclusive of one another, or exclusive of any other remedy which the Court having jurisdiction deems appropriate. Such remedies shall be granted either singularly, or in combination, to the extent necessary to achieve the intent of this Agreement. The Developer and the County agree that they shall cooperate in good faith to carry out the intent of this Agreement.

18. Annual Review

In accordance with Section 11.08.08 of the LDC, the Board shall review the development that is subject to this Agreement every twelve (12) months, commencing twelve (12) months after the effective date of this Agreement. Every year during the term of this Agreement, on or before the anniversary of the Effective Date of this Agreement, the Developer shall provide the County with an annual report containing the following information:

A. An identification of any changes in the plan of development as contained in the Master Site Plan, or in any phasing for the reporting year and for the next year.

B. If the Master Site Plan provided for phasing, a summary comparison of development activity proposed and actually conducted for the year.

C. Identification of undeveloped tracts of land that have been sold to a separate entity or Developer.

D. An assessment of the Developer's compliance with each condition of approval set forth in this Agreement.

E. Identification of significant local, state and federal permits which have been obtained or which are pending by agency, type of permit, permit number and purpose of each.

F. Identification of the total square footage approved for construction within the Property, and the amount of square footage remaining before the 1,232,835 square foot limitation set forth in Paragraph 4.B above is reached.

Prior to the County taking any action based upon the Developer's failure to provide the annual report to the County, the County shall notify the Developer and be given sixty (60) days to provide the annual report. Any information required of Developer during an annual review shall be limited to that necessary to determine the extent to which the Developer is proceeding in good faith to comply with the terms of this Agreement. If the County finds on the basis of substantial competent evidence that there has been a failure to comply with the terms of the Agreement, the County may revoke or modify the terms of this Agreement in accordance with the procedures set forth in Paragraph 17 above.

19. General Provisions.

A. It is the intent of the Developer and the County that this Agreement memorialize their understanding with respect to the future development of the Property and set forth how various issues with respect to such development will be addressed. The parties hereto shall cooperate in good faith to carry out the intent of this Agreement.

B. Nothing herein is intended to preclude the County from exercising its proper police powers to protect the health, welfare, and safety of the public.

C. This Agreement is hereby declared to be, and shall hereafter continue as, a covenant running with the title to the Property and shall be binding upon Developer and all successors in title to the Property. Accordingly, the Property shall hereafter be owned, held, transferred, sold, conveyed, demised, devised, assigned, leased, mortgaged, occupied, used and enjoyed subject to the benefits and burdens, as the case may be, of the terms, covenants and provisions set forth herein. Following the recordation of this Agreement, each person or entity who or which shall acquire any right, title, interest, claim or lien in, to, or upon any portion of the Property shall be deemed in all respects to have acquired such right, title, interest, claim or lien subject to the benefits and burdens established and created hereby to the same extent as if (i) such person or entity had agreed and consented to such Agreement by its joinder herein, or (ii) such Agreement had been specifically agreed and consented to in the instrument or instruments pursuant to which such right, title, interest, claim or lien was acquired, created, imposed or granted.

D. Any notices required to be given or elected to be given by either of the parties pursuant to the terms of this Agreement shall be deemed effectively provided when placed in the United States Mail, certified return receipt requested, or placed in the hands of an overnight delivery service.

As to the Developer: Lucie Rock, LLC
Attn: Barry S. Goldmeier
P.O. Box 279
Key Biscayne, FL 33149

With a Copy to: Dean, Mead, Minton and Zwemer
Attn: W. Lee Dobbins
P.O. Box 2757
Fort Pierce, FL 34947

As to the County: St. Lucie County Board of County Commissioners
Attn: Chairperson
2300 Virginia Avenue
Ft. Pierce, Florida 34982-5652

With a copy to: St. Lucie County Attorneys' Office
Attn: County Attorney
2300 Virginia Avenue
Ft. Pierce, Florida 34982

E. This Agreement constitutes the complete and exclusive statement of agreement between the parties with respect to the subject matter described herein. This Agreement also supersedes all prior written and oral statements; no representation, statement, condition, or warranty not contained in this Agreement has any force or effect.

F. This Agreement and the rights of the parties hereunder are governed by, interpreted, and enforced in accordance with the laws of the State of Florida. Exclusive venue for any legal action brought to enforce or interpret this Agreement shall be in the Circuit Court for the Nineteenth Judicial Circuit, in and for St. Lucie County, Florida.

G. Common nouns and pronouns refer to the singular and plural. Any reference to statutes or laws will include all amendments, modifications, or replacements of the specific sections and provisions concerned.

H. All headings herein are inserted only for convenience and ease of reference and are not to be considered in the construction or interpretation of any provision of this Agreement.

I. If any provision of this Agreement is held to be illegal, invalid, or unenforceable, such provision is fully severable. Upon such event, this Agreement is to be construed and enforced as if such illegal, invalid, or unenforceable provision had never comprised a part of this Agreement and the remaining provisions of this Agreement will remain in full force and effect. If any portion of this Agreement adopted pursuant to Chapter 163,

Florida Statutes, is held or declared to be void by a court of competent jurisdiction, the Agreement shall be deemed to be and enforceable as a home rule developer agreement in accordance with Florida law.

J. This Agreement is made solely and specifically among and for the benefit of the parties hereto and their respective successors and assigns; no other person has or will have any rights, interest, or claims hereunder or be entitled to any benefits under or on account of this Agreement as a third party beneficiary or otherwise.

K. This Agreement may be executed in any number of counterparts, each of which, when executed and delivered, shall constitute an original, and such counterparts together shall constitute one and the same instrument. Signature and acknowledgment pages, if any, may be detached from the counterparts and attached to a single copy of this document to physically form one document.

L. This Agreement shall be recorded in the Public Records of St. Lucie County, Florida by the Developer within fourteen (14) days of its final execution by the Chair of the County Commission.

M. This Agreement may be amended only by a subsequent written instrument entered into and executed by the parties pursuant to the procedures and requirements of the Act.

N. This Agreement may be amended or cancelled by mutual consent of the parties. Prior to amending this Agreement, the Board shall hold two public hearings consistent with the requirements of Section 11.08.02 of the LDC. No further development permits that would result in the generation of any additional required Level of Service impacts will be issued until a Final Development Order has been issued. Any application for Final Development Order, for a modification to a building, structure, or site facility built or constructed in accord with the terms of this Agreement shall be subject to any applicable St. Lucie County construction standard or code in effect at the time the application is filed. All applications for building permits shall comply with the building code in effect at the time of application.

O. This Agreement shall be construed as the joint and equal work product of the parties and shall not be construed more or less favorably on account of its preparation.

P. This Agreement is a common law, as well as a statutory, agreement and shall survive annexation of the Property by the City of Fort Pierce, Florida.

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS

ATTEST:

By: Tod Mowery
Chairman

By: _____
Deputy Clerk

Approved as to correctness of form:

_____
County Attorney

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me this 17th day of September, 2013 by Tod Mowery, as Chairperson of the ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS, on behalf of the Board, who is personally known to me.

(SEAL)

CHARLENE A. FURTADO
Commission # DD 895091
Expires September 24, 2016
Bonded Thru Troy Fain Insurance 800-385-7019

Charlene A. Furtado
Print Name: _____
Notary Public, State of Florida
Commission No.: _____
My Commission Expires: _____

Signed, sealed and delivered
in the presence of:

Print Name: Karim Amin

Print Name: Shaynal Varkas

LUCIE ROCK, LLC, a Florida limited liability company

By: Goldmeier (N.J.) Ltd., a Florida limited partnership, its sole member
By: Goldmeier (N.J.) Corp., a Florida corporation, its General Partner

By: _____
Barry S. Goldmeier
Vice President

[CORPORATE SEAL]

STATE OF FLORIDA
COUNTY OF Dade

The foregoing instrument was acknowledged before me this 17 day of Sept, 2013, by BARRY S. GOLDMEIER, as Vice President of Goldmeier (N.J.) Corp., a Florida corporation, as the General Partner of Goldmeier (N.J.) Ltd., a Florida limited partnership, as the sole member of Lucie Rock, LLC, a Florida limited liability company. Said person (check one) ■ is personally known to me, □ produced a driver's license (issued by a state of the United States within the last five (5) years) as identification, or □ produced other identification, to wit: _____.

KARIM AMIN
MY COMMISSION EXPIRES
March 28, 2015
#EE 78848
Bonded thru Notary Public Underwriters
NOTARY PUBLIC, STATE OF FLORIDA

_____
Print Name: Karim Amin
Notary Public, State of Florida
Commission No.: EE 78848
My Commission Expires: 3/28/15

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

PARCEL 1

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

TOGETHER WITH:

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 3:

FROM THE SOUTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, RUN NORTH 00°08'13" WEST ALONG THE 1/4 1/4 SECTION LINE 60 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 00°08'13"W 846.63 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR INTERSTATE 95 HIGHWAY; THENCE RUN NORTH 60°08'02" WEST ALONG SAID RIGHT-OF-WAY LINE 107.58 FEET; THENCE RUN NORTH 62°25'28" WEST 300.24 FEET; THENCE RUN NORTH 60°08'02" WEST 182.77 FEET; THENCE RUN SOUTH 00°11'29" WEST 346.62 FEET; THENCE RUN SOUTH 60°08'02" EAST 354.41 FEET; THENCE RUN SOUTH 00°08'13" EAST, 607.48 FEET; THENCE RUN NORTH 89°53'47" EAST, 210 FEET TO THE POINT OF BEGINNING.

BILLBOARD PARCEL:

BEING A PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST.

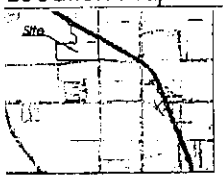
LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE 1/4 1/4 SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, S60°50'22"E, 700.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 125.00 FEET; THENCE S60°50'22"E, 125.00 FEET; THENCE N29°09'38"E, 125.00 FEET TO THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG SAID SOUTH RIGHT-OF-WAY LINE 125.00 FEET BACK TO THE POINT OF BEGINNING.

INGRESS/EGRESS EASEMENT:

BEING A PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE 1/4 1/4 SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE S60°50'22"E, 825.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 30.00 FEET; THENCE S60°50'22"E, 682.21 FEET TO THE WEST RIGHT-OF-WAY LINE OF ROCK ROAD; THENCE ALONG THE SAID WEST RIGHT-OF-WAY LINE OF ROCK ROAD N00°45'37"W, 34.61 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95 664.95 FEET BACK TO THE POINT OF BEGINNING.

Location Map



Legal Descriptions

TOTAL SITE:

PARCEL 1:

THE SOUTH ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF SECTION 7, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHT-OF-WAY OF RECORD.

TOGETHER WITH

PARCEL 2:

THAT PART OF THE WEST 1/2 OF THE NW 1/4 OF SECTION 8, TOWNSHIP 36 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF THE LEE AND EXCEPT THE EAST 30 FEET AND THE NORTH 1,320 FEET THEREOF, ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH

PARCEL 3:

BEING THE SOUTHEAST 1/4 OF THE NE 1/4 OF THE NW 1/4 OF SECTION 8, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS: BEGIN AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NE 1/4 OF THE NW 1/4 OF SAID SECTION 8; THENCE RUN SOUTH 89°39'47" WEST 1320.31 FEET TO THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE NE 1/4 OF THE NW 1/4 OF SAID SECTION 8; THENCE RUN SOUTH 00°21'30" EAST 660.01 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE NE 1/4 OF THE NW 1/4 OF SAID SECTION 8; THENCE RUN NORTH 89°39'47" EAST 1320.31 FEET TO THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NE 1/4 OF THE NW 1/4 OF SAID SECTION 8; THENCE RUN NORTH 00°21'30" WEST 660.01 FEET TO THE POINT OF BEGINNING.

PARCEL 4:

BEING A PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

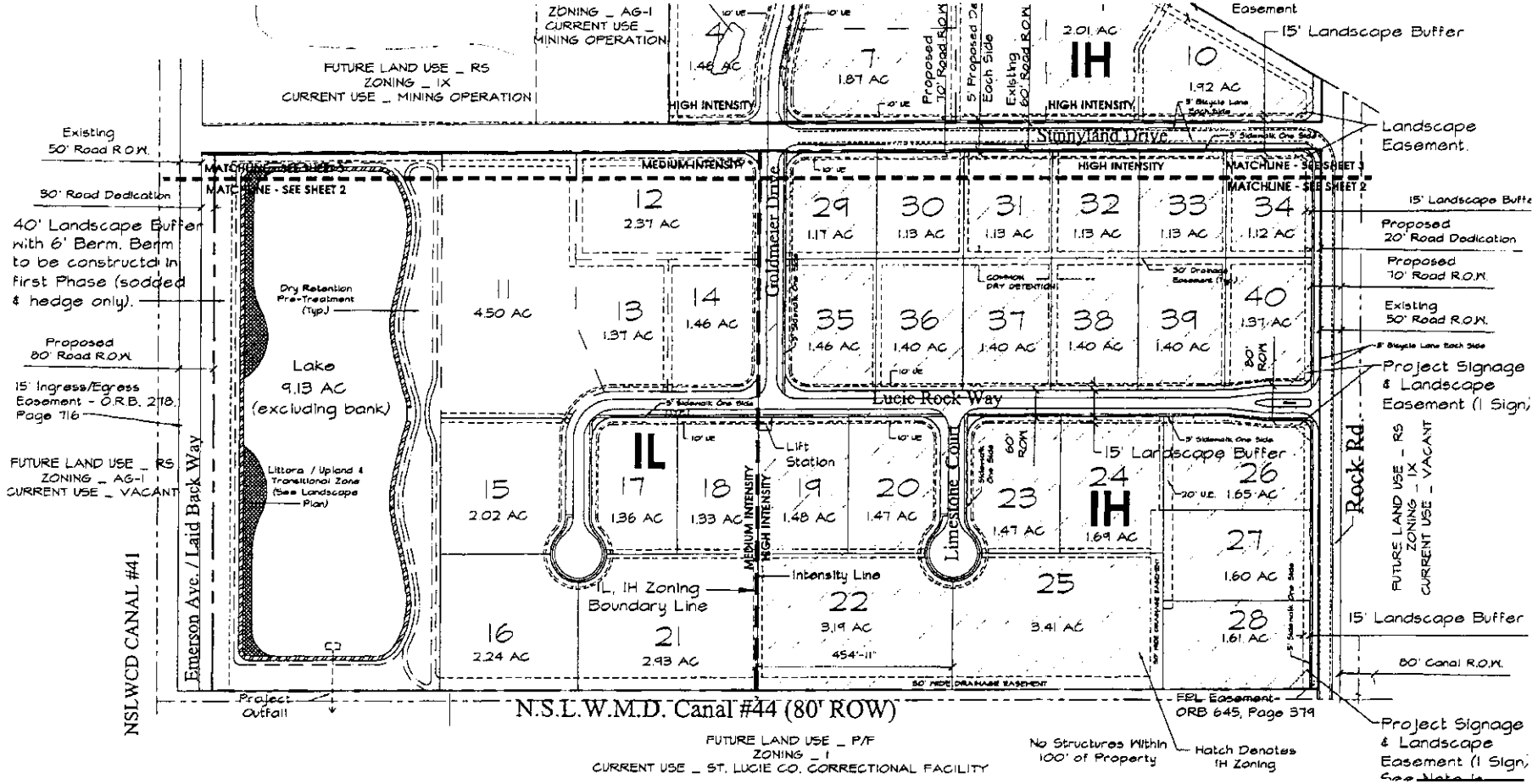
COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 7, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA; THENCE SOUTH 89°39'47" WEST ALONG THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 7, A DISTANCE OF 1320.31 FEET TO THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 7; THENCE NORTH 00°21'30" WEST ALONG THE WEST LINE OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 7, A DISTANCE OF 660.01 FEET TO THE NORTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 7; THENCE NORTH 89°39'47" EAST ALONG THE NORTH LINE OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 7, A DISTANCE OF 1320.31 FEET TO THE NORTHEAST CORNER OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 7; THENCE SOUTH 00°21'30" EAST ALONG THE EAST LINE OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 7, A DISTANCE OF 660.01 FEET TO THE POINT OF BEGINNING.

CONTAINING 20.00 ACRES, MORE OR LESS.

ZONING PARCELS:

1.

THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 5, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL PARCELS OF RIGHT-OF-WAY AND EASEMENTS GRANTED UNTO THE STATE OF FLORIDA, ST. LUCIE COUNTY, FLORIDA, AND ALSO LESS AND EXCEPT ALL PARCELS OF RIGHT-OF-WAY AND EASEMENTS GRANTED UNTO ST. LUCIE COUNTY, FLORIDA, AND ALSO LESS AND EXCEPT ALL PARCELS OF RIGHT-OF-WAY AND EASEMENTS GRANTED UNTO FLORIDA POWER & LIGHT COMPANY, AND ALSO LESS AND EXCEPT ALL PARCELS OF RIGHT-OF-WAY AND EASEMENTS GRANTED UNTO FLORIDA GAS TRANSMISSION COMPANY, AND ALSO LESS AND EXCEPT ALL PARCELS OF RIGHT-OF-WAY AND EASEMENTS GRANTED UNTO SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, AND ALSO LESS AND EXCEPT ALL PARCELS OF RIGHT-OF-WAY AND EASEMENTS GRANTED UNTO THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT, AND ALSO LESS AND EXCEPT ALL PARCELS OF RIGHT-OF-WAY AND EASEMENTS GRANTED UNTO ST. LUCIE COUNTY, AND ALSO LESS AND EXCEPT ALL PARCELS OF RIGHT-OF-WAY AND EASEMENTS GRANTED UNTO THE FLORIDA DEPARTMENT OF TRANSPORTATION



COSSIO DESIGN GROUP

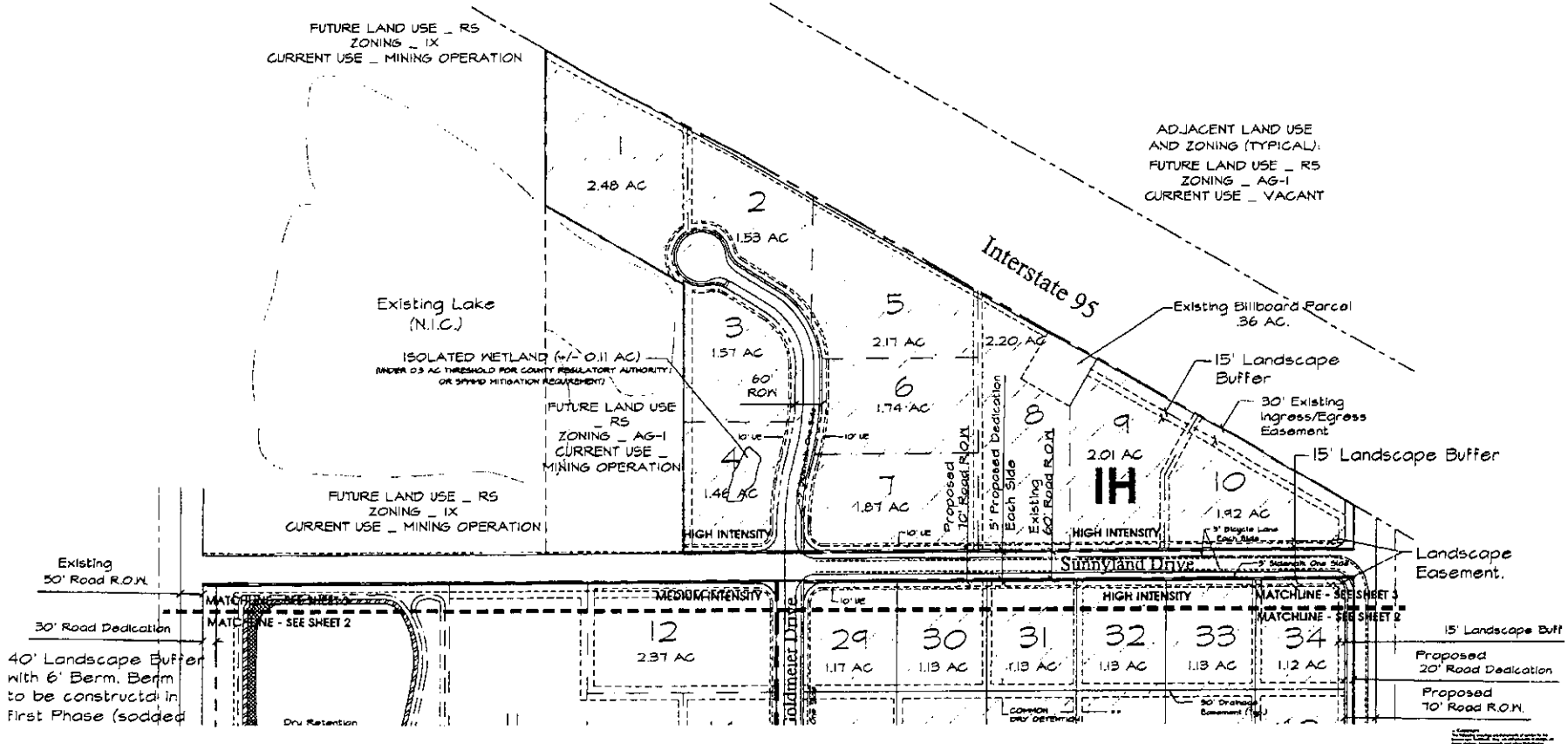
St. Lucie Commerce Center

St. Lucie County Florida

Major Site Plan

Scale: 1" = 100'

Sheet 2 of 5



CUOZZO DESIGN GROUP
PLANNING & LANDSCAPE ARCHITECTURE
P.O. Box 338
Palm City, Florida 34991

St. Lucie Commerce Center

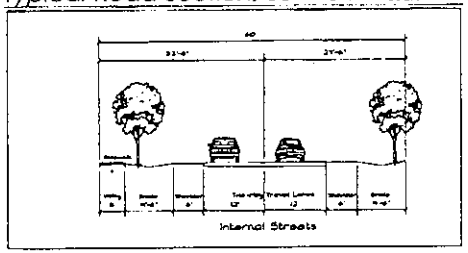
St. Lucie County Florida

Major Site Plan Scale: 1"= 100'

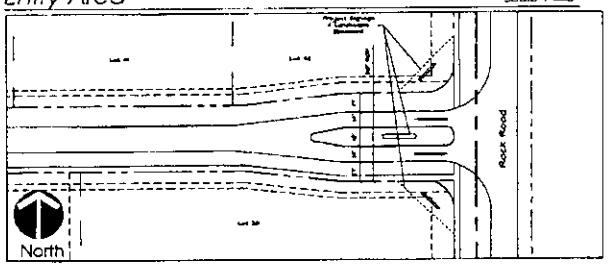
Job No.	2021-12
Drawn By	MHM/JP
Checked By	KN
Approved By	KN
Submittal Dates	12/16/05
	8/2/13
	4/17/06
	8/1/07
Revision Dates	8/1/07
	2/24/08
	1/4/13
	7/8/13

Sheet 3 of 5

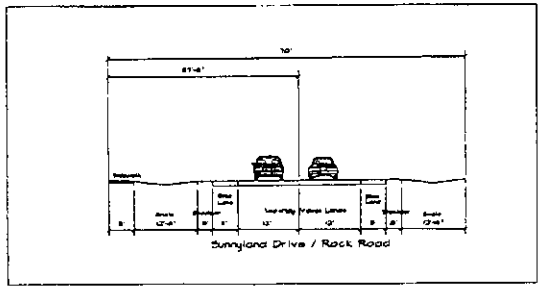
Typical Road Section, 60' ROW
Scale 1"=10'



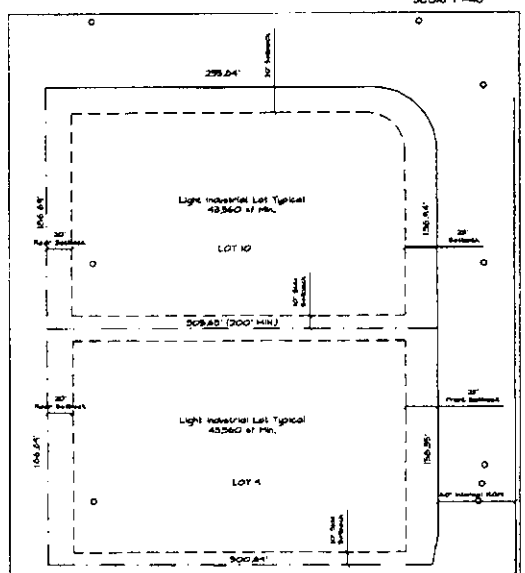
Entry Area
Scale 1"=40'



Typical Road Section, 70' ROW
Scale 1"=10'



Typical Light Industrial Lot (TYP.)
Scale 1"=40'

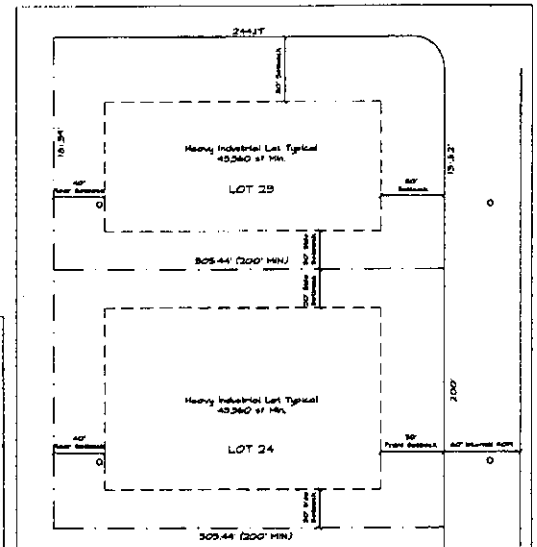


Typical Light Industrial Lot Standards

Min. Lot Size	20,000 sf
Min. Lot Width	100'
Front Setback	25'
Rear Setback	20'
Side Setback	10'
Corner	20'
Max. Building Height	60'
Max. Building Coverage (IL & IH)	50%

F.F.E. - All building finish floor elevations shall be a minimum of 18 inches above any adjacent roadway.

Typical Heavy Industrial & Office Lot (TYP.)
Scale 1"=40'



Typical Heavy Industrial Lot Standards

Min. Lot Size	43,560 sf
Min. Lot Width	200'
Front Setback	50'
Rear Setback	40'
Side Setback	30'
Corner	50'
Max. Building Height	60'
Max. Building Coverage (IL & IH)	50%

F.F.E. - All building finish floor elevations shall be a minimum of 18 inches above any adjacent roadway.

Coozzo Design Group
Planning & Landscape Architecture

St. Lucie Commerce Center
St. Lucie County Florida
Major Site Plan - Details and Sections

Job No.	3051-12
Drawn By	[illegible]
Checked By	KH
Approved By	KH
Submitted Date	12/16/05
5/2/15	4/17/06
	6/1/07
	11/07/07
Revision Date	1/9/15

Sheet 4 of 5

Phasing Plan

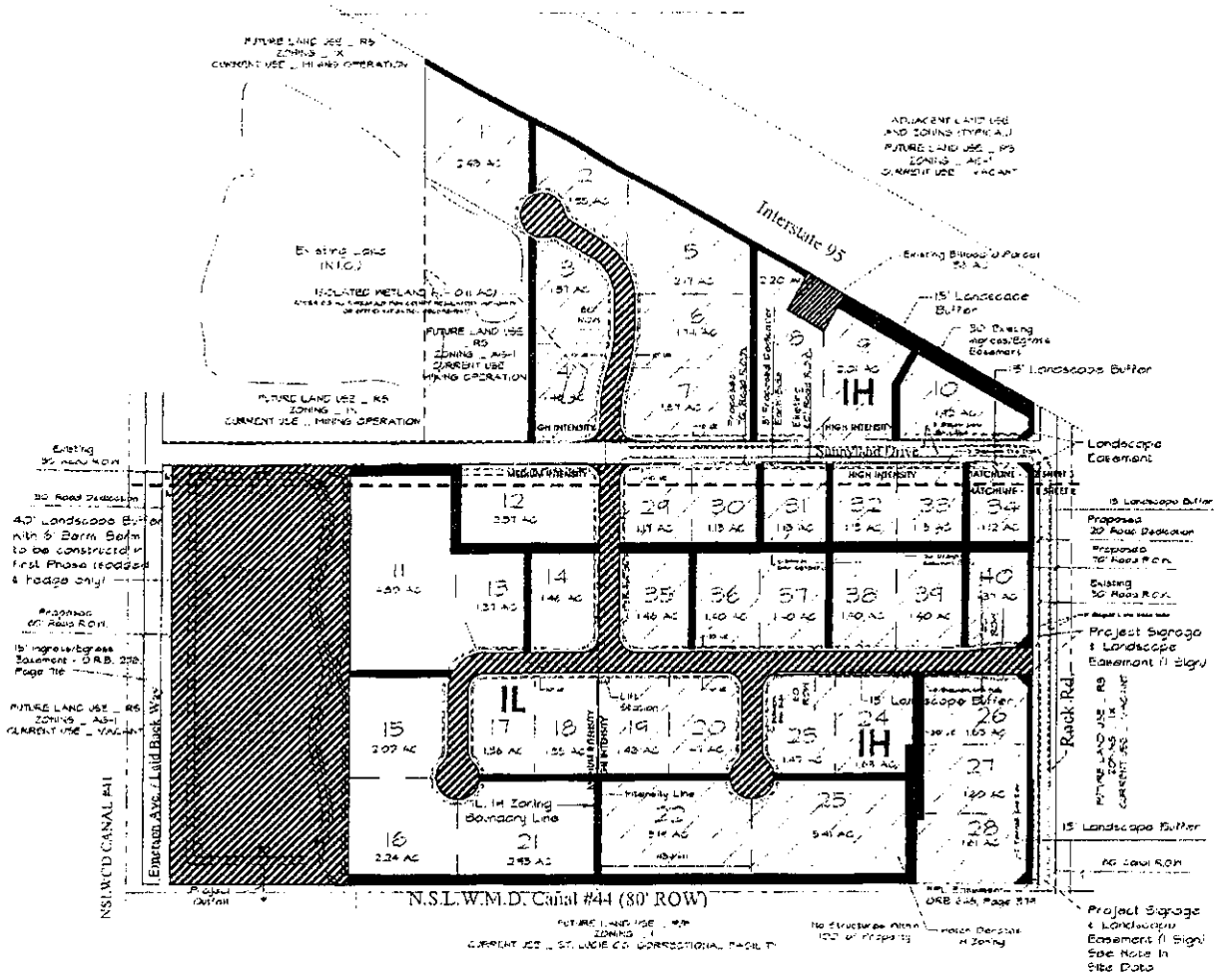
Scale 1"= 200'

St. Lucie Commerce Center

St. Lucie County Florida

Phasing Plan

Sheet 5 of 5



Common Areas to be Maintained by P.O.A.

Easements to be Maintained by P.O.A.

Common Maintenance Areas Exhibit

North

NTS

Cuozzo Design Group

P.O. Box 838
Palm City, Florida 34991

St. Lucie Commerce Center

St. Lucie County Florida

Common Maintenance Area Exhibit

Job No. 3081-12
Drawn By AT
Checked By KH
Approved By KH
Drawing Date 5/2/15 7/8/15

Sheet 1 of 1

Landscape Data

Tree Preservation

There is no required preserve areas within this project

Landscape Requirements

Total Site Area 94.26 Acres/4,105,967 sq.ft.

Required Landscaping Adjacent to Right of Way:
A strip of land at least 15 feet in depth shall be located between the road right-of-way and any off-street parking area. One tree for each 30 linear feet of abutting right-of-way. A hedge, wall or other durable landscaping border shall be placed along the interior perimeter of the required landscaped strip. See details B and C.

Perimeter Landscaping Relating to Abutting Properties:
When an off-street parking area or other vehicular use area will not be entirely screened by an intervening building or structure from abutting property, that portion of such area not screened shall be provided with a landscaped buffer of not less than 10 feet in width, 1 tree per 30 lf, and a hedge of min. 4' in height to shall be planted in such landscape buffer and a heage shall be maintained to form 6' or higher. See detail A.

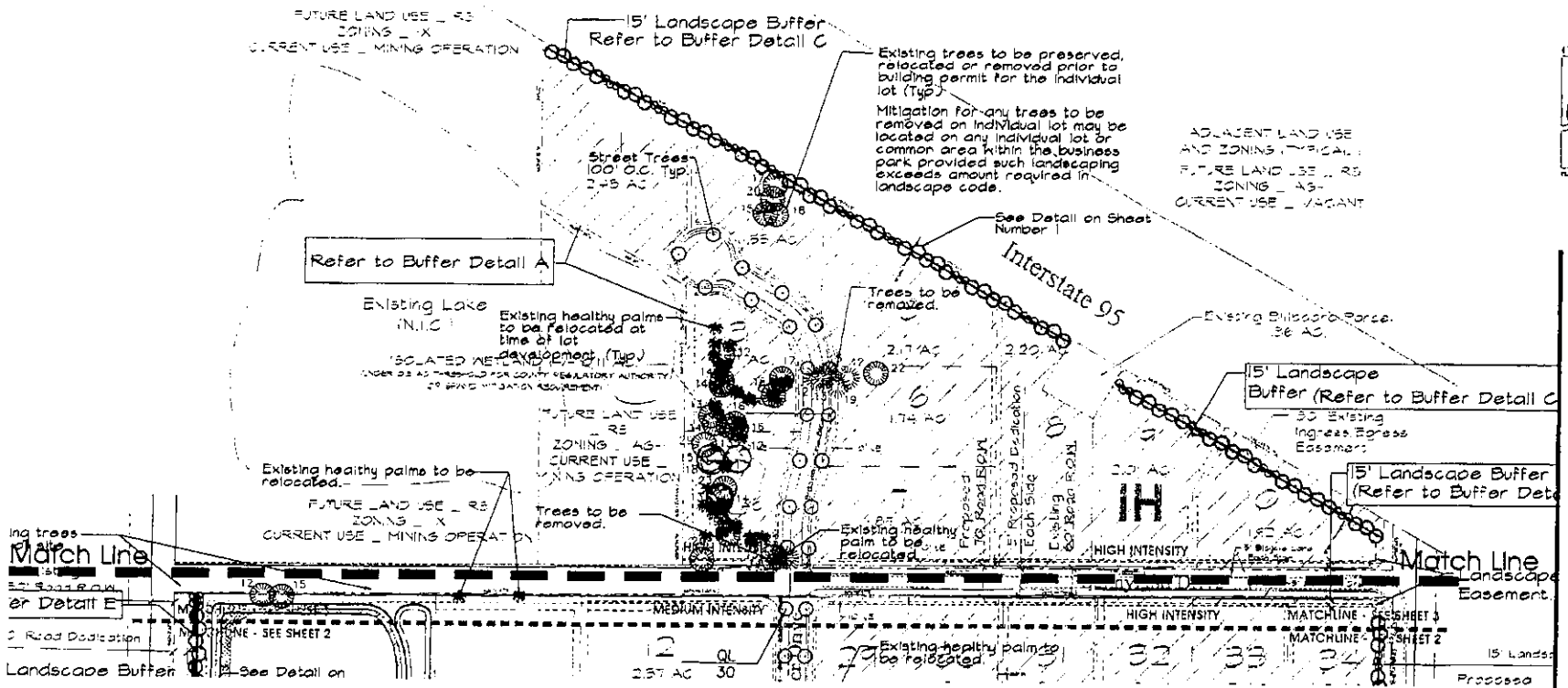
Interior Parking Landscaping:
1 sq. ft. interior landscape area per 18 sq. ft. of off street parking and vehicular use area. Minimum landscape area 180 sq. ft. with one shade tree, and ground cover less than 3' in height. Landscape island shall be no less than 10' in width, or less than 18' in length. At least one tree per each island. See detail D. (At this time, we are not proposing to develop any structures on the property. Site applications for an industrial subdivision, the requested information cannot be determined until a specific use is proposed for individual lots. The issue will be addressed at the time of the plan review for development on individual lots)

* Street trees as shown on the Landscape Plan:
One shade tree per 100' O.C.
: 66 QL and 31 IC are provided as street trees.

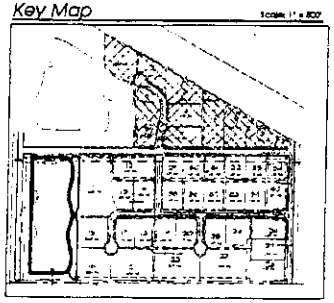
* Any proposed lighting shall be designed and arranged so that no source of the lighting will be a visible nuisance to adjoining property used or zoned for a residential purpose. Additionally proposed lighting shall be designed and arranged so as to shield public streets and highways and all adjacent properties from direct glare or hazardous interference of any kind.

Plant Material List

Key	Botanical Name	Common Name	Size
QV	Quercus virginiana	Live Oak	12' Ht. x 5' Spr. x 4" Cal.
QL	Quercus laurifolia	Laurel Oak	12' Ht. x 5' Spr. x 4" Cal.
TD	Taxodium distichum	Bald Cypress	12' Ht. x 5' Spr. x 4" Cal.
PE	Pinus elliottii	Slash Pine	12' Ht. x 5' Spr. x 4" Cal.
PP	Pinus palustris	Longleaf Pine	12' Ht. x 5' Spr. x 4" Cal.
SP	Sabal palmetto	Cabbage Palm	12' Ht. x 5' Spr. x 4" Cal.
IC	Ilex cassine	Dahoon Holly	12' Ht. x 5' Spr. x 4" Cal.
MC	Myrica cerifera	Wax Myrtle	12' Ht. x 5' Spr. x 4" Cal.
VO	Viburnum obovatum	Walter's Viburnum	12' Ht. x 5' Spr. x 4" Cal.
CA	Callistemon viminalis	Weeping Bottlebrush	12' Ht. x 5' Spr. x 4" Cal.
LI	Ligustrum japonicum	Wax Leaf Ligustrum	12' Ht. x 5' Spr. x 4" Cal.
PC	Podocarpus macrophyllus	Podocarpus	12' Ht. x 5' Spr. x 4" Cal.
VA	Viburnum awabuki	Awabuki Viburnum	12' Ht. x 5' Spr. x 4" Cal.
CE	Cercis canadensis	Eastern Redbud	12' Ht. x 5' Spr. x 4" Cal.
LA	Lagerstroemia indica	Crape Myrtle	12' Ht. x 5' Spr. x 4" Cal.
MG	Magnolia grandiflora	Southern Magnolia	12' Ht. x 5' Spr. x 4" Cal.
OL	Osmanthus fragrans	Fragrant Tea Olive	12' Ht. x 5' Spr. x 4" Cal.
PA	Prunus angustifolia	Chickasaw Plum	12' Ht. x 5' Spr. x 4" Cal.
PS	Prunus serotina	Black Cherry	12' Ht. x 5' Spr. x 4" Cal.
QH	Quercus hemisphaerica	Laurel Oak	12' Ht. x 5' Spr. x 4" Cal.
QS	Quercus shumardii	Shumard Oak	12' Ht. x 5' Spr. x 4" Cal.
QA	Quercus virginiana 'Cathedral'	Cathedral Live Oak	12' Ht. x 5' Spr. x 4" Cal.
QM	Quercus virginiana 'Millenia'	Millenia Live Oak	12' Ht. x 5' Spr. x 4" Cal.
QW	Quercus virginiana 'Wilson'	Wilson Live Oak	12' Ht. x 5' Spr. x 4" Cal.
CO	Conocarpus erectus	Green Buttonwood	12' Ht. x 5' Spr. x 4" Cal.
CS	Conocarpus erectus sericeus	Silver Buttonwood	12' Ht. x 5' Spr. x 4" Cal.
CB	Cocoloba uvifera	Seagrape	12' Ht. x 5' Spr. x 4" Cal.
CD	Chrysobalanus icaco 'Red Tip'	Red Tip Cocoplum	12' Ht. x 5' Spr. x 4" Cal.
CI	Chrysobalanus icaco 'Horizontal'	Horizontal Cocoplum	12' Ht. x 5' Spr. x 4" Cal.
CM	Chrysobalanus icaco 'Monte Carlo'	Monte Carlo Cocoplum	12' Ht. x 5' Spr. x 4" Cal.
CR	Chrysobalanus icaco 'Red Tip'	Red Tip Cocoplum	12' Ht. x 5' Spr. x 4" Cal.
CH



Key Map



Landscape Plan

Scale 1"= 100' North

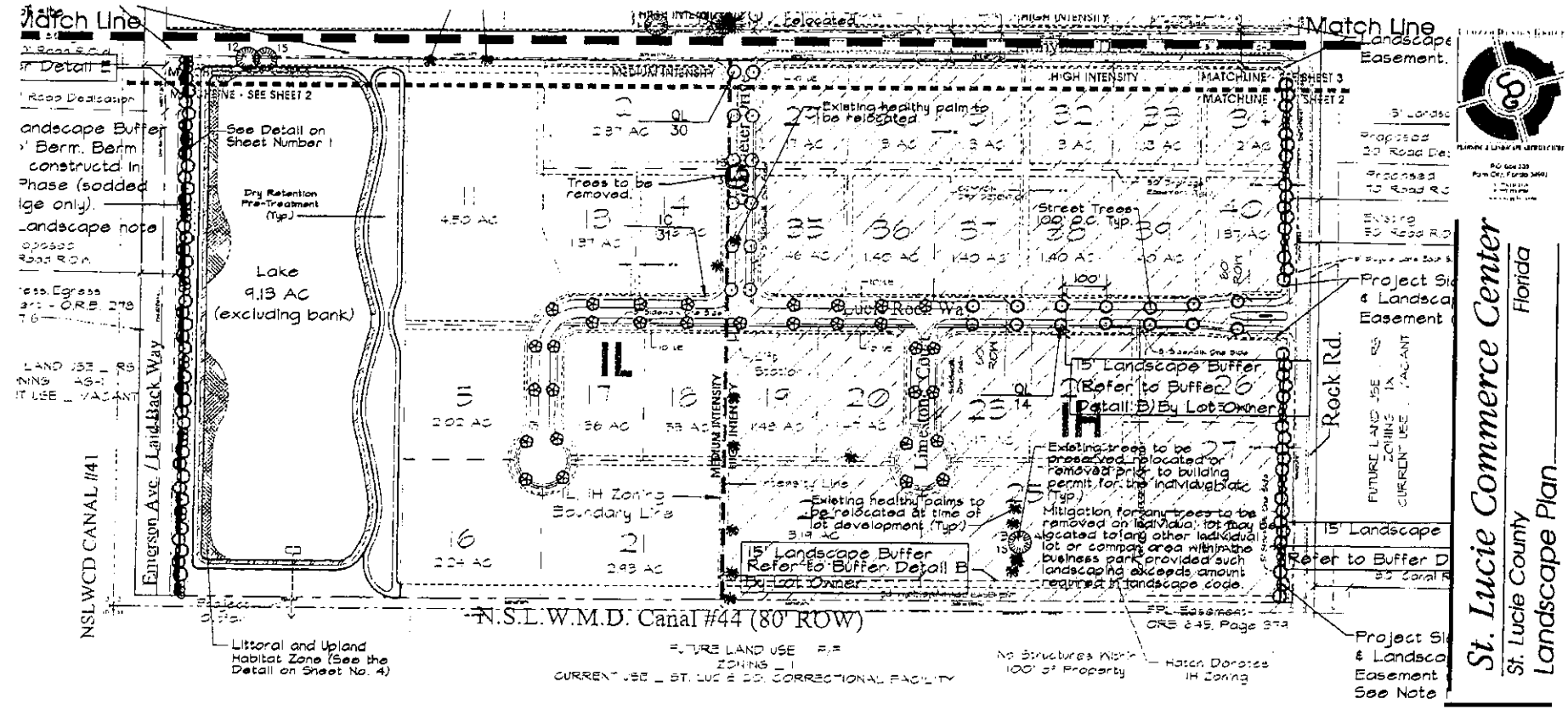
St. Lucie Commerce Center

St. Lucie County Florida

Landscape Plan

Job No. 505-12
Drawn By JP
Checked By KH
Approved By KH
Submittal Dates 12/16/06
4/17/06
11/21/06
6/1/07
Revision Dates 11/21/06
7/2/13 6/1/07
11/7/07
2/24/10
1/7/13

Sheet 2 of 4



Key Map

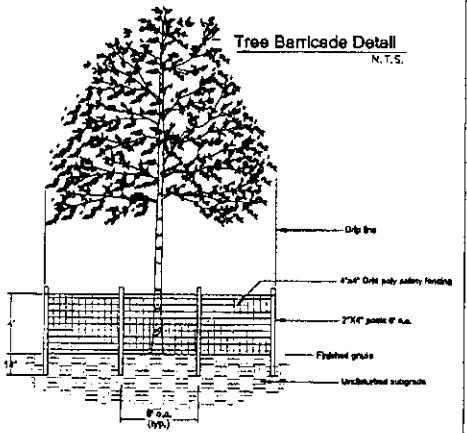
Landscape Plan

Scale 1"= 100' North

Sheet 3 of 4

Tree Barricade Detail

N.T.S.



Tree Protection Notes

1. Existing trees that are to remain shall be barricaded surrounding to nearby regulations.
2. No attachment shall be permitted except for without protection zone at each tree or cluster of trees.
3. Barricades must be constructed of a minimum of 4x4" (pair) posts or orange plastic fencing made of nylon or poly.
4. Posts to be installed at plus 6' 2"x4" ventilation posts or PVC pipe, iron rebar, 6" or greater or other approved material.
5. The location of proposed underground utilities that are within 10', or the radial protection zone of a protected tree must be located using magnetic approved flagging to indicate clearance.
6. All barricades must be maintained intact for the duration of construction.

GRADING AROUND TREE

When surrounding grading is required which the branch spread of trees that are to remain, the work shall be performed as follows:

A. Trenching: Where trenching cannot be avoided within or outside the branch spread of trees that are to remain, the trench should be tunneled under or around the roots by manual hand digging and without injury to the roots.

B. Raising Grades:
1. Where the existing grade is at the tree to below the new finished grade, and fill not exceeding 12 inches is required, clean loam or gravel grades from 12 inch to 24 inch also shall be placed directly around the tree trunk.
a) The gravel shall extend out from the trunk on all sides a minimum of 10 inches and then approximately 2 inches above the finished grade at the three to the dripline.
b) Gravel grades below any same fill is prohibit. Any same fill shall not be left in contact with the trunks of any trees exceeding fill.
2. Trees planted for preservation that are located in fills over 12 inches deep shall have an open dry well of suitable masonry (stone) shall of at least 12 inches from the tree trunk.
a) All walls are to be properly anchored.
b) Bottom fills of over 12 inches to a depth apart for tree and shrub or within branch spread, fill to raise the tree and grade or within certain agreed. It is advisable to spread a deeper layer of coarse stone or coarse gravel covered by burlap mats to facilitate proper drainage and aeration.

C. Protective Barriers: Existing trees to remain where the new finished grade is to be lowered shall have retaining wall steps built to advantage or treatment.
1. Walls as required shall be set directly to where safety finished grade and were removed with tree palm.
2. Trees planted for preservation that are located more than 4 feet from the proposed grades shall have an added mulched materials and be graded smoothly into the grade level.
3. Steps are to be built more circular to not slope and consistent with layout.

D. Tree Surgery: Before the buildings are completed, and the trees shall be inspected of all dead and diseased limbs. All such shall be made clean at the limb's next lateral outer branch or trunk in direction and be removed with no scars made with paint manufactured for this specific purpose. In the case of preservation trees where only a small amount of candy sand was is pruning their limbs, such work shall be done by an arborist.

E. Planting Trees: Plant, transit, or relocate in suitable during normal planting seasons for each type of landscape work required. Coordinate planting with landscape maintenance program to provide that maximum care work of substantial completion.

TRANSPLANTING VEGETATION

A. Suitable trees must be maintenance prior to removal, if transplanting in early spring, trees should be root pruned the previous fall, if transplanting in the fall, trees should be root pruned the previous spring.

B. Pruning and transplanted trees shown in locations as indicated must system is accomplished to the symbol. Remove approximately 1/3 of the lateral branches, dead and damaged limbs, cross branches that rub, and branches that extend from the shape and appearance should be removed. Cuts should be clean and not mangulated.

C. Prompt, excavation tree protection from cutting and after transplanting. The root ball shall be kept moist at all times. Transpiration inhibiting chemicals is a desirable action can be sprayed on the foliage to reduce moisture loss. In extreme conditions, shading the tree for several days after placement may be necessary.

D. Tree pruning of trees shall be shown and for 1/3 of tree for the initial root pruning and the remaining 1/3 due (2) years later. Allow another six (6) weeks before second transplanting of tree can be performed. Transplant shall be backfilled with existing soils/layer to make backfill and all voids water and air pockets. When permission is approximately 3/4 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. When again after placing final layer of backfill.

E. Prune canopy of trees to 1/3 of canopy at time of removal non priorities by thinning out and shaping trees in accordance with standard horticultural practice. Do not top trees.

F. Set balled and tree backfill (6 & 8) stock on a 12 layer of compacted planting soil mixture, plumb and in center of pit or trench with top of ball at same elevation as adjacent finished landscaped grade. When set, place additional backfill around root ball to depth of one-half its depth. Water thoroughly before and allow to set, and when again layer to work backfill and eliminate all air pockets. When saturation is approximately 3/4 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. When again after placing final layer of backfill.

G. Watering of root pruned trees shall be done two (2) days per week the first three (3) weeks after root pruning, followed with watering twice weekly for the next three (3) weeks or until the adequate root growth is re-established.

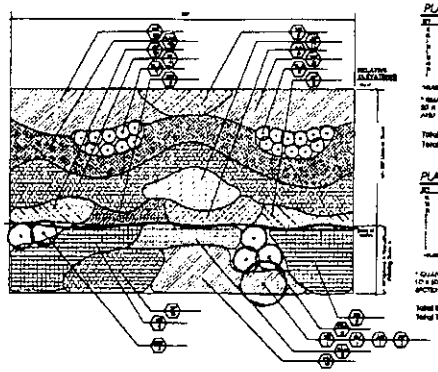
H. Transplanting trees shall be done immediately after excavation of root ball by a crane and transplanted into its final location with minimum interruption.

I. Watering of transplanted trees shall be done with underground drip irrigation and intermittent mist (for the nursery) for six days, and minimum three (3) days per week for the following six days. Afterwards weekly watering until final acceptance.

LAKE PLANTING DETAILS

1 60' SECTION OF TYPICAL LITTORAL AND UPLAND & TRANSITIONAL PLANTING ZONE SECTION- 20 ft. Width

N.T.S.



PLANT LIST- LITTORAL ZONE

PLANT LIST-UPLAND & TRANSITIONAL ZONE

LITTORAL & UPLAND AND TRANSITIONAL ZONE CROSS SECTION
REFER TO GRADING PLAN

N.T.S.

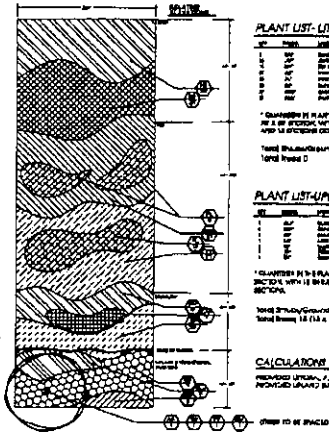


CALCULATIONS

PLANTING DETAIL

2 20' SECTION OF TYPICAL LITTORAL AND UPLAND & TRANSITIONAL PLANTING SECTION - 50' Width

N.T.S.



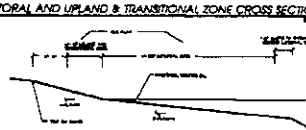
PLANT LIST- LITTORAL ZONE

PLANT LIST-UPLAND & TRANSITIONAL ZONE

CALCULATIONS

LITTORAL AND UPLAND & TRANSITIONAL ZONE CROSS SECTION

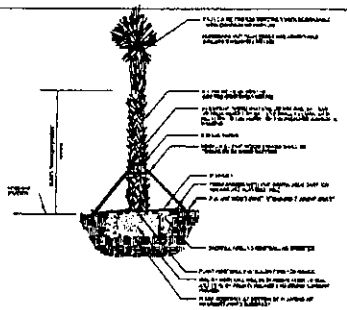
N.T.S.



UPLAND BUFFER PLANTING FOR LAKE PERIMETER WITHOUT LITTORAL ZONES

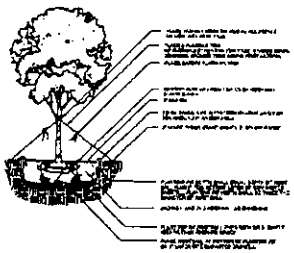
TOTAL LITTORAL AND UPLAND & TRANSITIONAL ZONE PLANTING

TOTAL LAKE PERIMETER	2,909 L.F.
LITTORAL PLANTING PROVIDED	29,090 SQ.FT.
UPLAND BUFFER PLANTING PROVIDED	29,090 SQ.FT.
	58,180 SQ.FT.



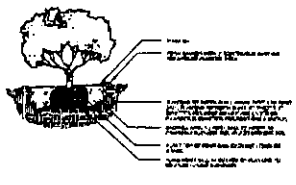
PALM PLANTING DETAIL

N.T.S.



TREE PLANTING DETAIL

N.T.S.



SHRUB/GROUNDCOVER PLANTING DETAIL

N.T.S.

Cotleur Design Group

St. Lucie Commerce Center
St. Lucie County Florida
Specification and Details

Job no.	6081.12
Drawn by	JR
Checked by	KH
Approved by	KH
Submittal Date	12/28/06
	4/17/07
	6/21/06
	8/1/07
Revision Date	11/21/06
	8/0/07
	1/7/07
	2/23/09
	1/7/13

Sheet 4 of 4

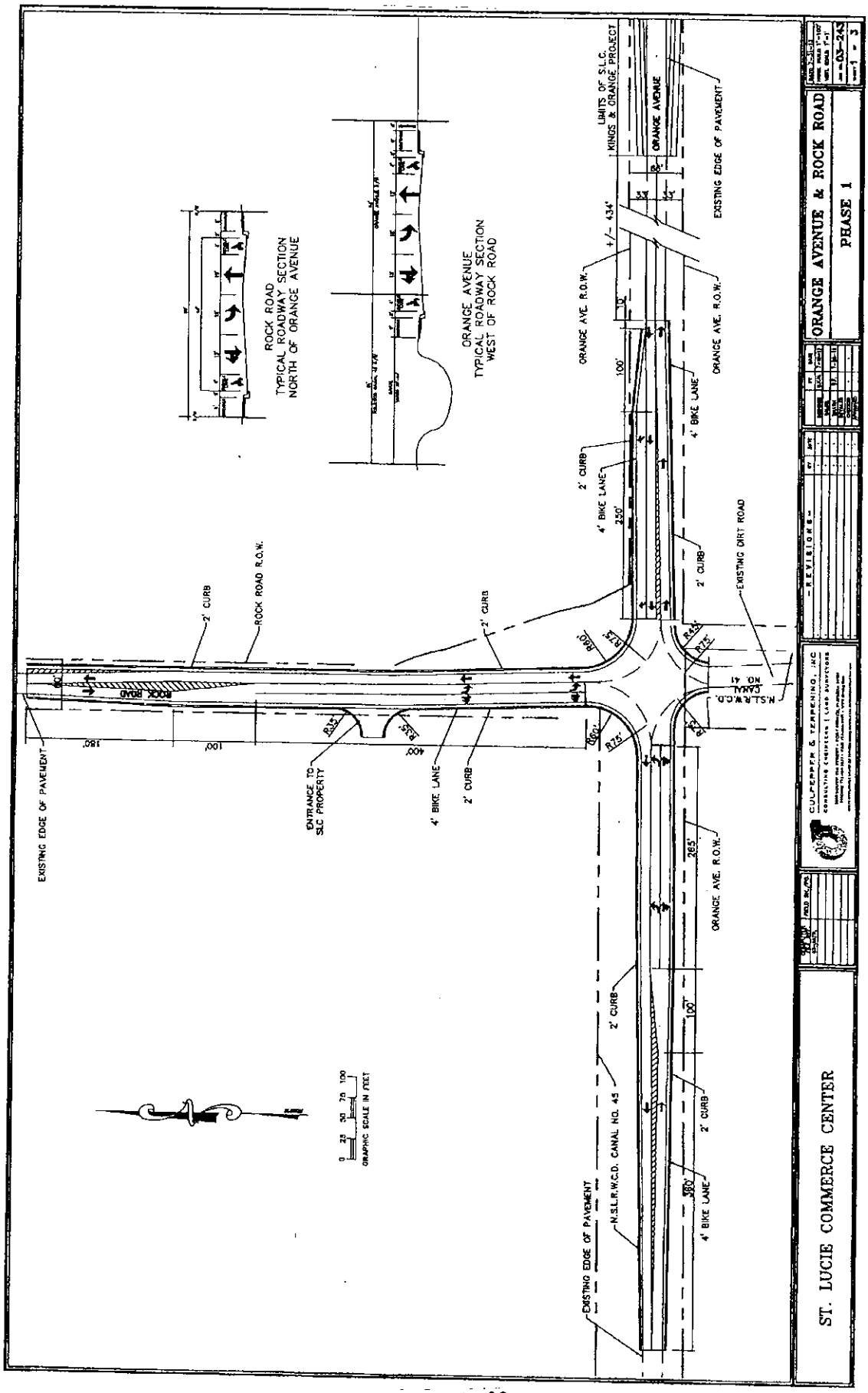
EXHIBIT "C"

Schedule of Off-Site Traffic Improvements	
Threshold	**Improvement**
Before the first certificate of occupancy (before issuance of a certificate of occupancy for any construction on the Property, Developer shall make the following improvements):	Pave the unpaved section of Rock Road to a width of 24 feet from the entrance of the first phase of development on the Property to the paved section of Rock Road
	Signalize the intersection of Orange Avenue and Rock Road
	Construct a 400 foot southbound to eastbound left turn lane (on Rock Road) with appropriate tapers at the same intersection
	Construct a 265 foot eastbound to northbound left turn lane (on Orange Avenue) with appropriate tapers at the same intersection
	Provide a 6-foot wide painted median (on Orange Avenue) on the westbound approach to the same intersection
	Construct 25 feet of pavement on the south side of the same intersection to allow adequate paved access to the south side of the intersection
	Lengthen to 250 feet the westbound to northbound right turn lane (on Orange Avenue) with appropriate tapers at the same intersection
Greater than 500,000 S.F. (before a certificate of occupancy is issued for any construction in excess of the first 500,000 square feet of construction on the Property, Developer shall make the following improvements):	Lengthen the southbound to eastbound left turn lane (on Rock Road) at the intersection of Orange Avenue and Rock Road, from 400 feet to 800 feet
Greater than 1,000,000 S.F. (before a certificate of occupancy is issued for any construction in excess of the first 1,000,000 square feet of construction on the Property, Developer shall make the following improvements):	Provide for dual southbound to eastbound left turn lanes at the intersection of Orange Avenue and Rock Road (one lane to be a right turn, straight and left turn lane and the other lane to be a left turn only lane) and dual 880 foot receiving lanes on Orange Avenue with appropriate tapers, as depicted on attached **Exhibit "D"**.

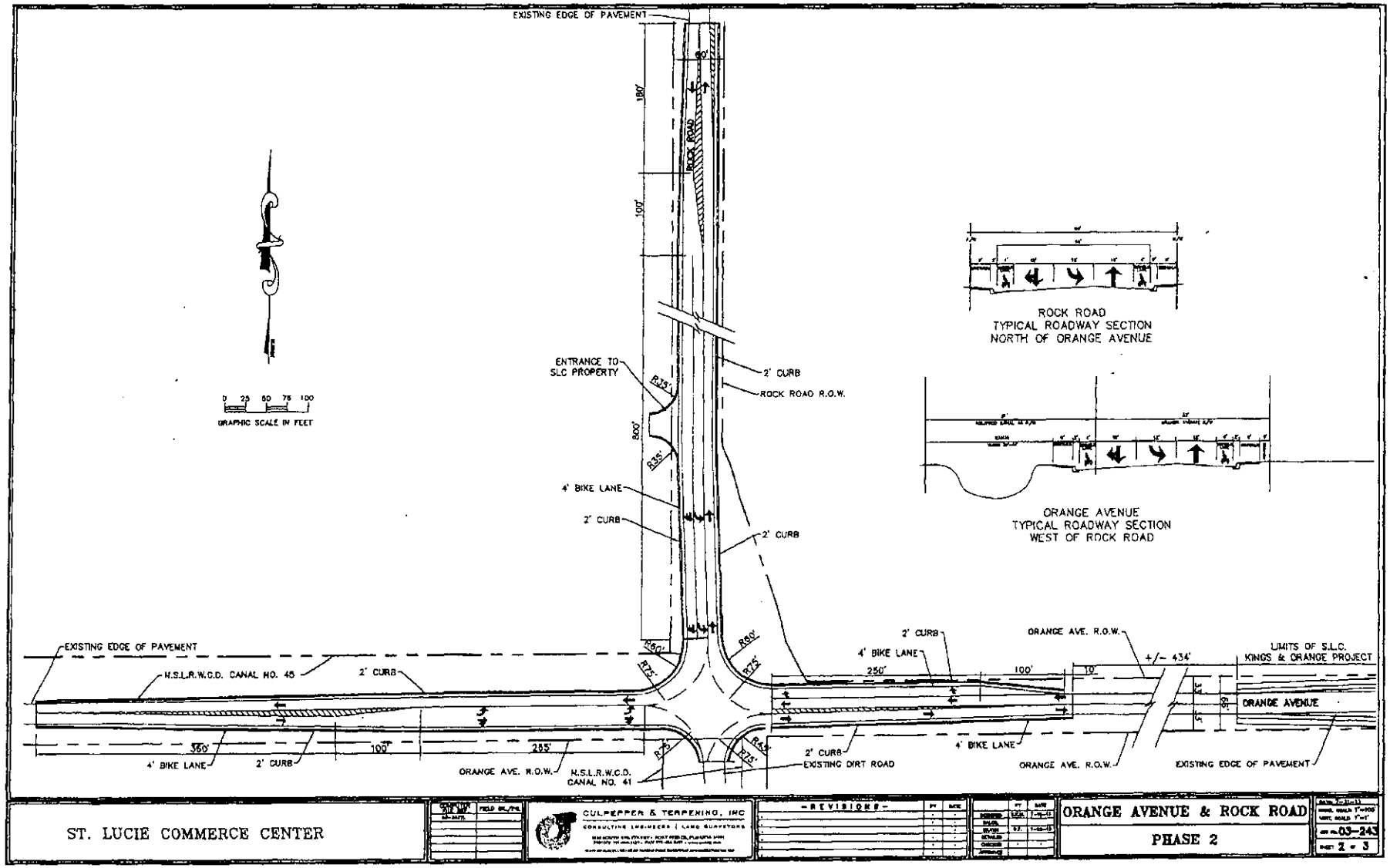
EXHIBIT "D"

SKETCH OF OFF-SITE TRAFFIC IMPROVEMENTS

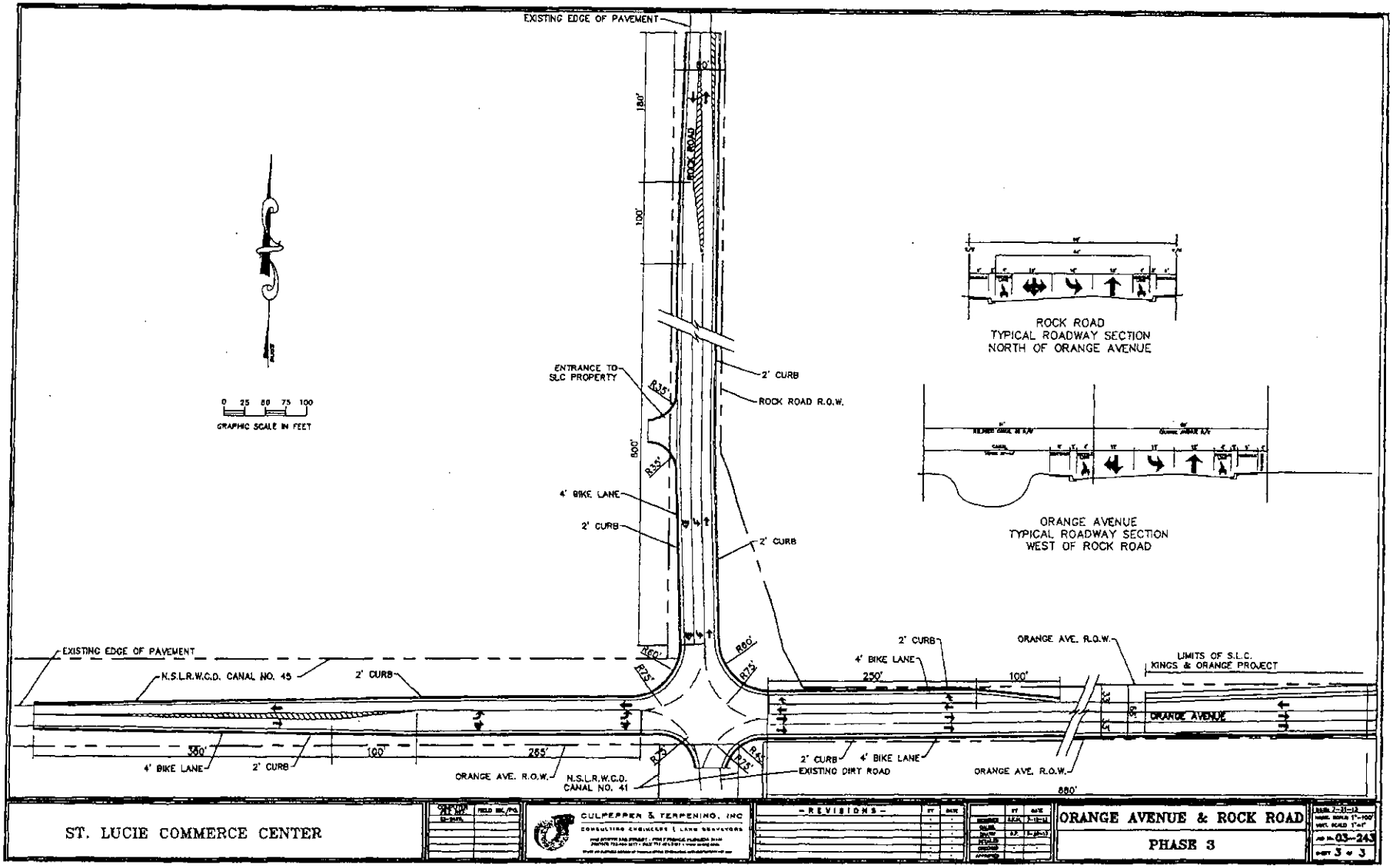
Exhibit "D"



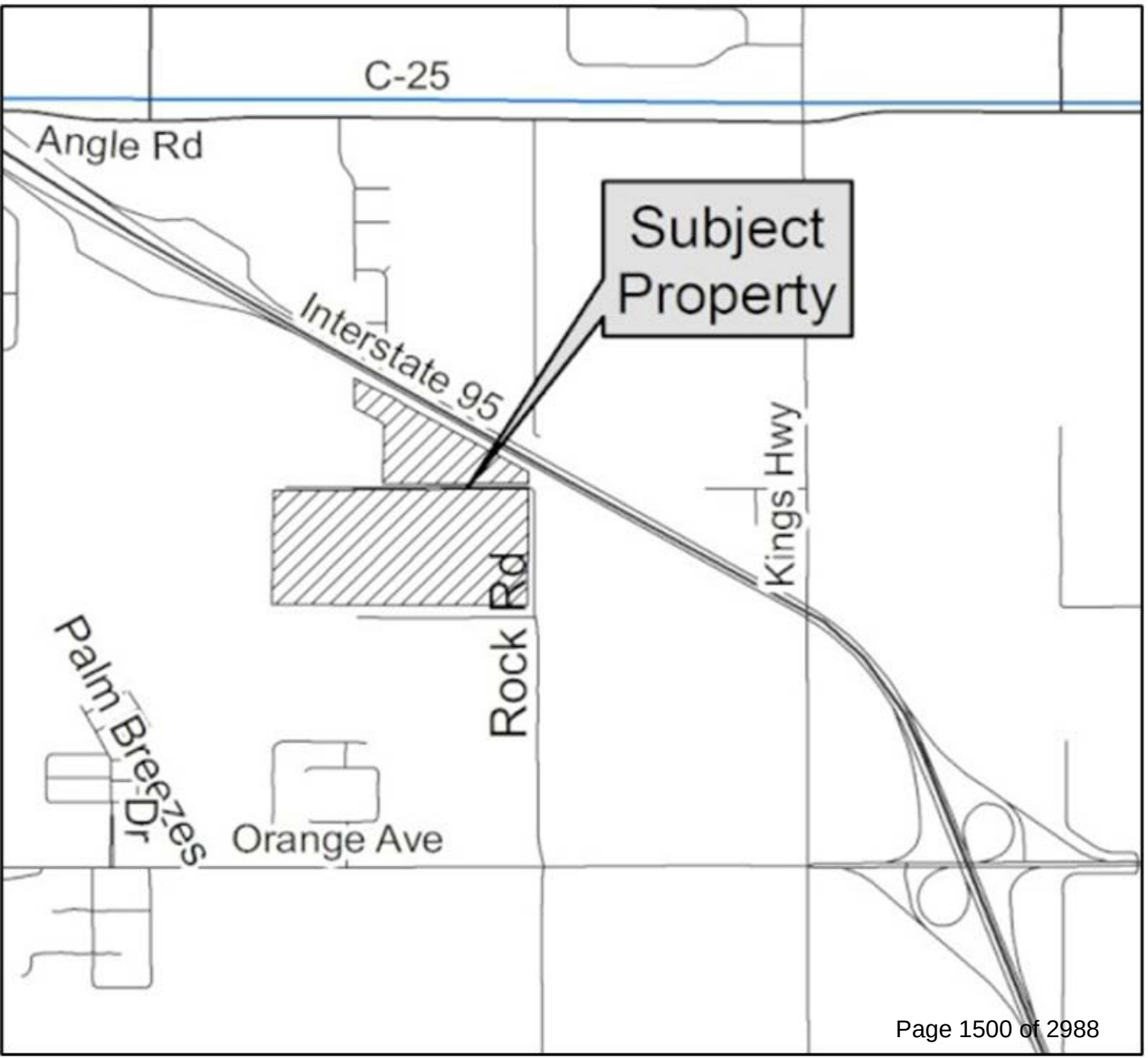
BEFORE THE FIRST CERTIFICATE OF OCCUPANCY

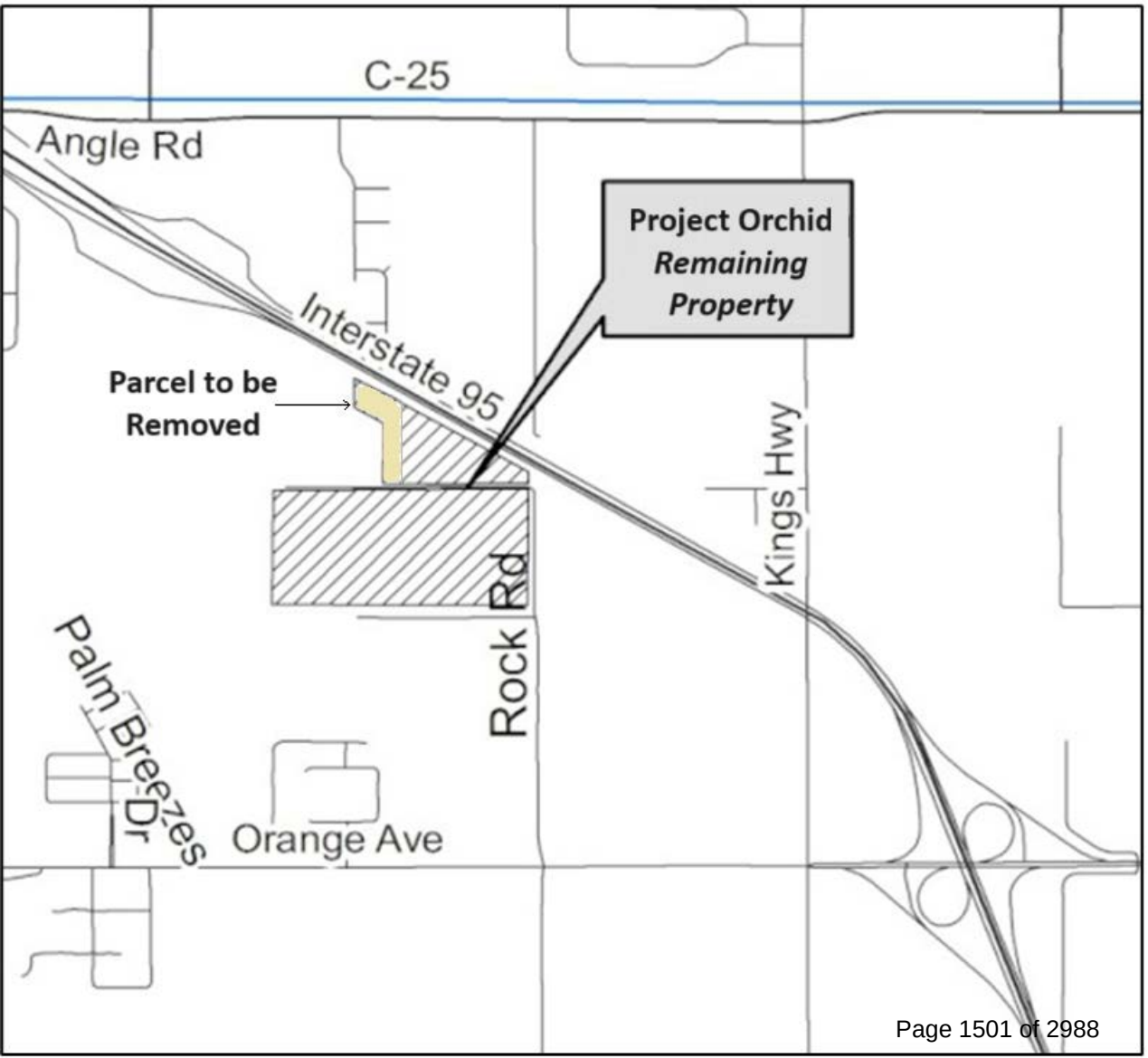


GREATER THAN 500,000 S.F.



GREATER THAN 1,000,000 S.F.


C-25
Angle Rd
Subject Property
Interstate 95
Kings Hwy
Rock Rd
Palm Breezes Dr
Orange Ave


C-25
Angle Rd
Project Orchid
Remaining
Property
Interstate 95
Parcel to be
Removed
Kings Hwy
Rock Rd
Palm Breezes Dr
Orange Ave

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA

Tuesday, May 5, 2026

NOTICE OF INTENT TO CONSIDER AN AMENDMENT TO THE ST. LUCIE COMMERCE CENTER DEVELOPMENT AGREEMENT

The St. Lucie County Board of County Commissioners is scheduled to consider and/or take action on the following proposed Development Agreement Amendment:

Property Owners: MC320, LLC.
5701 SW Sunshine Farms Way
Palm City, FL 34950-5608

Applicant: Foundry Commercial
420 South Orange Ave, Suite 400
Orlando, FL 32801

Representatives: Gunster Law Firm
Christen Spake, Esq.,
800 SE Monterey Commons Boulevard, Suite 200
Stuart, FL 34996

HJA Design Studio
Patti Tobin
3500 SW Corporate Parkway, Suite 203
Palm City, Florida 34990

Location: West of North Rock Rd., on the north and south sides of Access Road (Rock Road Extension), south of I-95, approximately 2,700 feet north of Orange Ave. (see map below).

Parcel ID Numbers: 2302-331-0001-000-7, 2302-341-0001-000-8, 2302-342-0001-000-1, 2302-312-0020-000-7 & 2302-321-0010-000-2

PURPOSE: The applicant proposes the First Amendment to the St. Lucie Commerce Center (AKA Lucie Rock) Development Agreement to revise the rights and obligations set forth related to the development of +/-94.34 acres in St. Lucie County designated for light and heavy industrial uses. The Amendment proposes to increase the maximum building area above 1,232,835 sq. ft., increase the maximum 60 ft. building height to 80ft., update the transportation mitigation commitments, provide a new 10 year term and ratify other refinements related to the proposed Project Orchid development on a subset of the land encompassed by the Agreement. Project Orchid proposes to develop up to a 1,400,000 sq. ft. window manufacturing facility with support offices and a metal foundry, with a companion Major Site Plan for a +/-73.48 acre subset of the collective +/-94.34 acres, and a Conditional Use Permit *specifically* within the IH, Industrial Heavy Zoning District.

On September 3, 2013, the St. Lucie County Board of County Commissioners approved the St. Lucie Commerce Center Development Agreement, entered into by the County and Lucie Rock LLC. with an initial expiration date of September 17, 2023. On October 10, 2023, the Planning & Development Services Director authorized PDS Order 2023-064 which documented extension of the expiration date to September 17, 2027 via a Gubernatorial Executive Order.



Related File Numbers: FLUMA-2603-000040, RZ-2603-000050, CU-2603-000102 & MJSP-2603-000149

The first **PUBLIC HEARING** on this matter will be held in the Commission Chambers, Roger Poitras Annex, 3rd Floor, St. Lucie County Administration Building, 2300 Virginia Ave., Fort Pierce, FL on **Tuesday, May 5, 2026,** beginning at **6:00 pm** or as soon thereafter as possible.

All interested persons will be allowed to be heard. Written comments received in advance of the public hearing will also be considered. Written comments should be received by the Planning and Development Services Department - Planning Division at least three (3) days before the scheduled hearing. The petition file is available for review at the Planning & Development Services Dept. Offices located at 2300 Virginia Ave., Fort Pierce, FL, during regular business hours. Please call (772) 462-1562 or TDD (772) 462-1428 if you have any questions or require additional information about the petition.

The Board of County Commissioners has the power to review and grant or deny applications for development agreements and amendment thereof.

The proceedings of the Board of County Commissioners are electronically recorded. PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, if a person decides to appeal any decision made by the Board of County Commissioners with respect to any matter considered at a meeting or hearing, he or she will need a record of the proceedings. For such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Upon the request of any party to the proceeding, individuals testifying during a hearing will be sworn in. Any party to the proceeding will be granted an opportunity to cross-examine any individual testifying during a hearing upon request. If it becomes necessary, a public hearing may be continued to a date certain.

Anyone with a disability requiring an accommodation to attend this meeting should contact the St. Lucie County Risk Manager at least forty-eight (48) hours prior to the meeting at (772) 462-1546 or T.D.D. (772) 462-1428.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
JAMIE FOWLER, CHAIR
PUBLISH DATE: Monday, April 27, 2026

TR-4391788I

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Redistricting

Continued from Page 1A

Florida, though, could bolster the party's chances. And yet the risks for the state's Republicans also are high.

Unlike in Virginia, where voters narrowly approved redistricting, a poll released this month by Kissinger College found that 56% of Florida voters think redrawing congressional maps ahead of the midterm elections is a "bad idea."

Defiantly dismissive, the scheduled start of Florida's special session by a week, until after the Virginia vote, let's him calling for lawmakers in session to pass an artificial intelligence "bill of rights" and a "teacher freedom" bill making it easier for parents to opt kids out of vaccine requirements.

Redistricting is the main event in special session

But redistricting is the main event.

Remaking congressional boundaries to make more Democratic-leaning seats competitive can only be done by terminating currently strong GOP districts. And depending on how redrawn is required, Republicans could lose seats with a redraw, a process dubbed a "dummymander."

DeSantis and GOP leaders also will have to somehow sidestep the state's Fair Districts constitutional amendments, which prohibit lawmakers from drawing districts that help or hurt a party or incumbents.

Potential Fair Districts violations are certain to be part of any legal challenge Democrats bring against whatever emerges in a special session.

DeSantis in the months had argued that Florida's mid-decade redistricting would be needed once the U.S. Supreme Court ruled in a Louisiana case that could invalidate a pair of now-Democratic districts.

But that notion hasn't ensured. DeSantis has stopped talking about it and is forging ahead in what some view as an attempt to burnish his national profile as he nears the January 2027 end of his two terms as governor. Some still expect him to make another run for the White House in 2028.

Redistricting success could bolster DeSantis' GOP profile

"DeSantis currently is politically the odd man out," said Anthony Fowler, a professor of political science at Hood University.

Secretary of State Marco Rubio and Vice President JD Vance "are in the Trump orbit and everyone is talking about them on the potential future of the party," he added. Incumbent GOP congressmen and others from Florida also are urging DeSantis to hash it.

"I don't do it, I'm sold to them the beginning," U.S. Rep. Daniel Webster, R-Orlando, said after special elections last month to succeed Democrats Pepping a pair of once-leaderless seats including a traditionally Republican-leaning Panhandle district that has Donald Trump's blue a large cutoff.

"I've been around enough conventionments to know it's a slippery slope," Webster added.

After Florida's action, senate minority leader Audrey Jeffries, D-New York, warned Florida Republicans they were playing with fire. Texas was the first state to redraw districts last year, in response to Trump's request, triggering what is now a crowd-to-count redistricting race.

Democrats may have gained a one-seat edge over Republicans with districts redrawn in seven states. But Florida's power would be a big one for Democratic swing anywhere from a one- to five-seat swing.

"If Florida Republicans proceed with this illegal scheme, they will only confirm what they already know: Democrats, just as they did with Trump's dummymander in Texas," Jeffries said.

Eight Florida Republicans could be ousted, top House Dem warns

He went on to list eight Florida Republicans representatives that could be ousted by voters in November. Jeffries also threatened "maximum unfairness, everywhere, all the time."

DeSantis, at one point still standing, in turn responded jokingly: "Please, be my guest. I will pay for you to come down to Florida. I'll put you up in the governor's mansion. We'll take you fishing. ... There's nothing that could be better for Republicans in Florida than to see Hakeem Jeffries. ... Voters will not like what they see; they will not want that type of ideology."

Gov. Ron DeSantis
(R-Fort Pierce, formerly Leader Hakeem Jeffries' Democratic efforts to halt redistricting in Florida)

"Please, be my guest. I will pay for you to come down to Florida. I'll put you up in the governor's mansion. We'll take you fishing. ... There's nothing that could be better for Republicans in Florida than to see Hakeem Jeffries. ... Voters will not like what they see; they will not want that type of ideology."

Republican Party of Florida chair Evan Power, who has talked of likening as many as five Democratic seats to GOP, also fired back at Jeffries.

"If Democrats want to come to Florida and learn more of their donors' money, we welcome it — because we will host them again and again," Power said.

Trump, though, may have the most skin in the game. Prediction markets currently show Democrats have a 52% chance of ousting the House majority in November.

They might even capture the U.S. Senate, where Republicans put odds around 50-50 for a Democratic majority.

Losing the House would cloud Trump's last two years in office

But even losing the House would cripple Trump in his final two years in office. A Democratic majority would give investigators the ability, for abuse of power or suicidal himself in office.

Similarly, DeSantis now stands as a possible political savior for Trump, if a Democratic House is a relationship which has seen the Florida governor serve as Trump's prodigal, rival and most recently, endorsement by of the president.

Former U.S. Attorney General Eric Holder, who served under President Barack Obama, said that Florida's special session would be rethinking "would shape American democracy for years to come."

Holder spoke on a call organized by local Ground Florida, around seven voters' groups organizing hundreds of protesters planning to converge on the state Capitol for the session's scheduled start.

Tallahassee is also home to a redistricting-averse election. Along with Webster, a handful of Florida Republican members of Congress have spoken out, wary of the cost-and-disruption redistricting.

Hot much new data, no problem for DeSantis

Jeffries now normally can be reached at firewall@pressenterprise.com, or on X at @JeffriesFirewall.

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA

Tuesday, May 5, 2026

NOTICE OF INTENT TO CONSIDER AN AMENDMENT TO THE ST. LUCIE COMMERCE CENTER DEVELOPMENT AGREEMENT

The St. Lucie County Board of County Commissioners is considering the possible adoption of the below ordinance at the following public hearing:

Property Owners: [illegible]

Applicant: [illegible]

Representatives: [illegible]

Location: [illegible]

Parcel ID Numbers: [illegible]

PURPOSE: An ordinance amending the First Amendment to the St. Lucie Commerce Center Development Agreement; providing for amending the terms and conditions as more specifically set forth in the development of [illegible] acres +/- St. Lucie County designated for light and heavy industrial uses; providing for amendments necessary to maintain the consistency between [illegible] and the St. Lucie County Comprehensive Plan; providing for [illegible] and the Land Development Regulations; providing for [illegible] and the Land Development Regulations; providing for [illegible] and the Land Development Regulations

BOARD OF COUNTY COMMISSIONERS

Meeting Time:
6:00 PM
(or soon thereafter)

«Owner1»
«MailAddress1» «MailAddress2»
«MailCity»,
«MailState» «MailZipCode»

Meeting Location:
BOCC Chambers
SLC Administration Annex,
2300 Virginia Avenue,
Fort Pierce, FL 34982

Applicant/Property Owner
HJA Design Studio, on behalf of MC320, LLC
P.O. Box 15280
Fort Pierce, FL 34979

Project Location
West side of North Rock Road, approximately 2,700 feet north of Orange Ave.

Current Future Land Use
MXD (Mixed Use District) - Lucie Rock Activity Area, Medium & High Intensity

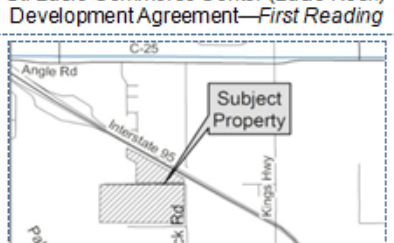
Current Zoning
IL (Industrial, Light) & IH (Industrial, Heavy)

Parcel ID Numbers: 2302-331-0001-000-7, 2302-341-0001-000-8, 2302-342-0001-000-1, 2302-312-0020-000-7 & 2302-321-0010-000-2

Staff Kori Benton, AICP
Tel 772-462-2518 direct
Email kori.benton@stlucieco.gov
Mail 2300 Virginia Avenue
Fort Pierce, FL 34982

Public Hearing Notice
Tuesday, May 5, 2026

Notice of Intent to Consider an Amendment to the St. Lucie Commerce Center (Lucie Rock) Development Agreement—*First Reading*



You are receiving this courtesy notice because you are a property owner within 500 feet of the proposed petition site.

Project Description
The applicant proposes the First Amendment to the St. Lucie Commerce Center (AKA Lucie Rock) Development Agreement to revise the rights and obligations set forth related to the development of +/-94.34 acres in St. Lucie County designated for light and heavy industrial uses. The Amendment proposes to increase the maximum building area above 1,232,835 sq. ft., increase the maximum 60 ft. building height to 80ft, update the transportation mitigation commitments, provide a new 10 year term and ratify other refinements related to the proposed Project Orchid development on subset of the land encompassed by the Agreement. Project Orchid proposes to develop up to a 1,400,000 sq. ft. window manufacturing facility with support offices and a metal foundry, with a companion Major Site Plan for a +/-73.48 acre subset of the collective +/-94.34 acres, and a Conditional Use Permit within the IH, Industrial Heavy Zoning District.

On September 3, 2013, the St. Lucie County Board of County Commissioners approved the St. Lucie Commerce Center Development Agreement, entered into by the County and Lucie Rock LLC, with an initial expiration date of September 17, 2023. On October 10, 2023, the Planning & Development Services Director authorized PDS Order 2023-084 which documented extension of the expiration date to September 17, 2027 via an Executive Order.

Upcoming Public Hearings
The first public hearing for this request is scheduled to be held on May 5, 2026 at 6:00 PM or shortly thereafter before the St. Lucie County Board of County Commissioners, which has the power to review and approve or deny applications within their responsibility.

The Board encourages your input and comment at the public hearing. You may also mail or email written comments regarding this proceeding in advance of the public hearing for inclusion in the official record. Written comments should be received by the Planning and Development Services Department, Planning Division at least 3 days prior to the scheduled hearing.

Anyone with a disability requiring accommodations to attend this meeting may contact the SLC Community Risk Manager at least 48 hours in advance at 772.462.1580 or TDD 772.462.1428

Further details, including a copy of the proposed DA Amendment, are available in the Planning and Development Services Department, Planning & Zoning Division 772-462-2822 / 772-462-2518

Owner1	MailAddress1	MailCity	MailState	MailCountry	MailZipCode
NSLRWCD	14666 Orange Ave	Fort Pierce	FL	UNITED STATES	34945-4511
R J M DEVELOPMENT	5701 SW Sunshine Farms WAY	Palm City	FL	UNITED STATES	34990-5608
MC320 LLC	5701 SW Sunshine Farms WAY	Palm City	FL	UNITED STATES	34990-5608
Pizkidz Partners LLC	3376 Barrow Island RD	Jupiter	FL	UNITED STATES	33477-1379
Scott Wescott	PO Box 2457	Fort Pierce	FL	UNITED STATES	34954-2457
Scott Groves LLC	PO Box 2457	Fort Pierce	FL	UNITED STATES	34954-2457
St Lucie County	2300 Virginia AVE	Fort Pierce	FL	UNITED STATES	34982-5632
Gibney Leasing Corp	c/o Ryan LLC	Scottsdale	AZ	UNITED STATES	85261-4900
Renar Homes Mornin	3725 SE Ocean BLVD, Unit Ste 101	Stuart	FL	UNITED STATES	34996-6715
HDP Pineapple Grove	1316 Sherman AVE, Unit Ste 215	Evanston	IL	UNITED STATES	60201-4361
Thurston Spann Jr (LF	1410 Pineburke LN	Fort Pierce	FL	UNITED STATES	34947-1414
Bonnie Ruth Tillman (	8613 Shadylake LN	Fort Pierce	FL	UNITED STATES	34947-1422
Juan Carlos Hernande	8653 Shadylake LN	Fort Pierce	FL	UNITED STATES	34947-1422
James A Wilkins Jr	8690 Shadylake LN	Fort Pierce	FL	UNITED STATES	34947-1422
Homestead Business	23600 SW 162nd AVE	Homestead	FL	UNITED STATES	33031-1387
SHER-BRT LLC	c/o Robert Benjamin	Bedford	NY	UNITED STATES	10506-1420
Manuel A Pinho	9005 W Angle RD	Fort Pierce	FL	UNITED STATES	34947-1408

Location Map



Legal Descriptions

TOTAL SITE:

PARCEL 1

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

TOGETHER WITH:

PARCEL 2:

THAT PART OF THE NE¼ OF THE SW¼ OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 3:

FROM THE SOUTHEAST CORNER OF THE NW¼ OF THE SW¼ OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, RUN NORTH 00°08'13" WEST ALONG THE ¼ ¼ SECTION LINE 60 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 00°08'13"W 846.63 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR INTERSTATE 95 HIGHWAY; THENCE RUN NORTH 60°08'02" WEST ALONG SAID RIGHT-OF-WAY LINE 107.58 FEET; THENCE RUN NORTH 62°25'28" WEST 300.24 FEET; THENCE RUN NORTH 60°08'02" WEST 182.77 FEET; THENCE RUN SOUTH 00°11'29" WEST 346.62 FEET, THENCE RUN SOUTH 60°08'02" EAST 354.41 FEET; THENCE RUN SOUTH 00°08'13" EAST, 607.48 FEET; THENCE RUN NORTH 89°53'47" EAST, 210 FEET TO THE POINT OF BEGINNING.

BILLBOARD PARCEL:

BEING A PART OF THE NORTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE ¼ ¼ SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, S60°50'22"E, 700.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 125.00 FEET; THENCE S60°50'22"E, 125.00 FEET; THENCE N29°09'38"E, 125.00 FEET TO THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG SAID SOUTH RIGHT-OF-WAY LINE 125.00 FEET BACK TO THE POINT OF BEGINNING.

INGRESS/EGRESS EASEMENT:

BEING A PART OF THE NORTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE ¼ ¼ SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE S60°50'22"E, 825.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 30.00 FEET; THENCE S60°50'22"E, 682.21 FEET TO THE WEST RIGHT-OF-WAY LINE OF ROCK ROAD; THENCE ALONG THE SAID WEST RIGHT-OF-WAY LINE OF ROCK ROAD N00°45'37"W, 34.81 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95 664.95 FEET BACK TO THE POINT OF BEGINNING.

ZONING PARCELS:

IL

THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS OF WAY OF RECORD. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 2 THENCE N89°50'20"E ALONG THE SOUTHLINE OF SAID SECTION A DISTANCE OF 99.02 FEET; THENCE N00°09'40"W A DISTANCE OF 80.00 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF THE NORTH SAINT LUCIE WATER MANAGEMENT DISTRICT CANAL NUMBER 44 (AN 80.00' RIGHT-OF-WAY), SAID POINT BEING THE POINT OF BEGINNING OF THE PARCEL DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF BEGINNING, THENCE N00°12'39"E , ALONG THE EAST RIGHT-OF-WAY LINE OF EMERSON AVENUE (A 50.00' RIGHT-OF-WAY), SAID LINE ALSO BEING PARALLEL TO AND 98.50 FEET EAST OF THE WEST LINE OF SAID SECTION 2, A DISTANCE OF 1,241.03 FEET; THENCE N89°50'57"E, ALONG THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 2, SAID LINE ALSO BEING THE SOUTH LINE OF A 60.00' ACCESS ROAD, A DISTANCE OF 1285.67 FEET; THENCE S00°04'25"W, ALONG THE EAST LINE OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 2, A DISTANCE OF 1,240.78 FEET TO THE NORTH RIGHT OF WAY LINE OF THE NORTH SAINT LUCIE WATER MANAGEMENT DISTRICT CANAL NO 44; THENCE S89°50'20"W, ALONG THE NORTH RIGHT OF WAY LINE OF THE NORTH SAINT LUCIE WATER MANAGEMENT DISTRICT CANAL NUMBER 44 (AN 80.00' RIGHT-OF-WAY), SAID LINE ALSO BEING PARALLEL TO AND 80.00 FEET NORTH OF THE SOUTH LINE OF SAID SECTION 2, A DISTANCE OF 1288.65 FEET RETURNING TO THE POINT OF BEGINNING
CONTAINING 36.67 ACRES, MORE OR LESS.

IH

A PARCEL OF LAND LYING IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, SAINT LUICE COUNTY, FLORIDA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE EAST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 2, LYING SOUTH OF INTERSTATE 95. LESS AND EXCEPT THE SOUTH 60.00 FEET OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 2 AND ALL RIGHTS OF WAY OF RECORD

TOGETHER WITH:

COMMENCE AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, SAINT LUCIE COUNTY FLORIDA; THENCE N00°04'25"E ALONG THE 1/4-1/4 SECTION LINE A DISTANCE OF 60.00 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL;

THENCE S89°50'57"W A DISTANCE OF 210.00 FEET; THENCE N00°04'25"E A DISTANCE OF 603.12 FEET; THENCE N60°07'56"W A DISTANCE OF 356.07 FEET; THENCE N00°11'35"E A DISTANCE OF 346.62 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF INTERSTATE NO. 95; THENCE S60°07'56"E ALONG THE SOUTHERLY RIGHT OF WAY LINE OF INTERSTATE 95 A DISTANCE OF 182.77 FEET; THENCE CONTINUE ALONG SAID RIGHT OF WAY LINE S62°25'22"E A DISTANCE OF 300.24 FEET; THENCE CONTINUE ALONG SAID RIGHT OF WAY LINE S60°07'56"E A DISTANCE OF 107.58 FEET TO THE 1/4-1/4 SECTION LINE; THENCE S00°04'25"W ALONG THE EAST LINE OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 A DISTANCE OF 842.92 FEET TO THE POINT OF BEGINNING.

CONTAINING 57.59 TOTAL ACRES, MORE OR LESS

Site Data

Total Site Area	94.26 Acres
Future Land Use	MXD
High Intensity Area	57.59 Acres
Medium Intensity Area	36.67 Acres
Zoning	
IH - Industrial, Heavy (All Within the High Intensity Area)	57.59 Acres
IL - Industrial, Light (All Within the Medium Intensity Area)	36.67 Acres
Max. Building Height	60'
Max. Building Coverage	
For Individual Lots (IL & IH)	50%*

*Total project development is limited to 1,232,835 sq.ft. in accordance with the approved Land Use Amendment, and the Developer Agreement.
Developer to track total square footage as development occurs for compliance.

F.F.E. - All building finish floor elevations shall be a minimum of 18 inches above any adjacent roadway: 22.5 NAVD.

Ground Signs: See intersection of Rock Road/Sunnyland Drive and Rock Road/Lucie Rock Way.
Maximum Size = 200 square feet
Maximum Height = 30 feet

IH - Industrial, Heavy

IH Area	57.59 Ac
Min. Lot Size	1.00 Ac
Min. Lot Width	200'
Min. Road Frontage	60'
Min. Front Yard	50'
Min. Rear Yard	40'
Min. Side Yard	30'
Min. Side Yard (Corner)	50'
FAR	0.5

IL - Industrial, Light

IL Area	36.67 Ac
Min. Lot Size	20,000 SF
Min. Lot Width	100'
Min. Road Frontage	60'
Min. Front Yard	25'
Min. Rear Yard	20'
Min. Side Yard	10'
Min. Side Yard (Corner)	20'
FAR	0.25

Major Site Plan Area Site Data

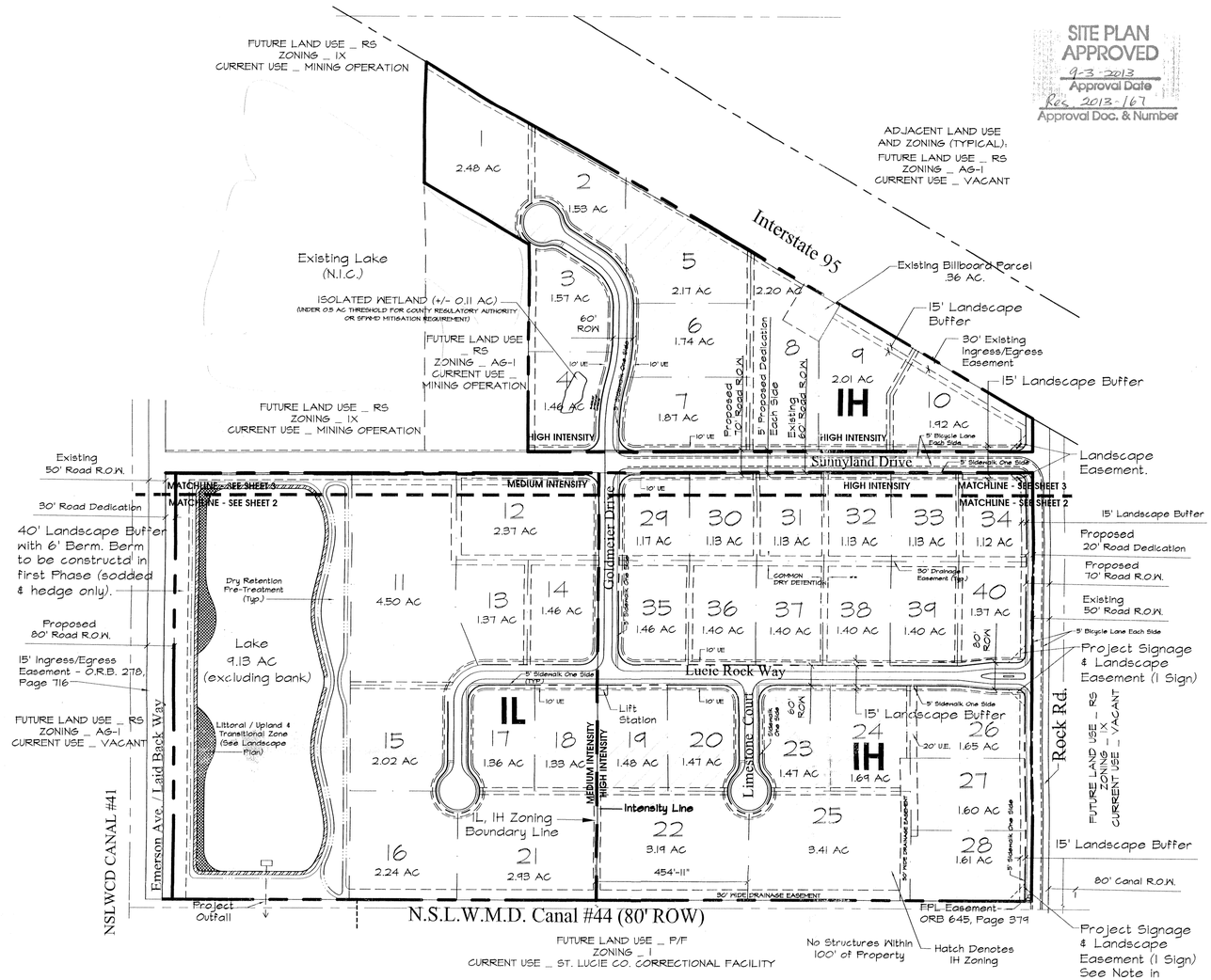
Total Area	94.26 AC
Billboard Parcel	0.36 AC
Internal R.O.W.	5.83 AC
Lake	9.13 AC
Industrial Lot Area	78.94 AC
Proposed Lots	40
Proposed Phases	13

Phasing note: Any phase or combination of phases may be provided at any time in conjunction with the required infrastruucture

Property I.D. Numbers

2302-341-0001-000/8
2302-312-0020-000/7
2302-342-0001-000/1
2302-331-0001-000/7
2302-321-0010-000/2

IH Zoning



SITE PLAN APPROVED
9-3-2013
Approval Date
Res. 2013-167
Approval Doc. & Number

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P.O. Box 338
Palm City, Florida 34991
T 772.221.2128
F 772.221.0788
www.cdgplan.com

St. Lucie Commerce Center
St. Lucie County, Florida
Major Site Plan

Development Team

Developer
Lucie - Rock, LLC.
P.O. Box 279
Key Biscayne, FL 33149
Phone: 305-984-3595

Civil Engineer/Traffic Engineer/Surveyor
Culpepper & Terpening, Inc.
2980 South 25th Street
Ft. Pierce, FL 34981
Phone: 772-464-3537

Landscape Architect/Planner
Cuozzo Design Group
P.O. Box 338
Palm City, FL 34990
Phone: 772-221-2128

Environmental Consultant
RL Weigt Environmental Consultants, Inc.
8995 S.E. Bridge Road, Suite A
Hobe Sound, FL 33455
Phone: 772-546-6255

Attorney
W. Lee Dobbins
Dean, Mead, Minton & Zwemer
1903 South 25th Street, Suite 200
Fort Pierce, FL 34947
Phone: 772-464-7700

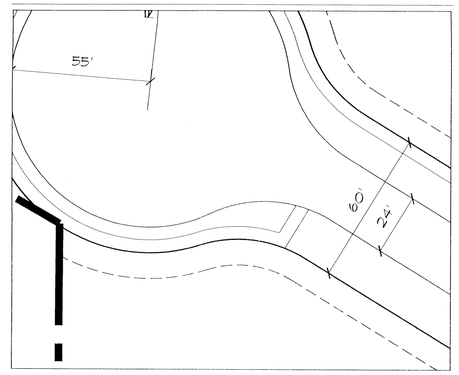
Traffic Engineer
Susan O'Rourke, P.E., Inc.
428 SW Akron Avenue, Suite 1A
Stuart, FL 34994
Phone: 772-781-7918

Notes

1. All signs will comply with requirements of the sign regulations at the time of permitting.
2. There is no native habitat of significance located on this site.
3. A St. Lucie County Stormwater Permit is required for this project per Section 7.07.04 of St Lucie County Land Development Code. In addition, a South Florida Water Management District Environmental Resource Permit and a North St. Lucie River Water Control District Drainage Connection Permit is required.
4. Shared access drives along lot lines are permitted. Cross access easements are encouraged where feasible.
5. All new develoment shall be served with underground electric, cable television, telephone, and similar wire service.
6. Lighting located in the industrial area is to be shielded from creating glare to adjacent residential uses.
7. Sunnyland Drive and Rock Road 70' R.O.W.'s per St. Lucie County Engineering Department.
8. All areas outside the individual lots will be owned and maintained by a property owners association.

Cul De Sac Detail

Scale 1"=40'



Major Site Plan

North

Scale 1"= 200'

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Job No.	3051-12
Drawn By	HMH/JP
Checked By	KN
Approved By	KN
Submittal Dates	12/16/05
	11/07/07
	1/16/13
	5/2/13
Revision Dates	6/1/07
	8/26/13
	11/07/07
	2/24/10
	1/15/13
	7/22/13

Sheet 1 of 5

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SEP 3 2013
Page 1506 of 2988
St. Lucie County

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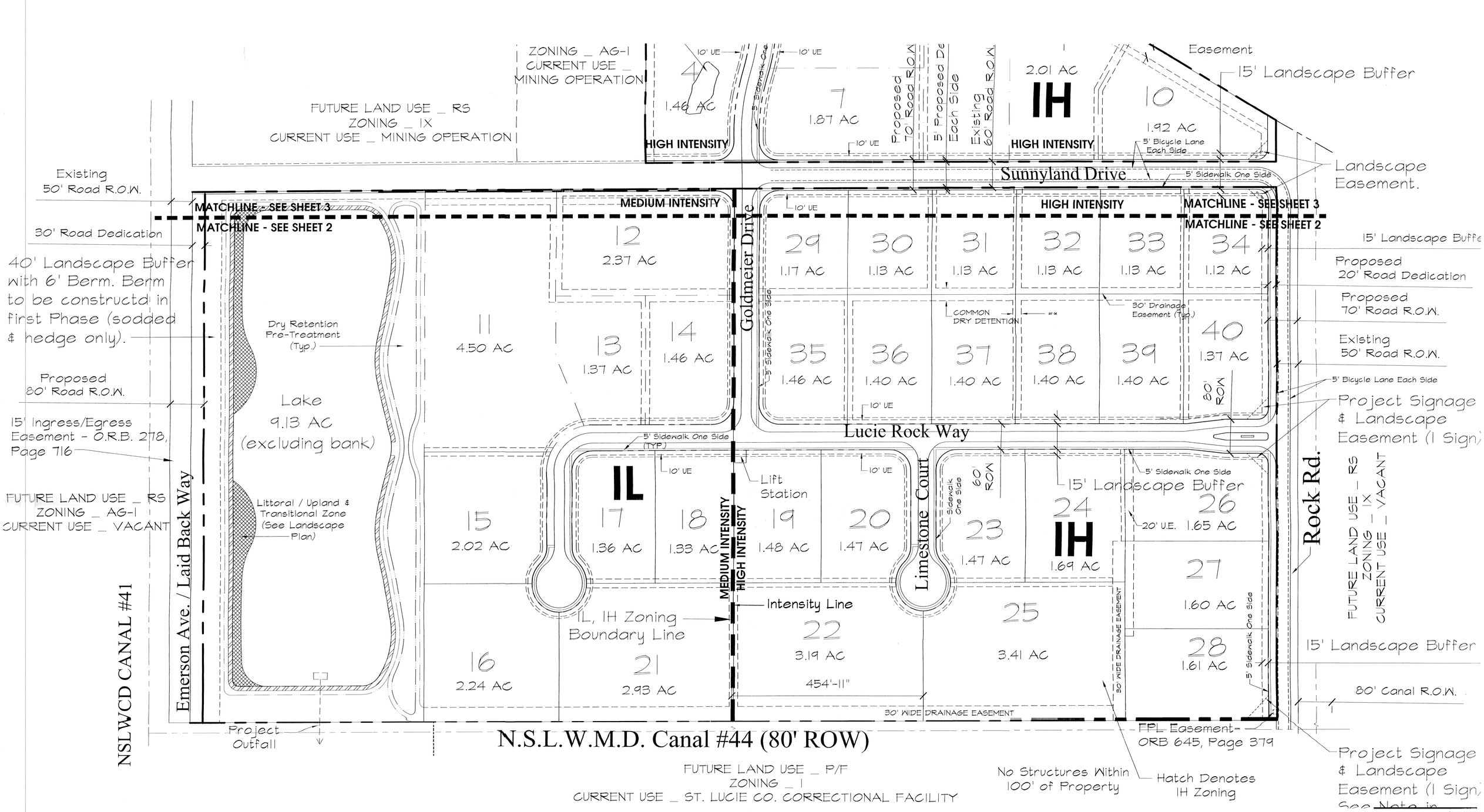

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St. Lucie Commerce Center

St. Lucie County Florida

Major Site Plan

Scale: 1" = 100'

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	6/1/07
Revision Dates	6/1/07
	2/24/10
	1/9/13
	7/8/13

Sheet 2 of 5

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FUTURE LAND USE _ RS
ZONING _ IX
CURRENT USE _ MINING OPERATION

ADJACENT LAND USE
AND ZONING (TYPICAL):
FUTURE LAND USE _ RS
ZONING _ AG-1
CURRENT USE _ VACANT

Interstate 95

Existing Lake
(N.I.C.)

ISOLATED WETLAND (+/- 0.11 AC)
(UNDER 0.5 AC THRESHOLD FOR COUNTY REGULATORY AUTHORITY
OR SFWMD MITIGATION REQUIREMENT)

FUTURE LAND USE
_ RS
ZONING _ AG-1
CURRENT USE _
MINING OPERATION

FUTURE LAND USE _ RS
ZONING _ IX
CURRENT USE _ MINING OPERATION

Existing Billboard Parcel
.36 AC.

15' Landscape Buffer

30' Existing Ingress/Egress Easement

15' Landscape Buffer

1 — 2.48 AC
2 — 1.53 AC
3 — 1.57 AC
4 — 1.46 AC
5 — 2.17 AC
6 — 1.74 AC
7 — 1.87 AC
8 — 2.20 AC
9 — 2.01 AC — IH
10 — 1.92 AC
11 — 2.37 AC
12 — 2.37 AC
29 — 1.17 AC
30 — 1.13 AC
31 — 1.13 AC
32 — 1.13 AC
33 — 1.13 AC
34 — 1.12 AC

60' ROW

10' UE

5' Sidewalk One Side

Proposed 70' Road R.O.W.

5' Proposed Dedication Each Side

Existing 60' Road R.O.W.

HIGH INTENSITY

HIGH INTENSITY

5' Bicycle Lane Each Side

Sunnyland Drive

5' Sidewalk One Side

Landscape Easement.

Existing
50' Road R.O.W.

30' Road Dedication

40' Landscape Buffer with 6' Berm. Berm to be constructd in first Phase (sodded

Dru Retention

MATCHLINE - SEE SHEET 3
MATCHLINE - SEE SHEET 2

MEDIUM INTENSITY

HIGH INTENSITY

MATCHLINE - SEE SHEET 3
MATCHLINE - SEE SHEET 2

Goldmeier Drive

One Side

10' UE

COMMON DRY DETENTION

30' Drainage Easement (Typ.)

15' Landscape Buff

Proposed 20' Road Dedication

Proposed 70' Road R.O.W.

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St. Lucie Commerce Center

St. Lucie County — Florida

Major Site Plan — Scale: 1"= 100'

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Drawn By	HMH/JP
Checked By	KN
Approved By	KN
Submittal Dates	12/16/05
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Revision Dates	6/1/07
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	1/9/13
	7/8/13

Sheet 3 of 5

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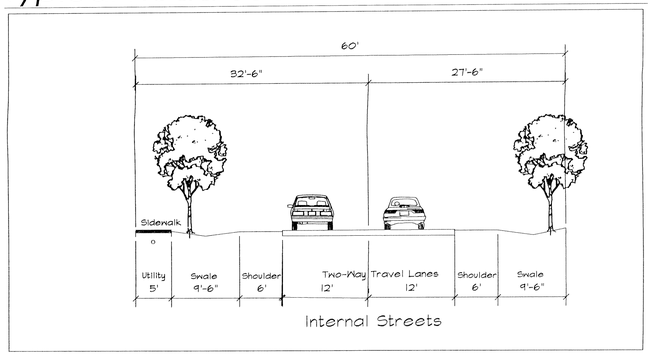
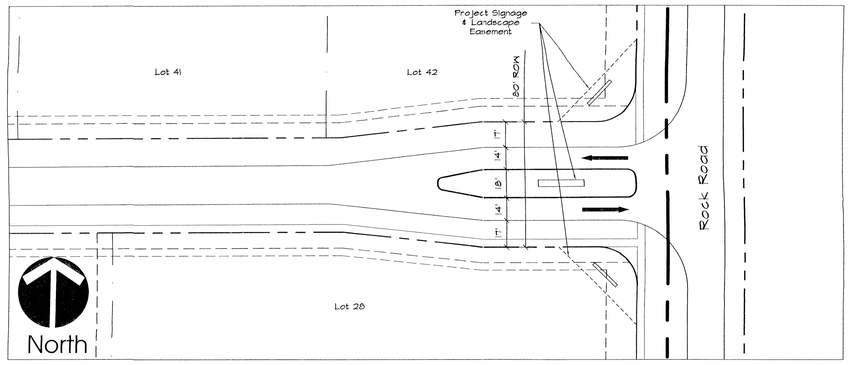
Typical Road Section, 60' ROW

Scale 1"=10'



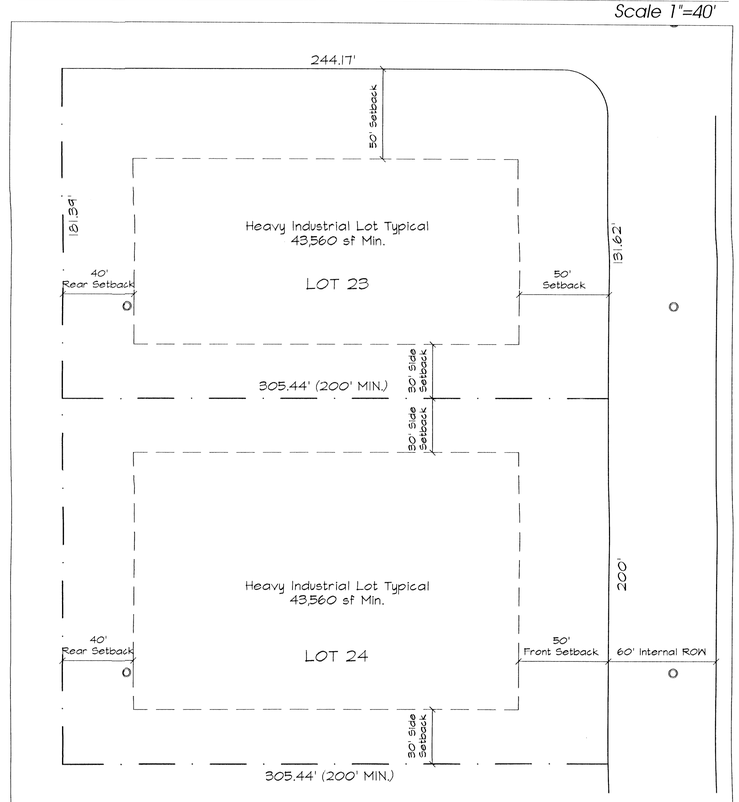
Entry Area

Scale 1"=40'



Typical Heavy Industrial & Office Lot (TYP.)

Scale 1"=40'



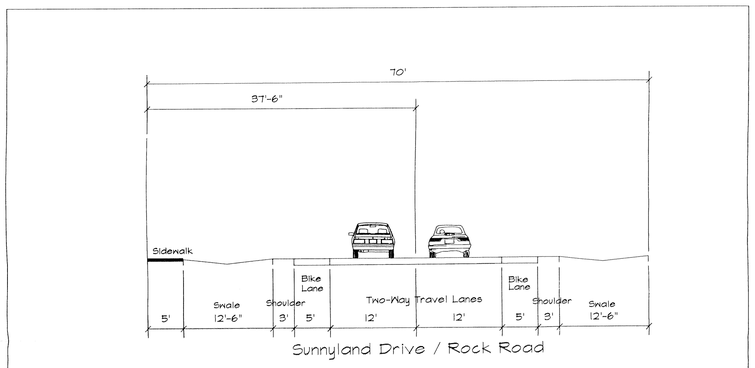
Typical Heavy Industrial Lot Standards

Min. Lot Size	43,560 sf
Min. Lot Width	200'
Front Setback	50'
Rear Setback	40'
Side Setback	30'
Corner	50'

Max. Building Height 60'
Max. Building Coverage (IL & IH) 50%
F.F.E. - All building finish floor elevations shall be a minimum of 18 inches above any adjacent roadway.

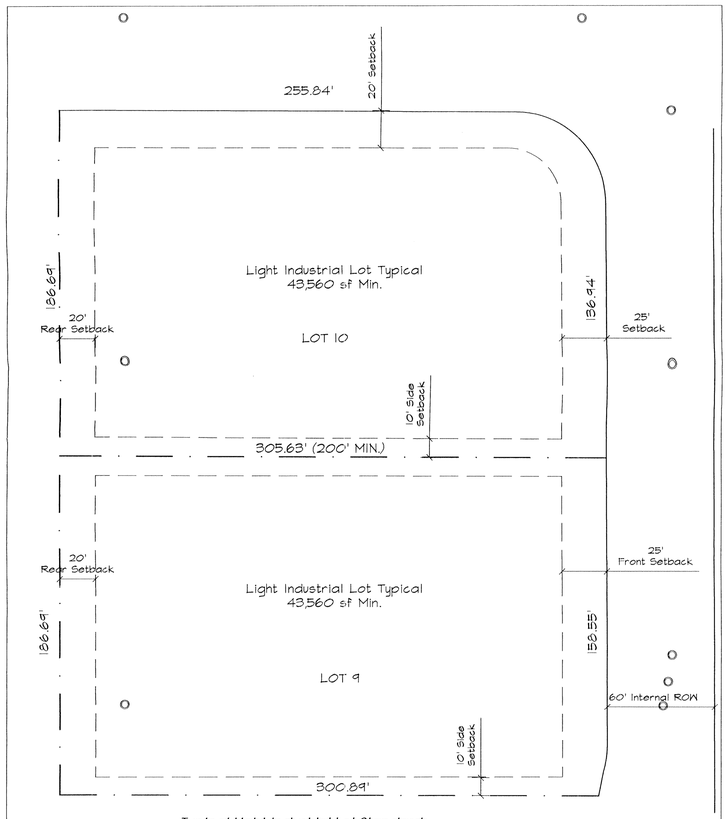
Typical Road Section, 70' ROW

Scale 1"=10'



Typical Light Industrial Lot (TYP.)

Scale 1"=40'



Typical Light Industrial Lot Standards

Min. Lot Size	20,000 sf
Min. Lot Width	100'
Front Setback	25'
Rear Setback	20'
Side Setback	10'
Corner	20'

Max. Building Height 60'
Max. Building Coverage (IL & IH) 50%
F.F.E. - All building finish floor elevations shall be a minimum of 18 inches above any adjacent roadway.

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St. Lucie Commerce Center

St. Lucie County, Florida

Major Site Plan - Details and Sections

Job No.	3051-12
Drawn By	HMH/JP
Checked By	KN
Approved By	KN
Submittal Dates	12/16/05
	5/2/13 4/17/06
	6/1/07
	11/07/07
Revision Dates	1/9/13

Sheet 4 of 5

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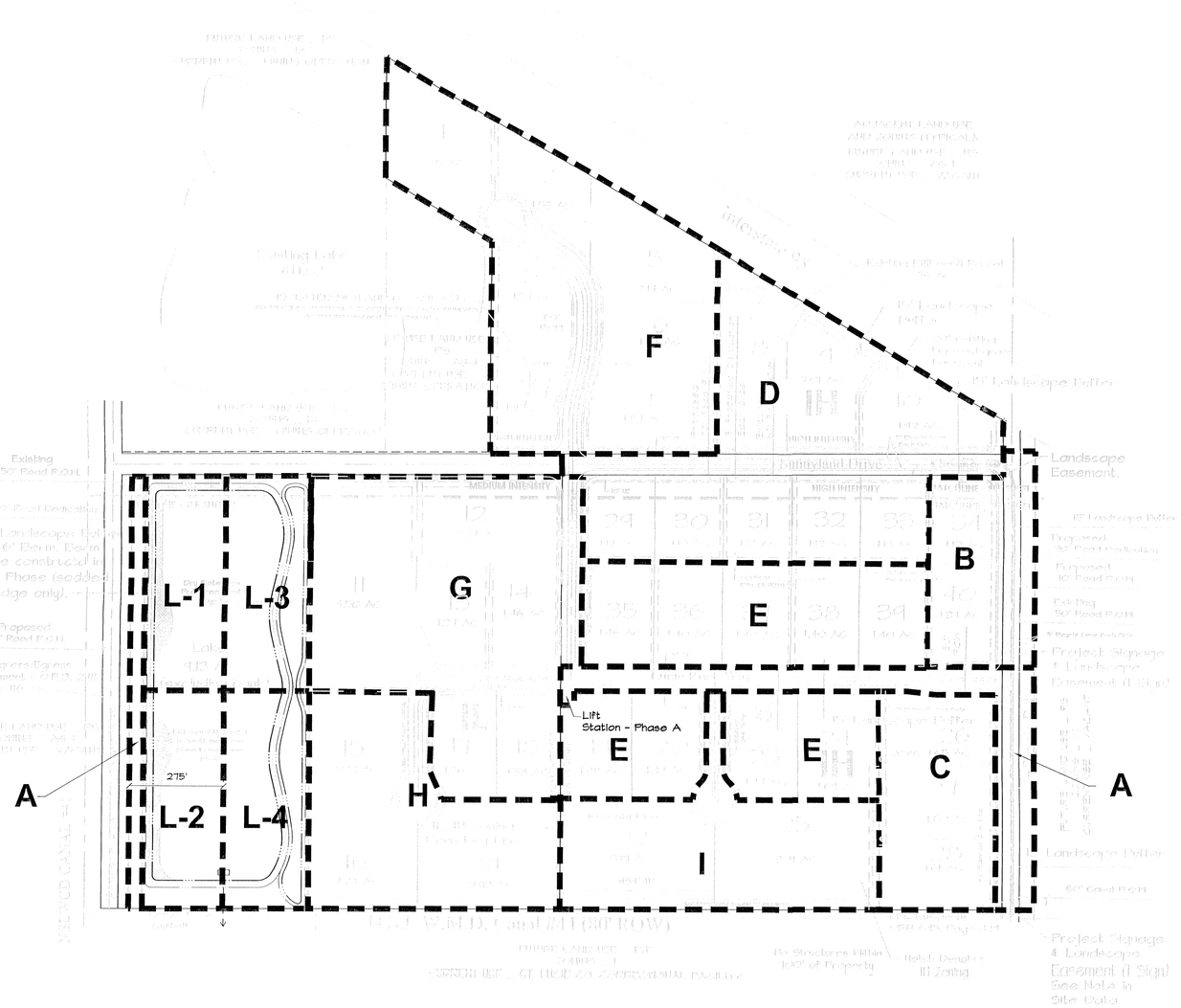

Phasing Plan

North

Scale 1"= 200'

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St. Lucie County Florida
Phasing Plan

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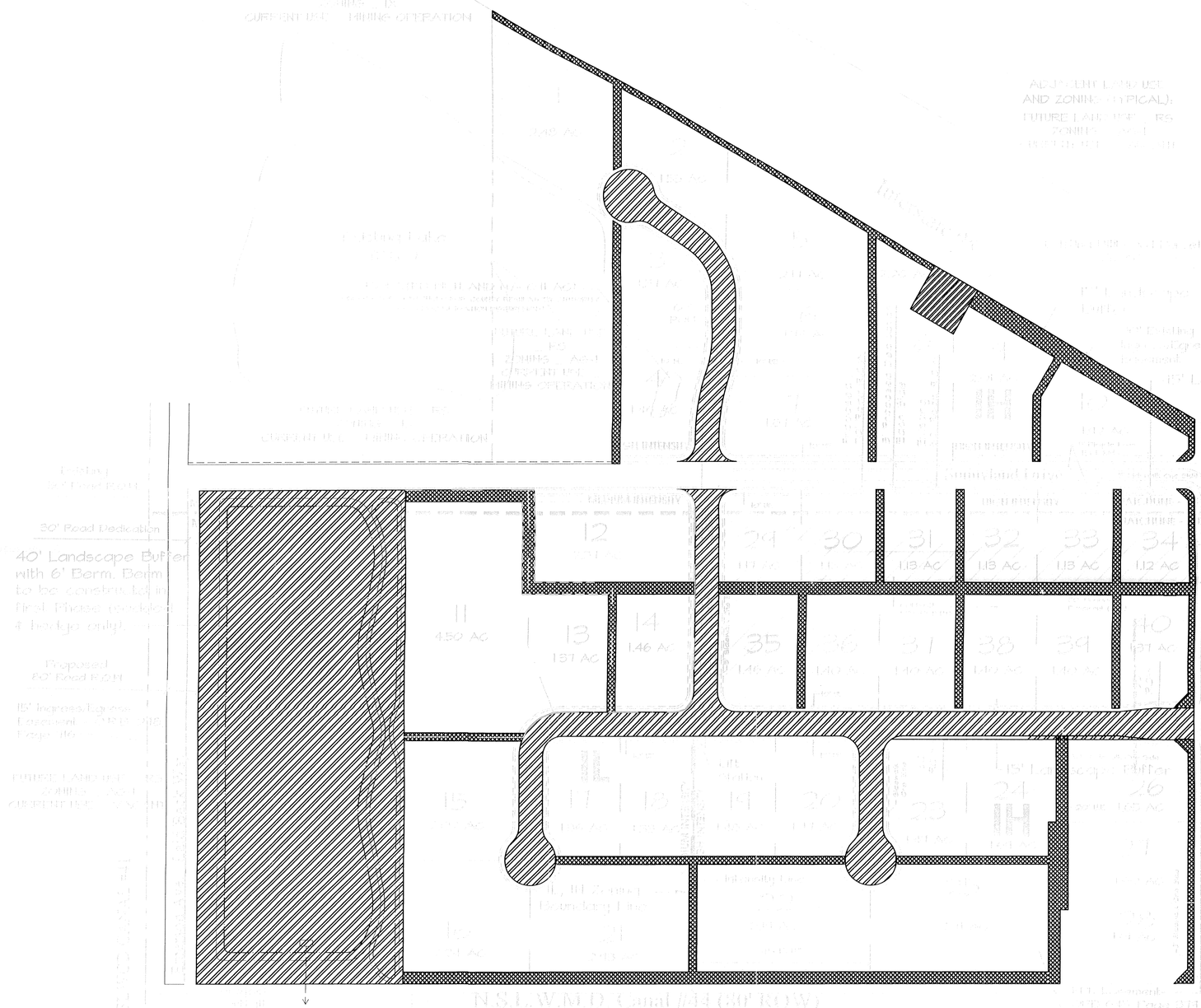
Drawn By	HMH/JP
Checked By	KN
Approved By	KN
Submittal Dates	12/16/05
	5/2/13 4/17/06
	6/1/07
	11/07/07
Revision Dates	1/17/13
	7/8/13

Sheet 5 of 5

Reviewed By
Planning Division
SEP 3 2013



Common Areas to be Maintained by P.O.A.

Easements to be Maintained by P.O.A.

Common Maintenance Areas Exhibit

North

NTS

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PLANNING & LANDSCAPE ARCHITECTURE

P.O. Box 338
Palm City, Florida 34991
T 772.221.2128
F 772.221.0788
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Common Maintenance Area Exhibit

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Job No.	3051-12
Drawn By	AT
Checked By	KN
Approved By	KN
Drawing Date	5/2/13
	7/8/13

Sheet 1 of 1

Landscape Data

Tree Preservation

There is no required preserve areas within this project

Landscape Requirements

Total Site Area 94.26 Acres/4,105,967 sq.ft.

Required Landscaping Adjacent to Right of Way:
A strip of land at least 15 feet in depth shall be located between the road right-of-way and any off-street parking area. One tree for each 30 linear feet of abutting right-of-way. A hedge, wall or other durable landscaping barrier shall be placed along the interior perimeter of the required landscaped strip. See details B and C.

Perimeter Landscaping Relating to Abutting Properties:
When an off-street parking area or other vehicular use area will not be entirely screened by an intervening building or structure from abutting property, that portion of such area not screened shall be provided with a landscaped buffer of not less than 10 feet in width. 1 tree per 30 l.f. and a hedge of min. 4' in height to shall be planted in such landscape buffer and a hedge shall be maintained to form 6' or higher. See detail A.

Interior Parking Landscaping:
1 sq. ft. interior landscape area per 18 sq. ft. of off street parking and vehicular use area. Minimum landscape area 180 sq. ft. with one shade tree, and ground cover less than 3' in height. Landscape island shall be no less than 10' in width, or less than 15' in length. At least one tree per each island. See detail D. (At this time, we are not proposing to develop any structures on the property. This application is for an industrial subdivision. The requested information cannot be determined until a specific use is proposed for individual lots. This issue will be addressed at the time of site plan review for development on individual lots.)

* Street trees as shown on the Landsacpe Plan:
One shade tree per 100' O.C.
: 44 QL and 31 IC are provided as street trees.

* Any proposed lighting shall be designed and arranged so that no source of the lighting will be a visible nuisance to adjoining property used or zoned for a residential purpose. Additionally proposed lighting shall be designed and arranged so as to shield public streets and highways and all adjacent properties from direct glare or hazardous interference of any kind.

Landscape Notes

1. All exotic vegetation listed as a "Category 1" in the latest edition of the Florida Exotic Pest Plant Councils "Most Invasive Species List" shall be removed and chemically treat any remaining stumps.
2. An irrigation system will be installed to ensure continued growth of all planting areas.
3. Any plant materials used to satisfy the requirements of this plan shall conform to the standards of Florida No. 1 or better as given in the most recent edition of "Grades and Standards for Nursery Plants" by the Florida Dept. of Agriculture and Consumer Services, or standards equal thereto.
4. One hundred (100) percent of required trees shall consist of native species.
5. Any proposed lighting will be directed away from any residential units or adjacent roadways.
6. It shall be unlawful to alter the approved slopes, contours, or cross sections or to chemically mechanically, or manually remove, damage, or destroy any plants in the littoral or upland transition zone buffer areas of constructed lakes except upon the written approval of the Planning and Development Services Director, as applicable. It is the responsibility of the owner or property owners association, its successors or assigns to maintain the required survivorship and coverage of the reclaimed upland and planted littoral and upland transition areas and to ensure ongoing removal of prohibited and invasive nonnative plant species from these areas.
7. For existing or proposed utilities, no tree shall be planted where it could, at mature height, conflict with overhead power lines. Large trees (height at maturity of more than thirty (30) feet) shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium height tree (height at maturity between twenty (20) and thirty (30) feet) shall be offset at least twenty (20) feet and small trees (height at maturity of less than (20) feet) require no offset.
8. No tree, shrubs, hedges or vines shall be planted within five (5) feet of any existing or proposed utility pole, guy wire or-pad mounted transformer. Palms should be planted at a distance equal to or greater than the average front length plus two (2) feet from power lines.
9. All plant materials shall receive min. a 3 in. layer of non-cypress mulch.
10. During construction activities, existing native vegetation shall be retained to act as buffers between adjacent land uses, and to minimize nuisance dust and noise. Barricades shall be used on site to preserve the vegation to be retained for this purpose.
11. All Barricades will be upright and maintained intact for the duration of construction.
12. Individual trees or groups of vegetation that are to be saved for landscape credit requirements are to be barricaded
13. Barricades (not including turbidity screens) will be high-visibility orange safety fence extending from the ground to a height of at least 4 ft. Barricades will not be attached to vegetation.
14. At least fifty percent (50%) of the minimum required landscaping shall consist of water-wise plant materials as defined in LDR Sections 7.09.04(L), 7.09.04(M) or 7.09.04(N) except that one hundred percent (100%) of required lawn areas shall consist of water-wise grasses listed in Section 7.09.04(L)(2)(a). Each type of required landscaping, such as trees, shrubs, vines, and lawn areas shall be calculated separately, and each type shall meet the required percentage minimum of defined water-wise plant materials.
15. Exact location of street trees subject to final internal lot and road layout, and lot access driveways.
16. Tree mitigation data to be updated at individual lot final site plans if less internal roadway is built (and therefore less street trees are planted) due to lot combining.
17. Buffer planting to be adjusted for lot access, and tree planting layouts may vary, but not minimum plant quantities either overall or per typical detail section.
18. 40' landscape Buffer (Detail E) tree planting to be installed upon the earlier to occur of:
a.) Develoment of Lot 11, 15, or 16, or
b.) Before the issuance of a certificate of occupancy for a building exceeding 40 feet in height anywhere within the property, if at that time there is an unexpired development order permitting the development of residential units on the property known as Sunnyland Farms PUD on the west side of Emerson Avenue. (Tax ID #2303-411-0010-0001)

Existing Trees

- DBH — DENOTES OAK TREE (SIZE SHOWN IN INCHES)
- DBH — DENOTES PINE TREE (SIZE SHOWN IN INCHES)
- DENOTES PALM TREE
- EXISTING TREES TO BE PRESERVED AND PROTECTED WITH BARRICADES AT THE TIME OF SUBDIVISION DEVELOPMENT. SEE BARRICADE DETAIL ON SHEET 4/4. EXISTING TREES MAY BE PRESERVED, RELOCATED OR REMOVED AT THE TIME OF BUILDING PERMIT FOR THE INDIVIDUAL LOT (TYP.)

Calculation for Mitigation along Proposed ROWs

Required: Total number of trees to be removed from the project site: 11
Total DBH of all trees to be removed: 158"
Total required DBH for mitigation plan: 158" X 2 = 316"

Provided: Total number of trees to be provided: 124
Trees in Buffer E: 15
Trees In Buffer C: 34
Street Trees: 75

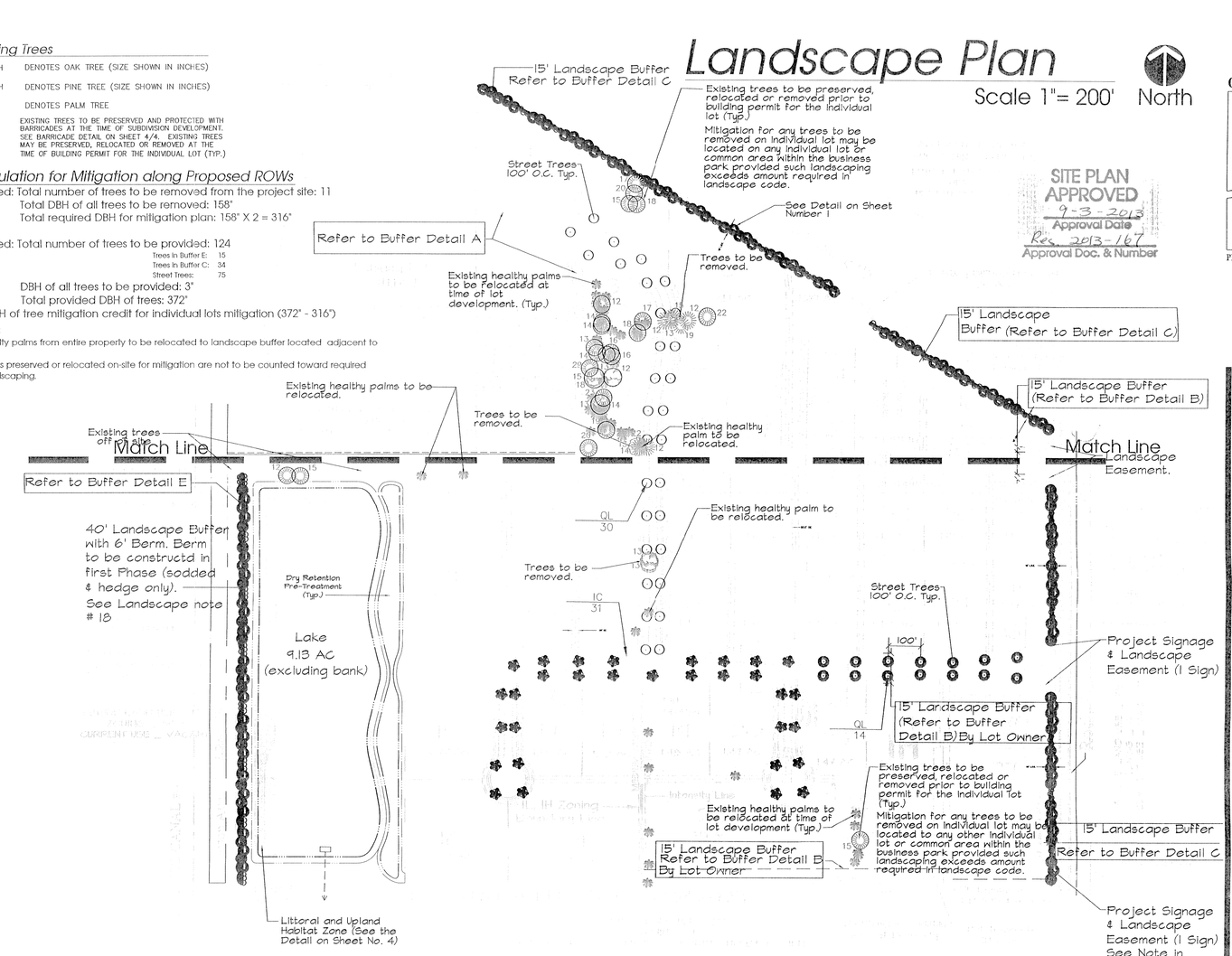
DBH of all trees to be provided: 3"
Total provided DBH of trees: 372"

56" DBH of tree mitigation credit for individual lots mitigation (372" - 316")

* Note:
1. Healty palms from entire property to be relocated to landscape buffer located adjacent to I-95.
2. Trees preserved or relocated on-site for mitigation are not to be counted toward required landscaping.

Landscape Plan

Scale 1"= 200' North



SITE PLAN APPROVED
9-3-2013
Approval Date
Res. 2013-167
Approval Doc. & Number

CUOZZO DESIGN GROUP
PLANNING & LANDSCAPE ARCHITECTURE
P.O. Box 338
Palm City, Florida 34991
T 772.221.2128
F 772.221.0788
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St. Lucie County Florida
Landscape Plan

Plant Material List

See the note of plant requirements below

SYM	SPECIES	COMMON NAME	
CANOPY TREES			
AR	*ACER RUBRUM	RED MAPLE	12'x5', 3" DBH.
MG	*MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	12'x5', 3" DBH.
PO	*PLATANUS OCCIDENTALIS	SYCAMORE	12'x5', 3" DBH.
LS	*LIQUIDAMBAR STYRACIFLUA	SWEET GUM	12'x5', 3" DBH.
QL	*QUERCUS LAURIFOLIA	LAUREL OAK	12'x5', 3" DBH.
QV	*QUERCUS VIRGINIANA	LIVE OAK	12'x5', 3" DBH.
TD	*TAXODIUM DISTICHUM	BALD CYPRESS	12'x5', 3" DBH.
IC	*ILEX CASSINE	DAHOON HOLLY	12'x5', 3" DBH.
PS	*PINUS ELLIOTTI	SLASH PINE	12'x5', 3" DBH.
PALMS			
SP	*SABAL PALMETTO	SABAL PALM	10' MIN. C.T.
WR	WASHINGTONIA ROBUSTA	WASHINGTON PALM	10' MIN. C.T.
PD	PHOENIX DACTYLIFERA 'MEDJOOL'	MEDJOOL DATE PALM	10' MIN. C.T.
SHRUBS / HEDGE			
MC	*MYRICA CERIFERA	WAX MYRTLE	
VO	*VIBURNUM OBAVATUM	WALTERS VIBURNUM	
HAM	*HAMELIA PATENS	FIREBUSH	
NER	NERIUM OLEANDER	OLEANDER	
NOD	NERIUM OLEANDER 'DWARF'	DWARF OLEANDER	
RMB	RAPHIOLEPIS 'MAJESTIC BEAUTY'	RAPHIOLEPIS 'MAJESTIC BEAUTY'	
SER	*SERENOA REPENS	SAW PALMETTO	
TRD	*TRIPSACUM DACTYLOIDES	FAKAHATCHEE GRASS	
VID	VIBURNUM ODORATISSIMUM	SWEET VIBURNUM	
GRASS			
SOD-1	PASPALUM NOTATUM	BAHIA SOD	
SOD	STENOTAPHRUM SECUNDATUS	ST. AUGUSTINE SOD	

* Native

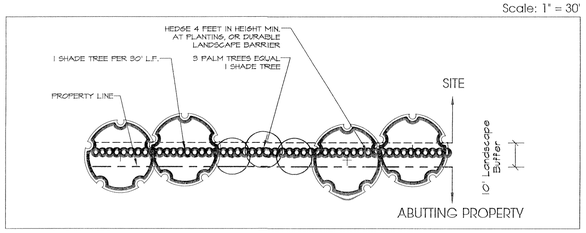
1. Plants not included in list may be used with st. lucie county staff approval.
2. No single tree species shall exceed a 2 to 1 ratio relative to all other individual tree species.
3. 3 palm trees may be substituted for one tree and not more than 50% of total required trees.
3. All palm trees counting toward required landscaping shall be native species with a min. clear trunk of ten feet when planted.
4. Tree species shall have an average mature spread of crown of greater than 15' and 12' ht with DBH of 3 in. at 4 1/2 ft. above ground when installed.
5. All required tree, except palms, shall have a min. of 5' of clear trunk and 5' canopy spread at time of planting.
6. Shrubs shall be a min. 24 in. in ht. Hedges, where required, shall be planted and maintained so as to form a 30 in. or higher continuous, unbroken, solid visual screen within 18 months after the time of planting.

Landscape Buffer Detail

A Perimeter Landscaping Relating to Abutting Properties (by lot owner)

Off-street parking or other vehicular use area not entirely screened by an intervening building or structure

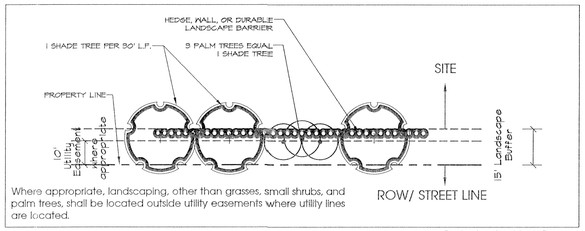
Scale: 1" = 30'



B Required Landscaping Adjacent to ROW (by lot owner)

Scale: 1" = 30'

The area between any building, off-street parking or other vehicular use area abutting a street or ROW

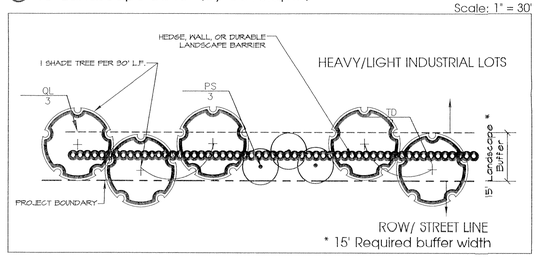


Where appropriate, landscaping, other than grasses, small shrubs, and palm trees, shall be located outside utility easements where utility lines are located.

By Individual Lot Owner

C 15' Landscape Buffer (by Developer)

Scale: 1" = 30'



Buffer: Rock Road
Quantities in plan view "C" are for a typical 180' section. Total buffer linear feet is 1,110'. Therefore total quantities are multiplied by 6.2.
Total Trees Required: 37 trees
Total Trees Provided: 50 trees

19	QL	QUERCUS LAURIFOLIA	LAUREL OAK
19	PS	PINUS ELLIOTTI	SLASH PINE
12	TD	TAXODIUM DISTICHUM	BALD CYPRESS

Trees provided in excess of requirments for tree mitigation: 13 trees

Buffer: I-95, Access Road
Quantities in plan view "C" are for a typical 180' section. Total buffer linear feet is 1,932'. Therefore total quantities are multiplied by 10.7.
Total Trees Required: 64 trees
Total Trees Provided: 85 trees

32	QL	QUERCUS LAURIFOLIA	LAUREL OAK
32	PS	PINUS ELLIOTTI	SLASH PINE
21	TD	TAXODIUM DISTICHUM	BALD CYPRESS

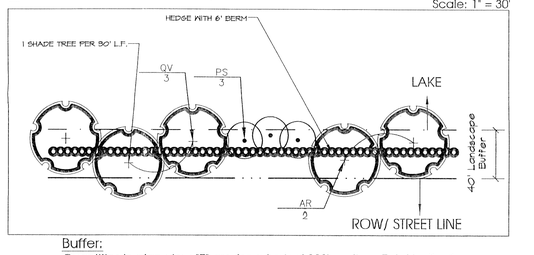
Trees provided in excess of requirements for tree mitigation: 21 trees

Landscape buffer notes:

* No single tree species shall exceed a 2 to 1 ratio relative to all other individual tree species.
* 3 palm trees may be substituted for one tree and not more than 50% of total required trees.
* All palm trees counting toward required landscaping shall be native species with a min. clear trunk of ten feet when planted.
* Tree species shall have an average mature spread of crown of greater than 15' and 12' ht with DBH of 3 in. at 4 1/2 ft. above ground when installed.
* All required tree, except palms, shall have a min. of 5' of clear trunk and 5' canopy spread at time of planting.
* Shrubs shall be a min. 24 in. in ht. Hedges, where required, shall be planted and maintained so as to form a 30 in. or higher continuous, unbroken, solid visual screen within 18 months after the time of planting.

E West Perimeter Landscape Buffer

Scale: 1" = 30'



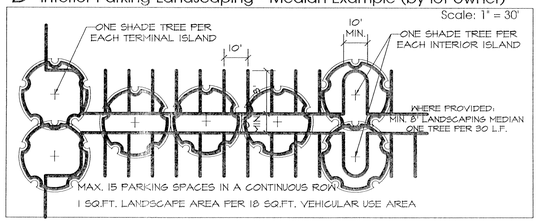
Buffer:
Quantities in plan view "E" are for a typical 180' section. Total buffer linear feet is 1,241'. Therefore total quantities are multiplied by 6.9.
Total Trees Required: 41 trees
Total Trees Provided: 56 trees

14	AR	ACER RUBRUM	RED MAPLE
21	QV	QUERCUS VIRGINIANA	LIVE OAK
21	PS	PINUS ELLIOTTI	SLASH PINE

Trees provided in excess of requirements for tree mitigation: 15 trees

D Interior Parking Landscaping - Median Example (by lot owner)

Scale: 1" = 30'



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Job No.	3051/12
Drawn By	JP
Checked By	KN
Approved By	KN
Submittal Dates	12/16/05
	11/7/07
	11/21/06
	6/1/07
Revision Dates	11/21/06
7/8/13	6/1/07
8/26/13	11/7/07
	2/24/10
	1/15/13

Sheet 1 of 4

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15' Landscape Buffer
Refer to Buffer Detail C

Existing trees to be preserved, relocated or removed prior to building permit for the individual lot (Typ.)

Mitigation for any trees to be removed on individual lot may be located on any individual lot or common area within the business park provided such landscaping exceeds amount required in landscape code.

Street Trees
100' O.C. Typ.

See Detail on Sheet Number 1

Refer to Buffer Detail A

Trees to be removed.

Existing healthy palms to be relocated at time of lot development. (Typ.)

Existing healthy palms to be relocated.

Trees to be removed.

Existing healthy palm to be relocated.

ng trees
of site

Match Line

er Detail E

Landscape Buffer

See Detail on

QL
30

Existing healthy palm to be relocated.

15' Landscape
Buffer (Refer to Buffer Detail C

15' Landscape Buffer
(Refer to Buffer Deta

Match Line

Landscape
Easement.

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PLANNING & LANDSCAPE ARCHITECTURE
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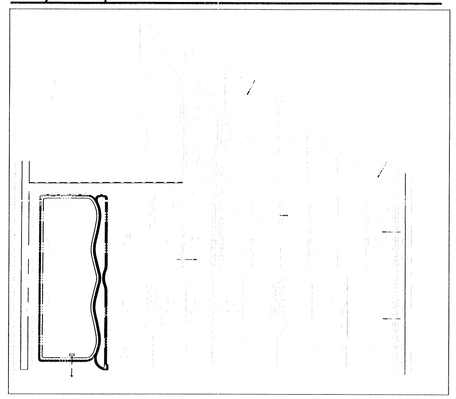
	1/7/13

Sheet 2 of 4

Key Map

Scale: 1" = 500'



Landscape Plan

Scale 1"= 100' North

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SEP 2

St. Lucie County

T:\Drawings\2012\3051-12 St. Lucie Commerce Center 2012\CDG\Landscape Plan\3051-9 LP_3-26-13.dwg, User

Match Line

Match Line

r Detail E

andscape Buffer
' Berm. Berm
constructd in
Phase (sodded
ge only).
Landscape note

See Detail on Sheet Number 1

Dry Retention Pre-Treatment (Typ.)

Lake
9.13 AC
(excluding bank)

Littoral and Upland Habitat Zone (See the Detail on Sheet No. 4)

relocated.

QL
30

Existing healthy palm to be relocated.

Trees to be removed.

IC
31

Street Trees 100' O.C. Typ.

100'

Project Si
& Landsca
Easement (

15' Landscape Buffer (Refer to Buffer Detail B) By Lot Owner

QL
14

Existing trees to be preserved, relocated or removed prior to building permit for the individual lot (Typ.)

Existing healthy palms to be relocated at time of lot development (Typ.)

Mitigation for any trees to be removed on individual lot may be located to any other individual lot or common area within the business park provided such landscaping exceeds amount required in landscape code.

15' Landscape Buffer
Refer to Buffer Detail B
By Lot Owner

15' Landscape

Refer to Buffer D

Project Si
& Landsca
Easement
See Note

Landscape Easement.

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PLANNING & LANDSCAPE ARCHITECTURE
P.O. Box 338
Palm City, Florida 34991
T 772.221.2128
F 772.221.0788
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Landscape Plan

Key Map

Scale: 1" = 500'

Landscape Plan

Scale 1"= 100' North

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Sheet 3 of 4

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SEP 3 2013

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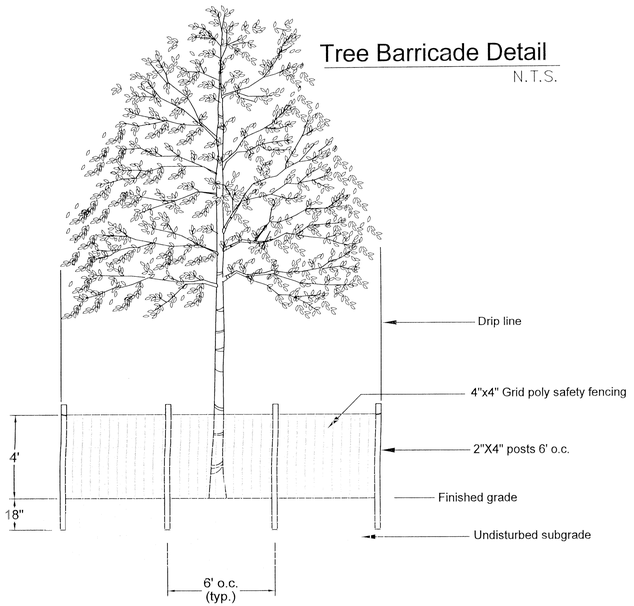
LAKE PLANTING DETAILS

Tree Barricade Detail

N.T.S.



Tree Protection Notes

1. Existing trees that are to remain shall be barricaded according to county regulations.
2. Barricades must be constructed around the critical protection zone of each tree or cluster of trees.
3. Barricades must be constructed of a minimum of 4x4" grid yellow or orange safety fencing made of nylon or poly.
4. Rope is to be attached to min. of 2"x2" wooden poles or PVC pipe, iron rebar, 2" or greater or other approved meterial.
5. The location of proposed development activities that are within 15ft. of the critical protection zone of a protected tree must be located using brightly colored flagging to indicate corners.
6. All barricades must be maintained intact for the duration of construction.

GRADING AROUND TREE

Where excavating grading is required within the branch spread of trees that are to remain, the work shall be performed as follows:

A. Trenching: When trenching occurs around trees to remain, the tree roots shall not be cut; rather, the trench should be tunneled under or around the roots by careful hand digging and without injury to the roots.

B. Raising Grades:
1. When the existing grade at the tree is below the new finished grade, and fill not exceeding 16 inches is required, clean washed gravel graded from 1-inch to 2-inch size shall be placed directly around the tree trunk.
   a) The gravel shall extend out from the trunk on all sides a minimum of 18 inches and finish approximately 2 inches above the finished grade at the three for full width.
   b) Install gravel before any earth fill is placed. New earth fill shall not be left in contact with the trunks of any trees requiring fill.
2. Trees marked for preservation that are buried in fills over 12 inches deep shall have an open dry well of durable masonry (without mortar) situated at least 12 inches from the tree trunk.
   c) All wells are to be properly drained.
   d) Before fills of over 12 inches are made upon the tree root areas or within branch spread, it is upon the tree root areas or within branch spread, it is advisable to spread at least a 6-inche layer of broken stone or coarse gravel covered by inverted sods to facilitate proper drainage and aeration.

C. Lowering grades: Existing trees in areas where the new finished grade is to be lowered shall have regrading work done buy hand to elevation as indicated.
3. Roots as required should be cut clearly 3-inches below finished grade and scars covered with tree paint.
4. Trees marked for preservation that are located more than 6-inches above the proposed grades shall stand on broad rounded mounds and be graded smoothly into the lower level.
5. Exposed or broken roots should be cut clear and covered with topsoil.

D. Tree Surgery: Before the buildings are occupied, existing trees shall be trimmed of all dead and diseased limbs. All cuts shall be made close to the trunk and those over 1-inch in diameter shall be covered with an acceptable tree paint manufactured for this specific purpose. In the case of important large trees where a small amount of cavity work would prolong their lives, such work shall be done by an arborist.

E. Planting Time: Plant, install, or relocate materials during normal planting seasons for each type of landscape work required. Correlated planting with indicated maintenance periods to provide maintenance from date of substantial completion.

TRANSPLANTING VEGETATION

A. Native trees must be root-pruned prior to removal. If transplanting in early spring, trees should be root pruned the previous fall. If transplanting in the fall, trees should be root pruned the previous spring.

B. Pruning the transplanted tree's crown to balance its reduced root system is essential to its survival. Remove approximately 1/3 of the lateral branches, dead and diseased limbs, cross branches that rub, and branches that detract from the shape and appearance should be removed. Care should be taken not to over-prune.

C. Prevent excessive tree moisture loss during and after transplanting. The root ball must be kept moist at all times. Transpiration inhibiting chemicals are available which can be sprayed on the foliage to reduce moisture loss. In extreme conditions, shading the tree for several days after placement may be necessary.

D. Root pruning of trees shall be trench dug for 2/3 of tree for the initial root pruning and the remaining 1/3 six- (6) weeks later. Allow another six (6) weeks before actual transplanting of tree can be preformed. Trenches shall be backfilled with working each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.

E. Prune canopy of trees to 1/3 of canopy at time of second root pruning by thinning out and shaping trees in accordance with standard horticultural practice. Do not cut leader.

F. Set balled and bur lapped (B & B) stock on a 12" layer of compacted planting soil mixture, plumb and in center of pit or trench with top of ball at same elevation as adjacent finished landscape grades. When set, place additional backfill around base and sides of ball, and work each layer to settle backfill around base and sides of ball, and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.

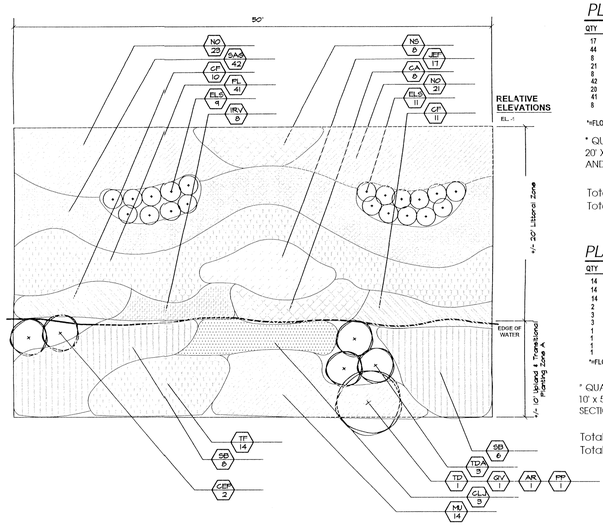
G. Watering of root pruned trees shall be done five (5) days per week the first three (3) weeks after root pruning, followed with watering twice weekly for the next three (3) weeks or until the second root pruning or transplanting.

H. Transplanting trees shall be done immediately after excavation of root ball by a crane and transplanted into its final holding area unless noted otherwise.

I. Watering of transplanted trees shall be done with continuous drip irrigation and intermittent mist (for the canopy) for 45 days, and continue three (3) days per week for the following 45 days. Afterwards weekly watering until final acceptance.

1 50' SECTION OF TYPICAL LITTORAL AND UPLAND & TRANSITIONAL PLANTING ZONE SECTION- 20 ft. Width

N.T.S.



PLANT LIST- LITTORAL ZONE

QTY	SYMBOL	SPECIES(BOTANICAL/COMMON)	SPECIFICATION
17	JEF*	JUNCUS EFFUSUS / SOFT RUSH	2' O.C. BARE ROOT
44	NO*	NYMPHEA ODORATA / FRAGRANT WATER LILY	2.5' O.C., BARE ROOT
8	CA*	CRINUM AMERICANUM / SWAMP LILY	2.5' O.C.,#1, FULL
21	CP*	CANNA FLACIDA / YELLOW CANNA	#1, 2' O.C., 12" X 12", FULL
6	IRV*	IRIS VIRGINICA/BLUE FLAG IRIS	#1, 2' O.C., 12" X 12", FULL
42	SAG*	SAGGITTARIA SPP. / ARROWHEAD	2.5' O.C., BARE ROOT
20	ELS*	ELEOCHARIS SPP./SPIKE RUSH	2' O.C., BARE ROOT
41	PL*	PONTEDERIA LANCEOLATA / PICKEREL WEED	2.5' O.C., BARE ROOT
8	NS*	NUPHAR SPP./SPATTERDOCK	2.5' O.C., BARE ROOT

*=FLORIDA NATIVE

* QUANTITIES IN PLANT LIST ABOVE ARE FOR A TYPICAL 1,000 SQ.FT OR 20' X 50' SECTION, WITH 209 SHRUBS/GROUNDCOVER PER SECTION, AND 14.09 SECTIONS (704.5'/50').

Total Shrubs/Groundcover: 2,945 (209 x 14.09)
Total Trees: 0

PLANT LIST-UPLAND & TRANSITIONAL ZONE

QTY	SYMBOL	SPECIES(BOTANICAL/COMMON)	SPECIFICATION
14	SB*	SPARTINA BAKERI / SMOOTH CORDGRASS	4' O.C.,#1, FULL
14	TF*	TRIPSACUM FLORIDANA / FLORIDA GAMA GRASS	2.5' O.C.,#1, FULL
14	MU*	MUHLENBERGIA CAPILLARIS / GULF MUHLYGRASS	3' O.C., #1, 12" X 12"
2	CEP*	CEPHALANTHUS OCCIDENTALIS L./BUTTONBUSH	#1, 4' O.C., BARE ROOT
3	TDA*	TRIPSICUM DACTYLOIDES/FAKAHATCHEE GRASS	#1, 2' O.C. 12" X 12" FULL
3	CLJ*	CLADIUM JAMAICENSE/SAWGRASS	#1, 4' O.C., BARE ROOT
1	TD*	TAXODIUM DISTICHUM /BALD CYPRESS	8' HT, FULL & THICK
1	PP*	PERSEA PALUSTRIS/SWAMP BAY	8' HT./FULL
1	AR*	ACER RUBRUM / RED MAPLE	8' HT., FULL
1	QV*	QUERCUS VIRGINIANA/LIVE OAK	A.S., 10' X 4', 1.5" CAL.

*=FLORIDA NATIVE

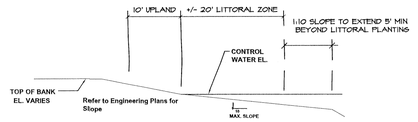
* QUANTITIES IN THE PLANT LIST ABOVE ARE FOR A TYPICAL 500 SQ.FT. OR 10' x 50' SECTION, WITH 50 SHRUBS/GROUNDCOVER AND 1 TREE PER SECTION, AND 14.09 SECTIONS.

Total Shrubs/Groundcover: 705 (14.09 x 50)
Total Trees: 14 (14.09 x 1) (AR, TD, PP, QV may be altered for each section.)

LITTORAL & UPLAND AND TRANSITIONAL ZONE CROSS SECTION

REFER TO ENGINEERING PLANS

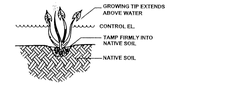
N.T.S.



CALCULATIONS FOR +/- 20' WIDTH LITTORAL SECTION (704.5 L.F. +/-)

PROVIDED LITTORAL PLANTING	14,090 SQ.FT.
PROVIDED UPLAND BUFFER PLANTING	7,045 SQ.FT.

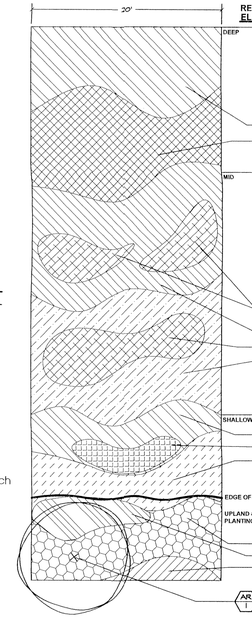
PLANTING DETAIL



1. ALL PLANT MATERIALS SHALL BE PLANTED AND MAINTAINED IN A NATURAL ARRANGEMENT.
2. LITTORAL PLANTING ESTABLISHMENT SHALL BE COMPLETED ON STABILIZED SLOPES CONFORMING TO GRADES SET FROM CONTROL ELEVATION AND THE APPROVED CONSTRUCTION DRAWINGS.
3. ALTERNATE PLANT MATERIALS OF SIMILAR SIZE AND QUALITY MAY BE SUBSTITUTED SUBJECT TO PRIOR APPROVAL OF THE MARTIN COUNTY ENVIRONMENTAL PLANNER.
4. THE LITTORAL ZONE SHALL CONSIST OF NATIVE VEGETATION AND SHALL BE MAINTAINED PERMANENTLY AS PART OF THE WATER MANAGEMENT SYSTEM. ALL LANDSCAPING, LITTORAL ZONE REVEGETATION PLANS AND LAKE MANAGEMENT PLANS SHALL COMPLY WITH SOUTH FLORIDA WATER MANAGEMENT DISTRICT RULES AND SHALL BE SUBJECT TO APPROVAL BY THE COUNTY ENGINEER AND THE COMMUNITY DEVELOPMENT DEPARTMENT.

2 20' SECTION OF TYPICAL LITTORAL AND UPLAND & TRANSITIONAL PLANTING SECTION - 50' Width

N.T.S.



PLANT LIST- LITTORAL ZONE

QTY	SYMBOL	SPECIES(BOTANICAL/COMMON)	SPECIFICATION
7	CAF*	CANNA FLACIDA / YELLOW CANNA	#1, 2' O.C. 12" X 12" FULL
24	JES*	JUNCUS EFFUSUS / SOFT RUSH	2' O.C. BARE ROOT
18	IRV*	IRIS VIRGINICA / BLUE FLAG IRIS	#1, 2' O.C. 12" X 12" FULL
27	NO*	NYMPHEA ODORATA / FRAGRANT WATER LILY	2.5' O.C., BARE ROOT
23	PL*	PONTEDERIA LANCEOLATA / PICKEREL WEED	2.5' O.C., BARE ROOT
25	NS*	NUPHAR SPP. / SPATTERDOCK	2.5' O.C., BARE ROOT
27	SAG*	SAGGITTARIA SPP. / ARROWHEAD	2.5' O.C., BARE ROOT
27	PAN*	PANICUM HEMITOMON / MAIDENCANE	2.5' O.C., BARE ROOT

* QUANTITIES IN PLANT LIST ABOVE ARE FOR A TYPICAL 1,000 SQ.FT or 20' X 50' SECTION, WITH 178 SHRUBS/GROUNDCOVER PER SECTION, AND 15 SECTIONS (300 L.F./20').

Total Shrubs/Groundcover: 2,670 (178 x 15)
Total Trees: 0

PLANT LIST-UPLAND & TRANSITIONAL ZONE

QTY	SYMBOL	SPECIES(BOTANICAL/COMMON)	SPECIFICATION
3	CLJ*	CLADIUM JAMAICENSE / SAWGRASS	#1, 4' O.C., BARE ROOT
2	CEP*	CEPHALANTHUS OCCIDENTALIS L./ BUTTONBUSH	#1, 4' O.C., BARE ROOT
7	SB*	SPARTINA BAKERI / SMOOTH CORDGRASS	#1, 4' O.C., FULL
1	AR*	ACER RUBRUM / RED MAPLE	8' HT., FULL
1	TD*	TAXODIUM DISTICHUM /BALD CYPRESS	8' HT, FULL & THICK
1	PP*	PERSEA PALUSTRIS / SWAMP BAY	8' HT., FULL
1	QV*	QUERCUS VIRGINIANA/ LIVE OAK	A.S., 10'x 4', 1.5" CAL.

* QUANTITIES IN THE PLANT LIST ABOVE ARE FOR A TYPICAL 200 SQ.FT. OR 20' x 10' SECTION, WITH 12 SHRUBS/GROUNDCOVER AND 1 TREE PER SECTION, AND 15 SECTIONS.

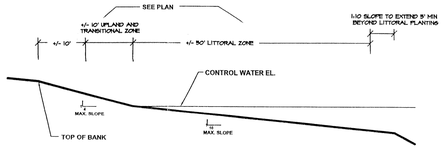
Total Shrubs/Groundcover: 180 (15 x 12)
Total Trees: 15 (15 x 1) (AR, TD, PP, QV may be altered for each section.)

CALCULATIONS FOR +/- 50' WIDTH LITTORAL SECTION (300 L.F. +/-)

PROVIDED LITTORAL PLANTING	15,000 SQ.FT.
PROVIDED UPLAND BUFFER PLANTING	3,000 SQ.FT.

LITTORAL AND UPLAND & TRANSITIONAL ZONE CROSS SECTION

N.T.S.



TOTAL LITTORAL AND UPLAND & TRANSITIONAL ZONE PLANTING

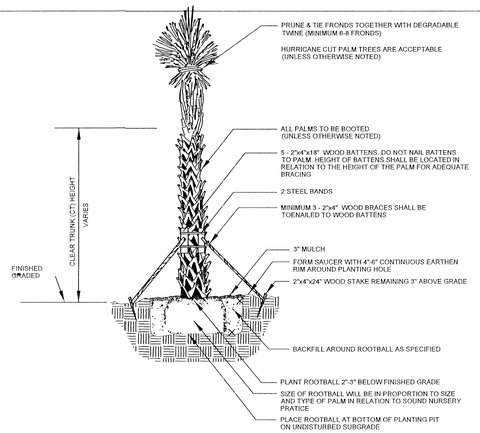
TOTAL LAKE PERIMETER	2,909 L.F.
LITTORAL PLANTING PROVIDED	29,090 SQ.FT.
UPLAND BUFFER PLANTING PROVIDED	29,090 SQ.FT.
	58,180 SQ.FT.

UPLAND BUFFER PLANTING FOR LAKE PERIMETER WITHOUT LITTORAL ZONES

SHRUBS/GROUNDCOVER AND TREES TO BE PLANTED PER DETAIL 1

LAKE PERIMETER (2,909 L.F. - 1,004.5 L.F. WITH LITTORALS) = 1,904.5 L.F.
(1,904.5 L.F. x 10' WIDTH) = 19,045 SQ.FT.
19,045 SQ.FT. / 500 SQ.FT. SECTIONS = 38.09 SECTIONS

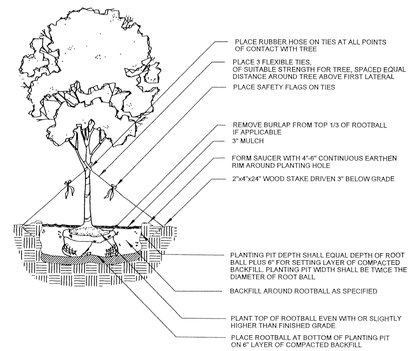
Total Shrubs/Groundcover: 1,905 (50 PER 500 SQ.FT. SECTION)
Total Trees: 38 (1 PER 500 SQ.FT. SECTION)



PALM PLANTING DETAIL

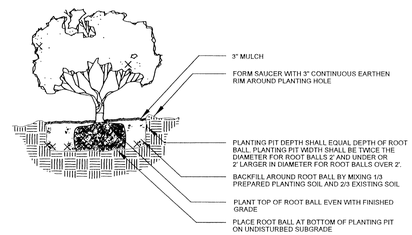
N.T.S.

* PALMS WITH MARRED OR BURNED TRUNKS WILL NOT BE ACCEPTED



TREE PLANTING DETAIL

N.T.S.



SHRUB/GROUNDCOVER PLANTING DETAIL

N.T.S.

CUOZZO DESIGN GROUP
PLANNING & LANDSCAPE ARCHITECTURE
P.O. Box 338
Palm City, Florida 34991
T 772.221.2128
F 772.221.0788
www.cdgplan.com

St. Lucie Commerce Center
St. Lucie County, Florida
Specification and Details

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The following drawings are instruments of service to the Landscape Architect. They are not products of design. All ideas, designs, arrangements, and plans indicated or represented by this drawing are owned by and the property of the designer, and were created, evolved, and developed for use on and in connection with the specified project. None of such ideas, designs, arrangements, or plans shall be used by or disclosed to any person, firm, or corporation for any purpose whatsoever without the written permission of the designer.

Job No.	3051/12
Drawn By	JP
Checked By	KN
Approved By	KN
Submittal Dates	12/16/05
11/7/07	4/17/06
	11/21/06
	6/1/07
Revision Dates	11/21/06
	6/1/07
	11/7/07
	2/24/10
	1/7/13

Sheet 4 of 4

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St. Lucie County

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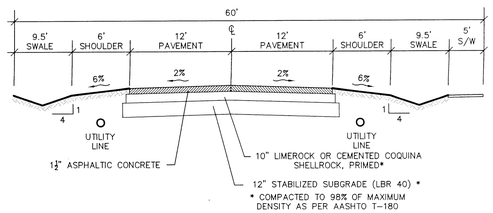
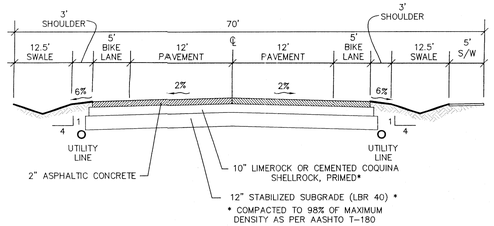
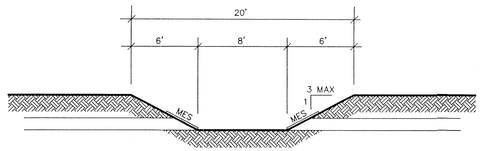


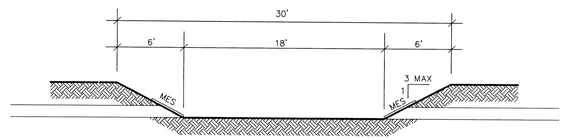
INTERNAL ROAD TYPICAL SECTION



SUNNYLAND DRIVE AND ROCK ROAD TYPICAL SECTION



LATERAL DRAINAGE CONVEYANCE SWALE

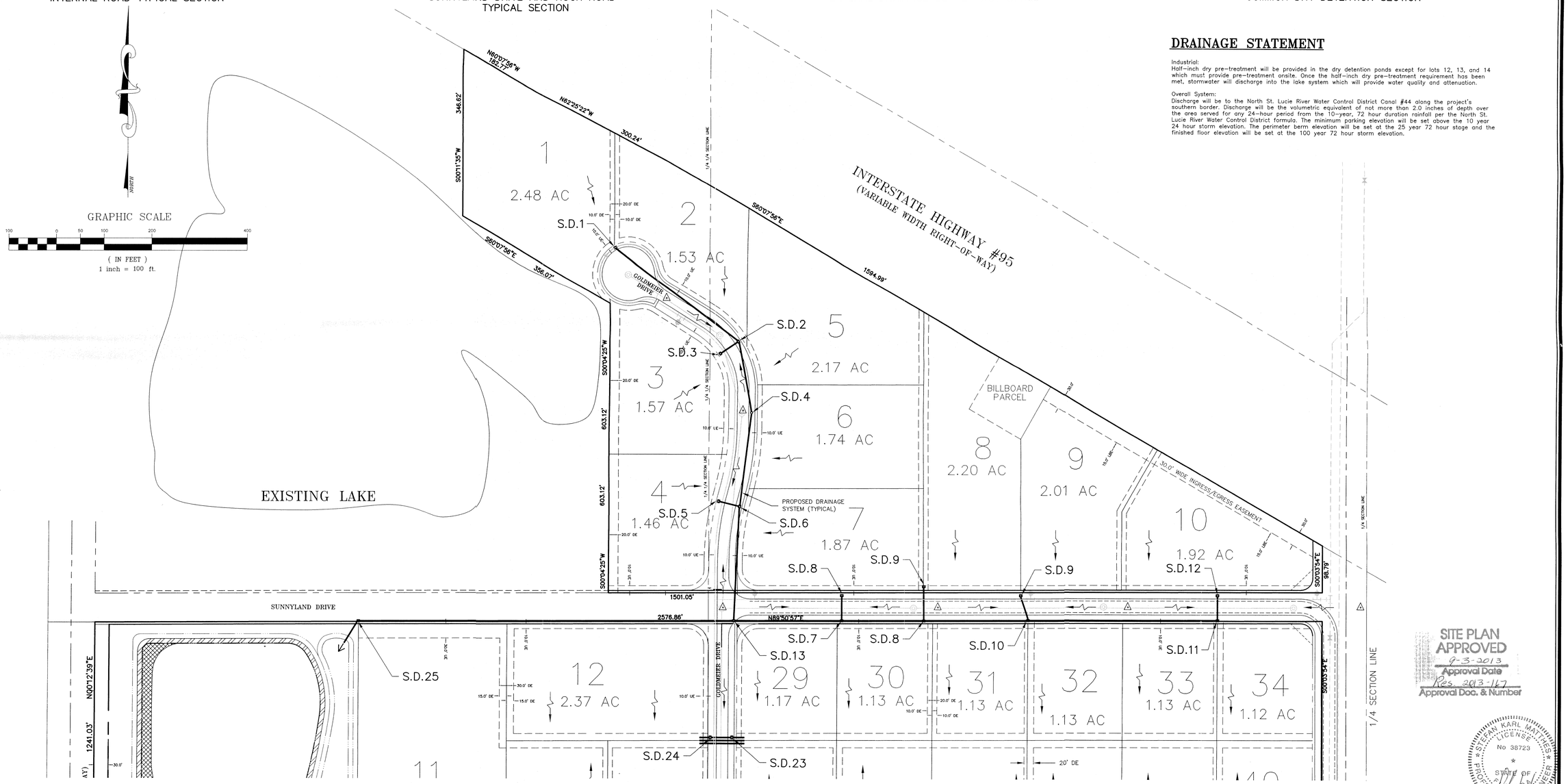


COMMON DRY DETENTION SECTION

DRAINAGE STATEMENT

Industrial:
Half-inch dry pre-treatment will be provided in the dry detention ponds except for lots 12, 13, and 14 which must provide pre-treatment onsite. Once the half-inch dry pre-treatment requirement has been met, stormwater will discharge into the lake system which will provide water quality and attenuation.

Overall System:
Discharge will be to the North St. Lucie River Water Control District Canal #44 along the project's southern border. Discharge will be the volumetric equivalent of not more than 2.0 inches of depth over the area served for any 24-hour period from the 10-year, 72 hour duration rainfall per the North St. Lucie River Water Control District formula. The minimum parking elevation will be set above the 10 year 24 hour storm elevation. The perimeter berm elevation will be set at the 25 year 72 hour stage and the finished floor elevation will be set at the 100 year 72 hour storm elevation.



SITE PLAN APPROVED
9-3-2013
Approval Date
PZS 2013-147
Approval Doc. & Number

STEFAN KARL MATTHES LICENSE No 38723 STATE OF FLORIDA REGISTERED PROFESSIONAL ENGINEER

STEFAN K. MATTHES P.E. FL. REG. NO. 38723

COMPUTER FILE REF.	FIELD BK./PG.
03-243 concept 7-3-13.dwg	

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

-REVISIONS-	BY	DATE
REVISED ROAD CROSS SECTIONS	J.H.	10/30/07
REVISED LOT LAYOUT AND DRAINAGE	D.F.	2/26/13
REVISED LOT LAYOUT AND DRAINAGE	D.F.	7/3/13
REVISED PER FPUA COMMENTS	D.F.	8/26/13
	.	.
	.	.

	BY	DATE
DESIGNED	PPP	10/17/05
CALCS.		
DRAWN	TJC	10/21/05
DETAILED		
CHECKED	SKM	10/30/07
APPROVED		

St. Lucie Commerce Center

CONCEPTUAL DRAINAGE PLAN

DATE: 10-30-07
HORIZ. SCALE: 1"=100'
VERT. SCALE: N/A
JOB No. 03-243
SHEET 1 OF 4

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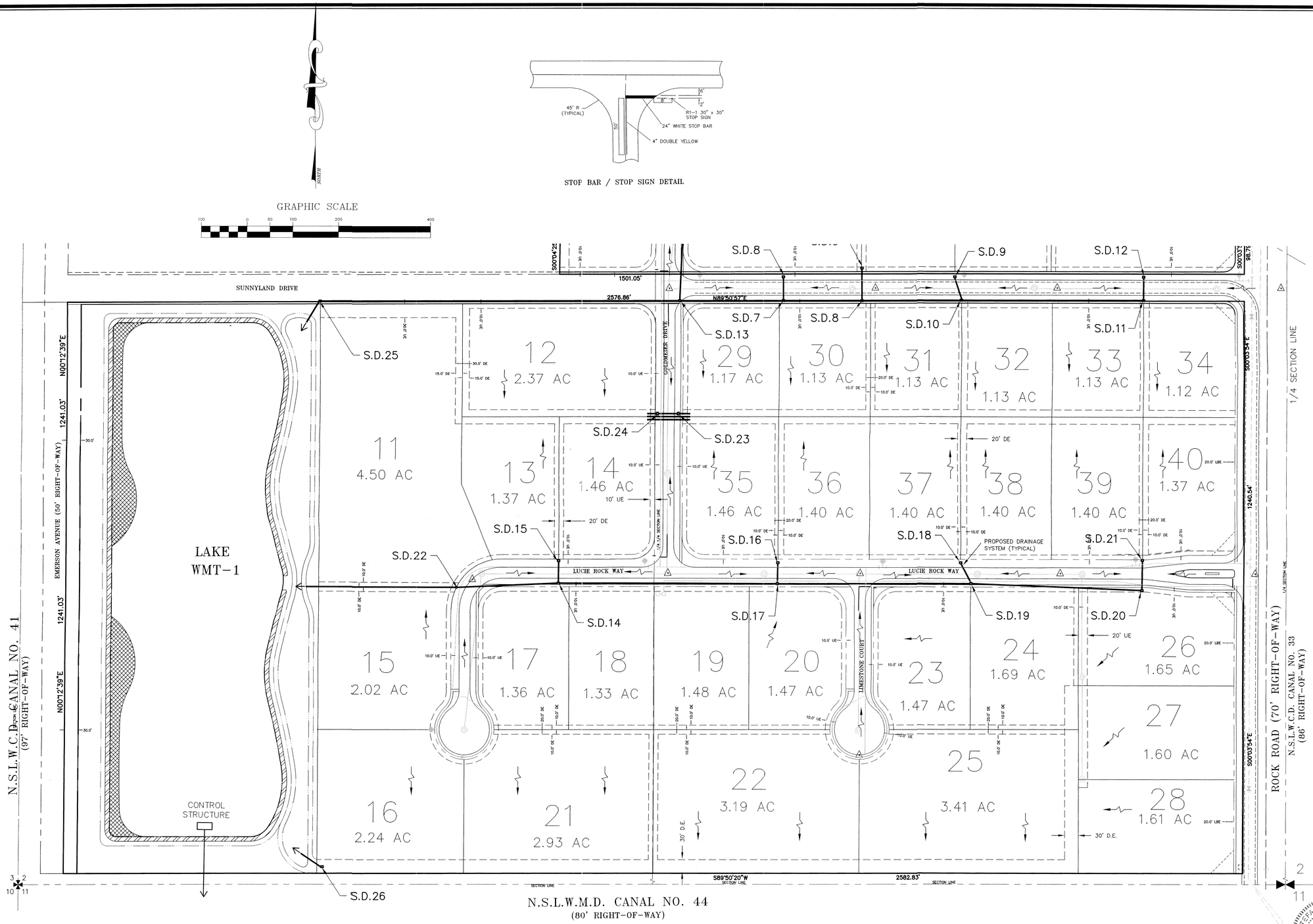
Planning Division
SEP 3 2013



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CALCS.		
DRAWN	TJC	10/21/05
DETAILED		
CHECKED	SKM	10/30/07
APPROVED		

St. Lucie Commerce Center

CONCEPTUAL DRAINAGE PLAN

DATE: 10-30-07
HORIZ. SCALE: 1"=100'
VERT. SCALE: N/A
JOB No. 03-243
SHEET 2 OF 4

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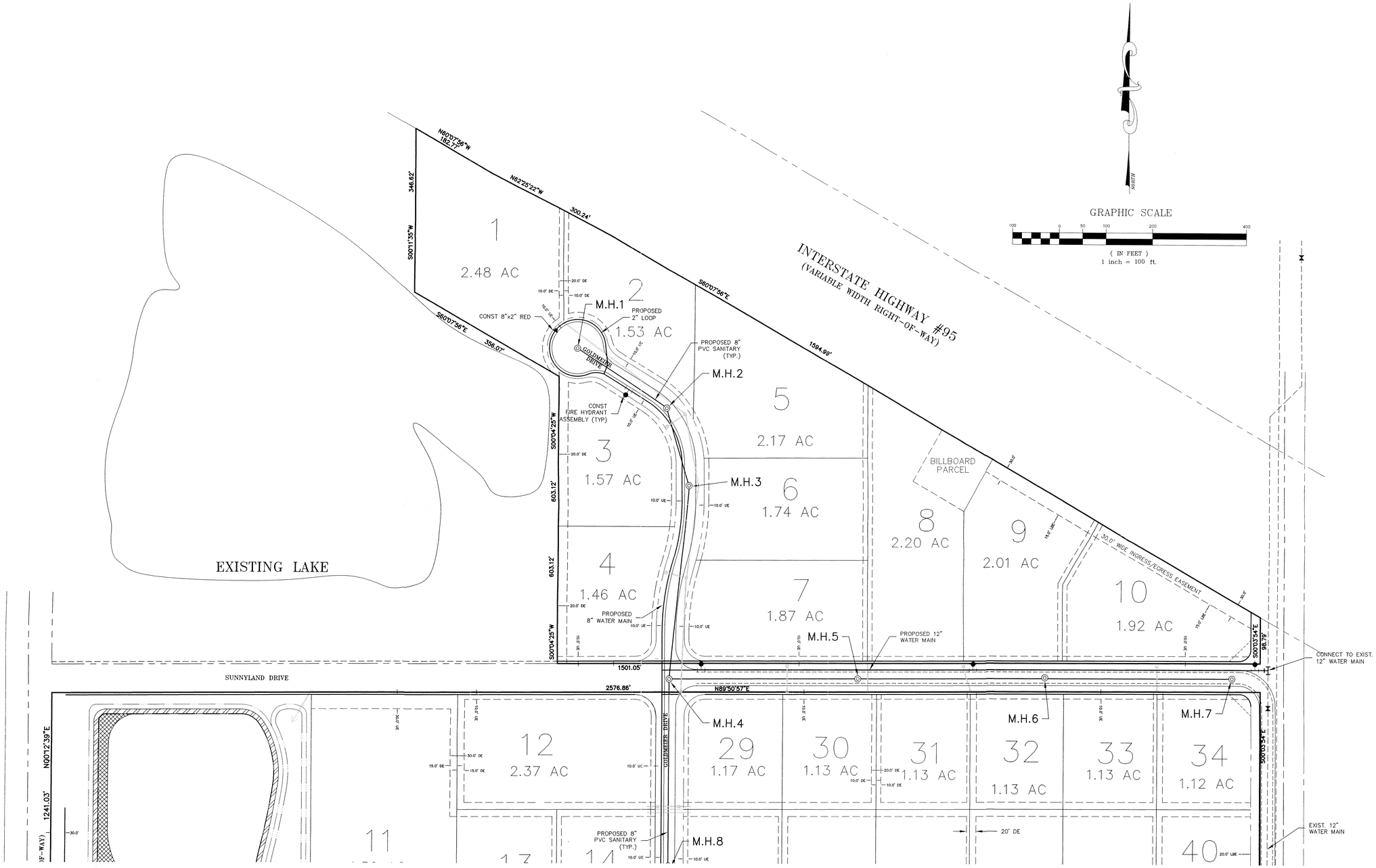

SERVICE STATEMENT

WATER AND WASTEWATER SERVICE WILL BE PROVIDED BY THE FORT PIERCE UTILITY AUTHORITY (FPUA).

STEFAN K. MATTHES PE, CLERK, No. 38723

COMPUTER FILE REF.	FIELD BK./PG.
03-243 concept 7-3-13.dwg	

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STATE OF FLORIDA BOARD OF PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4286

– REVISIONS –	BY	DATE
REVISED ROAD CROSS-SECTIONS	J.H.	10/31/07
REVISED LOT LAYOUT AND UTILITIES	D.F.	2/26/13
REVISED LOT LAYOUT AND UTILITIES	D.F.	7/3/13
REVISED PER FPUA COMMENTS	D.F.	8/26/13

	BY	DATE
DESIGNED	PPP	10/17/05
CALCS.		
DRAWN	TJC	10/21/05
DETAILED		
CHECKED	SKM	10/30/07
APPROVED		

St. Lucie Commerce Center

CONCEPTUAL UTILITY PLAN

DATE: 10-30-07
HORIZ. SCALE: 1"=100'
VERT. SCALE: N/A
JOB No. 03-243
SHEET 3 OF 4

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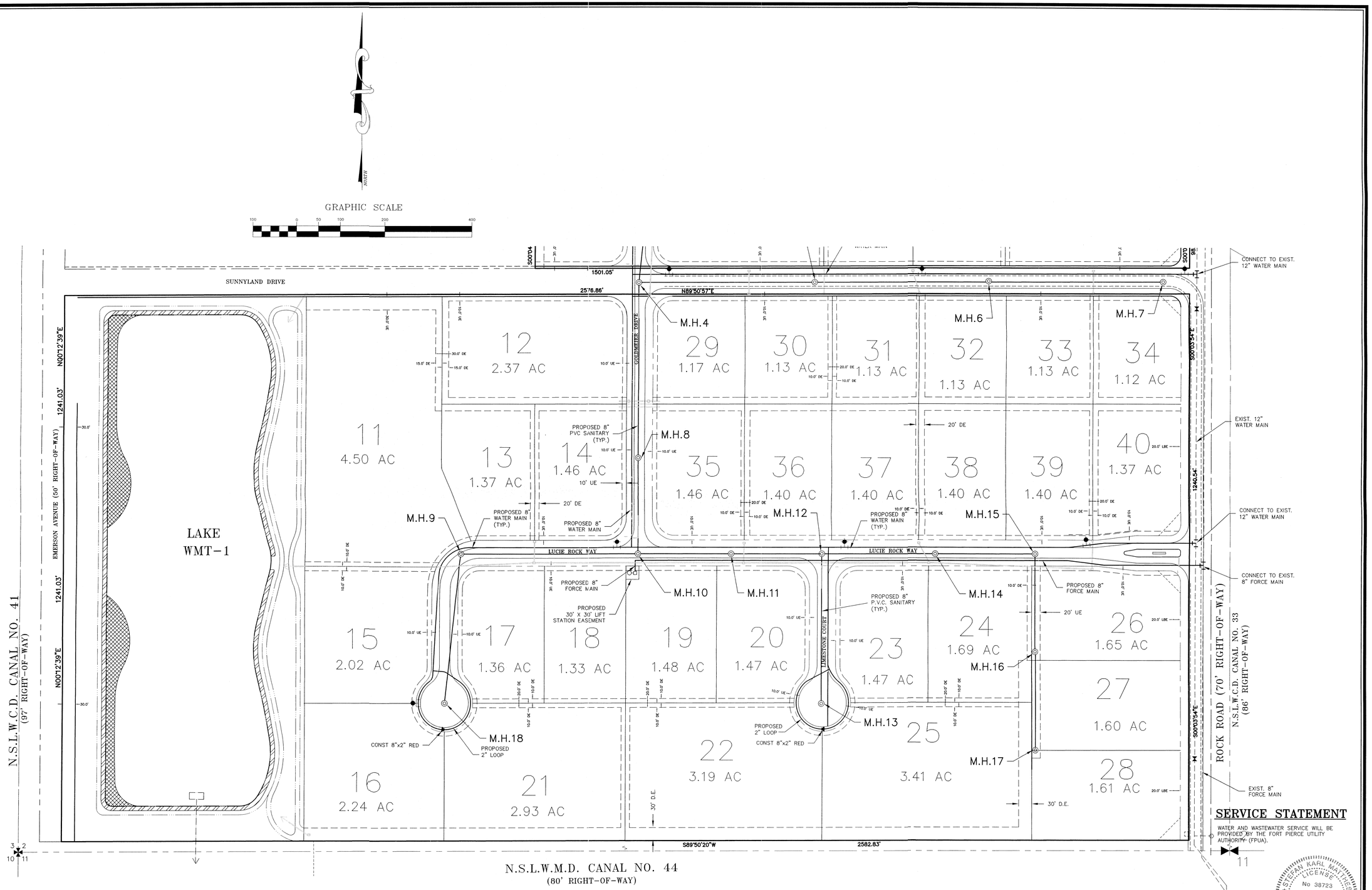
SEP 3
St. Lucie County



SERVICE STATEMENT

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STEFAN KARL MATTHES LICENSE No 38723 STATE OF FLORIDA PROFESSIONAL ENGINEER

STEFAN K. MATTHES P.E. REG. NO. 38723

COMPUTER FILE REF.	FIELD BK./PG.
03-243 concept 7-3-13.dwg	

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.	.	.

	BY	DATE
DESIGNED	PPP	10/17/05
CALCS.		
DRAWN	TJC	10/21/05
DETAILED		
CHECKED	SKM	10/31/07
APPROVED		

St. Lucie Commerce Center

CONCEPTUAL UTILITY PLAN

DATE: 10-31-07
HORIZ. SCALE: 1"=100'
VERT. SCALE: N/A
JOB No. 03-243
SHEET 4 OF 4

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SEP 3 2
St. Lucie

LEGEND

RLS	DENOTES REGISTERED LAND SURVEYOR	P.B.	DENOTES PLAT BOOK
(M)	DENOTES MEASURED DATA	C.M.	DENOTES CONCRETE MONUMENT
ID	DENOTES IDENTIFICATION NUMBER	O.R.	DENOTES OFFICIAL RECORDS BOOK
TOB	DENOTES TOP OF BANK	IR&C	DENOTES IRON ROD & CAP
TYP.	DENOTES TYPICAL	PG.	DENOTES PAGE
FND.	DENOTES FOUND	COR.	DENOTES CORNER
L.B.	DENOTES LICENSED BUSINESS	P.O.B.	DENOTES POINT OF BEGINNING
O.H.U.	DENOTES OVERHEAD UTILITIES	P.O.C.	DENOTES POINT OF COMMENCEMENT
WM	DENOTES WATER METER	I.P.	DENOTES IRON PIPE
☼	DENOTES AREA LIGHT	I.R.	DENOTES IRON ROD
R/W	DENOTES RIGHT-OF-WAY	U.E.	DENOTES UTILITY EASEMENT
	DENOTES POWER POLE	P.L.S.	DENOTES PROFESSIONAL LAND SURVEYOR
N.A.V.D.	DENOTES NORTH AMERICAN VERTICAL DATUM (1988)	⟵	DENOTES GUY WIRE ANCHOR
		BM	DENOTES BENCHMARK
14	DENOTES OAK TREE (SIZE SHOWN IN INCHES)	E.P.	DENOTES EDGE OF PAVEMENT
		N.S.L.R.W.C.D.	DENOTES NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
14	DENOTES PINE TREE (SIZE SHOWN IN INCHES)	CONC.	DENOTES CONCRETE
		P.C.P.	DENOTES PERMANENT CONTROL POINT
	DENOTES PALM TREE	(D)	DENOTES DEED DATA
		(C)	DENOTES CALCULATED FROM FIELD MEASUREMENTS

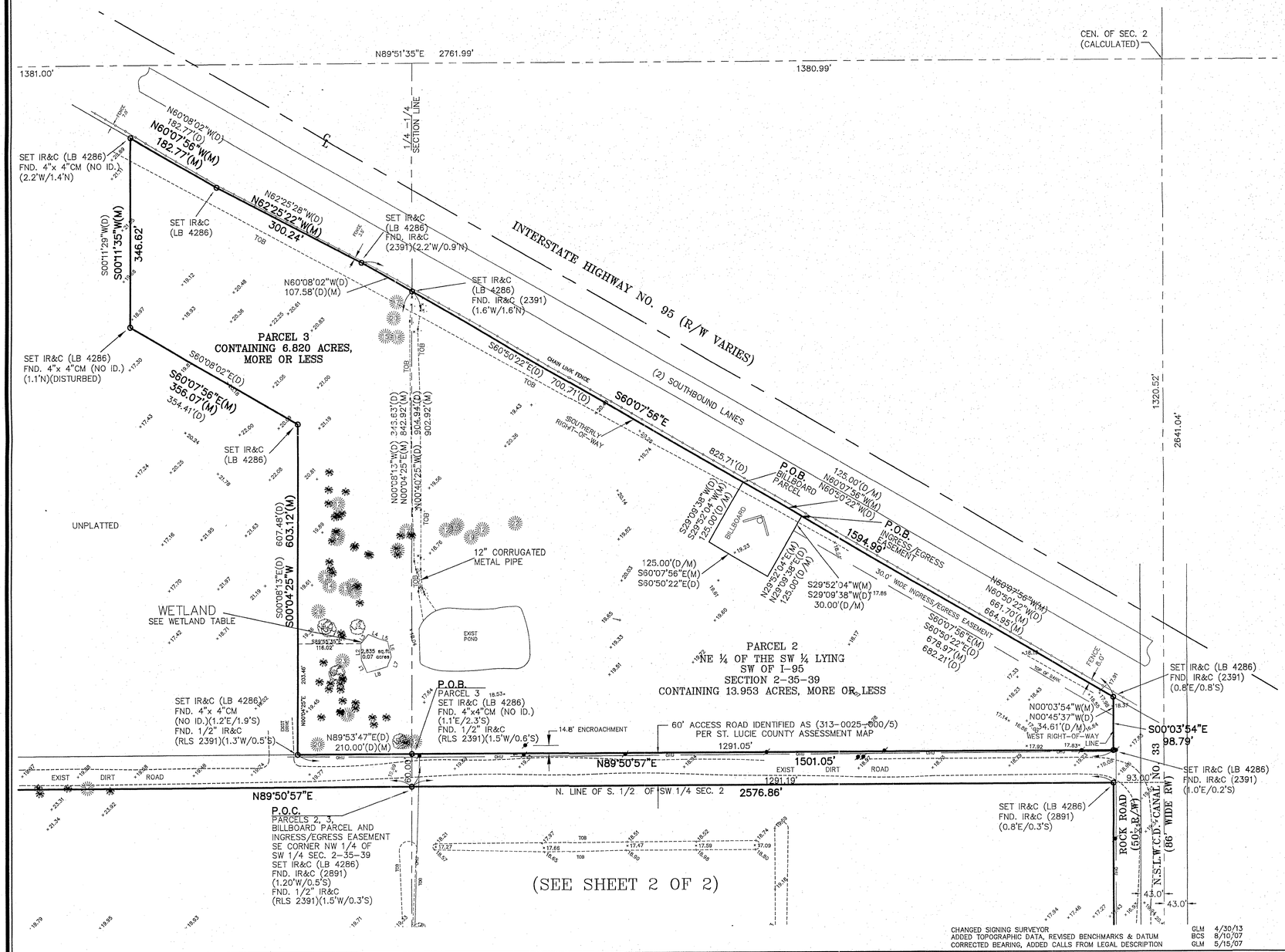
WETLAND LINE TABLE

LINE	LENGTH	BEARING
L1	24.71	N24°41'23"W
L2	30.20	N01°39'53"W
L3	21.76	N39°37'38"E
L4	22.19	S67°31'18"E
L5	15.24	S72°54'55"E
L6	28.55	S14°04'28"E
L7	19.84	S23°28'06"W
L8	38.27	S74°00'36"W

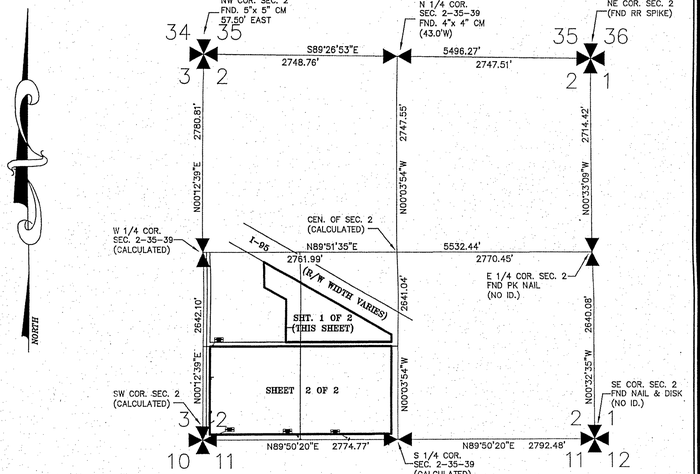
GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch = 100 ft.



CHANGED SIGNING SURVEYOR — GLM 4/30/13
ADDED TOPOGRAPHIC DATA, REVISED BENCHMARKS & DATUM — BCS 8/10/07
CORRECTED BEARING, ADDED CALLS FROM LEGAL DESCRIPTION — GLM 5/15/07



SECTION BREAKDOWN

1" = 1000'

DESCRIPTION

PARCEL 1

THE SOUTH ONE–HALF OF THE SOUTHWEST ONE–QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS–OF–WAY OF RECORD.

TOGETHER WITH:

PARCEL 2:

THAT PART OF THE NE ¼ OF THE SW ¼ OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF I–95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT–OF–WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 3:

FROM THE SOUTHEAST CORNER OF THE NW ¼ OF THE SW ¼ OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, RUN NORTH 00°08'13" WEST ALONG THE ¼ ¼ SECTION LINE 60 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 00°08'13"W 846.63 FEET TO THE SOUTHERLY RIGHT–OF–WAY LINE FOR INTERSTATE 95 HIGHWAY; THENCE RUN NORTH 60°08'02" WEST ALONG SAID RIGHT–OF–WAY LINE 107.58 FEET; THENCE RUN NORTH 62°25'28" WEST 300.24 FEET; THENCE RUN NORTH 60°08'02" WEST 182.77 FEET; THENCE RUN SOUTH 00°11'29" WEST 346.62 FEET; THENCE RUN SOUTH 60°08'02" EAST 354.41 FEET; THENCE RUN SOUTH 00°08'13" EAST, 607.48 FEET; THENCE RUN NORTH 89°53'47" EAST, 210 FEET TO THE POINT OF BEGINNING.

BILLBOARD PARCEL:

BEING A PART OF THE NORTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE ¼ ¼ SECTION LINE 904.94 FEET TO THE SOUTH RIGHT–OF–WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT–OF–WAY LINE, S60°50'22"E, 700.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 125.00 FEET; THENCE S60°50'22"E, 125.00 FEET; THENCE N29°09'38"E, 125.00 FEET TO THE SAID SOUTH RIGHT–OF–WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG SAID SOUTH RIGHT–OF–WAY LINE 125.00 FEET BACK TO THE POINT OF BEGINNING.

INGRESS/EGRESS EASEMENT:

BEING A PART OF THE NORTHEAST ¼ OF THE SOUTHWEST ¼ OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE ¼ ¼ SECTION LINE 904.94 FEET TO THE SOUTH RIGHT–OF–WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT–OF–WAY LINE S60°50'22"E, 825.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 30.00 FEET; THENCE S60°50'22"E, 682.21 FEET TO THE WEST RIGHT–OF–WAY LINE OF ROCK ROAD; THENCE ALONG THE SAID WEST RIGHT–OF–WAY LINE OF ROCK ROAD N00°45'37"W, 34.61 FEET TO THE SOUTH RIGHT–OF–WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG THE SAID SOUTH RIGHT–OF–WAY LINE OF INTERSTATE HIGHWAY 95 664.95 FEET BACK TO THE POINT OF BEGINNING.

GENERAL NOTES

1. The East line of Section 2 is assumed to bear N00°32'35"W and all other bearings shown hereon are relative thereto.
2. Underground utilities and utility services have not been located on this survey.
3. Flood Note: By graphic plotting only, this property is in Zone "X" according to the Flood Insurance Rate Map, Community Panel No. 12111C0175 F, effective date August 19, 1991. The exact designation can only be determined by an elevation certificate.
4. Reproductions of this map are not valid without the signature and original raised seal of a Florida Licensed Surveyor & Mapper.
5. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.
6. Information shown hereon is based on Deed (D), Plat (P) and field measured data (M).
7. The last date of field work was April 22, 2006.
8. Fallings shown on found monuments near boundary corners are based on cardinal directions.
9. Subject Parcel contains 94.258 acres, more or less.
10. Lands shown hereon were not abstracted by this office for rights–of–way, easements of record, ownership, abandonment's, deed restrictions, or Murphy Act Deeds. This information should be obtained through appropriate title verification.
11. Descriptions shown hereon provided by the client and/or their agent.
12. Elevations shown hereon are based on North American Vertical Datum (NAVD) of 1988. Base Benchmark: Saint Lucie County 1999 vertical control disk in concrete 184± feet east of F.F.A. Road, mark is 6± north of Orange Avenue. Benchmark Elevation 21.98'.
13. Description supplied for Parcel 3 does not mathematically close. Parcel 3 was calculated based on sectional breakdown for Section 2 and qualifying calls.
14. Trees shown hereon are based on St Lucie County Tree Requirements and were located using Trimble ProXR GPS Reciever.
15. Florida Power & Light easement location taken from Masteller, Moler and Reed, Inc. survey Project No. 04–5117.03.
16. Wetlands shown hereon were delineated by R. L. Weigt, Environmental Consultants, Inc. on April 18, 2006 and were located using Trimble ProXR GPS Reciever, by this office.
17. Wetland Area contains 0.07 acres 2,835 square feet.

CERTIFIED TO:

LUCIE ROCK, LLC;
KLEIN & DOBBINS, P.L.;
FIDELITY NATIONAL TITLE INSURANCE COMPANY OF NEW YORK

SITE PLAN APPROVED
9-3-2013
Approval Date
RES. 2013-167
Approval Doc. & Number

MICHAEL T. KOLODZIEJCZYK
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA REGISTRATION NO. 3864

4/30/13
DATE OF SIGNATURE:

COMPUTER FILE REF.	FIELD BK./PG.
03-243MAP	06-22
-100scale.dwg	

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4386

– REVISIONS –	BY	DATE
REVISED BEARING ON QUARTER–QUARTER SECTION LINE	AWR	12/02/05
ADDED TREES TO SURVEY	TJC	12/07/05
REVISED DESCRIPTION (REMOVED "PROPOSED")	MDP	12/15/05
ADDED FP&L EASEMENT, AND ADDITIONAL TREES	GLM	4/03/06
RE–SCALED TO 1" = 100'	MDP	4/17/06
ADDED WETLAND AND TOB	AQN	4/28/06

	BY	DATE
DESIGNED		
CALCS.		
DRAWN	MDP	11/04/05
DETAILED		
CHECKED		
APPROVED		

BOUNDARY & TOPOGRAPHIC SURVEY

Prepared For
LUCIE ROCK, LLC

DATE: 11/09/05
HORIZ. SCALE: 1"=100'
VERT. SCALE: NONE
JOB No. 03-243
SHEET 1 OF 2

Planning Division
P 3 2013

GRAPHIC SCALE

100 0 50 100 200

(IN FEET)

1 inch = 100 ft.

NORTH

(SEE SHEET 1 OF 2)

BENCHMARK TOP 1/2" IR&C STAMPED LB 4286 TRAV ELEV=20.77' NAVD 1988

60' ACCESS ROAD IDENTIFIED AS (313-0025-000/5) PER ST. LUCIE COUNTY ASSESSMENT MAP

SET IR&C (LB 4286) FND. 4"x 4"CM (NO ID.)(1.2'E/1.9'S) FND. 1/2" IR&C (RLS 2391)(1.3'W/0.5'S)

512,835 sq.ft.± (0.07 acres)

N89°53'47"E(D) 210.00'(D)(M)

P.O.B. PARCEL 3 SET IR&C (LB 4286) FND. 4"x4"CM (NO ID.) (1.1'E/2.3'S) FND. 1/2" IR&C (RLS 2391)(1.5'W/0.6'S)

14.8' ENCROACHMENT

1291.05'

N89°50'57"E

1501.05'

EXIST DIRT ROAD

1291.19'

93.00'

SET IR&C (LB 4286) FND. IR&C (2391) (0.8'E/0.8'S)

N00°03'54"W(M)
N00°45'37"W(D)
634.61'(D/M)±0.5'
WEST RIGHT-OF-WAY LINE

S00°03'54"E 98.79'

SET IR&C (LB 4286) FND. IR&C (2391) (1.0'E/0.2'S)

SET IR&C (LB 4286) FND. IR&C (2891) (0.8'E/0.3'S)

FENCE 0.5' TOP OF BANK

1285.67'

EXIST DIRT ROAD

N89°50'57"E

P.O.C. PARCELS 2, 3, BILLBOARD PARCEL AND INGRESS/EGRESS EASEMENT SE CORNER NW 1/4 OF SW 1/4 SEC. 2-35-39 SET IR&C (LB 4286) FND. IR&C (2891) (1.20'W/0.5'S) FND. 1/2" IR&C (RLS 2391)(1.5'W/0.3'S)

N. LINE OF S. 1/2 OF SW 1/4 SEC. 2 2576.86'

SET IR&C (LB 4286) FND. 3"x 3"CM (NO ID.)(2.0'W/1.7'S)

50.00'

N00°12'39"E 1241.03'

EMERSON AVENUE (50' R/W)

N.S.L.W.C.D. CANAL NO. 44 (97' R/W)

1240.78'

N00°04'25"E

1240.54'

ROCK ROAD (50' R/W)

S00°03'54"E

N.S.L.W.C.D. CANAL NO. 335 (66' WIDE RW)

1320.52'

N00°03'54"W

43.0'

43.0'

50'

43.00'

PARCEL 1
THE SOUTH 1/2 OF THE S.W. 1/4
SECTION 2-35-39
73.485 ACRES MORE OF LESS

48.50'

SET IR&C (LB 4286) FND. 4"x 4"CM (NO ID.)(2.0'W)

TOP OF 24" CMP ELEV=14.16'

BENCHMARK TOP 1/2" IR&C STAMPED LB 4286 TRAV ELEV=20.98' NAVD 1988

BENCHMARK TOP 1/2" IR&C STAMPED LB 4286 TRAV ELEV=20.56' NAVD 1988

SET 5/8" IR&C (LB 4286).

BENCHMARK TOP 1/2" IR&C STAMPED LB 4286 TRAV ELEV=19.45' NAVD 1988

NORTH END NOT LOCATED

FLORIDA POWER & LIGHT EASEMENT O.R.B. 645, PAGE 379, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA

11.0' ENCROACHMENT

FND. IR&C (RLS 2391)

1/2 CUT 72" CMP VERTICAL PIPE WITH ADJUSTABLE GATE GRATE ELEV=621.0' 2' WIDE WALKWAY FROM TOB TO STRUCTURE

EAST END OF 72" CMP NOT LOCATED

SW COR. SEC. 2 (CALCULATED)

1288.64'

S89°50'20"W

2582.83'

1294.19'

BARBED WIRE FENCE (TYP)

N.S.L.W.M.D. CANAL NO. 44 (80' R/W)

80.00'

N89°50'20"E

S. LINE OF SEC. 2-35-39

2774.77'

TOP OF 18" CMP ELEV=14.47'

18" CMP INV ELEV=12.35'

18" CMP INV ELEV=11.77'

24" CMP INV ELEV=15.35'

GRATE ELEV=619.6' 24" CMP INV ELEV=13.84'

S 1/4 COR. SEC. 3-35-39 (CALCULATED)

ADDED TOPOGRAPHIC DATA, REVISED BENCHMARKS & DATUM BCS 8/10/07
CORRECTED BEARING, ADDED CALLS FROM LEGAL DESCRIPTION GLM 5/15/07

COMPUTER FILE REF.	FIELD BK./PG.
03-243MAP	06-22
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– REVISIONS –	BY	DATE
REVISED BEARING ON QUARTER-QUARTER SECTION LINE	AWR	12/02/05
ADDED TREES TO SURVEY	TJC	12/07/05
REVISED DESCRIPTION (REMOVED "PROPOSED")	MDP	12/15/05
ADDED FP&L EASEMENT, AND ADDITIONAL TREES	GLM	4/03/06
RE-SCALED TO 1" = 100'	MDP	4/17/06
ADDED WETLAND AND TOB	AQN	4/28/06

	BY	DATE
DESIGNED		
CALCS.		
DRAWN	MDP	11/04/05
DETAILED		
CHECKED		
APPROVED		

BOUNDARY & TOPOGRAPHIC SURVEY

Prepared For
LUCIE ROCK, LLC

DATE: 11/09/05
HORIZ. SCALE: 1"=100'
VERT. SCALE: NONE
JOB No. 03-243
SHEET 2 OF 2

Planning Division
SEP 3 2013
St Lucie County

PDS ORDER 2023-064

File No.: EDO-2307000030

AN ORDER GRANTING A STATUTORY EXTENSION PROVIDED BY SECTION 252.363 FLORIDA STATUTES TO THE SCHEDULED EXPIRATION DATE FOR THE MAJOR SITE PLAN KNOWN AS ST. LUCIE COMMERCE CENTER AND ASSOCIATED DEVELOPMENT AGREEMENT.

WHEREAS, the St. Lucie County Planning and Development Services Director has reviewed the request for development order extension timely submitted by Logan Wellmeier, Esq., of Dean, Mead, Minton, & Zwemer, on behalf of Lucie Rock, LLC, and has made the following determinations:

1. On September 3, 2013, the St. Lucie County Board of County Commissioners granted approval, through Resolution No. 2013-167, of the petition of Lucie Rock, LLC, for a Major Site Plan known as St. Lucie Commerce Center. The approval includes a 40-lot subdivision located on North Rock Road, approximately one-half mile north of Orange Avenue, in the IL (Industrial, Light) and IH (Industrial, Heavy) Zoning Districts.

2. On September 17, 2013, the Board of County Commissioners approved the St. Lucie Commerce Center 10-Year Development Agreement extending Resolution No. 2013-167 expiration date to September 17, 2023.

3. On August 28, 2019, the Governor issued Executive Order 19-189 for 60 days due to the threat of Hurricane Dorian to the State of Florida. The Governor further extended this Order through Executive Order 19-234 on October 25, 2019, Executive Order 19-281 on December 19, 2019, Executive Order 20-43 on February 17, 2020, and Executive Order 20-106 on April 17, 2020, due to the ongoing recovery from Hurricane Dorian.

4. On March 9, 2020, the Governor issued Executive Order 20-52 for 60 days due to the threat of COVID-19 to the State of Florida. The Governor further extended this Order through Executive Order 20-114 on May 8, 2020, Executive Order 20-166 on July 7, 2020, and Executive Order 20-213 on September 4, 2020, due to the ongoing COVID-19 pandemic.

5. On September 23, 2022, Governor DeSantis issued Executive Order 22-218 declaring a state of emergency due to Hurricane Ian, later amended to include the entire state by Executive Order (EO) 22-219. This state of emergency has been extended multiple times, through Executive Orders (EO) 22-268, 23-21, 23-60, 23-104, and most recently by 23-139, which extended the period to September 11, 2023. The eligible tolling period for this emergency declaration is three hundred and fifty-three (353) days, plus twenty-four (24) months.

6. On November 7, 2022, Executive Order (EO) 22-253 was issued declaring a state of emergency in thirty-four (34) counties in Florida due to the threat of Subtropical Storm Nicole, later upgraded to a hurricane. The declaration of emergency for Executive Order

(EO) 22-253, was amended to include the entire state through Executive Orders (EO) 22-255 and 22-256. This state of emergency was also extended through Executive Orders (EO) 23-02, 23- 48, 23-87, and most recently 23-133. The eligible tolling period for this emergency declaration is two hundred and ninety-four (294) days, plus twenty-four (24) months.

7. On June 28, 2023, Senate Bill 250, was approved by the Governor and effective July 1, 2023, amended §252.363(1)(a), increasing the extension of the expiration dates for such permits or other authorizations from six (6) months to twenty-four (24) months per SOE (plus the duration of the emergency declaration), but limiting the extended period under overlapping SOEs to forty-eight (48) months. The applicant applied for this extension on July 25, 2023.

8. Planning Staff performed an analysis of the project and determined that the extension is consistent with the original St. Lucie County development order granting site plan approval through PDS Order 2023-064. Further analysis is found in the memorandum titled *St. Lucie Commerce Center Executive Order Extension*, dated October 10, 2023.

NOW, THEREFORE, BE IT ORDERED by the St. Lucie County Planning and Development Services Director:

A. Pursuant to Section 252.363 Florida Statutes of the State of Emergency Act, the Major Site Plan and Development Agreement for the project known as St. Lucie Commerce Center has been found to be eligible for this statutory extension. The approval granted under Res No. 2013-167 and extended by PDS Order 2020-058 is now extended from its last scheduled expiration date of November 24, 2025, and is now scheduled to expire **November 24, 2029**. The Development Agreement is now extended from its last scheduled expiration date of September 17, 2023, and is now scheduled to expire **September 17, 2027**, for the property described in Part B, and is hereby approved with the following conditions.

   1. Future development of the project is subject to adoption of the Development Agreement with the property owner, Lucie Rock, LLC, and a determination of consistency with the provisions of the Development Agreement, as may be amended. All terms and conditions of the St. Lucie Commerce Center, LLC Development Agreement are incorporated herein.

   2. Within 90 days of this site plan approval, thirty (30) feet of road right-of-way along the east side of Emerson Avenue/Laid Back Way, as more specifically shown on the Major Site Plan shall be dedicated to St. Lucie County. Such dedication shall be in a form and manner acceptable to the County Attorney.

   3. Within 90 days of this site plan approval, twenty (20) feet of road right-of-way along the west side of Rock Road, within Phase A, as shown on the Major Site Plan shall be dedicated to St. Lucie County. Such dedication shall be in a form and manner acceptable to the County Attorney.

4. Within 90 days of this site plan approval, twenty (20) feet of road right-of-way along the west side of Rock Road, within Phase B, as shown on the Major Site Plan shall be dedicated to St. Lucie County. Such dedication shall be in a form and manner acceptable to the County Attorney.

5. Within 90 days of this site plan approval, ten (10) feet of road right-of-way along Sunnyland Drive (5 feet on the north side of the road and 5 feet on the south side), as more specifically shown on the Master Site Plan shall be dedicated to St. Lucie County. Such dedication shall be in a form and manner acceptable to the County Attorney.

6. The Final Plat for any phase of development shall not be recorded until constructible engineering plans are approved, and all common improvements required for that phase are either:

   a. Built and accepted or approved by St. Lucie County; or

   b. Appropriate security is provided to St. Lucie County in a form approved by the County Attorney and an amount approved by the County Engineer, including an amount necessary to cover the period of maintenance required by the Land Development Code.

7. Prior to issuance of the first certificate of occupancy for any portion of the development, signalization of the Orange Avenue and Rock Road intersection and the provision of left and right turn lanes shall be constructed and approved by the County.

8. Prior to issuance of a building permit or Final Plat approval, the developer, or his assigns, shall provide an executed copy of a final utility service agreement with Ft. Pierce Utilities Authority, indicating all developer obligations, including schedules associated with servicing this site.

9. The County's issuance of development approval does not constitute compliance with any federal and state requirements. Applicable, federal and state approvals/permits are required prior to the commencement of any development activity (i.e. clearing, grading, removing structures, etc.). The responsibility for contacting federal and state agencies, procuring permits/approvals and compliance with applicable laws are the sole responsibility of the applicant.

10. Per Florida Statute 125.022, the issuance of development approval does not create any liability on the part of the county if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

11. Copies of all applicable state or federal permits/written approvals are required by the County prior to issuance of a Vegetation Removal Permit and any development activity.

12. Prior to issuance of a Vegetation Removal Permit or Exemption, the applicant shall

schedule and conduct a pre-construction meeting with St. Lucie County staff to ensure that trees and native understory vegetation are protected, supplemental irrigation is provided where necessary, and any necessary pruning is conducted by a qualified arborist.

13. The Landscape Plan for St. Lucie Commerce Center is incorporated in the Master Site Plan. Landscape buffers, street trees and tree mitigation will be provided in accordance with the Landscape Plan, provided however, that in the event of any conflict between the Landscape Plan incorporated into the Master Site Plan, and a landscape plan incorporated into a site plan for any individual lot or lots approved by the County, the Landscape Plan incorporated into the Master Site Plan shall be amended in accordance with the LDC. The Developer acknowledges that all landscaping for any individual lot or lots must be completed in accordance with the applicable provisions of the St. Lucie County Land Development Code.

14. At the time of construction of the first phase of development on the Property, the Developer shall construct the berm along the west boundary of the Property (the "Berm") in accordance with the Master Site Plan.

15. When the Developer applies for site plan approval for any phase of development on the Property, the Developer shall provide the County Environmental Resources Department with (i) an updated tree survey and mitigation table for such phase of development, if such phase of development contains native trees meeting the size requirements of LOR Section 6.00.05.D, Table 1, and (ii) an updated Environmental Impact Report for such phase of development, if required by LOR Section 11.02.09.A.5.

16. Prior to approval of any phase of development containing the Lake the Developer shall provide the County Environmental Resources Department with a Lake Area Monitoring and Management Plan.

B. The property on which this development order extension is being granted is described as follows:

PARCEL 1
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.
TOGETHER WITH:

PARCEL 2:
THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.
TOGETHER WITH:

DRAFT

PARCEL 3:
FROM THE SOUTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, RUN NORTH 00°08'13" WEST ALONG THE 1/4 1/4 SECTION LINE 60 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 00°08'13'W 846.63 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR INTERSTATE 95 HIGHWAY; THENCE RUN NORTH 60°08'02" WEST ALONG SAID RIGHT-OF-WAY LINE 107.58 FEET; THENCE RUN NORTH 62°25'28" WEST 300.24 FEET; THENCE RUN NORTH 60°08'02" WEST 182.77 FEET; THENCE RUN SOUTH 00°11'29" WEST 346.62 FEET; THENCE RUN SOUTH 60°08'02" EAST 354.41 FEET; THENCE RUN SOUTH 00°08'13" EAST, 607.48 FEET; THENCE RUN NORTH 89°53'47" EAST, 210 FEET TO THE POINT OF BEGINNING.

BILLBOARD PARCEL:
BEING A PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE 1/4 1/4 SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, S60°50'22"E, 700.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38'W, 125.00 FEET; THENCE S60°50'22"E, 125.00 FEET; THENCE N29°09'38"E, 125.00 FEET TO THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22'W ALONG SAID SOUTH RIGHT-OF-WAY LINE 125.00 FEET BACK TO THE POINT OF BEGINNING.

INGRESS/EGRESS EASEMENT:
BEING A PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE 1/4 1/4 SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE S60°50'22"E, 825.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38'W, 30.00 FEET; THENCE S60°50'22"E, 682.21 FEET TO THE WEST RIGHT-OF-WAY LINE OF ROCK ROAD; THENCE ALONG THE SAID WEST RIGHT-OF-WAY LINE OF ROCK ROAD N00°45'37"W, 34.61 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95 664.95 FEET BACK TO THE POINT OF BEGINNING.

CONTAINING 94.258 ACRES, MORE OR LESS.

PARCEL NUMBER(S): 2302-341-0001-000-8, 2302-312-0020-000-7, 2302-342-0001-000-1, 2302-331-0001-000-7, 2303-321-0010-000-2

EXHIBIT

Location: North Rock Road, approximately 1/2 mile north of Orange Avenue.

C. This approval and authorization granted by this Order for the purpose of obtaining building permits on this property, shall expire as contained in Paragraph A, unless the developer has obtained a Final Plat or building permit, or an extension has been granted in accordance with Section 11.02.06(B)(1), St. Lucie County Land Development Code.

D. The conditions set forth in Part A are an integral non severable part of the site plan approval as granted by this extension. If any condition set forth in Part A is determined to be invalid or unenforceable for any reason and the developer declines to comply voluntarily with that condition, this development order extension approval granted by this resolution shall become null and void.

E. The Certificate of Capacity granted by the Planning and Development Services Director shall remain valid for the period of this Order. If this Order expires or otherwise terminates, the Certificate of Capacity shall automatically terminate.

F. A copy of this statutory extension shall be placed on file with the St. Lucie County Planning and Development Services Department.

G. This Order shall be recorded in the Public Records of St. Lucie County.

ORDER effective this 10th day of October, 2023.

PLANNING & DEVELOPMENT SERVICES DIRECTOR
ST. LUCIE COUNTY, FLORIDA

BY _____
Benjamin Balcer, AICP

APPROVED AS TO FORM
AND CORRECTNESS:

_____
County Attorney

OFFICIAL RECORD

EXHIBIT – A

ST. LUCIE COMMERCE CENTER

Date	Approval	Approval Granted	Expiration Date	Comments
09/03/2013	Res. No 2013-167	Board of County Commissioners	09/17/2023	Major Site Plan & Development Agreement
10/09/2020	PDS Order 2020-058	EO 19-189, 19-234, 19-281, 20-43, and 20-106; EO 20-52, 20-114, 20-166, 20-213; EO 21-102	11/24/2025	Major Site Plan Statutory Extension Approval only

Official Copy

DEAN|MEAD

Dean, Mead, Minton & Moore
1903 South 25th Street, Suite 200
P.O. Box 2757 (ZIP 34954)
Fort Pierce, FL 34947

(772) 464-7700
(772) 464-7877 Fax
www.deanmead.com

Attorneys and Counselors at Law
Orlando
Fort Pierce
Tallahassee
Viera/Melbourne
Vero Beach
Stuart (By Appointment)

Logan Wellmeier
lwellmeier@deanmead.com

August 29, 2023

VIA EMAIL AND U.S. MAIL
Benjamin Balcer, Director
St. Lucie County Planning and Development
Services - Planning Division
2300 Virginia Avenue
Fort Pierce, FL 34982

Re: St. Lucie Commerce Center SPMJ 05-028

Dear Mr. Balcer:

Paragraph 18 of the Development Agreement for the above-referenced project (the "**Development Agreement**") requires that the property owner deliver to the County an Annual Report every year on or before the anniversary of the effective date of the Agreement. On behalf of the property owner, Lucie Rock, LLC, I am sending you this letter in order to comply with the foregoing annual reporting requirement. In paragraphs A through F below, I have set forth the reporting requirements of Paragraph 18, along with a response with respect to each of the required items, as follows:

A. An identification of any changes in the plan of development as contained in the Master Site Plan, or in any phasing for the reporting year and for the next year.

- No changes have been made in the plan of development as contained in the Master Site Plan or Phasing Plan.

B. If the Master Site Plan provided for phasing, a summary comparison of development activity proposed and actually conducted for the year.

- No development activity has commenced yet. A national brokerage firm is actively marketing the Project to potential users.

C. Identification of undeveloped tracts of land that have been sold to a separate entity or Developer.

- None of the land which is subject to the Development Agreement or the Master Site Plan has been sold or conveyed to any third party, other than the road rights-of-way which were conveyed to the County as required by the Development Agreement.

D. An assessment of the Developer's compliance with each condition of approval set forth in this Agreement.

- The property owner is in compliance with all conditions of approval set forth in the Development Agreement.

E. Identification of significant local, state and federal permits which have been obtained or which are pending by agency, type of permit, permit number and purpose of each.

- No local, state or federal permits have been applied for or obtained by the property owner with respect to this Project in the past year.

F. Identification of the total square footage approved for construction within the Property, and the amount of square footage remaining before the 1,232,835 square foot limitation set forth in Paragraph 4.B (of the Development Agreement) is reached.

- No site plans or building permits have been approved for construction of any vertical improvements within the Property and 1,232,835 square feet still remains to be developed.

If you have any questions or require any further information, please let me know.

Best regards,

Logan Wellmeier

LFW

cc: Dan McIntyre, County Attorney (via email and U.S. mail)
Barry Goldmeier (via email)
Lee Goldmeier (via email)

DEAN|MEAD

Dean, Mead, Minton & Moore
1903 South 25th Street, Suite 200
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Fort Pierce, FL 34947

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Attorneys and Counselors at Law
Orlando
Fort Pierce
Tallahassee
Viera/Melbourne
Vero Beach
Stuart (By Appointment)

W. Lee Dobbins
ldobbins@deanmead.com

September 11, 2024

VIA EMAIL AND U.S. MAIL
Benjamin Balcer, Director
St. Lucie County Planning and Development
Services - Planning Division
2300 Virginia Avenue
Fort Pierce, FL 34982

Re: St. Lucie Commerce Center SPMJ 05-028

Dear Mr. Balcer:

Paragraph 18 of the Development Agreement for the above-referenced project (the "**Development Agreement**") requires that the property owner deliver to the County an Annual Report every year on or before the anniversary of the effective date of the Agreement. On behalf of the property owner, Lucie Rock, LLC, I am sending you this letter in order to comply with the foregoing annual reporting requirement. In paragraphs A through F below, I have set forth the reporting requirements of Paragraph 18, along with a response with respect to each of the required items, as follows:

A. An identification of any changes in the plan of development as contained in the Master Site Plan, or in any phasing for the reporting year and for the next year.

- No changes have been made in the plan of development as contained in the Master Site Plan or Phasing Plan.

B. If the Master Site Plan provided for phasing, a summary comparison of development activity proposed and actually conducted for the year.

- No development activity has commenced yet. A national brokerage firm is actively marketing the Project to potential users.

C. Identification of undeveloped tracts of land that have been sold to a separate entity or Developer.

- None of the land which is subject to the Development Agreement or the Master Site Plan has been sold or conveyed to any third party, other than the road rights-of-way which were conveyed to the County as required by the Development Agreement.

D. An assessment of the Developer's compliance with each condition of approval set forth in this Agreement.

- The property owner is in compliance with all conditions of approval set forth in the Development Agreement.

E. Identification of significant local, state and federal permits which have been obtained or which are pending by agency, type of permit, permit number and purpose of each.

- No local, state or federal permits have been applied for or obtained by the property owner with respect to this Project in the past year.

F. Identification of the total square footage approved for construction within the Property, and the amount of square footage remaining before the 1,232,835 square foot limitation set forth in Paragraph 4.B (of the Development Agreement) is reached.

- No site plans or building permits have been approved for construction of any vertical improvements within the Property and 1,232,835 square feet still remains to be developed.

If you have any questions or require any further information, please let me know.

Best regards,

W. Lee Dobbins

WLD:lfw
cc: Dan McIntyre, County Attorney (via email and U.S. mail)
Barry Goldmeier (via email)
Lee Goldmeier (via email)

DEAN|MEAD

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Attorneys and Counselors at Law
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Tallahassee
Viera/Melbourne
Vero Beach
Stuart (By Appointment)

W. Lee Dobbins
ldobbins@deanmead.com

September 13, 2022

VIA EMAIL AND U.S. MAIL
Mayté Santamaria, Director
St. Lucie County Planning and Development
Services - Planning Division
2300 Virginia Avenue
Fort Pierce, FL 34982

Re: St. Lucie Commerce Center SPMJ 05-028

Dear Ms. Santamaria:

Paragraph 18 of the Development Agreement for the above-referenced project requires that the property owner deliver to the County an Annual Report every year on or before the anniversary of the effective date of the Agreement. On behalf of the property owner, Lucie Rock, LLC, I am sending you this letter in order to comply with the foregoing annual reporting requirement. In paragraphs A through F below, I have set forth the reporting requirements of Paragraph 18, along with a response with respect to each of the required items, as follows:

A. An identification of any changes in the plan of development as contained in the Master Site Plan, or in any phasing for the reporting year and for the next year.

- No changes have been made in the plan of development as contained in the Master Site Plan or Phasing Plan.

B. If the Master Site Plan provided for phasing, a summary comparison of development activity proposed and actually conducted for the year.

- No development activity has commenced yet. A national brokerage firm is actively marketing the Project to potential users.

C. Identification of undeveloped tracts of land that have been sold to a separate entity or Developer.

- None of the land which is subject to the Development Agreement or the Master Site Plan has been sold or conveyed to any third party, other than the road rights-of-way which were conveyed to the County as required by the Development Agreement.

D. An assessment of the Developer's compliance with each condition of approval set forth in this Agreement.

- The property owner is in compliance with all conditions of approval set forth in the Development Agreement.

E. Identification of significant local, state and federal permits which have been obtained or which are pending by agency, type of permit, permit number and purpose of each.

- No local, state or federal permits have been applied for or obtained by the property owner with respect to this Project in the past year.

F. Identification of the total square footage approved for construction within the Property, and the amount of square footage remaining before the 1,232,835 square foot limitation set forth in Paragraph 4.B above is reached.

- No site plans or building permits have been approved for construction of any vertical improvements within the Property and 1,232,835 square feet still remains to be developed.

If you have any questions or require any further information, please let me know.

Best regards,

W. Lee Dobbins

WLD:lfw
cc: Dan McIntyre, County Attorney (via email and U.S. mail)
Barry Goldmeier (via email)
Lee Goldmeier (via email)

JOSEPH E. SM[illegible], CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3987205 08/21/2014 at 11:25 AM
OR BOOK 3664 PAGE 1442 - 1442 Doc Type: RESO
RECORDING: $10.00

RESOLUTION NO. 2014-51

A RESOLUTION ACCEPTING A SPECIAL WARRANTY DEED ON BEHALF OF ST. LUCIE COUNTY, FLORIDA

BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida, that:

The foregoing SPECIAL WARRANTY DEED from LUCIE ROCK, LLC is duly accepted on behalf of St. Lucie County this 15th day of APRIL, 2014.

ATTEST:

Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY: _____
Chair

APPROVED AS TO FORM AND CORRECTNESS:

BY: _____
County Attorney

S:\ACQ\WP\Right of Way Donations\St. Lucie Commerce Center\Resolution.wpd

This Instrument Prepared By:
W. LEE DOBBINS, ESQ.
Dean, Mead, Minton & Zwemer
1903 South 25th Street, Suite 200
Fort Pierce, Florida 34947
(772) 464-7700

JOSEPH E. SMITH, CLERK OF THE CIRCUIT COURT
SAINT LUCIE COUNTY
FILE # 3987204 08/21/2014 at 11:25 AM
OR BOOK 3664 PAGE 1430 - 1441 Doc Type: DEED
RECORDING: $103.50

For Official Use Only
Tax Parcel Identification Nos.:2302-341-0001-000-8
2302-342-0001-000-1
2302-331-0001-000-7
2302-312-0020-000-7
2302-321-0010-000-2

SPECIAL WARRANTY DEED
(Road Right-of-Way)

THIS SPECIAL WARRANTY DEED is made as of the 12th day of April, 2014, by LUCIE ROCK, LLC, a Florida limited liability company, Document Number L02000026155, whose mailing address is P.O. Box 279 Key Biscayne, Florida 33149 ("Grantor"), to ST. LUCIE COUNTY, a political subdivision of the State of Florida, whose address is 2300 Virginia Avenue, Fort Pierce, Florida 34982 ("Grantee").

(Whenever used herein, the terms "Grantor" and "Grantee" include all the parties to this instrument and the heirs, personal representatives and assigns of individuals and the successors and assigns of corporations, limited liability companies, partnerships, governmental and quasi-governmental entities.)

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten Dollars ($10.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee, all that certain parcel of real property (the "Land") situate in St. Lucie County, Florida and more particularly described in **Exhibit "A"**, attached hereto and made a part hereof.

TOGETHER WITH all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the same in fee simple forever.

RESERVING UNTO GRANTOR easements over the Land for vehicular, equipment and pedestrian, ingress and egress to and from any real property owned by Grantor.

AND GRANTOR hereby covenants with Grantee that Grantor is lawfully seized of the Land in fee simple; that Grantor has good right and lawful authority to sell and convey Grantor's interest in and to the Land and hereby warrants the title to the Land and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but not otherwise. This conveyance is subject to taxes accruing subsequent to December 31, 2012, and to easements, restrictions, agreements, conditions, limitations, reservations and other matters of record, if any, but this reference to the foregoing shall not operate to reimpose the same.

IN WITNESS WHEREOF, the party referred to above as Grantor has caused this instrument to be executed and delivered in its name and has intended the same to be and become effective as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

E Russell
Print Name: Edward Russell

Thomas J. Korge, III
Print Name: Thomas J. Korge, III

LUCIE ROCK, LLC, a Florida limited liability company

By: Goldmeier (N.J.) Ltd., a Florida limited partnership, its sole member

By: Goldmeier (N.J.) Corp., a Florida corporation, its General Partner

By: _____
Barry S. Goldmeier
Vice President

[CORPORATE SEAL]

STATE OF FLORIDA
COUNTY OF Miami-Dade

The foregoing instrument was acknowledged before me this 17 day of APRIL, 2014, by BARRY S. GOLDMEIER, as Vice President of Goldmeier (N.J.) Corp., a Florida corporation, as the General Partner of Goldmeier (N.J.) Ltd., a Florida limited partnership, as the sole member of Lucie Rock, LLC, a Florida limited liability company. Said person (check one) □ is personally known to me, □ produced a driver's license (issued by a state of the United States within the last five (5) years) as identification, or □ produced other identification, to wit: _____.

(SEAL)

Notary Public State of Florida
Ruth M Gonzalez
My Commission EE 184067
Expires 06/23/2016

Ruth Gonzalez
Print Name: Ruth Gonzalez
Notary Public, State of Florida
Commission No.: _____
My Commission Expires: _____

LEGAL DESCRIPTION

BEING A 30.00 FOOT WIDE RIGHT-OF-WAY LYING IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGIN AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF EMERSON AVENUE (A 50.00 FOOT WIDE RIGHT-OF-WAY) AND THE SOUTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE (A 60.00 FOOT WIDE RIGHT-OF-WAY); THENCE NORTH 89°50'57" EAST, ALONG SAID SOUTH RIGHT-OF-WAY, A DISTANCE OF 30.00 FEET; THENCE SOUTH 00°12'39" WEST, A DISTANCE OF 1,241.02 FEET TO THE NORTH RIGHT-OF-WAY OF NORTH ST. LUCIE WATER MANAGEMENT DISTRICT CANAL NO. 44; THENCE SOUTH 89°50'20" WEST, ALONG SAID NORTH RIGHT-OF-WAY, A DISTANCE OF 30.00 FEET TO THE EAST RIGHT-OF-WAY OF EMERSON AVENUE; THENCE NORTH 00°12'39" EAST, ALONG SAID EAST RIGHT-OF-WAY, A DISTANCE OF 1,241.03 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.855 ACRES, MORE OR LESS.

NOTE: THIS IS NOT A SKETCH OF SURVEY, BUT ONLY A GRAPHIC DEPICTION OF THE DESCRIPTION SHOWN HEREON. THERE HAS BEEN NO FIELD WORK, VIEWING OF THE SUBJECT PROPERTY OR MONUMENTS SET IN CONNECTION WITH THE PREPARATION OF THE INFORMATION SHOWN HEREON.

NOTE: LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHT-OF-WAY AND/OR EASEMENTS OF RECORD.

10/25/13
Michael T. Koloeziejczyk Date
Professional Surveyor & Mapper
Florida Certificate No. 3864

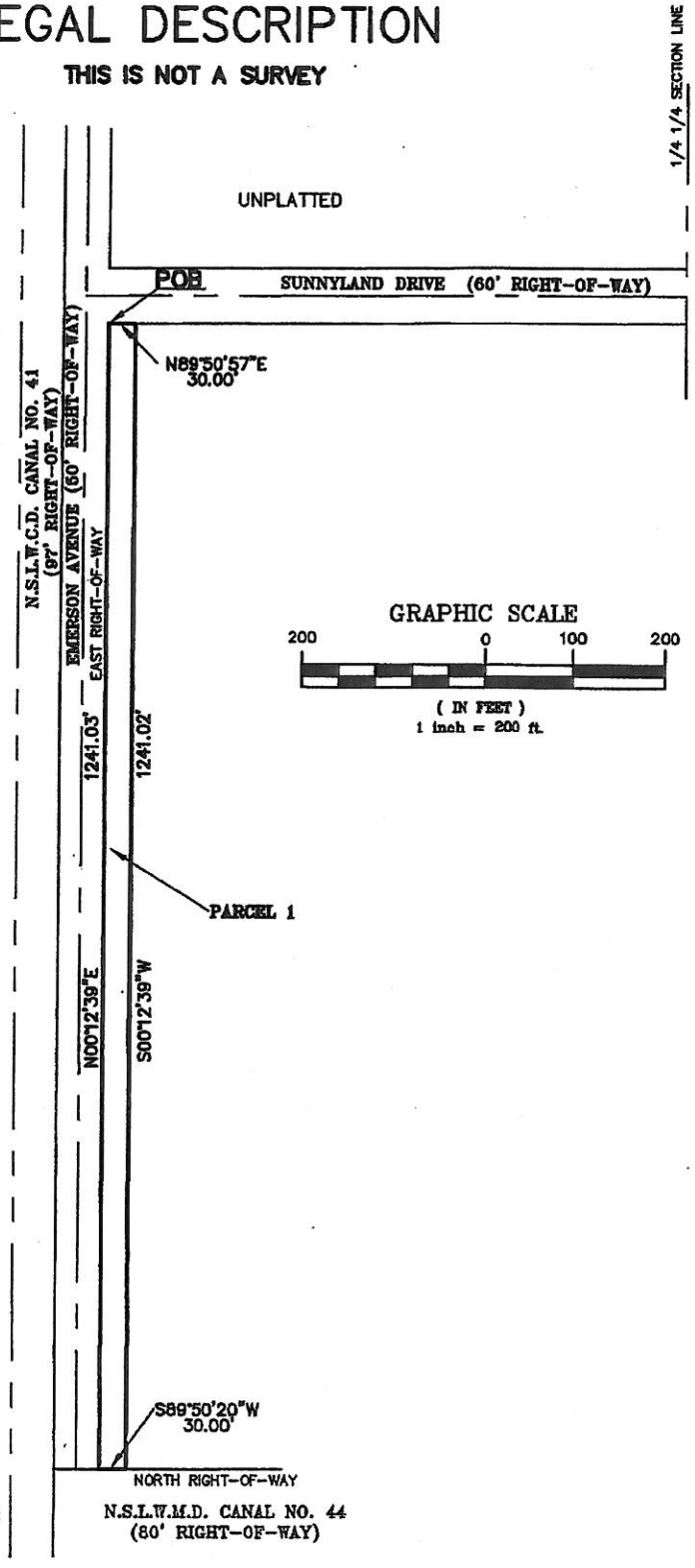
DESCRIPTION
OF
PARCEL 1 (RIGHT-OF-WAY)

File: 03-243 s&d 1.dwg
Date: 10-20-2013
Tech: GLM

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
151 SW FLAGLER AVENUE • STUART, FLORIDA 34994
PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4236

SKETCH TO ACCOMPANY LEGAL DESCRIPTION

THIS IS NOT A SURVEY



POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PLS = PROFESSIONAL LAND SURVEYOR

BEARINGS SHOWN HEREON ARE RELATIVE TO THE EAST RIGHT-OF-WAY OF EMERSON AVENUE HAVING A BEARING OF N00°12'39"E

Sheet 2 of 2

SKETCH OF DESCRIPTION

OF

PARCEL 1 (RIGHT-OF-WAY)

File: 03-243 s&d 1.dwg
Date: 10-20-2013
Tech: GLM

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
151 SW FLAGLER AVENUE • STUART, FLORIDA 34994
PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4285

LEGAL DESCRIPTION

BEING A 20.00 FOOT WIDE RIGHT-OF-WAY LYING IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGIN AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF ROCK ROAD (A 50.00 FOOT WIDE RIGHT-OF-WAY) AND THE SOUTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE (A 60.00 FOOT WIDE RIGHT-OF-WAY); THENCE SOUTH 00°03'54" EAST, ALONG SAID WEST RIGHT-OF-WAY OF ROCK ROAD, A DISTANCE OF 1,240.54 FEET TO THE NORTH RIGHT-OF-WAY OF NORTH ST. LUCIE WATER MANAGEMENT DISTRICT CANAL NO. 44; THENCE SOUTH 89°50'20" WEST, ALONG SAID NORTH RIGHT-OF-WAY, A DISTANCE OF 20.00 FEET; THENCE NORTH 00°03'54" WEST, A DISTANCE OF 1,240.54 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE; THENCE NORTH 89°50'57" EAST, ALONG SAID SOUTH RIGHT-OF-WAY, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.570 ACRES, MORE OR LESS.

NOTE: THIS IS NOT A SKETCH OF SURVEY, BUT ONLY A GRAPHIC DEPICTION OF THE DESCRIPTION SHOWN HEREON. THERE HAS BEEN NO FIELD WORK, VIEWING OF THE SUBJECT PROPERTY OR MONUMENTS SET IN CONNECTION WITH THE PREPARATION OF THE INFORMATION SHOWN HEREON.

NOTE: LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHT-OF-WAY AND/OR EASEMENTS OF RECORD.

10/25/13
Michael T. Kolodziejczyk Date
Professional Surveyor & Mapper
Florida Certificate No. 3864

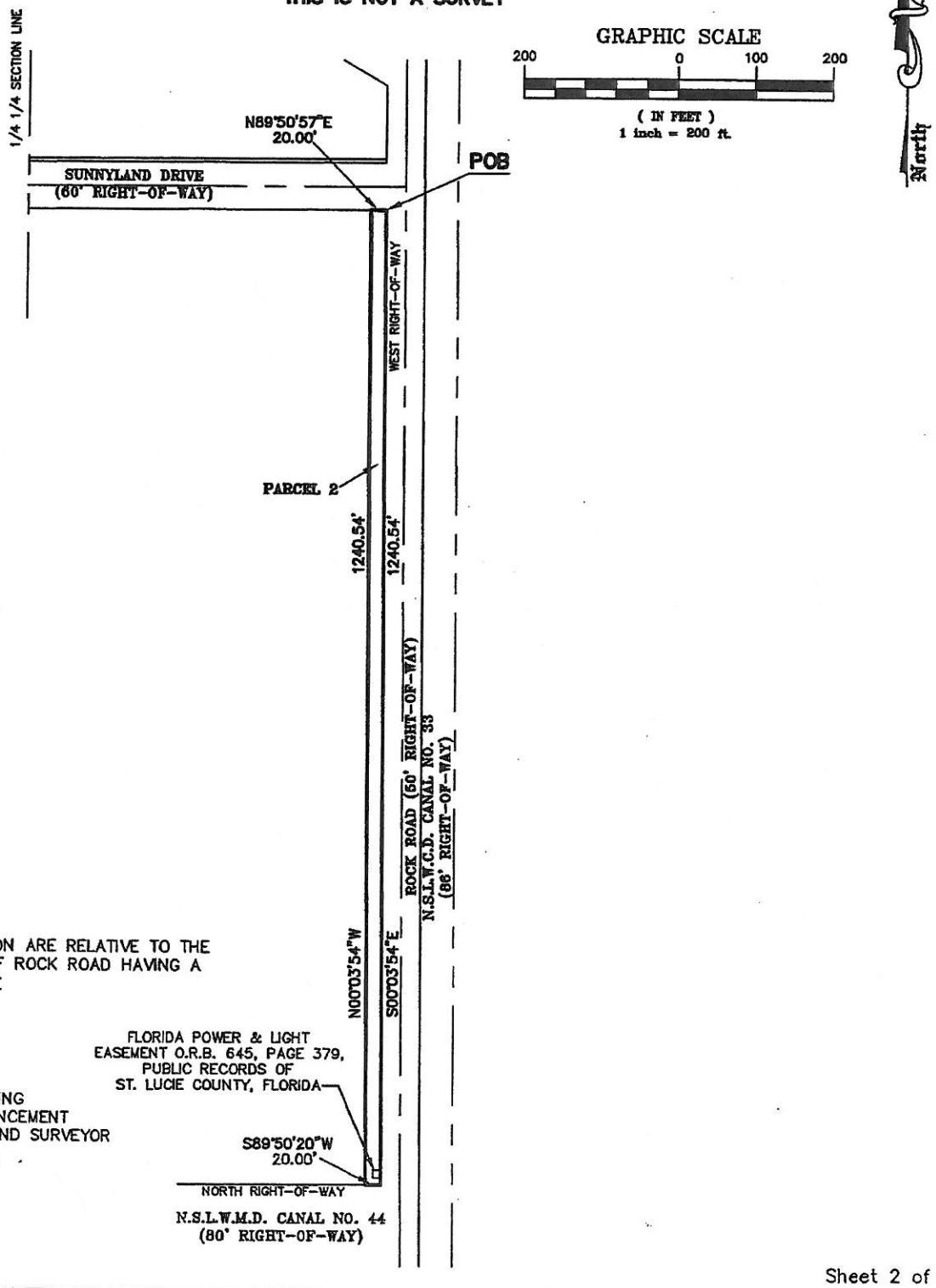
DESCRIPTION
OF
PARCEL 2 (RIGHT-OF-WAY)

File: 03-243 s&d 2.dwg
Date: 10-20-2013
Tech: GLM

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
151 SW FLAGLER AVENUE • STUART, FLORIDA 34994
PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4286

SKETCH TO ACCOMPANY LEGAL DESCRIPTION

THIS IS NOT A SURVEY



BEARINGS SHOWN HEREON ARE RELATIVE TO THE WEST RIGHT-OF-WAY OF ROCK ROAD HAVING A BEARING OF S00°03'54"E

POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PLS = PROFESSIONAL LAND SURVEYOR

Sheet 2 of 2

SKETCH OF DESCRIPTION

OF

PARCEL 2 (RIGHT-OF-WAY)

File: 03-243 s&d 2.dwg
Date: 10-20-2013
Tech: GLM

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
151 SW FLAGLER AVENUE • STUART, FLORIDA 34994
PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4284

LEGAL DESCRIPTION

BEING A 20.00 FOOT WIDE RIGHT-OF-WAY LYING IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGIN AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF ROCK ROAD (A 50.00 FOOT WIDE RIGHT-OF-WAY) AND THE NORTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE (A 60.00 FOOT WIDE RIGHT-OF-WAY); THENCE SOUTH 89°50'57" WEST, A DISTANCE OF 20.00 FEET; THENCE NORTH 00°03'54" WEST, A DISTANCE OF 110.34 FEET; SOUTH 60°07'56" EAST, A DISTANCE OF 23.08 FEET; THENCE SOUTH 00°03'54" EAST, A DISTANCE OF 98.79 FEET TO THE POINT OF BEGINNING.

CONTAINING 2,091 SQUARE FEET, MORE OR LESS.

NOTE: THIS IS NOT A SKETCH OF SURVEY, BUT ONLY A GRAPHIC DEPICTION OF THE DESCRIPTION SHOWN HEREON. THERE HAS BEEN NO FIELD WORK,VIEWING OF THE SUBJECT PROPERTY OR MONUMENTS SET IN CONNECTION WITH THE PREPARATION OF THE INFORMATION SHOWN HEREON.

NOTE: LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHT-OF-WAY AND/OR EASEMENTS OF RECORD.

10/25/13

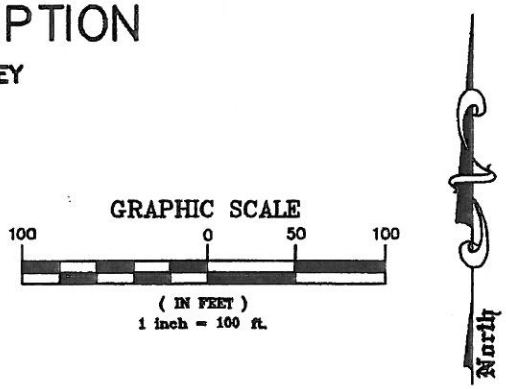
Michael T. Kolodziejczyk — Date
Professional Surveyor & Mapper
Florida Certificate No. 3864

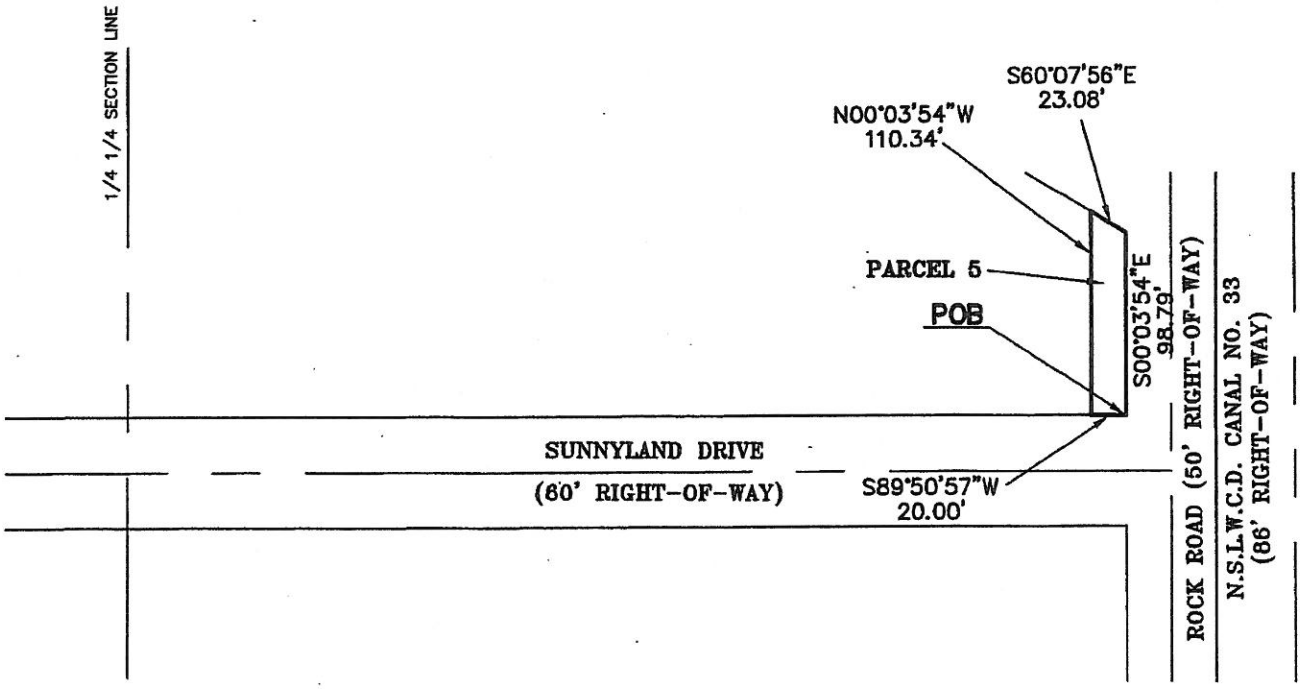
Sheet 1 of 2

DESCRIPTION OF PARCEL 5 (RIGHT-OF-WAY)	File: 03-243 s&d 5.dwg Date: 10-20-2013 Tech: GLM	CULPEPPER & TERPENING, INC CONSULTING ENGINEERS | LAND SURVEYORS 2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981 PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com 151 SW FLAGLER AVENUE • STUART, FLORIDA 34994 PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com STATE OF FLORIDA CERTIFICATION No. LB 4286

SKETCH TO ACCOMPANY LEGAL DESCRIPTION

THIS IS NOT A SURVEY





POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PLS = PROFESSIONAL LAND SURVEYOR

BEARINGS SHOWN HEREON ARE RELATIVE TO THE WEST RIGHT-OF-WAY OF ROCK ROAD HAVING A BEARING OF S00°03'54"E

Sheet 2 of 2

SKETCH OF DESCRIPTION

OF

PARCEL 5 (RIGHT-OF-WAY)

File: 03-243 s&d 5.dwg
Date: 10-20-2013
Tech: GLM

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
151 SW FLAGLER AVENUE • STUART, FLORIDA 34994
PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4284

LEGAL DESCRIPTION

BEING A 5.00 FOOT WIDE RIGHT-OF-WAY LYING IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCE AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF ROCK ROAD (A 50.00 FOOT WIDE RIGHT-OF-WAY) AND THE NORTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE (A 60.00 FOOT WIDE RIGHT-OF-WAY); THENCE SOUTH 89°50'57" WEST, A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED RIGHT-OF-WAY;

THENCE SOUTH 89°50'57" WEST, A DISTANCE OF 1481.05 FEET; THENCE NORTH 00°04'25" EAST, A DISTANCE OF 5.00 FEET; THENCE NORTH 89°50'57" EAST, A DISTANCE OF 1,481.03 FEET; THENCE SOUTH 00°03'54" EAST, A DISTANCE OF 5.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.170 ACRES, MORE OR LESS.

NOTE: THIS IS NOT A SKETCH OF SURVEY, BUT ONLY A GRAPHIC DEPICTION OF THE DESCRIPTION SHOWN HEREON. THERE HAS BEEN NO FIELD WORK, VIEWING OF THE SUBJECT PROPERTY OR MONUMENTS SET IN CONNECTION WITH THE PREPARATION OF THE INFORMATION SHOWN HEREON.

NOTE: LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHT-OF-WAY AND/OR EASEMENTS OF RECORD.

10/25/13
Date

Michael T. Kolodziejczyk
Professional Surveyor & Mapper
Florida Certificate No. 3864

Sheet 1 of 2

DESCRIPTION
OF
PARCEL 3 (RIGHT-OF-WAY)

File: 03-243 s&d 3.dwg
Date: 10-20-2013
Tech: GLM

CULPEPPER & TERPENING, INC
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151 SW FLAGLER AVENUE • STUART, FLORIDA 34994
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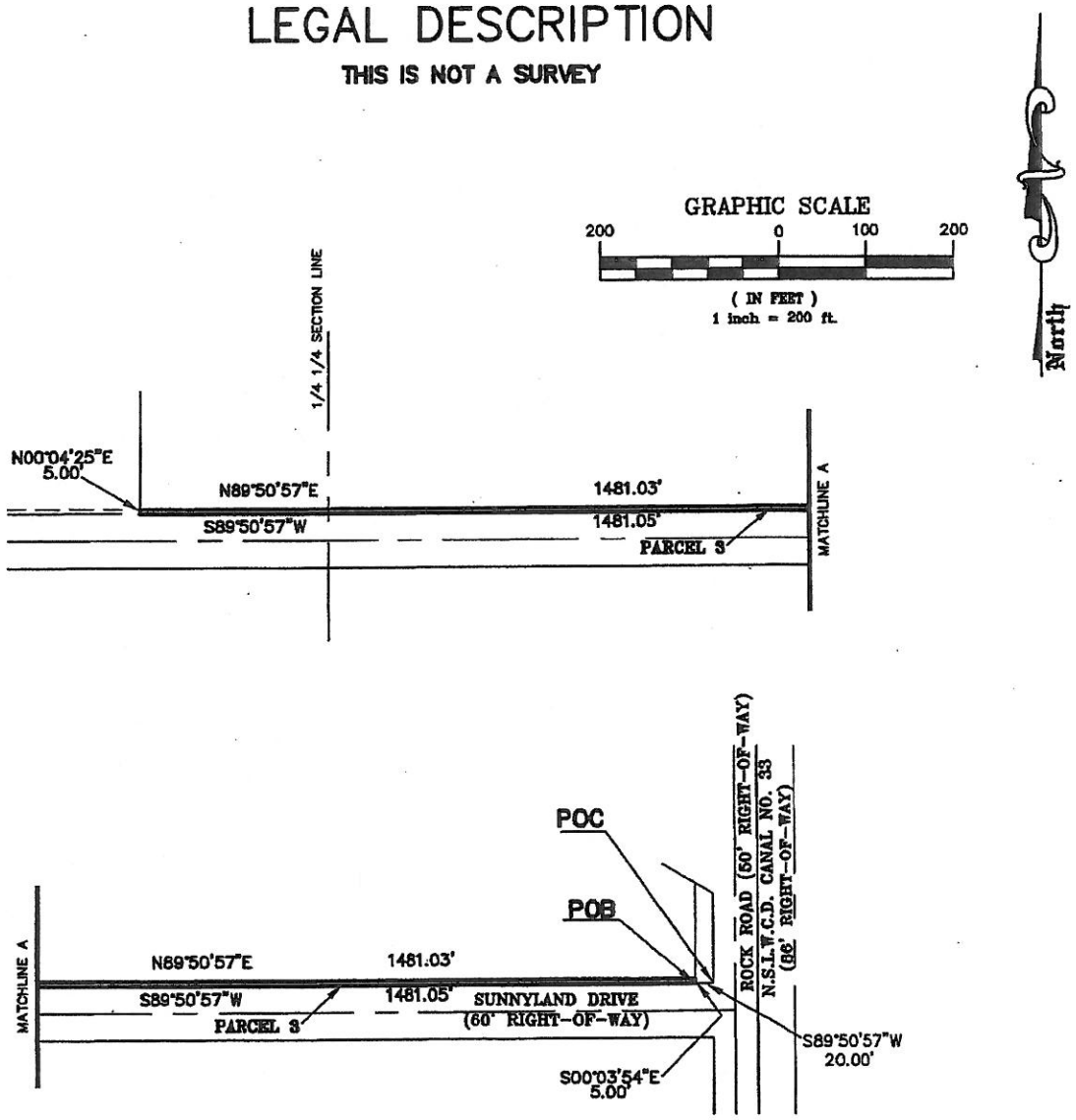
STATE OF FLORIDA CERTIFICATION No. LB 4226

SKETCH TO ACCOMPANY LEGAL DESCRIPTION

THIS IS NOT A SURVEY



POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PLS = PROFESSIONAL LAND SURVEYOR

BEARINGS SHOWN HEREON ARE RELATIVE TO THE NORTH RIGHT-OF-WAY OF SUNNYLAND DRIVE HAVING A BEARING OF S89°50'57"W

Sheet 2 of 2

SKETCH OF DESCRIPTION

OF

PARCEL 3 (RIGHT-OF-WAY)

File: 03-243 s&d 3.dwg
Date: 10-20-2013
Tech: GLM

CULPEPPER & TERPENING, INC
CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
151 SW FLAGLER AVENUE • STUART, FLORIDA 34994
PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4286

LEGAL DESCRIPTION

BEING A 5.00 FOOT WIDE RIGHT-OF-WAY LYING IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF EMERSON AVENUE (A 50.00 FOOT WIDE RIGHT-OF-WAY) AND THE SOUTH RIGHT-OF-WAY LINE OF SUNNYLAND DRIVE (A 60.00 FOOT WIDE RIGHT-OF-WAY); THENCE NORTH 89°50'57" EAST, ALONG SAID SOUTH RIGHT-OF-WAY, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED RIGHT-OF-WAY;

THENCE CONTINUE NORTH 89°50'57" EAST, ALONG SAID SOUTH RIGHT-OF-WAY, A DISTANCE OF 2,526.54 FEET; THENCE SOUTH 00°03'54" EAST, A DISTANCE OF 5.00 FEET; THENCE SOUTH 89°50'57" WEST, A DISTANCE OF 2,526.58 FEET; THENCE NORTH 00°12'39" EAST, A DISTANCE OF 5.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.290 ACRES, MORE OR LESS.

NOTE: THIS IS NOT A SKETCH OF SURVEY, BUT ONLY A GRAPHIC DEPICTION OF THE DESCRIPTION SHOWN HEREON. THERE HAS BEEN NO FIELD WORK, VIEWING OF THE SUBJECT PROPERTY OR MONUMENTS SET IN CONNECTION WITH THE PREPARATION OF THE INFORMATION SHOWN HEREON.

NOTE: LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHT-OF-WAY AND/OR EASEMENTS OF RECORD.

10/25/13

Michael T. Kolodziejczyk
Professional Surveyor & Mapper
Florida Certificate No. 3864

Date

Sheet 1 of 2

DESCRIPTION
OF
PARCEL 4 (RIGHT-OF-WAY)

File: 03-243 s&d 4.dwg
Date: 10-20-2013
Tech: GLM

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CONSULTING ENGINEERS | LAND SURVEYORS
2980 SOUTH 25th STREET • FORT PIERCE, FLORIDA 34981
PHONE 772-464-3537 • FAX 772-464-9497 • www.ct-eng.com
151 SW FLAGLER AVENUE • STUART, FLORIDA 34994
PHONE 772-220-3376 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4286

SKETCH TO ACCOMPANY LEGAL DESCRIPTION

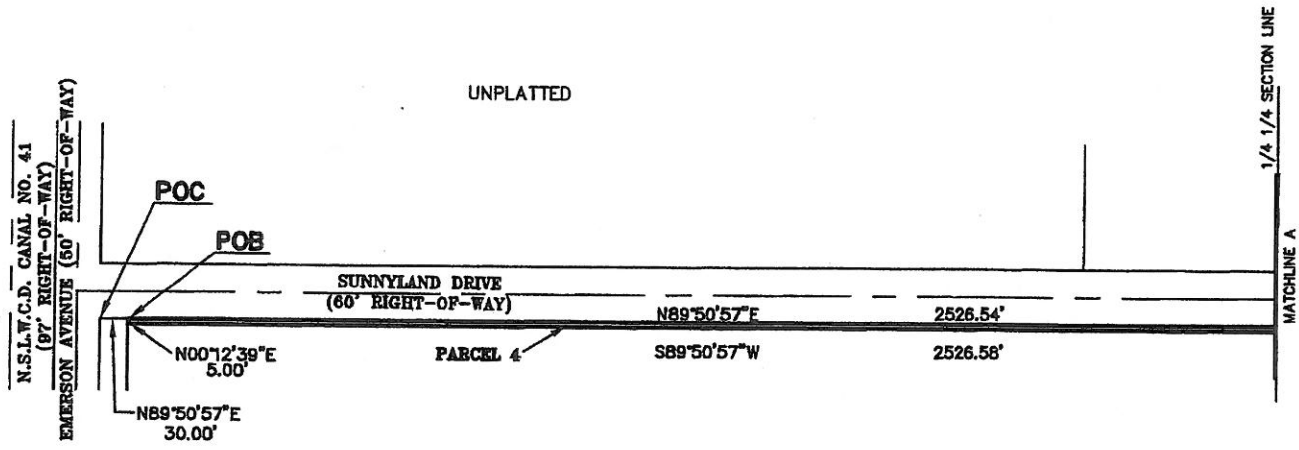
THIS IS NOT A SURVEY

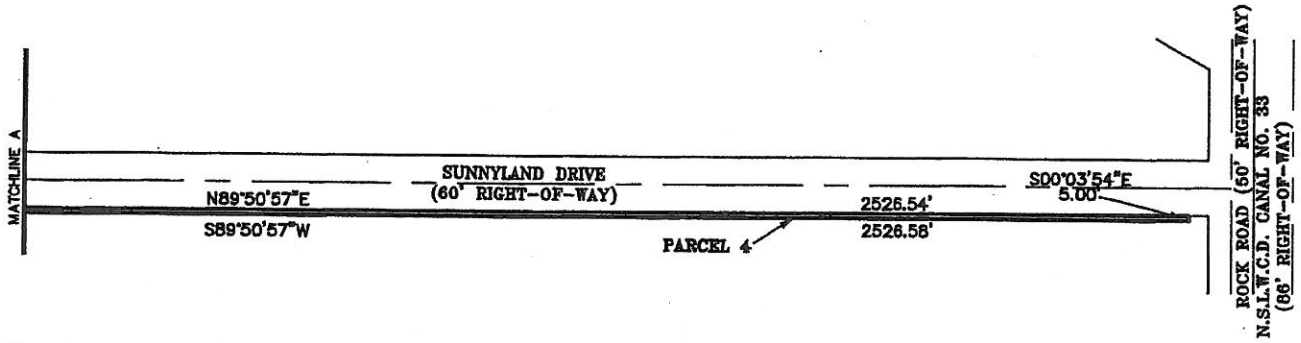
GRAPHIC SCALE

200 0 100 200

(IN FEET)
1 inch = 200 ft.

North





POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PLS = PROFESSIONAL LAND SURVEYOR

BEARINGS SHOWN HEREON ARE RELATIVE TO THE NORTH RIGHT-OF-WAY OF SUNNYLAND DRIVE HAVING A BEARING OF S89°50'57"W

SKETCH OF DESCRIPTION

OF

PARCEL 4 (RIGHT-OF-WAY)

File: 03-243 s&d 4.dwg
Date: 10-20-2013
Tech: GLM

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PHONE 772-220-3576 • FAX 772-464-9497 • www.ct-eng.com
STATE OF FLORIDA CERTIFICATION No. LB 4236

P:\Projects\2003\03-243 Jupiter Rock HOA SURVEY\A Plat\03-243 s&d.dwg 10/24/2013 10:16:10 AM

AGENDA REQUEST

10.A.5.
ORD-2026-13
PUBLIC HEARINGS - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*ORDINANCE ITEM - AMENDMENT
QUASI-JUDICIAL ITEM? NO

TO: **Board of County Commissioners**

PRESENTED BY: Benjamin Balcer, Planning & Development Services Director

SUBMITTED BY: Planning & Development Services

SUBJECT: Proposed Evaluation and Appraisal Review Comprehensive Plan Amendments (EAR-based Amendments) - **ADOPTION HEARING - ADD ON**

BACKGROUND:

The St. Lucie County Comprehensive Plan serves as the County's primary policy document guiding growth management and development. It establishes policies and identifies public improvements necessary to maintain and enhance quality of life, protect natural resources, and promote sound long-term economic development, while recognizing the diverse needs of the County's communities and land uses.

Pursuant to Florida law, the County is required to evaluate its Comprehensive Plan every seven (7) years through the Evaluation and Appraisal Review (EAR) process. This process ensures the Plan remains consistent with applicable statutory requirements and responsive to changes in State law and local conditions.

St. Lucie County has completed its EAR-based update and is seeking public input on the proposed amendments. On August 20, 2025, the Planning and Zoning Commission, acting as the Local Planning Agency, reviewed the amendments and recommended approval to the Board of County Commissioners. On September 2, 2025, the Board conducted a transmittal hearing and unanimously voted to transmit the proposed EAR amendments to the State Land Planning Agency and reviewing agencies.

Following review, the State Land Planning Agency (Florida Commerce) issued a letter dated November 10, 2025, identifying five (5) proposed amendments as inconsistent with Chapter 2025-190, Section 28, Laws of Florida (SB 180), on the basis that the provisions were *more restrictive or burdensome* than the currently adopted Comprehensive Plan. In response, the County removed the identified language and reverted to the existing adopted provisions.

Additionally, the South Florida Water Management District (SFWMD) provided five (5) comments and technical corrections that are required to be addressed prior to final adoption of the EAR amendments. The County addressed the SFWMD comments.

County staff monitored the 2026 legislative session for modifications to the provisions of SB 180. There were no modifications to the existing provisions limiting a local government from adopting *more restrictive or burdensome* comprehensive plan amendments and/or land development regulations before October 1, 2027. The County's deadline to adopt the EAR amendments is May 9, 2026.

Pursuant to Section 163.3191, Florida Statutes, local governments are required to evaluate their Comprehensive Plan to determine whether amendments are necessary to reflect changes in state requirements, in accordance with the schedule established by the State Land Planning Agency (Florida Department of Commerce). St. Lucie County was required to notify the Department of Commerce by October 1, 2024, regarding whether updates to the Comprehensive Plan were needed.

On September 19, 2024, the County submitted its notification to the Department of Commerce, identifying that amendments were necessary to address changes in state requirements and noting that additional amendments may be considered to address issues of local concern. Based on this notification, the County was required to transmit any proposed Comprehensive Plan amendments to the Department of Commerce by September 30, 2025.

The St. Lucie County Comprehensive Plan consists of fourteen (14) elements and one (1) Port sub-element. As part of the EAR process, the County prepared updates on all elements except for the Rural Lands Stewardship Area Element and the Property Rights Element. The majority of the proposed revisions consist of incorporating statutory updates, removing obsolete text and data, and replacing it with current information.

Within the draft amendments, deletions are shown in strikethrough, and additions are underlined. Revisions made following the Board of County Commissioners transmittal hearing are highlighted in yellow for ease of review.

PREVIOUS ACTION:

On September 2, 2025, the Board of County Commissioners held a transmittal hearing and voted unanimously to transmit the proposed Comprehensive Plan EAR amendments to Florida Commerce and corresponding review agencies.

On August 20, 2025, the Planning and Zoning Commission (Local Planning Agency) recommended the BOCC transmittal of the EAR-based comprehensive plan amendments to Florida Commerce, including the review of Policy 1.1.1.8 to consider a tiered approach for additional density bonuses with longer deed restriction lengths.

On April 2, 2019, the Board of County Commissioners adopted Ordinance 19-005 amending the text of the Comprehensive Plan in accordance with the Evaluation and Appraisal Report (EAR)

On September 4, 2018, the Board of County Commissioners held a transmittal hearing and voted unanimously to transmit the proposed Comprehensive Plan EAR update amendments to the Florida Department of Economic Opportunity (DEO) and corresponding review agencies.

On October 26, 2010, the Board of County Commissioners adopted Ordinance 10-020 amending the text of the Comprehensive Plan in accordance with the Evaluation and Appraisal Report (EAR).

On October 28, 2008, the Board of County Commissioners adopted the Evaluation and Appraisal Report (EAR).

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board vote to adopt the proposed EAR-based amendments.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 24, 2026

Benjamin Balcer, Planning & Development Services Director



Date: April 30, 2026

Katherine Barbieri, County Attorney



Date: May 01, 2026

Mayte Santamaria, Deputy County Administrator

November 10, 2025

The Honorable Jamie Fowler
Chair, St. Lucie County
Board of County Commissioners
2300 Virginia Avenue
Fort Pierce, Florida, 34982

Dear Chair Fowler,

FloridaCommerce has completed its review of the proposed comprehensive plan amendment for St. Lucie County (Amendment No. 25-02ER), which was received on September 10, 2025. FloridaCommerce received the proposed amendment in accordance with the state coordinated review process set forth in sections 163.3184(2) and (4), Florida Statutes (F.S.).

FloridaCommerce has identified conflicts with the application of Chapter 2025-190, Section 28, Laws of Florida (L.O.F.), and the proposed comprehensive plan amendment. These conflicts render the proposed comprehensive plan amendment null and void ab initio pursuant to Chapter 2025-190, Section 28, L.O.F.

Chapter 2025-190 provides:

> Section 28. (1) Each county listed in the Federal Disaster Declaration for Hurricane Debby (DR-4806), Hurricane Helene (DR-4828), or Hurricane Milton (DR-4834), and each municipality within one of those counties, may not propose or adopt any moratorium on construction, reconstruction, or redevelopment of any property damaged by such hurricanes; propose or adopt more restrictive or burdensome amendments to its comprehensive plan or land redevelopment regulations; or propose or adopt more restrictive or burdensome procedures concerning review, approval, or issuance of a site plan, development permit, or development order, to the extent that those terms are defined by s. 163.3164, Florida Statutes, before October 1, 2027, an any such moratorium or restrictive or burdensome comprehensive plan amendment, land development regulation, or procedure shall be null and void ab initio. This subsection applies retroactively to August 1, 2024.

For the reasons outlined herein, St. Lucie County's proposed amendment is more restrictive or burdensome, making it null and void ab initio, pursuant to Section 28 of Chapter 2025-190, L.O.F.

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

St. Lucie County's proposed Amendment 25-02ER proposes changes related to the following policies in the Comprehensive Plan that are more restrictive or burdensome than the County's currently adopted Comprehensive Plan. The following identified policies are more restrictive or burdensome: Future Land Use Policies 1.1.1.2.A, 1.1.1.2.B, 1.1.1.2.J., Infrastructure Element Policies 4A.1.2.2, 4B.1.1.1.

Lastly, in the process of our review of this amendment, Department staff became aware of a potential proposed comprehensive plan future land use map (FLUM) amendment that went before the St. Lucie County Planning and Zoning Commission on October 16, 2025 (the "Sentinel Grove Amendment") to build a "hyperscale data center" on agriculture lands along Florida's Turnpike. Given the concerns expressed by the local community and the potential impacts to South Florida's energy and water resources the Department will be proactively reviewing the proposed amendment with all state commenting agencies. This review will also include a list of permits and entitlements that the landowner would need to obtain from the state government and political subdivisions, including the public hearing requirements of such, if the County sought to approve such development.

The Department is analyzing that proposed amendment and will provide technical assistance to the County.

Sincerely,

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/cn

cc: Kori Benton, Planning Manager, St. Lucie County
Thomas Lanahan, Executive Director, Treasure Coast Regional Planning Council
Lindsay Weaver, Director of Intergovernmental Programs, Florida Department of Environmental Protection
Peter Germain, Policy and Planning Analyst, South Florida Water Management District
Laura DiGruttolo, Land Use Planning Program Supervisor, Florida Fish and Wildlife Conservation Commission
Larry Hymowitz, Planning Specialist, Florida Department of Transportation
Thomas Lanahan, Executive Director, Treasure Coast Regional Planning Council
Jennifer Z. Carver, Community Planning Administrator, Florida Department of Transportation

Outlook

St. Lucie County #25-3ER, Comments on Proposed Comprehensive Plan Amendment

From Germain, Peter <pgermain@sfwmd.gov>
Date Thu 10/9/2025 1:29 PM
To Benjamin Balcer <Benjamin.Balcer@stlucieco.gov>; Mayte Santamaria <Mayte.Santamaria@stlucieco.gov>; Kori Benton <Kori.Benton@stlucieco.gov>
Cc terri.stoutamire@commerce.fl.gov <terri.stoutamire@commerce.fl.gov>; sheidt@tcrpc.org <sheidt@tcrpc.org>

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Hello Mr. Balcer,

The South Florida Water Management District (District) has completed its review of the proposed amendment package submitted by St. Lucie County (County). The package includes an EAR based Comprehensive Plan Amendment. The District provides the following comments under Section 163.3184(3)(g), Florida Statutes (F.S.). The following comments should be addressed before final adoption of this amendment:

Infrastructure Element – Water Supply Wells

1. On page 4-4, third paragraph, update the number of wells. According to the City of Port St. Lucie's WUP, there are nineteen (19) existing Floridan Aquifer wells and seventeen (17) proposed Floridan Aquifer wells.

Capital Improvements DIA

1. Please verify the plant expansion and other work being carried out at the Central County WWTF and WRF (Tropicana site) is reflected in Table 9-3b Water and Sewer Facilities Capital Improvements Expenditures.

2. The Capital Improvements table (Page 9-29) for Potable Water & Sanitary Sewer appears to be missing several of the projects described in the Potable Water Sub element starting on Page 4-1. Those project descriptions are generally consistent with the information we have received from the County's annual project status report submitted the via the District's WaSUP database and their Work Plan.

3. The description of Spanish Lakes Mobile Home Park appears to be outdated. Their treatment plant is complete with a capacity of 0.48 mgd and operational, and the name may have changed to Spanish Lakes Country Club.

4. They are other private utilities in St. Lucie County with greater than 0.1 mgd treatment capacity: Harbour Ridge, Reserve CDD, St. Lucie West.

Advisory Comments

1. Page 4-24 (PDF page 569). The new FPUA WRF paragraph should be updated. FPUA is well past the "planning stage" on its new mainland facility. Groundbreaking occurred in February of 2023.

2. In the title of Table 9-3 Water and Sewer Facilities Capital Improvements Expenditures, “Sewer” is misspelled.

District staff are available to meet by teleconference or in person to go over the comments above and to discuss possible solutions and options to resolve the comments. Please contact me if you have any questions, need additional information, or would like to arrange a meeting at pgermain@sfwmd.gov. The District requests that the City forward a copy of the proposed amendment to the District at the following email mailbox address: SFLOCALGOVPLAN@sfwmd.gov.

Peter Germain
Policy and Planning Analyst – Specialist
Water Supply Implementation Unit
South Florida Water Management District
3301 Gun Club Road, West Palm Beach, FL 33406
Office: 561-682-6779 I pgermain@sfwmd.gov

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Outlook

St. Lucie County 25-2ER - FDOT District Four Review

From Hymowitz, Larry <Larry.Hymowitz@dot.state.fl.us>

Date Thu 10/9/2025 4:07 PM

To Donna Harris DCPexter@Commerce.fl.gov <dcpexter@commerce.fl.gov>; Harris, Donna <donna.harris@commerce.fl.gov>

Cc Walia, Kent <Kent.Walia@dot.state.fl.us>; Peters, Victoria <Victoria.Peters@dot.state.fl.us>; Martinez, Cesar <Cesar.Martinez@dot.state.fl.us>; Kehres, Katherine <Katherine.Kehres@dot.state.fl.us>; Carver, Jennifer <Jennifer.Carver@dot.state.fl.us>; Treasure Coast RPC (sheidt@tcrpc.org) <sheidt@tcrpc.org>; Benjamin Balcer <Benjamin.Balcer@stlucieco.gov>; Kori Benton <Kori.Benton@stlucieco.gov>; Patrick Dayan <Patrick.Dayan@stlucieco.gov>; Grant M. Chambers <Grant.M.Chambers@stlucieco.gov>; Peter Buchwald <Peter.Buchwald@stlucieco.gov>

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Pursuant to Section 163.3184(4), Florida Statutes, (F.S.) in its role as a reviewing agency as identified in Section 163.3184(1)(c), F.S., the Florida Department of Transportation (FDOT) reviewed the St. Lucie County EAR based Comprehensive Plan Amendment 25-2ER, which is transmitted under the State Coordinated Review (SCR) process. Overall, the City's amendment package was well organized and presented.

Based on a review of the City's amended Plan as proposed, FDOT is providing the following comments. These comments can strengthen the local government's comprehensive plan to foster a vibrant, healthy community and are designed to facilitate consistency with the Community Planning Act in Chapter 163, Part II, F.S. We appreciate the policies involving coordination and consultation with FDOT identified throughout the EAR-based amendment.

Technical Assistance Comment #1 – Transportation Element

The language used in amended Policy 2.1.1.2 to address safety relies on outdated terminology, such as referring to crashes as "accidents". The policy also only focuses on "high" accident locations.

Recommendation for Technical Assistance Comment #1

The Department recommends using the term "crash" in lieu of "accident" as an important component of promoting a culture of safety. We also suggest additional focus on high severity crash locations in addition to high volume or high frequency crash locations.

Technical Assistance Comment #2 – Transportation Element

Policy 2.1.1.3 does not include a consultation component with FDOT when considering the facility/infrastructure needs associated with the Strategic Intermodal System (SIS).

Recommendation for Technical Assistance Comment #2

The Department recommends that additional language be included towards the ending of the policy language to consult with FDOT on SIS programming needs and funding participation, as applicable, when developing Capital Improvement plans.

Technical Assistance Comment #3 – Transportation Element

Policy 2.1.2.8 adopts roadway level of service (LOS) standards for application within the unincorporated areas of St. Lucie County that are not consistent with the FDOT level of service targets for the State Highway System. The County adopts LOS B for rural areas and LOS C for certain SIS facilities. The LOS targets for the State Highway System are C for rural areas and D for urban areas.

Recommendation for Technical Assistance Comment #3

The Department recommends adopting LOS C for rural areas and LOS D for urban areas. Higher LOS standards (B over C) have lower roadway trip capacities for their maximum service volumes. Higher LOS standards could result in roadway capacities being consumed earlier, resulting in the need for accelerated infrastructure improvements than would occur if lower LOS standards were adopted. This could contribute to a growing list of unfunded/unprogrammed infrastructure projects.

Technical Assistance Comment #4 – Transportation Element

Policy 2.3.1.3 identifies a list of eligible roadway segments to receive fee-in-lieu contributions from developers for sidewalk gap funding. This list does not include State Highway System facilities that have sidewalk gaps.

Recommendation for Technical Assistance Comment #4

The Department recommends expanding the list of eligible roadway segments to include State Highway System facilities for allocating fee-in-lieu funding contributions to applicable sidewalk gaps. These facilities include portions of SR-5 (US 1), SR-614 (Indrio Road), SR-713 (Kings Highway & Turnpike Feeder Road), and SR-70 (Okeechobee Road).

FDOT requests FloridaCommerce consider including these comments as Comments in the ORC report to St. Lucie County. Once the amendment is adopted by the County, FDOT requests a digital copy with the supporting data and analysis. If FloridaCommerce or the County have any questions, please do not hesitate to contact me at (954) 777-4663 or larry.hymowitz@dot.state.fl.us.

Thank you.

FDOT

Larry Hymowitz
Planning Specialist, Policy and Mobility Planning Section
Planning & Environmental Management - FDOT District Four
p: (954) 777-4663 f: (954) 677-7892
a: 3400 W. Commercial Boulevard, Ft. Lauderdale, FL 33309
e: larry.hymowitz@dot.state.fl.us w: www.dot.state.fl.us

Together our actions have the power to save lives!





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Outlook

FW: FWC's Comments on St Lucie County 25-02ER (Proposed EAR-based Amendments)

From DiGruttolo, Laura <Laura.DiGruttolo@MyFWC.com>
Date Fri 10/3/2025 3:32 PM
To Benjamin Balcer <Benjamin.Balcer@stlucieco.gov>

SECURITY WARNING: This email originated from outside the County systems. Please show caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

From: DiGruttolo, Laura
Sent: Friday, October 3, 2025 3:27 PM
To: benjamin.balcer@stlucieco.org
Cc: dcpexter@commerce.fl.gov; Conservation Planning Services <conservationplanningservices@MyFWC.com>; Colletier, Nicolas <Nicolas.Colletier@MyFWC.com>; Baysinger, Samantha <Samantha.Baysinger@MyFWC.com>
Subject: FWC's Comments on St Lucie County 25-02ER (Proposed EAR-based Amendments)

Dear Mr. Balcer:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the proposed comprehensive plan amendment in accordance with Chapter 163.3184(4), Florida Statutes. We have no comments, recommendations, or objections related to listed species and their habitat or other fish and wildlife resources to offer on this amendment.

FWC staff appreciates the opportunity to review this project. Please send any requests for further information to ConservationPlanningServices@MyFWC.com.

Sincerely,

Laura DiGruttolo
Land Use Planning Program Supervisor
Office of Conservation Planning Services
Florida Fish and Wildlife Conservation Commission
1875 Orange Avenue East
Tallahassee, FL 32311
(850) 728-5147

St Lucie County 25-02ER_63904

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TREASURE COAST REGIONAL PLANNING COUNCIL

M E M O R A N D U M

To: Council Members AGENDA ITEM 4B10

From: Staff

Date: November 26, 2025

Subject: Local Government Comprehensive Plan Review
Draft Amendment to St. Lucie County Comprehensive Plan
Amendment No. 25-02ER

Introduction

The Community Planning Act, Chapter 163, *Florida Statutes*, authorizes the regional planning council to review local government comprehensive plan amendments prior to their adoption. The regional planning council review and comments are limited to adverse effects on regional resources or facilities identified in the Strategic Regional Policy Plan (SRPP) and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. Council must provide any comments to the local government within 30 days of the receipt of the proposed amendments and must also send a copy of any comments to the state land planning agency.

The amendment package from St. Lucie County was received on September 10, 2025 and contains amendments to the Future Land Use, Transportation, Port Sub-Element, Housing, Infrastructure, Coastal Management, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvements, Economic Development, Towns Village and Countryside, and Public Schools Facilities elements; and updates to the Map Series and Data and Analysis. This report includes a summary of the proposed amendments and Council comments.

Summary of Proposed Amendments

The proposed amendments are based on the County's Evaluation and Appraisal Review (EAR). The purpose of the EAR is to determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last time the comprehensive plan was updated and to address issues of local concern. Due to the amount of amendment materials, the proposed amendments, shown in ~~strikeout~~ and underline format, are included on Council's website as a supplement. The following summarizes the proposed amendments:

Future Land Use Element
The proposed amendments:

- Revise the allowable uses under the Agricultural land use designations.

- Add Planned Unit Developments as allowable under the Medium density land use designation.
- Revise language to indicate that Mixed Use Developments are encouraged within the planned urban service area.
- Add language stating that subarea policies shall be utilized to establish specific guidance, the range of land uses and composition of mix of uses, development intensities/densities, adequate buffering, specifications to ensure connectivity and accessibility, address unique characteristics of the area, and ensure habitat preservation.
- Add language regarding subarea policies to the Special District land use designation.
- Add language to state that areas designated for commercial development must have all necessary services and facilities available prior to development, supplied by either public or private sources as permitted.
- Revise the allowable uses under the Public Facilities land use designation.
- Add language to indicate that under the Transportation/Utilities land use designation all development at the Treasure Coast International Airport (TCIA) shall be consistent with the Airport Master Plan and Airport Layout Plan prior to commencement of construction. Notwithstanding any other provision, aeronautical uses at the airport shall be a permitted use with review in accordance with applicable site plan standards of review as set forth in the land development code.
- Add Policies 1.1.1.5 and 1.1.1.6 to indicate that reconstruction of condominiums due to substantial structural deterioration, or when damaged/destroyed by a natural disaster where an Emergency Order has been issued, will retain a density of one dwelling unit per lawfully established residential dwelling unit.
- Add Policy 1.1.1.8 that incentivizes the supply of housing opportunities for target income groups and addresses the existing and anticipated needs of the workforce.
- Revise Policy 1.1.3.3 to indicate that all development outside the Urban Service Area shall pay the entire cost of its fiscal impacts on public facilities and services.
- Revise Policy 1.1.3.5 to indicate the Board of County Commissioners (BCC) may consider conversion of lands within agriculture future land use areas for stormwater management.
- Revise Policies 1.1.3.6 and 1.1.3.7 related to protecting Agricultural Best Management Practices as well as agri-tourism and eco-tourism uses.
- Add Policy 1.1.3.8 to indicate the County shall support the state's Rural and Family Lands Protection Program, which protects important agricultural lands through the acquisition of permanent agricultural land conservation easements.
- Revise Policy 1.1.4.1 to add language stating the land development codes include protection of environmentally sensitive lands; require public facilities and services meet or exceed level of service standards, or that development orders and permits are conditioned on the availability of services; and maintain the existing density of residential properties or recreational vehicle parks if the properties are intended for residential use and are located in the unincorporated areas that have sufficient infrastructure and are not located within a coastal high-hazard area.
- Revise Policy 1.1.5.3 to discourage the proliferation of urban sprawl that encourages development to occur in rural areas at substantial distances from existing urban areas, fails to utilize available undeveloped lands, fails to maximize use of existing public facilities and services, and fails to adequately protect adjacent agricultural areas and natural resources.

- Revise Policy 1.1.5.10 to state the County shall develop land development codes to facilitate job creation, green energy, energy conservation, building standards, landscaping, public meeting places and guidelines to develop the Treasure Coast Education, Research, and Development Park to diversify the economy, promote green jobs, as well as the creation and expansion of industries that use or produce agricultural products in innovative ways.
- Revise Policy 1.1.6.3 to indicate a developer can make a payment of the proportionate share of required transportation improvements.
- Revise Policy 1.1.6.11 to indicate the land use designations where new and existing electric substations and natural gas resiliency facilities are permitted.
- Add Policy 1.1.6.13 which address the timelines and population projections from the County's assessment of the Urban Service Boundary related to when there is a need to extend the boundary to accommodate future growth, and which indicates no expansion is warranted for at least 10 years.
- Revise Objective 1.1.8 to state the County will support and encourage infill development, a mixture of dwelling unit types, traditional neighborhood design, transit oriented development, pedestrian oriented development, and mechanisms to provide for sustainability, habitat protection, open space preservation, scenic vistas, mobility, and livability/sense of community.
- Revise Policy 1.1.11.14 to state the County shall support the Florida Wildlife Corridor Act.
- Add Policy 1.1.11.16 to state the County shall continue to support public environmental land acquisition programs.
- Revise Policy 1.1.12.1 to indicate the County shall review strategies to protect the existing beach and dune systems from human-induced erosion and for restoring altered beach and dune systems as well as strategies and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
- Revise Policy 1.1.13.1 to state the County shall actively assist to the maximum extent practical in the recruitment of corporate headquarters and businesses with an industry forecast that indicates a strong expectation for future growth in employment, output, and which pay relatively high wages compared to area averages.
- Revise Policy 1.1.14.3 to state that the St. Lucie County *Regional Resiliency Vulnerability Assessment Report* will inform decision making when evaluating the proposed location of public facilities.
- Review Policy 1.1.15.3 to state that the County, the City of Port St. Lucie, the City of Fort Pierce, and St. Lucie Village joined together to take a collaborative approach toward short- and long-term resilience planning and completed a regional resilience vulnerability assessment.
- Add Policy 1.1.17.1 to state the Couty shall enforce airport land use compatibility zoning regulations and airport protection zoning regulation for airport hazard areas.
- Revise Policy 1.2.1.2 to indicate the County will coordinate with St. Lucie County Area Regional Transit to provide internal connectivity for pedestrian and bicycle travel.
- Revise Policy 1.2.1.6 to indicate the County may use multimodal fees for charging new development with costs.
- Revise Policy 1.4.1.1 to include several principles and action steps from the *2005 Committee for a Sustainable Treasure Coast Final Report* to preserve rural and agricultural lands.

Transportation Element

The proposed amendments:

- Add Objective 2.1.1 and revise underlying policies stating the County shall consider the needs of the county-wide multimodal transportation system and examine all modes of transportation to effectively and efficiently meet County needs over a period of at least 10 years; and identify plans that the County will coordinate with on transportation issues.
- Add Policy 2.1.2.3 to state the County shall designate and protect transportation corridors with a Right-of-Way Protection Plan to assist in mitigating traffic congestion and overcrowding on the county road system, promote economic growth, provide for growth management, prolong the effective life of transportation facilities, and improve connectivity and public evacuation during storms and emergencies.
- Revise Policy 2.1.2.4 to state the County shall impose requirements for conformity as a condition of development approval, including, but not limited to, access and circulation between sites to improve overall mobility, interconnectivity to reduce traffic congestion on the arterial and collector roads, and driveway designs that meet applicable County and Florida Department of Transportation standards.
- Add Policy 2.1.2.6 to state that the County, to limit degradation of the major County roadway system, shall restrict on-street parking on all arterial and collector roads.
- Add footnotes to the Minimum Level of Service Standards (LOS) table to 1) state the BCC may allow LOS E when considering a development proposal; and 2) indicate that public transit facilities are exempt from concurrency.
- Revise Policy 1.2.7 (renumbered from 2.1.2.7) to designate as constrained facilities those roadways off the State Highway System in St. Lucie County which operate below acceptable levels of service and where capacity improvements are not feasible due to physical or policy barriers.
- Add Policies 2.1.2.11 and 2.1.2.12 indicating the County shall allow an application for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements if the applicant, in good faith enters into a binding agreement to pay for or construct its proportionate share of required improvements; and the proportionate share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility.
- Remove Policy 2.1.3.6 related to construction of sidewalks needed to infill gaps and the list that prioritizes areas to receive in lieu contributions. This policy is revised and included as new Policy 2.3.1.2.
- Add Policy 2.1.4.6 to indicate the County shall plan for and support policies that address current and future flood risks and ensure adequate future right-of-way needs to allow for improving stormwater systems and elevate roads.
- Add Policy 2.1.4.7 to state the County shall encourage and support the joint use of stormwater management ponds to serve both private development and future public infrastructure projects, including new roads and/or roadway widening projects.
- Add Policy 2.2.1.6 to state the County shall encourage the reduction of the number of driveways in environmentally sensitive areas.
- Revise Policy 2.3.2.4 to state the County will identify potential funding sources and corrective measures or improvements to high accident locations having frequent bicycle and pedestrian-related crashes and accidents.

- Revise Goal 1.5 to state the County, as the public transit provider, shall promote a safe and efficient transit system which addresses the future needs of St. Lucie County including economic development, reducing traffic congestion and providing public transportation for the transportation disadvantaged population of St. Lucie County in a safe and convenient manner.
- Revise Policy 2.6.2.1 to indicate that through the land use, zoning and development review process, the County will request transit stop locations within appropriate developments and ensure internal connectivity for pedestrian and bicycle travel.
- Add Policies 2.6.3.3 - 2.6.3.5 related to rail operations and road crossing safety and maintenance.
- Add Policy 2.7.5.2 to state that all development at the TCIA shall be consistent with the Airport Master Plan and align with the Airport Layout Plan prior to commencement of construction; and to state that aeronautical uses at the airport shall be a permitted use.

Port Sub-Element

The proposed amendments:

- Revise the opening narrative to state that the County Port Authority shall work to preserve, enhance, and facilitate deepwater commercial navigation and other related activities at the Port of Fort Pierce (POF).
- Add Policies 2A.1.1.5 - 2A1.1.8 related to the development, maintenance, management, and operation of the POF and requiring that the Port, Inlet, and Beaches Director participate in the Florida Seaport Transportation and Economic Development Council; monitor state seaport plans; and seek funding opportunities available to the port.
- Revise Policy 2A.2.1.2 to include marine repair and import/export uses and recreational/public access as uses with the goal of expanded economic and social benefits to the citizens and businesses in the Region.
- Add Policy 2A.3.3.3 to state that County land use and coastal planning area development decisions shall support the preservation of the POF and working waterfronts.
- Add Policy 2A.4.1.4 to state that the POF shall cooperate with the appropriate regulatory and management agencies to implement comprehensive and coordinated management plans for the Indian River Lagoon in order to improve the biological health of the Lagoon.
- Add Policy 2A.4.2.4 to state that the POF shall support local, state and federal programs to restore, enhance, and maintain the functions and values of natural waterways and adjacent wetland and upland habitats within the coastal area.
- Add Policy 2A.6.1.3 to indicate that to position St. Lucie County as a competitive economic environment, the County supports the development of transportation improvements to facilitate land, sea and air distribution opportunities.
- Add Policy 2A.7.1.4 to state that the POF will work with the federal government and other governmental bodies, to preserve and maintain authorized water depth in the existing navigation channels, port harbors, turning basins, and harbor berths in order to provide for the continued safe navigation of deepwater commerce.
- Add Objective 2A.7.2 and underlying policies to state that the POF shall coordinate with Florida Fish and Wildlife Conservation Commission, the U.S. Coast Guard and law enforcement agencies to address at-risk vessels, vessels in neglected or deteriorating conditions, and derelict vessels.

Housing Element
The proposed amendments:

- Revise Objective 3.1.1 to define income levels and state that the County shall utilize the definitions in Section 420.0004, F.S., for affordable housing, including that "affordable" means that monthly rents or monthly mortgage payments including taxes, insurance, and utilities do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households.
- Revise Policy 3.1.1.3 to state that the County shall maintain sufficient housing to encourage the relocation of new commercial and industrial enterprises; businesses with an industry forecast that indicates a strong expectation for future growth in employment, output, and pays high wage averages; clean high growth industrial activities; and high-tech industries.
- Revise Policy 3.1.1.4 to add that the County shall explore development patterns which support multimodal solutions; allow for employment and shopping opportunities near residential uses; have appropriate land use mixes to foster more compact, clustered pedestrian and transit-oriented development; and incorporate mixed-use development options.
- Revise Objective 3.1.2 to add language related to facilitating workforce and affordable housing production.
- Add Policy 3.2.1.1 to implement the County's *Housing Needs Assessment and Implementation Plan*.
- Revise and add policies related to data collection and educational programs that increase public awareness and understanding of affordable and workforce housing.
- Revise Policy 3.2.4.1 and 3.2.4.2 to define what the Affordable Housing Advisory Committee will review and requirements for producing an annual report.
- Add Policy 3.2.4.3 indicating the County will continue to participate in the State Housing Incentives Partnership program and seek other funding sources.
- Add Policy 3.2.5.3 to state the County will prepare an inventory of real property to which the county holds fee simple title that may be appropriate for affordable housing.
- Add Policy 3.2.5.4 that states the County will evaluate land donations, surplus County-owned lands and land escheated by law for workforce and affordable housing development.
- Revise Objective 3.2.7 to state the County will support energy efficiency and the use of renewable energy sources in both existing and new residential construction.

Infrastructure Element
The proposed amendments:

- Revise Goal 4A.1 and the underlying objective and policies to state the County shall provide potable water facilities that do not promote urban sprawl; meet existing and projected demands; and require that all non-agricultural development outside the urban service boundary shall pay the entire cost of its fiscal impacts on public facilities and services.
- Add Policy 4A.1.1.5 to state that the County shall continue to enact ordinances, implement Utility Extension Policy Regulations and enter into agreements for the provision of potable water service which maximizes existing facilities within the Urban Service Boundary.
- Remove Policy 4A.1.2.7 related to developments of regional impact.
- Add Policies 4A.1.3.3 – 4A.1.3.5 to indicate the County will pursue state and federal funding sources for the improvement and expansion of public potable water facilities; adopt the Water Supply Facilities Work Plan; and incorporate the best available data and

science into its policy and planning decisions for public facilities, recognizing resiliency in evaluating public infrastructure decisions.

- Add Policy 4A.1.5.2 which states that prior to approval of a building permit, the County shall consult with the applicable water supplier to determine whether adequate supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.
- Add Policy 4A.2.1.6 that states the County shall monitor potential groundwater influence of existing and proposed public water supply wells and/or wellfields to protect the water supply.
- Add Policy 4A.2.1.7 to indicate the County shall review a proposed development's potential for release of hazardous materials that may contaminate public drinking water supply wells.
- Add Policy 4A.3.1.2 which states that the County shall take steps to ensure that entities in the unincorporated County are adequately served with potable water service; and, in order to protect the drinking water, shall investigate needs for waste disposal other than septic tanks and sewage drain fields.
- Revise Objective 4C.1.1.1 and underlying policies related to LOS standards and requiring the County to review existing and updated data sources.
- Add Policy 4C.1.2.3 to indicate that the County shall update the geographic information system to create and update a stormwater mapping system.
- Add Policy 4C.1.2.4 which states that the County will work with the Florida Department of Environmental Protection (FDEP), the South Florida Water Management District, and other stormwater management system operators to identify critical infrastructure within their stormwater service area, and locations that have both historic flooding occurrences and the potential to flood from future significant storm events.
- Add policies stating that the County will continue to monitor areas subject to flooding; provide for drainage and stormwater management; and continue to enforce the Florida Building Code and floodplain management standards set forth by the Federal Emergency Management Agency.
- Add Policy 4C.2.1.3 stating that the County shall continue to review new or revised Basin Management Action Plans (BMAP) to determine the appropriate management strategies available through existing water quality protection programs to achieve total maximum daily loads and associated water quality monitoring components.
- Add Policy 4C.2.1.4 prohibiting the installation of new onsite, sewage treatment and disposal systems within a BMAP area, a reasonable assurance plan, or a pollution reduction plan where connection to a publicly owned or investor-owned sewerage system is available as defined in Florida Statutes.
- Revise Objective 4D.1.1 and underlying policies related to ensuring sanitary sewer facilities are provided by the County in a manner that will not promote urban sprawl and meet existing and projected demands.
- Add Policy 4D.1.1.6 that states the County shall continue to enact ordinances, implement Utility Extension Policy Regulations, and enter into agreements for the provision of sanitary sewer service which maximizes existing facilities within the Urban Service Boundary.
- Revises Policy 4D.1.2.1 to state that all development will be specifically conditioned on the availability of services necessary to maintain LOS standards as adopted within this Comprehensive Plan.

- Revise Policy 4D.1.2.6 to state that concurrency requirements for sanitary sewer may be satisfied through the use of onsite sewage treatment and disposal systems approved by the FDEP to serve new development.
- Add Policy 4D.1.3.3 that states the County shall pursue state and federal sources of funding available for the improvement and expansion of public sanitary sewer facilities and shall fund sanitary sewer capital improvements and expansions through user fees, connection fees, developer's agreements, assessments and other appropriate fees and funding mechanisms.
- Add Policy 4D.1.3.4 to indicate that the County will incorporate the best available data and science into its policy and planning decisions for public facilities, recognizing resiliency in evaluating public infrastructure decisions.
- Add Policy 4D.1.5.2 that requires the to County update the Water and Wastewater Master Plan approximately every 5 years to identify and provide for sanitary sewer service.
- Add Policy 4D.1.5.3 which states that the County shall update the comprehensive plan to include provisions for any development of more than 50 residential lots, whether built or unbuilt, with more than one onsite sewage treatment and disposal system per 1 acre.

Coastal Management Element

The proposed amendments:

- Revise Policy 5.1.1.8 to state that the County will review redevelopment plans to ensure they eliminate inappropriate and unsafe development in the coastal areas.
- Add Policy 5.1.1.13 to indicate that the County shall encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by FEMA.
- Add Policy 5.1.1.14 that states the County shall be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60 and require that any construction activities seaward of the coastal construction control lines established pursuant to Section 161.053, F.S., be consistent with Chapter 161, F.S.
- Add Policy 5.1.1.15 to state that the County, in coordination with the City of Fort Pierce, will continue to implement and update the Port Master Plan for the POF.
- Add Policy 5.1.2.11 that indicates the County shall support other agencies in developing and administering a wetland restoration program and may identify and submit potential wetland restoration sites and identify high quality wetland sites for possible future acquisition by the County, state, federal and/or non-profit conservation organizations.
- Revise Policy 5.1.3.7 to state that spoil islands and surrounding submerged lands shall be retained in public ownership and managed for wildlife habitat, improving water quality and/or when appropriate, water-dependent public recreation areas.
- Add Policy 5.1.4.13 to indicate that the County will continue to support local environmental restoration, mitigation, and adaptive management initiatives, including those related to Everglades restoration, the St. Lucie River, and the Indian River Lagoon; and will coordinate with other state, regional and national strategic planning efforts to improve water quality, resiliency of natural lands and protection from natural disasters.
- Add Policy 5.1.7.11 that states that the County shall support public boat ramp and parking facilities on County owned-lands to improve public access to the water and shore resources.

- Add Policy 5.1.7.12 that states that the County shall encourage new and redeveloped marinas to develop a hurricane contingency plan to provide precautionary measures for securing vessels and waterfront facilities to reduce the potential for loss of life, injury, or property damage from a hurricane.
- Add Policy 5.1.7.13 to state that the County may evaluate policies and regulations and determine the potential for a mooring field.
- Revise Policy 5.2.1.9 which is related to ensuring that the County's code compliance process continues to identify and require the removal and/or rehabilitation of structures within the coastal area that pose a hazard to the public health, safety, and welfare.
- Revise Policy 5.2.1.10 to indicate the County will adopt changes in FEMA regulations and the Florida Building Code.
- Add Policy 5.2.1.13 that states the County will recognize the Coastal Barrier Resources Act.
- Add Policy 5.2.1.15 to indicate that the County shall identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies.
- Revise Objective 5.2.3 and policies related to hurricane evacuation.
- Add Policy 5.2.3.6 to state the County will provide hurricane evacuation shelters and refuges, and communication capabilities to promote safeguarding of the public against the effects of hurricanes and tropical storms.
- Revise Objective 5.2.4 to state that the County will maintain a program of hazard mitigation and post-disaster redevelopment to increase public safety and reduce damage and public expenditures.
- Add Policy 5.2.4.14 requiring the County to incorporate the best available data and science into its policy and planning decisions for public facilities, recognizing resiliency and the need to withstand increased storm surge and flooding in evaluating public infrastructure decisions.
- Revise Policy 5.4.1.1 to indicate that the County supports the use of public funds for adaptation planning, enhancing resilience, and protecting critical infrastructure.
- Revise Policy 5.4.1.7 to state that publicly owned and maintained drainage systems within the coastal area shall be monitored and maintained to ensure effective performance during storm events and tidal conditions.
- Revise Policy 5.4.1.9 to state, to the extent practicable, infrastructure shall be designed, constructed, and adapted to account for sea level rise, storm surge, tidal flooding, and other coastal hazards.

Conservation Element

The proposed amendments:

- Revise Policy 6.1.7.5 to indicate that any area designated as a high quality wetland, regardless of size or hydrologic connectivity is included in environmentally sensitive areas where mining is prohibited.
- Revise Policy 6.1.9.4 to state that the County will continue to partner with local municipalities to sponsor the promotion of proper disposal of hazardous waste.

Recreation and Open Space Element
The proposed amendments:

- Revise Policy 7.1.2.3 to state that the County shall consider agreements with the School Board for the use of school-based recreation areas by County residents when students are not present.
- Add Policy 7.1.2.5 to indicate that the County will coordinate with other governmental agencies to provide for access and use of parks and recreational facilities by unincorporated St. Lucie County residents.
- Add Policy 7.1.4.3 to state that the County will continue to identify potential sites which could be used for the provision of park and recreation facilities.
- Add Policy 7.1.6.5 that states the County will, to the extent financially feasible and practicable, make available adequate and accessible passive recreation facilities at county-owned resource-based lands.
- Revise Objective 7.1.8 and add underlying policies that state the County shall protect environmentally significant areas with emphasis on native upland habitats, and the prevention of the net loss of listed species and their habitats.

Intergovernmental Coordination Element
The proposed amendments:

- Revises Policy 8.1.1.1 related to coordination of techniques for preservation of agricultural and rural lands.
- Revise Policy 8.1.1.9 related to the continuation of transportation service volumes, vested trips, and Levels of Service related to County roads, and coordinate with the St. Lucie Transportation Planning Organization relative to adopted LOS standards.
- Add Policy 8.1.1.10 that states the County shall coordinate with the St. Lucie Transportation Planning Organization, City of Port St. Lucie and the City of Fort Pierce to achieve coordinated multimodal planning to address extra-jurisdictional transportation system impacts.
- Add Policy 8.1.1.11 which indicates that the County shall coordinate with FDOT and railroad companies on the opening and closing of public grade crossings. Safety; necessity for both rail and vehicle traffic; design of the grade crossing and road approaches; as well as cost, shall be the County's primary concern to ensure mobility needs are maintained and enhanced.
- Revise Policy 8.1.1.13 (renumbered) to indicate the County will coordinate with communities within the unincorporated area as they explore the impacts of incorporation.
- Add Policy 8.1.1.14 that states the County shall coordinate with the City of Fort Pierce and the City of Port St. Lucie on efforts to annex unincorporated lands.
- Add Policy 8.1.1.27 that requires the County to coordinate with the City of Port St. Lucie, City of Fort Pierce, and St. Lucie Village on the implementation of the 2024 *Housing Needs Assessment and Implementation Plan* to preserve and increase the supply and diversity of affordable housing units.
- Add Policy 8.1.2.10 stating that the County shall coordinate with the FDOT, the St. Lucie Transportation Planning Organization, the City of Fort Pierce, the Town of St. Lucie Village, and the City of Port St. Lucie to implement the recommendations of the St. Lucie Walk-Bike Network.

- Add Policy 8.1.5.2 to indicate that the County shall coordinate with the City of Fort Pierce and the Fort Pierce Community Redevelopment Agency to implement the 2020 Master Plan for the POF.
- Add Policy 8.1.5.3 stating that the County shall work with federal, state and local governments, the private sector, and other interested parties to increase and promote marine industry and related scientific and commercial activities at the POF and to protect the existing natural coastal areas and resources within the Port.
- Revise Policy 8.1.7.1 and add Policy 8.1.7.2 related to collaborating with the City of Fort Pierce, the City of Port St. Lucie, and St. Lucie Village to take a collaborative approach toward short- and long-term resilience planning and the implementation of the St. Lucie County Regional Resilience Vulnerability Assessment, and also collaborate on the updates of other plans.

Capital Improvements Element
The proposed amendments:

- Update text and data.
- Update tables, including the 5-year Capital improvement Plan, based on data from Fiscal Year 2024-2025.
- Remove Policy 9.1.1.18 (renumbered) that adopts by reference the St. Lucie School District Five Year District Facilities Work Program.
- Revise Policy 9.1.4.3 related to the availability of services for new development.
- Add Policy 9.1.4.11 that states the County shall incorporate the best available data and science into its policy and planning decisions for public facilities, recognizing resiliency and the need to withstand increased storm surge and flooding in evaluating public infrastructure decisions.

Economic Development Element
The proposed amendments:

- Revises Objective 10.1.1 to indicate the County will implement activities that support economic competitiveness, diversify the economy, and promote economic vitality.
- Add Policy 10.1.1.7 related to the recruitment of corporate headquarters; businesses with an industry forecast that indicates a strong expectation for future growth in employment, output and pays high wages compared to area averages; clean high growth industrial activities; aeronautical industries; and agricultural industries.
- Add Policy 10.1.1.8 related to encouraging and supporting development patterns that create a diverse mix of residential uses, including qualified affordable and workforce housing, supporting civic and commercial uses, and employment opportunities in close proximity to effectively reduce the number of County residents commuting outside of the County for employment.
- Add Policy 10.2.1.10 which indicates that the County shall support economic strategies that build on and complement existing commercial, industrial, and agricultural assets in the local economy, including the expansion of small locally owned businesses.
- Add Policy 10.2.2.4 related to continued support of economic growth and performance-based incentive agreements with clear metrics, including but not limited to defined thresholds for jobs, wages, and capital investment; timely compliance monitoring and reporting; and reduction and claw back provisions for noncompliance to ensure accountability and public return on investment.

- Add Policy 10.2.3.6 to support the development of transportation, housing, and childcare initiatives that remove barriers to workforce participation.
- Add Policy 10.5.1.6 to encourage and support development patterns that maintain sufficient housing to support local business expansion and encourage the relocation of new businesses.
- Add Policy 10.6.1.2 to indicate that the County shall support a competitive regional industrial environment, through the development of transportation improvements, including a roadway connection of Interstate 95, the Florida Turnpike to the Treasure Coast International Airport, and the POF, to facilitate land, sea, and air distribution opportunities.
- Add Policy 10.6.1.7 stating that all development at the TCIA shall be consistent with the Airport Master Plan and Airport Layout Plan prior to commencement of construction. Notwithstanding any other provision, aeronautical uses at the airport shall be a permitted use with review in accordance with applicable site plan standards of review as set forth in the land development code.
- Add Policy 10.6.1.7 to indicate that the County shall continue to implement the Port Master Plan for the POF to embrace expansion of marine industries, new high growth industries and opportunities aligned with the goals of expanding economic and social benefits to the citizens and businesses found in St. Lucie County and the Treasure Coast.

Towns, Villages and the Countryside (TVC) Element

The proposed amendments:

- Update text and data.
- Revise Policy 11.1.2.4 to remove language stating the County shall establish an expedited process for rezoning and development review within six months of the effective date of the TVC Element.
- Revise Policy 11.1.4.14 to indicate that the Fort Pierce Utility Authority may provide water and sewer utility services to the area.
- Revise Policy 11.1.4.21 to indicate that the County, in conjunction with the Treasure Coast Regional Planning Council, conducted an evaluation of the TVC Element, including two public input workshops, opportunity for verbal questions and comments, written survey forms, a form for open-ended comments, and a display board to identify the attendees' top priorities. A St. Lucie County Towns, Villages & Countryside Public Input Report was completed by the TCRPC and presented to the Board of County Commissioners on January 23, 2024 and further discussed at a Special Meeting on February 27, 2024. Discussions included that limited development has occurred in the TVC (no projects have been built utilizing the TVC); the TVC is complicated; unified flow-way is not feasible as conceived; support for the codified future roadway network, density bonuses, and varied residential product types; and concerns with the need to balance commercial growth with the preservation of natural resources, roadway connectivity and management, and traffic control. No specific amendments were directed from the evaluation.
- Revise Policy 11.1.6.3 to indicate that developments shall link the land necessary for water management both within the site and, if permitted by the South Florida Water Management District and the Fort Pierce Farms Water Control District, to any existing neighboring flow way system.
- Revise Policy 11.1.9.3 to state that implementation and construction of roads will be in coordination with development plans approved within the North St. Lucie County Special Area Plan area. Necessary public facility improvements will be added to the County's Five-

Year Capital Improvements Schedule supported by an executed binding agreement, Developer Agreement, Interlocal Agreement or other funding sources.
- Revise Policies 11.1.9.17 and 11.1.9.18 related to transportation concurrency and funding of transportation facility improvements.
- Revise Policy 11.1.9.21 to remove a two year adoption deadline and the Treasure Coast Regional Planning Council; and add the St. Lucie Transportation Planning Organization to the agencies that the County will work with to establish a methodology and monitoring program to track and evaluate internal trip capture within the TVC area.

Public School Facilities Element
The proposed amendments:
- Update text and data.
- Revise Policy 12.2.1.1 to reference the amended interlocal agreement with St. Lucie Public Schools.
- Updates throughout to indicate the school district is known as St. Lucie Public Schools.

Regional Impacts

No adverse effects on regional resources or facilities have been identified.

Extrajurisdictional Impacts

Council requested comments from local governments and organizations expressing an interest in reviewing the proposed amendment on September 10, 2025. No extrajurisdictional impacts have been identified.

Conclusion

The County should be commended for adding several policies related to coordination with various agencies and local jurisdictions on such issues as multi-modal planning to address extra-jurisdictional transportation system impacts; implementation of the Port of Fort Pierce Master Plan; and the collaborative approach toward resilience planning and the implementation of the St. Lucie County *Regional Resilience Vulnerability Assessment*.

No adverse effects on regional resources or facilities and no extrajurisdictional impacts have been identified. However, the following comments are offered for the County's consideration prior to adoption:

1. Consistent with the findings in Policy 1.1.6.13 which states that no expansions to the Urban Service Boundary are warranted for at least 10 years, Policy 1.1.6.1 should be revised (in red) to remove the provision allowing 1,500 foot expansions of the USB:

   > **Policy 1.1.6.1** - Urban development activities shall be restricted to that area identified as the Urban Service Boundary in the Future Land Use Map series or to special area plans adopted within the Towns, Villages and Countryside Element. Urban development activities are defined, for the purpose of this Policy, as any residential development activity in excess of two units to the

gross acre, any non-agricultural commercial activity or any non-extractive/non-agriculturally related industrial activity.

~~The Urban Service Boundary is not intended to be a static line of development. Using the adopted urban service boundary line as a base, an individual segment of this line may be extended or contracted only once for a distance up to 1,500 feet from that which is indicated in the Future Land Use Map series without necessitating an amendment to the Comprehensive Plan provided that the urban service area lies contiguous to an existing residential commercial or industrial land use classification; the owner of the contiguous property can ensure the provision of appropriate infrastructure and services, and the resulting change does not detrimentally impact the established character of the area surrounding the area to be included in the urban service boundary. St. Lucie County shall be responsible for maintaining an updated map indicating the location of the 1990 Urban Service Boundary, including any alterations to it and once every two years include as a part of a Comprehensive Plan Amendment process, the latest Urban Service~~ Boundary Area ~~Map (if modified).~~

Any modification of the Urban Service Boundary ~~beyond 1,500 feet~~ will require a formal amendment through the Comprehensive Plan amendment process and shall include an analysis of available land and capacity inside the Urban Service Boundary; anticipated growth; compatibility of adjacent land uses; availability of public facilities and services; analysis of the need for job creation, capital improvements, and economic development that will strengthen and diversify the economy; and local, regional and international influences.

2. Policy 1.1.17.1 should include making the runway protection zones map publicly available.

3. In the LOS Table in Policy 2.1.2.8 we suggest footnote 3 be strengthened to require a super majority vote to exceed LOS D or some other suitable means to achieve the County's stated goal of meeting LOS D rather than LOS E.

4. Policy 2.1.2.11 should be clarified to make clear that concurrency is not satisfied by simply offering to enter into an agreement but by also doing what the agreement calls for, with suggested text added (in red):

Policy 2.1.2.11 – Pursuant to Section 163.3180, F.S., the County shall allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements, if the applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements and the applicant constructs or funds the agreed-upon improvements; and the proportionate share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility.

5. Policy 4D.1.2.6 should be coordinated with Policy 1.1.6.5 which limits onsite sewage treatment to developments with a maximum density of 2 du/acre. The policy as written implies that all development can satisfy concurrency through onsite sewage treatment.

6. Regarding Policy 4D.1.5.3, Florida Statutes Section 163.3177(6)(c)(3) appears to require that the County analyze the feasibility of extending central sewer to 50 lot and larger developments within 10 years of July 1, 2024. The proposed policy merely states that the County will amend the comprehensive plan at some point but does not satisfy the requirement for analysis. Does the County have areas that must be analyzed? Are new developments subject to state statutes being created and how are they addressed?

7. Policy 11.1.4.21 description of discussions should say codified "future" roadway network, not "feature" roadway network.

8. Policy 5.1.4.13 is missing "County" in the first sentence. It begins "The shall continue…"

Recommendation

Council should approve this report and authorize its transmittal to St. Lucie County and FloridaCommerce.

Council Action – December 5, 2025

To avoid unnecessary delay and meet the 30-day agency review deadline, Council's Executive Director, Thomas J. Lanahan, approved this report and authorized its transmittal to St. Lucie County and FloridaCommerce on October 10, 2025.

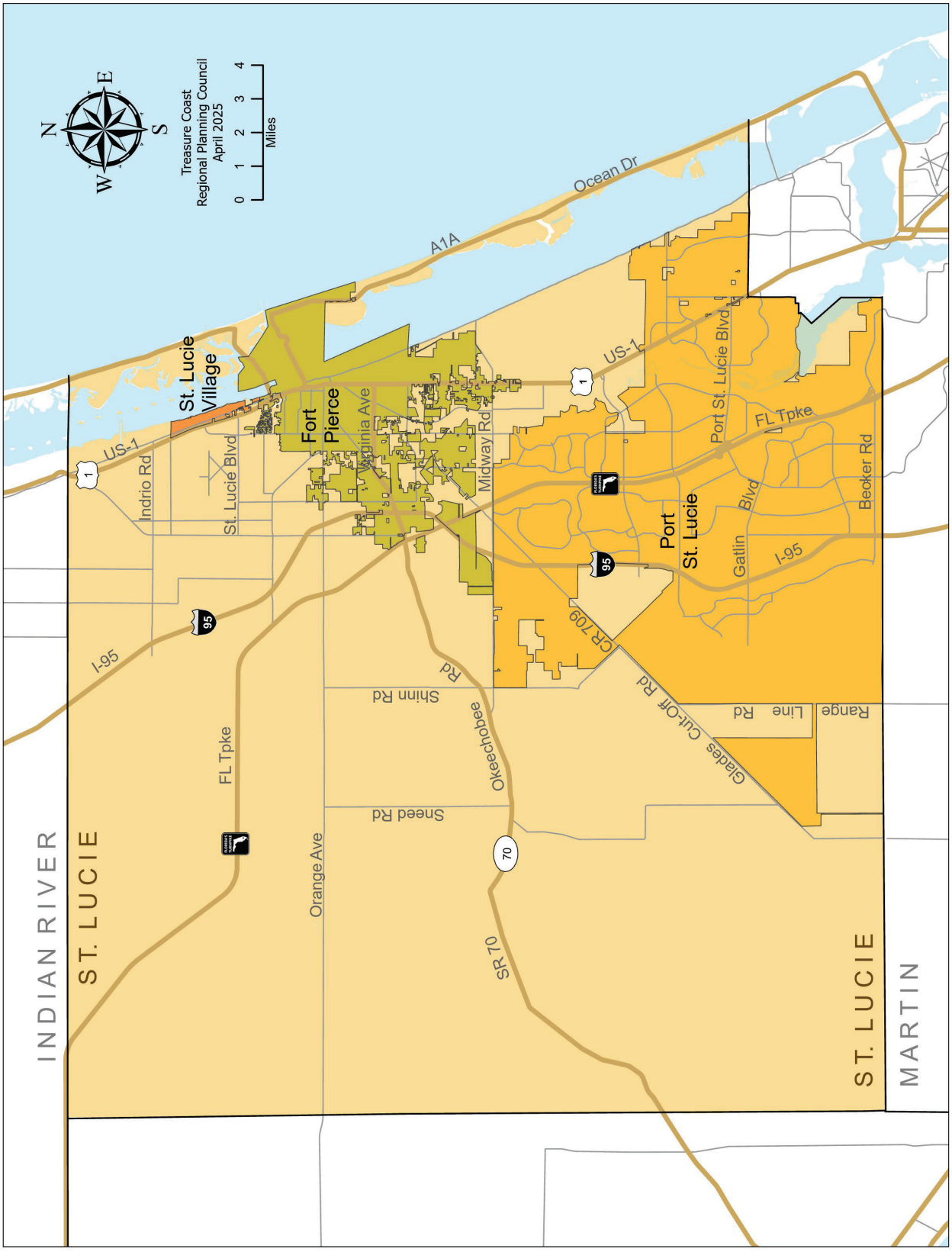
At the December 5, 2025 Council meeting, Commissioner Marino from Palm Beach County moved approval of the staff report. Commissioner Capps from Martin County seconded the motion, which carried unanimously.

Attachments

List of Exhibits

Exhibit	
1	General Location Map

Exhibit 1
General Location Map



Planning and Development Services Department
Planning Division
M E M O R A N D U M

TO: St. Lucie County Board of County Commissioners

FROM: Ben Balcer, AICP, PDS Director

DATE: April 23, 2026

SUBJECT: Evaluation and Appraisal Review (EAR) Based Amendments to the Comprehensive Plan

On September 2, 2025, the Board of County Commissioners held a transmittal hearing and voted unanimously to transmit the proposed Comprehensive Plan EAR updated amendments to the Florida Department of Commerce and corresponding review agencies.

Florida Commerce has provided written correspondence identifying five (5) proposed amendments as inconsistent with Chapter 2025-190, Section 28, Laws of Florida, on the basis that the provisions were more restrictive or burdensome than the currently adopted Comprehensive Plan. South Florida Water Management District (SFWMD) also provided five (5) comments that needed to be addressed prior to final adoption of the EAR amendments. Florida Department of Transportation (FDOT), Florida Department of Environmental Protection (FDEP), and the Treasure Coast Regional Planning Council (TCRPC) each provided several technical assistance comments.

Upon receipt of the state reviewers' comments, the County has 180 days to adopt the amendments, adopt the amendments with changes, or not adopt the amendments. The County's deadline is May 9, 2026. If action (adoption or extension request) does not occur within 180 days after receipt of the written comments, the amendments are deemed withdrawn.

Staff reviewed the comments pertaining to Chapter 2025-190, Section 28, Laws of Florida, and reverted the five (5) policies they identified as more restrictive and burdensome, back to their current adopted form.

Further, staff addressed comments made by SFWMD, updating the Capital Improvements Element's table for Potable Water & Sanitary Sewer projects with the complete list of projects described in the Potable Water Sub-element within the Infrastructure Element's data, inventory, and analysis (DIA). Staff also updated Infrastructure Element's DIA to reflect the number of water supply wells, the description of Spanish Lakes Country Club, and private utilities within SLC with greater than 0.1 mgd treatment capacity. Additionally, Table 9-3b – Water and Sewer Facilities Capital Improvement Expenditures, within the Capital Improvement Element's DIA, has been updated to reflect the work being carried out for the Central County WWTF and WRF (Tropicana site).

Exhibit A of the adoption ordinance includes the specific amendments in ~~strikethrough~~ and underline format, with any updates made after the transmittal hearing highlighted in yellow.

The version of the documentation previously reviewed by the BOCC can be accessed at the following link: https://stluciecofl.portal.civicclerk.com/event/3154/files/agenda/11370

Summaries of the updates are provided below.

Future Land Use Element

Polices 1.1.1.2.A and 1.1.1.2.B: Based on Department of Commerce objection #1 & #2, staff reverted to adopted Comprehensive Plan policy language, including the word "should" instead of "shall", as to not be more restrictive or burdensome.

Policy 1.1.1.2.J: Based on Department of Commerce objection #3, staff reverted to adopted Comprehensive Plan policy language, removing the requirement for all commercial development to have necessary services and facilities available prior to development.

Transportation Element

Policy 2.1.1.2: Based on a FDOT comment, staff amended the terminology from "accident" to "crash".

Policy 2.1.1.3: Based on a FDOT comment, staff added that the *County shall consult with FDOT on SIS programming needs and funding participation*.

Policy 2.3.1.3: Based on a FDOT comment, staff added that when reviewing requests for fee-in-lieu of sidewalk contributions, the County *may also consider sidewalk gaps along SR-5 (US 1), SR-614 (Indrio Road), SR-713 (Kings Highway & Turnpike Feeder Road), and SR-70 (Okeechobee Road)*.

Infrastructure Element

Policy 4A.1.2.2: Based on Department of Commerce objection #4, staff reverted to adopted Comprehensive Plan policy language, which includes the pre-existing and outdated level of service (LOS) standard for Ft. Pierce Utilities Authority potable water of 117 gpcd.

Policy 4B.1.1.1: Based on Department of Commerce objection #5, staff reverted to adopted Comprehensive Plan policy language, which includes the pre-existing and outdated level of service (LOS) standard for solid waste generation of 3.88 pounds of Class I solid waste per capita County-wide per day and 0.81 pounds of construction and debris per capita County-wide.

Policy 4D.1.5.3: Based on a FDEP comment, staff added the target date of December 2028 by which the County will update the Infrastructure Element to comply with Section 163.3177(6)(c)3, F.S.

Infrastructure Data and Analysis

Data and Analysis for the Infrastructure Element was updated based on comments from SFWMD and include the following:

- Updated the description of the Spanish Lakes Country Club and the capacity of their private Water Treatment Plant (pg. 4-3)
- Included Harbour Ridge Yacht and Country Club, the Reserve CDD, and St. Lucie West Services District (SLWSD) as other private utilities in St. Lucie County with greater than 0.1 mgd water treatment capacity (pg. 4-4)
- Updated the number of water supply wells for accuracy (pg. 4-5)
- Updated the status of FPUA's Water Reclamation Facility as under construction (pg. 4-25)

Coastal Management Element

Policy 5.1.4.13: Based on a comment from the Treasure Coast Regional Planning Council, staff added the word "County" to the proposed policy.

Policy 5.1.4.13 - The County shall continue to support local environmental restoration, mitigation and adaptive management initiatives, including those related to Everglades restoration, including the St. Lucie River and the Indian River Lagoon; and will coordinate with other state, regional and national strategic planning efforts to improve water quality, resiliency of natural lands and protection from natural disasters.

Capital Improvements Element

Policy 9.1.1.12: Based on Department of Commerce objections #4 and #5, staff reverted to the pre-existing and outdated level of service standards for Ft. Pierce Utilities Authority potable water of 117 gpcd, solid waste generation of 3.88 pounds of Class I solid waste per capita County-wide per day, and 0.81 pounds of construction and debris per capita County-wide.

Schedule of Capital Improvements Tables: Based on a comment by SFWMD, staff updated the Schedule of Capital Improvements Table relating to Potable Water & Sanitary Sewer to include the projects described in the Infrastructure Element, including the Rangeline Road Water Main & Force Main, Taylor Dairy Water Treatment Plant, Peacock Site Water Treatment Plant, Midway Road Force Main/Brine Line, Tropicana Expansion and CEI Services, the Central County Brine Line and Water Transmission Line and the Holiday Pines Wastewater Treatment Plan Expansion.

Range Line Road Water Main & Force Main	2025 A Project Bond proceeds		$6,000,000	$4,000,000			
Taylor Dairy Water Treatment Plant	2025 A Project Bond proceeds	$5,336,119	$38,318,500				
Peacock Site Water Treatment Plant	2025 A Project Bond proceeds		$25,931,748	$24,202,497			
Midway Road Force Main/Brine Line	2025 A Project Bond proceeds		$21,000,000				
Tropicana Expansion	2025 A Project Bond proceeds	$5,000,000	$14,134,245				
Central County and Taylor Dairy Construction CEI Services	2025 A Project Bond proceeds	$2,500,000	$2,500,000	$2,000,000			
Central County Brine Line and Water Transmission Line	2025 A Project Bond proceeds	$500,000	$6,000,000				
Holiday Pines Wastewater Treatment Plant Expansion	2025 A Project Bond proceeds	$250,000	$250,000				$20,000,000
Total Budgeted Expenses		**$17,608,108**	**$119,513,957**	**$33,595,039**	**$2,851,168**	**$2,860,056**	**$201,776,483**

Source: St Lucie County Office of Management & Budget 2025 and updated with the projects funded with the April 2025 Non-Ad Valorem Revenue Bonds.

Staff also updated information in the Capital Improvements Table relating to Solid Waste Capital Improvement projects. These updates include revising future capital expenditures and adding the Phase V Class 1 Landfill Expansion project, previously omitted.

SOLID WASTE							
Capital Improvements for the FY25 through FY 29							
Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Landfill Gas Compression System O&M	Fees	$140,000	$840,000	$840,000			
Landfill Gas Sys Extension for Cell V	Fees	-	$660,000	$500,000	$500,000	$500,000	$1,500,000
Fiber Optic Line	Fees						
Design, Permitting, Cell V Expansion	Fees	$475,896	$1,000,000				$1,000,000
Liftstation Upgrades	Fees	$105,000	$110,250	$110,250	$110,250		
Phase V Class 1 Landfill Expansion (construction)	2025 B Project Bond proceeds	$13,719,070	$10,755,408				
Total Budgeted Expenses		**$14,439,966**	**$13,365,658**	**$1,450,250**	**$610,250**	**$500,000**	**$2,500,000**
Source: St Lucie County Office of Management & Budget 2025 and updated with the projects funded with the April Non-Ad Valorem Revenue Bonds.							

Capital Improvements Data and Analysis

Data and Analysis for the Capital Improvements Element (pg. 9-7) was updated to include the Potable Water & Sanitary Sewer capital projects that were added to the Schedule of Capital Improvements Table in the Goals, Objectives, and Policies.

MEMORANDUM

To: Benjamin Balcer, AICP, Planning and Development Services Director

From: Amy Dinter, Planner, Calvin Giordano and Associates

CC: Jim Hickey, AICP, Planning Director, Calvin Giordana and Associates

Date: August 20, 2025

RE: Summary St. Lucie County Comprehensive Plan – 2025 EAR Based Amendments

Background:

At least every seven years, pursuant to Florida Statute 163.3191, St. Lucie County must determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last Comprehensive Plan update. If any changes are required, the County must notify the State Land Planning Agency (Florida Department of Commerce) by letter of this determination.

St. Lucie County sent the Evaluation and Appraisal Review Letter of Determination to the Department of Commerce on September 30, 2024, stating changes were needed to its Comprehensive Plan including an update the goals, objectives, policies and data, inventory, and analysis of each element. As such, the County must prepare and transmit the proposed amendments to the State Land Planning Agency by September 30, 2025. Failure to meet this statutory deadline prohibits the County from adopting publicly initiated plan amendments until compliance is achieved, although privately initiated amendments may still proceed.

The Evaluation and Appraisal Review should address changes in state requirements since the last update of the Comprehensive Plan (June 2018) and update the plan based on changes to local conditions to be consistent with Florida Statutes, for a 10-year and 20-year planning horizon. The County is required to prepare and transmit amendments to the State Land Planning Agency within one year of the County's letter of determination.

Notable changes in state law since the County's last update in 2018 that are incorporated into these amendments include:

- 2021 HB 59 – Requires adoption of a Property Rights Element.
- 2021 SB 896 – Permits solar facilities as a use in all agricultural land use categories.
- 2023 SB 1604 – Establishes a 10-year minimum planning period.

Building Code Services
Civil Engineering / Roadway & Highway Design
Coastal Engineering
Code Enforcement
Construction Engineering & Inspection (CEI)
Construction Services
Data Technologies & Development
Electrical Engineering
Engineering
Environmental Services
Facilities Management
Grant Management & Writing
Geographic Information Systems (GIS)
Governmental Services
Indoor Air Quality (IAQ)
Landscape Architecture
Planning
Project Management
Redevelopment & Urban Design
Surveying & Mapping
Transportation & Mobility
Transportation Planning
Water / Utilities Engineering
Website Development

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Fort Lauderdale, FL 33316
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Fax: 954.921.8807

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- 2023 HB 1370 – Requires consideration of sanitary sewer service feasibility for large-lot residential developments with multiple septic systems.
- 2024 HB 1645 – Allows public utility facilities for natural gas as a permitted use in all commercial, industrial, and manufacturing categories.
- 2025 SB 180 – Limits adoption of land use regulations more restrictive or burdensome than those in place beginning on August 1, 2024 until October, 2027, for properties damaged by recent hurricanes.

Florida's comprehensive planning framework is established under the *Community Planning Act* (Sections 163.3161–163.3248, F.S.). All local governments in Florida must prepare, adopt, and implement a comprehensive plan that is consistent with state law. Per Section 163.3161(10), F.S., no public or private development may be permitted except in conformity with the adopted comprehensive plan. Plans must also be developed and applied with sensitivity to constitutionally protected private property rights.

Pursuant to Section 163.3177, F.S., every comprehensive plan must include, at a minimum, the following ten required elements: Future Land Use, Transportation, Infrastructure (sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge), Capital Improvements, Conservation, Recreation and Open Space, Housing, Coastal Management, Intergovernmental Coordination, and Property Rights. St. Lucie County also includes optional elements such as Economic Development, Public School Facilities, and special sub-elements.

In addition to Goals, Objectives, and Policies (GOPs), Florida law requires that each element of the comprehensive plan be supported by Data, Inventory, and Analysis (DIA) that is relevant, up-to-date, and based on professionally accepted methodologies. The DIA provides the factual basis for the plan's policy direction and includes:

- Population projections and demographic trends from sources such as the U.S. Census Bureau and the University of Florida's Bureau of Economic and Business Research (BEBR).
- Existing and future land use, transportation, housing, infrastructure, and environmental conditions.
- Facility capacity and level-of-service analyses for roads, utilities, parks, schools, and other public services.
- Environmental data, including conservation lands, floodplains, and coastal vulnerability assessments.

Most of the proposed updates are essentially "clean-up" items that included references that were out of date or no longer relevant and updates to the latest available data. Within these documents deletions are presented in strikethrough, and additions are underlined. In addition, all the maps within the Comprehensive Plan Map Series were updated.

The Comprehensive Plan is the County's long-term policy document that sets a vision for future growth and development, establishes the framework for land use and infrastructure decisions, identifies public facility needs, and coordinates development with environmental protection and economic development strategies.

Outlined below is a summary of the significant updates made for each element:

Future Land Use Element

- Updated population, population projections, and data (including existing and future land use) based on the latest available information for the 10- and 20-year planning horizon.
- Included the results of a vacant land analysis with the following findings:
    - Based on current development patterns without USB expansion, land inside the USB has the potential to accommodate 123% of 10-year population and unit growth.
    - Parcels with the residential zoning "Vacant Residential" land use designation or are undeveloped agricultural lands in optimal locations may accommodate roughly 40,254 units within 20,753 acres at a density of 1.0 to 2.0 units/acre over 20,753 acres
    - After 10-year growth is absorbed, an estimated 11,644 acres of land will be needed to supply 20-year growth projections.
    - Two geographic areas identified for possible USB expansion include the North County Expanded Service Area (5,818 acres) and Agriculture Limited-Service Area (8,073 acres) with a total of 13,890 acres of underdeveloped or vacant land.
- Updated policies to be consistent with statutory changes as needed.
- Updated required future land use maps as needed.

Transportation Element & Port Sub Element

- Updated data and analysis.
- Updated cost feasible projects within the Transportation Planning Organization (TPO) SmartMoves 2045 Long Range Transportation Plan.
- Objectives and policies updated based on the St. Lucie County Transit Development Plan 2020-2029.
- Updated Transit information to support mutli-modal transportation and support regional partnerships with regional agencies.
- Support Area Regional Transit (ART) services and its partners, Senior Resource Association (SRA) of Indian River County, PalmTran, Enterprise and South Florida Commuter Services.
- Updates to protect public Rights-or-Way and address flood risk
- Updated transportation related maps.
- Acknowledge 2020 Port Master Plan and 2025 Master Plan update to be incorporated into the Comprehensive Plan in the future.

Housing

- Updated housing data and population information based on the latest available from the U.S. Census Bureau, Bureau of Economic and Business Research (BEBR), and the State of Florida.
- Included information from the 2024 St. Lucie County Housing Needs Assessment to update the goals, objectives and policies. The goals established in the Housing Assessment are as follows:
    1. Ensure regional governments have appropriate capacity, coordination, and resources to support housing initiatives.
    2. Increase supply and diversity of housing units.

3. Provide guidance regarding housing affordability.

Infrastructure

- Updated text and data related to current infrastructure data related to current and future projects.
- Updated expanded water and sewer facilities to the North and Central/South areas of the County to increase future Levels of Service.
- Policies focused on updating County documents to address ways to maintain or construct new infrastructure.

Coastal Management

- Updated text regarding Resiliency Planning informed by the St. Lucie Vulnerability Assessment.
- Ensured the provisions related to the redevelopment component included in Section 163.3178(2)(f), F.S. were specifically identified in the county policies.
- Updated required maps as needed.

Conservation

- Updated the latest available information and tables as needed.
- Updated required maps as needed.

Recreation and Open Space

- Updated data and facilities information and acreage based on the latest available information.
- Updated policies on the protection of environmental lands protection through The County's Environmental Significant Lands Acquisition program.

Intergovernmental Coordination

- Updated text and information as needed for changes in agencies and departments.
- Updated Objectives and Policies as needed.

Capital Improvements

- Updated text, data with the latest information for FY 2024 – 2025.
- Updated tables including the 5-year CIP based information based on FY 2024 – 2025.

Economic Development

- Updated text and tables based on latest information.
- Create new policies to focus on making the county a location for new businesses, corporate and small businesses.
- New policies addressing the connection between strong, diverse housing market, economic development, and access to transportation.

Towns, Villages, and Countryside (TVC) Element

- Updated text and tables based on current data available.

- Updated Objectives and Policies as needed.

Public School Facilities Updates

- Updated text and tables based on current information available.
- Updated Objectives and Policies as needed.

The Planning and Zoning Commission, acting as the Local Planning Agency, heard the proposed amendments to the Comprehensive Plan on August 20, 2025, and voted unanimously to recommend the Board of County Commissioners transmit the proposed changes to the Florida Department of Commerce and other reviewing agencies for their review and comment. Should the Board transmit the amendments, within 60 days, the County will receive an Objections, Recommendations and Comments (ORC) Report identifying any potential concerns with the proposed changes based on the State statutes. The County will need to review the ORC Report for any potential revisions or edits that may be needed. County staff will then place the Ordinance on the County Commission Agenda within 180 days of the first transmittal, tentatively for late 2025/early 2026.

Attached to the Ordinance is Exhibit A which includes the following portions of the Comprehensive Plan which must be considered and adopted by the County Commission:

- Goals, Objectives**,** and Polices of all fourteen (14) elements
- All required comprehensive plan series maps per Florida Statutes

Additionally, the updated data and analysis is provided for review and support of the proposed amendments. Pursuant to Section 163.3177(1)(f)1., F.S., the data and analysis utilized in the preparation of the EAR-based amendments to the Goals, Objectives and Policies of the Comprehensive Plan is not deemed a part of the comprehensive plan and is not subject to the compliance review process.

ORDINANCE NO. 2026-13

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA AMENDING THE TEXT OF THE COMPREHENSIVE PLAN AND UPDATES TO THE MAP SERIES IN ACCORDANCE WITH THE EVALUATION AND APPRAISAL REVIEW (EAR) BASED AMENDMENTS; PROVIDING FINDINGS; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR APPLICABILITY; PROVIDING FOR FILING WITH THE FLORIDA DEPARTMENT OF STATE; PROVIDING FOR FILING WITH THE FLORIDA DEPARTMENT OF COMMERCE; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR ADOPTION.

WHEREAS, the Florida Legislature intends that local planning be a continuous process, and the Florida Statutes encourage local governments to comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions; and

WHEREAS, the Board of County Commissioners adopted the St. Lucie County Comprehensive Plan, Ordinance No. 90-01 on January 9, 1990; and

WHEREAS, Section 163.3191, Florida Statutes, directs local governments to adopt needed amendments to ensure that the plan provides appropriate policy guidance for growth and development; and

WHEREAS, the County sent an Evaluation and Appraisal Notification Letter to the State Land Planning Agency which indicated plan amendments were necessary to address changed requirements within State Statutes; and

WHEREAS, pursuant to Section 163.3177(1)(f), Florida Statutes, the data and analysis utilized in the preparation of the EAR-based amendments to the Goals, Objectives and Policies of the Comprehensive Plan is not deemed a part of the comprehensive plan and is not subject to the compliance review process; and

WHEREAS, the County EAR-based amendment to the Comprehensive Plan includes the minimum planning period of 10 years, as provided in Section 163.3177(5), F.S., and the County utilized the 2024 Bureau of Economic and Business Research, Florida Estimates of Population 2024 (April 1, 2024) and the Projections of Florida Population by County, 2025–2050, with Estimates for 2023 (January 2024, Volume 57, Bulletin 198) as the source of the population projections for establishing the 10-year planning period; and

WHEREAS, the County is proposing updates to reflect changes in state requirements and to reflect updated data within the following elements: Future Land Use, Transportation, Port, Housing, Infrastructure, Coastal Management, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvements, Economic Development, Towns, Villages and the Countryside (TVC) and Public School Facilities; and

WHEREAS, the Planning and Zoning Commission acting as the designated Local Planning Agency reviewed the Evaluation and Appraisal Review Based Amendments, held an

advertised public hearing on August 20, 2025, provided for participation by the public in the process; and

WHEREAS, the Planning and Zoning Commission acting as the designated Local Planning Agency recommended approval of the proposed amendments to the Board of County Commissioners; and

WHEREAS, the Board of County Commissioners held an advertised public hearing on September 2, 2025, provided for public comment and public participation in accordance with the requirements of state law and the procedures adopted for public participation in the planning process, and voted to transmit the proposed EAR-based comprehensive plan amendments to the State Land Planning Agency and Reviewing Agencies as defined in Section 163.3184(1)(c), Florida Statutes for review and comment, and

WHEREAS, the Board of County Commissioners have included a separate affidavit, signed by the Chair of the Board of County Commissioners, attesting that all Elements of its Comprehensive Plan comply with Section 163.3191, F.S., and that the Plan contains the minimum planning period of 10 years; and

WHEREAS, on November 10, 2025, the State Land Planning Agency issued a review letter documenting their objections, recommendations, and comments; and

WHEREAS, the Board of County Commissioners reviewed and addressed the State Land Planning Agency's (Florida Commerce) documented objections, recommendations and comments; and

WHEREAS, the Board of County Commissioners reviewed the Evaluation and Appraisal Review (EAR) Based Amendments, held an advertised public hearing on May 5, 2026, while providing for comments and public participation and approved the adoption and transmittal of the amendments to the State Land Planning Agency (Florida Commerce) for a compliance review.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of St. Lucie County, Florida:

A. **ADOPTION OF THE AMENDMENTS**

The Board of County Commissioners does hereby adopt the Evaluation and Appraisal Review (EAR) Based Amendments to the St. Lucie County Comprehensive Plan, attached herein as Exhibit A.

B. **CHANGES TO THE COMPREHENSIVE PLAN**

The Board of County Commissioners does hereby state its intention to amend the St. Lucie County Comprehensive Plan in accordance with the Evaluation and Appraisal Review (EAR) Based Amendments.

C. **CONFLICTING PROVISIONS**

Special acts of the Florida Legislature applicable only to unincorporated areas of St. Lucie County, County Ordinances and County Resolutions, or parts thereof, in conflict with this Ordinance are hereby superseded by this Ordinance to the extent of such

conflict.

D. **SEVERABILITY**

If any portion of this Ordinance is for any reason held or declared to be unconstitutional, inoperative or void, such holding shall not affect the remaining portions of this Ordinance. If this Ordinance or any provisions thereof shall be held to be inapplicable to any person, property, or circumstances, such holding shall not affect its applicability to any other person, property or circumstance.

E. **APPLICABILITY OF ORDINANCE**

This Ordinance shall be applicable as stated in Paragraphs A and B.

F. **FILING WITH THE DEPARTMENT OF STATE**

The Clerk is hereby directed forthwith to send a certified copy of this Ordinance to the Bureau of Laws, Department of State, The Capitol, Tallahassee, Florida, 32304.

G. **FILING WITH THE STATE LAND PLANNING AGENCY**

The Planning and Development Services Director shall send a certified copy of this Ordinance to the Department of Commerce, Community Planning, Development, and Services, 107 East Madison Street, Caldwell Building, Tallahassee, Florida 32399-4120.

H. **EFFECTIVE DATE**

This Ordinance shall take effect pursuant to the State Land Planning Agency's issuance of a Notice of Intent (NOI). If the Ordinance is challenged within thirty (30) days after adoption, the Ordinance shall not be effective until the State Land Planning Agency or Administration Commission respectively issues a final order finding the adopted amendment in compliance in accordance with Section 163.3184(10), Florida Statutes.

I. **ADOPTION**

After motion and second, the vote on this Ordinance was as follows:

Commissioner Jamie Fowler, Chair	XXX
Commissioner Larry Leet, Vice-Chair	XXX
Commissioner James Clasby	XXX
Commissioner Erin Lowry	XXX
Commissioner Cathy Townsend	XXX

PASSED AND DULY ADOPTED this ___ day of _____, 2026.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY_____
CHAIR

ATTEST:

_____
DEPUTY CLERK

APPROVED AS TO FORM AND
CORRECTNESS:

_____
COUNTY ATTORNEY

Exhibit “A”

EVALUATION AND APPRAISAL REVIEW BASED AMENDMENTS

GOALS

OBJECTIVES

POLICIES

FUTURE LAND USE ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 1.1: Ensure the highest quality living environment possible, through a mixture of land uses reflecting the needs and desires of the local residents and how they want their community to develop. The goal shall be implemented by strictly enforced building, zoning and development codes based on objectives and policies that will enhance St. Lucie County's natural and man-made resources while minimizing any damage or threat of degradation to the health, safety and welfare of the county's citizens, native wildlife and environment, through incompatible land uses.

Objective 1.1.1: *Land Use*. Maintain the Future Land Use Map land with the following use designations to portray the future development patterns of St. Lucie County.

Policy 1.1.1.1 - The following land use designations/intensities, as indicated on the Future Land Use Maps are provided as the pattern for the future development of the area within unincorporated St. Lucie County.

Future Land Use Designation		Residential Density	Max Height[4] (For Buildings)	Max Lot Coverage (For Buildings)
AG-5	Agriculture-5	1 du/5 acres (0.2 du/1 acre)	-	-
AG-2.5	Agriculture-2.5	1 du/2.5 acres (0.4 du/1 acre)	-	-
RE	Residential Estate	1 du/a acre	-	-
RS	Residential Suburban	2 du/1 acre	-	-
RU	Residential Urban	5 du/1 acre	-	-
RM	Residential Medium	9 du/ 1 acre	-	-
RH	Residential High	15 du/ 1 acre	-	-
R/C	Residential/Conservation	1 du/5 acres (0.2 du/1 acre)	-	-
Cpub	Conservation-Public	0 du[1]	20 ft	5-10%
COM	Commercial	0 du[1,5]	60 ft[3]	40—50%
IND	Industrial	0 du[1]	80 ft	40—50%
P/F	Public Facilities	0 du[1]	80 ft	40—50%
T/U	Transportation/Utilities	0 du[1]	40 ft[6]	40—50%
MXD	Mixed Use Development	0.2-15 du/acre[2,5] 7	80 ft	40—50%7
H	Historic	0 du[1]	40 ft	40—50%
SD	Special District	0.2-15 du/acre	80 ft	40—50%
TVC	Towns, Villages, & Countryside	Variable pursuant to special areas plan. See TVC Element Goals, Objectives, and Policies. 1-9 du/acre	-	-

Notes:	
1	Residential uses permitted under specific conditions only. Refer to Zoning/Land Development Code for special restrictions in individual zoning districts.
2	Maximum Densities subject to compliance with intensity with intensity plans for each mixed use area, as set forth in Policy 1.1.8.4
3	For motel or hotel uses, the building spacing formula as identified in the Land Development Code shall be used to establish maximum building height, unless otherwise stipulated in the Hutchinson Island Building Height Overlay Zone section of the Land Development Code, or unless otherwise restricted by Code or Ordinance of the County.
4	Unless otherwise stipulated in the Hutchinson Island Height Overlay Zone section in the Land Development Code
5	Motels/hotels shall be allowed up to 36 units/acre.
6	The height of the Treasure Coast Airport shall be regulated by the Airport Zone Height Limitations established in Section 4.00.03, of the Land Development Code, as reviewed and approved by the Federal Aviation Administration (FAA).
7	Subject to Policy 1.1.1.8, the County may approve a density increase or increase the max lot coverage.

Policy 1.1.1.2 - The County's land use categories shall be described as follows:

A. Agricultural-5 (AG-5)
The AG-5 land use designation is intended for those areas of the County outside of the planned urban service area which are associated with agricultural and agricultural-related activities. These areas are recognized for first being appropriate for the production of citrus, cash crops, or ranching activities. Uses such as farm operations, farm products/agricultural production, forestry, agrotourism, recreation, conservation, stormwater treatment and water quality projects and solar facilities shall be prioritized to maintain compatibility on lands designated as AG-5. These areas are acknowledged as potentially suitable for limited residential and nonresidential development under the following criteria:

- All residential and nonresidential development must be in accordance with applicable standards and restrictions as set forth in the Land Development Code;
- All residential development proposals in excess of forty-five (45) units must be approved through the Planned Development (PD) process as provided for in the Land Development Code;
- Any activity other than crop or food product related production, including combinations of properties/uses, in excess of 200 acres should identify appropriate mechanisms for funding the operation and maintenance of necessary infrastructure. Any utility infrastructure shall be consistent with the Infrastructure Element.
- Residential densities are set at a maximum of 0.20 units per gross acre (one unit per 5 gross acres).

Pursuant to Section 163.3205, F.S., a solar facility shall be a permitted use in the AG-5 land use designation.

B. Agricultural-2.5 (AG-2.5)
The AG-2.5 land use designation is intended for those areas of the County outside of the planned urban service area which are associated with agricultural and agricultural-related activities. These areas are recognized for first being appropriate for the production of citrus, cash crops, or ranching activities. Uses such as farm operations, farm products/agricultural production, forestry, agrotourism, recreation, conservation, stormwater treatment and water quality projects and solar facilities shall be prioritized to maintain compatibility on lands designated as AG-2.5. These areas are acknowledged as potentially suitable for limited residential and nonresidential development under the following criteria:

- All residential and nonresidential development must be in accordance with applicable standards and restrictions as set forth in the Land Development Code;
- All residential development proposals in excess of forty-five (45) units must be approved through the Planned Development (PD) process as provided for in the Land Development Code;
- Any activity other than crop or food product related production, including combinations of properties/uses, in excess of 200 acres should identify appropriate mechanisms for funding the operation and maintenance of necessary infrastructure. Any utility infrastructure shall be consistent with the Infrastructure Element.
- Residential densities are set at a maximum of 0.40 units per gross acre (one unit per 2.5 gross acres).

Pursuant to Section 163.3205, F.S., a solar facility shall be a permitted use in the AG-2.5

land use designation.

C. Residential Estate (RE)
The Residential Estate (RE) land use category is intended to act as a transitional area between the agricultural areas and the more intense residential areas in the eastern portion of the County. This category is found predominantly along the western edge of the urban form, but is also appropriate for areas of special environmental concern such as along the North Fork of the St. Lucie River and the Indian River Lagoon.

The RE designation is intended for large lot, single-family detached residential dwellings, at a density of one unit per gross acre. These areas are not required to be served with central utilities, however when at all practical, service connections should be provided.

The RE designation is acknowledged as potentially suitable for limited residential and nonresidential development under the following criteria:

- All residential and nonresidential development must be in accordance with applicable standards and restrictions as set forth in the Land Development Code;
- All residential development proposals in excess of eight (8) units must be approved through the Planned Development (PD) process as provided for in the Land Development Code;
- Residential densities are set at a maximum of one (1) unit per one gross acre.

D. Residential Suburban (RS)
The Residential Suburban (RS) land use category is intended to act as a transitional area between the agricultural areas and the more intense residential areas in the eastern portion of the County. This category is found predominantly along the western edge of the urban form, but is also appropriate for areas of special environmental concern such as along the North Fork of the St. Lucie River and the Indian River Lagoon.

The RS designation is intended for large lot, single-family detached residential dwellings, at a density of one (1) to two (2) units per gross acre. These areas are not required to be served with central utilities; however, when at all practical, service connections should be required.

Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

E. Residential Urban (RU)
The Residential Urban (RU) classification is the predominant residential land use category in the County. This residential land use category provides for a maximum density of five (5) dwelling units per gross acre. The RU designation is generally found between the identified urban service areas and the transitional RS areas. These properties need to be serviced with central water and wastewater services. These services may be provided by either a public utility or through private on-site facilities, as would be permitted in accordance with all applicable regulations. New development in the RU areas can occur using traditional single-family or multifamily zoning designations or through the planned unit development process.

Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

F. Residential Medium (RM)
The Residential Medium (RM) land use category is to be applied to those areas that are within, or planned to be within, areas of central community services. A maximum residential density of nine (9) dwelling units per gross acre is permitted under this land use designation. If required, the actual density is subject to the satisfactory completion of the rezoning process, which would include complete review of the physical suitability of the property for development at the proposed intensity.

Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

Medium density residential land uses can act as a transition between the lower intensity RU areas and the more intense land use designations. Zoning applications within the RM land use area include single-family, multifamily, or Planned Unit Development (PUD) ~~PD~~ zoning.

G. Residential High (RH)
Areas designated Residential High (RH) are intended to accommodate high density development, not to exceed 15 dwelling units per gross acre. In order to develop at this intensity, it must be possible to connect into a central water and wastewater service facility, and the subject property must be located in an area of the County which has available all urban services and facilities including fire protection, police, recreation, roadways, and schools.

Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

H. Mixed Use Development (MXD)
The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged within the planned urban service area. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special planning consideration or unique environmental consideration that may not be appropriate for traditional land use designations.

Subarea policies shall be utilized to establish specific guidance, the range of land uses and composition of mix of uses, development intensities/densities, adequate buffering, specifications to ensure connectivity and accessibility, address unique characteristics of the area and ensure habitat preservation. Uses within the areas classified as ~~Mixed Use~~ MXD should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation amendment process. The following criteria, in addition to those ~~as~~ cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

- Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Non-Residential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.

- Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.
- All uses shall be compatible with adjacent land uses.

I. Special District (SD)
The intent of the Special District (SD) designation is to identify those areas where specific uses or combinations of uses are anticipated. SD designated areas may include previously approved Community Development Districts, areas for which a site specific development plan or concept has been granted, or areas which by their location have specific or unique issues and concerns for their development.

Residential densities within an area designated as a Special District are limited to what the current land use designation authorizes. Any increase over the present designation may be considered only through the Comprehensive Plan Amendment process, which may include site-specific subarea policies that establish the allowable range of land uses and composition of mix of uses, development intensities/densities, adequate buffering, specifications to ensure connectivity and accessibility, address unique characteristics of the area and ensure habitat preservation.

J. Commercial (COM)
The Commercial (COM) land use designation is applicable to areas of future commercial development, in addition to those existing developed commercial areas. Future commercial areas should be located at points of high transportation access, with specific action taken to prevent the development of new linear commercial strips.

Although this plan supports the location of higher intensity commercial uses at the intersection of arterial roadways, it should not be interpreted to mean that every intersection should be designated for commercial usesactivities. Unless otherwise designated on the future land use maps, applications for commercial use should be done in conjunction with a detailed review of the impacts of such development on adjacent property, specifically noting what, if any, negative neighborhood impacts could result from a map amendment.

The Commercial (COM) designation is intended to accommodate all commercial zoning districts as identified under St. Lucie County's Land Development Code. Office and general retail uses are considered the principal uses within the COM designated areas.

K. Industrial (IND)
This land use designation is applied to specific areas of the County identified as suitable for industrial use. This land use designation is intended to be implemented through both the heavy and light industrial zoning districts, with the specific criteria for zoning application as provided for under the policies of the Future Land Use Element.

Areas designated for Industrial activities must have available all necessary services and facilities prior to development, supplied by either public or private sources as permitted. In addition, developments proposing to incorporate heavy industrial uses will be required to be adequately buffered from any adjacent use that would be incompatible.

Other Llimited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

L. Public Facilities (P/F)
The Public Facilities (P/F) land use designation is applied to properties used for such

institutional activities, such as educational, religious, social, healthcare and governmental usesplaces of worship. This designation may also be applied to other public uses such as jails, county facilities, fairgrounds, golf courses, stormwater treatment projects and similar operational and administrative buildings.

M. Transportation/Utilities (T/U)
The purpose of this district is to recognize the Transportation or Utility use of property. This designation may be applied as appropriate subject to review of the specific application and intended use of the property.

The Transportation/Utilities (T/U) land use designation has been applied principally to four areas:

1) Treasure Coast International Airport (TCIA);
2) The St. Lucie County Landfill;
3) The St. Lucie Power Plant site located on South Hutchinson Island; and,
4) The Florida Power and Light-Midway switching station along West Midway Road.

All development at the TCIA shall be consistent with the Airport Master Plan and Airport Layout Plan prior to commencement of construction. Notwithstanding any other provision, aeronautical uses at the airport shall be a permitted use with review in accordance with applicable site plan standards of review as set forth in the Land Development Code.

N. Historic (H)
The Historic (H) land use designation is applied to properties of historic significance as identified by the national historic register, the State of Florida or local designation.

O. Conservation
The Conservation land use designation has been divided into two future land use categories: Residential/Conservation (R/C) and Conservation-Public (Cpub). These designations are intended to identify areas of the County which exhibit unique or special environmental characteristics, and may be either publicly or privately held. The designations are described in more detail below.

1. *Residential/Conservation (R/C):* The Residential/Conservation category is intended to identify those privately controlled lands that contain unique vegetation or have characteristics which warrant special attention prior to developmenttheir being developed. The Residential/Conservation designation is not intended to prevent development activities. Instead, its purpose is to identify those areas that, due to special environmental or other unique constraints, location, property configuration, or topography should be more closely examined before final development approvals are authorized.

   Areas designated Residential/Conservation carry a development potential of 0.20 dwelling units per gross acre (one dwelling unit per five gross acres). Areas within the R/C designation should be developed using the following criteria:

   - The development is supplied with central water and sewer service; unless otherwise permitted by the appropriate utility authority.
   - Any development within an area designated R/C should, as a requirement for building permit approval, demonstrate compliance with all applicable environmental protection regulations as set forth in the Land Development Code for St. Lucie County.
   - Any residential development proposal in excess of ten (10) acres, or involving

more than eight (8) units, should be reviewed under the Planned Development regulations as set forth in the Land Development Code for St. Lucie County.

2. *Conservation-Public (Cpub):* Areas designated Conservation-Public are those lands which exhibit unique environmental characteristics and are owned by federal, state, regional, or local public agencies or nonprofit organizations. ~~They~~These areas are intended solely for preservation and/or recreational use. No residential or commercial development may occur other than that typically related to park service and security functions.

P. Towns Villages and Countryside (TVC). Areas designated TVC must follow the policies of the TVC Element in this Comprehensive Plan and the TVC Overlay Zone requirements in the Land Development Code. The purpose of the TVC land use designation is to accommodate future growth within the Special Area Plan for North St. Lucie County in the existing, undeveloped rural areas with a planning strategy that will ensure a settlement pattern that is sustainable, predictable, protects and enhances the rural environment and improves the citizens' quality of life. The TVC requires a sustainable settlement pattern characterized by a mix of uses, building types and income levels within a compact pedestrian friendly environment that accommodates multiple modes of transportation and preserves open space. This land use category is appropriate for areas that have been analyzed in a Special Area Plan, created with a high degree of citizen participation.

Policy 1.1.1.3 – The Future Land Use Map establishes the proposed long-range distribution and general use of property within the county. The following table shall be used to determine consistency of future land use designations and zoning districts to identify compatible zoning districts. Any zoning district that is not consistent with the Future Land Use designation according to the Consistency Matrix, shall not be applied for, permitted, or approved; without a corresponding proposed future land use map amendment request.

Zoning Districts	FUTURE LAND USE CATEGORIES																
	AG-5	**AG-2.5**	**RE**	**RS**	**RU**	**RM**	**RH**	**R/C**	**Cpub**	**COM**	**IND**	**P/F**	**MXD**	**SD**	**H**	**T/U**	**TVC**
AG-5 *Agriculture-5*	X	X	X	X				X				X	X				
AG-2.5 *Agriculture-2.5*		X	X	X								X	X				
AG-1 *Agricultural - 1*			X	X	X	X							X				X
R/C *Residential/ Conservation*			X	X	X	X	X	X					X				X
AR-1 *Agricultural, Residential - 1*			X	X	X	X							X				X
RE-1 *Residential, Estate - 1*			X	X	X	X							X				
RE-2 *Residential, Estate - 2*				X	X	X	X						X				
RS-2 *Residential, Single-Family - 2*				X	X	X	X						X				
RS-3 *Residential, Single-Family - 3*					X	X	X						X				
RS-4 *Residential, Single-Family - 4*					X	X	X						X				

RM-5 *Residential, Multi-Family - 5*					X	X	X						X				
RMH-5 *Residential, Mobile home - 5*					X	X	X						X				
RM-7 *Residential, Multi-Family - 7*						X	X						X				
RM-9 *Residential, Multi-Family - 9*						X	x						X				
RM-11 *Residential, Multi-Family - 11*							X						X				
RM-15 *Residential, Multi-Family - 15*							X						X				
CN *Commercial, Neighborhood*	X	X	X	X	X	X	X			X			X				X
CO *Commercial, Office*	X	X	X	X	X	X	X			X			X				X
CG *Commercial, General*										X	X		X				X
CR *Commercial, Resort*										X			X				
IL *Industrial, Light*											X		X				X
IH *Industrial, Heavy*											X		X				X
IX *Industrial, Extraction*	X	X	X	X	X	X	X		X	X	X	X	X				
U *Utilities*	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
I *Institutional*	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X
RF *Religious Facilities*	X	X	X	X	X	X	X	X		X		X	X		X		
PCS *Planned Country Subdivision*																	X
PUD *Planned Unit Development*	X	X	X	X	X	X	X	X				X	X	X	X		X
PNRD *Planned Non-Residential Development*	X	X	X	X	X	X	X	X		X	X	X	X	X	X		
PMUD *Planned Mixed Use Development*	X	X	X	X	X	X	X	X		X	X	X	X	X	X		
PRW *Planned Retail/Workplace*													X				X
PTV *Planned Town or Village*													X				X
HIRD *Hutchinson Island Residential District*			X	X	X	X	X	X				X	X	X	X		
RVP *Recreational Vehicle Park*										X			X				
CPUB *Conservation Public*	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Policy 1.1.1.4 – Notwithstanding the density limitations set forth in Policies 1.1.1.1 and 1.1.1.2 land upon which a lawfully established residential dwelling unit exists (single family residence or mobile home) shall be entitled to a density of one dwelling unit per each recognized lawfully established unit. Such lawfully-established dwelling unit(s) shall not be considered as nonconforming as to the density provisions of Policies 1.1.1.1 and 1.1.1.2 and the use or maximum density in the St. Lucie County Land Development Code.

Policy 1.1.1.5 – Notwithstanding the density limitations set forth in Policies 1.1.1.1 and 1.1.1.2, mandatory structural inspections for lawfully established condominium and cooperative buildings pursuant to Section 553.899, F.S., that result in the need to reconstruct the subject building due to substantial structural deterioration, shall be entitled to a density of one dwelling unit per each recognized lawfully established residential condominium and cooperative association dwelling unit in the subject building(s). "Condominium" as used in this policy has the same meaning as in Section 718.103, F.S., and "cooperative" as used in this policy has the same meaning as in Section 719.103, F.S.

Policy 1.1.1.6 – Notwithstanding the density limitations set forth in Policies 1.1.1.1 and 1.1.1.2, lawfully established residential dwelling units damaged or destroyed from a natural disaster that results in the need to repair or reconstruct as a result of a natural disaster where an Emergency Order has been issued by the Governor that includes the County within the declared disaster area, shall be entitled to a density of one dwelling unit per each recognized lawfully established residential dwelling unit.

Policy 1.1.1.7 – St. Lucie County shall review land use designations, zoning districts and consider the creation of appropriate standards for the permitting of accessory dwelling units (ADUs) in single-family residential or agricultural zoning districts, while maintaining the single-family character of the primary single-family dwelling unit and the neighborhood. An "accessory dwelling unit" shall mean an ancillary or secondary living unit, that has a separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot, as the primary dwelling unit.

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Policy 1.1.1.8 – To incentivize the supply of housing opportunities for target income groups and address the existing and anticipated housing needs of the workforce, the County may provide for the development of site-specific land use mechanisms on properties with an MXD land use designation which may include up to a 30% density increase for a development of exclusive workforce housing/affordable housing, an increase in the max lot coverage (for buildings), a reduction in parking requirements and alterations to other dimensional standards.

In order for the owner of a parcel of land to be entitled to the possible incentives outlined herein, the parcel must be located within the Urban Service Boundary; must have available all necessary services and facilities prior to development; the use of the affordable or workforce housing dwelling unit must be restricted to households that meet an annual income limit of 100% AMI or less; the housing must be within a mixed use development without market rate dwelling units; the affordable or workforce housing dwelling unit must be within a 3 mile radius to a major employment center, as determined by the County; and the dwelling unit(s) must be deed restricted for no less than 50 years. The deed restriction covenants shall not commence running until a certificate of occupancy has been issued by the building official for the dwelling unit(s) to which the covenants apply. The workforce housing/affordable housing units shall be sold or rented only to qualified households as defined by St. Lucie County's Department of Community Services, Housing Division in accordance with the criteria utilized in the County's State Housing Initiative Partnership (SHIP) program or Community Development Block Grant (CDBG). Income qualifications of homebuyers or tenants will be verified by the developer/owner and may be subject to auditing, upon request, by St. Lucie County staff.

The possible density bonuses may include:

- up to a 10% density increase for workforce housing/affordable housing dwelling units deed restricted for no less than 50 years;
- up to a 20% density increase for workforce housing/affordable housing dwelling units deed restricted for no less than 75 years; or
- up to a 30% density increase for workforce housing/affordable housing dwelling units deed restricted for no less than 99 years.

To receive any density bonus incentive based on this policy, a unanimous vote will be required.

Objective 1.1.2: *Growth Management*. St. Lucie County shall manage how and where growth occurs by using sustainable development and balanced planning practices. The County shall manage the land use patterns designated on the Future Land Use Map comprehensively, consistently, and effectively to enhance the quality of life for its citizens, promote economic vitality, and accommodate projected population growth and development in an environmentally acceptable manner.

Policy 1.1.2.1 – The adopted Future Land Use Map Series and any amendments shall promote responsible growth management practices. When considering any amendment to the Future Land Use Maps of the County's Comprehensive Plan, the County Commission shall make the following findings, supported by the other elements of this Plan, prior to taking any approval actions granting an individual amendment to the Future Land Use Maps:

1. That the property under land use amendment application is adjunct to, or within no more than one-quarter mile of the same or greater type of land use classification.
2. That the property under land use amendment consideration lies within the Five

Year Capital Improvement Program for water and wastewater service ~~of the Water and Wastewater Master Plan for St. Lucie County (or can be reasonably accommodated with an amendment to the Master Plan)~~ or otherwise meets the requirements of Policies 1.1.6.7 and 1.1.6.8 ~~Policy 1.1.5.4 [formerly Policy 1.1.5.3]~~.

Policy 1.1.2.2 – In accordance with Florida Statutes, proposed future land use map amendments to the County's Comprehensive Plan, shall be based upon the following analyses:

1. An analysis of anticipated growth;
2. An analysis of the availability of facilities and services;
3. An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site;
4. An analysis of compatibility of adjacent land uses; and
5. An analysis of the need for job creation, capital improvement, and economic development that will strengthen and diversify the community's economy; and
6. A consultation with the Florida Department of Transportation when it is determined that a proposed amendment has the potential to affect facilities on the Strategic Intermodal System.

Objective 1.1.3: *Agricultural Sustainability*. Provide in the Land Development Code provisions for a compatible and coordinated land use pattern which establishes agriculture as the primary use outside of the urban service boundary and promotes retention of agricultural activities, preserves natural resources and maintains native vegetative habitats and allows new development in accordance with the Towns, Villages and Countryside Goals, Objectives and Policies for settlement outside of the urban service boundary within the Special Area Plan for North St. Lucie County.

Policy 1.1.3.1 - Require that new developments within the AG-5 and AG-2.5 future land use categories not exceed the gross densities provided in Policy 1.1.1.1, to maintain a distinct and sustainable urban – rural interface.

Policy 1.1.3.2 - Any application or petition to divide a lot or parcel of record as of January 9, 1990, in the AG-2.5 or AG-5 future land use categories, into more than forty-five (45) lots, parcels or tracts, shall be approved only through the planned development process consistent with the other Goals, Objectives and Polices of this Plan.

If two or more lots, parcels or tracts or combinations of lots parcels or tracts and portions of lots parcels or tracts which are contiguous to other lots parcels or tracts under single or common ownership interest and were of record on January 1, 1990, the lands involved shall be considered to be an undivided parcel for the purposes of this Policy, provided however, that lots, parcels or tracts separated by an ingress/egress, access or roadway easement that was of record on January 1, 1990, but specifically excluding any easement limited to utilities, drainage or other non-access purpose, shall not be considered an undivided parcel for the purpose of this Policy.

Policy 1.1.3.3 – For any planned development project within the AG-5 and AG-2.5 future land use categories, the PUD may encompass one or more non-contiguous properties. All of the properties that are included within the PUD shall be considered together for the purpose of calculating the maximum allowable density and intensity and shall be governed by a single authorizing resolution.

Any planned development project developed within the AG-5 and AG-2.5 future land use categories in excess of 400 units shall be required to employ proven innovative planning techniques to reduce the cost of providing public services to the proposed development. Such techniques may include, but are not limited to, providing for a mix of uses consistent with the scope and scale of the development and paying appropriate impact fees or assessments to offset the cost of providing public services. As provided by Policy 1.1.6.7 all development outside the Urban Service Area shall pay the entire cost of its fiscal impacts on public facilities and services.

Policy 1.1.3.4 - Provide the means to manage growth within the agricultural land use categories through the orderly delivery of services concurrent with the impacts of development. It is anticipated that over time portions of the agricultural land use categories will be converted to urban uses as services are provided; however, the physical extension of County provided central sewer and water services shall only occur consistent with the other provisions of this Plan.

Policy 1.1.3.5 - The County shall maintain a site assessment process to evaluate the potential conversion of existing or designated agricultural land uses to non-agricultural land uses in a rational and orderly manner. The site assessment process for a conversion shall require as a condition to such conversion that the Board of County Commissioners affirmatively find that the proposed non-agricultural use:

a. is compatible with adjacent land uses;
b. maintains the viability of continued agricultural uses on adjacent lands;
c. contains soils suitable for urban use as defined by the St. Lucie County soil survey;
d. is suitable with existing site-specific land characteristics;
e. is consistent with comprehensive development plans;
f. will have available the necessary infrastructure concurrent with the anticipated demands for development;
g. will avoid the extension of the urban services boundary to create any enclaves, pockets, or finger areas; and,
h. Could not be feasibly located on non-agricultural land.

The Board of County Commissioners may also consider the conversion of lands within agriculture future land use areas for stormwater management uses, including wetlands and water treatment areas to store excess water and remove nutrients to improve water quality.

Policy 1.1.3.6 - Provide adequate buffering and/or setbacks between agriculture and non-agricultural uses to protect such agricultural uses from adverse impacts associated with encroachment of non-agricultural development or claims of the creation of nuisances by agricultural operations~~,~~ and protect agricultural operations which conform to generally accepted ~~with the use of~~ Agricultural Best Management Practices.

Policy 1.1.3.7 - The County shall consider and allow for compatible agri-tourism and eco-tourism uses within the Agricultural land use areas. The proposed use shall not negatively impact the agricultural land use areas or natural resources of the site, and the proposed agri-tourism and eco-tourism uses ~~facility~~ shall utilize design standards which consider the carrying capacity of the environmental resources, and the intensity and compatibility of the proposed use. No residential or intense commercial development may occur other than that typically related to park service and security functions. Any agri-tourism or eco-tourism use~~facility~~ must be consistent with the provisions of the Coastal and Conservation

Elements of this Plan.

Policy 1.1.3.8 - The County shall support the Rural and Family Lands Protection Program (Section 570.70, F.S.) which protects important agricultural lands through the acquisition of permanent agricultural land conservation easements. The purpose of the program is to bring under public protection, lands that serve to limit subdivision and conversion of agricultural and natural areas that provide economic, open space, water, and wildlife benefits.

Objective 1.1.4: *Implementing Land Development Code.* Review and amend, as required, the County's Land Development Code which support the implementation of the Future Land Use Element, and the other components of the St. Lucie County Comprehensive Plan.

Policy 1.1.4.1 - The Land Development Code shall maintain the specific and detailed provisions necessary to implement the adopted Comprehensive Plan, and which at a minimum include the following:

a. Regulate the subdivision of land;
b. Regulate the use of land, air, and water consistent with all elements of the St. Lucie County Comprehensive Plan, to ensure the compatibility of adjacent land uses and provide for adequate open space;
c. Protect environmentally sensitive lands and those areas designated for conservation purposes or that contain other special environmental habitat as identified in the Future Land Use and other elements of the St. Lucie County Comprehensive Plan;
d. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
e. Protect potable water wellfields and aquifer recharge areas;
f. Regulate signage;
g. Provide minimum landscaping standards for all development that encourages the use and protection of native and drought tolerant species in lieu of exotic and water consumptive plants;
h. Ensure safe and convenient on-site traffic flow and vehicle parking needs;
i. Provide that public facilities and services meet or exceed the standards established in the Capital Improvements Element and are available when needed for the development, or that development orders and permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. Provide that development orders and development permits shall not be issued which result in a reduction of the levels of service for the affected public facilities below the level of service standards adopted in this and other elements of the St. Lucie County Comprehensive Plan;
j. Provide for procedures and time schedules for acceptance of amendments to the St. Lucie County Comprehensive Plan in accordance with the provisions of Section 163.3187, F.S.; ~~and~~
k. Minimize noise and light pollution~~.~~; and
l. Maintain the existing density of residential properties or recreational vehicle parks if the properties are intended for residential use and are located in the unincorporated areas that have sufficient infrastructure, as determined by St. Lucie County, and are not located within a coastal high-hazard area as defined in Section 163.3178, F.S.

Objective 1.1.5: *Urban Sprawl.* Consider changes to the future land use plan based upon smart growth, energy-efficient land use patterns and discouraging the proliferation of urban sprawl.

Policy 1.1.5.1 - Consistent with other policies, encourage the location of urban land use intensities, within the defined urban service boundary and authorize density bonuses or other incentives for developments inside the urban service boundary that conform to the Settlement Principles outlined in Policy 11.1.4.2 (TVC) and provide affordable/workforce housing and/or mixed-use development. Within the Special Area Plan for North St. Lucie County d~~D~~iscourage the conversion of property in the suburban areas to higher intensity urban uses except where such conversions conform to the Settlement Principles outlined in Policy 11.1.4.2. Prohibit the conversion of property in the agricultural land use areas to high intensity urban uses except as specifically permitted or required in the Towns, Villages and Countryside (TVC) Element or other programs designed to preserve agricultural lands as approved by the Board of County Commissioners.

Policy 1.1.5.2 - Require that new development be designed and planned in a manner which does not place an economic burden upon the services and facilities of St. Lucie County.

Policy 1.1.5.3 - Retain an urban service ~~area~~ boundary to restrict the negative impacts of a sprawling low density development pattern and the fiscal burden that pattern of development has on the ability of the community to meet its service needs. As provided by Section 163.3177, F.S., discourage the proliferation of urban sprawl that encourages development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development, fails to maximize use of existing public facilities and services, and fails to adequately protect adjacent agricultural areas and natural resources.

Policy 1.1.5.4 - Retain Towns, Villages, and Countryside (TVC) Element to develop North County areas along an urban-to-rural transect with a grid transportation network, interconnected greenway network, and low impact development standards.

Policy 1.1.5.5 – St. Lucie County shall follow state standards for brownfields to provide for future brownfield site identification and redevelopment as urban infill projects. The reduction of environmental hazards on existing commercial and industrial sites is vital to the reuse of these areas as sources of employment, housing, recreation, and open space areas. The reuse of industrial land is an important component of sound land use policy for productive urban purposes which help prevent the premature development of agricultural areas, open space areas, and natural areas, and reduce public costs for installing new water, sewer and highway infrastructure.

Policy 1.1.5.6 - Future land use map amendment applications that increase the number of potential dwelling units within the unincorporated county, should create a balance of land uses based upon demands of the residential population for the nonresidential needs of an area and allow the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business.

Policy 1.1.5.7 – St. Lucie County shall work with FDOT, the St. Lucie Transportation Planning Organization, and adjacent jurisdictions to review coordinated guidelines for Transit Oriented Development (TOD), multimodal systems and other design standards for

compact, walkable developments.

Policy 1.1.5.8 - St. Lucie County shall continue to implement the greenway and trail conceptual plans, in coordination with the federal, state and the adjacent jurisdictions, to provide connectivity between land uses, provide for recreational uses, provide for alternative modes of transportation, and encourage energy efficiency and greenhouse gas reduction.

Policy 1.1.5.9 - The County shall continue to support dense, compact development in the Jenkins Special Area Plan corridor which creates a viable road system and supporting multi-modal facilities, and to create an innovative, mixed use neighborhood that increases the internal capture of trips and ~~to~~ includes walkable scale and bicycle facilities that increase the variety of modes of transportation used to make internal trips built with adequate open space and recreational resources, and to protect natural resources.

Policy 1.1.5.10 – St. Lucie County shall develop, as needed, Land Development Code amendments to facilitate ~~implement recommendations of a Green Jobs and Innovation Corridor Charrette which may include green collar~~ job creation, green energy, energy conservation, building standards, landscaping, public meeting places and guidelines to develop the Treasure Coast Education, Research, and Development Park (also known as the Research and Education Park) so that it will diversify the economy, promote green jobs, encompass ~~the most current~~ green technology ~~available~~ as well as the creation and expansion of industries that use or produce agricultural products in innovative ways.

Policy 1.1.5.11 - Calculate gross residential density on lands that lie above the mean high water elevation and provide for the ability to transfer residential density from wetland and other sensitive or unique environmental habitats to upland areas on contiguous property or non-contiguous property. The transfer of density from a portion of a parcel of land to another parcel of land, shall document the density transferred away ~~shall be documented~~ via a restrictive covenant or similar legal instrument which shall not allow density to be reused by transferring density from the same parcel of land again.

Objective 1.1.6: *Urban Service Area Boundary.* In coordination with the other elements of this plan, future development within the Urban Service Boundary shall be directed to areas where urban and community services/facilities can be provided in the most efficient and compact manner so as to discourage the proliferation of urban sprawl.

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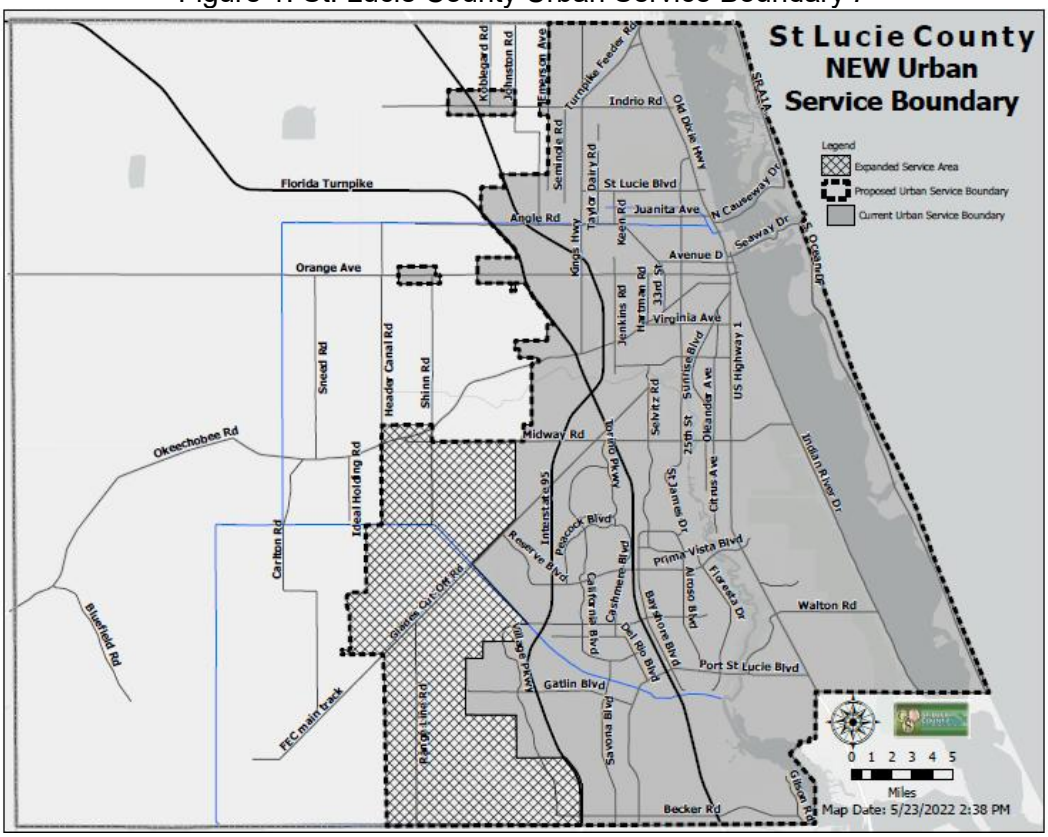
Figure 1: St. Lucie County Urban Service Boundary *:*



(Ordinance 22-015)

Policy 1.1.6.1 - Urban development activities shall be restricted to that area identified as the Urban Service Boundary in the Future Land Use Map series or to special area plans adopted within the Towns, Villages and Countryside Element. Urban development activities are defined, for the purpose of this Policy, as any residential development activity in excess of two units to the gross acre, any non-agricultural commercial activity or any non- extractive/non-agriculturally related industrial activity.

The Urban Service Boundary is not intended to be a static line of development. Using the adopted urban service boundary line as a base, an individual segment of this line may be extended or contracted only once for a distance up to 1,500 feet from that which is indicated in the Future Land Use Map series without necessitating an amendment to the Comprehensive Plan provided that the urban service area lies contiguous to an existing residential commercial or industrial land use classification; the owner of the contiguous property can ensure the provision of appropriate infrastructure and services, and the resulting change does not detrimentally impact the established character of the area surrounding the area to be included in the urban service boundary. St. Lucie County shall be responsible for maintaining an updated map indicating the location of the 1990 Urban Service Boundary, including any alterations to it and once every two years include as a part of a Comprehensive Plan Amendment process, the latest Urban Service Boundary ~~Area~~ Map (if modified).

Any modification of the Urban Service Boundary beyond 1,500 feet will require a formal

amendment through the Comprehensive Plan amendment process and shall include an analysis of available land and capacity inside the Urban Service Boundary; anticipated growth; compatibility of adjacent land uses; availability of public facilities and services; analysis of the need for job creation, capital improvements, and economic development that will strengthen and diversify the economy; and local, regional and international influences.

Policy 1.1.6.2 - Prior to the issuance of any final development order within the Urban Service Boundary and special area plans adopted within the Towns, Villages and Countryside Element, the County shall consider the proximity of the proposed development activity to the availability of urban and community services and facilities. Development which requires extending any of these services over or through significant distances of undeveloped land or land not already subject to the issuance of a final development order shall be discouraged until other lands that are more proximate to the existing services have been developed.

Policy 1.1.6.3 – St. Lucie County shall ensure that all development and redevelopment taking place within the unincorporated area of the County does not result in a reduction of the level-of-service requirements established and adopted by this comprehensive plan. Facilities for potable water, sanitary sewer, solid waste, drainage and transportation facilities shall be in place and available to serve new development no later than the issuance of the certificate of occupancy or its functional equivalent. If facility improvements are needed to ensure that the adopted level-of-service standards are achieved and maintained, prior to commencement of construction, a developer is required to enter into a binding and legally enforceable agreement/commitment with the County to assure construction or improvement of the facility or the payment of the proportionate share of required transportation improvements . [163.3180, F.S]

Policy 1.1.6.4 - All new subdivision and site plan development projects that are proposed to take place within the unincorporated area of the County for which water/sanitary sewer service can be provided to the project as identified in the Infrastructure Element, the project shall be required to provide a dry-line water/sanitary sewer distribution/collection system, and provide for connection to such available water/sanitary sewer service as such service becomes available. The standard for construction of these systems shall be included as a part of the County's Land Development Code or Utility Extension Policy Regulations.

Policy 1.1.6.5 - Within the Urban Service Boundary~~Area~~ and special area plans adopted within the Towns, Villages and Countryside Element, where regional water and wastewater utility service is not currently available or planned to be made available within the Five Year Schedule of Capital Improvements, the County shall not allow for non-residential development, or residential development in excess of two (2) dwelling units per acre unless the following factors are met:

a) The proposed development bears the entire fiscal impact of providing its own on-site water and wastewater services; and,
b) The developer agrees to connect to a regional water and wastewater system when such system becomes available to the site with none of the cost for connecting to the regional system being passed on to the regional system.
c) At the election of the duty authorized water/wastewater utility in St. Lucie County in whose service territory the proposed development is located, providing on-site water and wastewater service facilities for ownership and operation of the utility

service.

Policy 1.1.6.6 - The County shall not at public expense construct any new roadways which will extend public facilities to areas not presently served within the Urban Service BoundaryArea unless such areas are immediately contiguous to existing non-residential or residential urban developments (those areas having density in excess of two (2) dwelling units per acre) or which have been identified by the Transportation Planning Organization as part of its area roadway network to meet area-wide transportation needs.

Policy 1.1.6.7 - No non-agricultural development shall be permitted outside of the Urban Service BoundaryArea that does not address all of its community infrastructure impacts, both on-site and off-site. All development outside the Urban Service BoundaryArea shall pay the entire cost of its fiscal impacts on public facilities and services.

Policy 1.1.6.8 - As provided for under Policy 1.1.6.2, construction of new residential development at densities greater than two (2) units per acre shall only be permitted when central or on-site water and central or on-site wastewater systems are available or will be provided concurrent with the impacts of development, consistent with the adopted levels of service found in the comprehensive plan.

Policy 1.1.6.9 - Existing development will be required to connect to central water and sewer systems when such facilities are made available in accordance with applicable Statutes, Rules and Regulations and payment of utility fees.

Policy 1.1.6.10 - All new subdivision and site plan development projects that are proposed to take place within the approved service area of any duly authorized water/wastewater utility in St. Lucie County, shall be required to provide a "dry-line" central water and wastewater distribution/collection system, and provide for the connection to centralized systems as they become available in accordance with applicable Statutes, Rules and Regulations and payment of utility fees. The standards for construction of these systems shall be included as a part of the County's Land Development Code, or the Rules and Regulations of the duly authorized water/wastewater utility.

Policy 1.1.6.11- Local utility services (i.e., ~~electric substations,~~ wastewater lift stations, telecommunication sites and other small scale utility service operations) necessary to provide for the utility service needs of the neighborhood area, may be approved without the need to amend the Future Land Use Element so long as the property on which the activity is to take place is less than ten (10) acres in total area. Zoning compliance and review procedures for the local utility services are to be as described in the County's Land Development Code.

New and existing electric substations shall be a permitted use in all land use categories within a utility's service territory except those land use categories designated as preservation, conservation, or historic preservation on the future land use map. The approval/review process for electric substations shall be pursuant to Section 163.3208, F.S., and the regulations in the County's Land Development Code.

Pursuant to Section 163.3210, F.S., a natural gas resiliency facility, defined as a facility owned and operated by a public utility for the purposes of assembling, creating, holding, securing, or deploying natural gas reserves for temporary use during a system outage or natural disaster, shall be a permitted use in all commercial, industrial, and manufacturing

land use categories.

Policy 1.1.6.12 - Require that new development be designed and planned in a manner which does not shift the economic impact of new development to existing taxpayers, for the services and facilities of St. Lucie County. Economic impact shall be determined based upon the goals, objectives, and policies of this Comprehensive Plan and applicable county regulations.

Policy 1.1.6.13 – The County completed an assessment of the Urban Service Boundary (USB) with the updated data associated with the 2025 Evaluation and Appraisal Review and determined there is sufficient land within the USB to accommodate growth through 2035 (10-year planning period). Based on current development patterns continuing, without USB expansion, lands inside the USB have the potential to accommodate 123% of 10-year population and unit growth. Expanding the USB is not warranted in the 10-year planning horizon as lands exist inside the USB to accommodate residential unit projections in most scenarios. After 10-year projected growth is accommodated, the land needed to accommodate the remaining 20-year residential growth is most appropriately located on undeveloped land within North County Expanded Service Area and Agriculture Limited-Service Area, when infrastructure and services are provided, which can accommodate 119% of the remaining 20-year projected unit growth.

BEBR Projections	**2025**	**2035**	**2045**	**10 Year Growth**	**20 Year Growth**
Population	368,628**	456,800	508,800	88,172	140,172
Dwelling Units*	N/A	180,553	201,107	34,851	55,404

*Based on BEBR est. of 2.53 people per dwelling unit.
**Closest actual population used is 2023 ACS. Population only.

INSIDE USB	**Developable Acres**	**Projected Units**	**Projected Population**	**% of 10Y Projected Units Accommodated by Developable Land**
Vacant Residential (1)	1,335	2,670	6,755	7.7%
Undeveloped Lands (Grazing/Ag/Crop Land) (1)	19,519	39,038	98,766	112%
Gov Lands (2)	1,216	1,216	3,078	3.5%
Total	**22,070**	**42,924**	**108,599**	**123%**

Source: Urban Service Boundary Vacant Lands Analysis, Calvin, Giordano & Assoc. 2024, BEBR.
(1) @ 2 DU/AC
(2) @ 1 DU/AC

~~Prior to~~ With the County's next Evaluation and Appraisal Review notification deadline (after 2030~~10/1/2024~~), St. Lucie County shall complete an assessment of the Urban Service Boundary and determine if the boundary needs to be adjusted to support urban growth through the 2045 and 2050 planning horizon. The assessment of whether the Urban Service Boundary (USB) continues to provide the capacity to accommodate projected growth shall include:

- Population growth projections through 2045 and 2050;

- Review of the existing land uses patterns and land use designations;
- Inventory of vacant land within the current USB;
- Forecast of the land needed to accommodate the projected population growth;
- Employment forecasts;
- Growth trends, market conditions and growth pressures along the Treasure Coast region;
- Forecast of the land needed to accommodate the commercial and industrial projected growth;
- Inventory of public facilities and services;
- Review of existing infrastructure capacity and the projected needs through 2045 and 2050; and
- Inventory of lands intended to be protected from encroachment of urban development to preserve natural resources, rural communities; agricultural uses, etc.

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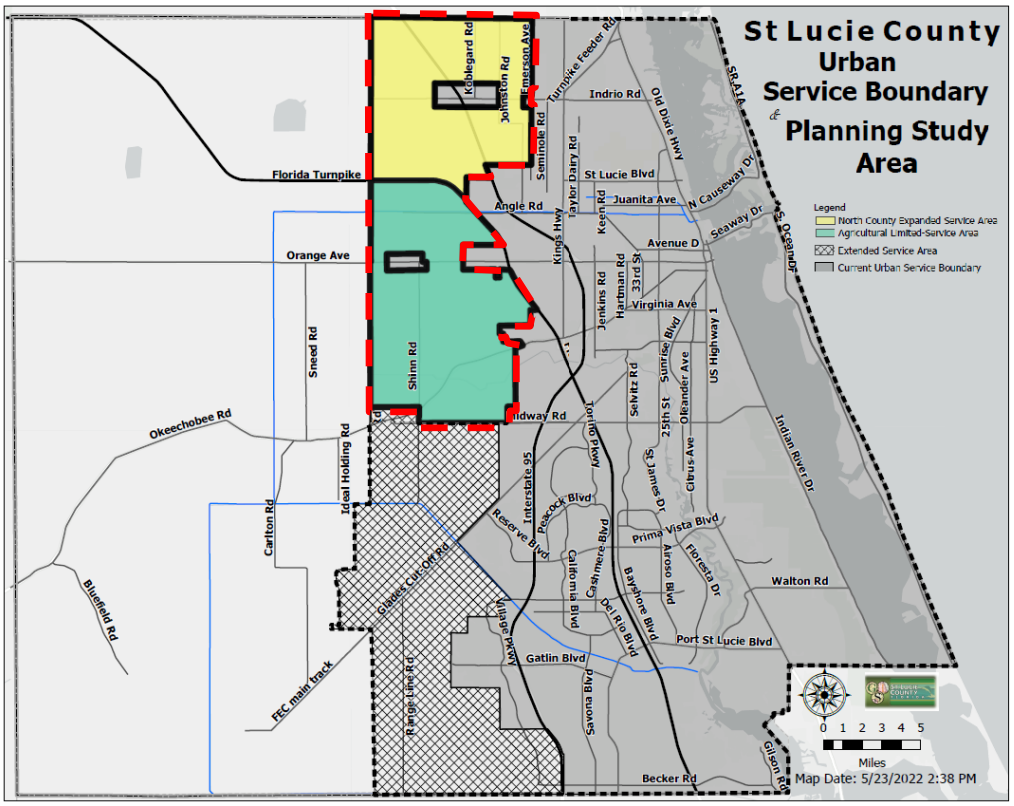
The USB Assessment area shall encompass the following:



Editor's Note: Red outline to denote assessment areas

The assessment area may be further delineated to evaluate distinct community character; targeted investment sites and/or distinct geographic areas.

Upon completion and review of the USB Assessment, updates to the Comprehensive Plan and Land Development Code may be proposed to refine provisions regarding areas where urban and community services/facilities will be directed, infrastructure/capital improvement planning and updates to land development standards and incentives, intended to support the projected growth and to reflect the needs and vision of the

community. The results of the USB Assessment may lead to further identifying:

- geographic strategic advantages and opportunities;
- lands to target for development and plans for the investments in infrastructure in these targeted locations to effectively strengthen the job market and land needed to accommodate the projected;
- framework to provide public facilities and services in the most cost-effective and efficient manner;
- incentives and innovative tools to further attract targeted industries; and
- incentives and strategies to promote growth while balancing the protection of natural resources and enhancing community resiliency.

Objective 1.1.7: *Historic Resources*. St. Lucie County shall require, through the County's Land Development Code, the protection of historically significant structures, facilities and locations within the unincorporated areas of the County, as identified by the State of Florida or the National Register of Historic Places.

Policy 1.1.7.1 - St. Lucie County shall continue, with the assistance of the State of Florida and the St. Lucie County Historical Commission, to identify significant historic resources within the unincorporated areas which are in need of protection and develop management and restoration plans as appropriate.

Policy 1.1.7.2 - Historic resources shall be protected through designation as historic sites by the State or the County.

Policy 1.1.7.3 - St. Lucie County shall maintain specific actions as prescribed by the Division of Historical Resources of the Florida Department of State, which are to be followed in the event historically significant facilities are discovered through or threatened by the land development process. The County shall evaluate alterations to locally designated historic structures to ensure consistency with the U.S. Department of the Interior's "Standards for Rehabilitation."

Policy 1.1.7.4 - Adaptive reuse of historic structures shall be given priority over activities that would harm or otherwise destroy the historic value of such resources.

Policy 1.1.7.5 - St. Lucie County shall continue to protect historic structures by enforcing the St. Lucie County Land Development Code.

Policy 1.1.7.6 - St. Lucie County shall maintain and update, as necessary an inventory and map of all archaeological and historical resources within the County.

Objective 1.1.8: *Planned Developments.* The County shall continue to support and encourage innovative land use development patterns, including, but not limited to, infill development, a mixture of dwelling unit types, traditional neighborhood design, transit-oriented development, pedestrian oriented development, and mechanisms to provide for sustainability, habitat protection, open space preservation, scenic vistas, mobility, and livability/sense of community, ~~including planned developments~~ through the adequate provision in the County's Land Development Code including Planned Unit Developments (PUD), Planned Non-Residential Development (PNRD) and the Planned Mixed Use Development (PMUD) zoning designations.

Policy 1.1.8.1 – The County shall continue to encourage the use of planned development techniques to conserve open space and environmentally sensitive areas, through the County's Land Development Code which shall include:

a. Minimum acreage requirements necessary to support a viable mixed use community providing sufficient design flexibility to allow innovation and creativity in all forms of planned unit developments;
b. Minimum open space standards, consistent with the percentages identified in the Land Development Code for all planned developments and including assurances that such areas will remain as open space to protect existing native habitat, to provide for minimum setback needs from adjacent uses, and to provide active and passive recreational as well as visual amenities;
c. Provisions ensuring the long term preservation of remaining open spaces;
d. A mixed use district combining residential, commercial, recreational, educational, and other job creation and income producing uses providing significant functional and physical integration among uses;
e. Minimum standards for the provision of on-site shopping, job opportunities and internal trip capture; and,
f. Specific requirements to provide efficient, centralized infrastructure (potable water and sanitary sewer). Include specific restrictions on the use of septic tanks, individual wells, and package plants in planned unit developments.
g. Development consistent with the Towns, Villages and Countryside Element and the Transfer of Development Rights Program outlined under Objective 11.1.7.

Policy 1.1.8.2 – The County shall encourage the use of the Planned Mixed Use Development (PMUD) zoning designation which permits both residential and non-residential development within a single planned development.

Policy 1.1.8.3 – The County shall continue to support and implement the mixed use activity areas as indicated in the Sub-area Mixed Use Activity Area Plans as depicted by name in this Element.

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Policy 1.1.8.4 - The following use density and intensity standards shall be used for the purpose of this plan for the Mixed Use activity areas:

1. *High* Intensity development areas may include the following types of land uses:	
Residential	5 to 15 du/acres
Institutional	1.5 FAR *
Professional Service/Office	1.5 FAR *
General Commercial	1.0 FAR *
Public Service/Utility	0.5 FAR *
Industrial	0.75 FAR *
	* FAR = Floor Area Ratio
2. *Medium* Intensity development areas may include the following types of land uses:	
Residential	5 to 9 du/acres
Institutional	1.0 FAR *
Professional Service/Office	1.0 FAR *
General Commercial	0.75 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR *
	* FAR = Floor Area Ratio
3. *Low* Intensity development areas may include the following types of uses:	
Residential	not to exceed 5 du/acres
Institutional	0.5 FAR *
Professional Service/Office	0.5 FAR *
General Commercial	0.5 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR
	* FAR = Floor Area Ratio
4. Specific Use Areas: Areas with special or unique local character may be included within the Mixed Use (MXD) Designation. These areas, because of conditions unique or peculiar to them alone, have been limited to specific activities and zoning options as set forth in the activity area plans described in Policy 1.1.8.3. Any zoning application not consistent with this policy must be accompanied by a corresponding Comprehensive Plan Amendment indicating the change in intensity classification.	
Application of the Specific Use Area designation is to be made to those areas recognized by the County as suitable for alternative land use as the full spectrum of community services become available. This designation would serve to prevent the unplanned or premature development of such areas until all services were provided for and are consistent with the Future Land Use development philosophy of St. Lucie County.	
The terminology used in the Specific Use designation identifies the type of permitted activity, maximum ~~zoning~~ density or maximum ~~zoning~~ intensity. Each Mixed Use Activity area will include subarea policies which may establish specific guidance, the range of land uses and composition of mix of uses, development intensities/densities, adequate buffering, specifications to ensure connectivity and accessibility, address unique characteristics of the area and ensure habitat preservation, and each activity area will identify the type of Special Use areas in the legends of each area.	
Industrial and Professional Service/Office uses may receive an intensity bonus of up to 100% of the FAR, within specific use areas served by Strategic Intermodal System (SIS) facilities operating at or above the adopted level of service (LOS) and with available water service and wastewater service.	

Objective 1.1.9: *Residential Areas.* Property owners' investments, their quality of life and the single-family neighborhood, as a defined residential area, shall be protected from the encroachment of commercial and/or other inappropriate land uses through consistent and predictable application of the Land Development Code.

Policy 1.1.9.1 - All new subdivisions, planned unit developments and site development plans shall be designed to include an efficient system of internal traffic circulation that does not require internal trips or trips of short duration to be forced onto the major roadway network. Connections to new and existing subdivisions shall be encouraged.

Policy 1.1.9.2 - All new subdivisions shall be designed so that all individual lots have direct access to the internal street system, and that any lot or property along the periphery of the development is to be buffered from any major roadway and intense or incompatible land uses.

Policy 1.1.9.3 – The County shall c~~C~~ontinue to implement the county-wide right-of-way protection regulation and Right-of-Way Dedication Ordinance to provide for efficient transportation options and improve access to destinations that support residential uses.

Policy 1.1.9.4 - Limited development of commercial/non-residential uses, that are not located within a special area plan adopted within the Towns, Villages and Countryside Element, will be allowed within areas classified for residential use, provided that these activities are compatible with the adjacent land uses and meet the following standards:

a) Intent of the commercial use is to provide easily accessible, convenience-type uses to immediately surrounding residents;
b) Conversion of the petitioned property would not promote any strip commercial use of land;
c) Use is compatible with surrounding land uses and is provided with adequate screening and buffering of any adjacent residential property;
d) The property for which the commercial use~~designation~~ is sought does not exceed 10 acres.

Objective 1.1.10: *Commercial Areas.* St. Lucie County shall provide for the establishment of commercial zoning districts where various types of commercial retail, including commercial uses for retail trade, office and service activities and general commercial uses for highway-oriented sales and services; light industrial service uses; and hotel uses may be permitted at intensities which are consistent and compatible with the surrounding community and the natural environment.

Policy 1.1.10.1 - The implementation of the County's Land Development Code ~~the~~ Commercial General (CG) zoning district shall include:

a) New Commercial General (CG) property shall have available to it at the time of any zoning change central water services, or have an executed service agreement for the provision of central water services necessary for both domestic and fire protection purposes.
b) New Commercial General (CG) property shall not be located within 300 feet of any Aquatic Preserve or other specially designated aquatic habitat or a Category I Wetland as described in the Conservation Element of this Plan.
c) New Commercial General (CG) areas shall have immediate access to the regional transportation network.
d) New Commercial General (CG) property shall have a minimum lot size of one (1)

acre, unless the property is being added to another existing commercially (general) zoned property.

Policy 1.1.10.2 - Require effective visual and light diffusion barriers between residential and non-residential uses. Standards and requirements for such barriers are to be included in the landscaping and screening regulations of the St. Lucie County Land Development Code.

Policy 1.1.10.3 – Eliminate future scattered and highway strip commercial development (linear pattern of commercial retail uses along road corridors) by providing for the consolidation of access points, installation of landscaping, incorporation of pedestrian access, incorporation of transit stops, adherence to the community architectural standards and encouraging the development of commercial centers or nodes consistent with the Future Land Use Map. The County may require a market study to validate land use requests for additional highway strip commercial development.

Policy 1.1.10.4 - Restrict strip commercial development to those traffic corridors where such development patterns now exist. The depth of these commercial areas should average 600 feet, with the exceptions to be found at points of arterial intersection.

Policy 1.1.10.5 - Interchange development activities should not include commercial activities that are designed to service a small geographic market area. Local service activities should be located near or within the neighborhoods they serve where a mix of uses is appropriate and where pedestrian and bicycle traffic can be encouraged and promoted.

Policy 1.1.10.6 - Encourage the use of existing commercial and industrial designated lands within the urban service boundary~~area~~, through requiring a strict demonstration of service availability, before authorizing Land Use and Zoning amendments in areas not presently indicated as having such a designation.

Objective 1.1.11: *Natural Resources*. Through enforcement of the County's Land Development Code, the County shall support criteria and standards for the protection/creation of native plant communities within the County. For the purpose of this plan, native plant communities shall consist of indigenous tree, plant or shrub adapted to soil and climatic conditions occurring in the County. ~~Native Plant Communities shall be preserved as defined in the Treasure Coast Regional Planning Council's Regional Policy Plan, Regional Policy 10.1.2.2., "...preserved in viable condition with intact ground cover, understory and canopy."~~

Policy 1.1.11.1 - St. Lucie County shall protect and preserve both wetland and upland habitat by evaluating the following for Land Use and Zoning amendments and development proposals:

a) Size of the property on which the development activity is to take place;
b) The type quality and sensitivity of the native habitat including nesting and foraging locations found on site;
c) Methodologies to be employed in protecting and preserving native habitat;
d) The presence or occurrence of endangered or threatened species on site and methodologies to be employed to ensure their continuing presence on site or mitigation;
e) The amount of similar habitat in a state of functional preserve within the same area; and,

f) Requirements that all necessary environmental assessments be prepared by personnel having the appropriate expertise to make the necessary determinations which shall be submitted in writing to the Board of County Commissioners for review prior to their making a determination regarding any proposed development.

Policy 1.1.11.2 - In conjunction with the implementation of Policy 1.1.11.1, the County shall allow fees in lieu of on-site preservation for the purpose of habitat acquisition/preservation. The Land Development Code criteria and standards drafted for the protection and preservation of both wetland and upland habitat shall specify criteria when fees in lieu of on-site preservation shall be allowed. The criteria shall consider limitations of size, quality and connectivity of the proposed on-site preservation and shall provide for off-site habitat acquisition/preservation of higher quality, larger, connected sites.

Policy 1.1.11.3 - All development applications that include wetland habitat shall be consistent with all applicable Federal, State and County regulations and the goals, objectives and policies of the County's Comprehensive Plan. The most restrictive of these regulations shall be enforced.

Policy 1.1.11.4 - Enforce Land Development Code to provide that existing on-site native upland habitat be incorporated into required site plans as a part of open space areas, required landscaping or as a part of minimum yard areas so that as much of the identified habitat as is practicable is maintained.

Policy 1.1.11.5 - Enforce the Land Development Code to protect trees and upland habitat by prohibiting the premature clearing of land and the concurrent destruction of native habitats with appropriate fines and mitigation.

Policy 1.1.11.6 - Enforce the Land Development Code to protect the St. Lucie River, Five Mile Creek, and the Ten Mile Creek and the Indian River Lagoon. The Land Development Code shall define these water bodies geographically.

Policy 1.1.11.7 - The County shall require immediate (within five (5) days of alteration) reseeding or stabilization of areas cleared for development activities. Clearing for site construction shall not commence until appropriate authorizations for such activities have been granted pursuant to the County's Tree and Habitat protection and vegetation removal regulations.

Policy 1.1.11.8 - Enforce the County's Land Development Code which require the developer of any site to be responsible for the on-site management of runoff in a manner so that post-development runoff rates, volumes, and pollutant loads do not exceed pre-development conditions.

Policy 1.1.11.9 – The County shall continue to require new urban type developments and similar innovative strategies near agricultural areas to avoid adverse impacts on the natural resources essential to production of crops and citrus.

Policy 1.1.11.10 - Enforce the County's Land Development Code which requires that extraction activities for natural resources be permitted only where compatible with existing and proposed land uses. All operations must be in accordance with all applicable regulatory permitting requirements.

Policy 1.1.11.11 - Enforce the County's Land Development Code which requires that a reclamation/restoration plan be submitted as part of the required application for an extractive use permit.

Policy 1.1.11.12 - Enforce the County's Land Development Code, which require that all new construction, reconstruction or additions to existing facilities, regardless of type, that is permitted within the identified 100 year flood zones and floodway is subject to the County's Flood Damage Protection regulations.

Policy 1.1.11.13 - The County shall require new development activities to be consistent with the soil conditions in the area in which the activity is proposed. In those instances where soil modifications are necessary, all activities should utilize best management practices as identified by the Soil Conservation Service.

Policy 1.1.11.14 – The County shall support the Florida Wildlife Corridor Act (Section 259.1055, F.S.) which provides for incentives for conservation, sustainable development, and compatible wildlife habitats with agricultural production. The County shall also work with other agencies to consider the financial feasibility of a plan to promote (through acquisition) or protect (through incentives), the establishment of designated wildlife corridors connecting habitat in order to allow the survival of far ranging species and prevent the isolation of natural communities. This plan is to be developed in cooperation with the Florida Fish and Wildlife Conservation Commission, the U.S. Fish and Wildlife Service, the Department of Environmental Protection, the South Florida Water Management District, Department of Agriculture and Consumer Services, the US Army Corps of Engineers and affected landowners.

Policy 1.1.11.15 – The County shall continue to support local environmental restoration, mitigation and adaptive management initiatives, including those related to Everglades restoration, including the St. Lucie River and the Indian River Lagoon; and coordinate with other state, regional and national strategic planning efforts to improve the resiliency of natural lands and systems to climate variability and hurricane intensification.

Policy 1.1.11.16 – The County shall continue to support public environmental land acquisition programs, such as, but not limited to, the Florida Forever Program and Florida Communities Trust, to help protect and conserve the natural resources within the County, as well as provide for public access.

Objective 1.1.12: *Coastal Resources.* St. Lucie County shall continue to protect and manage the unique coastal resources of the County, balancing the need to provide reasonable private property use while assuring a full range of public beach access and recreational facilities for the residents of and visitors to the County.

Policy 1.1.12.1 - All proposed developments in the coastal area shall occur in a manner which protects, conserves, and enhances the natural resources of the coastal area and the environmental, social and economic benefits attributed to them. All proposed developments shall comply with the Florida Building Code, floodplain management standards set forth by FEMA, applicable regulations regarding construction seaward of the Coastal Construction Control Line and shall consider strategies to reduce potential vulnerability and provide for recovery actions which increase the resiliency of the County.

As indicated in Section 163.3178, F.S., the County shall review for strategies to protect

the existing beach and dune systems from human-induced erosion and for restoring altered beach and dune systems as well as strategies and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.

Policy 1.1.12.2 – The County shall continue to enforce the provisions of the Hutchinson Island Residential District. In accordance with the regulations of the Hutchinson Island Residential District, as described in the St. Lucie County Land Development Code, the maximum hotel/motel density may not exceed the maximum residential densities set forth through the Future Land Use designations, as determined on land above mean high water. The foregoing Policy shall not apply to the Commercial Resort (CR) zoning district.

Policy 1.1.12.3 - Future land development activities within the identified Coastal High Hazard Area shall be consistent with evacuation plans and the Coastal Management Element of the St. Lucie County Comprehensive Plan.

Policy 1.1.12.4 – The County shall explore regulatory incentives and criteria that encourage the preservation of viable water-dependent support facilities, such as water-dependent commercial activities, public lodging establishments and boat hauling and repairing and commercial fishing facilities, and in maintaining the availability of public access to the navigable waters of the state, in accordance with Section 342.07, F.S.

Policy 1.1.12.5 – The County shall continue to pursue additional public access points to oceanic, estuarine, and riverine coastal resources.

Objective 1.1.13: *Economic Sustainability.* To enhance the quality of life of St. Lucie County and promote a sound and resilient local economy, St. Lucie County shall continue to work with the interested groups and agencies to increase and broaden the County's economic base while expanding existing business and industrial opportunities.

Policy 1.1.13.1 - St. Lucie County shall actively assist to the maximum extent practical in the recruitment of corporate headquarters; businesses with an industry forecast that indicates a strong expectation for future growth in employment, output and pays relatively high wages compared to area averages; clean high growth industrial activities and maintain an expedited permitting process for bona fide economic development projects, especially those within the Targeted Industry List, and for development projects located within the Foreign Trade Zone.

Policy 1.1.13.2 - In addition to any other general standard for change in zoning as may be described in the County's Land Development Code, the following specific standards shall be utilized for determining the suitability of new property(s) for designation as Heavy Industrial (IH) under the County's Land Development Code:

1. Heavy Industrial property should have available to it central water services necessary for both domestic and fire protection purposes.
2. New Heavy Industrial property shall not be located within 1,000 feet of any Aquatic Preserve, other specially designated aquatic habitat or a Category I Wetlands as described in the Conservation Element of this Plan.
3. New Heavy Industrial property should not be located within the 100 year flood plain or floodway.
4. Heavy Industrial property should have immediate access to the regional transportation network without the need to travel through residential areas.

6. New Heavy Industrial property should not be located within any cone of influence, as identified under the County's wellfield protection program.
8. Heavy Industrial development shall not contribute to the degradation of surficial water quality.

Policy 1.1.13.3 - In addition to any other general standard for change in zoning as may be described in the County's Land Development Code, the following specific standards shall be utilized for determining the suitability of new property(s) for designation as Light Industrial (IL) under the County's Land Development Code:

1. Light Industrial property should have available to it central water services necessary for both domestic and fire protection purposes.
2. New Light Industrial property should not be located within 500 feet of any Aquatic Preserve or other specially designated aquatic habitat or a Category I Wetlands as described the Conservation Element of this Plan.
3. New Light Industrial areas should have immediate access to the regional transportation network.
4. Light Industrial development shall not contribute to the degradation of surficial water quality.

Policy 1.1.13.4 – The County shall maintain procedures and incentive tools to encourage business development and assist economic development in St. Lucie County, especially for business within the Targeted Industry List. This goal shall be further implemented by developing innovative land use codes to provide an enhanced the quality of life for St. Lucie County and promote a sound, diverse and resilient local economy.

Policy 1.1.13.5 – The County shall support the expansion of agricultural activities, and maintain a sufficient agricultural land base to increase the sustainability, expansion, and diversification of agricultural activities. The County supports local food production, in order to meet the multiple goals of reduced emissions and energy consumption, while increasing the resiliency and long term food security of the community. The development of specialty foods, farmer's market products, and food processing industries to increase and diversify the agricultural economic base shall be encouraged.

Policy 1.1.13.6 – The County shall support the expansion and recruitment of specialized and/or export-oriented manufacturing industries which provide higher wage employment opportunities and encourage the development of 'secondary' product sector industry and employment.

Policy 1.1.13.7 – To position St. Lucie County as a competitive regional industrial environment, the County supports the development of transportation improvements, including a roadway connection of Interstate 95, the Florida Turnpike to the Treasure Coast International Airport, and the Port of Fort Pierce, to facilitate land, sea and air distribution opportunities.

Objective 1.1.14: *Level of Service.* Pursuant to the Land Development Code, all development orders and permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet level of service standards (which are adopted as part of the Capital Improvements Element of this plan) are or will be available concurrent with the impacts of the development.

Policy 1.1.14.1 - The County shall maintain the level of service (LOS) standards for the following public facility types as required by Section 163.3180, F.S.: sanitary sewer, solid waste, drainage/stormwater, and potable water. Additionally, the County shall maintain LOS for roads, and parks and recreation. The LOS standards are established in Capital Improvements Element for drainage/stormwater, roadways, potable water, sanitary sewer, solid waste, park recreation and schools.

Policy 1.1.14.2 – The County shall restrict higher densities and intensities of development to inside the urban service boundary~~areas~~, where public facilities are available or planned. The County shall time the development of residential, commercial, and industrial land concurrently with provision of supporting community facilities, such as streets, utilities, law enforcement~~police~~ and fire protection service/~~,~~ emergency medical service, and public schools.

Policy 1.1.14.3 - Permit only those proposed locations of public facilities which:

a) maximize the efficiency of services provided;
b) minimize their cost; and
c) minimize their impacts on the natural environment.

County shall incorporate the best available data and science into its policy and planning decisions for public facilities, recognizing resiliency and the need to withstand increased storm surge and flooding in evaluating public infrastructure decisions. To help inform decision making, the June 2025 St. Lucie County Regional Resilience Vulnerability Assessment Report shall be available to evaluate the potential vulnerability of public facilities to the risks posed by flood impacts (flooding resulting from extreme rainfall, high tide flooding, storm surge, sea level rise and compound flooding). The report includes results for future flood scenarios for 2040 and 2070 as required by Section 380.093 F.S., for Resilient Florida Program funding.

Policy 1.1.14.4 - Require that all development in areas not provided or not to be provided with central water and sewer services be governed by the provisions of Chapter 64E-6, FAC., and the County's Land Development Code which regulate the installation of individual sewage disposal facilities.

Policy 1.1.14.5 - Prior to the issuance of any final development order within the Urban Service ~~Area~~ Boundary and special area plans adopted within the Towns, Villages and Countryside Element, the County shall consider the proximity of the proposed development activity to the availability of urban and community services and facilities. Development which requires extending any of these services over or through significant distances of undeveloped land or land not already subject to the issuance of a final development order (unless such services will be provided on-site as set forth in Policy 1.1.6.5) shall be discouraged until other lands that are more proximate to the existing services have been developed.

Objective 1.1.15: *Intergovernmental Coordination.* The County shall continue to improve coordination with affected and appropriate governments and agencies to include their input into the development process and to mitigate potential adverse impacts of future development and redevelopment activities.

Policy 1.1.15.1 - Coordinate requests for development orders or permits, as appropriate, with the City of Fort Pierce, Port St. Lucie, St. Lucie Village, adjacent counties, special

districts, the Treasure Coast Regional Planning Council, the South Florida Water Management District and state and federal agencies.

Policy 1.1.15.2 - By January 31 each year, the County shall encourage the municipalities within St. Lucie County, to develop and provide the County a Future Annexation Plan. The County shall encourage the annexation of any isolated enclave area prior to the issuance of any County building authorizations within the enclave. The County shall coordinate the review of all development proposals within the identified area of future annexation with the appropriate municipal body.

Policy 1.1.15.3 - St. Lucie County shall coordinate with municipalities, neighboring counties, regional, state, and federal government agencies, universities, not-for-profit organizations, nongovernmental organizations and private organizations to coordinate in updating and analyzing data regarding vulnerability and storm impacts, and to exchange data and develop coordinated strategies to address energy conservation and mitigation and adaptation strategies.

St. Lucie County, the City of Port St. Lucie, the City of Fort Pierce and St. Lucie Village joined together to take a collaborative approach toward short- and long-term resilience planning and completed a regional resilience vulnerability assessment. The June 2025 St. Lucie County Regional Resilience Vulnerability Assessment Report is an available resource to evaluate the potential vulnerability of public facilities to the risks posed by flood impacts (flooding resulting from extreme rainfall, high tide flooding, storm surge, sea level rise and compound flooding). The regional resilience vulnerability assessment was done in concert and coordination with the State of Florida's resilience planning initiative and can lead to a comprehensive approach to adapt to and mitigate the effects of unpredictable weather patterns and extreme weather events and lays the foundation for informed decision-making and a resilient future. The report includes results for future flood scenarios for 2040 and 2070 as required by Section 380.093 F.S., for Resilient Florida Program funding.

Policy 1.1.15.4 - St. Lucie County shall continue to collaborate with and participate in updating local comprehensive plans, regional strategic plans, resilience plans, disaster mitigation plans, water management plans, and transportation plans to advance strategies, programs, and other sustainable initiatives throughout the County and region, that mitigate greenhouse gas emissions, enhance evacuation routes, and protect and adapt the built and natural environments.

Policy 1.1.15.5 – The County shall develop and maintain Interlocal Agreements to jointly plan to address inter-jurisdictional impacts including fees to mitigate impacts on the entire transportation system.

Policy 1.1.15.6 – St. Lucie County shall continue to support public education and outreach programs addressing issues including but not limited to: energy efficiency, water conservation, solid waste reduction and recycling, native landscaping, air quality, greenhouse gas reduction, and adaptation and response planning.

Objective 1.1.16: *Nonconformities.* St. Lucie County shall eliminate or reduce land uses inconsistent with the provisions of the Comprehensive Plan unless otherwise referenced through the vesting of development rights.

Policy 1.1.16.1 - St. Lucie County shall continue to implement a program to provide for the recapturing of previously approved development authorizations that have not been permitted for construction, excluding those development units or lots recognized as existing lots of record as further described in the Land Development Code.

Policy 1.1.16.2 - St. Lucie County shall continue to implement a program to provide for specific maximum time periods in which approved development units or non-residential square footage must be constructed or the approvals authorizing its construction shall terminate and the approvals be rescinded.

Policy 1.1.16.3 – The County shall work to eliminate or reduce the frequency of uses which are inconsistent with the applicable provisions of the land development regulations, zoning districts, Future Land Use designation categories and the Future Land Use Map.

Objective 1.1.17: *Airport*. The County shall maintain the Airport Overlay Zone in the Land Development Code to continue to provide for the location of only compatible uses of land within the vicinity of the Treasure Coast International Airport.

Policy 1.1.17.1 – The County shall enforce airport land use compatibility zoning regulations and airport protection zoning regulations for an airport hazard area which, at a minimum, require:

- A permit for the construction or alteration of any obstruction;
- Obstruction marking and lighting for obstructions;
- Documentation showing compliance with the federal requirement for notification of proposed construction or alteration of structures and a valid aeronautical study submitted by each person applying for a permit;
- Consideration of the criteria in Section 333.025(6), F.S., when determining whether to issue or deny a permit; and
- That approval of a permit is not based solely on the determination by the Federal Aviation Administration that the proposed structure is not an airport hazard.

The County shall also enforce the Land Development Code which identifies those properties likely to be impacted from development activities at the Treasure Coast International Airport and specifies what special measures or activity restrictions will be necessary in the development of these properties to minimize any adverse impacts.

Policy 1.1.17.2 - The County shall enforce the Land Development Code which enacts an Airport Height Regulation Ordinance, and encourages, as appropriate, the participation of all other effected units of government in the implementation of this ordinance.

Policy 1.1.17.3 - The County shall verify and relocate as necessary the 65 DNL line within the Airport Master Plan.

Policy 1.1.17.4 - St. Lucie County shall ensure the compatibility of land uses within the 65 DNL line as identified in the Airport Master Plan.

Policy 1.1.17.5 - The Airport Overlay Zone shall prohibit incompatible uses such as homes, schools, nursing homes, hospitals, and libraries according to the Federal Aviation Administration (FAA) *Land Use Compatibility and Airports, a Guide for Efficient Land Use Planning* and those uses that create electrical interference with navigational signals or radio communication between aircraft and the airport; result in glare in the eyes of pilots

using the airport; impair visibility in the vicinity of the airport; operate or install lights which are misleading or dangerous to aircraft operation; create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

Policy 1.1.17.6 - In accord with the Part 150 Study (noise study), the County shall facilitate noise abatement and mitigation projects such as the purchase, relocation, or soundproofing of homes, and noise abatement measures, and other noise mitigation measures.

Policy 1.1.17.7- The County shall update the Land Development Code, as necessary, to provide for maintenance of up-to-date runway protection information. Pursuant to Section 333.03, F.S., the County shall restrict new incompatible uses, activities, or substantial modifications to existing incompatible uses within runway protection zones.

Objective 1.1.18: *Educational Facilities*. Coordinate with the St. Lucie County School DistrictBoard, charter schools, private schools and other educational institutions to locate future educational facilities in a manner which provides for their needs without undue negative impact on the proposed school, surrounding land uses, or public facilities.

Policy 1.1.18.1 - Future schools shall be allowable uses in all Future Land Use categories within the Urban Service Area Boundary except: Industrial (IND), Conservation - Public (Cpub), Residential/Conservation (R/C), Historic (H) and any Special District (SD) which is defined to exclude educational facilities.

Policy 1.1.18.2 - The Future Land Use designation for land on which a school is constructed or planned to be constructed shall be changed to Public Facilities (P/F) Land Use at the earliest opportunity.

Policy 1.1.18.3 - Schools shall not be located outside the Urban Service AreaBoundary described in Policy 1.1.6.1 unless (a) the school is to be located on property owned by the School DistrictBoard on or before January 1, 2001, or (b) it is demonstrated that the projected enrollment is primarily students which live outside of the Urban Service AreaBoundary and are best served by a school also located outside of the Urban Service AreaBoundary, or the school's curriculum focuses on agricultural uses consistent with those found in St. Lucie County.

Policy 1.1.18.4 - Proposed school sites shall meet the following general criteria:

a. The location of schools proximate to urban residential development and contiguous to existing school sites, and which provide potential focal points for community activities, including opportunities for shared use and co-location with other community facilities
b. The location of elementary schools proximate to and, within walking distance of the residential neighborhoods served;
c. Elementary schools should be located on local or collector streets;
d. Middle and high schools should be located near arterial streets;
e. Compatibility of the school site with present and future land uses of adjacent property considering the safety of students or the effective provision of education;
f. Whether existing schools can be expanded or renovated to support community redevelopment and revitalization, efficient use of existing infrastructure, and the discouragement of urban sprawl;

g. Site acquisition and development costs including the long term costs associated with the provision of School District and County services;
h. Safe access to and from the school site by pedestrians, bicyclists and motor vehicles;
i. Existing or planned availability of adequate public facilities and services to support the School;
j. Environmental constraints that would either preclude or render infeasible the development or significant expansion of a public school on the site;
k. Adverse impacts on archaeological or historic sites listed in the National Register of Historic Places or designated by the County as a locally significant historic or archaeological resource or listed on the Florida Master Site File or archaeological sites located within an archaeological designated zone;
l. The proposed location is consistent with the comprehensive plan, storm water management plans, or watershed management plans;
m. The proposed location is not within a velocity flood zone or floodway, as delineated on pertinent maps identified or referenced in the comprehensive plan or land development regulations;
n. The proposed site can accommodate the required parking, circulation and queuing of vehicles; and
o. The proposed location lies outside the area regulated by Section 333.03, F.S., regarding the construction of public educational facilities in the vicinity of an airport.

Policy 1.1.18.5 – The development and siting of charter schools shall be consistent with and follow the provisions Section 1002.33, Florida Statutes.

Policy 1.1.18.6 - When considering the acquisition and establishment of public facilities such as active parks, libraries, and community centers, the County shall, to the greatest extent possible, select a location which allows for the current or future co-location with a public school.

Policy 1.1.18.7 - When selecting land for preservation, or passive parks and uses, the County shall consider the possibility of co-location with a school.

Policy 1.1.18.8 - The County shall coordinate with the St. Lucie School District~~Board~~ to ensure no schools are constructed within School Zones designated on the Treasure Coast International Airport School Construction Zone Map.

Goal 1.2: Recognize that land use and transportation must be considered concurrently in all planning, and to the extent feasible, modify current land use patterns to decrease dependency on the automobile in order to minimize the need for future roadway expansion, promote the use of alternate modes of transportation and reduce greenhouse gas emissions.

Objective 1.2.1: *Transportation*. The County shall continue to explore planning concepts which provide for fewer and/or shorter automobile trips to address the future needs for movement of people and goods, and which considers social, economic, energy and environmental effects including greenhouse gas emissions of the transportation system.

Policy 1.2.1.1 - Explore development patterns which allow for employment and shopping opportunities in close proximity to residential uses. The restructuring of the physical form of commercial retail uses from a linear to a nodal pattern shall be encouraged to foster more compact, clustered pedestrian and transit-oriented, and mixed-use development

options.

Policy 1.2.1.2 – Through the land use, zoning and development review process, the County will request ~~Provide for~~ transit stop locations within appropriate developments ~~and explore requiring developments on or near the transit system to contribute fee-in-lieu of for build out of the system by 2020~~ in coordination with the St. Lucie County Area Regional Transit, and provide for internal connectivity for pedestrian and bicycle travel. The County shall promote increased transit usage and the provision of bicycle and pedestrian facilities to reduce traffic congestion, demand for parking, and reduction of greenhouse gas emissions.

Policy 1.2.1.3 - The County shall s~~S~~upport efforts to provide for multimodal options, including microtransit and fixed route transit throughout the County, including light rail service.

Policy 1.2.1.4 - Explore ~~the financial feasibility for inclusion in the St. Lucie County budget of~~ adopting streetscape and ~~develop~~ design standards to promote pedestrian activity in development and redevelopment by December 2030~~2020.~~

Policy 1.2.1.5 - The County shall consider inclusion in the St. Lucie County budget financially feasible improvements and coordinate with the St. Lucie TPO and FDOT to implement the recommendations of the 2008 SLC Bicycle, Pedestrian, Greenways & Trails Study.

Policy 1.2.1.6 – The County shall evaluate the recommendations ~~from the study~~ on innovative transportation funding practices that discourage sprawl such as a mobility fee and multimodal fees that charges all new developments with costs varying on location and vehicles miles traveled (VMT) per the Transportation Element.

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Goal 1.3: Recognize and plan for unique areas within the unincorporated county.

Objective 1.3.1: Identify areas which have common or unique ~~internal~~ characteristics and require planning as contiguous areas. The Indrio Road corridor, Treasure Coast Education, Research Development Authority (TCERDA), western lands and other areas designated by the Board of County Commissioners are examples.

Policy 1.3.1.1 - Define the boundaries of appropriate planning areas.

Policy 1.3.1.2 - Prioritize the identified planning areas for order of consideration.

Policy 1.3.1.3 - Work with citizens of each area to identify issues and seek solutions which may include changes to local levels of service, available public services including roadways, future land use and zoning.

Goal 1.4: Ensure through the Comprehensive Plan the development of energy efficient land use patterns and policies that reduce greenhouse gas emissions through innovative sustainable land planning tools which discourage urban sprawl, protect native habitat, reduce automobile use, and maintain open space.

Objective 1.4.1: Create a sustainable plan for the County's western lands that will preserve and conserve a functioning network of agriculture, open space, and natural areas while providing economically viable options for agricultural landowners, now and in the future based upon the Western Lands Study.

Policy 1.4.1.1 - Explore techniques for preservation of agricultural and rural lands including additional action steps in the 2005 *Committee for a Sustainable Treasure Coast –Final Report.* The report includes several principles and action steps including:

- retention of some rural lands (including open space and natural lands), in perpetuity, with resources provided by new development through the use of innovative tools, including but not limited to, Transfer of Development Rights programs, Rural Lands Stewardship programs, clustering, and open space requirements;
- incentives and requirements for preservation of rural lands;
- use rural lands for stormwater attenuation;
- identify and implement a connected system of greenways and corridors on rural lands that allow wildlife movement and enhance biodiversity;
- identify and reestablish historic north-south movement of water;
- promote the continuation of agriculture as a viable industry involving state agencies and universities and regional and local public and private sector interests; and
- promote direct sale of agricultural products in ways, such as local markets, that connect local production with local consumption.

Policy 1.4.1.2 - Consider innovative partnerships between urban areas, local and regional governmental entities, and rural landowners that take advantage of the services and benefits that rural lands can provide to urban areas and the region as a whole. Examples might include compensating rural landowners to support CERP, IRL South Plan, and research on biofuels.

Policy 1.4.1.3 – Consider amending the Land Development Code to allow the transfer of development rights among other planning and development tools, to be considered for approval by the Board of County Commissioners.

Policy 1.4.1.4 - The County shall continue to support economic development activities that encourage biofuels production per the St. Lucie County Targeted Industry list.

Policy 1.4.1.5 – Consider including strategies in the Land Development Code for agricultural lands to include targeting agricultural industries and activities that:

- support bio-fuel production,
- promote agri-tourism, eco-tourism,
- promote/support local food marketing and branding, and
- promote mass stormwater farming, storage and treatment.

Objective 1.4.2: Encourage green building standards in order to reduce greenhouse gas emissions.

Policy 1.4.2.1 - In accordance with Section 255.2575, F.S., (energy-efficient and sustainable buildings) the County will continue to construct all future County buildings to meet the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system or the Florida Green Building Coalition standards.

Policy 1.4.2.2 - The County shall encourage the use of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system or the Florida Green Building Coalition standards for both residential and commercial properties. The County shall explore incentives for use of green building standards in new development and redevelopment.

Policy 1.4.2.3 - Ensure the comprehensive plan and Land Development Code do not prevent the construction of electric substations within the County

Policy 1.4.2.4 –The Land Development Code shall maintain appropriate standards for use of alternate, renewable sources of energy including the use of solar panels except in environmentally sensitive areas. The standards are intended to facilitate the commercial generation and distribution of solar power and the use of on-site solar energy systems to meet the energy demands of buildings and support facilities in the unincorporated County. The County shall review the Land Development Code and consider appropriate standards for the use of other renewable sources.

Policy 1.4.2.5 - The County shall facilitate the creation of low interest loans through the Solar and Energy Loan Fund to residents and business owners to install energy efficiency and conservation measures as well as renewable energy technology.

Policy 1.4.2.6 - The County shall continue to develop specific energy conservation goals for the rehabilitation of County buildings and facilities as improvements are designed.

Objective 1.4.3: Maintain St. Lucie County Greenprint and implement specific actions as part of the Florida Green Building Council's Green Local Government certification, including:

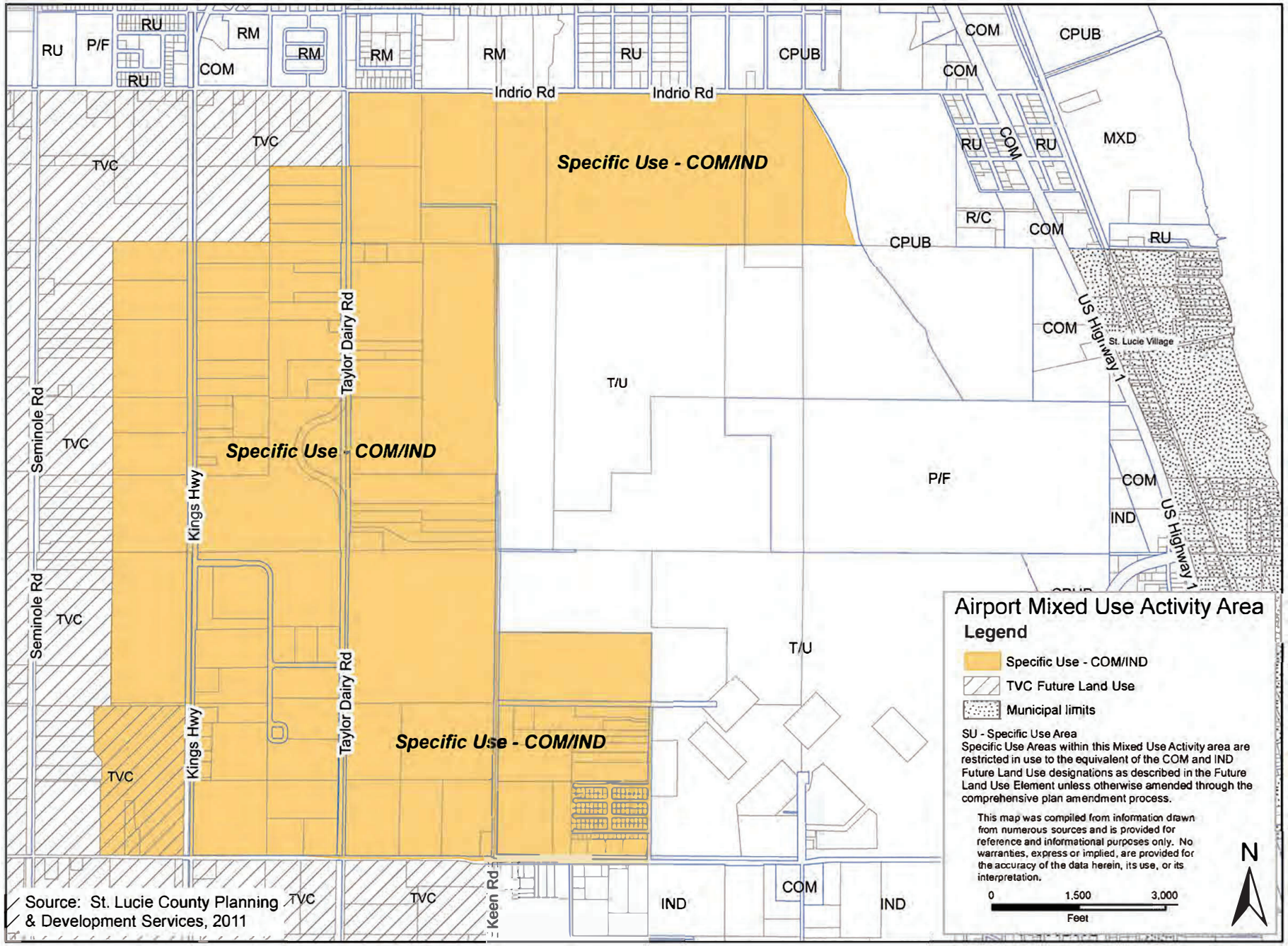
Policy 1.4.3.1 - Utilizing Florida Friendly Landscaping™ standards, Integrated Pest Management principles, and Best Management Practices or similar/greater standard for all County owned and maintained properties.

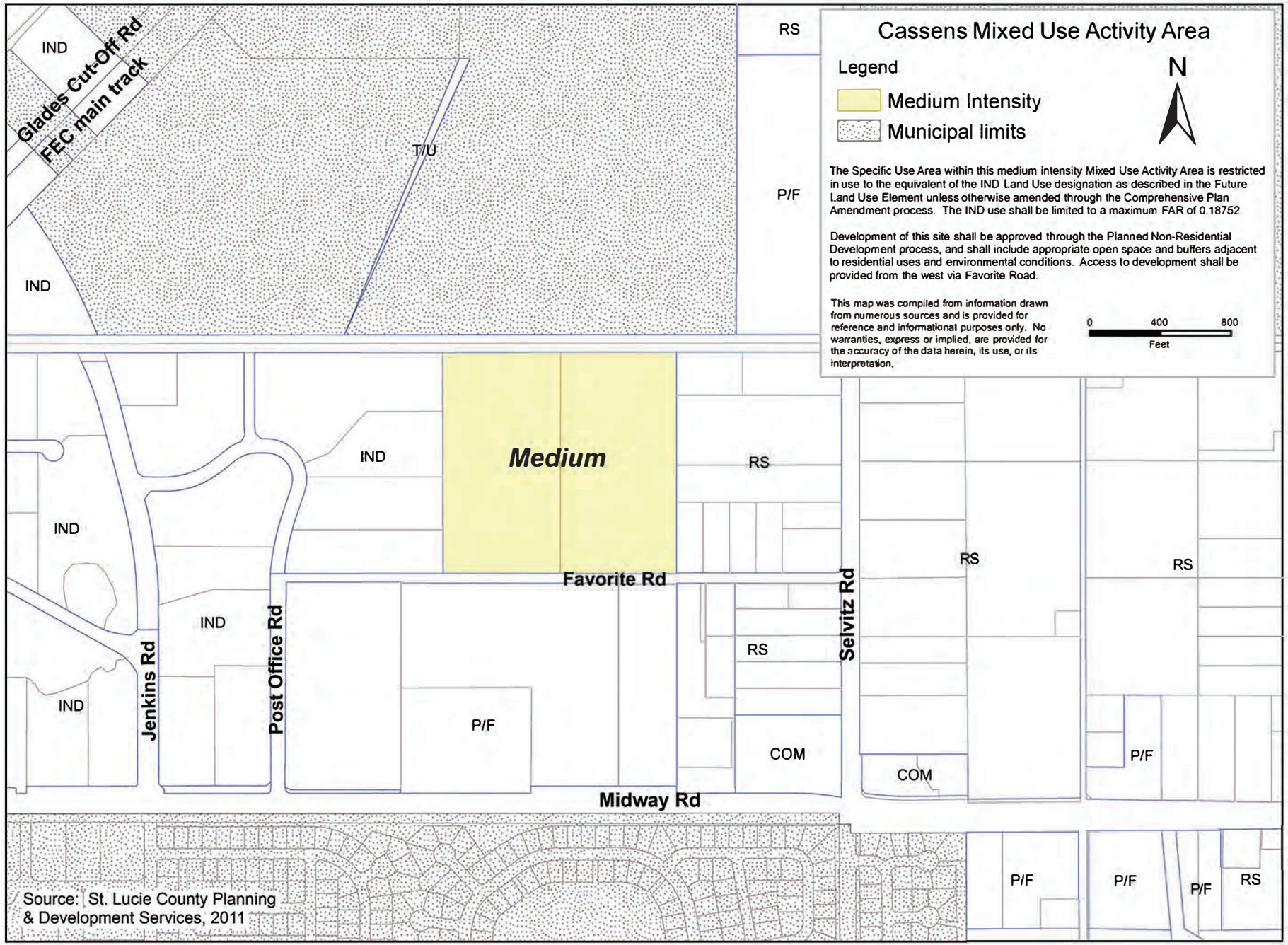
Policy 1.4.3.2 - Requiring all County facilities to have recycling programs in place.

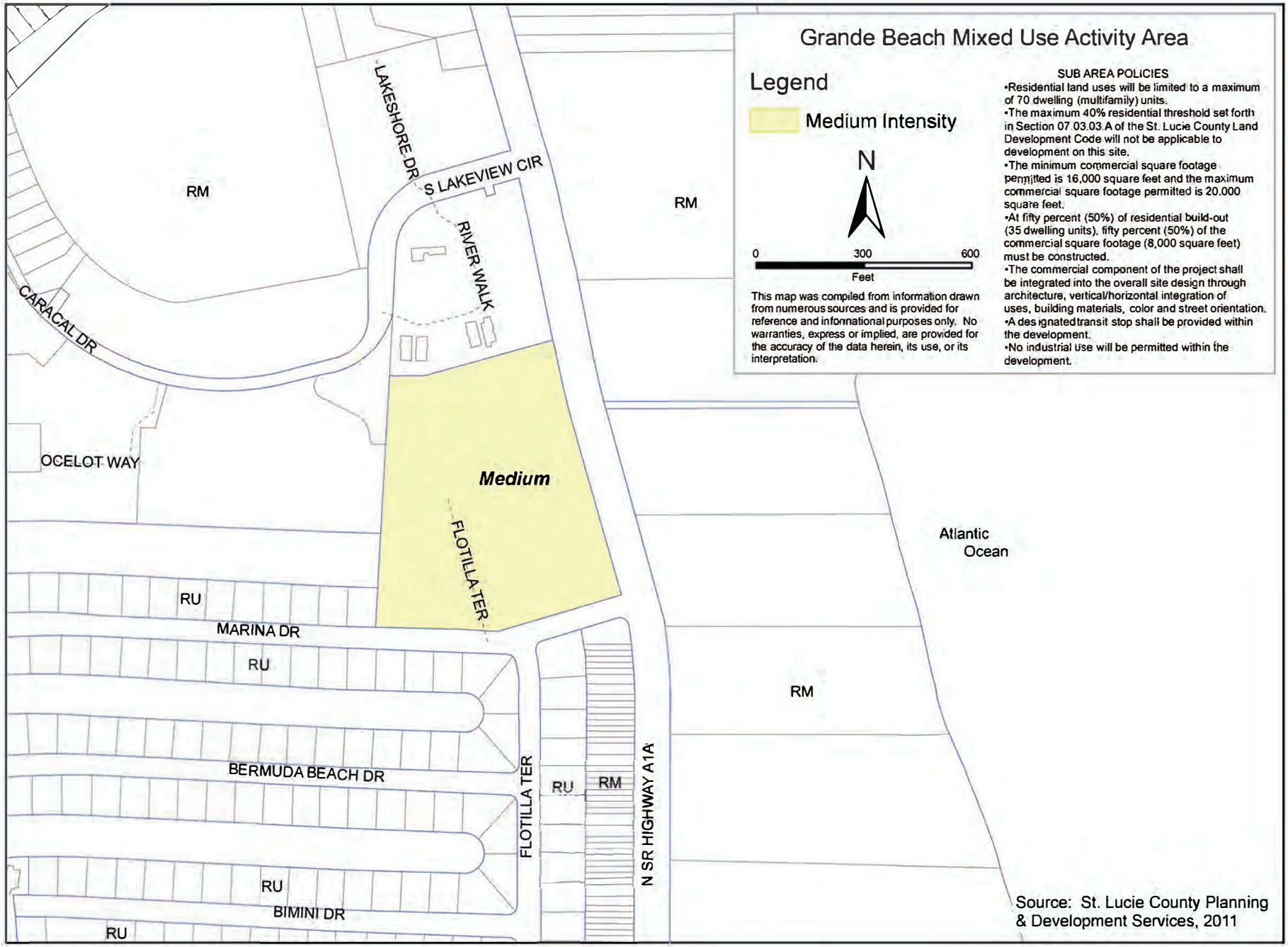
Policy 1.4.3.3 - Adopting Environmentally Preferred Purchasing policies to the extent feasible.

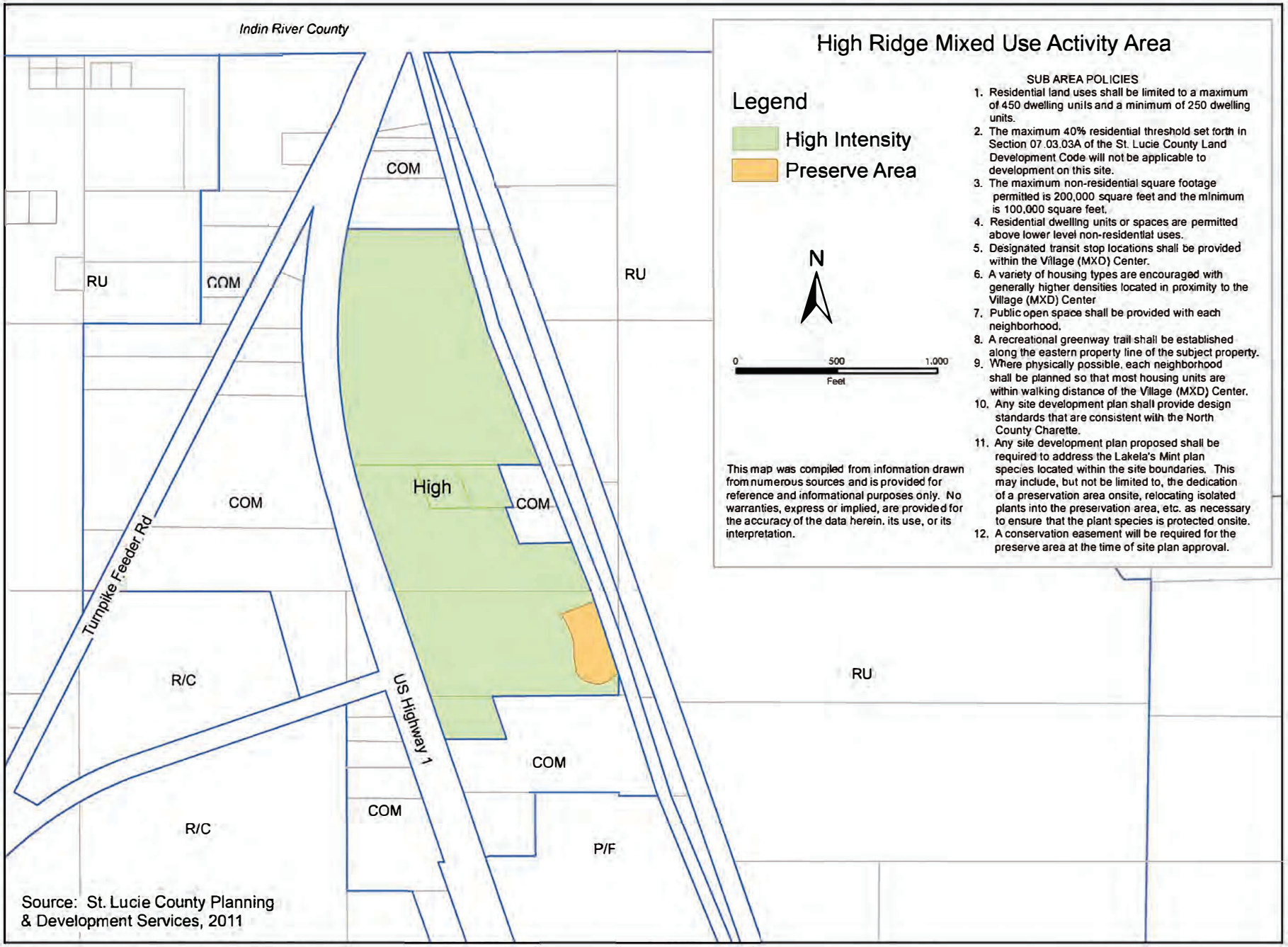
Policy 1.4.3.4 - Adopting green cleaning and green maintenance techniques such as those described by the Florida Department of Environmental Protection to the extent feasible.

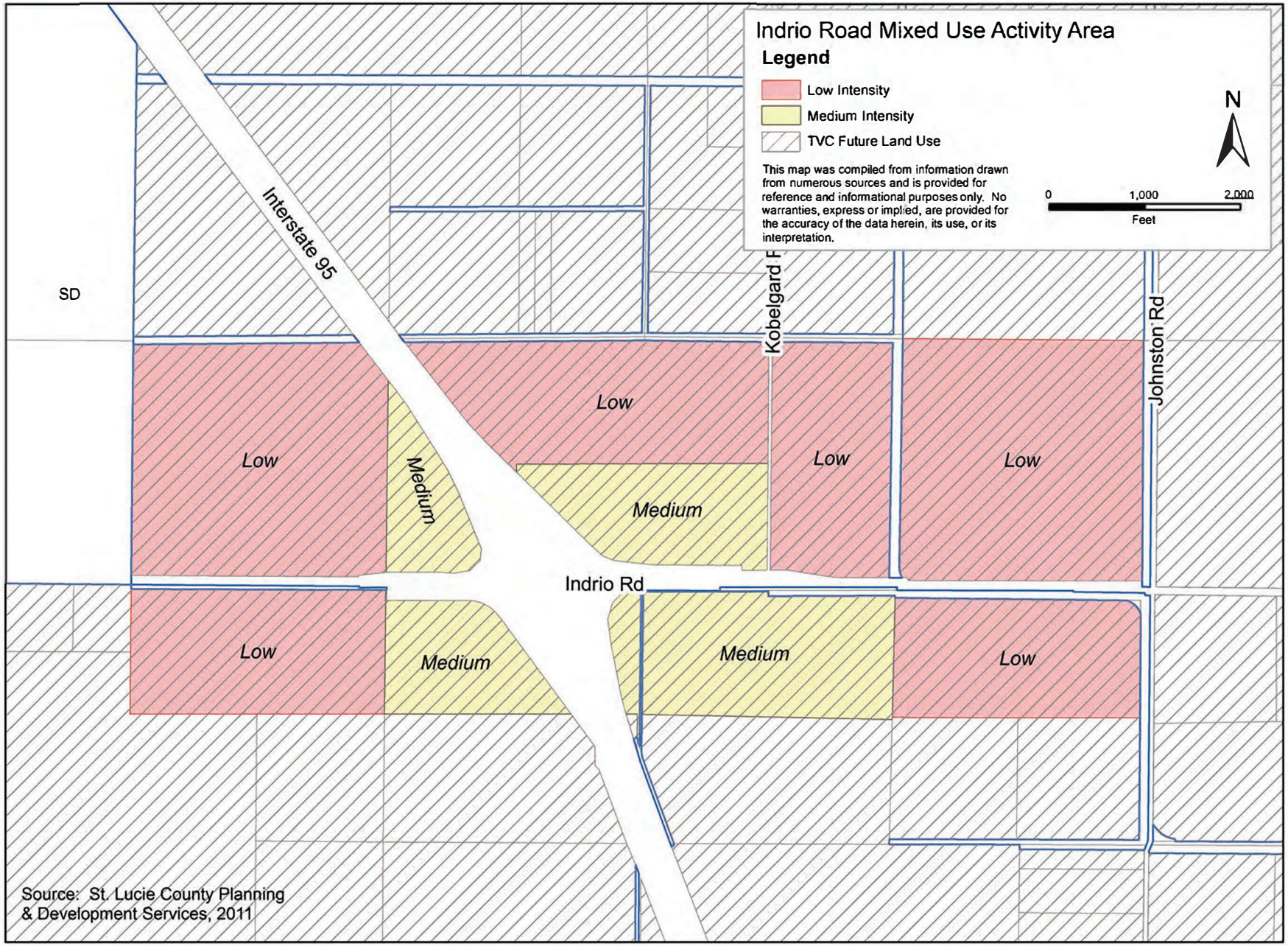
The following Mixed Use Area Figures represent the mixed use activity areas described in Policy 1.1.8.3 – Sub-area Mixed Use Activity Area Plans:

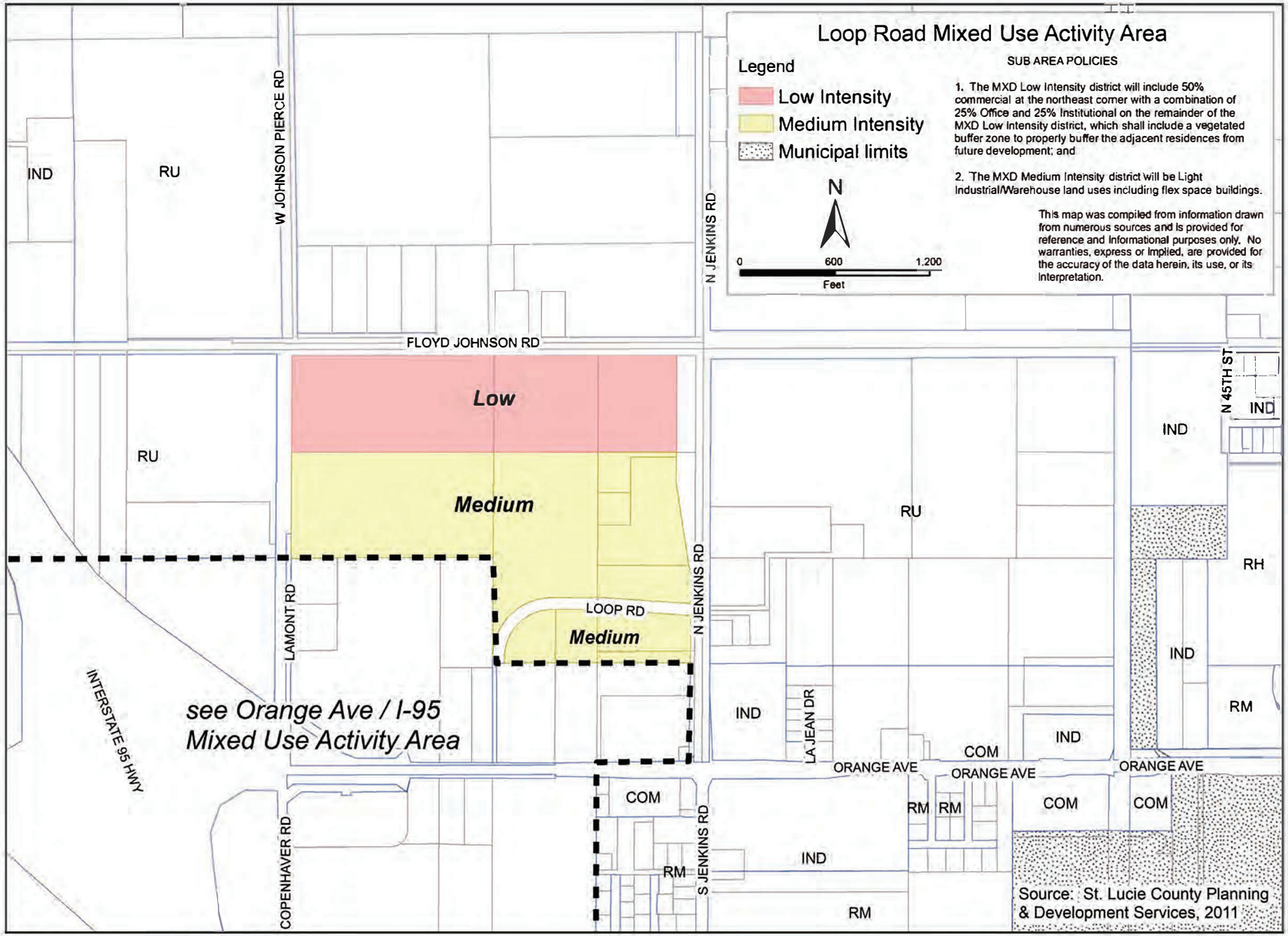

Specific Use - COM/IND
Specific Use - COM/IND
Specific Use - COM/IND
Indrio Rd
Indrio Rd
Taylor Dairy Rd
Taylor Dairy Rd
Kings Hwy
Kings Hwy
Seminole Rd
Seminole Rd
Keen Rd
US Highway 1
US Highway 1
St. Lucie Village
T/U
T/U
P/F
TVC
RU
RM
COM
CPUB
MXD
R/C
IND
Source: St. Lucie County Planning & Development Services, 2011
Airport Mixed Use Activity Area
Legend
Specific Use - COM/IND
TVC Future Land Use
Municipal limits
SU - Specific Use Area
Specific Use Areas within this Mixed Use Activity area are restricted in use to the equivalent of the COM and IND Future Land Use designations as described in the Future Land Use Element unless otherwise amended through the comprehensive plan amendment process.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
0
1,500
3,000
Feet
N

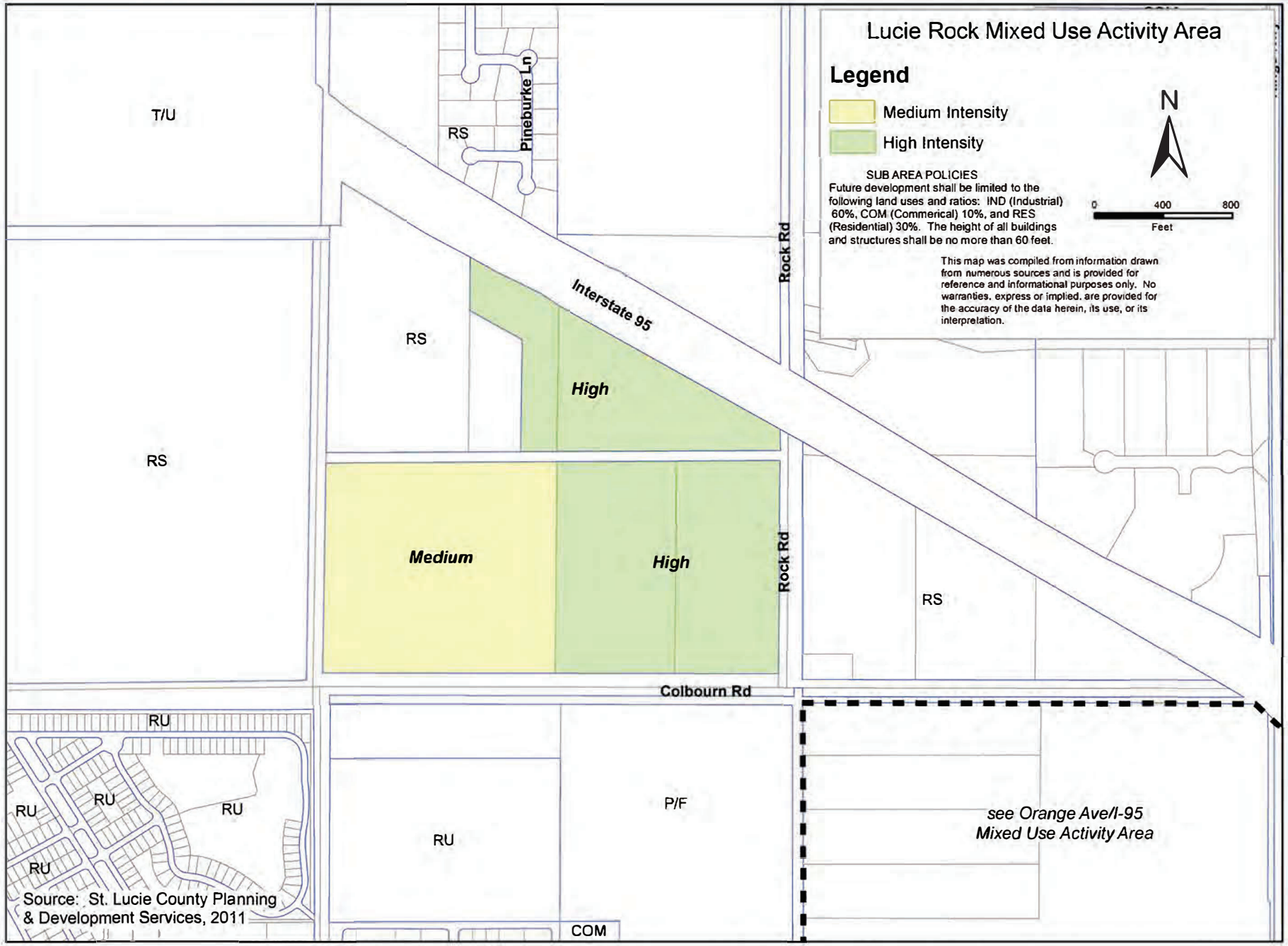

Cassens Mixed Use Activity Area
Legend
Medium Intensity
Municipal limits
N
The Specific Use Area within this medium intensity Mixed Use Activity Area is restricted in use to the equivalent of the IND Land Use designation as described in the Future Land Use Element unless otherwise amended through the Comprehensive Plan Amendment process. The IND use shall be limited to a maximum FAR of 0.18752.
Development of this site shall be approved through the Planned Non-Residential Development process, and shall include appropriate open space and buffers adjacent to residential uses and environmental conditions. Access to development shall be provided from the west via Favorite Road.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
0
400
800
Feet
Medium
Favorite Rd
Midway Rd
Jenkins Rd
Post Office Rd
Selvitz Rd
Glades Cut-Off Rd
FEC main track
IND
RS
P/F
COM
T/U
Source: St. Lucie County Planning & Development Services, 2011

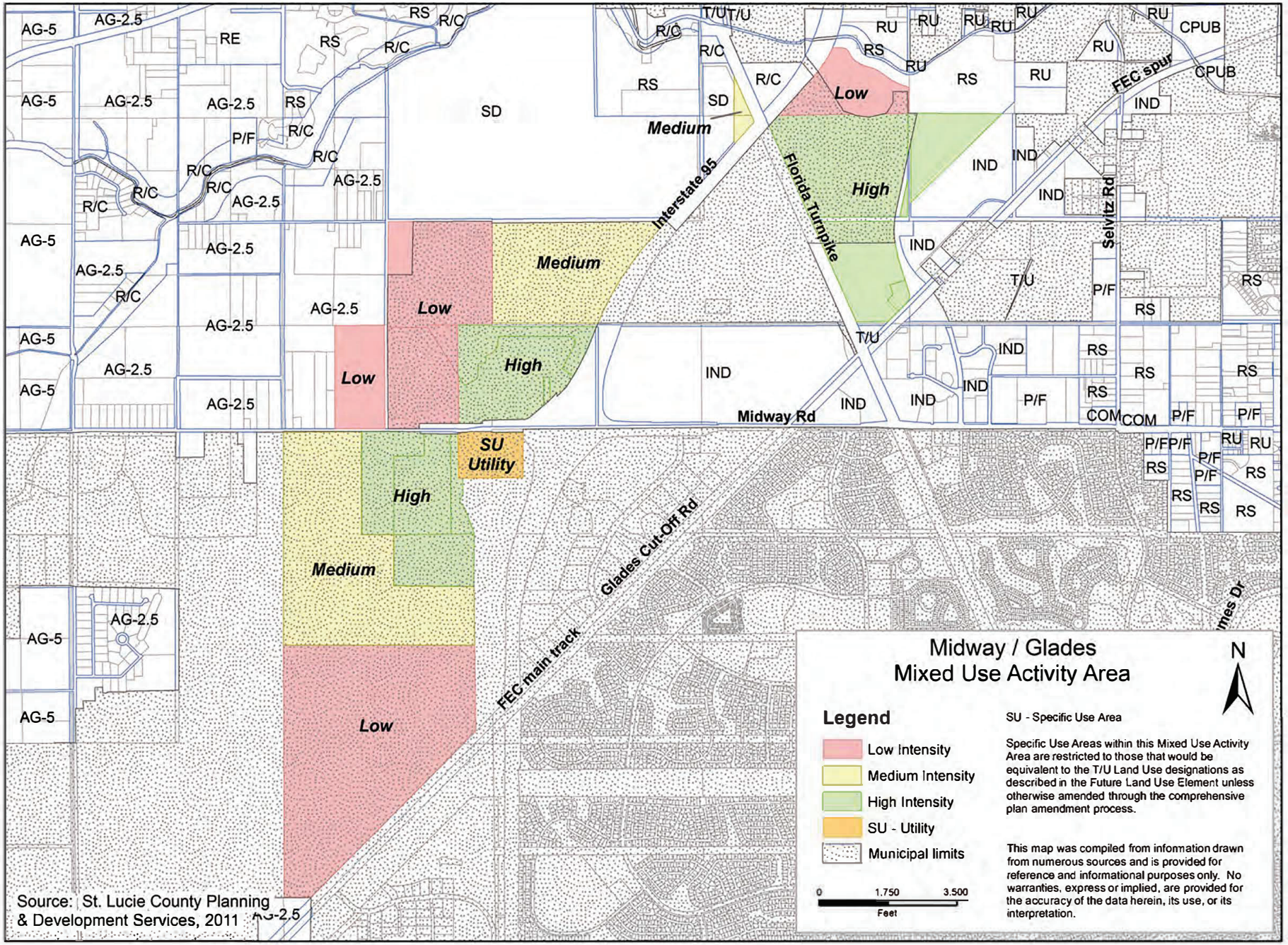

Grande Beach Mixed Use Activity Area
Legend
Medium Intensity
N
0
300
600
Feet
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
SUB AREA POLICIES
•Residential land uses will be limited to a maximum of 70 dwelling (multifamily) units.
•The maximum 40% residential threshold set forth in Section 07.03.03.A of the St. Lucie County Land Development Code will not be applicable to development on this site.
•The minimum commercial square footage permitted is 16,000 square feet and the maximum commercial square footage permitted is 20,000 square feet.
•At fifty percent (50%) of residential build-out (35 dwelling units), fifty percent (50%) of the commercial square footage (8,000 square feet) must be constructed.
•The commercial component of the project shall be integrated into the overall site design through architecture, vertical/horizontal integration of uses, building materials, color and street orientation.
•A designated transit stop shall be provided within the development.
•No industrial use will be permitted within the development.
LAKESHORE DR
S LAKEVIEW CIR
RIVER WALK
CARACAL DR
OCELOT WAY
Medium
FLOTILLA TER
MARINA DR
BERMUDA BEACH DR
BIMINI DR
FLOTILLA TER
N SR HIGHWAY A1A
RM
RU
Atlantic Ocean
Source: St. Lucie County Planning & Development Services, 2011

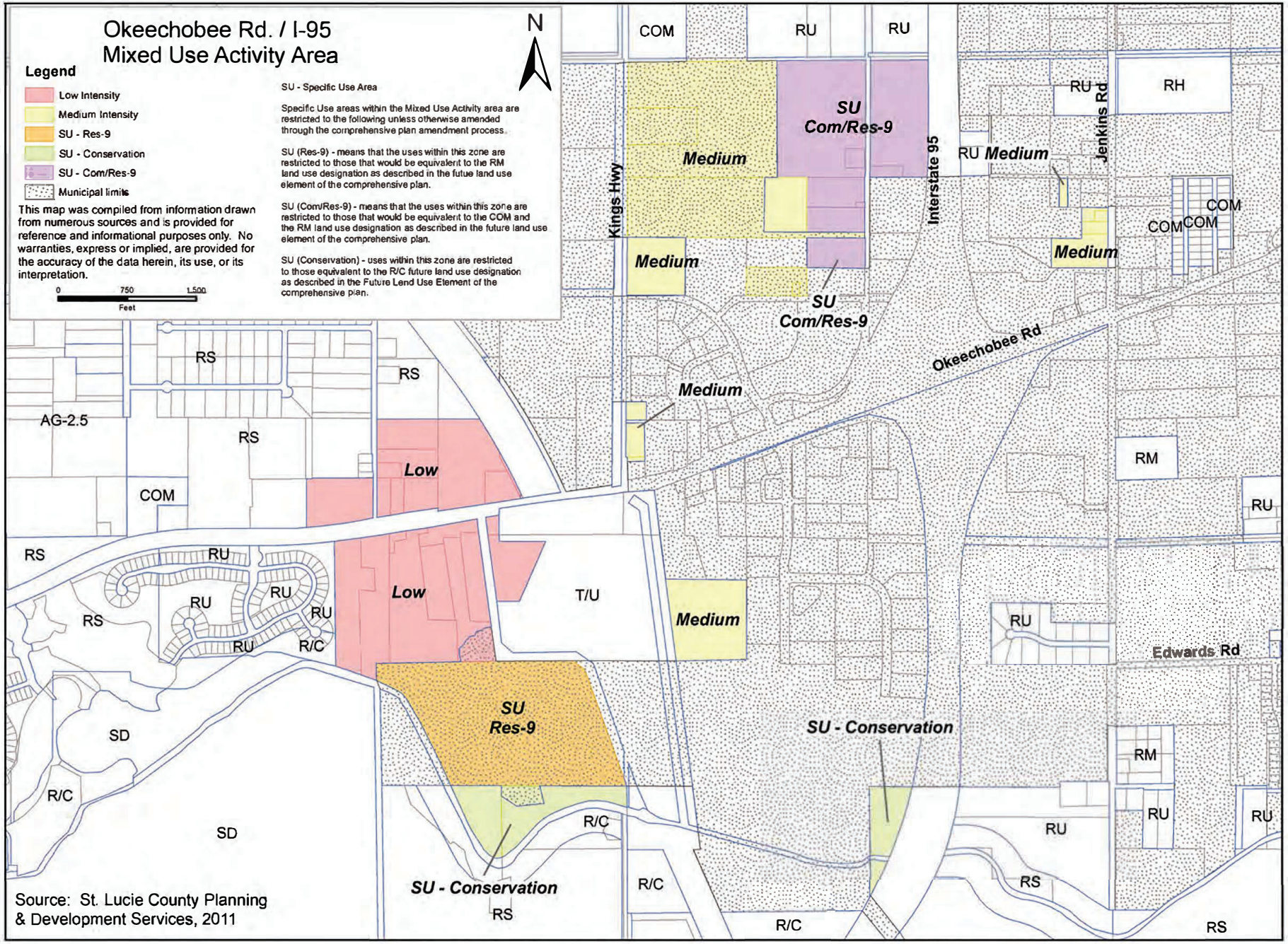

Indin River County
High Ridge Mixed Use Activity Area
Legend
High Intensity
Preserve Area
N
0
500
1,000
Feet
SUB AREA POLICIES
1. Residential land uses shall be limited to a maximum of 450 dwelling units and a minimum of 250 dwelling units.
2. The maximum 40% residential threshold set forth in Section 07.03.03A of the St. Lucie County Land Development Code will not be applicable to development on this site.
3. The maximum non-residential square footage permitted is 200,000 square feet and the minimum is 100,000 square feet.
4. Residential dwelling units or spaces are permitted above lower level non-residential uses.
5. Designated transit stop locations shall be provided within the Village (MXD) Center.
6. A variety of housing types are encouraged with generally higher densities located in proximity to the Village (MXD) Center
7. Public open space shall be provided with each neighborhood.
8. A recreational greenway trail shall be established along the eastern property line of the subject property.
9. Where physically possible, each neighborhood shall be planned so that most housing units are within walking distance of the Village (MXD) Center.
10. Any site development plan shall provide design standards that are consistent with the North County Charette.
11. Any site development plan proposed shall be required to address the Lakela's Mint plan species located within the site boundaries. This may include, but not be limited to, the dedication of a preservation area onsite, relocating isolated plants into the preservation area, etc. as necessary to ensure that the plant species is protected onsite.
12. A conservation easement will be required for the preserve area at the time of site plan approval.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
COM
RU
COM
RU
High
COM
COM
Turnpike Feeder Rd
US Highway 1
R/C
R/C
COM
COM
P/F
RU
Source: St. Lucie County Planning & Development Services, 2011

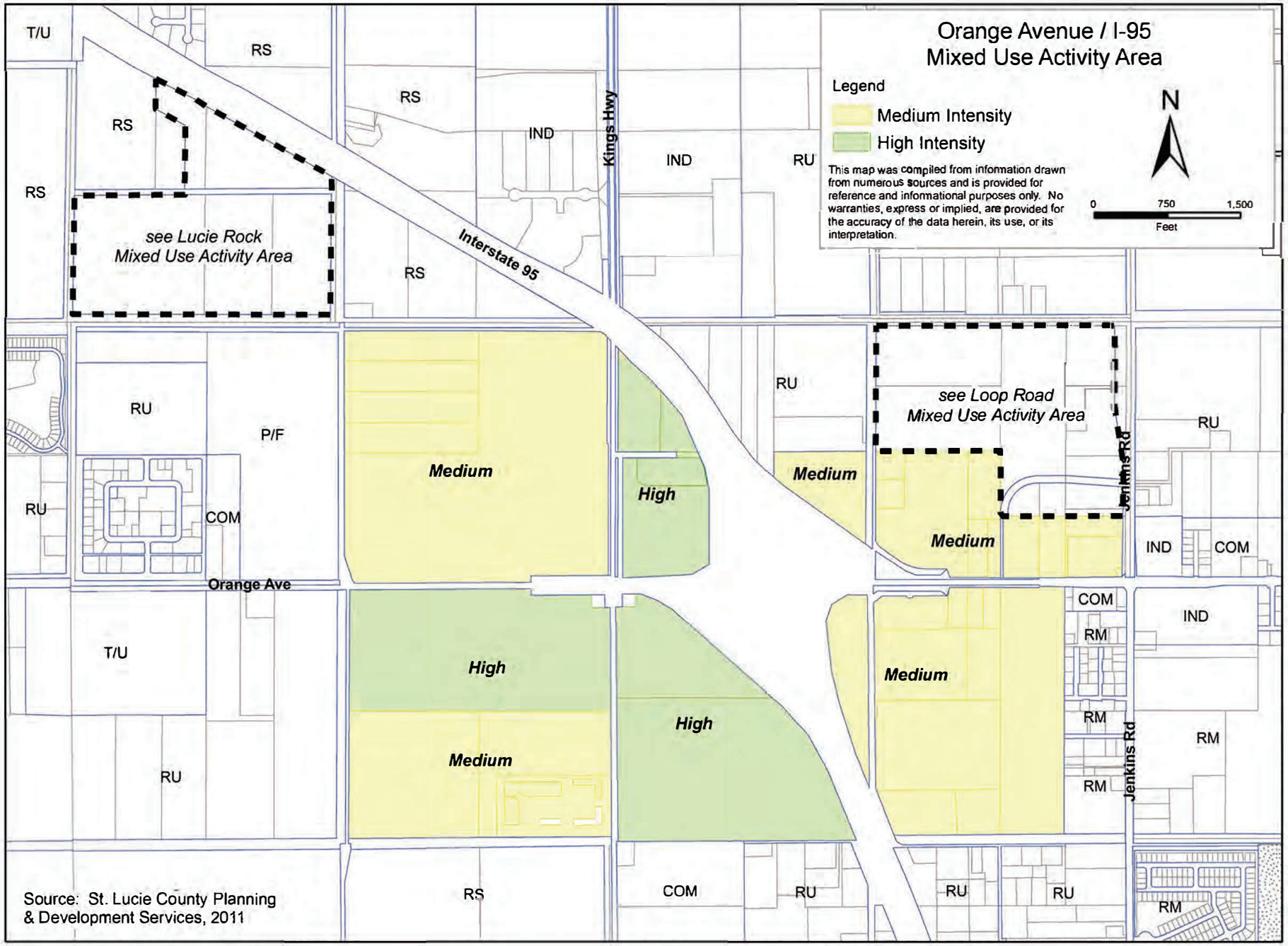

Indrio Road Mixed Use Activity Area
Legend
Low Intensity
Medium Intensity
TVC Future Land Use
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
N
0
1,000
2,000
Feet
Interstate 95
SD
Kobelgard
Johnston Rd
Indrio Rd
Low
Medium
Low
Medium
Low
Low
Low
Medium
Medium
Low
Source: St. Lucie County Planning & Development Services, 2011

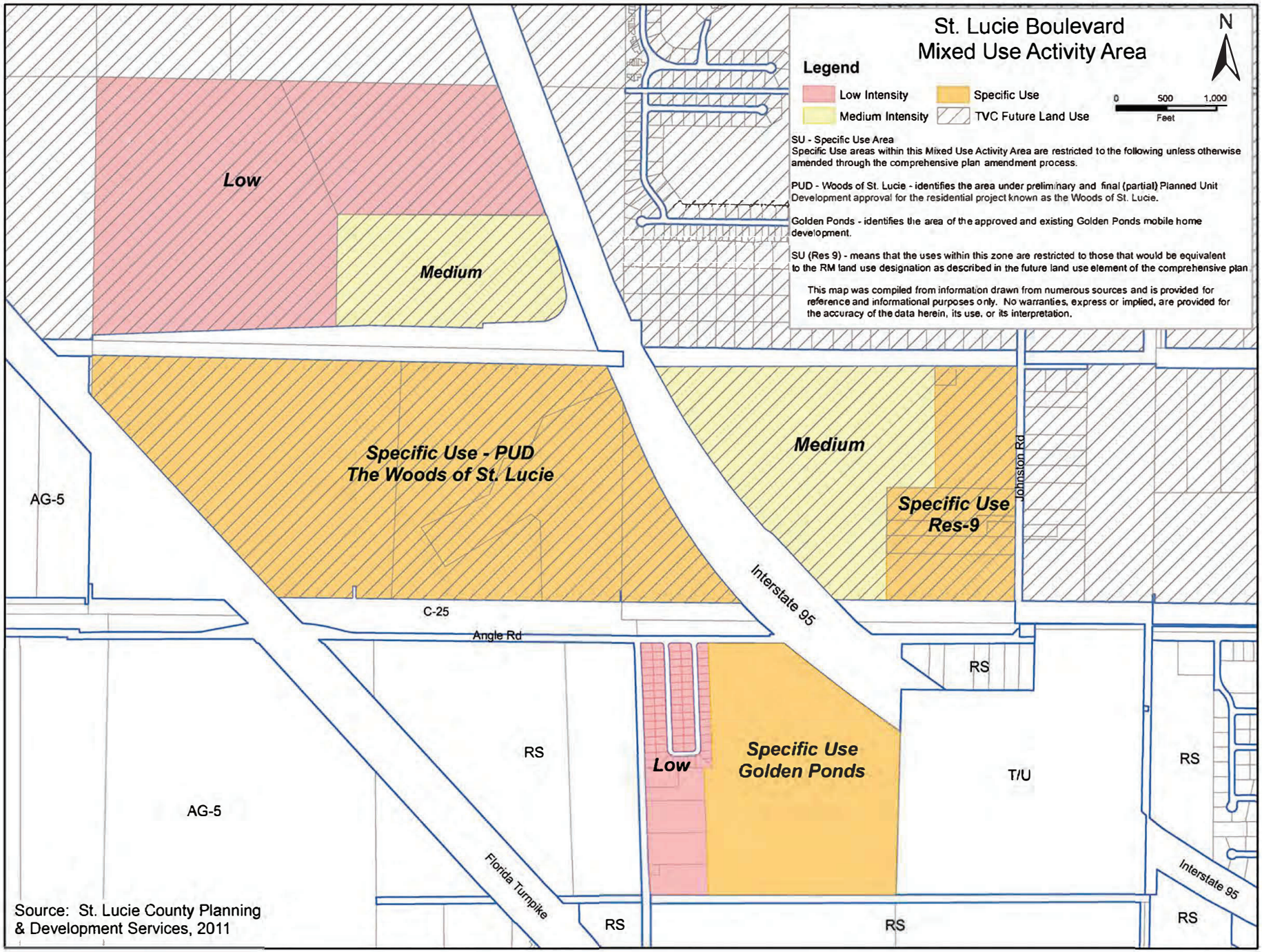

Loop Road Mixed Use Activity Area
Legend
Low Intensity
Medium Intensity
Municipal limits
N
0
600
1,200
Feet
SUB AREA POLICIES
1. The MXD Low Intensity district will include 50% commercial at the northeast corner with a combination of 25% Office and 25% Institutional on the remainder of the MXD Low Intensity district, which shall include a vegetated buffer zone to properly buffer the adjacent residences from future development; and
2. The MXD Medium Intensity district will be Light Industrial/Warehouse land uses including flex space buildings.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
W JOHNSON PIERCE RD
N JENKINS RD
FLOYD JOHNSON RD
N 45TH ST
Low
Medium
LOOP RD
Medium
LAMONT RD
INTERSTATE 95 HWY
see Orange Ave / I-95
Mixed Use Activity Area
LA JEAN DR
ORANGE AVE
ORANGE AVE
ORANGE AVE
COPENHAVER RD
S JENKINS RD
IND
RU
RH
RM
COM
Source: St. Lucie County Planning & Development Services, 2011

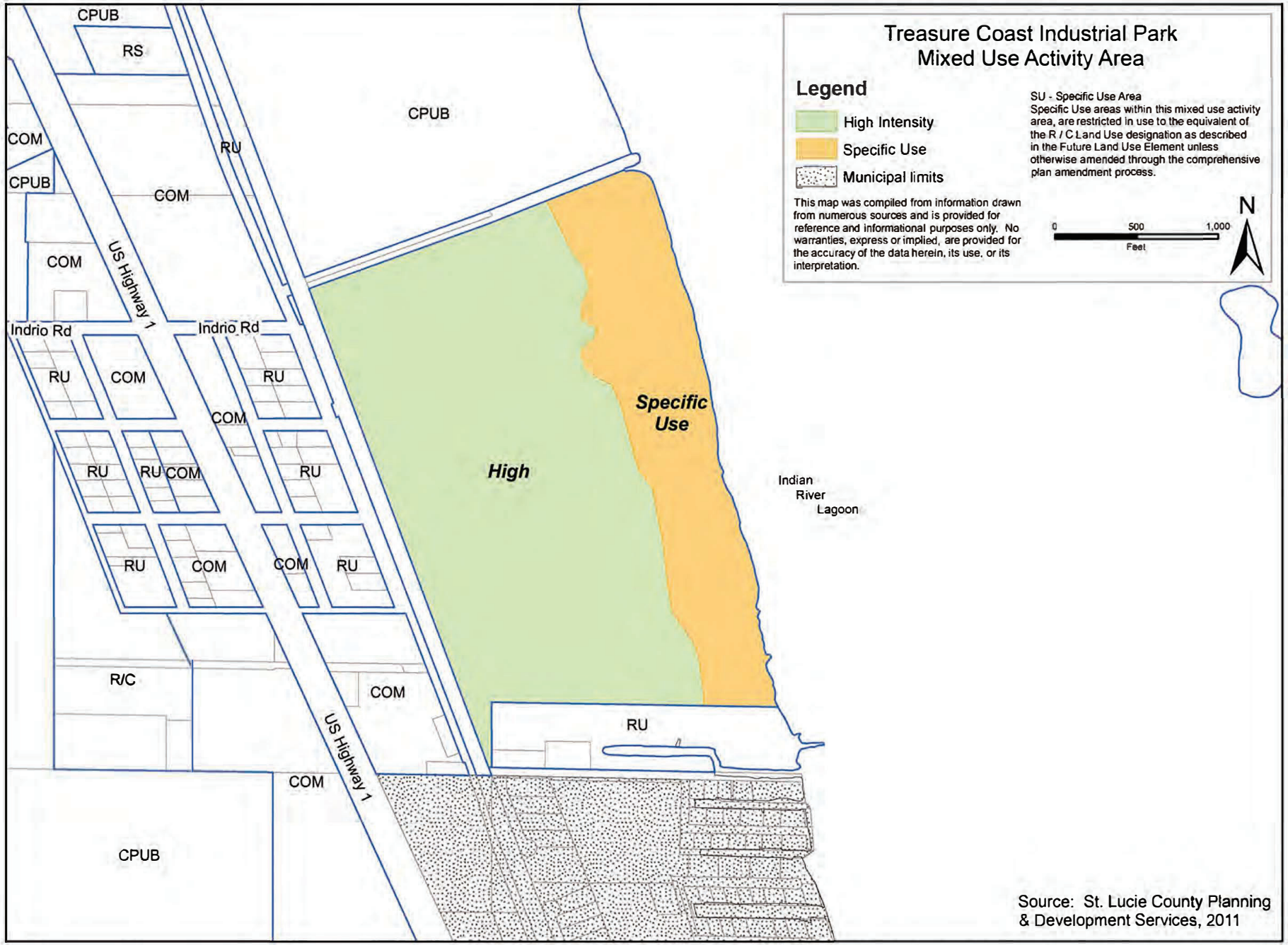

Lucie Rock Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
SUB AREA POLICIES
Future development shall be limited to the following land uses and ratios: IND (Industrial) 60%, COM (Commerical) 10%, and RES (Residential) 30%. The height of all buildings and structures shall be no more than 60 feet.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Interstate 95
Rock Rd
High
Medium
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95 Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011

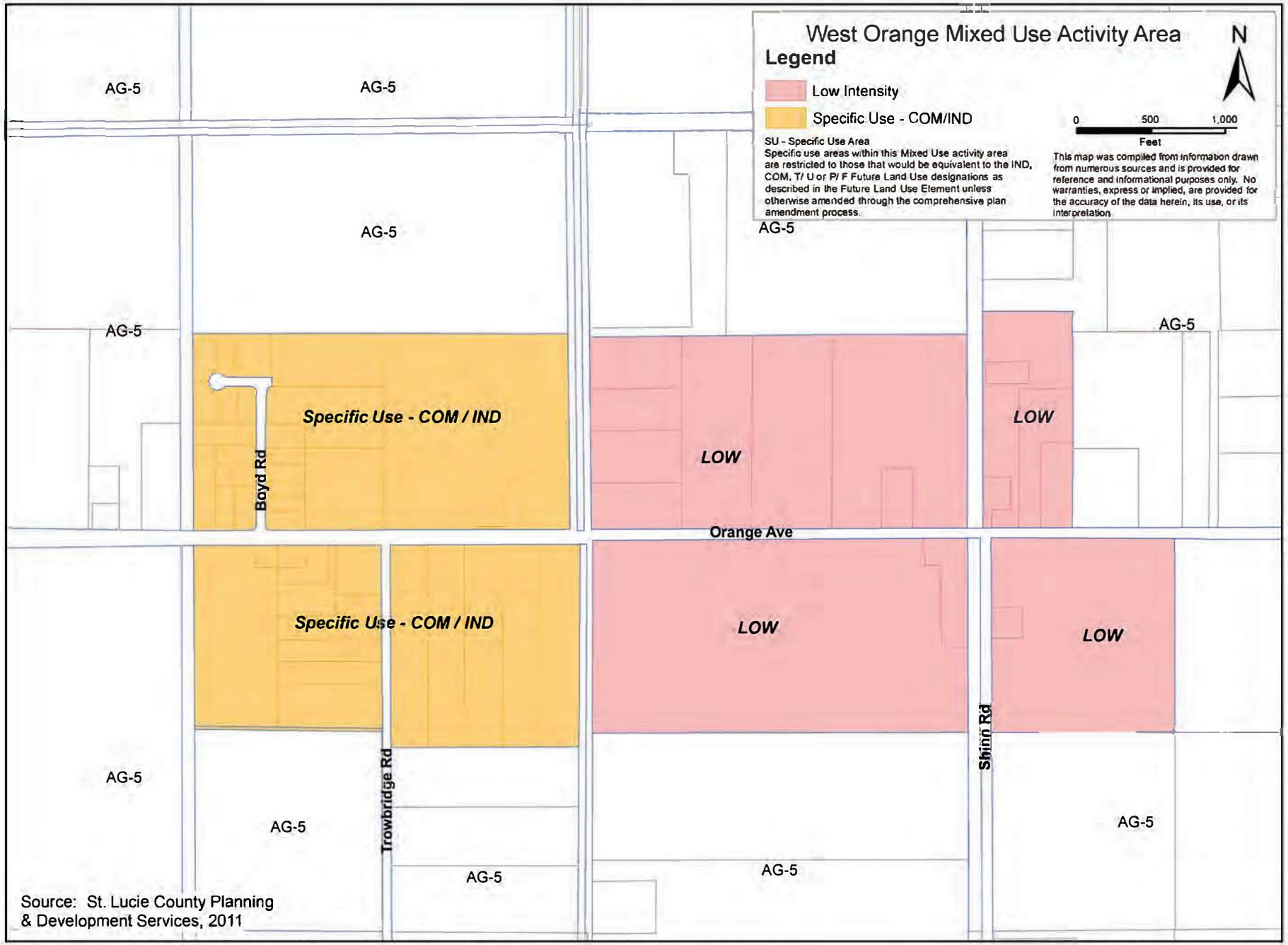

Midway / Glades
Mixed Use Activity Area
N
Legend
Low Intensity
Medium Intensity
High Intensity
SU - Utility
Municipal limits
SU - Specific Use Area
Specific Use Areas within this Mixed Use Activity Area are restricted to those that would be equivalent to the T/U Land Use designations as described in the Future Land Use Element unless otherwise amended through the comprehensive plan amendment process.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
0 1,750 3,500
Feet
Source: St. Lucie County Planning & Development Services, 2011
Interstate 95
Florida Turnpike
FEC spur
FEC main track
Glades Cut-Off Rd
Midway Rd
Selvitz Rd
Low
Medium
High
SU
Utility
AG-5
AG-2.5
RE
RS
R/C
P/F
SD
T/U
RU
CPUB
IND
COM

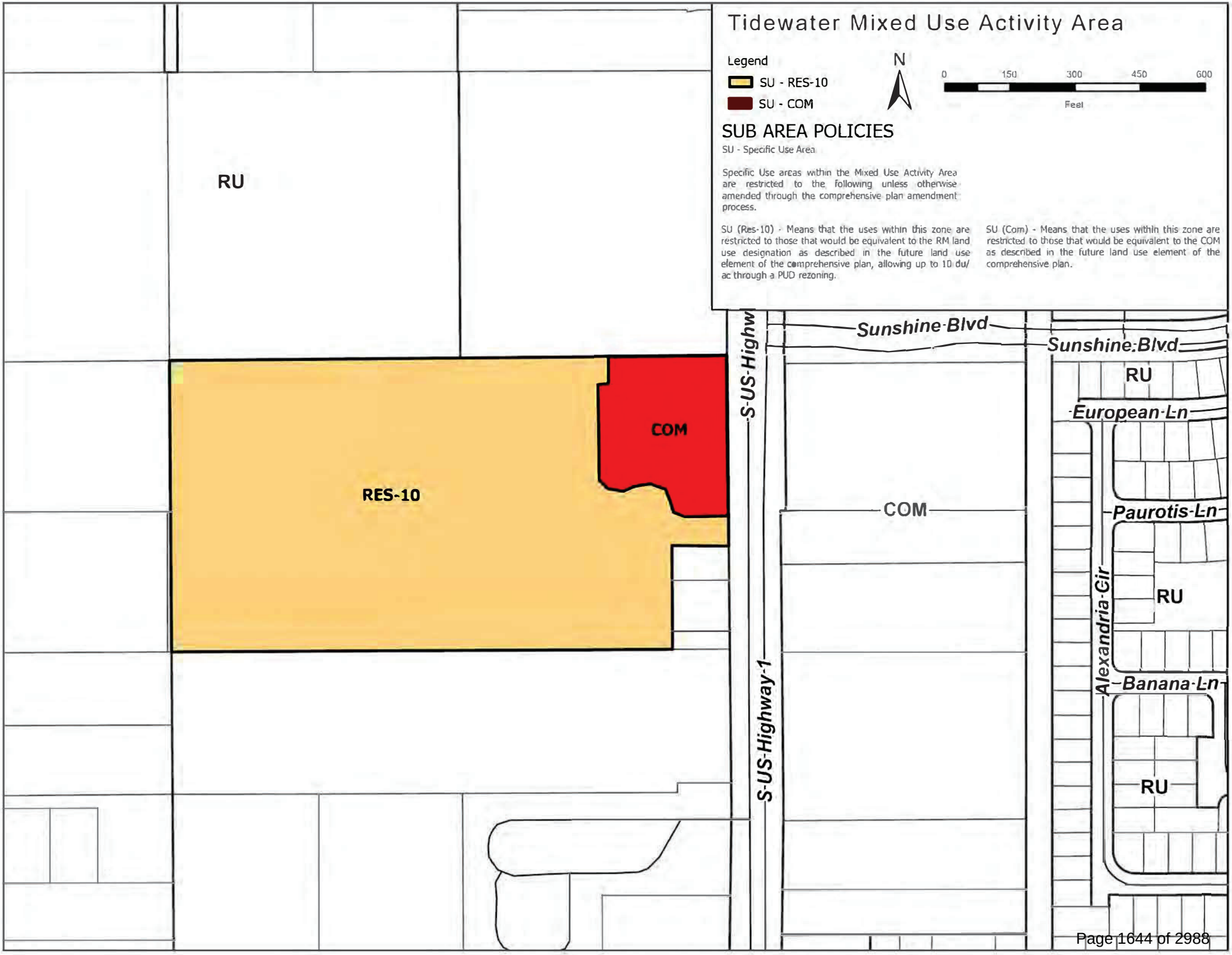

Okeechobee Rd. / I-95
Mixed Use Activity Area
N
Legend
Low Intensity
Medium Intensity
SU - Res-9
SU - Conservation
SU - Com/Res-9
Municipal limits
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
0 750 1,500
Feet
SU - Specific Use Area
Specific Use areas within the Mixed Use Activity area are restricted to the following unless otherwise amended through the comprehensive plan amendment process.
SU (Res-9) - means that the uses within this zone are restricted to those that would be equivalent to the RM land use designation as described in the futue land use element of the comprehensive plan.
SU (Com/Res-9) - means that the uses within this zone are restricted to those that would be equivalent to the COM and the RM land use designation as described in the future land use element of the comprehensive plan.
SU (Conservation) - uses within this zone are restricted to those equivalent to the R/C future land use designation as described in the Future Land Use Element of the comprehensive plan.
Source: St. Lucie County Planning & Development Services, 2011
Kings Hwy
Interstate 95
Jenkins Rd
Okeechobee Rd
Edwards Rd
SU Com/Res-9
SU Res-9
SU - Conservation
Medium
Low
T/U
COM
RU
RH
RM
RS
AG-2.5
SD
R/C


Orange Avenue / I-95
Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
N
0
750
1,500
Feet
see Lucie Rock Mixed Use Activity Area
see Loop Road Mixed Use Activity Area
Interstate 95
Kings Hwy
Orange Ave
Jenkins Rd
Medium
High
T/U
RS
IND
RU
P/F
COM
RM
Source: St. Lucie County Planning & Development Services, 2011

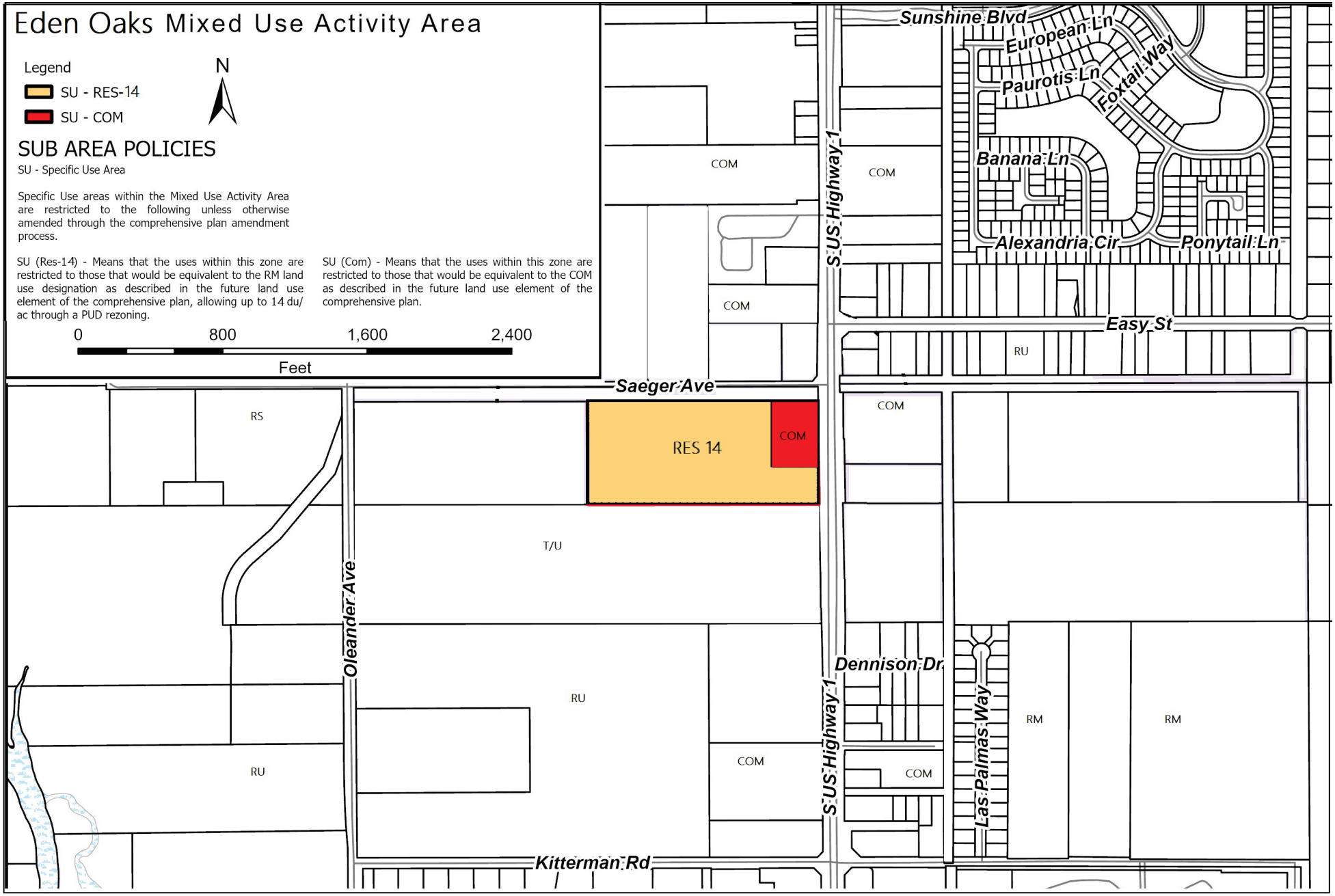

St. Lucie Boulevard
Mixed Use Activity Area
N
Legend
Low Intensity
Medium Intensity
Specific Use
TVC Future Land Use
0 500 1,000
Feet
SU - Specific Use Area
Specific Use areas within this Mixed Use Activity Area are restricted to the following unless otherwise amended through the comprehensive plan amendment process.
PUD - Woods of St. Lucie - identifies the area under preliminary and final (partial) Planned Unit Development approval for the residential project known as the Woods of St. Lucie.
Golden Ponds - identifies the area of the approved and existing Golden Ponds mobile home development.
SU (Res 9) - means that the uses within this zone are restricted to those that would be equivalent to the RM land use designation as described in the future land use element of the comprehensive plan
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
Low
Medium
Specific Use - PUD
The Woods of St. Lucie
Medium
Specific Use
Res-9
Johnston Rd
AG-5
C-25
Angle Rd
Interstate 95
RS
RS
Low
Specific Use
Golden Ponds
T/U
RS
AG-5
Florida Turnpike
RS
RS
Interstate 95
RS
Source: St. Lucie County Planning
& Development Services, 2011


Treasure Coast Industrial Park
Mixed Use Activity Area
Legend
High Intensity
Specific Use
Municipal limits
SU - Specific Use Area
Specific Use areas within this mixed use activity area, are restricted in use to the equivalent of the R / C Land Use designation as described in the Future Land Use Element unless otherwise amended through the comprehensive plan amendment process.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
0
500
1,000
Feet
N
CPUB
RS
CPUB
COM
RU
CPUB
COM
COM
US Highway 1
Indrio Rd
Indrio Rd
RU
COM
RU
COM
RU
RU
COM
RU
RU
COM
COM
RU
R/C
COM
US Highway 1
COM
CPUB
Specific Use
High
Indian River Lagoon
RU
Source: St. Lucie County Planning & Development Services, 2011


West Orange Mixed Use Activity Area
N
Legend
Low Intensity
Specific Use - COM/IND
0
500
1,000
Feet
SU - Specific Use Area
Specific use areas within this Mixed Use activity area are restricted to those that would be equivalent to the IND, COM, T/ U or P/ F Future Land Use designations as described in the Future Land Use Element unless otherwise amended through the comprehensive plan amendment process.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
AG-5
Specific Use - COM / IND
LOW
Boyd Rd
Orange Ave
Trowbridge Rd
Shinn Rd
Source: St. Lucie County Planning & Development Services, 2011


Tidewater Mixed Use Activity Area
Legend
SU - RES-10
SU - COM
N
0
150
300
450
600
Feet
SUB AREA POLICIES
SU - Specific Use Area
Specific Use areas within the Mixed Use Activity Area are restricted to the following unless otherwise amended through the comprehensive plan amendment process.
SU (Res-10) - Means that the uses within this zone are restricted to those that would be equivalent to the RM land use designation as described in the future land use element of the comprehensive plan, allowing up to 10 du/ac through a PUD rezoning.
SU (Com) - Means that the uses within this zone are restricted to those that would be equivalent to the COM as described in the future land use element of the comprehensive plan.
RU
RES-10
COM
COM
RU
RU
RU
Sunshine Blvd
Sunshine Blvd
European Ln
Paurotis Ln
Alexandria Cir
Banana Ln
S US Highway 1
S US Highway 1

Eden Oaks Mixed Use Activity Area



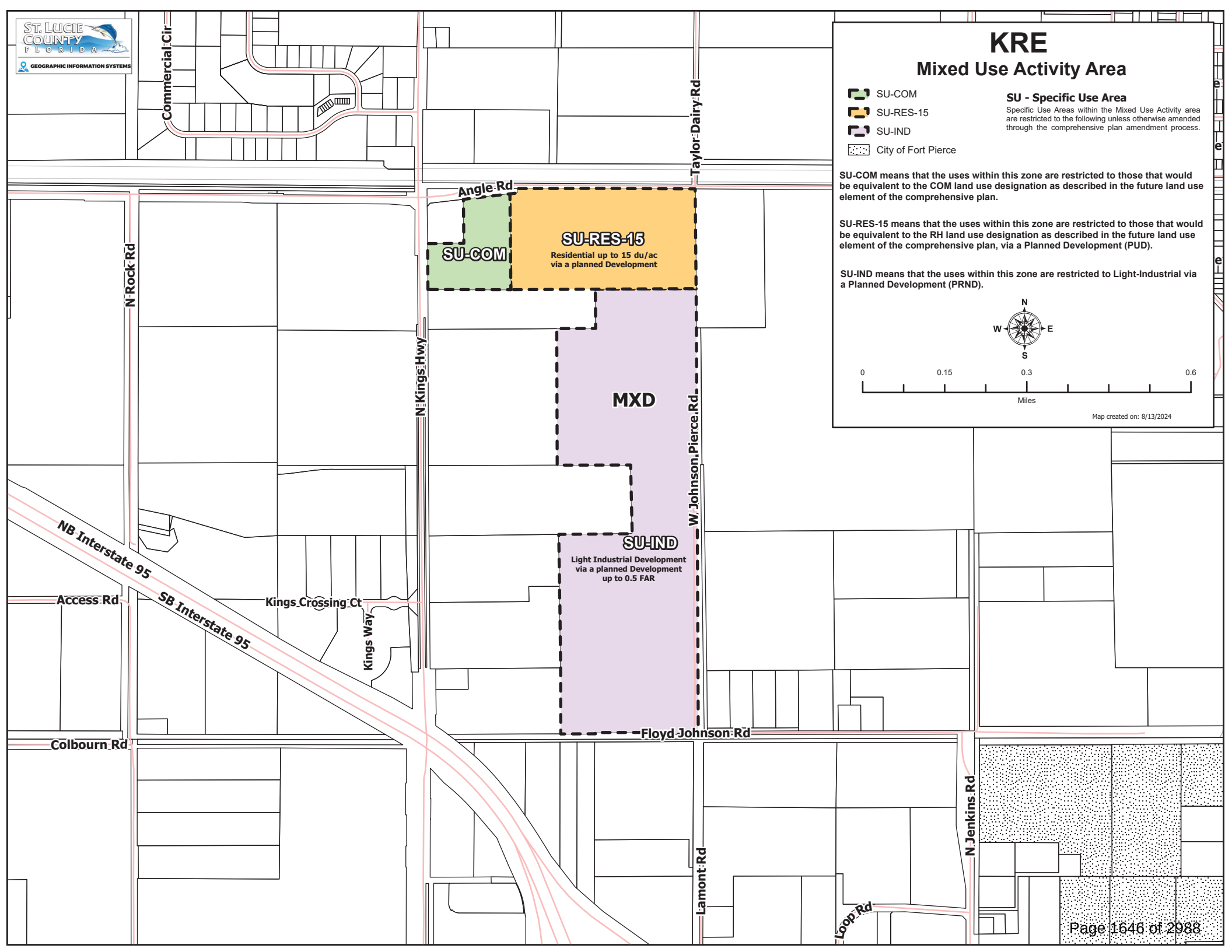
SUB AREA POLICIES

SU - Specific Use Area

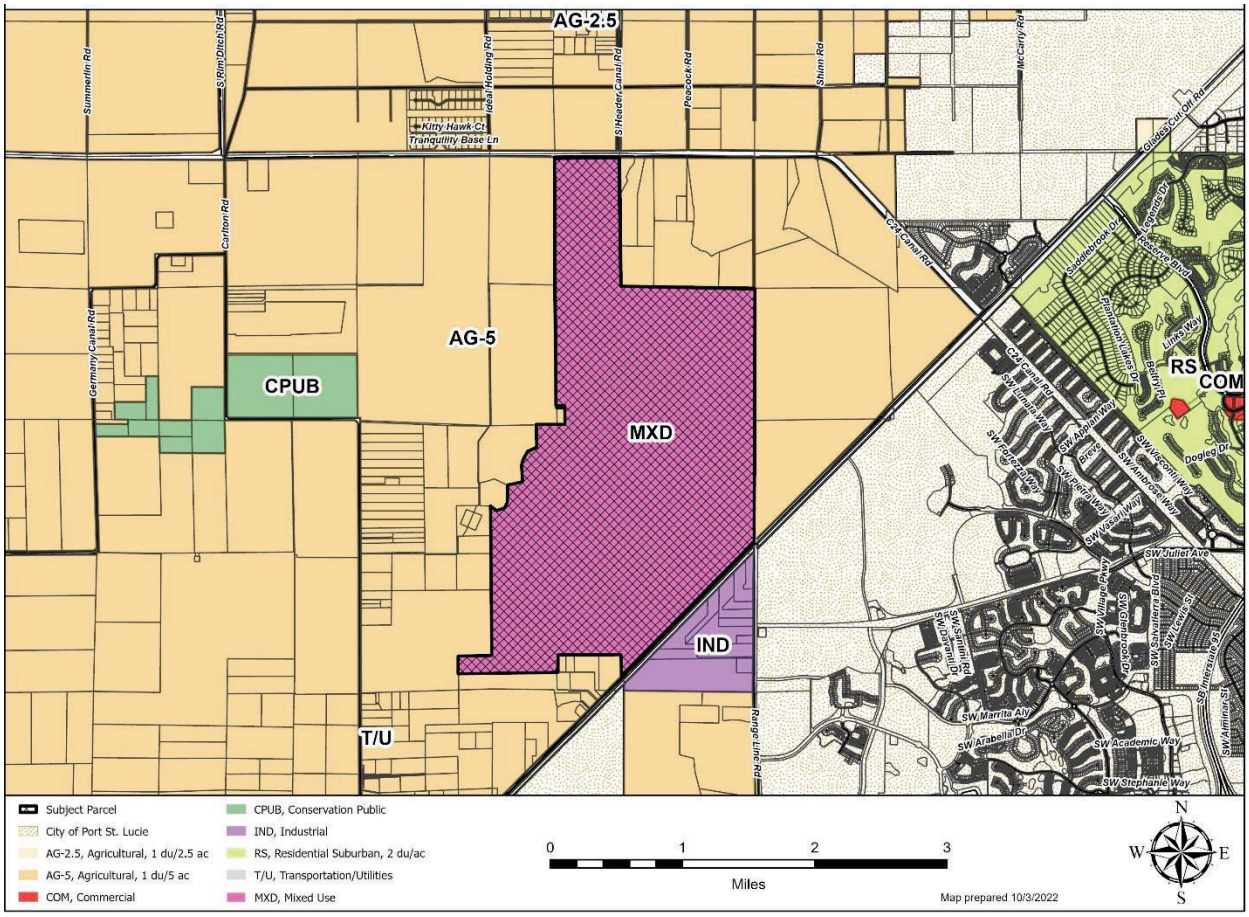
Specific Use areas within the Mixed Use Activity Area are restricted to the following unless otherwise amended through the comprehensive plan amendment process.

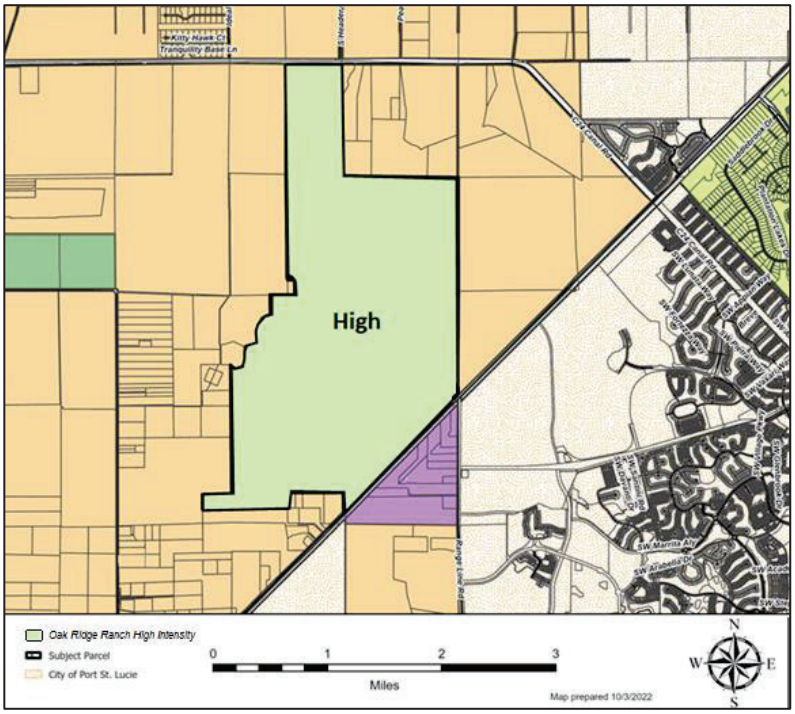
SU (Res-14) - Means that the uses within this zone are restricted to those that would be equivalent to the RM land use designation as described in the future land use element of the comprehensive plan, allowing up to 14 du/ac through a PUD rezoning.

SU (Com) - Means that the uses within this zone are restricted to those that would be equivalent to the COM as described in the future land use element of the comprehensive plan.


ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS
KRE
Mixed Use Activity Area
SU-COM
SU-RES-15
SU-IND
City of Fort Pierce
SU - Specific Use Area
Specific Use Areas within the Mixed Use Activity area are restricted to the following unless otherwise amended through the comprehensive plan amendment process.
SU-COM means that the uses within this zone are restricted to those that would be equivalent to the COM land use designation as described in the future land use element of the comprehensive plan.
SU-RES-15 means that the uses within this zone are restricted to those that would be equivalent to the RH land use designation as described in the future land use element of the comprehensive plan, via a Planned Development (PUD).
SU-IND means that the uses within this zone are restricted to Light-Industrial via a Planned Development (PRND).
N
W
E
S
0
0.15
0.3
0.6
Miles
Map created on: 8/13/2024
Commercial Cir
Taylor Dairy Rd
Angle Rd
N Rock Rd
SU-COM
SU-RES-15
Residential up to 15 du/ac
via a planned Development
N Kings Hwy
MXD
W Johnson Pierce Rd
SU-IND
Light Industrial Development
via a planned Development
up to 0.5 FAR
NB Interstate 95
SB Interstate 95
Access Rd
Kings Crossing Ct
Kings Way
Colbourn Rd
Floyd Johnson Rd
Lamont Rd
N Jenkins Rd
Loop Rd

OAK RIDGE RANCHES MIXED USE ACTIVITY AREA





OAK RIDGE RANCHES MIXED USE ACTIVITY AREA & SUB AREA POLICIES:

SUB-AREA POLICIES:

St. Lucie County shall manage future growth to enhance the quality of life and safety of County residents, by providing for the development of site-specific land use and zoning regulations, subject to limitations and conditions designed to preserve native habitat and the long-term sustainability of vegetation in its natural state, through the application of such methods as conservation easements. This sub-area shall only be available to properties within the urban service boundary.

Notwithstanding the other goals, objectives and policies of the Comprehensive Plan, development in the Oak Ridge Ranches Mixed Use Activity Area shall be subject to the site-specific land use mechanisms and provisions as set forth below. If a Comprehensive Plan provision is not specifically addressed within this sub-area policy, then the adopted and effective Comprehensive Plan provisions, Land Development Code (LDC) and site-specific Planned Unit Development (PUD) Zoning Regulations, which are in effect on the date of final decision on a development application shall control.

1. Development permitted within this Mixed-Use Activity Area may include residential with a density of up to 15 dwelling units per acre, and a height limit of up to 80 feet.
2. The maximum gross density for the overall development shall not exceed 2.67 dwelling units per acre or 8,600 total dwelling units, for the 3,229.27 acres included in the Mixed-Use Activity Area.
3. Residential uses shall include single-family-and multifamily, and may include age-restricted housing (55+).
4. A variety of housing types will be provided, generally with the highest allowed densities located in proximity to Glades Cut Off Road and Range Line Road but are not precluded in other locations. Residential units are also permitted above nonresidential uses. Single-family units are allowed to incorporate accessory dwelling units (ADUs) as defined within the St. Lucie County Comprehensive Plan Policy 1.1.1.5. Such accessory dwelling units when incorporated into a single-family detached dwelling unit shall not be counted against density totals, but shall be accounted for in traffic study impacts, and are required to meet applicable parking code requirements. If ADUs are rented, the unit must be rented at an affordable rate to households which do not exceed 120 percent (120%) of the median annual adjusted gross income. The Homeowners Association rules and regulations and other private documents shall not restrict accessory dwelling units, provided they are designed, permitted, and constructed along with the initial dwelling unit on a lot. ADUs shall not be subdivided or sold separately from the primary dwelling units.
5. Development permitted within this Mixed-Use Activity Area may include nonresidential uses with a floor area ratio of up to 1.5 and a height limit of up to 80 feet. Each site plan application for commercial uses shall not exceed a building coverage of 80%.
6. The maximum square footage for nonresidential and commercial uses, except those uses identified in subarea policy 7, shall not exceed 650,000 square feet of building space, with a minimum of 80,000 square feet of commercial uses required, not including the uses identified in subarea policy 7. The commercial and nonresidential uses may include the permitted and conditional uses listed under the Commercial Neighborhood (CN), Commercial Office (CO), and Commercial General (CG) Zoning Designations within the planned development of Oak Ridge Ranches. The intent of the commercial use is to provide easily accessible; convenience-type uses to the immediately surrounding residents. These eligible nonresidential and commercial uses are not limited by the land area restrictions in LDC Section 7.01.02 B. The final PUD site plans shall demonstrate pedestrian and vehicular internal connectivity between adjacent parcels with commercial uses and the public uses. No industrial use will be permitted within the Oak Ridge Ranches Mixed-Use Activity Area.
7. Public educational services, libraries, fire stations and other public facilities as well as electrical substations, private recreational amenities, and telecommunication infrastructure and stealth communication towers are permitted within the Mixed-Use Activity Area but shall not count against the 650,000 square feet of building space for nonresidential and commercial uses provided in subarea policy 6.
8. The restrictions for nonresidential uses set forth in LDC Section 7.01.02 and the cul-de-sac length restriction of 1,000 feet set forth in LDC Section 7.01.03, where the length is certified by the St. Lucie County Fire District, will not be applicable to development within the Mixed-Use Activity Area.

9. The St. Lucie County School District needs sufficient student stations requires two (2) K-8 school sites be designated within the Mixed-Use Activity Area development. The School District will meet the high school needs in adjacent developments that do not have a designated K-8 school site.
   No residential subdivision plat, beyond 1,000 dwelling units, shall be approved, nor final residential site plan approved for any development parcel until the developer has secured a development agreement with the St. Lucie County School District that assures the following activities:
   A. The designation of two K-8 school sites of at least 25 acres for each site. The acreage may be reduced to 20 acres if stormwater treatment and drainage for the K-8 school site is accommodated off-site as part of a larger master stormwater program. The net acreage must not include any required upland or wetland preservation areas.
   B. Since the Oak Ridge Ranches Mixed-Use Activity Area will not be providing any school sites for a high school in the development, it is anticipated that the high school capacity will be met in the planned and approved nearby developments in the School District's Concurrency Service Area D and E. The School District plans to use the K-8 school sites in Oak Ridge Ranches to meet the kindergarten through 8th grade needs in the developments in the School District's Concurrency Service Area D and G.
   C. For a period of 5 years after the issuance of the first approval of any residential parcel, the Developer may receive approval of a binding detailed development plan that reduces the anticipated student generation by defining housing type (e.g., multi family or binding age restricted). If the anticipated student generated from the said plan, based upon the School District's review, produces a total number of K-8 students less than 1,600 students, the Developer may request the School District approve the elimination of the second K-8 school site in the Mixed-Use Activity Area development. The provision above does not prevent the Developer from requesting elimination of the 2nd K-8 school site after 5 years referenced above, and the School District may consider the request, if the School District has not relied upon it to meet the kindergarten thru 8th grade student needs for additional entitlements, the School District will consider the release of the 2nd school site.
10. A conceptual assignment of the overall development, indicating the anticipated uses, development phases, preservation areas and wildlife corridors, for the Oak Ridge Ranches Mixed-Use Activity Area, shall be shown on the overall PUD Preliminary Site (Master) Plan. Upon approval of the overall PUD Preliminary Site (Master) Plan, a Minor or Major Site Plan shall be recognized as the Final PUD Development Plan Approval (final site plan). The conceptual assignments may be altered during the site plan approval process as long as the overall intent remains consistent, as described within this Mixed-Use Activity Area.
11. All development within Oak Ridge Ranches Mixed-Use Activity Area shall be serviced by centralized potable water and sanitary sewer systems. Such centralized services shall be coordinated with St. Lucie County Utilities. The PUD shall be designed and located so there will be no net public cost for the provision of water lines, sewage lines, storm and surface drainage systems, and other utility systems. These provisions will be included in a developer's agreement with St. Lucie County Utilities (the utility provider) prior to commencing land development activities.
12. Notwithstanding LDC Section 7.01.03.L., development within the Oak Ridge Ranches Mixed-Use Activity Area may be phased with three (3) year increments allowed to elapse between any phase or pod and the commencement of the next phase or pod, with full buildout to be completed within 25 years from the effective date of this Mixed-Use Activity Area. Completion of the spine road (Oak Ridge Ranch Road) vests the project and deems the three-year phasing request as satisfied.
13. The access to the Mixed-Use Activity Area development shall be through an internal network consisting of a road that begins at Glades Cut Off Road and connects to the extension of Range Line Road (spine road). The PUD shall reserve an 80ft right-of-way extending from the western property line intersecting with Oak Ridge Ranch Road, dedicate a minimum of 70ft for the future extension of Range Line Road from Glades Cut Off Road along the eastern property line to southern boundary line of the existing 70ft County-owned right-of-way parcel (parcel no. 3224-111-0002-010-5), and dedicate a 100ft right-of-way located adjacent to the C-24 Canal along the entire northern boundary.
14. A minimum of thirty-five percent (35%) of the gross area of land to be committed to the PUD must be used as common open space. Each phase or pod site plan may or may not feature 35% common open space, but each pod or phase site plan must include at least 10% open space. The overall development of Oak Ridge Ranches Mixed-Use Activity Area must satisfy the entire common open space requirement of no less than

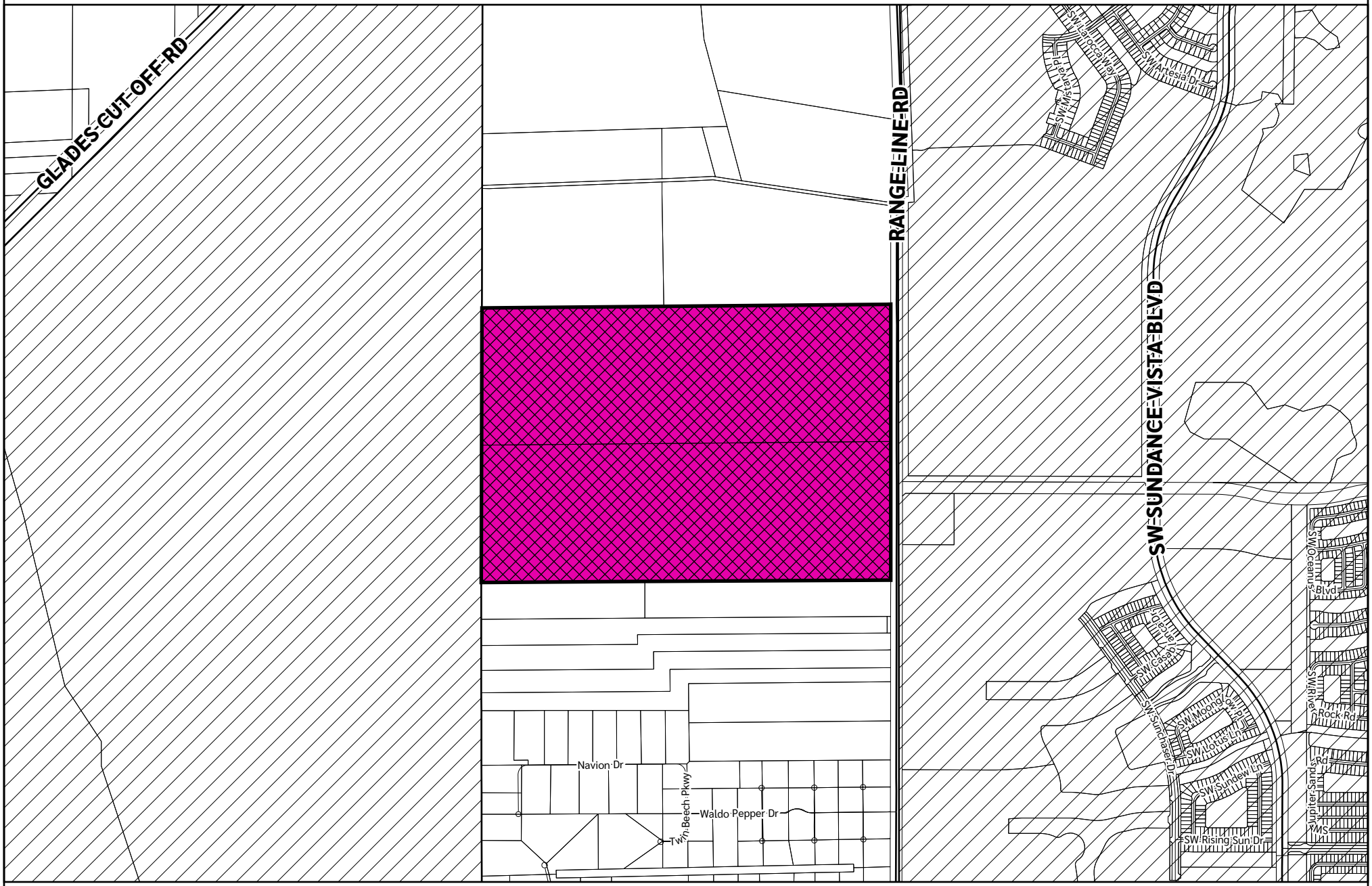
35%, with 15% of the 35% open space consisting of intact native upland habitat. A tracking mechanism, including a baseline of the proposed open space and an inventory of existing wetlands and their associated buffers and native uplands, must be submitted prior to the approval of the Preliminary PUD Site (Master) Plan. The tracking of open space must be submitted and implemented with each and every site plan application.

15. Development of specific phases or pods may propose adjustments to deviate from the approved Preliminary PUD Site (Master) Plan for the overall development, and be processed and approved administratively, provided no more than three (3) acres of the total acreage of Category III wetlands and the associated upland vegetative buffers within the project boundaries are altered nor removed and the equivalent wetland buffer acreage is compensated.
16. A sketch and legal description of the preserved wetlands and associated upland vegetative buffers, as shown on the approved Preliminary PUD Site (Master) Plan, shall be provided with the site plan of each phase or pod. The preserved wetlands and associated upland vegetative buffers shall be placed under a conservation easement concurrently with the final site plan approval of each phase or pod. Tracking of preserved wetlands and associated upland vegetative buffers must be submitted and implemented within each and every site plan application.
17. The Oak Ridge Ranches PUD is required to preserve a minimum of 484 acres of upland habitat or 15% of the overall site, whichever results in greater preservation, to utilize the Alternative Mitigation Compliance Method to satisfy all tree mitigation requirements. At minimum, 213 acres of native upland habitat or 25% of the total native upland habitat, whichever is greater, as determined by the final approved Environmental Impact Report, must be preserved. The upland habitat preservation area(s) must be placed in a conservation easement prior to any site plan approvals, or prior to issuance of a vegetation removal permit or exemption, whichever comes first. Adjustments of up to 10% of the recorded conservation easements for the upland preservation areas (square footage) may be processed administratively through the review by the Environmental Resources Director, Planning and Development Services Director and the County Attorney as long as the new proposed upland habitat preserve area is contiguous to the existing upland habitat preserve area to be impacted and the new proposed upland habitat preserve area is equivalent in quantity and quality upland preservation area is compensated. Tracking of preserved native uplands must be submitted and implemented with each and every site plan application.
18. Each wetland, wetland buffer, and native upland habitat will be identified and depicted in detail during each site plan development application. Wetland buffers are required to be consistent with the categorization as identified with the regulations in effect at the time of the site plan approval. Up to 10-feet of any Category III wetland buffer area may be regraded and restored to account for vertical differences between existing and adjacent proposed elevations, with approval by the Environmental Resources Director. All regraded Category III wetland buffer areas shall be identified during final site plan approvals and shall include a restoration plan demonstrating revegetation of the areas compatible with the remaining Category III buffer vegetation and implemented within six (6) months of impact.
19. Any requirements for easements, preservation, and other aspects of wetlands and their associated upland vegetative buffers will be handled during the site plan application for each phase or pod, except those that are credited toward required wetland mitigation per the South Florida Water Management District, which will be handled prior to commencement to development, pursuant to the definition of development in LDC 2.00.00.
20. All real estate transactions within the Mixed-Use Activity Area shall include disclosures noting that the property is in proximity to existing agricultural uses. Pursuant to Section 823.14(4), F.S., adjacent agricultural activities in existence for one (1) year or more before the creation of the Oak Ridge Ranches Mixed-Use Activity Area are presumed to not be a nuisance if the farm activities and operations conform to generally accepted agricultural and management practices.
21. Oak Ridge Ranches shall provide for a minimum of 400 units or five percent (5%) whichever is greater, of the total residential dwelling units constructed within the project as workforce housing. As used within this policy, workforce housing means rental or for-sale housing for families earning up to one hundred twenty percent (120%) of Area Median Income, with an affordability requirement of no less than 10 years from issuance of a certificate of occupancy for each dwelling unit. Workforce housing units may be provided either within the Mixed-Use Activity Area or may be located off-site anywhere in the County with the approval of the off-site location documenting the fulfilment of workforce housing for the Mixed-Use Activity Area. Only

workforce housing units provided within the Mixed-Use Activity Area shall count against the density maximums specified in subarea policy 2.

22. The Mixed-Use Activity Area development shall provide a roadway network and transportation improvements to serve the proposed development and provide the capacity and connectivity needs of the development at buildout of the full entitlements. Traffic generated by the development which exceeds capacity level of service standards as indicated in the Transportation Element of the Comprehensive Plan will be mitigated by the development through a schedule of committed roadway construction projects or payments or alternative conditions, with improvement triggers (trips), as provided in PUD conditions of approval with an improvement schedule (i.e., Transportation Mitigation Schedule). The improvement schedule is based on traffic analysis trip generation rates and thresholds (capacity) on impacted roadways. Prior to the issuance of building permits corresponding with the improvement triggers (trips), the required roadway improvements or payments or alternative conditions, as applicable, shall be provided. The developer(s) or successor(s) in interest shall satisfy the construction or proportionate share payments or alternative conditions, for the improvements to the facility or facilities, prior to the issuance of building permits, which shall be a binding and legally enforceable commitment on the developer, its agents, lessees, successors or assigns with the County to assure construction or a proportionate share payment, as allowed by law.
23. A Proportionate Share and Impact Fee Credit Agreement documenting the improvement triggers (trips) and payment amounts to mitigate the identified impacts shall be entered into by the developer and the County. The County shall have the discretion to apply payments to other transportation capacity improvements, through the review and approval of the Public Works Director that the payment substantively benefits the development's impacted roadway network.
24. Compliance shall be monitored through a County Final PUD Site Plan approval process, PUD conditions of approval improvement schedule (i.e., Transportation Mitigation Schedule), a Proportionate Share and Impact Fee Credit Agreement, the tracking document of open space and preserved native habitat, permitting procedures, the other conditions included in a PUD Resolution and review of a biennial traffic report.

Neill Farm Estates Mixed Use Activity Area



Subject Site | City of Port St. Lucie | Low Intensity

0 700 1,400
Feet

Map Prepared on 4/22/2026

Neill Farm Estates Sub-Area Policies

Notwithstanding the other goals, objectives and policies of the Comprehensive Plan, development in the Neill Farm Estates MXD Specific Use Activity Area shall be subject to the site-specific provisions as set forth below. If a Comprehensive Plan provision is not specifically addressed in the Neill Farm Estates sub-area policy, then the adopted and effective Comprehensive Plan and Land Development Code (LDC) in effect on the date of the final decision on a development application shall control.

1. The Neill Farm Estates MXD Specific Use Activity Area is permitted to develop as a residential community with a density that shall not exceed 3 dwelling units per acre for a maximum total of 1,275 dwelling units. All development within the Neill Farm Estates MXD Specific Use Activity Area shall occur through the PUD (Planned Unit Development) process.
2. Residential development permitted within the Neill Farm Estates MXD Specific Use Activity Area may include amenity and recreational centers, such as clubhouses, social buildings, fitness centers, and recreational open spaces, and other accessory uses to serve the residents. Amenity and recreation areas may include food services with or without alcoholic beverage sales/consumption.
3. No building height shall exceed 35 feet.
4. The building spacing formula, set forth in LDC Section 7.04.03 shall not be applicable to town home development within Neill Farm Estates MXD Specific Use Activity Area.
5. Residential dwelling types may include single-family, duplexes, and multifamily town homes. To promote affordability in the form of varied pricing levels, a minimum of ten percent (10%) of the total units shall be attached dwelling units.
6. The restriction for the cul-de-sac length of up to 1,000 feet set forth in LDC Section 7.01.03 may be waived by the County Commission at their discretion as part of the PUD approval process.
7. The Neill Farm Estates MXD Specific Use Activity Area shall provide a buffer/transition area between the McCarty Ranch Preserve and any homes along the western boundary of the development.
8. Neill Farm Estates MXD Specific Use Activity Area shall be developed as a 55+ age-restricted community that complies with an exemption to the Fair Housing Act.
9. Due to the proximity of the future commercial area at the southeast corner of Range Line Road and S.W. Discovery Way, as well as other commercial, civic and institutional areas planned and/or under construction within the Riverland and Western Groves DRI's on the east side of Range Line Road proximate to the Neill Farm development, and the Oak Ridge Ranches Mixed Use Activity Area, planned +/- two miles north, the Neill Farm Estates MXD Specific Use Activity Area is permitted to develop exclusively as an active adult, age-restricted residential community.
10. A minimum of 40% (forty percent) of the gross site area shall comprise common open space, which may be owned or controlled by a homeowner's association or a Community Development District (CDD). The surface area at the control elevation for stormwater ponds or lakes shall comprise no more than 50% of the required common open space.
11. Neill Farm Estates MXD Specific Use Activity Area shall designate no less than 35 (thirty-five) acres as a preservation tract, including native upland habitat, created upland habitat, wetlands, and wetland buffers. Neill Farm Estates MXD Specific Use Activity Area shall preserve and enhance/restore 20.8 acres of freshwater marsh (Wetlands A, 1, 2, 4, 5, 9, 11), 9.2-acres of pine flatwoods, and 3.0 acres of created pine flatwoods. The above being described is in the approved Environmental Impact Report entitled "Environmental Impact Report and Wetland Waiver" prepared by EW Consultants, Inc., dated May 2024.
12. To satisfy tree mitigation requirements, the 9.2 acres of pine flatwoods, and the 3.0 acres of created pine flatwoods must be preserved as depicted in the final approved Environmental Impact Report dated May 2024, prepared by EW Consultants, Inc. These preserved upland habitats shall be placed under a conservation easement accompanied by a Preserve Area Management and Monitoring Plan (PAMMP) prior to the issuance of the vegetation removal permit.
13. A sketch and legal description of the preserved wetlands, associated upland vegetative buffers, native upland habitat, or other preservation tracts shall be provided with the site plan for each phase. The

preserved wetlands and associated upland vegetative buffers shall be placed under a conservation easement in favor of St. Lucie County prior to the issuance of the vegetation removal permit.

14. Internal pedestrian circulation and connectivity shall be achieved through a network of sidewalks and trails that efficiently connect homes, amenities, and parks. This connectivity within the Neill Farm Estates MXD Specific Use Activity Area shall be accomplished by providing a minimum of two pedestrian connections per residential pod in the form of:
    (1) a sidewalk connection from each residential pod to the main community spine road sidewalk which provides a sidewalk connection to the community recreation area and two project entrances; and/or
    (2) a designated walking path (which may be stabilized grass or mulch) that connects one residential pod to another residential pod; and/or
    (3) a designated walking path (which may be stabilized grass or mulch) or boardwalk within a natural area that connects to a stabilized grass walking path within an adjacent residential pod.

15. Neill Farm Estates MXD Specific Use Activity Area shall provide or reserve an area designated for pedestrian connectivity with the land area to the north. Pedestrian connectivity between adjacent developments may include access-controlled facilities. Options to satisfy this requirement may include, but are not limited to, the following:
    (a) a pedestrian connection located no more than 900 feet from the eastern property line, or
    (b) a pedestrian connection to a public pedestrian trail running east-west along the shared property boundary between Neill Farm Estates and the land area to the north, linking Range Line Road to the McCarty Ranch Preserve. If Neill Farm Estates is required to convey land to accommodate the public pedestrian trail, the adjacent property boundary setback or buffer required by the County shall be reduced by the width of land conveyed.

16. Traffic generated by the Neill Farm Estates MXD Specific Use Activity Area which exceeds level of service standards adopted in the Transportation Element of the Comprehensive Plan shall be mitigated by the development through a schedule of committed roadway construction projects or payments or alternative conditions, as provided in the conditions of approval for the Neill Farm Estates Planned Development Plan.

17. If needed to satisfy County transportation concurrency requirements, PUD review and approval shall include a Development Agreement or similar binding agreement identifying specific performance and/or mitigation measures. The Applicant shall provide to the City of Port St. Lucie copies of any PUD application, along with any traffic studies and site plans submitted to the County with such applications.

18. No building permits for residential units in the Neill Farm Estates MXD Specific Use Activity Area shall be issued until S.W. Discovery Way is open for public use as a minimum two (2) lane roadway to Range Line Road.

19. If required by the County, the Neill Farm Estates MXD Specific Use Activity Area shall provide for vehicle connectivity between Neill Farm Estates and the land area to the north. This connection is not required to be located further west than 900 feet from the eastern property line and shall terminate at the Neill Farm Estates northernmost roadway connection to Range Line Road. This connection shall not be required to be wider than a 70-foot road section. If additional improvements are required to satisfy transportation concurrency, the Neill Farm Estates MXD Specific Use Activity Area will provide project design, transportation improvements and/or proportionate share payments to be constructed or paid by the developer(s) or successor(s) in interest, as necessary to satisfy transportation concurrency related to any offsite requirements but no further traffic improvements shall be required within the Neill Farm Estates MXD boundaries.

20. To improve multimodal options and reduce vehicular traffic, the Neill Farm Estates MXD developer(s) and successor(s) in interest shall diligently pursue all approvals from permitting regulatory authorities to authorize interconnectivity with Riverland DRI (the adjacent development located east of Range Line Road) by elevating a section of Range Line Road to allow golf cart, bike and pedestrian access under Range Line Road between the two communities (the "Elevated Roadway System"). The developer(s) and successor(s) in interest will be fully responsible for design and construction of (or payment for) the Elevated Roadway System for this section of Range Line Road. Prior to obtaining all approvals of the Elevated Roadway System, the developer(s) or successor(s) in interest will be required to enter into an agreement with St. Lucie County that addresses future maintenance and replacement. In the event the

parties cannot agree upon the terms of such agreement, the roadway section shall not be an Elevated Roadway System.

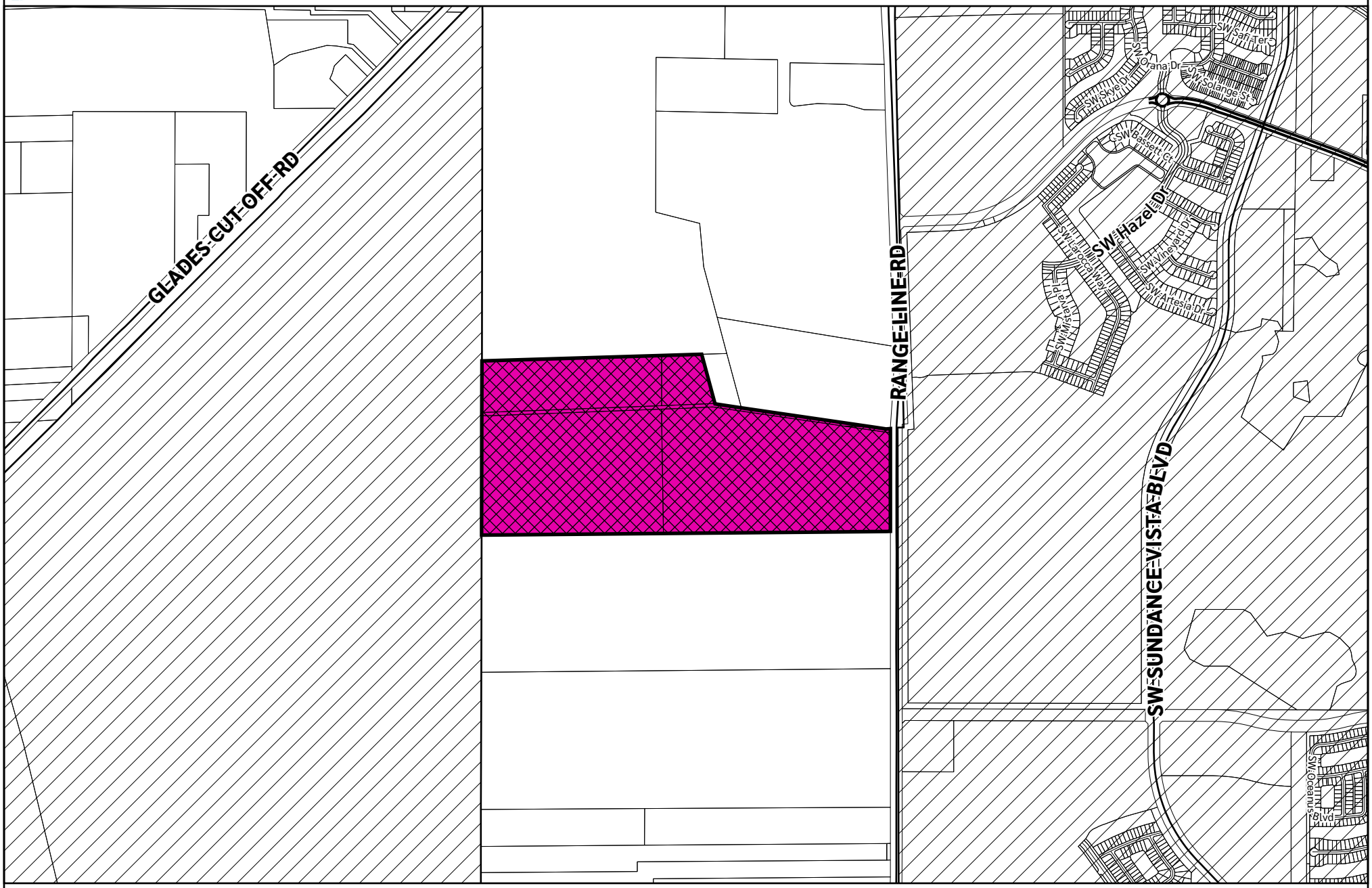
21. The Neill Farm Estates MXD Specific Use Activity Area developer(s) or successor(s) in interest shall satisfy, the requirements in Policy #19 above for the design and construction of (or payment for) the Elevated Roadway System, in accordance with a schedule approved by the County, which shall be a binding and legally enforceable commitment on the developer, its agents, lessees, successors or assigns with the County to assure construction or a proportionate share payment, as allowed by law. The Neill Farm Estates MXD Specific Use Activity Area developer(s) or successor(s) in interest shall be entitled to receive County road impact fee credits for the road improvements identified in the County's Comprehensive Plan or in the St. Lucie Transportation Planning Organization Long Range Transportation Plan (needs plan) that increase capacity for the use of the general public along Range Line Road and/or the donation of related right-of-way, in accordance with County Code of Ordinances and Land Development Code; the developer(s) or successor(s) in interest shall not be entitled to receive County road impact fee credits for the difference in the design and costs of construction (or payment for) between the Elevated Roadway System and the roadway identified in the County's Comprehensive Plan or in the St. Lucie Transportation Planning Organization Long Range Transportation Plan (Needs Plan).

22. Neill Farm Estates MXD Specific Use Activity Area shall be served by central potable water and sanitary sewer systems. Such centralized services shall be coordinated with St. Lucie County Utilities. The Planned Development Plan shall be designed so there will be no net public cost for the provision of water lines, sewage lines, storm and surface drainage systems, or other utility systems.

23. All real estate transactions within the Neill Farm Estates MXD Specific Use Activity Area shall include disclosure to purchasers that the property is proximate to existing agricultural uses. Pursuant to Section 823.14(4), F.S., adjacent agricultural activities in existence for 1 year or more before the creation of the Neill Farm Estates MXD Specific Use Activity Area are presumed to not be a nuisance if the farm activities and operations conform to generally accepted agricultural and management practices. Such real estate disclosures shall also state that Range Line Road is a designated freight route.

24. No more than three (3) single-family dwelling units with the same elevation may be placed next to each other on the same side of the street. An alternative elevation must be introduced on the fourth (4th) single-family dwelling unit.

Palermo Estates Mixed Use Activity Area



Subject Site | City of Port St. Lucie | Low Intensity

0 700 1,400
Feet

Map Prepared on 4/22/2026

PALERMO ESTATES MIXED USE ACTIVITY AREA & SUB AREA POLICIES:

St. Lucie County shall manage future growth to enhance the quality of life and safety of County residents, by providing for the development of site-specific land use and zoning regulations, subject to limitations and conditions designed to provide for external vehicular connectivity, preservation of native habitat, and internal pedestrian connectivity. This sub-area shall only be available to properties within the urban service boundary.

Notwithstanding the other goals, objectives and policies of the Comprehensive Plan, development in the Palmero Estates Mixed Use Activity Area shall be subject to the site-specific land use policies as set forth below. If a Comprehensive Plan prov1s1on is not specifically addressed within this sub-area policy, then the adopted and effective Comprehensive Plan provisions, Land Development Code (LDC) and site-specific Planned Unit Development (PUD) Zoning Regulations, which are in effect on the date of final decision on a development application shall control.

1. Development permitted within this Mixed-Use property may include residential with a density of up to three (3) dwelling units per acre, and a height limit of up to 35 feet.

2. Residential uses shall include single-family, duplexes, and multifamily townhomes and may include age-restricted housing (55+).

3. Development permitted within this Mixed-Use property may include nonresidential uses limited to an amenity/recreational center with a clubhouse, social building, fitness center, and recreational passive trails through the preserve area.

4. The restriction for the cul-de-sac length of up to 1,000 feet set forth in LDC Section 7.01.03 will not be applicable to development within this Mixed-Use Property, where authorized by the St. Lucie County Fire District.

5. The restrictions for building spacing for townhomes set forth in LDC Section 7.04.03 will not be applicable to the development within this Mixed-Use property.

6. A minimum of 45% of the gross site area must be used as common open space.

7. The Palermo Estates development is required to designate 27.6 acres as a preservation tract, including native habitat, wetlands, and wetland buffers.

8. Development permitted within the Mixed-Use property is required to preserve a minimum of 15% of upland habitat, as determined by the final approved wetland jurisdictional and Environmental Impact Report. Tracking of preserved native uplands must be submitted and implemented with every development application. Any requirements for easements, preservation, and other aspects of wetlands and their associated upland vegetative buffers will be handled during the site plan application for each phase or pod.

PALERMO ESTATES MIXED USE ACTIVITY AREA & SUB AREA POLICIES:

9. Internal development connectivity shall be achieved through a strong pedestrian network of sidewalks and trails that efficiently connect homes, amenities, and parks.

10. The development shall provide or reserve areas designated for vehicular and pedestrian interconnectivity with adjacent parcels. Vehicular access shall encourage connectivity and provide for dispersal and flow of vehicular traffic between adjacent uses. Connectivity between adjacent developments may include access-controlled facilities.

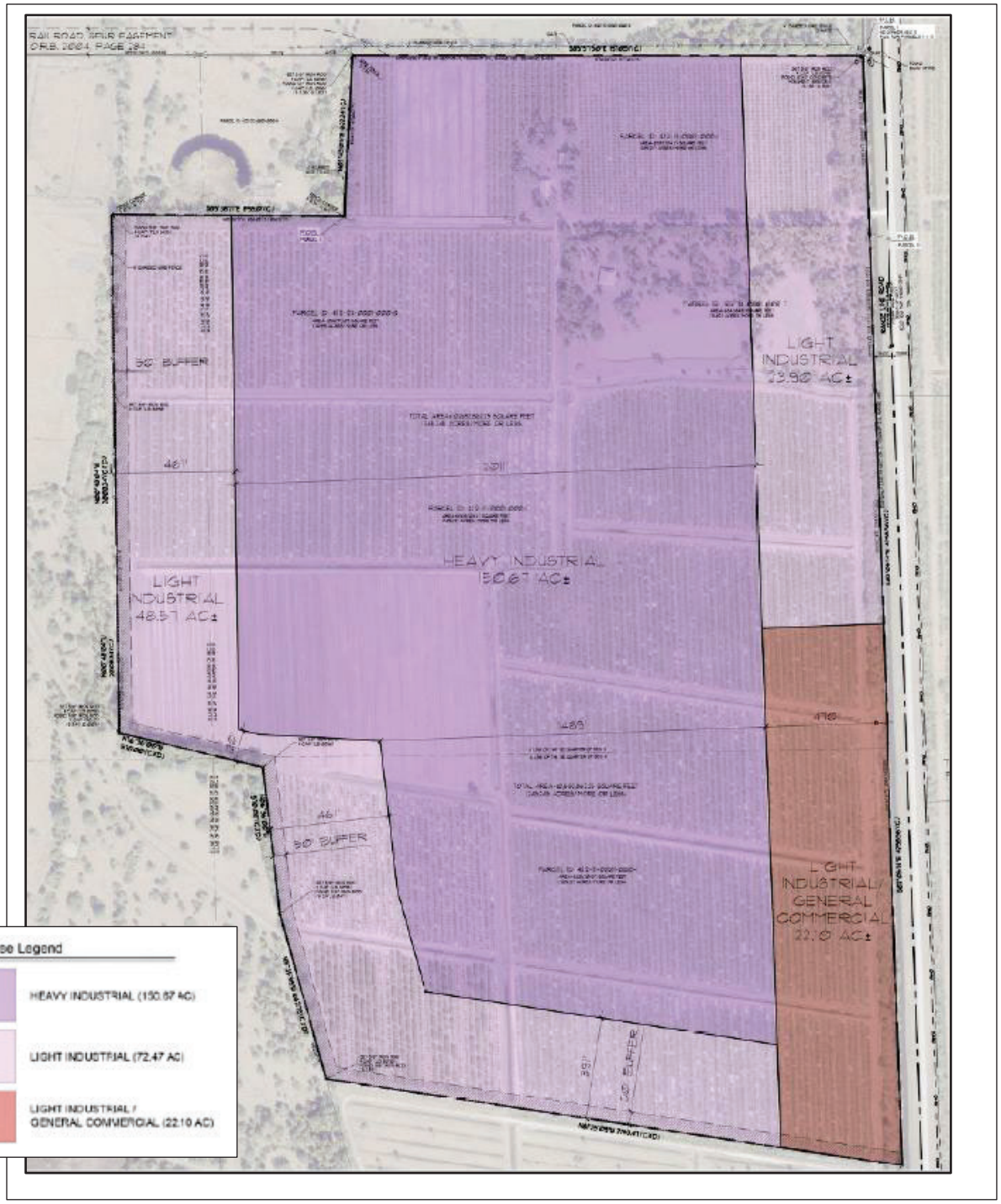
11. Traffic generated by the MXD which exceeds level of service standards adopted in the Transportation Element of the Comprehensive Plan shall be mitigated by the development through a schedule of committed roadway construction projects or payments or alternative conditions, as provided in the conditions of approval for the Palermo Estates Planned Development Plan.

12. All development within the MXD shall be serviced by centralized potable water and sanitary sewer systems. Such centralized services shall be coordinated with St. Lucie County Utilities. The PUD shall be designed and located so there will be no net public cost for the provision of water lines, sewage lines, storm and surface drainage systems, and other utility systems.

13. All real estate transactions within the MXD shall include disclosures noting that the property is in proximity to existing agricultural uses, a freight railroad line, airstrip, and truck traffic along Range Line Road. Pursuant to Section 823.14(4), F.S., adjacent agricultural activities in existence for 1 year or more before the creation of the Palermo Estates Mixed-Use Activity Area are presumed to not be a nuisance, if the farm activities and operations conform to generally accepted agricultural and management practices.

14. All development within the Palermo Estates MXD shall occur through the Planned Unit Development Plan (PUD) process. PUD review and approval shall require a development agreement or similar binding agreement identifying specific performance measures and/or mitigation improvements to satisfy transportation concurrency requirements. Traffic generated by the development which exceeds capacity level of service shall be mitigated by the development through a schedule of committed roadway construction projects or payments or alternative conditions, with improvement triggers as provided in the PUD conditions of approval after having coordinated with both St. Lucie County and the City of Port St. Lucie. Copies of PUD applications, studies, site plans and associated documentation submitted to the County shall be shared with the City of Port St. Lucie for review and coordination.

Rainbow Groves Mixed Use Activity Area



Rainbow Groves Mixed Use Activity Area Plan Policies

The Rainbow Groves Mixed Use Activity Area Plan is intended for planned development primarily designed to accommodate and promote targeted industries and employment generating uses. The following policies shall govern the Rainbow Groves Mixed Use Activity Area Plan:

1. All development within the Rainbow Groves Mixed Use Activity Area Plan shall:
   a. occur through the Planned Nonresidential Development Plan (PNRD) process;
   b. at the PNRD review and approval phase require a development agreement or similar binding agreement with each local government with jurisdiction over the roadways impacted by the development;
   c. require that each development agreement or similar binding agreement with the local government with jurisdiction over the roadways impacted by the development identify specific performance measures and/or mitigation improvements to satisfy transportation requirements of the applicable local government; and
   d. require copies of PNRD applications, traffic methodology, traffic studies, site plans and associated documentation submitted to the County to be shared with the City of Port St. Lucie for review and coordination.

2. **Light Industrial/Commercial Specific Use Area - 22.10 acres.** This area may provide light industrial, warehouse and commercial land uses including flex-space buildings, which shall provide a vegetated buffer zone to properly buffer the adjacent roadway and residential use(s). Any outdoor storage (non-retail display) shall be behind primary structures, and adequately separated from the adjacent roadway and residential use(s).

3. **Light Industrial Specific Use Area - 72.47 acres.** This area may provide light industrial and warehouse land uses including flex-space buildings, which shall serve as a transition to adjacent uses. A permanent and vegetated buffer zone shall be provided between the Light Industrial Specific Use Area and adjoining residential or agricultural land. The vegetated buffer zone shall be no less than 50 feet, whereas certain uses may require a wider vegetated buffer.

4. **Heavy Industrial Specific Use Area - 150.67 acres.** The area is intended to provide for light to heavy manufacturing, targeted industries, and other activities that are strategically designed, oriented, buffered and controlled to ensure compatibility with and appropriate transition to surrounding uses. Development of this area shall include appropriate open space and buffers adjacent to agricultural, residential, public uses, and environmental conditions. No off-site effects from undesirable noise, vibration, odor, dust, or other offensive effects shall be permitted. A permanent and vegetated buffer zone shall be provided between the Heavy Industrial Specific Use Area and nearby residential or agricultural land. The vegetated buffer zone shall be no less than 50 feet, whereas certain uses may require a wider vegetated buffer.

5. **Uses.** Permitted, conditional and accessory uses in the IL (Industrial Light) Zoning District shall be permitted, conditional and accessory uses in the Heavy Industrial and Light Industrial Specific Use Areas; and permitted, conditional and accessory uses in the IH (Industrial, Heavy) Zoning District may be permitted, conditional and accessory uses in the Heavy Industrial Specific Use Area, subject to the following more specific prohibitions and limitations:

a. Manufacturing

i. Paper products.
SIC Industries 2611 (Pulp Mills), 2621 (Paper Mills), and 2631 (Paperboard Mills) are prohibited. The intent is to disallow the chemical or mechanical conversion of wood and other raw plant fibers into paper. The manufacture of paper and paperboard products from recycled paper and paperboard materials and the conversion of paper into paper products may be approved as a conditional use.

ii. Chemicals.

No chemical identified on the "List of Highly Hazardous Chemicals, Toxics and Reactives," produced by the Occupational Safety and Health Administration and published as Appendix A to 29 CFR 1910.119, as may be amended, shall be manufactured.

iii. Petroleum refining and related products.

SIC Major Group 29 is prohibited except that the manufacture of Industry Group 295: Asphalt Paving and Roofing Materials and SIC 2992: Lubricating Oils and Greases may be approved as conditional uses.

iv. Ammunition.

The manufacture of ammunition is prohibited, including SIC Industry 3482, small arms ammunition, and Industry 3483, ammunition, except for small arms. The manufacture of SIC Industry 3484 Small Arms and SIC Industry 3489 Ordnance and Accessories may be permitted as conditional uses.

v. Concrete products.

SIC Major Group 32: Stone, clay, glass and concrete products shall be conditional uses. The indoor operation of Industrial Group 324, Hydraulic Cement, and Industrial Group 327, Concrete, Gypsum, and Plaster Products is permitted as conditional uses. If located outdoors, the manufacturing area must be under a roof and located no less than 750 feet from the western right-of-way line of Range Line Road.

vi. Primary metal industries.

SIC Major Group 33: Primary Metal Industries may not manufacture outside of a building. Indoor manufacture by the industry group shall be a conditional use.

b. Natural or manufactured gas storage and distribution points.
SIC Industry Group 492: Gas Production and Distribution is not allowed. The prohibition does not include on-premises storage of natural gas or propane as an accessory use to fuel the fleets of other industrial or commercial sectors.

c. Outdoor scrap, land clearing and yard trash recycling operations shall require a Conditional Use Permit. The collecting, transporting, handling, storage, or disposal of solid waste, as defined in the St. Lucie County LDC, is prohibited.

d. Outdoor stockyards.

Beef Cattle Feedlots, whether animals are kept for more than 30 days and included in SIC Industry 0211 or less than 30 days and included in SIC Industry 4789 are prohibited.

e. Wholesale trade - Nondurable goods
Petroleum. The wholesale trade of Industry Group 517-Petroleum and Petroleum Products- is prohibited.

f. Major Group 42 Motor Freight Transportation and Warehousing Wholesale Trade

i. Development or operation of an inland port is prohibited. For purposes of this prohibition, an inland port means a large-scale shipping, trade and logistics center located away from the coast, but near or directly connected to highways, rail lines, or seaports, serving as a distribution facility for products and facilitating the transshipment of sea cargo to inland destinations.

ii. The intermodal transfer of inventory, materials, and finished products between trains and trucks or between trucks is permitted as an ancillary or supportive function to primary uses within the Heavy Industrial Specific Use Area.

iii. A stand-alone intermodal transfer facility, or logistics and distribution center, may be permitted within the MXD Heavy Industrial Specific Use Area if approved as a conditional use and subject to specific conditions regarding noise control, traffic management, and environmental mitigation. The facilities must be located near major transportation corridors with appropriate buffering from residential and sensitive areas.

iv. The distinction between an Inland Port, which is prohibited, and an Intermodal transfer facility or logistic and distribution center that may be approved pursuant to a conditional use permit, is primarily a matter of scale, intensity and the number of different enterprises involved. Another important factor is the origin and destination of the goods being transferred at the facility. The Board of County Commissioner's determination as to whether a proposed activity constitutes a prohibited inland port shall be final with regard to the Applicant and successor(s) in interest.

6. **Utilities.** All development within Rainbow Groves Mixed-Use Activity Area shall be serviced by centralized potable water and sanitary sewer systems. Such centralized services shall be coordinated with St. Lucie County Utilities. The PNRD shall be designed and located so there will be no net public cost for the provision of water lines, sewage lines, storm and surface drainage systems, and other utility systems. These provisions will be included in a development agreement with St. Lucie County Utilities (the utility provider) prior to commencing land development activities.

7. **Transportation Concurrency.** The Rainbow Groves Mixed-Use Activity Area development shall provide transportation improvements to serve the proposed development and provide the capacity, circulation and connectivity needs of the development. Traffic generated by the development which exceeds capacity level of service standards as indicated in the Transportation Element of the County Comprehensive Plan shall be mitigated by the development through a schedule of committed roadway construction projects or payments or alternative conditions, with improvement triggers as provided in PNRD conditions of

approval for both St. Lucie County and the City of Port St. Lucie.

a. In accordance with Section 163.3180(5)(h)1, F.S., the County must allow for transportation concurrency requirements of the local comprehensive plan to be satisfied through a binding agreement to pay for or construct the proportionate share of required improvements to mitigate transportation impacts.

b. The PNRD shall require a development agreement or similar binding agreement identifying specific performance measures and/or mitigation improvements to satisfy the transportation concurrency requirements. St. Lucie County will not approve a final PNRD site plan for the development of any phase or portion thereof of the Rainbow Groves Mixed Use Activity Area Plan unless the plan provides for adequate assurance that transportation facilities and infrastructure will be in place and available to serve the relevant development phase and address level of service requirements.

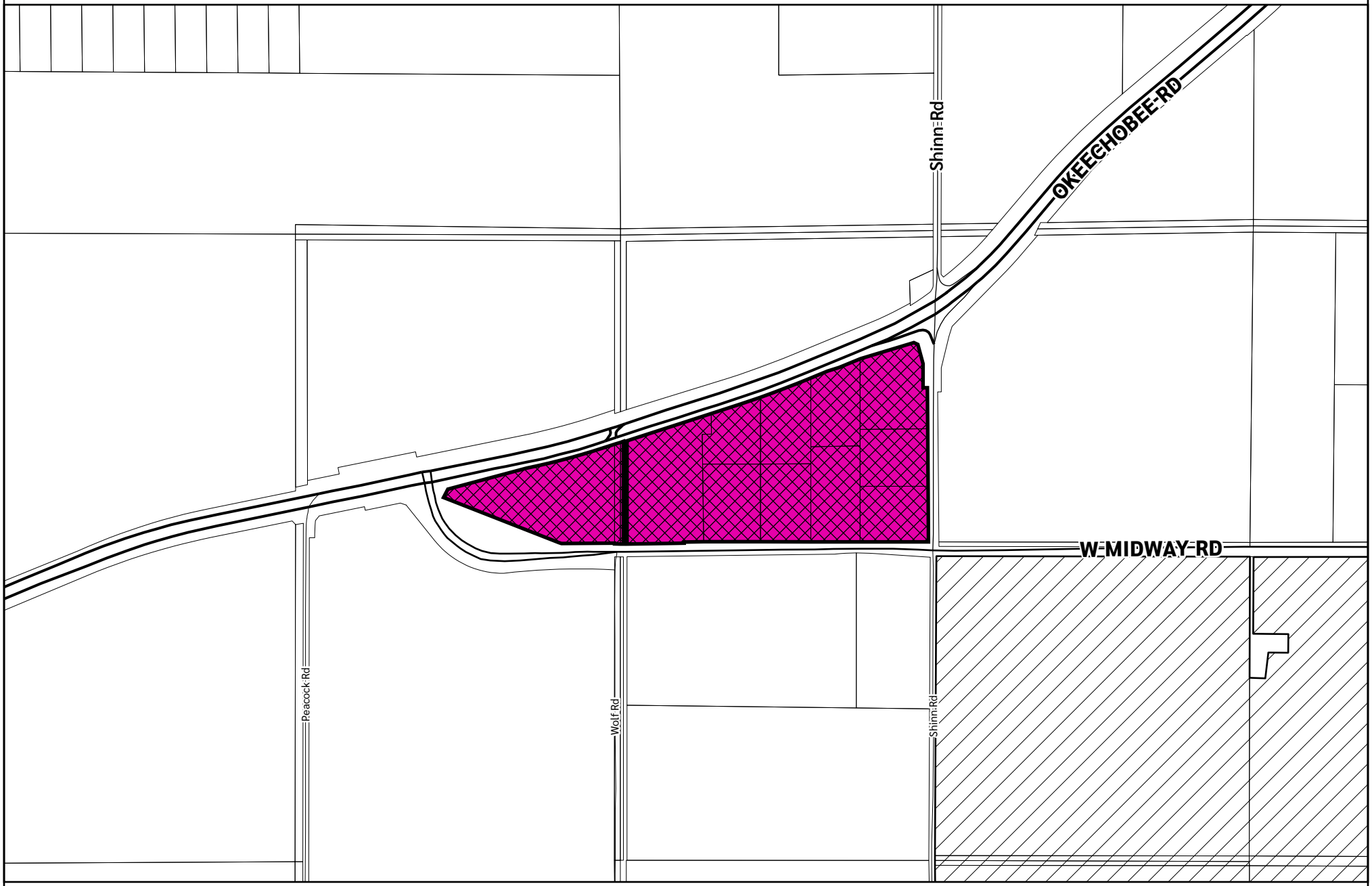
c. Any proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

d. Prior to the issuance of building permits, the required roadway improvements or payments or alternative conditions, as applicable, shall be provided. The developer(s) or successor(s) in interest shall satisfy the construction or proportionate share payments or alternative conditions, for the improvements to the facility or facilities, prior to the issuance of building permits, which shall be a binding and legally enforceable commitment on the developer, its agents, lessees, successors or assigns with the County to assure construction or a proportionate share payment, as allowed by law.

e. Traffic reports (transportation impact study) for the PNRD shall be completed in accordance with Land Development Code Section 11.02.09(A)4 which incorporates the "Standardized Transportation Impact Studies Methodology and Procedures," as adopted by the St. Lucie Transportation Planning Organization.

f. The PNRD shall provide for at least one (1) future transit stop on the subject site, identified in coordination with the St. Lucie County Area Regional Transit, and provide for internal connectivity for pedestrian and bicycle travel.

Triangle Farms Mixed Use Activity Area



Subject Site | City of Port St. Lucie | Low Intensity

0 600 1,200
Feet

N W E S

Map Prepared on 4/22/2026

Triangle Farms Mixed Use Activity Area Plan Policies

1. **PNRD Zoning.** All amendments of the Zoning Atlas for this land shall be to the Planned Non-Residential Development (PNRD) Zoning District with an intent to ensure cohesive, well-integrated development that is compatible with surrounding land uses and is forward-looking. No rezoning to PNRD shall be approved unless and until development of equal or greater intensity exists within one quarter mile, as consistent with the intent of Comprehensive Plan Policy 1.1.2.1.

2. **Uses.** All applications to rezone to PNRD shall identify the proposed permitted, conditional, and accessory uses in alignment with the sub-area policies and compatibility with surrounding land uses. The permitted, conditional and accessory uses require approval by the Board of County Commissioners as part of the rezoning to PNRD process. Primarily commercial and light industrial uses are anticipated in the Triangle Farms MXD Specific Use Activity Area. Some limited residential uses as further described below may also be allowed.

   A. Uses anticipated or desired in a future PNRD Zoning District include the following:

   (a) A hotel or motel, as a conditional use.
   (b) Eating and drinking establishments.
   (c) A convenience store and gas station.
   (d) Retail sale of tractors for use in agriculture, landscaping, or property maintenance.
   (e) Heavy equipment/construction equipment sales as a conditional use.
   (f) Special contractor trades.
   (g) Indoor manufacturing

   B. Certain uses are prohibited, including the following:

   (a) Outdoor storage as a primary use, including parking or storage of recreational vehicles, automobiles, boats or trucks. The outdoor display of tractors, heavy equipment, or similar for sale is distinguished from parking or storage.
   (b) The sale of new or used automobiles with automobile being defined to mean cars and trucks intended as passenger vehicles and for use on public roadways. The sale of used boats and used recreational vehicles is also prohibited.
   (c) Data Centers

3. **Residential Use.** The Triangle Farms MXD Specific Use Activity Area permits residential development on Parcel 3306-232-0001-000-8 and Parcel 3306-600-0006-000-2 consistent with the density permitted by the AG-5 Zoning District. Access to Okeechobee Road for such residential development may be from the existing driveway apron on Parcel 3306-232-0001-000-8. Access to Midway Road for residential development shall be pursuant to the ingress and egress and cross-access easements of future PNRD Site Plans on these parcels or other Triangle Farms parcels consistent with the access easements provided on the approved Triangle Farms Site Plan (PDS Order 2021-031) and the recorded Triangle Farms Plat (PB 112, Pages 37-38, recorded February 8, 2023).

4. **Open Space.** No less than twenty-five percent (25%) of gross land area shall be maintained as open space to preserve or create rural viewsheds, habitat, and recreation functions. Stormwater treatment and detention facilities are not included in the minimum 25% open space.

5. **Utilities.** All development within the Triangle Farms MXD shall be serviced by centralized potable water and sanitary sewer systems. All development, including development undertaken pursuant to the existing AG-5 Zoning District, shall be designed so there is no net public cost for the provision of water lines, sewage lines, storm and surface drainage systems, or other utility systems.

6. **Transportation Concurrency.** The Triangle Farms MXD Area shall provide transportation improvements to serve the proposed development and provide the capacity, circulation and connectivity needed by the development. Traffic generated by the development which exceeds level of service (LOS) standards as established in the Transportation Element of the County Comprehensive Plan shall be mitigated by the development through committed roadway construction projects, payments or alternative conditions. The timing and sequence of such construction, payments or alternatives will be tied to specific development thresholds during the PNRD processes.

   a. Each PNRD shall require a development agreement or similar binding agreement with all local governments having jurisdiction over any impacted roadway. The agreement shall identify specific measures to satisfy transportation concurrency. St. Lucie County will not approve a final PNRD site plan for the development of any phase or portion thereof of the Triangle Farms MXD unless the final site plan provides adequate assurance that facilities and infrastructure will be available in place and available to serve the proposed development and address level of service requirements.

   b. Prior to the issuance of building permits, the developer(s) or successor(s) in interest shall satisfy the construction, payments, or alternative conditions for the improvements to the roadway facility or facilities.

   c. In coordination with the St. Lucie County Area Regional Transit, the MXD Specific Use Activity Area shall identify the potential location of at least one future transit stop on the Preliminary and Final Development Plans.

   d. Trip reduction and congestion management strategies are encouraged to be explored as alternative methodologies to maintain LOS.

7. **Comprehensive Plan Policy 1.1.2.1.** No development on Triangle Farms **MXD** Area requiring rezoning to PNRD may proceed without demonstrating full compliance with Comprehensive Plan Policy 1.1.2.1

8. **Future Land Use Map Amendment.** If St. Lucie County formally adopts a plan to implement the Outdoor Activity and Entertainment Overlay District as outlined in the 2022

Parks and Recreation Master Plan, the County may initiate a Future Land Use Map amendment for the subject site to ensure the continued compatibility and coordinated development of Triangle Farms with surrounding uses. Any such amendment shall maintain the allowable uses of the Mixed-Use Development (MXD) designation, except where modifications are mutually agreed upon by the property owners within Triangle Farms and the County to achieve the objectives of the overlay district.

9. **Development Standards.** Triangle Farms MXD Specific Use Activity Area Development Standards are as follows:

   a. All light industrial uses shall maintain compliance with all applicable light, odor, and noise regulations. Any light industrial activity that occurs outdoors as an accessory use shall be properly buffered through landscape buffers and setbacks from the public roadways and adjacent properties.

   b. For commercial, light industrial or institutional uses, the maximum Floor Area Ratio (FAR) is 0.3.

   c. Maximum lot coverage by buildings is 30%.

   d. Minimum open space shall be no less than twenty-five percent (25%) and stormwater detention basins are not included **in** open space.

   e. Outdoor storage as an accessory use shall be screened and buffered with landscaping from public rights-of-way and adjacent parcels.

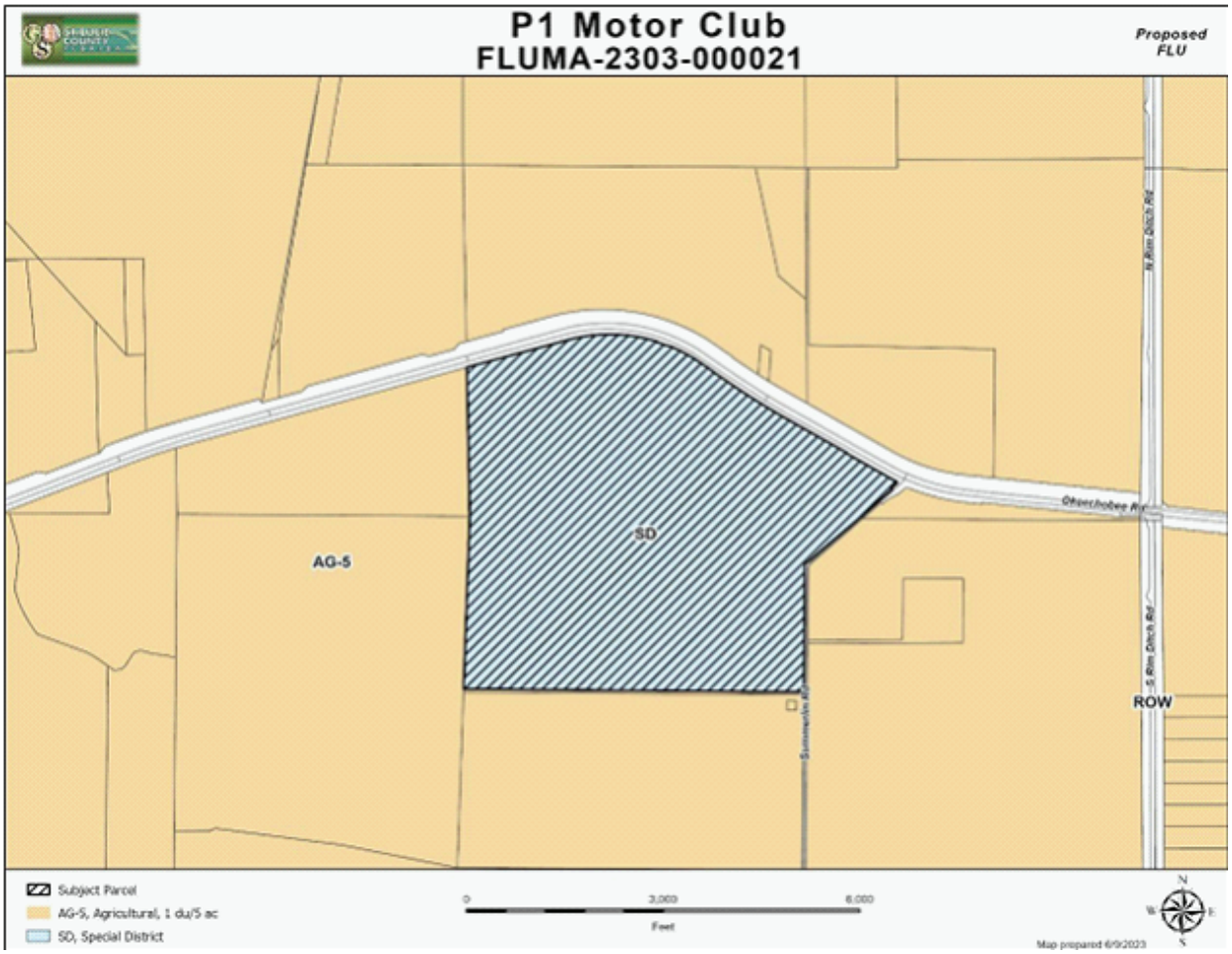
   e. Setbacks in the Triangle Farms **MXD** Specific Use Activity Area shall be no less than those applicable in the IL Zoning District.

   f. Maximum building height is 40 feet or three stories, whichever is lower. The Board of County Commissioners may, in its sole discretion, approve a hotel with a higher building height.

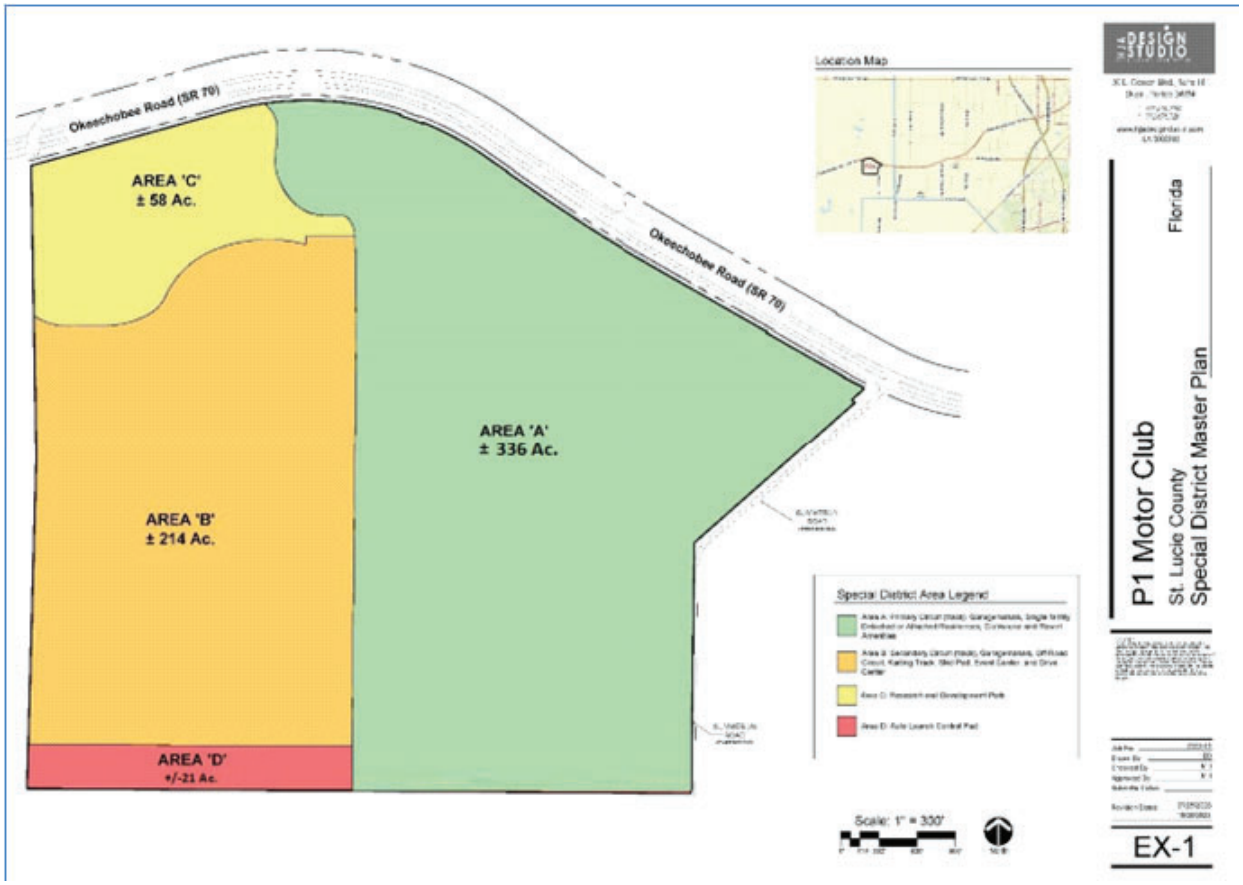
   g. To help protect the rural environs, outdoor lighting shall follow best practices for minimizing light pollution and be consistent with recommendations by and standards of organizations such as Dark Sky International.

The following Special District Figures represent the special district areas described in Policy 1.1.1.2.I – Special District:

P1 Motor Club Special District



P1 Motor Club Special District Map



P1 MOTOR CLUB SPECIAL DISTRICT REGULATORY STANDARDS

1. The P1MC Special District, located south of Okeechobee Road and west of Summerlin Road, will be guided by the following standards and will require a future Planned Mixed-Use Development (PMUD) zoning district to create a private motorsports club that provides mostly paved, private roads designed for high-performance driving in a controlled environment. The P1MC project will be served by a privately-provided, self-contained wastewater treatment facility and either by a privately-provided and self-contained or public (St. Lucie County) water system, all at no expense to St. Lucie County, and will also include various resort amenities. The corporate building (up to 5,000 SF) and up to four residences may be served by temporary water and wastewater facilities with authorization terms and transition timeframes to central utility systems provided within the PMUD. Project completion is anticipated to be 2044. The 629-acre site will be comprised of four connected areas:
   Area A: Primary circuit/track (P1) and paddocks (circuit/track staging areas), garagemahals, detached and attached single- family residences, clubhouse and resort amenities.
   Area B: Secondary circuit (Treasure Coast), garagemahals, off-road circuit, karting circuit/track, skid pad, event center, and drive center.
   Area C: Research and Development Park
   Area D: Auto Launch Control Pad

2. P1MC members may purchase garagemahals, which are storage units for vehicles. A garagemahal (like a garage condo) is a private, flexible space for automotive storage and that may be customized for entertainment and overnight stays. The garagemahal units will be sold only to club members, ready for automotive storage and will be sold as empty space with electric, HVAC and connections for water and sewer for the owner's customization. At a minimum, fifty-one (51%) percent of the unit's square footage will be utilized for storage, and the unit cannot be homesteaded.

3. P1MC amenities will include a clubhouse, gym, outdoor pool, outdoor courts, sidewalks and walking trails, vehicle service area, event center, drive center and enclosed auto/RV storage.

4. P1MC is not designed to be a spectator facility. Other than limited special events/training exercises open to the public (i.e., individuals who are neither members nor invited guests), the public will only have access to the research and development office park. The PMUD may allow, with proper public notice and specific event plans, up to ten (10) special multi-day events, such as races, exhibitions, and training exercises, per calendar year. Board of County Commissioners approval is required for a Special Event waiver of standards of this Special District as well as applicable Land Development Code standards.

5. The event center is primarily an indoor open flexible space that can be customized for various member and invited guest activities including manufacturer, corporate and charity events that typically include a variety of driving experiences.

6. The drive center is a facility in a central location of Area B that supports education and coaching of members and guests. The second level is an open flexible space that can be split into separate spaces.

7. Required open space may include parks; playgrounds, active and passive recreation areas; bicycle and pedestrian paths and facilities; common open space; common landscaping or planting areas; floodways and lakes with the requirement that accessible shorelines include trails, boardwalks, docks, and/or similar elements; and agricultural activities not involving any activities within an enclosed or covered structure. Outside of the track areas, the amenities, recreation areas, and other

open space shall be connected by sidewalks and trails. Open space shall be delineated in the PMUD.

8. Exterior lighting shall be downcast and shielded to minimize light trespass. The residential areas, research & development park, and garagemahals will have standard street lighting. Driving areas may utilize lighting for limited nighttime driving activities, with frequency limitations set forth in the PMUD.
9. Maximum square feet of uses, lengths of circuits/tracks, and number of dwelling units and guest units are established as follows:
    a. Garagemahals and paddock garages: up to 900,000 SF, ground level;
    b. Clubhouse with café/restaurant and store with convenience items: up to 30,000 SF;
    c. Drive center: up to 15,000 SF;
    d. Event center: up to 40,000 SF;
    e. Research and development park ("R&D Park," motorsports-related research, assembly, and manufacturing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area): up to 400,000 SF;
    f. Additional auto storage: up to 222,500 SF;
    g. Dwelling units: up to 125 units;
    h. Overnight guest accommodations include garagemahal units and up to 25 guest accommodations. Garagemahal units and guest accommodations occupied on any night may not exceed 125 units;
    i. P1 Paddock: up to 17 acres;
    j. P1 Circuit: up to 4.2 miles;
    k. Treasure Coast Paddock: up to 8.0 acres;
    l. Treasure Coast Circuit: up to 2.9 miles;
    m. Karting/Autocross circuit: up to 1.2 miles;
    n. Off-road circuit: up to 0.9 miles;
    o. Skid pad: up to 6.0 acres;
    p. Corporate offices: up to 5,000 SF;
    q. Site and facility operations: up to 5,000 SF, ground level;
    r. Gate house: up to 500 SF; and
    s. Auto Launch Control Pad: up to ~~12~~ 6.0 acres and ½ mile in length (stabilized surface).

10. Overnight occupancy by members and their guests within garagemahal units, where authorized by the PMUD, shall be limited in nature with infrequent occurrence as these uses are not intended to provide full-time occupancy or be dwelling units that are frequently occupied. IIn accordance with the Special District designation requirement to maintain consistent entitlements as allowed in the current AG-5 future land use, the project may utilize no more than 125 garagemahals and/or guest accommodations as overnight accommodations on any given night, which would be the equivalent to the ability to develop guest homes in the AG-5 designation. The PMUD shall include specific language on the unit registration process including monitoring and auditing procedures.

11. The PMUD shall include analysis that demonstrates the ability to meet proposed water demands, and identify demands for irrigation and potable supply, the water supply sources, and the treatment methods for potable water and wastewater.

12. The PMUD shall include a public safety plan that emphasizes fire and emergency services response and on-site life safety services. At the request of the St Lucie Fire District, within the Applicant shall reserve and donate land for a future fire station, with the location and size of the property to be approved by the District. This request shall be made within five years of the date of the first development permit issued for the project.

13. The Applicant shall develop a project impact analysis in association with the PMUD on the planned South Florida Water Management District reservoirs to the west and south in terms of water quality and supply impacts as well as impacts to waterfowl and other wildlife. If the study identifies adverse impacts, Final Site Plan project design and function shall provide for minimization and mitigation of such impacts.

14. A PMUD application shall include a detailed traffic analysis accurately reflecting each proposed use and their attributes.

15. The P1MC will maintain sound limits of 103dB for guests and 108dB for members (measured at approximately 50 feet from the source point.) In addition, the Applicant shall provide a noise assessment as part of the PMUD that indicates average and peak noise levels on the eastern and northern property lines where there are existing residential uses. The Final Site Plan shall be designed as necessary using berms, walls, and/or plantings to reasonably minimize noise impacts on existing residential uses to the east and north. The use of PA systems shall be prohibited.

16. The following development standards apply:
    a. Maximum impervious surface: 50%, with paved and otherwise impervious circuits/track surfaces subject to landscape improvements as specified in Land Development Code 7.09.04.C.1. (Parking and Other Vehicular Use Area Interior Landscaping).
    b. Maximum building coverage: 8%
    c. Maximum building height: 45 feet (except 80 feet for utility structures and safety tower(s))
    d. Minimum setback for circuits/tracks: 200 feet between north and east property lines and edge of circuit/track
    e. Minimum right-of-way buffer width:
        i. R&D Park (north side): 80 feet
        ii. Residential (north side): 50 feet
        iii. Residential (east side): 50 feet
        iv. All others (including lake area): 10 feet
    f. Maximum number of member licenses: 1,200
    g. Minimum open space: 35%

17. Once certificates of occupancy are issued for the first 200,000 SF ground level of garagemahals and one of the two main circuits/tracks is operational, ~~then~~ traffic studies shall be conducted annually and reviewed to demonstrate that the development traffic does not exceed projected development traffic. In the event that traffic impacts exceed projections, then P1MC shall apply to amend the PMUD to either adjust the development program to adhere to traffic impact projections or to modify traffic projections in seeking a modified Concurrency Certificate.

18. During phased development, project traffic and other public facility impacts shall be monitored for consistency with predevelopment analysis, and where impacts are demonstrated above projections the imposition of supplemental fees shall be required if initial impact fee assessment(s) did not fulfill the project's public facilities impact fee funding obligations.

TRANSPORTATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 2.1: Provide a safe and efficient integrated multi-modal transportation system which addresses the future needs of St. Lucie County for movement of people and goods, and which considers safety, social, economic, energy and environmental effects including greenhouse gas emissions of the transportation system.

Objective 2.1.1: The County shall consider the needs of the county-wide multimodal transportation system and examine the use of all modes of transportation to effectively and efficiently meet County needs over a period of at least 10 years; including preserving the existing transportation infrastructure; supporting economic competitiveness; promoting the efficient movement of people and goods; and preserving quality of life and connectedness of communities.

Policy 2.1.1.1 – The St. Lucie County transportation system shall be reviewed in coordination with any requested changes to the Future Land Use Element or other related components of this plan. A traffic report on the impacts to the transportation system brought about by any proposed land use changes shall be prepared and presented to the Board of County Commissioners as part of the review of that Land Use change. The County shall consult with the Florida Department of Transportation (FDOT) when proposed plan amendments affect facilities on the Strategic Intermodal System (SIS). Consistent with the Future Land Use Element provisions, the County shall encourage amendments with development patterns that support multimodal solutions, development patterns which allow for employment and shopping opportunities in close proximity to residential uses, appropriate land use mixes to foster more compact, clustered pedestrian and transit-oriented, and mixed-use development options.

Policy 2.1.1.2~~1~~ – The County shall conduct a regular review of crash ~~accident~~ data and identify above average crash ~~accident~~ locations. ~~Prepare an~~ An annual report on high crash ~~accident~~ locations including proposed corrective measures and costs shall be prepared. This report will be shared with the ~~St. Lucie County Community Traffic Safety Team, or other~~ appropriate County board or authority~~,~~ to identify potential funding sources and make changes or improvements to high crash ~~accident~~ locations.

Policy 2.1.1.3~~2~~ - The County shall develop an annual report, on the level of service provided on the St. Lucie County roadway system and identify improvement needs and costs to meet the adopted levels of service (LOS). Improvement needs will be determined based on the plans and programs of the St. Lucie Transportation Planning Organization (TPO) including the Long Range Transportation Plan (LRTP), Advanced Transportation Management System (ATMS), Congestion Management Process (CMP), Transportation Alternatives (TA) and Transportation Improvement Program (TIP). This information ~~report~~ shall be reviewed annually while preparing the capital improvement plan. ~~made available during the summer of each annual reporting period.~~ The County shall consider needs, facilities and infrastructure included within the state's Strategic Intermodal System (SIS) Plan when developing capital improvement plans and consult with FDOT on SIS programming needs and funding participation.

Policy 2.1.1.43 - In coordination with the Florida Department of Transportation (FDOT) and the St. Lucie TPO, the County shall annually review the transportation network and define any areas that may identify LOS standards lower than the adopted level of service standards, consistent with the provisions of Section 163.3177, F.S.

Policy 2.1.1.54 - Provide comments and recommendations to the St. Lucie TPO in the development of the TIP in accordance with the TIP development cycle.

Policy 2.1.1.65 – Provide comments and recommendations to the St. Lucie TPO in the development of the Treasure Coast Regional Long Range Transportation Plan (RLRTP) which creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network over a 25-year planning horizon.

Policy 2.1.1.7 Facilities currently operating at conditions below the adopted level of service standards shall be maintained at least at their current LOS through development order conditions for roadway improvements within the radius of influence of a proposed development. The radius of influence for a given development shall be further defined in the County's Land Development Code traffic transportation impact report and monitoring provisions.

Policy 2.1.1.86 - Utilize the St. Lucie ATMS to maintain the signal control for all roads for which St. Lucie County has operational, maintenance and jurisdictional responsibility.

Policy 2.1.1.97 - The County recognizes that the roadway portion of the Strategic Intermodal System (SIS) is a statewide transportation networks that provides for high-speed and high-volume traffic movements for interstate and regional commerce and other long distance trips. The system is intended to accommodate High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service and as such should not be relied upon as a local circulator for trips of local origin or destination.

Policy 2.1.1.108 – The SIS is composed of facilities and services of statewide and interregional significance, and faces increasing demands by a fast-growing economy, continued population growth, and projected increases in freight movement, international trade, and tourism. The SIS shall not be relied upon as a local circulator for trips of local origin or destination within the urban service boundary area of the county. Accordingly, the 2040 Transportation Plan St. Lucie TPO Smart Moves 2045 LRTP and subsequent adopted versions of the TPO's LRTP, as contained in this Transportation Element, shall include the identification and development of alternative arterials/collectors within the urban service boundary area of the County to redirect local traffic from having to use the Strategic Intermodal System (SIS).

Objective 2.1.2 - Existing and future roadway deficiencies, based on standards established in this plan, shall be mitigated through a continuous multimodal transportation improvement program, when feasible. The County shall support infill development and consider multimodal transportation improvements, or reducing level of service standards, where appropriate, on constrained roadways.

Policy 2.1.2.1 - Develop and implement a Capital Improvement Program (CIP) that is consistent with the goals, objectives and policies of this plan. Update this plan annually in

conjunction with review of the capital improvement budget and adopted LOS.

Policy 2.1.2.2 - Review all proposed developments for consistency with the goals, objectives, and policies of this plan and require coordination of traffic mobility plans and multimodal transportation improvements with land use, right-of-way and infrastructure plans before development approval. Traffic circulation and Mobility plans shall include the mitigation of all potential project impacts on the transportation system.

Policy 2.1.2.3 – St. Lucie County shall designate and protect transportation corridors with a Right-of-Way Protection Plan in its the Land Development Code to assist in mitigating traffic congestion and overcrowding on the county road system, promote economic growth, provide for growth management, prolong the effective life of transportation facilities, and improve connectivity and public evacuation during storms and emergencies.

Policy 2.1.2.43 - Review access driveways and new roadway connections associated with development to assure safety and compatibility with the existing and future roadway network. The County shall i~~I~~mpose requirements for conformity, as condition of development approval~~.~~, including, but not limited to, access and circulation between sites to improve overall mobility, interconnectivity to reduce traffic congestion on the arterial and collector roads, and driveway designs that meet applicable County and FDOT standards.

Policy 2.1.2.54 – Maintain the operation of the roadway network for which St. Lucie County has operational, maintenance or jurisdictional responsibility at or above the adopted LOS standards.

Policy 2.1.2.6 – To limit degradation of the major county roadway system, the County shall restrict on-street parking on all arterial and collector roads based on criteria set forth in the Land Development Code.

Policy 2.1.2.75 - Coordinate with the St. Lucie TPO, City of Fort Pierce, Port St. Lucie, and the FDOT to implement the US-1 Corridor Retrofit Project to meet future corridor capacity needs for US-1.

Policy 2.1.2.86 – St. Lucie County adopts the following roadway level of service standards for application within the unincorporated areas of St. Lucie County, as follows:

MINIMUM LEVEL OF SERVICE STANDARDS FOR URBAN AND NON-URBAN ROADWAYS IN ST. LUCIE COUNTY

Non-SIS Facilities

Facility Type	Peak Hour/Peak Direction[4]	Inside a Transportation Concurrency Management Area[1] [4]	Constrained /Backlogged Facility[4]
Non-State Roadway (Local)	D	D	Maintain[2]
Non-State Roadway (Major City/County Road)	D	E~~-3~~	Maintain
Non-State Roadway (Arterial)	E[3]	E ~~3~~	Maintain
Other State Roads			
Multi-Lane (Rural/Urban)			
Rural	B	N/A	N/A
Urban	D		Maintain[2]
Two-Lane (Rural/Urban)			
Rural	C	N/A	N/A
Urban	D	N/A	Maintain[2]

1.	Transportation Concurrency Management Areas are geographically compact areas designated in local government comprehensive plans where intensive development exists or is planned in a manner that will ensure an adequate level of mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of existing downtowns and designated redevelopment areas protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, bicycling, walking and other alternatives to the single occupant automobile. Transportation concurrency management areas may be established in a comprehensive plan in accordance with principles contained in in Section 163.3180, F.S.
2.	Maintain means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an increase in average annual daily traffic volume of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, significant degradation means for 100th highest hour of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities, or for intrastate roadways in transportation concurrency management areas, significant degradation means (1) an increase in average annual daily traffic volume of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak directions in the 100th highest hour of 10 percent below the speed, of the adopted LOS standard. For other state roads in transportation concurrency management areas, significant degradation means that amount defined in the transportation mobility element. For constrained roadways meeting or exceeding the level of service standards, (maintain) does not apply until the roadway is operating below the applicable minimum level of service standard.
3.	The County wishes to maintain a LOS D or better for all roadways but recognizes that allowing a LOS E allows development to proceed while a minimum of LOS D might cause severe constraints on private development. A development may proceed with LOS of E, when the Board of County Commissioners makes a finding to allow LOS E when considering the proposal. However, a LOS D will be utilized for these roadways when establishing transportation/multimodal impact fees.

Facility Type	Peak Hour/Peak Direction[4]	Inside a Transportation Concurrency Management Area[1] [4]	Constrained /Backlogged Facility[4]
4.	In accordance with Section 163.3180, F.S., public transit facilities are exempt from concurrency. Public transit facilities include public transit stations and terminals; public transit station parking; public park-and-ride lots; intermodal public transit connection or transfer facilities; and public airport passenger terminals and concourses, public air cargo facilities, and public hangars for the assembly, manufacture, maintenance, or storage of aircraft. The terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility		

SIS Facilities

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatlin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C
I-95	Midway Road to SR 70/ Okeechobee Road	C
I-95	SR 70/ Okeechobee Road to SR 68/ Orange Avenue	D
I-95	SR 68/ Orange Avenue to SR 614/ Indrio Road	D
I-95	SR 614/ Indrio Road to Indian River County Line	C
Florida's Turnpike	Martin County Line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Road	C
Florida's Turnpike	SR 70/ Okeechobee Road to Indian River County line	B
SR 70/ Okeechobee Road	Okeechobee County Line to Carlton Road	B
SR 70/ Okeechobee Road	Carlton Road to McCarthy Road	B
SR 70/ Okeechobee Road	McCarthy Road to Florida's Turnpike	B
SR 70/ Okeechobee Road	Florida's Turnpike to I-95	C

Policy 2.1.2.9~~7~~ - Designate as constrained facilities those roadways off the State Highway System in St. Lucie County which operate below acceptable levels of service ~~and where capacity improvements are not feasible due to physical or policy barriers.~~ where these roadways will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily result from development adjacent to the roadway, making the cost of expansion prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations.

Policy 2.1.2.108 -. When any County arterial or collector road or segment of such a road is determined to be operating one level of service below its adopted standard, the County shall exercise one of the following options:

a. Enter into a contract that will result in the addition of capacity to the facility within six months of the determination that the facility is operating below its level of service standard, and delay issuance of development orders until the contract has been executed;
b. Enter into an enforceable development agreement that specifies that new development will provide for the upgraded facility;
c. Amend the plan to lower the level of service ~~at the next opportunity~~;
d. Not issue any development permits in the impacted area. The purpose of providing

for the temporary operation below the adopted level of service is to provide a reasonable period of time to restore the level of service through appropriate improvements to roads that are forecast to operate at the adopted Level of Service, but which may unexpectedly operate at a lower Level of Service. All development orders issued pursuant to this policy shall be conditioned on the attainment of the adopted Level of Service. However, this policy shall not impair the county's right to refuse to issue a development order pursuant to this policy if the Board of County Commissioners determines that the resultant lower level of service caused by the proposed development order would constitute a threat to public health or safety; or

e. Upon adoption of a mobility fee and the repeal of concurrency, the County may consider the elimination or re-evaluation of the Level of Service standards.

Policy 2.1.2.11~~9~~ - Designate roadways or roadway~~s~~ segments off the State Highway System as backlogged or constrained facilities which operate below the adopted level of service standards. If ~~so~~ designated by the County, the County shall develop a program that addresses how to eliminate the backlog or constraining circumstances associated with the particular roadway or roadway segment with capacity improvements other than roadway widening.

Policy 2.1.2.12~~10~~ - Continue utilizing tools such as Proportionate Fair Share and impact fees credits for non-site related transportation improvements as further implemented in the LDC and Code of Ordinances ~~until new tools such as a mobility fee are available~~ to help shift the burden for funding and constructing roadway capacity improvements away from the taxpayers towards new development.

Policy 2.1.2.13 – Pursuant to Section 163.3180, F.S., the County shall allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements, if the applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements; and the proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility.

Policy 2.1.2.14 – The County finds that allowing private sector entities to finance, construct, and improve public transportation facilities can provide significant benefits by facilitating transportation of the general public without the need for additional public tax revenues. As such, if a developer or property owner voluntarily contributes county needed right-of-way and physically constructs or expands a county transportation facility or segment, and such construction or expansion improves capacity beyond the site related transportation requirements, the developer or property owner may apply for a credit against the required road/multimodal impact fee. No credit shall be given for infrastructure that does not meet a transportation infrastructure need identified in the County's Comprehensive Plan. Contributions and credits must be set forth in a legally binding agreement executed by the property owner or developer and the County.

Policy 2.1.2.15~~11~~ – Consider amending the adopted LOS standards to conform with current FDOT standards for state facilities. The County shall coordinate with the State in continuing the review and evaluation of the State's functional classification system for major County roadways.

Objective 2.1.3 - The County shall continue to address backlogged or constrained facilities, consider mobility needs, and reduce greenhouse gas emissions through promoting increased transit usage, bicycle and pedestrian facilities, and more efficient roadways.

Policy 2.1.3.1 - In coordination with other relevant agencies, consider modification of the County's transportation concurrency system, impact fee, structure LOS standards, Proportionate Fair Share, and adequate public facilities in the LDC for the ability to implement a mobility or multimodal fee structure that develops the County mobility or multimodal plan, encourages multi-modal planning, promotes infill development, discourages sprawl, reduces the complexity of the current system, and strengthens the interlocal coordination of inter-jurisdictional impacts.

Policy 2.1.3.2 - The County shall continue to consider implementing a mobility fee that charges all new developments with costs varying on location and vehicles miles traveled (VMT).

Policy 2.1.3.3 - The County shall continue ~~seek~~ to utilize Transportation Regional Incentive Program (TRIP) funds when made available to finance projects with regional impacts when developing the County's budget. If feasible, the~~The~~ County will~~shall~~ consider the adoption of transportation demand management programs to modify peak hour travel demand, reduce the number of vehicle miles traveled per capita within the community and region and improve overall system efficiency and enhance safety.

Policy 2.1.3.4 - The County will consider inclusion in the County's budget funding for planning Transportation Demand Management (TDM) measures and related land use alternatives to reduce traffic congestion, improve levels of service, reduce single occupant automobile trips, reduce fossil fuel consumption and emissions, and reduce the need to fund, construct and maintain additional lane miles of roadway capacity within the County.

Policy 2.1.3.5 - The County shall continue supporting the implementation of the St. Lucie ATMS and Walk-Bike Network.

~~**Policy 2.1.3.6** – In order to facilitate the construction of sidewalks as needed to infill sidewalk gaps, the County shall consider completing the following priority sidewalk areas (the list is not ordered by priority) when reviewing requests for fee-in-lieu contributions from developers:~~

~~**Project**~~	~~**From**~~	~~**To**~~	~~**Approx. Length (miles)**~~
~~Angle Road~~	~~Kings Highway~~	~~N. 53rd Street~~	~~1.26~~
~~Indrio Road~~	~~Kings Highway~~	~~Route One~~	~~2.63~~
~~Indrio Road~~	~~Route One~~	~~Old Dixie Hwy.~~	~~0.16~~
~~Juanita Avenue~~	~~N. 53rd Street~~	~~N. 25th~~ 41st Street	~~1.76~~
~~Juanita Avenue~~	~~Bridge~~	~~US1~~	~~0.17~~
~~Keen Road~~	~~Angle Road~~	~~St. Lucie Blvd.~~	~~1.0~~
~~N. Kings Hwy.~~	~~N. of I-95~~	~~Indrio Road~~	~~4.5~~
~~Oleander Ave.~~	~~Midway Road~~	~~Edwards Road~~	~~2.5~~
~~Oleander Ave.~~	~~Midway Road~~	~~Saeger Avenue~~	~~1.5~~
~~Route One~~	~~St. Lucie Blvd.~~	~~Turnpike Feeder~~	~~5.26~~
~~Selvitz Road~~	~~Edwards Road~~	~~So. of Midway Rd.~~	~~2.38~~
~~Silver Oak Drive~~	~~Easy Street~~	~~E. Midway Road~~	~~1.79~~

~~Taylor Dairy Rd.~~	~~Angle Road~~	~~St. Lucie Blvd.~~	~~1.01~~
~~Walton Road~~	~~Lennard Road~~	~~Green River~~	~~1.1~~
~~Weatherbee Rd.~~	~~US1~~	~~Oleander Ave.~~	~~0.5~~
~~St. Lucie Blvd.~~	~~Kings Highway~~	~~N. 25th Street~~	~~3.02~~

Objective 2.1.4: St. Lucie County shall acquire and maintain right-of-way for the roadway network based upon the right-of-way protection plan, Transportation Element and the Future Land Use Element of this plan.

Policy 2.1.4.1 - Prohibit encroachment of development and required setbacks into established present and future rights-of-way and, within the law, require dedication of right-of-way through development orders issued by the County.

Policy 2.1.4.2 - Review all proposed development plans for impact on the future land use plan and assess the capacity needs of each project as it relates to the thoroughfare right-of-way protection plan by requiring ~~a~~ traffic impact reports and analysis, as further described in the County's LDC, with proposed development applications.

Policy 2.1.4.3 - Use the minimum right-of-way standards as described in the LDC to implement the thoroughfare right-of-way protection plan.

Policy 2.1.4.4 - Roadways and roadway corridors shown on the thoroughfare right-of-way protection plan, excluding those that are part of the SIS, that are outside of the urban service boundary area of the County shall not be widened or constructed until it is demonstrated to the County that the roadway construction is required to meet the development impacts of the area. Nothing in this Policy shall be construed or otherwise interpreted as to restrict or limit the ability of the County, the State or other lawful entity, to perform routine maintenance, rehabilitation or safety improvements to any roadways or roadway corridor located outside of the urban service boundary~~area~~.

Policy 2.1.4.5 – Review periodically, at least once every other year, ~~bi-annually~~ the status of the thoroughfare right-of-way protection plan and submit any changes to that plan as necessary to address the mobility needs of the community.

Policy 2.1.4.6 – The County shall plan for and support policies that address current and future flood risks and ensure adequate future right-of-way needs to allow for improving stormwater systems and elevate roads, especially in coastal or riverine areas impacted by tidal flooding or tailwater flooding conditions, where flooding occurs due to high water levels downstream of a structure or discharge point causes water to back up and flood areas upstream.

Policy 2.1.4.7 – The County shall encourage and support the joint use of stormwater management ponds to serve both private development and future public infrastructure projects, including new roads and/or roadway widening projects. The County shall coordinate with developers/property owners, the FDOT, and other relevant agencies during the development review process to identify opportunities for shared pond locations, capacity design, and necessary easements or rights-of-way to ensure future compatibility.

Goal 2.2: Establish an integrated multimodal transportation system that meets the mobility needs resulting from future development of the County.

Objective 2.2.1: Coordinate the transportation system with the future land use map or map series and ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas, as identified in the ~~Go2040 LRTP~~ St. Lucie TPO Smart Moves 2045 LRTP and subsequent adopted versions of the TPO's LRTP.

Policy 2.2.1.1 - Include within the LDC provisions for requiring an adequate number of motorized and bicycle on-site parking spaces for each new site development and provide for safe and efficient movement of vehicles and pedestrians within the site in conjunction with plan review and permitting.

Policy 2.2.1.2 - Review on-site traffic flow to assure adequate circulation for motorized and non-motorized vehicles and pedestrians is provided. Require signage and roadway specifications that conform to the County's adopted standards.

Policy 2.2.1.3 - The County shall continue to review the off-street parking standards to determine what modifications, if any, may be made to those standards that would effectively encourage the use of alternative transportation modes.

Policy 2.2.1.4 - The County shall include within the LDC incentives to encourage the use of reduced parking standards in areas of the County designated for Mixed and Planned Unit developments.

Policy 2.2.1.5 - To improve accessibility for all modes of transportation and reduce environmental impacts, the County shall encourage all adjacent developments to share common driveways and provide pedestrian and driveway interconnections whenever feasible, to reduce the number of driveways and improve safety and operational efficiency on major thoroughfares ~~and potentially reduce environmental impacts on Hutchinson Island and other environmentally sensitive areas of St. Lucie County~~.

Policy 2.2.1.6 – To improve accessibility for all modes of transportation and reduce environmental impacts on the islands and other environmentally sensitive areas, the County shall encourage the reduction of the number of driveways to reduce environmental impacts on Hutchinson Island and other environmentally sensitive areas of St. Lucie County.

Policy 2.2.1.7~~6~~ – To support the enhancement of a competitive regional industrial environment with the airport and port facilities, the County will continue to review the transportation network and the future land use map to ensure the proposed population densities, housing, employment patterns, and land uses are consistent and integrate multimodal transportation systems and land, sea and air distribution opportunities.

Policy 2.2.1.7 – The County supports the expansion and recruitment of manufacturing industries, especially those within the Targeted Industry List and located within the Foreign Trade Zone, and supports the development of transportation improvements, including a roadway connection of Interstate 95, the Florida Turnpike to the Treasure Coast International Airport.

Objective 2.2.2: Update the long-range transportation needs of the County on a regular basis.

Policy 2.2.2.1: - Revise the transportation element as appropriate upon the completion of updates to the St. Lucie TPO LRTP (Reimagine Mobility 2050) and 2050 Treasure Coast Regional LRTP.

Goal 2.3: To develop a safe bicycle and pedestrian transportation system accessible to all major public and private facilities.

Objective 2.3.1: Identify the bicycle and pedestrian transportation system needs for St. Lucie County through the continued implementation of the St. Lucie Walk-Bike Network.

Policy 2.3.1.1 - The County shall coordinate with the FDOT, the St. Lucie TPO, the City of Fort Pierce, the Town of St. Lucie Village and the City of Port St. Lucie to implement the recommendations of the St. Lucie Walk-Bike Network as it may be updated, when funding is available, or as provided in the LDC.

Policy 2.3.1.2 - The CIP for St. Lucie County shall continue to include, and address the need for, the integration of both countywide and regional/statewide greenway and trail networks into the St. Lucie Walk-Bike Network.

Policy 2.3.1.3 – In order to facilitate the construction of sidewalks and infill sidewalk gaps, the County shall consider completing the following sidewalk areas (the list is not ordered by priority) when reviewing requests for fee-in-lieu contributions from developers:

Project	From	To	Approx. Length (miles)
Angle Road	Kings Highway	N. 53rd Street	1.26
Indrio Road	Kings Highway	Route One	2.63
Indrio Road	Route One	Old Dixie Hwy.	0.16
Juanita Avenue	N. 53rd Street	N. ~~25th~~ 41st Street	1.76
Keen Road	Angle Road	St. Lucie Blvd.	1.0
N. Kings Hwy.	N. of I-95	Indrio Road	4.5
Oleander Ave.	Midway Road	Edwards Road	2.5
Oleander Ave.	Midway Road	Saeger Avenue	1.5
Route One	St. Lucie Blvd.	Turnpike Feeder	5.26
Selvitz Road	Edwards Road	So. of Midway Rd.	2.38
Silver Oak Drive	Easy Street	E. Midway Road	1.79
Taylor Dairy Rd.	Angle Road	St. Lucie Blvd.	1.01
Walton Road	Lennard Road	Green River	1.1
Weatherbee Rd.	US1	Oleander Ave.	0.5
St. Lucie Blvd.	Kings Highway	N. 25th Street	3.02
Beach Avenue	Oleander Avenue	Rio Mar Drive	0.4
Bell Avenue	Sunrise Blvd	Oleander Avenue	0.6
Easy Street	US1	Yucca Drive	1.8
Fort Pierce Blvd	Lakeland Blvd	Emerson Ave	2.0
Hartman Road	SR 70	Orange Ave	1.5
Jenkins Road	Midway Road	Orange Ave	5.1

The County may also consider sidewalk gaps along SR-5 (US 1), SR-614 (Indrio Road), SR-713 (Kings Highway & Turnpike Feeder Road), and SR-70 (Okeechobee Road).

Objective 2.3.2: Improve the transportation system to appropriately accommodate bicycle and pedestrian roadway design and facility requirements.

Policy 2.3.2.1 - Include within the LDC design criteria and standards to be used in addressing the needs of bicyclists and pedestrians.

Policy 2.3.2.2 - Continue to participate in St. Lucie TPO advisory committees that provide~~s~~ input and recommendations on the implementation and updates to the St. Lucie Walk-Bike Network. The St. Lucie Walk-Bike Network should provide access to major public and private facilities including parks, schools, beach accesses and major ~~shopping~~ commercial or employment facilities.

Policy 2.3.2.3 - The County shall assist in maintaining an inventory of all ~~significant~~ roads and streets within the TPO area, with particular attention given to hazards, bottlenecks, and barriers to bicyclists. The County should implement the recommendations presented in the St. Lucie Walk-Bike Network when funding is made available.

Policy 2.3.2.4 - The County shall continue to identify road segments and intersections having frequent bicycle and pedestrian-related crashes and accidents and identify potential funding sources and corrective measures or improvements to high accident locations.

Policy 2.3.2.5 - Continue to implement the LDC requirement that all new development inside the Urban Service Boundary provide pedestrian facilities and/or sidewalks along all major collector, arterial and local roadways adjacent to the proposed development project as necessary to support the intensity and density of development.

Policy 2.3.2.6 - Coordinate bicycle planning activities with other agencies (including FDOT) associated with bicycle planning activities in Okeechobee, Martin and Indian River Counties.

Policy 2.3.2.7 - Mobility needs shall be identified and addressed and met for each new development approval.

Policy 2.3.2.8 - The County shall continue to implement ~~the necessary~~ LDC regulations~~amendments~~ to require ~~that~~ all new land development activities include dedicated bicycle and pedestrian facilities on internal, arterial and collector roadways. Complete streets should be required along all local streets as necessary to support the intensity and density of development. 'Complete streets' is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Policy 2.3.2.9 - Establish bicycle and pedestrian facilities around schools, with emphasis placed upon the area encompassing schools that are not serviced by the school bus system. Prioritization for the development of these facilities will be determined by the Board of County Commissioners and should be consistent with the St. Lucie TPO Walk-Bike Network.

Policy 2.3.2.10 - Continue to provide, in association with all new road construction in the urban area, bicycle and pedestrian facilities along all arterials and collectors identified in

the Comprehensive Plan.

Policy 2.3.2.11 - Continue to provide additional sidewalks, where necessary, to connect or complete either existing or proposed sidewalks in a manner that provides a complete pedestrian circulation system.

Goal 2.4: Coordinate transportation-related issues with the plans and programs of the FDOT, the Treasure Coast Regional Planning Council, the St. Lucie TPO, Florida Department of CommerceEconomic Opportunity, the Hutchinson Island Resource Management Plan, the City of Port St. Lucie, the City of Fort Pierce, the Town of St. Lucie Village adjacent municipalities, adjacent counties, and other private transportation-related agencies.

Objective 2.4.1: The County shall coordinate and communicate with the agencies listed in Goal 2.4 regarding transportation activities and planned improvements which may have impacts within their respective jurisdiction and request comments as applicable.

Policy 2.4.1.1 - The County shall maintain a mailing list to ensure that all interested agencies listed above are informed of transportation related activities and improvements via copies of correspondence.

Policy 2.4.1.2 - As a part of the Capital Improvements Element update process, annually review transportation improvements planned for St. Lucie County indicating the agency responsible for the improvement and the estimated date of completion.

Policy 2.4.1.3 - Review the existing Transportation Goals, Objectives, and Policies of other agencies when revising or altering Goals, Objectives, and Policies for St. Lucie County.

Policy 2.4.1.4 - The County shall coordinate and work closely with the St. Lucie TPO, City of Port St. Lucie and the City of Fort Pierce to achieve coordinated multimodal planning to address extra-jurisdictional transportation system impacts.

Objective 2.4.2: St. Lucie County shall take actions necessary to preserve, maintain and enhance social, environmental and historic resources along the scenic corridors while minimizing any potential negative impacts on adjacent properties.

The following roadways are designated scenic by the FDOT and so recognized by St. Lucie County for preservation of their intrinsic (historical, archeological, cultural, recreational, scenic and natural) resources:

1. Atlantic Beach Boulevard / SR A1A from Indian River County south to US Highway 1
2. US Highway 1 from North Beach Causeway to Seaway Drive
3. Seaway Drive / SR A1A south to Martin County
4. Indian River Drive from Seaway Drive south to Martin County County Line Road

Policy 2.4.2.1: St. Lucie County shall encourage the protection and preservation of scenic features, natural resources, and historic sites along the Indian River Lagoon - Treasure Coast Scenic Highway Corridor through implementation of Chapter 4 and Chapter 6 of the LDC.

Goal 2.5: The County, as the public transit provider, shall promote a safe and efficient transit system which addresses the future needs of St. Lucie County including economic development, reducing traffic congestion and providing ~~Provide~~ public transportation for the transportation disadvantaged population of St. Lucie County in a safe and convenient manner.

Objective 2.5.1: Address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged in St. Lucie County.

Policy 2.5.1.1 - St. Lucie County shall, in cooperation with the St. Lucie TPO and other appropriate agencies, continue to analyze the recommendations of the St. Lucie County Transit Development Plan (TDP), to determine the future system needs, transit right-of-way needs, Level of Service standards and the capital expenses necessary for the implementation of a fixed route transit system for the area based on the community's future land use designations and projected population characteristics.

Policy 2.5.1.2 - Continue to assist the local coordinated community provider in seeking additional state and federal assistance funds in order to provide additional services.

Policy 2.5.1.3 - Continue to assist ~~the Community Transportation Coordinator~~ in seeking additional state and federal assistance funds in order to add vans or other vehicles to handle ~~work~~ trips for the transportation disadvantaged as demand increases.

Policy 2.5.1.4 - Promote the availability of transportation to all transportation disadvantaged throughout St. Lucie County through sound marketing and public information efforts.

Objective 2.5.2: Maintain coordination and communication among agencies involved in providing transportation to the transportation disadvantaged including FDOT, St. Lucie TPO, St. Lucie County, Fort Pierce, St. Lucie Village and Port St. Lucie.

Policy 2.5.2.1 - Maintain a mailing list of the agencies enumerated in Objective 2.5.2 to convey information on existing affairs and plans for future activities.

Goal 2.6: Incorporate the potential for mass transit (fixed route, ridesharing, and other demand-responsive operations) into long range transportation needs.

Objective 2.6.1: Continue to ~~M~~monitor and evaluate the demand for transit through the implementation of the TDP.

Policy 2.6.1.1 - Continue coordination with Martin and Indian River Counties to develop ~~a~~ regional transit connections.

Policy 2.6.1.2 - Encourage the maintenance and expansion of ~~local Community Transportation Coordinator to expand~~ paratransit services to meet the service needs of the transportation disadvantaged residents of St. Lucie County.

Policy 2.6.1.3 - ~~In coordination with Community Transit or its successor agency, continue~~ Continue to identify and develop opportunities for private sector participation in funding

both the coordinated transportation system and public transportation services.

Policy 2.6.1.4 - In coordination with the St. Lucie TPO and ~~Community~~ Transit or its successor agency, continue to search for and identify any realistic public/private partnerships in the provision of transportation disadvantaged services and public transportation services.

Policy 2.6.1.5 - Consider the feasibility of implementing the fixed bus and microtransit route recommendations in the TDP.

Policy 2.6.1.6 - The County shall pursue transit funding sources through the South Florida Commuter Service, FDOT, U.S. Department of Transportation, Federal Transit Administration (FTA), and any additional sources outlined in the TDP.

Policy 2.6.1.7 - The County shall actively pursue federal funding and grants for transportation, transit, transportation demand management, transit oriented design, and other innovative strategies to meet the mobility needs of the County.

Policy 2.6.1.8 - The County shall consider improving amenities at bus stops when funding is made available to promote increase transit ridership.

Objective 2.6.2: Provide, for the protection of future mass transit, rights-of-way and exclusive mass transit corridors.

Policy 2.6.2.1 - As part of the Development Review process, review all future development plans for compatibility with transit plans in the TDP and identify those areas which have a high probability for being served by transit. Through the land use, zoning and development review process, the County will request for transit stop locations within appropriate developments and ensure internal connectivity for pedestrian and bicycle travel.

Policy 2.6.2.2 - In coordination with the St. Lucie TPO, explore in which cases and what types of incentives could be provided to encourage the use of high occupancy vehicles and alternative modes of transportation during the planning of transportation system improvements.

Policy 2.6.2.3 - When funding is made available, implement the recommendations developed in the TDP and the St. Lucie TPO LRTP with regard to the need and locations for HOV lanes and park-and-ride lots, including right-of-way considerations for all new major arterials and limited-access roads to be constructed based on future land uses, projected population distribution and the potential impact of such facilities on the transportation network.

Policy 2.6.2.4 - The County will continue to designate and provide protection for future public transportation corridors. These public transportation corridors shall be based upon the most recent St. Lucie County TDP and the right-of-way protection plan, Transportation Element and the Future Land Use Element of this plan.

Policy 2.6.2.5 - St. Lucie County will continue to consider a coordinated and consistent policy with the Future Land Use Element to encourage the concentration of land uses, including major generators and attractors such as ~~shopping malls~~ jobs corridors, logistics

areas and regional commercial sites, in order to promote the use of public transportation along designated future public transportation corridors.

Policy 2.6.2.6 - Continue to enforce land use, site and building design guidelines for development in future public transportation corridors to assure the accessibility of that new development to public transportation including the safe and convenient location of future public transportation terminals, and ~~such as~~ bus stops, with appropriate bicycle/pedestrian connections.

Objective 2.6.3: St. Lucie County shall support efforts to extend passenger rail service and associated safety improvements to St. Lucie County.

Policy 2.6.3.1 - St. Lucie County shall continue to support the reestablishment of regularly scheduled passenger rail service along the east coast of Florida.

Policy 2.6.3.2 - St. Lucie County shall support the establishment of rail stations in Fort Pierce, Port St. Lucie and/or within the County's Urban Service BoundaryArea.

Policy 2.6.3.3 - St. Lucie County shall evaluate the risks of rail operations on the County road system and seek to partner with FDOT and rail operators to mitigate risks and provide safety enhancements at non-grade separated rail-roadway crossings.

Policy 2.6.3.4 - St. Lucie County shall coordinate with FDOT on the opening and closing of public grade crossings. Safety; necessity for both rail and vehicle traffic; design of the grade crossing and road approaches; as well as cost, shall be the County's primary concern to ensure mobility needs are maintained and enhanced.

Policy 2.6.3.5 - St. Lucie County shall protect its ability to enhance road crossings over the railroad's facilities that increase safety and maintain connectivity of the traveling public.

Goal 2.7: Provide airport facilities that are adequate to meet present and future demands to operate general aviation facilities in a safe and efficient manner which will maximize ease of movement of people and goods, and to minimize conflicts with adjacent land uses and adverse environmental impacts.

Objective 2.7.1: Provide for a periodically updated Airport Master Plan that directs airport growth consistent with this Comprehensive Plan, County Policy, and adjacent land uses.

Policy 2.7.1.1 - Continue implementation of and ensure consistency with the 2018 Treasure Coast International Airport Master Plan Update.

Policy 2.7.1.2 - Promote the expansion of the airport as outlined in the latest Airport Master Plan.

Policy 2.7.1.3 - The Treasure Coast International Airport shall be developed and operated in conformance with all applicable local, state, and federal regulations.

Policy 2.7.1.4 - Work to assure that the surface transportation needs of the Treasure Coast International Airport are considered in and are consistent with the goals, objectives and policies in the St. Lucie County Comprehensive Plan.

Policy 2.7.1.5 - The Master Plan for the Treasure Coast International Airport shall be updated every five to ten years when changes have occurred such as an increase in operations, land use changes, or change in type of operations or demand. The purpose of the Master Plan is to evaluate concurrency of actual airport development with the Master Plan and to determine future development concurrent with plans of the FDOT, Federal Aviation Administration (FAA), Florida Aviation System and any other plans prepared pursuant to Chapter 380, F.S.

Objective 2.7.2: All aviation facilities and related airport activity shall be located in areas that will not impede the safe and efficient operation of aviation services and service facilities.

Policy 2.7.2.1 - The St. Lucie County Comprehensive Plan, Future Land Use Element, shall delineate all existing airport locations and ensure that all adjacent areas are restricted to airport compatible land uses. The type and intensity of the adjacent land uses shall be determined based on the classification of the airport.

Airport compatible land uses are those uses which, based on the size and use of the particular airport, can coexist without major negative impacts to either the particular land use or the airport itself. In the case of "fly in" type residential subdivisions, these uses would include residential homes which under this section, would only apply to private residential airparks since there is no federal obligation for reasonable access. In the case of larger, more developed airports, these uses should be non-residential and be of a type and nature that should rely on a location adjacent to the airport for a portion of their business or be of a type and nature that would not be negatively affected by the airport operations. In no case should uses which violate federal grant assurances or any or any portion of the St. Lucie County LDC be considered airport compatible.

Policy 2.7.2.2 - St. Lucie County shall make every effort to purchase aviation easements, acquire land and residences and require compatible land uses in areas consistent with the high-noise areas as delineated in the Federal Aviation Regulations (FAR) Part 150 Study for Treasure Coast International Airport.

Policy 2.7.2.3 - St. Lucie County shall follow existing and projected noise levels as delineated in the FAR Part 150 Study completed for the Treasure Coast International Airport when considering requests for zoning changes and building permits for new construction or major reconstruction and prohibit construction of noise sensitive structures within the 65 dnl contour of the airport.

Policy 2.7.2.4 - St. Lucie County shall continue to maintain and enforce the adopted height restriction ordinance consistent with height restrictions as outlined the FAR Part 77 Study for applicable areas adjacent to the Treasure Coast International Airport. St. Lucie County shall follow this ordinance when considering requests for building permits for new construction or major reconstruction and prohibit construction of structures in violation of the height restrictions.

Policy 2.7.2.5 - St. Lucie County shall review proposed development within and surrounding the airport for compliance with the Treasure Coast International Airport Master Plan and the County's Comprehensive Plan.

Policy 2.7.2.6 - St. Lucie County shall continue to maintain and enforce, as part of its

LDC, an airport overlay zoning district which will more clearly delineate restricted land uses within the airport approach paths.

Objective 2.7.3: The County shall strive to generate full use of all County-owned airport property for commercial and/or industrial use except on environmentally sensitive or "buffer" lands.

Policy 2.7.3.1 - Improve and maintain the airport's image with the establishment of an ongoing improvement program that addresses identification and directional signs, perimeter and interior/facility landscaping, facility rehabilitation, and general clean up.

Policy 2.7.3.2 - The County shall encourage the use of non-aviation-related lands or those lands identified as incompatible for commercial or industrial use at the airport for appropriate recreation and related public use consistent with federal and state safety/security regulations regarding airports.

Policy 2.7.3.3 - When applicable and funds are made available, review, revise and update as necessary the business plan for the Treasure Coast International Airport. This plan shall include a general marketing plan that will be designed to attract new and retain existing businesses at the airport.

Objective 2.7.4: All aviation facilities and related airport activities shall be located in areas which minimize adverse impacts on the environment.

Policy 2.7.4.1 - To the maximum extent feasible, aviation facilities or airport-related activities shall not be located in areas which would result in alteration, degradation or destruction of wetlands, coastal scrub habitat, the historic coastal ridge or other unique or special habitat protected by the State agencies such as the Florida Department of Environmental Protection (FDEP), South Florida Water Management District (SFWMD), and Florida Fish and Wildlife Commission (FFWC).

Policy 2.7.4.2 - In the event that any wetland, coastal scrub habitat the historic coastal ridge or other unique or special habitat is degraded or destroyed, St. Lucie County shall ensure that mitigation will occur on the airport property to the maximum extent technically feasible through the restoration of degraded habitat or enhancement of functions and values provided by existing habitat consistent with requirements of State agencies such as-FDEP, SFWMD, and Florida Fish and Wildlife Commission.

Policy 2.7.4.3 - All post-development runoff shall be managed consistent with SFWMD requirements.

Policy 2.7.4.4 - All aviation-related activities shall be in compliance with the ambient Air Quality Standards set forth by the Environmental Protection Agency.

Objective 2.7.5: All future development of the Treasure Coast International Airport and related aviation facilities shall be consistent with all elements of this Comprehensive Plan.

Policy 2.7.5.1 - Development at the airport including aviation, commercial, and industrial shall be consistent with all St. Lucie County codes and regulations.

Policy 2.7.5.2 - All development at the TCIA shall be consistent with the Airport Master Plan and align with Airport Layout Plan prior to commencement of construction. Notwithstanding any other provision, aeronautical uses at the airport shall be a permitted use with review in accordance with applicable site plan standards of review as set forth in the Land Development Code.

Objective 2.7.6: Surface transportation to the Treasure Coast International Airport shall be coordinated with the transportation system identified in the Transportation Element of the St. Lucie County Comprehensive Plan so that levels of service are maintained.

Policy 2.7.6.1 - All access routes to the Treasure Coast International Airport will be integrated with all other modes of surface transportation so that Levels of Service, as provided elsewhere in this plan, are maintained.

Policy 2.7.6.2 - The County will coordinate intermodal management of surface and water transportation through the St. Lucie TPO to ensure the safe and efficient movement of goods and services while maintaining levels of service as provided elsewhere in this plan.

Goal 2.8: St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce.

Objective 2.8.1: Continue to implement the Port Master Plan consistent with Section 163.3178(2)(a-k), Florida Statutes.

Policy 2.8.1.1 - The Port Master Plan shall address the environmental conditions of the Indian River Lagoon and its interaction with existing and proposed port activities.

Policy 2.8.1.2 - The Port Master Plan shall address all aspects of port management and operation including safety and security of commercial, industrial, recreational, and environmental activities.

Policy 2.8.1.3 - Coordinate with the City of Fort Pierce to ensure consistency with the City's Comprehensive Plan including the Port Sub Element and Coastal Management Element.

Policy 2.8.1.4 - Coordinate with the St. Lucie TPO and other appropriate local, state, and federal agencies to ensure adequate intermodal access and adequacy of public facilities and infrastructure.

Policy 2.8.1.5 - Develop funding mechanisms to implement the Port Master Plan such as a Tax Increment Financing District, Community Development Area, as well as exploring other funding mechanisms such as grants.

Policy 2.8.1.6 - Throughout the development of the Port Master Plan, ensure and encourage public participation of all affected parties through a formalized public participation process.

Policy 2.8.1.7 - Upon the completion of updates to the Port Master Plan, make any appropriate amendments to the St. Lucie County Comprehensive Plan.

Port Sub-element 2A

GOALS, OBJECTIVES AND POLICIES

Originally adopted via Ordinance 15-017, updated via Ordinance 2021-010.

The Port of Fort Pierce vision is to maximize economic benefit to the region while minimizing impact on the Indian River Lagoon and Atlantic Ocean. The vision for the Port of Fort Pierce encourages economic redevelopment of the port under well-defined land use and planning guidelines and streamlined port governance, with sufficient flexibility to merge market demand with marine industrial, marine commercial, marine research, and maritime academic/vocational uses. The vision includes environmentally sound best management practices, as well as transitional buffers between various uses.

References to the "Port of Fort Pierce" in the Goals, Objectives, and Policies shall be interpreted to mean the St. Lucie County Board of County Commissioners (as the County Port Authority per Section 315.02(2), F.S.) working in coordination with the City of Fort Pierce to implement the Goals, Objectives and Policies of the Port Sub-element. The County Port Authority shall work to preserve, enhance and facilitate deepwater commercial navigation and other related activities at the Port of Fort Pierce. An Interlocal Agreement between the County and the City of Fort Pierce further defines the responsibilities of each entity.

Goal 2A.1: Responsibility for the Port - The overall responsibility for the management of the Port of Fort Pierce is vested by law with the St. Lucie County Board of County Commissioners and should be managed in the public interest of all the citizens of St. Lucie County.

Objective 2A.1.1: St. Lucie County, working with the City of Fort Pierce, interested agencies and private property owners and consistent with the Port enabling laws and the constitutional and statutory protections for the rights of existing private property owners should ensure that the public interest and quality of life is protected when exercising public control of port property.

Policy 2A.1.1.1: St. Lucie County shall maintain the necessary oversight of the Port of Fort Pierce to ensure compliance with applicable state law governing deepwater ports and to guarantee the financial feasibility of any publicly funded infrastructure within the port.

Policy 2A.1.1.2: St. Lucie County shall determine whether to initiate actions necessary to acquire public ownership of those areas in the port determined to be in the public interest.

Policy 2A.1.1.3: St. Lucie County shall cooperate with the City of Fort Pierce, other affected local governments, the St. Lucie Transportation Planning Organization (TPO), the Treasure Coast Regional Planning Council and the Florida Seaport Transportation and Economic Development Council (FSTED).

Policy 2A.1.1.4: St. Lucie County, operating through its existing and future legal authorities, shall initiate discussions with the City of Fort Pierce, with other public agencies, and with the private business sector to create the legal agreements, memoranda of understanding, and joint planning agreements necessary to implement the goals, objectives, and policies of the 2020 Master Plan for the Port of Fort Pierce.

Policy 2A.1.1.5: The development, maintenance, and use of the Port of Fort Pierce shall address all aspects of port management and operation including safety, security, access, development of water dependent (commercial, industrial, and recreational) uses, infrastructure, and protection of environmental and coastal resources.

Policy 2A.1.1.6: The Port, Inlet and Beaches Director (Port Director) shall participate in the Florida Seaport Transportation and Economic Development (FSTED) Council and monitor the 5-year Florida Seaport Mission Plan which defines the goals and objectives of the FSTED Council concerning the development of port facilities and an intermodal transportation system. The Port Director will advocate for the construction of port facilities that provide economic benefits and will report how the goals of the Mission Plan may impact the Port of Fort Pierce.

Policy 2A.1.1.7: The Port Director shall monitor the Florida Department of Transportation's and Statewide Seaport and Waterways System Plan and the identified infrastructure project needs for the seaport system and its impact on the Port of Fort Pierce, including the potential to increase and attract targeted business and port uses.

Policy 2A.1.1.8: The Port Director shall work with the Florida Department of Transportation to maintain the Port of Fort Pierce's Strategic Intermodal System (SIS) Strategic Growth Seaport designation and SIS waterway connector and seek SIS funding opportunities to enhance the port.

Goal 2A.2: Land Use Map for the Port of Fort Pierce - The Port of Fort Pierce shall establish a General Master Development Map for the Port that establishes a general Port Operations Area Boundary to provide elected officials, prospective investors, port facility developers, and the public a clear understanding of the physical location of the activities that could be accommodated in the Port of Fort Pierce. The General Master Development Map for the Port of Fort Pierce is not to be used alone but rather in conjunction with the other development policies found in this plan and the applicable Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce.

Objective 2A.2.1: The General Master Development Map and Illustrative Master Plan for the Port of Fort Pierce shall be as depicted in Figure 2A-1 and 2A-2 of the 2020 Master Plan. The land use activities shown in these exhibits shall comply with applicable State, County and Municipal laws including the applicable Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce, adopted pursuant to Chapter 163, Florida Statutes.

Policy 2A.2.1.1: The general land use classification is to be used to determine consistency between the General Master Development Map for the Port of Fort Pierce and the applicable local government comprehensive plan. The Port of Fort Pierce will coordinate with the City of Fort Pierce and St. Lucie County to determine whether the Port General Master Development Map and Illustrative Master Plan are consistent with the City and the County Comprehensive Plan Future Land Use designations for the Port Operations.

Policy 2A.2.1.2: The Port of Fort Pierce shall support/seek development activities such as yacht construction and maintenance, maritime industrial and commercial uses, marine research facilities, marine repair and import/export uses, maritime academic and vocational uses, recreational/public access, depending on market conditions and with the goal of expanding economic and social benefit to the citizens and business within the region.

Policy 2A.2.1.3: By March 1st of each year, the Port of Fort Pierce Director shall submit to the County Administrator or their designee an updated five (5) year capital budget/improvement plan for the Port. To the extent that local funds are required to address a capital improvement need,

the Board of County Commissioners shall be requested to provide the necessary funding to meet that need. Nothing in this policy shall be construed as to prohibit the Board of County Commissioners from requesting that the City of Fort Pierce, the Fort Pierce Community Redevelopment Agency, or any other appropriate agency or entity assist in funding one or more capital improvement project(s) within the Port Operations Area.

Goal 2A.3: Port Activities - The quality of life for St. Lucie County residents will be strengthened and maintained by enhancing the economic viability, attractiveness, environmental quality, and social benefits associated with activities at the Port of Fort Pierce.

Objective 2A.3.1: The Port of Fort Pierce should strengthen the economic development activities in the Port Operations Area by working with federal, state and local government, the private sector, and other interested parties to formulate an economic development plan that will foster new jobs that exceed the County's average annual wage and enhance the community's prosperity.

Policy 2A.3.1.1: The Port of Fort Pierce shall support County and City efforts to purchase and lease property within the Port Operations Area that will support economic development of the Port through added revenue streams while allowing for increased opportunities for Federal and State grants.

Policy 2A.3.1.2: Future public infrastructure improvements in the Port Planning Area will be made consistent with the Port Master Plan, to include the following projects: Harbor Pointe shoreline protection, ~~refurbish and/or improve City marina bulkheads,~~ Fisherman's Wharf, improve Terminal Drive, improve Harbor Street, improve Port Avenue, construct a connecting road between 2nd Street to the Harbor Pointe property, ~~construct additional bulkheads at the City Marina,~~ construct pedestrian linkage along 2nd Street to downtown, construct pedestrian and vehicular linkage to Old Dixie Highway/US 1 and Lincoln Park, develop park infrastructure, develop engineering master stormwater management system for port property including offsite alternatives, and coordinate and install improvements along with corresponding infrastructure element.

Policy 2A.3.1.3: St. Lucie County, working with federal, state and local governments, the private sector, and other interested parties, may provide incentives for jobs that exceed the County's average annual wage. St. Lucie County, the City of Fort Pierce, private property owners, and local economic development groups should establish a proactive campaign to market the Port of Fort Pierce.

Policy 2A.3.1.4: The Port of Fort Pierce, working with federal, state and local governments, the private sector, and other interested parties, will encourage port industries to develop job training programs and use the local workforce to the fullest extent possible.

Objective 2A.3.3: The Port of Fort Pierce, working with federal, state and local governments, the private sector, and other interested parties, shall maintain, increase, and promote marine industry and related scientific and commercial activities at the Port of Fort Pierce so there is no net loss of marine industry.

Policy 2A.3.3.1: The Port of Fort Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, shall accommodate water-related marine activities and related service activities within the Port Planning Area.

Policy 2A.3.3.2: The Port of Fort Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, shall protect, maintain, and promote marine industry

activity from encroachment or displacement by incompatible land uses.

Policy 2A.3.3.3: St. Lucie County land use and coastal planning area development decisions shall support the preservation of the Port of Fort Pierce and working waterfronts as defined in Section 342.07, F.S., to promote the enhancement of the waterfront/coastal area with boat hauling and repairing facilities, commercial fishing facilities, boat construction facilities, docks, boat ramps, facilities and vessels of coastal research organizations, marine industries, port industrial uses, harbors, and other similar water-dependent uses.

Objective 2A.3.5: The Port of Fort Pierce, in compliance with federal, state, and local laws, shall work with appropriate public safety entities to improve and maintain the port security management plan for the Port Operations Area.

Policy 2A.3.5.1: The Port of Ft. Pierce shall use its best efforts to ensure that port security will protect port users and citizens from crime or terrorism concerns and prevent any increase in criminal activity or enterprises.

Policy 2A.3.5.2: The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall develop a public education program for the port security management plan to ensure that the owners, users, other responsible parties, and members of the public understand port security.

Goal 2A.4: Environmental Protection - The Indian River Lagoon is recognized as the most biodiverse estuary in North America and as an important component of the local economic base and the overall quality of life in the community. As such, the integrity of the Indian River Lagoon shall be protected by correcting any detrimental effects caused by current operations and ensuring long-term development and improvement activities are consistent with all local, state and federal environmental laws and regulations.

Objective 2A.4.1: The Port of Fort Pierce, working with federal, state, and local governmental bodies, the private sector, and other interested parties, shall ensure the protection and restoration of the Indian River Lagoon and avoid future degradation of the Lagoon's ecological health due to port activities.

Policy 2A.4.1.1: The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, will regulate discharges coming from port activities into the Indian River Lagoon to prevent air and water pollution in violation of any adopted federal, state, or local laws or regulations. Berthing, seawall and drainage infrastructure will actively be pursued to eliminate or reduce and treat existing runoff.

Policy 2A.4.1.2: The Port of Fort Pierce shall work with other governmental bodies, private interests, and other interested parties to preserve and restore seagrass beds and mitigate any permitted losses to existing seagrass beds caused by port activities to the maximum extent possible.

Policy 2A.4.1.3: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, shall protect endangered and threatened species from port activities in the Indian River Lagoon; including excessive freshwater, suspended materials, nutrient inflows, toxic substances and exotic invasive species.

Policy 2A.4.1.4: The Port of Fort Pierce shall cooperate with the appropriate regulatory and management agencies to implement comprehensive and coordinated management plans for

the Indian River Lagoon in order to improve the biological health of the Lagoon.

Objective 2A.4.2: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, shall protect and maintain the existing natural coastal areas and resources within the Port Planning Area.

Policy 2A.4.2.1: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, will develop a list of best management practices for environmental protection, including water quality and air quality, which have been used successfully by other Ports to ensure efficient and effective management of port operation activities while providing environmental protection.

Policy 2A.4.2.2: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, shall encourage the development of stormwater run-off control systems where possible to protect the natural coastline in the port and surrounding areas.

Policy 2A.4.2.3: The Port of Fort Pierce will work with other governmental bodies, private interests, and other interested parties, to prevent detrimental effects on the Indian River Lagoon caused by port activities by supporting estuarine diversity and the protection, maintenance, and enhancement of the population of endangered and threatened species.

Policy 2A.4.2.4: The Port of Fort Pierce shall support local, state and federal programs restore, enhance, and maintain the functions and values of natural waterways and adjacent wetland and upland habitats within the coastal area.

Objective 2A.4.3: In keeping with the St. Lucie County Manatee Protection Plan (MPP), the Port of Fort Pierce will work with other governmental agencies and private interests to improve protection of the manatees and enforcement of existing related laws within the Port Operations Area.

Policy 2A.4.3.1: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, will adjust future and proposed dock design and construction to be consistent with manatee protection measures.

Policy 2A.4.3.2: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, will protect and/or mitigate seagrass beds and submerged aquatic vegetation that serve as manatee habitat in the Port Planning Area.

Policy 2A.4.3.3: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, will help to develop guidelines and establish an education program for crew procedures regarding observing and avoiding manatees when arriving and departing from docks in the Port Planning Area.

Goal 2A.5: Emergency Management - The public will be protected in various emergency situations through cooperation between the Port of Fort Pierce and other governmental bodies to achieve maximum levels of safety and to restrict commerce of hazardous materials in the Port of Fort Pierce.

Objective 2A.5.1: The Port of Fort Pierce, working with regional and state emergency management agencies, private interests, and other interested parties, shall identify new and existing procedures to ensure public safety in the event of a hurricane or other natural disaster.

Policy 2A.5.1.1: The Port of Fort Pierce shall comply with the comprehensive emergency management plans of appropriate local general purpose government to ensure safe evacuation

of the Port during times of a hurricane or other disasters.

Policy 2A.5.1.2: The Port of Fort Pierce shall work with the City of Fort Pierce and St. Lucie County to ensure that all development activities within the Port Planning Area, including the Port Operations Area, are consistent with State of Florida's policies on development within areas identified as Coastal High Hazard Areas. New residential uses within areas designated as Coastal High Hazard as defined in the St. Lucie County Land Development Code, shall be discouraged.

Objective 2A.5.2: The Port of Fort Pierce, working with other governmental bodies, shall comply and cooperate to ensure that adequate procedures are in place to respond to a hazardous material spill.

Policy 2A.5.2.1: The Port of Fort Pierce shall comply with the processes of federal, state, and local governments for safe and expedient cleanup of hazardous spills.

Policy 2A.5.2.2: The Port of Fort Pierce shall cooperate with governmental bodies to provide complete and timely information to the public in the event of a hazardous materials accident.

Goal 2A.6: Landside Infrastructure - Landside and waterside infrastructure serving the Port of Fort Pierce should meet the Port's future requirements in a manner consistent with the abilities of the appropriate agencies to provide the services needed to support approved port activities.

Objective 2A.6.1: The Port of Fort Pierce shall work with other governmental agencies to improve linkages between the Port Facilities and intermodal transportation routes.

Policy 2A.6.1.1: The Port of Fort Pierce should enhance and expand activities that tie the Port to the Treasure Coast International Airport and coordinate with the St. Lucie TPO, Florida Department of Commerce~~Economic Opportunity~~, Florida Department of Transportation (FDOT) and the Florida East Coast (FEC) Railroad, Tri-rail and other possible rail services, in order to encourage multimodal development, maximize intermodal transportation connections, and facilitate the continued economic growth, development, and vitality of St. Lucie County.

Policy 2A.6.1.2: The Port of Fort Pierce, working with other governmental bodies, should facilitate expansion of public transit to and from the Port Planning Area.

Policy 2A.6.1.3: To position St. Lucie County as a competitive economic environment, the County supports the development of transportation improvements, including a roadway connection of Interstate 95, the Florida Turnpike to the Treasure Coast International Airport, and the Port of Fort Pierce, to facilitate land, sea and air distribution opportunities.

Goal 2A.7: Navigation Channels – Navigation channels serving the port's maritime and recreational activities shall meet existing and limited future needs as outlined in this plan.

Objective 2A.7.1: The Port of Fort Pierce shall coordinate with the U.S. Army Corps of Engineers and the Florida Inland Navigation District to provide for the maintenance of the navigation channels, including location of spoil disposal sites and adequate channel depths.

Policy 2A.7.1.1: The Port of Fort Pierce shall coordinate with the U.S. Coast Guard in the placement and maintenance of the navigational aids within the port area.

Policy 2A.7.1.2: The Port of Fort Pierce, working with other governmental bodies, the private

sector, and other interested parties, shall continue to operate, maintain and improve a permanent spoil disposal site for materials dredged from the Port Planning Area.

Policy 2A.7.1.3: The Port of Fort Pierce, working with other governmental bodies, the private sector, and other interested parties, shall seek to improve the condition of Taylor Creek from the S-50 Spillway to the Intracoastal Waterway through maintenance dredging and water quality improvement projects.

Policy 2A.7.1.4: The Port of Fort Pierce, working with the federal government and other governmental bodies, will work to preserve and maintain authorized water depth in the existing navigation channels, port harbors, turning basins, and harbor berths in order to provide for the continued safe navigation of deepwater commerce. These efforts will be conducted in an environmentally sound, safe, expeditious, and cost-efficient manner.

Objective 2A.7.2: The Port of Fort Pierce shall coordinate with Florida Fish and Wildlife Conservation Commission (FWC), the U.S. Coast Guard and law enforcement agencies to address at-risk vessels, vessels in neglected or deteriorating conditions, and derelict vessels.

Policy 2A.7.2.1: The Port of Fort Pierce shall work with the FWC, local law enforcement, and the City of Fort Pierce to address derelict vessels within the Indian River Lagoon and surrounding areas.

Policy 2A.7.2.2: The Port of Fort Pierce shall work with the FWC, local law enforcement, and the City of Fort Pierce to establish Anchoring Limitation Areas (Section 327.4108.,F.S.) to promote safe navigation and reduce the number of derelict vessels within the Indian River Lagoon and surrounding areas.

Policy 2A.7.2.3: The Port of Fort Pierce shall support FWC's efforts to establish a derelict vessel prevention program to address vessels at risk of becoming derelict.

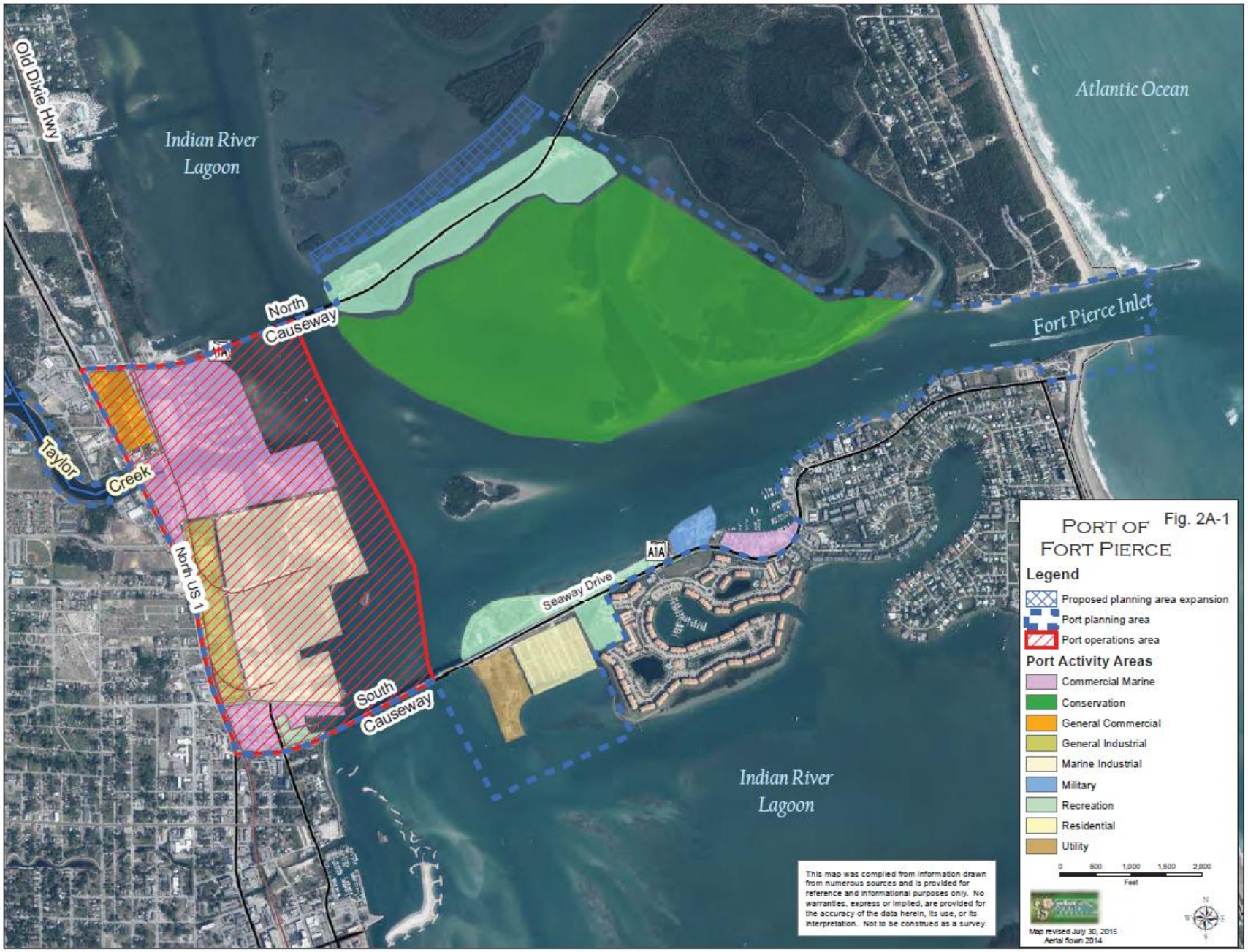

Old Dixie Hwy
Indian River Lagoon
Atlantic Ocean
North Causeway
Fort Pierce Inlet
Taylor Creek
North US 1
A1A
Seaway Drive
South Causeway
Indian River Lagoon
PORT OF FORT PIERCE
Fig. 2A-1
Legend
Proposed planning area expansion
Port planning area
Port operations area
Port Activity Areas
Commercial Marine
Conservation
General Commercial
General Industrial
Marine Industrial
Military
Recreation
Residential
Utility
0 500 1,000 1,500 2,000
Feet
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation. Not to be construed as a survey.
Map revised July 30, 2015
Aerial flown 2014

Figure 2A-2


ILLUSTRATIVE MASTER PLAN
NORTH CAUSEWAY BRIDGE
TAYLOR CREEK
US HWY 1
OLD DIXIE HWY
AVENUE O
N 13TH ST
AVENUE M
FORT PIERCE
AVENUE H
N 7TH ST
N 2ND ST
FISHERMAN'S WHARF
INDIAN RIVER DR
SOUTH CAUSEWAY BRIDGE
FORT PIERCE INLET INNER RANGE
Figure 2A-2
KEY FEATURES
Port Planning Area (+/- 1,545 AC)
Project Study Area (+/- 255 AC)
Anticipated Storm Water Requirement Zones
Fisherman's Wharf Redevelopment Zone
Fisherman's Wharf Publicly Held Land
Fort Pierce Inlet Navigation Channel
Intracoastal Waterway
EXISTING
Safe Harbor Harbortown 1
Taylor Creek Marina 2
Cracker Boy Boat Works 3
Light Industrial Uses 4
(Woods Properties and Inlet Fisheries)
Derecktor Shipyard 5
Fort Pierce Marine Terminal (Beyel Bros. Properties) 6
Lincoln Park Community Park 7
PROPOSED
Harbour Pointe and Tenet Access Road 8
Dry Stack Boat Storage Development 9
Taylor Creek Public Boat Ramp and Parking 10
Harbour Pointe Public Marina 11
Harbour Pointe Waterfront Esplanade 12
Reef Restoration Center and Floating Dock 13
East Wharf Development 14
Marine Industries Vessel Slip (Optional) 15
Yacht MRO and Shipbuilding Areas 16
Wet Slip Operational Areas 17
Shiplift (Syncrolift) and Transfer System 18
Rail Spur and Related Operations (Optional) 19
Urban Greenway System Linked to Proposed SUNTrail Greenway 20
Urban Greenway Pedestrian Overpass 21

HOUSING ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 3.1: To provide guidance, based on accepted planning principles, for the provision of housing resources for all citizens through private sector development, public/private cooperative arrangements and partnerships with non-profit organizations.

Objective 3.1.1: The County shall ensure the creation and/or preservation of affordable housing for all current and anticipated future residents of the jurisdiction, and households with special housing needs including rural and farmworker housing, housing for persons 60 years of age or older, workforce housing as well as adequate sites and distribution of housing for very-low-income (50% of AMI), low-income (80% of AMI) and moderate-income (120% of AMI) households.

The County shall utilize the definitions in Section 420.0004, F.S., for affordable housing, including that "affordable" means that monthly rents or monthly mortgage payments including taxes, insurance, and utilities do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households.

Policy 3.1.1.1 - To provide sufficient land to meet the future housing needs, the Future Land Use Map shall provide future land use designations that allow a variety of housing types, affordability and densities.

Policy 3.1.1.2 - The County shall continue to permit high density residential development in Planned Mixed Use Development projects.

Policy 3.1.1.3 - In order to facilitate the location of new commercial and industrial enterprises, especially corporate headquarters; businesses with an industry forecast that indicates a strong expectation for future growth in employment, output and pays relatively high wages compared to area averages; clean high growth industrial activities; and high-tech industries, the County shall maintain sufficient housing to encourage the relocation of new businesses.

Policy 3.1.1.4 - The County shall encourage residential development in the vicinity of new industrial and commercial development. The County shall explore development patterns which support multimodal solutions, and which allow for employment and shopping opportunities near residential uses, appropriate land use mixes to foster more compact, clustered pedestrian and transit-oriented, and mixed-use development options.

Objective 3.1.2: The Land Development Code shall continue to define incentives to facilitate public and private sector cooperation and facilitate workforce housing and affordable housing production.

Policy 3.1.2.1 - The County will continue to review ordinances, codes, regulations and the permitting process for the purpose of identifying excessive requirements, and amending or adding other requirements in order to maintain or increase private sector and non-profit participation in meeting the housing needs, while continuing to insure the health, welfare and safety of the residents.

Policy 3.1.2.2 - Based upon economic and housing data showing need, the County shall continue to support incentives including fast track processing and consideration of reduced

permit fees for proposed workforce housing and affordable housing developments.

Policy 3.1.2.3 - The County shall incorporate land development regulations which ensure ~~insure~~ that high density residential developments incorporate accommodations for public transit facilities if along transit routes. Through the land use, zoning and development review process, the County will request for transit stop locations within appropriate developments and ensure internal connectivity for pedestrian and bicycle travel.

Policy 3.1.2.4 - Based upon economic and housing data showing need, the Land Development Code shall continue to provide private sector and nonprofit organizations incentives for the provision of workforce housing and affordable housing, including density bonuses.

Policy 3.1.2.6 – In accordance with Policy 1.1.1.6, the County shall provide for the development of accessory dwelling units in single-family residential or agricultural zoning districts, as an accessory use to a single family detached dwelling unit.

Goal 3.2: To provide an adequate mix of safe and sanitary housing that meets the needs of existing and future St. Lucie County residents.

Objective 3.2.1: The County shall, as needed, review the housing needs within the Unincorporated County of all income groups and shall amend the Comprehensive Plan and the Land Development Code as necessary.

Policy 3.2.1.1 – The County shall review and amend, as necessary, the Comprehensive Plan and Land Development Code to implement the Housing Needs Assessment and Implementation Plan (June 2024) to achieve the three goals and top-level strategies identified in the plan as follows:

Goal 1: Regional governments have appropriate capacity, coordination, and resources to support housing initiatives

- Strategy 1.1: Ensure collaborative environment across jurisdictions throughout the county
- Strategy 1.2: Review the capacity of existing housing staff and departments to manage and grow housing services and strategies
- Strategy 1.3: Commit resources to housing services and strategies
- Strategy 1.4: Advocate for changes to state-level housing strategies

Goal 2: Increased supply and diversity of housing units

- Strategy 2.1: Utilize overlay districts to incentivize targeted types of residential development
- Strategy 2.2: Prioritize middle- and high-density development
- Strategy 2.3: Expand permissions for smaller housing types
- Strategy 2.4: Activate small-scale developers
- Strategy 2.5: Increase supply of rental opportunities

Goal 3: Improved Housing Affordability

- Strategy 3.1: Implement Inclusionary Zoning
- Strategy 3.2: Promote public-private partnerships to provide workforce housing
- Strategy 3.3: Maintain existing affordable housing.

Policy 3.2.1.2~~1~~ - The County shall review housing affordability based upon property values to ensure efficiency of the workforce and affordable housing delivery system.

Policy 3.2.1.3~~2~~ - Consider developing guidelines and consider adoption of ~~for~~ an inclusionary housing program that provides incentives for private development to include a portion of residential units.

Objective 3.2.2: The County shall continue to maintain a housing data which includes updated information from the US Census, Shimberg Center for Housing Studies, and other sources about the type, tenure, cost and condition of housing stock in St. Lucie County.

Policy 3.2.2.1 - The County shall continue data collection and review to properly understand the housing needs of the County's population and the data shall be updated annually to assure that reliable and current data are available.

Policy 3.2.2.2 - Using the housing database, the County will provide information, technical assistance, and incentives to the private sector and nonprofit organizations to maintain a housing production capacity sufficient to meet the required demand.

Policy 3.2.2.3 - The Land Development Code shall not restrict the location of publicly assisted or low and moderate income based housing within single-family neighborhoods.

Policy 3.2.2.4 – The County shall disseminate and publicize housing data and educational programs designed to increase public awareness and understanding of affordable and workforce housing.

Objective 3.2.3: The County will develop a comprehensive housing program to address substandard housing.

Policy 3.2.3.1 - The County shall continue to encourage rehabilitation of substandard, dilapidated housing through rehabilitation grants that follow green initiatives such as the use of green, energy efficient materials as appropriate. These materials include, but are not limited to, green building materials, energy efficient appliances, and renewable energy, such as photovoltaic and other renewable energy as appropriate on projects.

Policy 3.2.3.2 - The County will seek partnerships with cooperative neighborhood and civic groups to further the elimination of substandard dilapidated housing.

Policy 3.2.3.3 - Demolition may be undertaken by a public agency, or nonprofit organization set up to meet the goals, objectives and policies of this Element.

Policy 3.2.3.4 - The County shall consider creating public-private partnerships with private sector and non-profit corporations for the provision of affordable and workforce housing.

Objective 3.2.4: The County shall maintain an Affordable Housing Advisory Committee, consisting of public- and private-sector representatives. This committee will review the local housing incentive strategies.

Policy 3.2.4.1 – In accordance with Section 420.9076, F.S., the Affordable Housing Advisory Committee will be assigned to review and make recommendations in the following areas:

1) The processing of approvals of development orders or permits~~, as defined in Sections~~

~~163.3164 (7) and (8), Florida Statutes,~~ for affordable housing projects is expedited to a greater degree than other projects, as provided in s. 163.3177(6)(f)3

2) ~~The modification of impact fee requirements, including reduction or waiver of fees and alternative methods of fee payment for affordable housing~~ All allowable fee waivers provided for the development or construction of affordable housing;
3) The allowance of flexibility in densities for affordable housing;
4) The reservation of infrastructure capacity for housing for very-low income persons, low income persons, and moderate-income persons;
5) ~~The allowance of affordable accessory residential units in residential zoning districts~~ Affordable accessory residential units:
6) The reduction of parking and setback requirements for affordable housing;
7) The allowance of flexible lot configurations, including zero-lot-line configurations for affordable housing;
8) The modification of street requirements for affordable housing;
9) The establishment of a process by which the County considers, before adoption, policies, procedures, ordinances, regulations, or plan provisions that increase the cost of housing;
10) The preparation of a printed inventory of locally owned public lands suitable for affordable housing;
11) The support of development near transportation hubs and major employment centers and mixed- use developments.

Policy 3.2.4.2 - ~~Beginning in 2008 and every three years thereafter~~Annually, the Affordable Housing Advisory Committee shall ~~assess housing needs, including affordable housing, research issues~~ produce an annual report with recommendations on local affordable housing incentives~~; and make recommendations~~ to the Board of County Commissioners to meet the housing needs of St. Lucie County residents.

Policy 3.2.4.3 – The County shall continue to participate in the State Housing Incentives Partnership program as specified in the 1992 William Sadowski Affordable Housing Act; support the funding awards provided by the Florida Housing Finance Corporation; and seek to identify other state and federal funding sources that could be made available to support community-based non-profit organizations in their efforts to provide affordable housing.

Objective 3.2.5: Sites suitable for very-low, low and moderate-income housing shall be maintained in the County to meet the current and projected population needs.

Policy 3.2.5.1 - The County shall maintain Residential High (RH) designation in order to provide options for development of very-low, low and moderate income housing.

Policy 3.2.5.2 - The Towns, Villages, and Countryside (TVC) Element shall continue to require the creation of workforce housing within the designated TVC area.

Policy 3.2.5.3 – As required by Section 125.379, F.S., the County shall prepare an inventory list of all real property within its jurisdiction to which the county holds fee simple title that may appropriate for use as affordable housing. The inventory list will include the address and legal description of each such real property and specify whether the property is vacant or improved.

Policy 3.2.5.4 – The County shall evaluate land donations, surplus County-owned lands and land escheated by law for the nonpayment of taxes, for workforce housing and affordable housing development and consider the donation or sale of these parcels to non-profit organizations or the private sector to facilitate housing production.

Objective 3.2.6: The County shall continue to provide regulations that permit mobile homes in the county.

Policy 3.2.6.1 - The RMH-5 zoning or a similar classification shall be retained in the Land Development Code.

Policy 3.2.6.2 - The Land Development Code shall provide provisions allowing ~~a Class A~~ mobile homes to be located in any residential zoning district.

Objective 3.2.7: The County shall support energy efficiency and the use of renewable energy resources in both existing and new residential construction to reduce costs for residents and support environmental sustainability~~housing and in the design and construction of new housing~~.

Policy 3.2.7.1 - The County shall encourage support for residential construction that meets the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system or the Florida Green Building Coalition standards.

Policy 3.2.7.2 - The County shall educate residents on home energy reduction strategies.

Policy 3.2.7.3 - The County shall not prohibit the appropriate placement of photovoltaic panels. The County shall develop and adopt review criteria to establish the standards for the appropriate placement of photovoltaic panels.

Policy 3.2.7.4 - The County shall provide educational materials on the strategic placement of landscape materials to reduce energy consumption.

Policy 3.2.7.5 - The County shall ensure that safety, aesthetics, and energy efficiency are considered in planning affordable housing projects.

Policy 3.2.7.6 - The County shall require in all rehabilitation and replacement projects use of green, energy efficient materials as appropriate.

Policy 3.2.7.7 - The County shall include in affordable housing projects use of renewable energy resources to the fullest extent possible.

Policy 3.2.7.8 - The County shall encourage water reuse including use of rain barrels by residents to reduce overall water usage.

Policy 3.2.7.9 - The review of housing affordability shall include a review of energy efficiency and energy costs for homeowners.

Policy 3.2.7.10 - The County shall facilitate the creation of low interest loans to residents and business owners to install energy efficiency and conservation measures as well as renewable energy technology.

POTABLE WATER SUBELEMENT

Goal 4A.1: Provide needed public utilities in a manner that results in the most effective, environmentally sound, safe and economic potable water systems consistent with present demand and future growth requirements and that promotes orderly, compact urban growth.

Objective 4A.1.1: The County shall provide potable water facilities that do not promote urban sprawl and meet existing and projected demands.

Policy 4A.1.1.1 - The utility service areas, as delineated in the Water and Wastewater Service District Boundary is currently comprised of approximately 369 square miles. The County Utility District utilizes the adopted a 20-Year Water Supply Facilities Work Plan and the County Capital Improvements Plan~~, will be~~ to determine~~d on~~ the basis of planned expansion areas, and the economy and efficient operation of the utility but ~~will~~ not to promote linear or leapfrog development. The utility service areas and expansion plans shall be reviewed and updated every 5 years and shall not include those areas already being served by Fort Pierce Utility Authority or Port St. Lucie Utilities.

Policy 4A.1.1.2 - The County Utility District will determine the most cost effective and efficient means of providing potable water services to all areas of the urban service boundary ~~area~~ as depicted in Objective 1.1.6 ~~Policy 1.1.5.1~~ in a manner that will not promote sprawl, linear or leapfrog development consistent with Policy 1.1.5.3 ~~1.1.5.2~~ and Policy 1.1.6.2.

As provided by Policy 1.1.6.7 all non-agricultural development outside the Urban Service Boundary shall pay the entire cost of its fiscal impacts on public facilities and services, including utilities. The County Utility District will determine the most cost effective and efficient means of providing potable water services for all development approved by the County Commission within the unincorporated areas of the County outside the urban service area which approval is subject to the provision of central water service within such development.

Policy 4A.1.1.3 - In order to discourage the proliferation of urban sprawl, as defined in Sections 163.3164 and 163.3177, Florida Statues, in the unincorporated areas of the County, no water or sewer utility companies shall be permitted to construct or install water or sewer facilities to serve or provide water or sewer utility service to new development within the unincorporated areas of the County without the consent of the County Commission.

Policy 4A.1.1.4 - The County shall monitor and review the availability of potable water service from the various potential suppliers of such service to the unincorporated areas of the County through a Service Availability Report.

Policy 4A.1.1.5 - The County shall continue to enact ordinances, implement Utility Extension Policy Regulations and enter into agreements for the provision of potable water service which maximizes existing facilities within the Urban Service Boundary.

Objective 4A.1.2 - The County shall implement procedures for ensuring that when a development permit is issued, pursuant to the ~~then~~ most current Service Availability Report, adequate facility capacity is available or will be available to serve the development concurrent with the impacts, in order to meet the adopted LOS standards.

Policy 4A.1.2.1 - All development will be specifically conditioned on the availability of services necessary to maintain LOS standards as adopted within this Comprehensive Plan.

Policy 4A.1.2.2 - The LOS standard for those areas of the unincorporated County served by FPUA shall be 117 gpcd ~~(FPUA Water Use Permit, 2007)~~.

Policy 4A.1.2.3 - The LOS standard for potable water systems other than those owned and operated by FPUA, ~~shall be~~ for permanent and seasonal residents, shall be ~~–~~ 100 gpcd.

Policy 4A.1.2.4 - The County shall include in the annual Service Availability Report an update of all improvements, expansions, or increases in the capacities of facilities of the various potential suppliers of service to the unincorporated areas of the County to ensure compatibility with the established LOS standards for such facilities.

Policy 4A.1.2.5 - The County shall prepare annual summaries of capacity and demand information for each facility of the various potential suppliers of service to the unincorporated areas of the County.

Policy 4A1.2.6 - Development approved by the County Commission within the unincorporated area of the County requiring central potable water service will only be permitted when such development ties into existing potable water facilities of or makes provision for obtaining potable water service from the County Utility District, the Fort Pierce Utility Authority or the City of Port St. Lucie or other utility provider that has the consent of the County pursuant to Policy 4A.1.1.3, within their respective water utility service areas, in accordance with the then in effect utility extension policy of the applicable potable water service provider.

~~**Policy 4A.1.2.7** - The County shall require that developments of regional impact determine the available quantity and quality of water resources for treatment to potable water beneath the development; determine the effect of withdrawal on surrounding environment, users and potential users; and make such information available to the County.~~

Objective 4A.1.3: The County will establish and maintain a five-year and twenty-year schedule of capital improvement needs for the potable water public facilities in the recognized County Utility District service areas.

Policy 4A.1.3.1 - The following public facility improvements within a facility type are to be considered in the following order of priority, as determined by the Board of County Commissioners:

A. Replacement of obsolete or worn out facilities, including repair, remodeling and renovation of facilities that contribute to achieving and/or maintaining levels of service.
B. New facilities that reduce or eliminate existing deficiencies in levels of service.
C. New facilities that provide the adopted levels of service for new growth during the next five fiscal years, as updated by the annual review of the Capital Improvements Element.
D. Improvements to existing facilities, and new facilities that significantly reduce the operating cost of achieving and/or maintaining levels of service.
E. New facilities that exceed the adopted levels of service for new growth during the next five fiscal years by either:

1. Providing excess public facility capacity that may be needed by future growth beyond the next five fiscal years, or
2. Providing higher quality public facilities that are contemplated in the County's normal design criteria for such facilities.

F. Facilities not described in Subsections A through E, above, but which the County is obligated to complete, provided that such obligation is evidenced by a written agreement the County executed prior to July 31, 1990.
G. All facilities scheduled for construction or improvement in accordance with this Policy shall be evaluated to identify any plans of State agencies or the South Florida Water Management District that affect, or will be affected by, the proposed capital improvement.
H. Project evaluation may also involve additional criteria that are unique to each type of public facility, as described in other elements of this Comprehensive Plan.

Policy 4A.1.3.2 - In the event that the planned capacity of public facilities is insufficient to serve all applicants for development orders, the Board of County Commissioners will schedule capital improvements to serve developments in the following order of priority:

A. Previously approved orders permitting new development,
B. New orders permitting redevelopment, and
C. New orders permitting new development

Policy 4A.1.3.3 - The county shall pursue state and federal sources of funding available for the improvement and expansion of potable water public facilities and shall fund potable water capital improvements and expansions through user fees, connection fees, developer's agreements, assessments and other appropriate fees and funding mechanisms.

Policy 4A.1.3.4: St. Lucie County hereby adopts by reference the Water Supply Facilities Work Plan 2022 (Work Plan) approved by Ordinance No. 2022-01 on January 11, 2022, for a planning period of not less than 10 years. The Work Plan addresses issues that pertain to water supply facilities and requirements needed to serve current and future development within the St. Lucie County water service area. The County shall review and update the Work Plan at lease every five (5) years within 18 months after the governing board of water management district approves an updated regional water supply plan. Any changes affecting the Work Plan shall be included in the annual Capital Improvements Element.

Policy 4A.1.3.5 – The County will incorporate the best available data and science into its policy and planning decisions for public facilities, recognizing resiliency in evaluating public infrastructure decisions. To help inform decision making, the June 2025 St. Lucie County Regional Resilience Vulnerability Assessment Report shall be available to evaluate the potential vulnerability of public facilities to the risks posed by flood impacts (flooding resulting from extreme rainfall, high tide flooding, storm surge, sea level rise and compound flooding). The report includes results for future flood scenarios for 2040 and 2070 as required by Section 380.093 F.S., for Resilient Florida Program funding.

Objective 4A.1.4: Reserved. ~~The County shall take steps to insure that entities in the unincorporated County are adequately served, and in order to protect our drinking water, shall investigate needs for waste disposal other than septic tanks and sewage systems.~~

Objective 4A.1.5: The County shall coordinate with the other potential providers of central potable water service within the unincorporated areas of the County so that the extension of, or increase in the capacity of, facilities to meet future potable water capacity is available when needed.

Policy 4A.1.5.1 - Prior to issuance of a building permit, the County shall require that all applicants provide verification that water service can be provided in conformance with the policies in this plan and that adequate system capacity is available if a central system is to be utilized.

Policy 4A.1.5.2 - Pursuant to Section 163.3180, F.S., prior to approval of a building permit, the County shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.

~~**Policy 4A.1.5.2:** St. Lucie County hereby adopts by reference the Water Supply Facilities Work Plan 2022 (Work Plan) approved by Ordinance No. 2022-01 on January 11, 2022, for a planning period of not less than 10 years. The Work Plan addresses issues that pertain to water supply facilities and requirements needed to serve current and future development within the St. Lucie County water service area. The County shall review and update the Work Plan at lease every five (5) years within 18 months after the governing board of water management district approves an updated regional water supply plan. Any changes affecting the Work Plan shall be included in the annual Capital Improvements Element.~~

Goal 4A.2: The County shall aggressively identify, protect, conserve, and best utilize the County's available water supply resources.

Objective 4A.2.1: The County shall continue to review and update the wellfield protection plan for public potable water supply sources in or adjacent to the unincorporated County.

Policy 4A.2.1.1 - The County shall in conjunction with FDEP, SFWMD, the St. Lucie County Health Department and existing utility systems, determine and map the location of all existing public potable water supply wells which are permitted to withdraw 100,000 gpd or greater. The County shall annually update this map and keep copies of this map on file.

Policy 4A.2.1.2 - The County shall in conjunction with FDEP, SFWMD, County Health Department, utilities and other potential providers of central potable water service establish the probable location of public potable water supply wells in the County.

Policy 4A.2.1.3 - The County shall identify land uses which may not be compatible with, and may contribute to the degradation of, public potable water supply wells.

Policy 4A.2.1.4 - The County shall identify land uses with existing or future public potable water supply wells.

Policy 4A.2.1.5 - The County shall maintain and update the Wellfield Protection Ordinance as necessary.

Policy 4A.2.1.6 - The County shall monitor potential groundwater influence of existing and proposed public water supply wells and/or wellfields to protect the water supply.

Policy 4A.2.1.7 - The County shall review proposed development, for the potential for release of hazardous materials that may contaminate public drinking water supply wells.

Objective 4A.2.2: The County shall continue to develop a comprehensive water conservation program incorporating, at a minimum, the following policies.

Policy 4A.2.2.1 - The County shall continue to require water saving devices in new construction, consistent with the requirements of the Florida Building Code.

Policy 4A.2.2.2 - The County shall enforce the landscaping portion of the existing Land Development Code and ~~on an ongoing basis require more exacting~~ the code provisions for native landscaping plants.

Policy 4A.2.2.3 - The County shall coordinate with the FDEP, the SFWMD, local municipalities and other appropriate agencies in alternative water supply planning efforts and shall implement reuse programs and potable water conservation strategies as identified in the adopted a 20-Year Water Supply Facilities Work Plan and the Upper East Coast Water Supply Plan ~~UECWSP~~.

Policy 4A.2.2.4 - The County shall encourage reuse and reclamation of water for irrigation, landscape, agriculture, and industry as an alternative to the use of potable water supplies and with the goal of reducing demands on the aquifer.

Policy 4A.2.2.5 - The County shall continue to participate in regional water conservation initiatives in coordination with the South Florida Water Management District for education of the public concerning the need for water conservation and the use of gray water for irrigation.

Policy 4A.2.2.6 - No Conditional Uses for sand mining and no re-zonings to Industrial, Extraction (IX) will be granted within public potable water supply recharge areas designated through the Wellfield Protection Ordinance.~~; when the~~ When updated information is available to designate aquifer recharge areas, this policy will be revised through a Comprehensive Plan Amendment to include those areas.

Objective 4A.2.3: The County shall continue to implement the Upper East Coast Water Supply Plan, prepared by the SFWMD, by amending the Land Development Code to identify water available and allocation rates to protect natural systems from competing water uses.

Policy 4A.2.3.1 - For normal, average rainfall years, water availability, use, allocation, and management plans, the County shall prevent the increasing water demands from reducing the important ecological, recreational and navigational values provided by the natural systems.

Policy 4A.2.3.2 - Water use, allocation, and management plans for emergency drought and flood situations shall avoid irreversible impacts on ecological systems and minimize long term adverse impacts.

Policy 4A.2.3.3 - The County shall not rely upon water supply sources outside its jurisdictional boundaries to meet the water supply needs of new growth and development until water availability, use, allocation and management plans have been adopted for the proposed source areas which specifically allocate water for such use.

Goal 4A.3: The County shall institute a program to identify the availability of public potable water supplies required to provide for the growth needs in the unincorporated County.

Objective 4A.3.1: In cooperation with the SFWMD, the County shall, implement a master plan which determines and quantifies groundwater resources available to growth areas in both the surficial and Floridan aquifers, evaluates methods of treatment, considers environmental impact,

considers alternative financing options, and provides a schedule for County acquisition of water service.

Policy 4A.3.1.1 - The County shall update the Water and Wastewater Master Plan (Master Plan) approximately every 5 years to identify and provide for public water supplies to include:

A. Identification of areas of high growth potential which are (or will be) isolated by existing service areas, natural geographic boundaries, political boundaries, low growth potential areas, or other demarcations.
B. Projection of population growth in these areas.
C. Inventory of existing package water treatment plants within the area, their condition, and their potential for acquisition.
D. Establishment of needs of a public water system, based on LOS, provision of service by potential suppliers of water and population as established above.

Policy 4A.3.1.2 - The County shall as part of the Master Plan Update process, if financially feasible, authorize or cause to be authorized, a treatment and distribution/transport study to determine the recommended methods for supplying water treatment and transport, if necessary, for the ~~each~~ service area identified under Policy 4A.1.1.1.

The studies will include:

- A review of needs, based on projected population and LOS.
- An inventory of available water quantity and quality data.
- An analysis of potential aquifer sources, well locations, treatment methods, environmental effects, waste disposal considerations, and economic costs and efficiencies.
- Recommended method of treatment.
- An evaluation of environmental effects, waste disposal considerations, and costs.
- Identification of transfer needs and alternatives to deliver treated or raw water from the source to the distribution system.
- An application to SFWMD for water withdrawal from the selected aquifer(s).
- A recommendation for wellfield location, configuration, source aquifer, number and spacing of wells.

Policy 4A.3.1.2: The County shall take steps to ensure that entities in the unincorporated County are adequately served with potable water service, and in order to protect the drinking water, shall investigate needs for waste disposal other than septic tanks and sewage drain fields.

Objective 4A.3.2: The County shall provide, where feasible, public water supply service within the unincorporated areas of the County; criteria for evaluating the feasibility of providing such public water service will be part of each ~~Water~~ Master Plan Update.

Policy 4A.3.2.1 - The County shall authorize engineering and financial studies for areas identified under Policy 4A.3.1.1, which studies will include:

A. Review of area needs and time frame for development.
B. Preliminary identification of facility development necessary to meet the needs and timing of provision of public water service.
C. Preliminary cost estimates and a schedule of capital expenditure projects financial considerations, including recommended method of funding, rate structure and revenue projections.

Policy 4A.3.2.2 - The impact new customers have on potable water infrastructure, including water supply, treatment facilities, transmission and distribution systems shall be borne by those new customers, and shall be funded by the new customers in advance of the provision of potable water infrastructure.

Policy 4A.3.2.3 - In order to provide the most cost effective and efficient provision of public water service within the unincorporated areas of the County, the County shall communicate with the other potential providers of public water service regarding availability of and willingness to provide public water service from such providers to meet the needs of development within the unincorporated areas of the County through a bulk purchase agreement with the County.

SOLID WASTE SUBELEMENT

Goal 4B.1: Provide the most cost-effective solid waste management, transportation and disposal facilities for St. Lucie County.

Objective 4B.1.1: Establish standards for level of service.

Policy 4B.1.1.1 - Ensure sufficient capacity at the landfill through the year ~~2043~~2065, establish the following standards for level of service for the County's solid waste facilities:

A. 3.88 pounds of Class I solid waste per capita County-wide per day at the landfill; and 0.81 pounds of construction and debris per capita County-wide
B. Maintain at least two years of landfill lined cell disposal capacity;
C. Maintain at least twenty-five years of landfill raw land capacity.

Policy 4B.1.1.2 - Maintain Interlocal Agreements between the County and all municipalities that utilize the St. Lucie County Baling and Recycling facility.

Policy 4B.1.1.3 - Inspect a minimum of three random Class I loads per week.

Policy 4B.1.1.4 - Continue to implement the most cost effective alternative solid waste management practices that would extend the useful life of the landfill and meet future needs. These alternatives include, but are not-limited to: resource recovery, recycling, waste-to-energy facilities, volume reductions by solid waste generators, separation of solid wastes at the source, public information programs, and operational changes which could improve efficiency.

Policy 4B.1.1.5 - Continue to evaluate the costs of resource recovery, extended landfilling, and the combination of other alternatives to establish a 25 year horizon need.

Policy 4B.1.1.6 - Through the development of educational and operational programs, actively encourage the removal of recyclables from the solid waste streams in the County to the maximum extent practicable.

Policy 4B.1.1.7 - Develop and implement incentive programs at the landfill for the removal of recyclable materials by both individuals and corporations.

Policy 4B.1.1.8 - The county shall pursue state and federal sources of funding available for the improvement and expansion of the landfill and recycling facilities.

Objective 4B.1.2: Increase reduction of waste stream as technologies allow it to happen.

Policy 4B.1.2.1 - Continue an education program focusing on informing the public about household hazardous waste, proper disposal methods and less environmentally harmful substitutes for these products.

Policy 4B.1.2.2 - Continue inspection or screening system to exclude obviously suspect items from the landfill. Drums, tanks from unknown sources, waste pesticides, or chemicals and residues from spill clean-ups are a few of the normally suspect items.

DRAINAGE SUBELEMENT

Goal 4C.1: It is the goal of St. Lucie County to ensure the provision of an adequate stormwater drainage and management system that is both technically and economically feasible in meeting the existing and future needs of the community.

Objective 4C.1.1: Establish standards for level of service. ~~The County shall annually update the Geographic Information System-based Stormwater Mapping System.~~

Policy 4C.1.1.1 - The County shall review and revise as necessary the minimum levels of service for each defined drainage basin and shall incorporate those levels of service into this Comprehensive Plan. The County will review existing and updated data sources, with the understanding that flood models and climate data is evolving and the future needs of the community must be addressed, particularly flood impacts.

Policy 4C.1.1.2 - To ensure that St. Lucie County maintains sufficient stormwater runoff, the following level-of-service standard shall be utilized in determining the appropriate amount of runoff for a project:

Stormwater Master Plan--Level of Service Standards			
Structure/Facility	10 yr., 24 hr.	10 yr., 72 hr.	100 yr., 72 hr.
Houses/Building	<FFE[1]	<FFE	<FFE
Evacuation Routes[2]	1/2W[3]	<0.5 ft.	<1.0 ft.
Arterial Roads[4]	1/2W	<0.5 ft.	<1.0 ft.
Other Roads[5]	<0.5 ft.	<0.75 ft.	<1.5 ft.
1	Peak flood stages less than first (finished) floor elevation based on available data.		
2	Evacuation routes as defined by the County and the Treasure Coast Regional Planning Council.		
3	Flooding limited to each side of the road such that one-half of the roadway width (W) or one travel lane is not flooded.		
4	Roads as defined by St. Lucie County or reflected in the Federal Highway Administration Functional Classification and Urban Boundary Map~~with four or more travel lanes~~, or roads that are only access to a respective area/development (secondary evacuation routes).		
5	Other roads which are not critical for evacuation, but which will be used to estimate encroachment on FFEs.		

Policy 4C.1.1.3 - The Level of Service standard in Policy 4C.1.1.2 shall be applicable to all commercial, industrial and residential development activities within the Unincorporated St. Lucie County.

Policy 4C.1.1.4 - The County shall continue to coordinate efforts with all appropriate authorities in regard to water storage and capacity enhancements for the North Fork of the St. Lucie River, including those portions within the designated aquatic preserve, and the Indian River Lagoon.

Objective 4C.1.2: The County will maintain an inventory of floodprone areas located within its jurisdiction.

Policy 4C.1.2.1 - The County shall maintain an inventory of flooding complaints.

Policy 4C.1.2.2 - The County shall request the South Florida Water Management District, North

St. Lucie River Water Control District and Fort Pierce Farms Water Control District to establish system-wide water level monitoring stations in order to provide the data base necessary for the development of adequate stormwater management programs.

Policy 4C.1.2.3 - The County shall update the geographic information system-based to create and update a stormwater mapping system.

Policy 4C.1.2.4 - The County will work with the Florida Department of Environmental Protection, the South Florida Water Management District and other stormwater management system operators to identify critical infrastructure within their stormwater service area, and locations that have both historic flooding occurrences and the potential to flood from future significant storm events.

Objective 4C.1.3: The County shall enforce existing land development regulations which support the protection and maintenance of the natural functions (flow and storage) of the 100-year floodplain and other natural drainage features.

Policy 4C.1.3.1 - The County shall continue to enforce the Land Development Code regulating construction standards within the 100-year flood plain and floodway.

Policy 4C.1.3.2 – The County shall continue to monitor areas subject to seasonal and periodic flooding and provide for drainage and stormwater management.

Policy 4C.1.3.3 – The County shall continue to enforce the Florida Building Code and floodplain management standards set forth by FEMA.

Policy 4C.1.3.4 – The County shall provide direction and guidance to the general public on stormwater and floodplain management issues through outreach and online materials.

Objective 4C.1.4: The County, in conjunction with the South Florida Water Management District, shall review and evaluate existing drainage studies and plans within the County's jurisdiction to determine their relevance to the current stormwater regulations.

Policy 4C.1.4.1 - The County shall request that the South Florida Water Management District continue to update the inventory of groundwater levels within the County.

Policy 4C.1.4.2 - All development will be specifically conditioned on the availability of services necessary to maintain Level of Service standards as adopted within this Comprehensive Plan.

Goal 4.C.2: It is the goal of St. Lucie County to implement projects and policies to meet the Total Maximum Daily Load (TMDL) allocations contained within the Department of Environmental Protection (DEP) Basin Management Action Plan (BMAP).

Objective 4C.2.1: The County shall maintain, amend, and update land development regulations which support the stormwater pollution reduction goals contained within the Department of Environmental Protection (DEP) Basin Management Action Plan (BMAP).

Policy 4C.2.1.1 – The County shall continue to enforce the Land Development Code and applicable state laws governing water quality requirements for non-exempt activity within the unincorporated limits.

Policy 4C.2.1.2 – The County shall continue to construct capital projects which reduce the

pollutant load of stormwater runoff.

Policy 4C.2.1.3 – The County shall continue to review new or revised BMAPs to determine the appropriate management strategies available through existing water quality protection programs to achieve total maximum daily loads and associated water quality monitoring components. As necessary, the County shall identify the projects or strategies to undertake to meet current 5-year pollution reduction milestones, beginning with the first 5-year milestone for new basin management action plans, and submit such projects to DEP for inclusion in the appropriate BMAP. The County will continue to adapt strategies as water quality and BMAP requirements are amended by the State.

Policy 4C.2.1.4 – As identified in Section 403.067(7)(a)10, F.S., the installation of new onsite sewage treatment and disposal systems constructed within a BMAP area, a reasonable assurance plan, or a pollution reduction plan is prohibited where connection to a publicly owned or investor-owned sewerage system is available as defined in Section 381.0065(2)(a), F.S. On lots of 1 acre or less within a BMAP, a reasonable assurance plan, or a pollution reduction plan where a publicly owned or investor-owned sewerage system is not available, the installation of enhanced nutrient-reducing onsite sewage treatment and disposal systems or other wastewater treatment systems that achieves at least 65 percent nitrogen reduction is required.

Goal 4.C.3: It is the goal of St. Lucie County to implement a County-wide drainage system for urban and nonurban areas.

Objective 4C.3.1 - The County will continue to implement the master drainage plan.

Policy 4C.3.1.1 - The County will continue to seek funding from State/federal grants and/or assessments in the area served by drainage improvements.

Policy 4C.3.1.2 - No development authorizations shall be issued unless there is provided to St. Lucie County assurance that all required drainage improvements will be provided for both on-site and off-site.

Policy 4C.3.1.3 - No final certificate of occupancy, as may be further defined in the Land Development Code, shall be issued until all drainage improvements, both on-site and off-site, for the particular development have been inspected and approved by St. Lucie County, or other appropriate authority.

Goal 4C.4: It is the goal of St. Lucie County to ensure that the surficial groundwater quality is the highest possible for potable purposes.

Objective 4C.4.1: To improve the water quality level of areas that fail to meet potable standards, and to prevent the further contamination of the surficial aquifer.

Policy 4C.4.1.1 - The County shall continue to enforce the Land Development Code, including regulations governing the protection of potable wellfields from possible sources of contamination.

Policy 4C.4.1.2 - The County shall coordinate with the FDEP, the SFWMD, local municipalities and other appropriate agencies in alternative water supply planning efforts.

Policy 4C.4.1.3 - The County shall continue developing and maintaining a series of stormwater attenuation areas to reduce the impacts of agricultural fertilizers and other related chemical

applicants on the existing potable wellfields in the eastern portion of the County.

Policy 4C.4.1.4 - The County shall continue to cooperate with the South Florida Water Management District in the identification and closure of free-flowing artesian wells.

Policy 4C.4.1.5 - The County Land Development Code shall continue to include comprehensive stormwater management including consideration of the following:

1. The use of stormwater detention and/or retention;
2. Stream bank and shoreline buffer zones;
3. General design and construction standards for onsite stormwater management.

Policy 4C.4.1.6 - The County shall continue to promote Low Impact Design (LID) stormwater management techniques, such as bioretention, vegetated swales, rain gardens, and permeable pavements, in conjunction with South Florida Water Management and Florida Department of Environmental Protection criteria for new development.

Policy 4C.4.1.7 - The County shall assist the Federal Government, State of Florida, the South Florida Water Management District, Fort Pierce Farms Water Control District and North St. Lucie River Water Control District in their efforts to improve the water quality of the primary drainage systems through the implementation of current state regulations.

Objective 4C.5.1: The County shall enforce the Land Development Code for regulating land use and development to protect the functions of natural groundwater recharge areas.

Policy 4C.5.1.1 - The County will protect the functions of natural groundwater aquifer recharge of designated public potable water supply wells by enforcing the Wellfield Protection Ordinance contained within the Land Development Code.

Policy 4C.5.1.2 - The County will continue to work with the Florida Department of Environmental Protection~~St. Lucie County Health Department, Environmental Health Section,~~ by verifying the issuance of the septic tank permit before a building permit is issued.

Policy 4C.5.1.3 - The County will continue to assist the St. Lucie County Health Department, Environmental Health Section, with the Hazardous Waste Verification Program by continuing to require all Business Tax Receipts and Occupational License applicants (except Home Occupations) to receive Public Health Unit approval prior to issuance of an Occupational License.

Policy 4C.5.1.4 - No Conditional Uses for sand mining and no rezonings to Industrial, Extraction (IX) will be granted within public potable water supply recharge areas designated through the Wellfield Protection Ordinance.

SANITARY SEWER SUBELEMENT

Goal 4D.1: The County shall provide needed public utilities in a manner which provides the most effective, environmentally sound, safe and economic waste water treatment system and promotes orderly, compact urban growth.

Objective 4D.1.1: Sanitary sewer facilities shall be provided by the County in a manner that shall not promote urban sprawl and meet existing and projected demands.

Policy 4D.1.1.1 - The utility service areas, as delineated in the Service District Boundary is currently comprised of approximately 369 square miles. The County Utility District utilizes the Water and Wastewater Master Plan~~, will be~~ to determine~~d on~~ the basis of planned expansion areas, and the economy and efficient operation of the utility but ~~will~~ not to promote linear or leapfrog development. The utility service areas and expansion plans shall be reviewed and updated every 5 years (beginning 2008) and shall not include those areas already being served by Fort Pierce Utility Authority or Port St. Lucie Utilities, and St. Lucie West Services District.

Policy 4D.1.1.2 - The County Utility District will determine the most cost effective and efficient means of providing sanitary sewer services to all areas of the urban service boundary ~~area~~ as depicted in Objective 1.1.6 ~~Policy 1.1.5.1~~ in a manner that will not promote sprawl, linear or leapfrog development consistent with Policy 1.1.5.3 ~~1.1.5.2~~ and Policy 1.1.6.2.

As provided by Policy 1.1.6.7 all non-agricultural development outside the Urban Service Boundary shall pay the entire cost of its fiscal impacts on public facilities and services, including utilities. The County Utility District will determine the most cost effective and efficient means of providing sanitary sewer services for all development that may be approved by the County Commission within the unincorporated areas of the County outside the urban service area which approval is subject to the provision of sanitary sewer service within such development.

Policy 4D.1.1.3 - In order to discourage the proliferation of urban sprawl, as defined in Sections 163.3164 and 163.3177, Florida Statues in the unincorporated areas of the County, no water or sewer utility companies shall be permitted to construct or install water or sewer facilities to serve or provide water or sewer utility service to new development within the unincorporated areas of the County without the consent of the County Commission.

Policy 4D.1.1.4 - The County shall monitor and review the availability of sanitary sewer service from the various potential suppliers of such service to the unincorporated areas of the County in a Service Availability Report.

Policy 4D.1.1.5 - The County shall investigate alternate methods of waste disposal other than septic tanks.

Policy 4D.1.1.6 - The County shall continue to enact ordinances, implement Utility Extension Policy Regulations and enter into agreements for the provision of sanitary sewer service which maximizes existing facilities within the Urban Service Boundary.

Objective 4D1.2: The County shall implement procedures for ensuring that when a development permit is issued, pursuant to the current Service Availability Report, adequate facility capacity is available or will be available when needed to serve the development, concurrent with the impacts, in order to meet adopted level-of-service standards.

Policy 4D.1.2.1 - All development will be specifically conditioned on the availability of services necessary to maintain LOS standards as adopted within this Comprehensive Plan. Levels of service for on-site improvements, including sewer connection lines, shall be as required of the developer, as adopted in the Land Development Code.

Policy 4D.1.2.2 - The standards for level of service for sanitary sewer systems, other than those owned and operated by FPUA , ~~shall be~~ for Permanent & Seasonal Residents, shall be ~~–~~ 100 gpcd.

The LOS standard for those areas of the unincorporated County served by FPUA shall be 110 gpcd.

Policy 4D.1.2.3 - The County shall include in the annual Service Availability Report an update of all improvements, expansions, or increases in the capacities of facilities, of the various potential suppliers of service to the unincorporated areas of the County to ensure compatibility with the established level of service standards for such facilities.

Policy 4D.1.2.4 - The County shall prepare annual summaries of capacity and demand information for each facility of the various potential suppliers of service to the unincorporated areas of the County.

Policy 4D.1.2.5 - Development approved by the County Commission within the unincorporated area of the County requiring sanitary sewer service will only be permitted when such development ties into existing sanitary sewer facilities of or makes provision for obtaining water or sewer utility service from the County Utility District, the Ft. Pierce Utility Authority, the City of Port St. Lucie or another utility service that has the consent of the County pursuant to Policy 4D.1.1.3, within their respective sanitary sewer service areas, in accordance with the then in effect utility extension policy of the applicable sanitary sewer service provider.

Policy 4D.1.2.6 - The County shall condition development orders to provide that when a regional sanitary sewer system is available, the development will be required to tie into it. Issuance of development orders or permits will be further conditioned on demonstration of compliance with applicable federal, state and local permit requirements for on-site wastewater treatment systems. Concurrency requirements for sanitary sewer may be satisfied through the use of onsite sewage treatment and disposal systems approved by the Department of Environmental Protection to serve new development.

Objective 4D.1.3: The County will establish and maintain a five-year and twenty-year schedule of capital improvement needs for sanitary sewer facilities in recognized County service areas.

Policy 4D.1.3.1 - The following public facility improvements within a facility type are to be considered in the following order or priority, as determined by the Board of County Commissioners:

A. Replacement of obsolete or worn out facilities, including repair, remodeling and renovation of facilities that contribute to achieving and/or maintaining levels of service.
B. New facilities that reduce or eliminate existing deficiencies in levels of service.
C. New facilities that provide the adopted levels of service for new growth during the next five fiscal years, as updated by the annual review of the Capital Improvements Element.
D. Improvements to existing facilities, and new facilities that significantly reduce the operating cost of achieving and/or maintaining levels of service.
E. New facilities that exceed the adopted levels of service for new growth during the next five fiscal years by either:

1) Providing excess public facility capacity that may be needed by future growth beyond the next five fiscal years, or
2) Providing higher quality public facilities that are contemplated in the County's normal design criteria for such facilities.

F. All facilities scheduled for construction or improvement in accordance with this Policy shall be evaluated to identify any plans of State agencies or the South Florida Water Management District that affect, or will be affected by, the proposed capital improvement.
G. Project evaluation may also involve additional criteria that are unique to each type of public facility, as described in other elements of this Comprehensive Plan.

Policy 4D.1.3.2 - In the event that the planned capacity of public facilities is insufficient to serve all applicants for development orders, the Board of County Commissioners will schedule capital improvements to serve developments in the following order of priority:

A. Previously approved orders permitting new development,
B. New orders permitting redevelopment, and
C. New orders permitting new development.

Policy 4D.1.3.3 - The county shall pursue state and federal sources of funding available for the improvement and expansion of sanitary sewer public facilities and shall fund sanitary sewer capital improvements and expansions through user fees, connection fees, developer's agreements, assessments and other appropriate fees and funding mechanisms.

Policy 4D.1.3.4 – The County will incorporate the best available data and science into its policy and planning decisions for public facilities, recognizing resiliency in evaluating public infrastructure decisions. To help inform decision making, the June 2025 St. Lucie County Regional Resilience Vulnerability Assessment Report shall be available to evaluate the potential vulnerability of public facilities to the risks posed by flood impacts (flooding resulting from extreme rainfall, high tide flooding, storm surge, sea level rise and compound flooding). The report includes results for future flood scenarios for 2040 and 2070 as required by Section 380.093 F.S., for Resilient Florida Program funding.

Objective 4D.1.4 - The County will enforce the mandatory requirements for design, operation, and maintenance of on-site wastewater treatment systems.

Policy 4D.1.4.1 - The County shall develop and implement guidelines for on-site disposal systems. These guidelines will include: establishing general requirements for the construction, use, and abandonment of on-site sewage disposal systems; providing for permits with conditions and approvals; providing for standards for the approval of applications for an on-site sewage disposal system; providing for conditions under which on-site sewage disposal systems shall not be used; providing for system size determination; providing for soil classification data; providing for percolation tests; providing for alternative systems; and, providing for permit fees.

Policy 4D.1.4.2 - The County shall, in conjunction with the Florida Department of Environmental Protection (FDEP) and St. Lucie Health Department, limit use of on-site wastewater treatment systems to the following conditions:

Existing septic tank and package treatment plants may remain in service until such time as centralized service is made available;

Use of septic tank systems concurrent with on-site potable water wells for new single family detached residential development shall be limited, depending on soil and water table conditions, and shall be in compliance with State regulations;

Use of small package treatment plants shall be limited to use where central facilities are not available in the rural County area and shall be limited to use in order to provide pre-treatment of sewage where required for particular industries or commercial uses prior to discharge into regional systems in the sanitary sewer areas if such a system is available; and

Interim wastewater plants may be used for residential developments until central sewer service is available; in compliance with Section 381.272(1), Florida Statute, all applicable guidelines shall be followed and all subdivisions must provide sewer utility easements and rights-of-way and the developer should give advance notice to purchasers of lots.

Policy 4D.1.4.3 - The County shall require that construction of new residential development at densities greater than two units per acre (2du/acre) only be permitted when central water (including package treatment plants) and central sewer (including package treatment plants) systems are available or will be provided concurrent with the impacts of development.

Policy 4D.1.4.4 - The County shall coordinate with appropriate federal and State agencies, and amend local ordinances to require that issuance of permits for replacement or expansion of existing on-site wastewater treatment systems is conditioned upon compliance with current regulatory requirements and water quality standards.

Policy 4D.1.4.5 - The County shall coordinate with FDEP to encourage small package treatment plants to connect to a central sewer system when feasible.

Objective 4D.1.5: The County shall provide for the coordination of the extension or increase in the capacity of existing facilities as well as the provision of new facilities to meet future needs through development and adoption of a Water and Wastewater Master Plan (Sanitary Sewer Master Plan). Prior to the completion of the Master Plan, residential development in excess of two units per acre and all other development shall not be permitted if it is intended to be served by on-site septic systems.

Policy 4D.1.5.1 - The County shall require that all building permit applicants prior to permit issuance verify that sewer service can be provided in conformance with the policies in this plan and that adequate system capacity is available if a central system is to be utilized.

Policy 4D.1.5.2 – The County shall update the Water and Wastewater Master Plan approximately every 5 years to identify and provide for sanitary sewer service to include:

A. Identification of areas of high growth potential which are (or will be) isolated by existing service areas, natural geographic boundaries, political boundaries, low growth potential areas, or other demarcations.
B. Projection of population growth in these areas.
C. Inventory of existing package treatment plants within the area, their condition, and their potential for acquisition.
D. Establishment of needs of a sanitary sewer system, based on LOS, provision of service by other providers and population as established above.

Policy 4D.1.5.3 – As required by Section 163.3177(6)(c)3., F.S., by December 2028, the County shall update the comprehensive plan to include provisions for any development of more than 50 residential lots, whether built or unbuilt, with more than one onsite sewage treatment and disposal system per 1 acre. The County must consider the feasibility of providing sanitary sewer services within a 10-year planning horizon and identify the name and location of the wastewater facility that could receive sanitary sewer flows after connection; the capacity of the facility and

any associated transmission facilities; the projected wastewater flow at that facility for the next 20 years, including expected future new construction and connections of onsite sewage treatment and disposal systems to sanitary sewer; and a timeline for the construction of the sanitary sewer system. An onsite sewage treatment and disposal system is presumed to exist on a parcel if sanitary sewer services are not available at or adjacent to the parcel boundary.

Goal 4D.2: St. Lucie County will ensure sanitary sewer/wastewater service for sub-regional or regional areas to meet existing and projected demands in those areas.

Objective 4D.2.1: Every 5-years beginning in 2008, the County will evaluate the County-wide Water and Wastewater Master Plan for wastewater in the unincorporated County areas.

Policy 4D.2.1.1 - The County shall continue to review and update the Water and Sewer Capital Improvements Plan every 5 years to identify and provide for public sanitary sewer/wastewater service to include:

A. An inventory of the existing package plants and wastewater treatment facilities in the unincorporated area of St. Lucie County. This inventory is to assess their current flow, committed flow, condition, useful life, ability to expand, and general need to connect to a regional system.
B. Redefine the potential service areas.
C. Provide population projections for the service areas based on the population projections used in the development of this Comprehensive Plan.
D. Estimate the size of necessary treatment facilities.
E. Suggest general locations for any new treatment facilities.
F. Identify any remaining potential utility acquisitions.
G. Provide budget estimates for the necessary capital improvements associated with the development of the County utility system, or components thereof.
H. Estimate operating costs for the facilities.
I. Provide an outline of financing options and implementation guidelines.

Policy 4D.2.1.2 - In order to provide sufficient Levels of Service for Sanitary Sewer, the County shall implement the recommendations of the Water and Wastewater Master Plan.

Objective 4D.2.2: The County shall provide, where feasible, public sanitary sewer service within the unincorporated areas of the County; criteria for evaluating the feasibility of providing such public sanitary sewer service will be part of each Water and Wastewater Master Plan Update.

Policy 4D.2.2.1 - The County shall authorize engineering and financial studies for areas identified under Policy 4D.2.1.1, which studies will include:

A. Review of area needs and time frame for development.
B. Preliminary identification of public facility development necessary to meet the needs and timing of provision of public sanitary sewer service.
C. Preliminary cost estimates and a schedule of capital expenditure projects financial considerations, including recommended method of funding, rate structure and revenue projections.

Policy 4D.2.2.2 - The cost of all new sanitary sewer infrastructure and collection systems shall be borne by those who directly benefit from the improved facilities.

Policy 4D.2.2.3 - In order to provide the most cost effective and efficient provision of public sanitary sewer service within the unincorporated areas of the County, the County shall communicate with the other potential providers of public sanitary sewer service regarding

availability of and willingness to provide public sanitary sewer service from such providers to meet the needs of development within the unincorporated areas of the County through a bulk service agreement with the County.

Policy 4D.2.2.4 - The impact new customers have on sanitary sewer infrastructure, including collection and transmission systems, treatment facilities, disposal facilities, reclaimed water treatment facilities and reclaimed water transmission and distribution systems shall be borne by those new customers, and shall be funded by the new customers in advance of the provision of sanitary sewer infrastructure.

Objective 4D.2.3: Initiate programs to acquire private utilities serving the unincorporated area that are capable of expansion and of sustaining themselves with revenues.

Policy 4D.2.3.1 - The County shall study those existing private utilities of appreciable service area size to determine their value and revenue-producing potential. In addition, needed capital improvements and service area expansion potential should be considered.

Policy 4D.2.3.2 - The County shall consider for acquisition those private utilities which would benefit the public welfare through acquisition by the County.

Policy 4D.2.3.3 - When areas previously served by package treatment plants are connected to a central system, it shall not be the responsibility of the central system to purchase these package treatment plants or incur the cost associated with removal.

COASTAL MANAGEMENT ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 5.1: Balancing growth and coastal resources. All development proposed in the future land use element in the coastal area shall occur in a manner which protects, conserves, and enhances the natural resources of the coastal area and the environmental, social and economic benefits attributed to them and shall comply with the Florida Building Code, floodplain management standards set forth by FEMA, set forth in 44 C.F.R. part 60, and applicable regulations regarding construction seaward of the Coastal Construction Control Line.

Objective 5.1.1: *Future Development in the Coastal Area.* St. Lucie County shall continue to protect the natural resources of the coastal area from adverse impacts caused by future development through the implementation and strengthening of existing environmentally related laws and the assignment of appropriate Future Land Use designations.

Policy 5.1.1.1 - Future development in the coastal area shall be limited to those land uses which are resource dependent or compatible with the physical and environmental characteristics of the coastal area, or to those uses which can occur without degradation of important environmental values or interference with legally used public access to coastal area shorelines.

Policy 5.1.1.2 - All land development regulations adopted pursuant to this element shall be consistent with:

a. The Future Land Use Element and Map;
b. The County's Hutchinson Island Residential Development Ordinance;
c. Vested development rights;
d. The County's Hutchinson Island Coastal Area Protection Ordinance, and the Sea Turtle Protection Regulations; and
e. The goals, objective and policies of this element and the Conservation Element concerning the protection, appropriate use, and conservation of natural resources.

Policy 5.1.1.3 - Erosion control measures shall be limited to those that minimize interference with the natural resources and processes of the coastal area.

Policy 5.1.1.4 - Future development or redevelopment within the coastal area shall provide infrastructure to service the development or redevelopment at the Level of Service standards adopted in the appropriate elements of this Comprehensive Plan, and which is consistent with the coastal resource protection, access, potential strategies for adaptation and mitigation, safe evacuation requirements of this Comprehensive Plan, and as further provided for in the Capital Improvements Element.

Policy 5.1.1.5 - The County shall continue to coordinate with appropriate State agencies in meeting the goals and policies of the Indian River Lagoon Aquatic Preserves Management Plan, the North Fork of the St. Lucie River Aquatic Preserve Management Plan, the Indian River Lagoon Surface Water Improvement and Management Plan, and the Indian River Lagoon Comprehensive Conservation & Management Plan. Coordination will consist of, at a minimum, continual participation on applicable committees and task forces as well as the provision of administrative and fiscal support.

Policy 5.1.1.6 - The County shall provide eco-tourism opportunities within the coastal area in a manner that does not degrade or reduce the long-term viability of the functions and values of coastal waters and adjacent uplands. Lands purchased through Federal, State and local natural resource protection programs shall provide public access and recreational improvements in a manner that minimizes impacts to the natural areas and does not compromise the long-term viability of the protected resources or create increased frequency and severity of flooding or associated erosion.

Policy 5.1.1.7 - St. Lucie County land use and coastal planning area development decisions shall support the preservation of working waterfronts as defined in Section 342.07, F.S., to promote the enhancement of the waterfront/coastal area with boat hauling and repairing facilities~~businesses~~, commercial fishing facilities, boat construction facilities, docks, boat ramps, facilities and vessels of coastal research organizations, marine industries, ports, harbors, and other similar water-dependent uses, while taking into consideration potential strategies for adaptation and mitigation.

Policy 5.1.1.8 - Approval for development or redevelopment of a site within the coastal planning area shall require the following conditions:

a. The removal of all invasive exotic vegetation from the site;
b. A site appropriate re-vegetation plan of native species;
c. A long-term maintenance plan to continue to keep the site free of invasive exotic vegetation;
d. A soil stabilization plan for areas disturbed by the removal of vegetation; and
e. Consideration of shore stabilization, floodplain management standards and hazard mitigation strategies which reduce floodplain alteration and damage or loss due to natural disasters and storm surge.

The County will review redevelopment plans to ensure they eliminate inappropriate and unsafe development in the coastal areas when opportunities arise. In the planning efforts, the County will include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise. (Section 163.3178(2)(f)1.,F.S.)

Policy 5.1.1.9 - Through the development review process the County shall continue to monitor the condition and characteristics of the coastal dune and other natural resources to ensure responsible development. The coastal beach and dune system reduces potential damage~~s~~ to upland property and infrastructure from major storm events. A dune restoration plan should be developed, pursuant to Section 163.3178(2)(e) F.S., to address the steps necessary to restore or maintain the dune system in the event it is heavily impacted from a storm event or human-induced erosion. Proposed developments should incorporate measures that clearly identify and reserve an unobstructed beach and dune access corridor(s) to have access for dune restoration efforts. Conservation management policies shall be revised and refined as needed to remain responsive to evolving problems or issues.

Policy 5.1.1.10 - The County shall continue to monitor all credible climate change and sea level rise data and what potential direct and potential indirect effect~~s~~ this has on the coastal system natural resources. Based on this data, and input from the community, the County shall evaluate and update the resource protection standards of the Land Development Code and this plan as necessary to reduce potential vulnerabilities and provide for recovery actions which increase the resiliency of the County.

Policy 5.1.1.11 - The County shall direct all inappropriate future land uses away from the coastal planning area and shall ensure that its code compliance process continues to identify and address all unsafe and non-compliant uses. Consideration for the relocation, mitigation or replacement of any of the existing infrastructure in the coastal high hazard area, as may be deemed appropriate by the County, shall be coordinated with the state when state funding is anticipated to be needed for implementation of the project. The County shall limit future public expenditure for new infrastructure which will subsidize growth within the coastal high hazard area; except expenditures for restoration, adaptation and maintenance are exempt from these limitations as well as expenditures for the enhancement and protection of natural resources or for public land acquisition is encouraged.

Policy 5.1.1.12 – The County shall support the efforts of federal, state and local environmental and planning agencies to develop, assess, and recommend a suite of planning tools and adaptation strategies to maximize opportunities to protect coastal resources from impacts of an increased frequency of storms, surge and flooding and aid in the reduction and removal of coastal real property from flood zone designations. The County shall adopt and implement applicable planning tools and adaptation strategies that become available to address vulnerable coastal development, infrastructure, transportation facilities, and natural resources. As funding permits, the County shall explore acquisition opportunities to protect natural systems to address shifting habitats from a rising sea, potential threats and loss of marine ecosystems and habitat, erosion, and ecosystem-based approaches to exotic species and vegetation management.

Policy 5.1.1.13 – The County shall encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency. (Section 163.3178(2)(f)2.,F.S.)

Policy 5.1.1.14 – The County shall be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60 and require that any construction activities seaward of the coastal construction control lines established pursuant to Section 161.053, F.S., be consistent with Chapter 161, F.S. (Section 163.3178(2)(f)4. and 5.,F.S.)

Policy 5.1.1.15 – The County, in coordination with the City of Fort Pierce, will continue to implement and update the Port Master Plan for the Port of Fort Pierce. The development, maintenance, and use of the Port shall address all aspects of port management and operation including safety, security, access, development of water dependent (commercial, industrial, and recreational) uses, infrastructure, and protection of environmental and coastal resources.

Objective 5.1.2: *Protecting Wetlands and Native Wildlife Habitat.* The County shall support the protection, conservation, or enhancement of coastal uplands and wetlands. The County shall include within its Land Development Code criteria and standards for the protection and enhancement of the remaining native plant communities in the County. There shall be no net loss of existing wetland functions and values. The Land Development Code shall include open space requirements, buffers and clustering of density as means to protect existing coastal uplands or wetlands, and native plant communities. Measures to mitigate for any unavoidable impacts shall also be included.

Policy 5.1.2.1 - The County shall continue to implement and enforce land development regulations that require the use of native or drought tolerant vegetation adapted to existing soil and climatic conditions in landscaping in the coastal area.

Policy 5.1.2.2 - The County shall require the removal and eradication of all nuisance and invasive/exotic vegetation during construction of new development and replacement with native plant species.

Policy 5.1.2.3 - The County shall continue to implement and enforce the Land Development Code which requires a minimum 50-foot or 75-foot buffer zone of native upland and transitional vegetation along rivers, creeks, and estuaries, to be maintained from the landward extent of State waters or from mean high water of the rivers, creeks, and estuaries, whichever is greater.

Policy 5.1.2.4 - The Land Development Code shall require the installation or preservation of a native vegetative transitional buffer adjacent to all wetlands, submerged lands, or other surface waters, regardless of whether these be naturally occurring or manmade.

Policy 5.1.2.5 - Mosquito impoundments shall continue to be assessed to determine if they provide multiple functions of marine fisheries habitat, water quality enhancement, and adequate mosquito control. Particular attention shall be given to the differences between impoundments that are managed versus those that are breached or unmanaged.

Policy 5.1.2.6 - The County shall, through the development review process, in cooperation with the appropriate wetland regulatory agencies, continue to conserve and protect coastal wetlands from detrimental physical and hydrological alteration and prohibit unmitigated encroachment into coastal wetlands. The regulation of activities in, on or over wetlands or other surface waters and the management and storage of all surface waters shall be pursuant to applicable Local, State and Federal requirements. The most restrictive of these shall be enforced. County regulations shall include criteria to evaluate and preserve wetlands, based upon their functional characteristics including types, size, values, functions, conditions and location.

Policy 5.1.2.7 - The County shall continue to evaluate erosion problems and implement erosion control measures, along Indian River Drive south of Fort Pierce. Erosion control measures shall be consistent with requirements for native or drought tolerant vegetation and may include native oyster reefs and living shorelines.

Policy 5.1.2.8 – The County shall define wetlands consistent with the State definition contained in Rule 62-340.200, F.A.C. (Section 373.019(27) F.S.). There shall be no net loss of existing wetland functions or values. The County shall implement this policy through the site plan and building application permitting process.

Policy 5.1.2.9 - The County shall support and implement programs, in line with the administrative and fiscal constraints of the County, to restore, enhance, and maintain the functions and values of natural waterways and adjacent upland habitats within the coastal area. Through State and local programs, St. Lucie County will continue to encourage the preservation and enhancement of floodplain wetland functions through public purchase and restoration of the floodplain wetlands and adjacent upland buffers along the North Fork of the St. Lucie River and the Indian River Lagoon, including their natural tributaries.

Policy 5.1.2.10 - Management and recreation development plans for lands purchased through State and local natural resource protection programs (for example: Environmentally Significant Lands, Save Our Coasts, Florida Forever) shall only allow for development that minimizes impacts to natural resources and does not degrade the long-term viability of existing natural resources on the site. Where possible all plans should assist to restore the biodiversity of plant and animal species in the coastal area while providing reasonable public access.

Policy 5.1.2.11 - The County shall support other agencies in developing and administering a wetland restoration programs and may identify and submit potential wetland restoration sites and identify high quality wetland sites for possible future acquisition by the County, State, Federal and/or non-profit conservation organizations.

Objective 5.1.3: *Protection of Living Marine Resources.* St. Lucie County shall protect, conserve, or enhance living marine resources and continue to implement regulations to reduce adverse impacts caused by development.

Policy 5.1.3.1 - The County shall continue to implement the Sea Turtle Protection regulations in the Land Development Code. The Sea Turtle Protection regulations shall be periodically reviewed and updated as necessary to ensure adequate protection for sea turtles in St. Lucie County.

Policy 5.1.3.2 - The St. Lucie County Manatee Protection Plan, dated March 1, 2002, is hereby included within this Comprehensive Plan by Reference. All development activities affected by this plan shall be governed accordingly.

Policy 5.1.3.3 - The County shall cooperate with the appropriate regulatory and management agencies to implement comprehensive and coordinated management plans for the Indian River Lagoon in order to improve the biological health of the Lagoon.

Policy 5.1.3.4 - St. Lucie County shall support the continued periodic monitoring of seagrass bed conditions within the County. The County shall protect shorelines containing significant seagrass habitat and shall seek to restore seagrass coverage, where possible.

Policy 5.1.3.5 - St. Lucie County shall assist the FDEP upon request in establishing well marked stacking and mooring areas for ships and boats in order to protect reefs and seagrass beds.

Policy 5.1.3.6 - The County shall support the mapping of the natural reefs abutting the Atlantic Ocean shoreline and the establishment of appropriate protective measures for these reefs.

Policy 5.1.3.7 - Spoil islands and surrounding submerged lands shall be retained in public ownership and managed for wildlife habitat, improving water quality and/or when appropriate, water-dependent public recreation areas. The County will use native vegetation during revegetation projects and eradicate or manage for exotic species insofar as possible.

Policy 5.1.3.8 - The County shall support efforts made to designate the St. Lucie nearshore and Oculina Reefs as Federal marine sanctuaries in accordance with the Federal Marine Sanctuary Program.

Policy 5.1.3.9 - The County shall continue to monitor the potential use of offshore sand sources for future beach nourishment outside of our area in an effort to protect nearshore and offshore natural resources.

Policy 5.1.3.10 - The County shall discourage development activities on submerged lands through the land development code and during the site plan review process.

Policy 5.1.3.11 - The County shall continue efforts to reconnect all impounded marshes to the Indian River Lagoon.

Policy 5.1.3.12 - The County shall continue to coordinate with pertinent State and regional agencies to identify natural area greenways and wildlife corridors to link existing public parks, preserve areas and similar public areas for conservation and habitat preservation purposes through the creation of a system of natural area greenways and wildlife corridors that will protect ecological communities in the coastal area. The greenway system shall also encourage non-motorized transportation through the connection of sidewalks and bike lanes and by locating greenway hubs in close proximity to mass transit stops.

Policy 5.1.3.13 - The County shall continue the acquisition and preservation of environmentally significant lands to preserve, protect and restore the biological diversity, integrity and productivity of ecological communities.

Policy 5.1.3.14 - The County shall cooperate with and assist the Florida Department of Environmental Protection, the U.S. Fish and Wildlife Service, the Florida Fish and Wildlife Conservation Commission and the National Marine Fisheries Commission in the implementation of protective and recovery programs for the West Indian manatees, sea turtles, and other listed species.

Policy 5.1.3.15 - The County shall require that ~~land~~ development projects within the coastal area demonstrate non degradation of water quality for all discharges into receiving waters designated as "Conditionally Approved" or "Approved" Department of Environmental Protection Shellfish Harvesting Area.

Policy 5.1.3.16 - The Artificial Reef Program shall continue to construct diverse habitats that will benefit listed and regulated species and their habitats.

Objective 5.1.4: *Water Quality Enhancement.* St. Lucie County shall strive to obtain or maintain water quality and trophic State index classifications of "good" for the Indian River Lagoon, Five Mile Creek, Ten Mile Creek, and the North Fork of the St. Lucie River. The County shall enact appropriate regulations which provide for the maintenance or improvement of water quality.

Policy 5.1.4.1 - No new untreated point source discharges into coastal waters for stormwater runoff and wastewater effluent will be permitted.

Policy 5.1.4.2 - In order to reduce the impact of effluent from sewage treatment plants on the Lagoon, all existing regulated wastewater plants in the unincorporated areas of Hutchinson Island shall connect to regional waste treatment facilities within the applicable service areas, unless excepted by St. Lucie County through a Memorandum of Understanding.

Policy 5.1.4.3 - New causeways across the Indian River Lagoon shall be prohibited in order to reduce further constriction of water circulation. New infrastructure must be demonstrated to meet all of the measures spelled out in Goal 5.1.

Policy 5.1.4.4 - In order to reduce nonpoint source pollutant loadings and improve the functioning of the County's drainage system, the County shall continue to use a franchise hauler to collect residential solid waste in the urban unincorporated County.

Policy 5.1.4.5 - St. Lucie County shall coordinate with, and assist, the Florida Inland Navigation District in the identification of dredge/spoil disposal sites associated with maintaining the Atlantic Intracoastal Waterway in St. Lucie County. Dredge disposal sites within the jurisdiction of the County should first be used to serve the needs of St. Lucie County and then, if sufficient capacity in the County sites exists, extraterritorial depositions may be permitted. All spoil from the

dredging of the Lagoon shall be placed on uplands once an upland site is established.

Policy 5.1.4.6 - The County shall prohibit shoreline alteration and construction which degrades existing estuarine productivity with exceptions such as necessary access to marine resources, and the abatement of serious and significant erosion, when the projects are not expected to result in long-term or permanent degradation of water quality or habitat value.

Policy 5.1.4.7 - The County shall continue to address point and nonpoint pollution problems through its stormwater management program. The County shall request assistance from appropriate agencies in addressing high priority problems through Federal, State and Regional programs that provide technical and fiscal resources.

Policy 5.1.4.8 - The County shall continue to address water quality problems identified in the data and analysis section of this element through:

a. continual cooperation in the Indian River Lagoon SWIM (Surface Water Improvement and Management) programs;
b. the updating and implementation of the St. Lucie County Stormwater Master Plan;
c. enforcement of regulations to improve control of illegal dumping into canals, ditches and waterways, and increase implementation of urban and agricultural best management practices;
d. aggressively lobbying and taking leadership to plan and locate water preserve facilities within St. Lucie County in order to attenuate storm water discharge, eliminate agricultural pollutants, and manage salinity in the St. Lucie River and the Indian River Lagoon~~.~~;
e. creation of water treatment areas to store excess water and remove nutrients to improve water quality; and
f~~e~~. public purchase and protection of ~~upland buffer area~~lands along all natural waterways.

Policy 5.1.4.9 - The County shall continue to construct stormwater management improvements, restore natural systems and modify drainage structure release schedules in a manner that enhances receiving waters and provides habitat for native animal and plant species.

Policy 5.1.4.10 - The County shall increase public awareness about the Indian River Lagoon and the North Fork of the St. Lucie River, their diverse resources and value, as well as threats to these resources. The County shall also increase public awareness of and involvement in programs to protect, enhance and restore the estuaries, including efforts to reduce the impacts of stormwater and freshwater discharges.

Policy 5.1.4.11 - The County shall continue to evaluate and update the Stormwater Master Plan to address water quality issues.

Policy 5.1.4.12 - The County shall continue ~~exploration of~~ to support the relocation of the Ft. Pierce Utility Authority (FPUA) island sewer treatment facility (located within the City of Fort Pierce) to reduce potential water quality impacts, improve resiliency, and to promote the sustainable redevelopment of the island property together with the coastal area.

Policy 5.1.4.13 - The County shall continue to support local environmental restoration, mitigation and adaptive management initiatives, including those related to Everglades restoration, including the St. Lucie River and the Indian River Lagoon; and will coordinate with other state, regional and national strategic planning efforts to improve water quality, resiliency of natural lands and protection from natural disasters.

Objective 5.1.5: *Beaches and Dunes.* St. Lucie County shall provide for the protection and restoration of beaches and dunes through enforcement and ongoing review of the Coastal Area Protection Ordinance.

Policy 5.1.5.1 - The County shall only allow construction seaward of the Coastal Construction Control Line, including construction of coastal or shore protection structures, upon issuance by the Florida Department of Environmental Protection of the applicable permit authorizing that construction. Any construction activities seaward of the coastal construction control lines established pursuant to Section 161.053, F.S. must be consistent with Chapter 161, F.S.

Policy 5.1.5.2 - Techniques for inlet maintenance which provide for long-term beach stability through facilitation of normal littoral processes shall be supported.

Policy 5.1.5.3 - ~~The b~~Beach renourishment projects ~~recommended~~supported by the U.S. Army Corps of Engineers and Florida Department of Environmental Protection shall be supported if shown to comply with the measure of Goal 5.1. The County shall cooperate with federal and State agencies on any beach and dune renourishment programs, and any coral reef protection or establishment programs that enhance coastal resiliency and storm protection.

Policy 5.1.5.4 - The County shall explore the feasibility for providing provisions for public access to state-owned beaches created through renourishment projects conducted at the public's expense.

Policy 5.1.5.5 - Access to the beach for development will be confined to walkways designed to protect dune systems, subject to the Florida Department of Environmental Protection approval and consistent with the dedicated beach and dune ~~system~~access corridors identified under Policy 5.1.1.9.

Policy 5.1.5.6 - The County shall enforce regulations which prohibit motor vehicles on public lands within the coastal strand and scrub upland habitats that lie east of the Coastal Construction Control Line, unless authorized by the appropriate Federal, State, or local agency.

Policy 5.1.5.7 - The Land Development Code shall provide guidelines for evaluating removal of previously existing manmade alterations on a dune, beach or shoreline system when reviewing applications for redevelopment.

Policy 5.1.5.8 - The County shall support and, when appropriate, assist the conservation efforts of public and private organizations which protect and promote the protection of marine turtles and turtle nesting habitat.

Policy 5.1.5.9 - The County shall maintain a program for the removal of invasive ~~exotic~~ vegetation, re-vegetation with appropriate species and maintenance of County-owned beaches and beach dune areas. Restoration projects shall be completed as funding is established and sources become available. Local, state, federal and private funding sources shall be pursued and used to support restoration projects.

Objective 5.1.6: *Historic Preservation.* The County shall provide for the protection, preservation, or sensitive reuse of historic resources in the coastal area, through enforcement and implementation of the Historic Preservation regulations.

Policy 5.1.6.1 - As an alternative to preserving historic or archaeological sites, excavation of a site conducted by the Florida Division of Historic Resources or their approved alternate prior to

development shall be allowed. Should a site be scientifically excavated then development may proceed without preserving the site unless it is found to be of great significance.

Policy 5.1.6.2 - In the case of historic or archaeological sites, vegetation removal shall be prohibited unless the vegetation to be removed is a part of a bona fide scientific excavation or is a part of an approved development plan.

Policy 5.1.6.3 - Donations of significant historic or archaeological sites shall be considered for acceptance by the Board of County Commissioners.

Policy 5.1.6.4 - The County shall continue to review the effectiveness of the Historic Preservation regulations and amend as conditions necessitate.

Policy 5.1.6.5 - The following shall be components of the Historic Preservation program:

a. The ongoing identification, designation, and mapping of any structures or sites that meet the criteria contained in the Historic Preservation regulations for designation as an historic site; and
b. The submission of a list of any such designated historic resources to the U.S. Department of the Interior for inclusion of the National Register of Historic Places and Florida Department of State Division of Historic Resources for consideration for inclusion in the Master Site File.

Policy 5.1.6.6 - A list of historic resources shall be continually updated as information becomes available.

Policy 5.1.6.7 - Historic resources and their environments should be included and protected in public acquisition programs for recreation, open space and conservation.

Policy 5.1.6.8 - County historic preservation regulations shall provide that:

a. No existing archaeological sites shall be excavated, scraped, leveled, or altered without supervision of a professional archaeologist utilizing acceptable techniques;
b. An archaeological survey may be required as part of development reviews;
c. If evidence of historical or archaeological value is exposed through construction or site preparation, work on that location will be temporarily suspended until evaluated by the County or their designees.

Objective 5.1.7: *Marine Facilities Siting.* As outlined in the Boating Facilities Siting component of the Manatee Protection Plan, St. Lucie County shall balance the need for environmental protection and restoration with the demands for public, as well as private boating facilities.

Policy 5.1.7.1 - The County shall require prospective marina developers to comply with the Manatee Protection Plan, as may be amended periodically, and review the information with the County ~~Planning and Development Services~~Environmental Resources Director to discuss the potential issues for development of marinas in the Indian River Lagoon and North Fork of the St. Lucie River. An official pre-application meeting should be held with the St. Lucie County Planning Department for early identification of siting issues.

Policy 5.1.7.2 - Marinas shall be compatible with the St. Lucie County Future Land Use Map and natural resource protection standards in terms of the types and intensities of uses and the provision of methods to offset and mitigate impacts to natural coastal area resources.

Policy 5.1.7.3 - New marina facilities shall be located in areas where maximum physical

advantages exist and where no excessive impacts are foreseen on natural resources, archaeological or historic resources and other significant resources.

Policy 5.1.7.4 - St. Lucie County shall encourage the expansion of existing marina facilities and any new water-dependent development to take place in disturbed areas.

Policy 5.1.7.5 - Adequate and effective measures shall be taken to prevent contamination of area waters from spillage or tank storage leakage. A fuel spill operations and contingency plan, consistent with Florida Department of Environmental Protection (FDEP) and U.S. Coast Guard (USCG) regulations, shall ~~will~~ be prepared and implemented for all new fueling operations in St. Lucie County. The plan ~~will~~shall include operation and safety procedures, storm preparedness protocols, and contingency plans for cleanup of a potential spill.

Policy 5.1.7.6 - Due to the direct economic impact of the marine industry, St. Lucie County shall encourage continued orderly growth of this industry in a manner that maintains the economic value of coastal resources and is built in a resilient manner considering an increased frequency of storms, surge and flooding and stormwater runoff in growth decisions.

Policy 5.1.7.7 - Public marinas, beaches, and other recreational facilities shall be sited with access to major transportation systems, including non-motorized facilities and existing and proposed mass transit stops.

Policy 5.1.7.8 - New and expanded marina facilities shall utilize dry storage, where feasible. St. Lucie County shall encourage the use of dry storage in a manner that protects coastal resources and adjacent lands. ~~Review of p~~Proposed dry storage ~~area~~facilities shall ~~consider setbacks, height limitations, parcel size, color, maintenance and floodplain management standards~~ comply with applicable land development regulations and hazard mitigation strategies that reduce floodplain alteration and damage or loss due to natural disasters.

Policy 5.1.7.9 - St. Lucie County shall consider zoning classifications for marina development and adopt performance standards and other controlling measures cited in the siting study for implementation through the development review process.

Policy 5.1.7.10 - St. Lucie County shall encourage new and existing redeveloping or expanding marinas to adopt Best Management Practices as recommended by Florida Department of Environmental Protection's Clean Marina Program.

Policy 5.1.7.11 – St. Lucie County shall support public boat ramp and parking facilities on County owned lands to improve public access to the water and shore resources.

Policy 5.1.7.12 – St. Lucie County shall encourage new and redeveloped marinas to develop a hurricane contingency plan to provide precautionary measures for securing vessels and waterfront facilities to reduce the potential for loss of life, injury, or property damage from a hurricane.

Policy 5.1.7.13 – St. Lucie County may evaluate policies and regulations and determine the potential for a mooring field, in consideration of:

1. Navigational channels and hazards;
2. Marine resources and associated siting criteria;
3. Mooring design criteria based on seagrass protection as permitted by FDEP;
4. Location, needs and standards for management for shore-side facilities; and
5. Provision of vessel pump-out services;

6. Current need for moorings and projected use;
7. Financial projections and funding availability and opportunities.

Goal 5.2: *Reducing vulnerability to hazards.* St. Lucie County shall strive to protect the people and property in St. Lucie County from the effects of hurricane storm damage and other hazards. St. Lucie County shall weigh future development as to the impact it would have on the County's ability to protect the people and property in St. Lucie County from the effects of hurricanes, storm surges, wildfires, sinkholes or other potential hazards.

Objective 5.2.1: *Coastal High Hazard Area.* The County shall address development and redevelopment in the coastal area consistent with the County's Comprehensive Emergency Management Plan, Local Mitigation Strategy, and the National Flood Insurance Program.

Policy 5.2.1.1 - The coastal high hazard area shall be defined pursuant to Section 163.3178(2)(h)F.S as the area below the elevation of the category 1 storm surge line as established by a Sea, Lakes, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. The coastal high hazard map based on ~~2016-2017~~ 2024-2025 data from the Florida Division of Emergency Management is included in the comprehensive plan map series.

Policy 5.2.1.2 - New sanitary sewer facilities in the coastal high hazard area shall be flood-proofed to prevent inflow and ensure that raw sewage does not leak from them during flood events.

Policy 5.2.1.3 - The construction of County-funded public facilities in the coastal high hazard area shall be prohibited, unless the facility is necessary for public access, natural resource restoration or enhancement, or to provide for recreational facilities and other appropriate water dependent facilities.

Policy 5.2.1.4 - New development and redevelopment within V or A flood zones and Coastal A zones, as designated by the Federal Emergency Management Agency, shall employ building construction techniques which are consistent with the requirements of the Federal Emergency Management Agency National Flood Insurance Program, the County's Coastal Construction Code, and the Florida Building Code.

Policy 5.2.1.5 - The County shall through land use designation and development review, regulate and limit the type of uses in the designated Coastal High Hazard Area. Protection of human life and protection of natural resources ~~system~~ shall be maximized. The County shall direct population concentrations away from known or predicted Coastal High Hazard Areas as defined in the Land Development Code.

Policy 5.2.1.6 - The County shall consider the most current and credible sea level rise data when planning long term infrastructure and capital improvement expenditures and land use amendments in areas less than 10 feet in elevation, or that are tidally influenced, and consider the resilience and survivability of buildings and infrastructure to tropical storms, hurricanes, storm surge or other potential hazards.

Policy 5.2.1.7 - The County shall increase public awareness of hazards and their impacts by providing hazard mitigation information to the public and to County personnel. Information shall address evacuation, sheltering, building techniques to reduce flooding, hurricane and storm hazards. Additionally, wildfire safety information, and any other hazard mitigation issues that could help prevent loss of life and property ~~sha~~will be addressed.

Policy 5.2.1.8 - The County shall coordinate and cooperate with emergency management officials when making land use decisions, capital improvements, and creating other planning initiatives. County planners shall incorporate the recommendations of the hazard mitigation annex of the local peacetime emergency plan and applicable existing interagency hazard mitigation reports, as deemed appropriate into planning programs.

Policy 5.2.1.9 - The County shall ensure that its code compliance process continues to identify and require the removal and/or rehabilitation of structures within the coastal area that ~~are~~pose a hazard to ~~the~~ public health, safety and welfare. This shall include, but is not limited to, structures damaged by hurricanes, storm surge, coastal flooding, erosion, or sea level rise; derelict or abandoned vessels and docks; and failed or unsafe seawalls and shoreline protection systems. The County shall coordinate with state and federal regulatory agencies, as appropriate, to ensure timely abatement of such hazards to protect coastal resources and public health.

Policy 5.2.1.10 - The County shall maintain consistency with the program policies of the National Flood Insurance Program (NFIP) administered by the Federal Emergency Management Administration (FEMA) and shall monitor new cost-effective programs for minimizing flood damage. Such programs may include modifications in construction setback requirements or other site design techniques, as well as upgraded building and construction techniques. The County's adopted flood protection regulations shall be amended as necessitated by changes in FEMA regulations and the Florida Building Code.

Policy 5.2.1.11 - The County shall provide public information about wildfire hazards and encourage the removal of fuel sources near structures.

Policy 5.2.1.12 - The County shall consider hazard mitigation initiatives when determining capital improvement expenditures.

Policy 5.2.1.13 – The County shall recognize the Coastal Barrier Resources Act (CBRA) and its goal of encouraging conservation of hurricane-prone, biologically rich coastal barriers and prohibitions of new federal expenditures that encourage development or modification of coastal barriers. The County shall continue to coordinate with the U.S. Department of Interior as it pertains to their digital mapping pilot project of the CBRA zones within St. Lucie County and potential funding issues.

Policy 5.2.1.14 - The County shall continue to participate in the National Flood Insurance Program's Community Rating System to protect the County's floodplain and to the maximum extent possible shall seek to improve its current CRS Class rating to improve the County's flood resiliency and providing discounts on flood insurance rates. (Section 163.3178(2)(f)6.,F.S.)

Policy 5.2.1.15 – The County shall identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies. (Section 163.3178(2)(f)3.,F.S.)

Objective 5.2.2: *Emergency Shelters.* The County shall promote the construction of publicly owned buildings that can be safely utilized as public hurricane shelters.

Policy 5.2.2.1 - On all newly constructed public buildings, the County shall explore the feasibility of construction to the standards for utilization of the building as a qualified emergency shelter space.

Policy 5.2.2.2 – Coordinate with other governmental entities in the County to ensure the design of new buildings to the standards for utilization of the building as a qualified emergency shelter space when practicable. Coordinate with the County's Public Safety Director to review and comment on proposals for new public buildings for use as emergency shelters.

Policy 5.2.2.3 - Structural and functional designs of County buildings shall be reviewed and retrofitted for public shelters where it is cost effective and/or practical.

Policy 5.2.2.4 - All new residential development in excess of 50 units in areas subject to coastal flooding shall provide shelter space for 20 percent of the residents at a spacing requirement of 40 square feet per person, or demonstrate the availability of the shelter space.

Objective 5.2.3: *Hurricane Evacuation Clearance Time.* The County shall maintain the worst-case 22.5-hour hurricane evacuation time. The hurricane evacuation time is established by the Division of Emergency Management administration and update of the regional hurricane evacuation studies.

Policy 5.2.3.1 - Midway Road between US-1 and I-95~~and Prima Vista Boulevard~~ shall be improved as soon as economically feasible so as to achieve and maintain a Level of Service D.

Policy 5.2.3.2 - ~~Prior to the completion of the improvements described in Policy 5.2.3.1,~~ tThe direction of traffic flow for one eastbound lane of each of these roadways (Midway Road, Port St. Lucie Boulevard, and Prima Vista Boulevard) ~~shall~~may be reversed, if necessary, during periods of emergency evacuation.

Policy 5.2.3.3 - St. Lucie County shall continue to implement the Treasure Coast Hurricane Evacuation Plan.

Policy 5.2.3.4 - The County will consider the improvement of hurricane evacuation clearance times when evaluating capital improvements. The County will continue to coordinate with the FDOT, St. Lucie Transportation Planning Organization and the Florida Turnpike Enterprise to ensure transportation projects that improve clearance times are prioritized.

Policy 5.2.3.5 - All hurricane evacuation studies and plans conducted by or for the County shall be provided to the Treasure Coast Regional Planning Council, nearby counties, and all municipalities within St. Lucie County for review for consistency with regional and local plans. Conversely, St. Lucie County shall request for purposes of review, all hurricane evacuation studies and plans for nearby counties, municipalities within St. Lucie County, and the Treasure Coast Regional Planning Council.

Policy 5.2.3.6 – The County shall provide for hurricane evacuation, shelters and refuges, and communication capabilities to promote safeguarding of the public against the effects of hurricanes and tropical storms.

Objective 5.2.4: *Post Disaster Redevelopment.* The County shall maintain a program of hazard mitigation and post-disaster redevelopment to increase public safety and reduce damage and public expenditures. The County shall provide immediate response to post-hurricane situations through the implementation of post-disaster response and redevelopment plans as set forth in the policies outlined below.

Policy 5.2.4.1 - After a hurricane, but prior to re-entry of the population into evacuated areas, a special meeting of the Board of County Commissioners ~~shall~~may be convened to hear preliminary damage assessments, appoint a Recovery Task Force, and consider a temporary

moratorium on building activities not necessary for the public health, safety, and general welfare.

Policy 5.2.4.2 - A Recovery Task Force shall ~~be named to~~ include the Planning and Development Services Director, Public Safety Director, Director of Public Utilities & Solid Waste, Public Works Director, County Engineer, and Sheriff, and other members as directed by the Chairman of the County Commission. Staff shall be provided by the departments whose directors sit on the Task Force. The Task Force shall be disbanded after implementing its responsibility.

Policy 5.2.4.3 - The responsibilities of the Recovery Task Force shall include: review and issuance of emergency building permits; coordination with State and Federal officials to prepare disaster assistance applications; analysis and recommendation of hazard mitigation options to the County Commission, including reconstruction or relocation of damaged public facilities; development of a redevelopment plan; and recommendation of amendments to the Comprehensive Plan, Local Peacetime Emergency Plan, and other appropriate policies and procedures.

Policy 5.2.4.4 - The following post-emergency activities shall be pursued: immediate repairs to potable water, wastewater, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and minimal repairs to make dwellings habitable. These actions shall receive first priority in permitting decisions. Long-term redevelopment activities shall be postponed until the Recovery Task Force has completed its tasks.

Policy 5.2.4.5 - If appropriate to rebuild structures which suffer damage in excess of 50 percent of their appraised value, current requirements shall be met, including those enacted since construction of the structure, inclusive of the Coastal Construction Control Line, FEMA floodplain management standards and hazard mitigation strategies which reduce floodplain alteration and damage or loss due to natural disasters and storm surge.

Policy 5.2.4.6 - Structures which suffer repeated damage to pilings, foundations, or load-bearing walls and are proposed to be rebuilt shall be required to rebuild landward of their current location or modify the structure to shift/remove/delete the areas most prone to damage.

Policy 5.2.4.7 - Repair or reconstruction of seawalls shall be accompanied by beach fill or other appropriate material authorized by the appropriate Federal or State permitting agencies.

Policy 5.2.4.8 - The County shall assess the value of all structures in the coastal high hazard area and the utility of the land for public access, and evaluate the potential for acquisition, relocation, or other appropriate measures in line with fiscal constraints when post disaster opportunities arise.

Policy 5.2.4.9 - The Recovery Task Force shall review all interagency hazard mitigation reports as they are produced and make recommendations for amendments to the comprehensive plan accordingly.

Policy 5.2.4.10 - The County shall maintain and regularly update its Post-Disaster Redevelopment Plan.

Policy 5.2.4.11 - The Post-Disaster Redevelopment Plan should ensure that actions needed to protect ~~the~~ public health and safety will receive the first priority in emergency permitting decisions. These actions should, at minimum, include the following:

1. Repairs to potable water, wastewater and power facilities;

2. Removal of debris from roadways and ~~required~~critical infrastructure;
3. Stabilization or removal of any structure which is about to collapse;
4. Minimal repairs to make structures habitable; and
5. Emergency repairs related to environmental damage.

Policy 5.2.4.12 - The Post-Disaster Redevelopment Plan should provide a basis to:

1. Ensure a means to restore economic activity;
2. Establish a framework for deciding whether to implement a temporary moratorium on building activity as may be required for public safety;
3. Develop procedures for reviewing and deciding upon emergency building permits;
4. Coordinate with State and Federal officials to prepare disaster assistance applications;
5. Analyze and recommend to the Board of County Commissioners hazard mitigation options, including reconstruction or relocation of damaged public facilities;
6. Recommend amendments to the Local Peacetime Emergency Plan and other appropriate policies and procedures; and
7. Ensuring timely re-entry by County residents following an evacuation.

Policy 5.2.4.13 – The Post-Disaster Redevelopment Plan should provide the basis for evaluating future options for damaged public facilities following a hurricane or other disaster event; which includes but is not limited to abandonment, repair in place, elevation and floodproofing, relocation and reconstruction with structural modifications. Final determination should at a minimum consider the following:

1. Construction and maintenance costs;
2. Recurring damages and vulnerability of the location and the facility;
3. Impacts on land use, the environment, and the public sector;
4. Repair to any public facilities that are included in the inventory of the National Register of Historic Places shall be guided by the Secretary of the Interior's Guidelines for Rehabilitation;
5. Consistency with federal funding provisions;
6. Consideration of structural integrity and safety; and
7. Consideration of projected sea level rise.

Policy 5.2.4.14 – County shall incorporate the best available data and science into its policy and planning decisions for public facilities, recognizing resiliency and the need to withstand increased storm surge and flooding in evaluating public infrastructure decisions. To help inform decision making, the June 2025 St. Lucie County Regional Resilience Vulnerability Assessment Report shall be available to evaluate the potential vulnerability of public facilities to the risks posed by flood impacts (flooding resulting from extreme rainfall, high tide flooding, storm surge, sea level rise and compound flooding). The report includes results for future flood scenarios for 2040 and 2070 as required by Section 380.093 F.S., for Resilient Florida Program funding.

Goal 5.3: The amount of public access to oceanic, estuarine, and riverine coastal resources shall be maintained and increased.

Objective 5.3.1: *Public Access.* The County shall not experience a net loss of public beach, lagoon, and river access. The County shall continue to increase ~~the,~~ lagoonal shoreline access, boat ramps, and non-boat fishing access points. Programs for the acquisition of public access facilities shall be consistent with the financing ability of the County.

Policy 5.3.1.1 - The County shall enact regulations which provide for the maintenance of existing legally used public access to the beach and lagoon shoreline by new development, and require that existing legally used public beach access points be identified on the site plans for new

beachfront development with continuation of the access point relocation of it on the site, or donation of it to the County.

Policy 5.3.1.2 - The County shall provide parking as needed for public recreation facilities and shall periodically explore the financial feasibility of identifying and improving those areas along State Road A1A where designated parking could be provided for access to either the beach or lagoon.

Policy 5.3.1.3 - The recommendations of the County's Boating Facility Siting Plan shall be utilized for the identification of those areas most appropriate for the location of additional boat ramps for access to coastal waters.

Policy 5.3.1.4 - In developing land use policies for shoreline uses, first priority shall be directed toward:

a. Non-structural shoreline protection uses such as native shoreline re-vegetation programs;
b. Approved water-dependent estuarine shoreline uses such as: fish and wildlife production, recreation, pervious accessways, small dock facilities and residential multi-slip dock facilities without commercial fuel tanks or other commercial services;
c. Water related or enhanced uses such as utilities requiring access to water, water enhanced recreation, and other water related uses consistent with the Land Development Code. Lowest priority shall be directed to non-water dependent uses.

Second priority shall be directed toward water-related uses such as:

a. Parking facilities for shoreline access;
b. Residential structures which comply with the building code for structures within the coastal building zone; and
c. Recreational facilities which comply with applicable codes.

Goal 5.4: Public facilities shall be adequate and available to serve the residents of and visitors to the County's coastal area.

Objective 5.4.1: *Concurrency and Public Facilities.* The appropriate Level of Service standards within this Comprehensive Plan and the standards under this objective shall be applied to infrastructure facilities during the development approval process. The service area and phasing of such facilities shall be consistent with the goals, objectives, and policies of this and all other elements of this Comprehensive Plan.

Policy 5.4.1.1 - The County shall prohibit the use of public funds for infrastructure expansion or improvements in coastal high hazard areas unless such funds are necessary to:

a. Provide services to existing development (structures approved for development prior to the adoption of this Comprehensive Plan);
b. Supports adaptation planning, enhances resilience, or protects critical facilities; or
~~b~~c. Provide adequate evacuation in the event of emergency; or
~~c~~d. Provide for appropriate water dependent uses including the restoration or enhancement of natural resources within the coastal area.

Policy 5.4.1.2 - When state funding is anticipated to be needed for the relocation, mitigation, or replacement of existing infrastructure in the Costal High Hazard Area, the County shall consider the feasibility and benefits of pursing such actions should funding become available.

Policy 5.4.1.3 - The County shall cooperate with State and Federal guidelines for all beach renourishment projects which are consistent with the St. Lucie County Comprehensive Plan.

Policy 5.4.1.4 - The County shall prohibit development proposals that would reduce the Level of Service provided by an adjacent renourished beach below locally determined criteria.

Policy 5.4.1.5 - The County shall limit future development within water and sewer service areas to the capacity of the facilities to supply the appropriate Level of Service standards established in this Comprehensive Plan.

Policy 5.4.1.6 - The County shall require turn lanes, parking lanes, or other paved areas, particularly at appropriate intersections, for new or improved roads, which can be used to increase the number of traffic lanes for hurricane evacuation.

Policy 5.4.1.7 - ~~Drainage systems within the coastal area that are operating below the Level of Service standards shall be maintained in accordance with the Drainage Sub-Element of this Comprehensive Plan.~~ Publicly owned and maintained drainage systems within the coastal area shall be monitored and maintained to ensure effective performance during storm events and tidal conditions. Where deficiencies are identified due to sea level rise, storm surge, tailwater conditions, or other coastal hazards, the County may use public funds to improve, retrofit, or adapt these systems to enhance performance and resilience.

Policy 5.4.1.8 - The County shall continue to coordinate with the U.S. Army Corps of Engineers and the State of Florida to implement the Fort Pierce Inlet Management Plan as it relates to beach erosion and water quality improvement projects.

Policy 5.4.1.9 - The County shall ensure that required infrastructure is available to serve the development or redevelopment in the coastal planning area at the densities proposed by the future land use plan, consistent with coastal resource protection and hurricane evacuation needs. To the extent practicable, infrastructure shall be designed, constructed, and adapted to account for sea level rise, storm surge, tidal flooding, and other coastal hazards.

Policy 5.4.1.10 - In the capital improvements planning process, infrastructure decisions shall consider the most energy efficient technologies available. This analysis shall include the useful life of the infrastructure and the cost savings related to reduced energy needs, operations and maintenance saved from such efficiency goals. St. Lucie County shall evaluate the costs and benefits of adaptation alternatives in the location and design of new infrastructure as well as the fortification or retrofitting of existing infrastructure.

Policy 5.4.1.11 - St. Lucie County shall evaluate opportunities to protect coastal investments and infrastructure, as necessary and feasible, from the impacts of natural disasters. Specifically, the County will maintain shoreline protection and erosion control by:

a. Continuing the appropriate use of beach nourishment and pursuit of sand bypassing; and
b. Facilitating the installation and maintenance of native beach dune vegetation along appropriate areas of beach.

CONSERVATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 6.1: The natural resources of St. Lucie County shall be protected, appropriately used, or conserved in a manner which maximizes their functions, and values.

Objective 6.1.1: Air quality within St. Lucie County shall meet or surpass National Ambient Air Quality Standards (NAAQS) for all pollutants measured by the Florida Department of Environmental Protection (FDEP).

Policy 6.1.1.1 - Annually review existing air quality reports and confer with the FDEP on the source(s) of air quality violations and the proper abatement methods. If needed, coordinate with the FDEP in their efforts to enforce clean air standards.

Policy 6.1.1.2 - St. Lucie County shall facilitate development that maximizes energy efficiency and sustainability. This shall include implementing Land Development Code standards that promote the types of land use patterns and development techniques that will reduce the total fossil fuel energy required to build and maintain urban land uses. This shall include standards that promote mixed land use patterns, urban infill, public transit and provide non-motorized interconnections between land use types to reduce auto dependence and vehicle miles traveled.

Policy 6.1.1.3 - Land Development Code shall incorporate performance standards which combat erosion and generation of fugitive dust particles. At a minimum, construction practices including but not limited to seeding, wetting, and mulching which minimize airborne dust and particulate emission generated by construction activities shall be undertaken within five working days of completion of clearing work.

Policy 6.1.1.4 - The County shall continue to support, seek additional funding sources for, and implement the Greenways and Trails Master Plan to facilitate and encourage alternative transportation means.

Policy 6.1.1.5 - The County shall continue to review implementable measures that would effectively reduce greenhouse gas emissions, and as financially feasible, enact effective measure to reduce emissions generated by County government operations and by policies effecting community-wide functions.

Objective 6.1.2 - The County shall continue to enforce Land Development Code provisions which require the conservation, appropriate use, and protection of surface waters.

Policy 6.1.2.1 - The County's Land Development Code shall address comprehensive stormwater management including the following:

a. The use of stormwater detention and/or retention;
b. Stream bank and shoreline buffer zones;
c. General design and construction standards for on-site stormwater management;
d. Best Management Practices for urban and agricultural development; and
e. Standards for new discharges to Outstanding Florida Waters.

Policy 6.1.2.2 - St. Lucie County shall continue to implement stormwater improvement

projects consistent with the Stormwater Management Plan and apply for state and federal funding programs to supplement local programs in the implementation and construction of stormwater management projects.

Policy 6.1.2.3 - St. Lucie County shall evaluate the use of the following mosquito control techniques during the development of the new stormwater regulations:

a. Maintenance of any required littoral areas and upland buffers;
b. A one-foot or other appropriate buffer between the bottom of stormwater ponds and the water table; and
c. Fish ponds for use during low water periods.

Policy 6.1.2.4 - St. Lucie County shall support the Indian River Lagoon (IRL) Surface Water Improvement and Management (SWIM) Plan, the Comprehensive Everglades Restoration Plan (CERP), the CERP IRL – South Projects, the IRL National Estuary Program Comprehensive Conservation and Management Plan, and any other state, federal or regional projects designed to achieve reductions of direct run-off and stormwater pollutants to the surface waters within the County, as well as conservation of water resources.

Policy 6.1.2.5 The County shall continue to enforce the Land Development Code requiring a vegetated and functional littoral zone to be established as part of the surface water management system of upland water bodies occurring on development sites.

Policy 6.1.2.6 - St. Lucie County shall encourage the preservation of natural scenic views of natural waterways through the site plan review process.

Policy 6.1.2.7 - The County shall not support the reclassification of any surface water body within County boundaries to acknowledge lower water-quality conditions unless necessary to protect public health, safety, or welfare. The County shall support any effort to reclassify surface water bodies to accommodate higher standards.

Policy 6.1.2.8 - The County shall take an active role in supporting the development of appropriate attenuation facilities and ecosystem restoration projects in the County in order to eliminate pollutant flows into the Indian River Lagoon National Estuary and the St. Lucie River.

Policy 6.1.2.9 - St. Lucie County shall restrict the construction of artificial waterways (canals) which provide access to any of the rivers, streams, creeks, canals, or other waters of the State or their tributary systems for the purposes of navigation, aesthetics, recreation, and or enhancement of property.

Policy 6.1.2.10 - The County shall maintain, and improve, surface water quality within St. Lucie County according to South Florida Water Management and Florida Department of Environmental Protection regulations and standards.

Policy 6.1.2.11 - St. Lucie County shall support and assist with projects that further the South Florida Ecosystem Restoration Initiative goals to restore and maintain ecosystem elements most resembling natural, healthy functions of a complex balanced aquatic system.

Policy 6.1.2.12 - The County shall support FDEP in monitoring activities in the Port of Ft. Pierce to ensure Best Management Practices (BMP) are implemented to avoid negative impacts to the lagoon and ocean water habitats.

Policy 6.1.2.13 - The County shall support the reconnection of impounded wetlands to the Indian River Lagoon to improve the productivity of estuaries; and the implementation of adaptive management strategies for saltwater marshes and mangrove systems which are consistent with Best Management Practices for mosquito control.

Policy 6.1.2.14 - Ensure that surface water management systems be designed and operated consistent with state, federal and regional standards, and the County's adopted Level of Service Standard.

Policy 6.1.2.15 - No new untreated point source discharges into estuarine and coastal waters, for stormwater runoff, will be permitted.

Objective 6.1.3: The County shall continue to enforce Land Development Code provisions which require the protection and maintenance of the natural functions (flow and storage) of the 100-year floodplain.

Policy 6.1.3.1 - The County's Land Development Code shall include the use of programs to protect or maintain floodplain, such as reduced parking, conservation easements, cluster site planning and micro-siting of buildings. The County shall continue to strictly enforce regulations that direct development away from floodplains and provide upland buffers along the floodplain.

Policy 6.1.3.2 - The County shall continue to protect and acquire floodplain through the Environmentally Significant Lands Program, cooperative agreements with state and federal acquisition programs, and the recordation of conservation easements.

Policy 6.1.3.3 - Floodplain management initiatives for unincorporated areas which may impact or be beneficial to other jurisdictional areas within the watersheds shall be coordinated and developed in cooperation with all other affected jurisdictional entities.

Objective 6.1.4: The County shall continue to enforce Wetland Protection Standards within the Land Development Code which require the preservation, creation and restoration of wetlands in a manner that results in no net loss of function and value within the County's jurisdiction.

Policy 6.1.4.1 - The Land Development Code shall require the following information on site plans for new development:

a. The location and extent of wetlands located on the property;
b. Measures to assure that normal flows and quality of water will be provided to maintain wetlands after development; and
c. Measures to mitigate for any unavoidable wetland impacts proposed as part of the development.

Policy 6.1.4.2 - The Land Development Code shall provide criteria for:

a. Project modification measures to reduce wetland loss and degradation. All projects shall be required to maximize design modifications to ensure wetland impacts are avoided or minimized to the maximum extent feasible;

b. The evaluation of proposed wetland alteration for permitted uses;
c. The mitigation of wetlands alteration which include, but are not limited to, the restoration of disturbed wetlands, creation of additional wetlands, or enhancement of functions and values provided by existing habitats.

Policy 6.1.4.3 - The County Land Development Regulations shall continue to require a minimum 50-foot buffer zone of native upland and transitional vegetation along rivers, creeks, and estuaries, to be maintained from the landward extent of state waters or from Mean High Water of the rivers, creeks, and estuaries; whichever is greater.

Policy 6.1.4.4 - The land development regulations shall require on all new development sites, the installation or preservation of a native vegetative buffer adjacent to all wetlands, submerged lands, or other surface waters, regardless of whether these be naturally occurring or manmade.

Policy 6.1.4.5 - The County shall through the development review process and in cooperation with and coordination with the appropriate wetland and regulatory agencies, continue to conserve and protect wetlands from detrimental physical and hydrological alteration. The regulation of activities in, on or over wetlands or other surface waters and the management and storage of all surface waters shall be pursuant to applicable local, state and Federal requirements. All development will be directed away from wetlands through enforcing the most restrictive of these requirements.

The County standards shall, at a minimum, include the protection of wetlands in accordance with wetland classifications identified under Objective 6.1.14 of the Conservation Element.

Policy 6.1.4.6 - The Land Development Code shall include the use of programs to protect or maintain wetlands, such as reduced paving, conservation easements, cluster site planning and micro-siting of buildings.

Policy 6.1.4.7 - The County shall provide appropriate administrative support in the acquisition of additional wetlands and uplands as part of the Savannas Preserve State Park.

Policy 6.1.4.8 - The County shall support wetland mitigation programs by federal and state agencies that will not weaken local regulatory authority and will ensure no net loss of wetland function and provide for a measured increase in restored wetland function.

Policy 6.1.4.9 - The County shall continue to identify and inventory wetlands, and analyze wetland areas for those which could be considered high quality wetlands of high functional value. The County shall provide for the protection, appropriate use and conservation of these areas based on criteria which consider the administrative and fiscal constraints of the County. Potential mechanisms shall include acquisition, restriction or prohibition of activities, and incentives to protect and maintain wetlands.

Policy 6.1.4.10 - Any wetland impact occurring within St. Lucie County shall be mitigated within the corresponding watershed, unless waived by the Board of County Commissioners.

Policy 6.1.4.11 - The County shall require that setback requirements from jurisdictional

wetlands are maintained by continued implementation of the Land Development Code.

Policy 6.1.4.12 - Protection of wetlands and other surface waters is preferred to destruction and mitigation due to the temporal loss of ecological value and uncertainty regarding the ability to recreate certain functions associated with these features. Mitigation will be considered only after the applicant has complied with the Land Development Code requirements regarding the avoidance and minimization of wetland impacts.

Policy 6.1.4.13 - All wetlands and adjacent buffers preserved on the development site shall be protected by a conservation easement that is dedicated to a government agency or other entity acceptable to the Board of County Commissioners. The conservation easement shall provide for the protection and perpetual maintenance of the wetland and buffer. The proposed preservation area shall be designated on all site plans and application materials.

Policy 6.1.4.14 - When it is determined that a wetland violation has occurred, restoration of the affected wetland shall be required and no permits for the development shall be issued, until the required restoration is completed. When it is determined that a wetland violation has occurred, restoration shall be required before any development permits are issued, or within 90 days, whichever occurs first.

Policy 6.1.4.15 - All development applications that include wetland habitat shall be consistent with all applicable Federal, State and County regulations and the goals, objectives and policies of the County's Comprehensive Plan. The most restrictive of these regulations shall be enforced.

Objective 6.1.5: The County shall continue to enforce the Land Development Code which requires the conservation, appropriate use, and protection of the quality and quantity of groundwater.

Policy 6.1.5.1 - St. Lucie County shall enforce the Wellfield Protection program standards, including:

a. Assure adequate and safe water supplies to present and future citizens of the County;
b. Comply with Federal and State regulations in the best interests of the County and its future growth and development;
c. Avoid crisis water supply situations through careful groundwater resources planning and conservation;
d. Identify and protect the functions of public wellfield areas, including recharge of those areas, and provide incentives to keep the present and future public wellfields compatible with the needs expressed in a. above;
e. Ensure that new development is compatible with existing local and regional water supply capabilities; and
f. Protect present and future public wellfields against depletion and contamination through appropriate regulation, incentives, and cooperative agreements.

Policy 6.1.5.2 - St. Lucie County shall cooperate with Federal, State, and local agencies in monitoring groundwater levels and quality.

Policy 6.1.5.3 - Activities and land uses known to adversely affect the quality and quantity of water sources and natural groundwater recharge areas shall be regulated to protect the quality and quantity of these resources.

Policy 6.1.5.4 - St. Lucie County shall continue to cooperate with SFWMD to properly seal unpermitted active drainage wells and abandoned free-flowing artesian wells.

Policy 6.1.5.5 - The County shall continue to identify existing and potential threats to the quality of waters within the Wellfield Protection Areas.

Policy 6.1.5.6 - The County shall provide for open space as a part of the requirements for all development and redevelopment to promote shallow water aquifer recharge and stormwater filtration.

Policy 6.1.5.7 - The County shall protect groundwater by prohibiting the use of any land within unincorporated County for "High-Intensity Petroleum Operations." High-Intensity Petroleum Operations include, well stimulation treatments and secondary and enhanced recovery operations such as hydraulic fracturing, cyclic steam injection, waterflood or streamflood injection and acid well stimulation treatments.

Objective 6.1.6: The County shall protect and conserve the natural functions of soils which includes, at a minimum, the following policies and regulations.

Policy 6.1.6.1 - The County shall require through the Land Development Code the consideration of hydrologic, topographic, and vegetative cover factors in the site plan review process of proposed developments.

Policy 6.1.6.2 - The Land Development Code shall include regulations to protect environmentally sensitive lands relating to destructive activities and uses such as off road vehicle use.

Policy 6.1.6.3 - Assist the St. Lucie County Soil and Water Conservation District in those activities directed at minimizing soil erosion.

Policy 6.1.6.4 - The County shall coordinate with other agencies and organizations which have initiated data collection programs to acquire water quality and turbidity information as it relates to soil erosion.

Policy 6.1.6.5 - Clearing of native vegetation on newly platted subdivision lots prior to the issuance of a building permit for construction on the single family lot shall be limited to that which is necessary for roads, utilities installation and drainage.

Policy 6.1.6.6 - Require new development activities to be consistent with the soil conditions in the area in which the activity is proposed. In those instances where soil modifications are necessary, all activities should utilize best management practices as identified by the Soil Conservation Service.

Objective 6.1.7: The County shall continue to regulate mining to ensure the conservation, appropriate use, and protection of minerals in a manner that safeguards all of the County's remaining natural resources, including ground and surface waters and upland plant communities.

Policy 6.1.7.1 - The Land Development Code shall include criteria developed as a result of a continuing monitoring and evaluation program of the County's drainage systems,

wetlands, and other surface waters. Mechanisms to maintain the functioning of drainage systems, wetlands, and surface waters that existed prior to resource extraction shall be developed.

Policy 6.1.7.2 - The Land Development Code shall include locally determined criteria for buffers which address sight, sound, and airborne particulate matter between resource extraction activities and adjacent existing and future land uses. The airborne particulate matter criteria shall also address trucking operations access points to be utilized as part of the mining operation.

Policy 6.1.7.3 - The Land Development Code shall include locally determined criteria which specifies suitable conditions for reclamation. These criteria shall address the potential for land forms capable of supporting diverse and beneficial land uses, time limits on implementation of reclamation, revegetation to minimize wildlife habitat lost, and shoreline treatments for water bodies which address appropriate safety and environmental considerations.

Policy 6.1.7.4 - The Land Development Code shall encourage the use of recycled materials for roadway construction, where practicable.

Policy 6.1.7.5 –The County shall continue to implement the Land Development Code and prohibit mining in the following environmentally sensitive areas:

a. The North and South Savannas;
b. Atlantic Coastal Ridge;
c. Within any identified environmentally sensitive area or within 200 feet of such an area;
d. Coastal High Hazard Area;
e. Hutchinson Island; or
f. Environmentally sensitive areas as defined in this element, except within Category III wetlands that have been determined by the jurisdictional State agency to be “poor” or “fair” quality; and
g. Any area designated as a Category I or Category II wetland in this element.
h. Any area designated as a “high” quality wetland, receiving a score no less than 0.75 (Unified Mitigation Assessment Method [UMAM] or Wetland Rapid Assessment Procedure [WRAP] score), regardless of size or hydrologic connectivity.

Policy 6.1.7.6 - Enforce the County's Land Development Code which requires a reclamation/restoration plan be submitted as part of the required application for an extractive use permit.

Objective 6.1.8: The County shall protect native upland vegetative communities, and shall protect listed species and their habitat. This shall be accomplished through the County Environmentally Significant Lands Acquisition program, ongoing natural resource protection programs and the implementation of Land Development Code.

Policy 6.1.8.1 - The County shall require all nuisance and invasive ~~exotic~~ vegetation (e.g. Brazilian pepper, Australian pine and Melaleuca) be removed and eradicated at the time of development and, where appropriate, replaced with native species that are adapted to existing soil and climatic conditions.

Policy 6.1.8.2 - The County shall protect state and federal listed plant and animal populations and their native habitat, including intact canopy, understory and ground cover upon which these populations depend for survival. Protection mechanisms include:

a. Assisting in the application of and compliance with Federal and State regulations;
b. Consulting with appropriate Federal and State agencies during development reviews when listed species may be onsite;
c. Establishing management programs with incentives for private landowners to protect or conserve habitats, such as reduced parking, landscaping, or credit for park and recreation impact fees;
d. Using guidelines in the Land Development Code regarding conservation easements, cluster site planning and micro-siting of buildings;
e. Assisting the state in developing an education program to promote the preservation of endangered and threatened species; and
f. Proposed site clearing activities within the known range of listed species or where such species are expected to occur based upon habitat suitability and species ranges shall be surveyed by qualified environmental consultants and/or government ecologists prior to approval and commencement of such activities to determine whether or not populations of listed plant and animal species occur.

Policy 6.1.8.3 - Lands acquired through the County's Environmentally Significant Lands Program for preservation shall be preserved and managed for natural habitat, listed plant and animal species and passive resource recreational needs of the public.

Policy 6.1.8.4 - The Land Development Code shall include criteria which allow utilization of Transfer of Development Rights (TDRs) or other flexible methods of land development transfer that would direct development from unsuitable lands to those most suitable for active use.

Policy 6.1.8.5 - All lands within development sites proposed as conservation and open space areas shall be maintained by one or more legal entities approved by the County Attorney that will be responsible for the perpetual maintenance of the conservation or open space area.

Policy 6.1.8.6 - The County shall require the use of native vegetation adapted to existing soil and climatic conditions in landscaping.

Policy 6.1.8.7 - St. Lucie County shall review as part of each Evaluation and Appraisal Report of the Comprehensive Plan the existing criteria and standards for the protection of the remaining native plant communities within the County as identified by the Florida Natural Area Inventory. For the purpose of this plan, native plant communities shall include intact ground cover, understory and canopy layers where applicable.

Policy 6.1.8.8 - St. Lucie County shall require the submission of an environmental impact report, which addresses concerns for habitat preservation and species protection for projects on parcels greater than ten acres, or that are located on the barrier island, the Atlantic Coastal Ridge, are adjacent to public conservation lands, or are otherwise considered Environmentally Sensitive Areas as defined in this Element. The County may provide a process for the consideration of a waiver of this requirement, subject to meeting standards as may be described in the County's Land Development Code.

Policy 6.1.8.9 - The County shall continue to identify native upland vegetative communities. The County shall provide for the protection, appropriate use and conservation of these areas based on criteria which consider the administrative and fiscal constraints of the County. Potential mechanisms shall include acquisition, conservation easements, restriction or prohibition of activities, and incentives to protect and maintain these areas.

Policy 6.1.8.10 - Land use decisions shall consider the effects of development impacts on fish, wildlife and habitat and the cumulative impact of development and redevelopment upon wildlife habitat. If habitat is preserved as part of a development approval, a Preserve Area Monitoring and Management Plan (PAMMP) shall be provided by the applicant, and approved by the County prior to initiation of development. The management plan shall detail the schedule and management methods used to maintain or improve the habitat, the funding mechanism to properly implement the plan over the required period of time, and shall follow the state and federal agency recommendations for managing wildlife species and habitat. In addition, this policy shall apply to any species or native habitat the Treasure Coast Regional Planning Council determines to be regionally rare, endangered or threatened with extinction. To ensure adequate protection, protected plants and animals, which cannot be provided with sufficient undisturbed habitat to maintain the existing population in a healthy, viable state on site, shall be effectively relocated in accordance with local, state and federal regulations and accepted best management practices.

Policy 6.1.8.11 - The County shall continue to support the County Land Acquisition Selection Committee whose function is to utilize the 2004 St. Lucie County Native Habitat Inventory and Federal, State, and local resources, to formulate a master acquisition list of lands having native upland habitat. The overall objective is to ensure the preservation of a minimum of 12,500 acres of the remaining native upland habitat, with the highest priority being those classified as endangered or threatened as well as those properties having habitats that are facing destruction as a result of urban development and which recognizes relationships to those areas of native habitat already under public and/or private preservation.

Policy 6.1.8.12 - The Land Development Code shall provide that existing on-site native upland habitat be incorporated into required site plans as a part of open space areas, as required landscaping or as a part of minimum yard areas so that as much of the identified habitat as is practicable is maintained.

Policy 6.1.8.13 - The County shall require clustering, micro-siting of structures or other protective mechanisms to preserve native vegetative communities or protected species habitats.

Policy 6.1.8.14 - The County shall continue to allow fees in lieu of on-site preservation of upland native plant communities. Considerations, at a minimum, shall include the practicality of on-site preservation, the size and quality of the impacted community and the quality and distance to any surrounding vegetative community. Any fees collected shall be for the purpose of habitat acquisition/preservation and enhancement that would be more environmentally beneficial and provide a net increase in area of habitat quality.

Policy 6.1.8.15 - St. Lucie County shall continue to enforce standards for the protection and preservation of native upland vegetative communities as described by the Florida

Natural Areas Inventory. The criteria shall include, but not be limited to, the following:

a. Size of the property on which the development activity is to take place;
b. The type, quality and sensitivity of the native habitat including utilization by native and listed wildlife;
c. Methodologies to be employed in protecting and preserving habitat and diversity;
d. The presence or occurrence of listed species on-site;
e. The size and quality of similar habitat adjacent or in close proximity;
f. Provisions for clustering, micro-siting, density transfers or other mechanisms to avoid or minimize impacts; and
g. Mitigation measures designed to avoid a loss of habitat.

Objective 6.1.9 - The County shall develop a hazardous waste management program for the proper recycling, storage, collection, and disposal or transfer of hazardous materials and wastes.

Policy 6.1.9.1 - The County shall continue to provide a transfer facility for household and small quantity generators of hazardous wastes.

Policy 6.1.9.2 - The County shall develop emergency response plans to handle accidents involving hazardous materials or wastes.

Policy 6.1.9.3 - The County shall continue the recycling program which includes public education on the beneficial use of hazardous wastes.

Policy 6.1.9.4 - The County shall continue to support State-sponsored Amnesty Days to collect hazardous wastes in the County; and shall ~~evaluate the need for scheduling local Amnesty Days~~continue to partner with local municipalities to sponsor household hazardous waste days to promote the proper disposal of hazardous waste.

Policy 6.1.9.5 - The County shall implement an employee training program to properly identify and inspect wastes before they enter the landfill and implement an inspection or screening program to exclude hazardous items such as drums, tanks from unknown sources, waste pesticides, or chemicals from spill cleanups.

Policy 6.1.9.6 - The County shall participate with the FDEP and other local governments in the region to develop a regional hazardous waste transfer and storage facility and collection network, if appropriate.

Policy 6.1.9.7 - The County shall seek funding from FDEP's Local Hazardous Waste Collection Grants Program to manage hazardous wastes.

Policy 6.1.9.8 - The County shall utilize the Florida Department of Environmental Protection’s Storage Tank Facility Database to assess Countywide underground storage tanks and assist any owner in seeking funding to respond to any groundwater contamination resulting from leaking tanks.

Policy 6.1.9.9 - The County shall continue a public education program regarding household hazardous wastes, the proper methods of their disposal and alternative nonhazardous substitutes in cooperation with schools, news media, and civic organizations, and in conjunction with Amnesty Day awareness programs.

Objective 6.1.10: The County Land Development Code shall require the conservation, appropriate use and protection of current and projected potable water sources.

Policy 6.1.10.1 - The County shall cooperate with the South Florida Water Management District to conserve water resources in emergencies and during declared water shortages.

Policy 6.1.10.2 - The County shall coordinate with the FDEP, the SFWMD, local municipalities and other appropriate agencies in alternative water supply planning efforts.

Policy 6.1.10.3 - The County shall implement a public education program regarding various methods of water conservation at the household and small business level.

Policy 6.1.10.4 - The County shall coordinate with the SFWMD in the development and updates of the Regional Water Supply Plan.

Policy 6.1.10.5 - St. Lucie County shall continue to coordinate with the SFWMD and other appropriate agencies to identify potable water supply areas. Identified areas shall be protected through adoption of lands development regulations.

Objective 6.1.11: St. Lucie County shall promote the protection of natural buffer areas to lessen the adverse effects which adjacent developments might have on managed conservation areas, such as the Savannas State Preserve, Fort Pierce Inlet State Park, and lands purchased for preservation purposes through Federal, State and local land acquisition programs.

Policy 6.1.11.1 - St. Lucie County shall cooperate with the FDEP and other applicable agencies in their management programs that provide for the protection of native habitats within the County.

Policy 6.1.11.2 - The County shall enforce all landscape regulations to ensure the installation and preservation of all required landscape buffers.

Policy 6.1.11.3 - Proposed land use activities adjacent to public natural area conservation and recreation lands, shall be limited to activities that will not degrade the natural physical, biological, aesthetic, or recreational functions of such lands.

Policy 6.1.11.4 - Land development applications shall identify public and semipublic conservation and recreation lands on or adjacent to the development site.

Policy 6.1.11.5 - The County shall continually evaluate the landscape and buffer standards in the Land Development Code and update any portion of the standards that do not adequately protect the County's natural resources.

Objective 6.1.12: The biodiversity of the County's natural areas shall be protected and enhanced through public land acquisition, conservation easements, the Land Development Code regulations, and implementation of Management Plans prepared for public owned and managed natural areas. The County shall enact, enforce, and continually review and update land use regulations and land management plans that provide for the protection of natural resources.

Policy 6.1.12.1 - The County shall continually evaluate the Resource Protection Standards section of the Land Development Code and update any portion of the standards that do not adequately protect the County's natural resources.

Policy 6.1.12.2 - All appropriate Land Development Code regulations required by this Comprehensive Plan shall include the protection of environmentally sensitive upland and wetland areas.

Policy 6.1.12.3 - The County shall acquire and support the public acquisition of a diversity of natural habitat types to ensure maximum diversity of native wildlife species. The County shall continue to support the functions and recommendations of the County Land Acquisition Selection Committee.

Policy 6.1.12.4 - Imperiled and Critically Imperiled vegetative communities, as defined by the Florida Natural Areas Inventory, including but not limited to scrub, maritime hammock, or coastal dune; wetlands, the North and South Savannas, North and South Hutchinson Island and the Atlantic Coastal Ridge shall be considered Environmentally Sensitive Areas for conservation, appropriate use, and protection to further the goals, objectives, and policies of this Element and the County Land Development Code. Development proposals within these areas shall adhere to the following conditions:

a. Proposed development projects within a defined Environmentally Sensitive Area, as identified above, must submit as part of a development approval process an Environmental Impact Report. The report shall contain:
    1. An inventory of existing vegetation and wildlife based on a field survey;
    2. An identification of wildlife or vegetation present that is listed for protection by the state or federal government;
    3. An assessment of the land that will identify the location of all environmentally sensitive habitat or vegetation and will contain a plan to protect the resource;
    4. An analysis of the functional viability and quality of the various habitats;
    5. A discussion of the impacts, both positive and adverse, on the resources;
    6. A discussion of how the proposed development plan maximizes efforts to avoid and minimize adverse impacts to the environment;
    7. A discussion concerning whether there is any potential for irreplaceable or irretrievable environmental damage; and
    8. If reasonable use of the property cannot occur without adversely impacting on-site natural resources, a mitigation plan shall be required that describes actions to be taken that replace those functions and values of the resource as a result of impacting the resource.
b. Those Environmentally Sensitive Areas identified as containing habitat worthy of preservation may require a clustering of allowable density to more suitable areas for development to avoid and minimize impacts to highly sensitive habitat.
c. Environmentally Sensitive Areas containing highly sensitive native habitat worthy of preservation may require the habitat be protected through a conservation easement or other method acceptable to the County as defined in the Land Development Code. Only footpaths or entryways will be permitted in such areas.

Policy 6.1.12.5 - Environmental Impact Reports required by this Plan shall be conducted by qualified environmental professionals.

Policy 6.1.12.6 - Where feasible, the County shall protect critical habitat through

acquisition, establishment of public or private conservation easements, purchase of development rights, or through other available means as deemed appropriate. The County shall continue to request assistance in public acquisition of natural areas under federal, state and regional programs or other non-governmental organizations.

Policy 6.1.12.7 - The County shall consider the abundance, status, and distribution of endangered ecosystems and other environmentally sensitive lands when reviewing land use proposals and acquisitions.

Policy 6.1.12.8 - All native upland and wetland habitats, including those located within Environmentally Sensitive Areas as defined in this Element, that are required to be preserved as part of a development project shall be protected through a conservation easement or other method acceptable to the County. The proposed preservation areas shall be designated on all site plan and permit application materials.

Policy 6.1.12.9 - St. Lucie County shall support nature based eco-tourism activities on public preserves that are primarily designed for appreciation of the County's native habitats and wildlife species that can be accomplished in a manner that does not disrupt wildlife or negatively impact their habitat. The type of recreational activity deemed appropriate for the County's public preserves will depend on the type of native vegetative community on the site. This includes, but is not limited to, hiking, wilderness camping, canoeing, swimming, and wildlife viewing. Activities centers, including, educational centers, museums, and botanical centers will be provided at suitable locations throughout the County. All eco-tourism facilities shall be operated in a manner that does not degrade or reduce the inherent natural functions and values of the natural resources utilized for the eco-tourism use. County owned or managed lands purchased through public land acquisition programs targeting the protection of the natural resources shall only provide access and recreational opportunities that can be provided without degradation of the native plant communities and listed plant and animal species values.

Policy 6.1.12.10 - Lands purchased through the County's Environmentally Significant Lands program shall be monitored for visitor impacts which threaten natural areas. If impacts to natural areas are identified a plan shall be prepared to mitigate or eliminate the negative impacts.

Policy 6.1.12.11 - The County shall provide multiple-use opportunities on County-owned natural preserve areas, consistent with natural resource protection and conservation, to provide for passive recreation, wildlife habitat, watershed protection, erosion control, maintenance or enhancement of water quality, aquifer recharge protection, or other such functions.

Policy 6.1.12.12 - The County shall continue to monitor all credible climate change and sea level rise data and what direct and potential effects this has on natural resources. Based on this data the County shall evaluate and update the resource protection standards of the Land Development Code and this plan as necessary.

Policy 6.1.12.13 - To ensure protection of the natural resources of the County, as identified in Section 163.3177(6)d), Florida Statutes, and as protected in this Conservation Element, the County shall direct all future land uses that are not compatible with these natural resources away from these natural resources. For this purpose, the determination of “compatibility” shall be made based upon the definition of that term in Section 163.3164,

Florida Statues. The type, intensity or density, extent, distribution, and location of allowable land uses and the types, values, functions, sizes, conditions, and location of natural resources are land use factors that shall be considered when directing incompatible land uses away from natural resources.

Policy 6.1.12.14 - Through the Environmentally Significant Lands Program, the County shall continue the acquisition of properties for the preservation of and restoration of the Indian River Lagoon.

Policy 6.1.12.15 – The County shall continue to support local environmental restoration, mitigation and adaptive management initiatives, including those related to habitat restoration, and coordinate with other state, regional and national strategic planning efforts to improve the resiliency of natural lands and systems to climate variability and hurricane intensification.

Objective 6.1.13: The County shall continue to implement the 2008 St. Lucie County Bicycle, Pedestrian, Greenways and Trails Master Plan to facilitate the implementation of ecological and recreational greenways within its jurisdiction when funding is available.

Policy 6.1.13.1 - The County shall coordinate with the state and federal land acquisition programs to encourage connectivity between privately and publicly owned recreational and conservation lands.

Policy 6.1.13.2 - The County shall pursue grants from local, state, federal, and private organizations to plan and assemble the greenway network.

Policy 6.1.13.3 - The County shall encourage multiuse of greenways, as appropriate, to facilitate the development of shared recreation and wildlife corridor ecological greenways.

Policy 6.1.13.4 – Nonpaved bicycle and pedestrian access shall be encouraged between uses where paved access would negatively impact existing habitats.

Policy 6.1.13.5 - To the extent feasible, the County shall beautify and improve areas used by the general public (e.g. roads, sidewalks, bicycle paths, pedestrian walkways, parks and open space areas) to enhance vehicular and nonvehicular movements. The program shall encourage planting standards that promote the use of appropriate native plants in road and utility rights-of-way to restore the original native plant community to the extent practicable.

Policy 6.1.13.6 - The County shall utilize, where possible, existing rights-of-way as wildlife corridors and pedestrian areas.

Policy 6.1.13.7 - The County shall coordinate with appropriate state and federal agencies to identify natural area greenways and wildlife corridors to link existing public parks, preserve areas and similar areas for conservation and habitat preservation purposes.

Policy 6.1.13.8 - The County shall consider incentives that encourage the granting of conservation easements for natural linear greenways and/or scenic drives.

Policy 6.1.13.9 - The County shall continue to map existing and proposed greenways, identify gaps in the greenway network, and set forth strategies for the maintenance and

expansion of the existing network.

Policy 6.1.13.10 - The County shall promote the preservation and maintenance of native plant communities in a contiguous manner to provide wildlife corridors and pedestrian pathways.

Policy 6.1.13.11 - St. Lucie County shall continue to cooperate with adjacent local governments to conserve, appropriately use, or protect ecological greenways located within more than one jurisdiction.

Objective 6.1.14: St. Lucie County shall use a wetland classification system for purposes of protecting wetland functions and values within the unincorporated areas of St. Lucie County consistent with the Policies cited below.

Policy 6.1.14.1 - St. Lucie County shall use the following general classification system for the purposes of protecting wetland functions and values within the unincorporated areas of St. Lucie County.

a. Category I wetlands - shall include any wetlands, regardless of size, having hydrological connection to natural surface water bodies; any isolated wetland 20 acres or larger; ~~or~~ any wetlands containing Strategic Habitat Conservation Areas as identified by the Florida Wildlife Conservation Commission~~.~~, or any wetland designated as a "high" quality wetland, receiving a score no less than 0.75 (Unified Mitigation Assessment Method [UMAM] or Wetland Rapid Assessment Procedure [WRAP] score), regardless of size or hydrologic connectivity.
b. Category II wetlands -- shall include any isolated wetlands which are connected to other surface waters and are greater than or equal to 5 acres, or are less than 20 acres and do not qualify as Category I wetlands;
c. Category III wetlands -- shall include isolated wetlands less than 5 acres that do not qualify as Category I or II wetlands, or wetlands which are connected to other surface waters and are less than 5 acres.

St. Lucie County shall require identification of Category I, II, and III wetlands prior to staff review of all land development proposals, including future land use, zoning, site plan or construction applications.

Policy 6.1.14.2 - The County shall not permit development in a Category I or II wetland or any wetland buffer associated with these wetlands, except as follows:

a. Clearing and /or constructing of walking trails;
b. Construction of boardwalks/catwalks for direct access to water bodies; construction of wildlife management shelters, footbridges, observation desks and similar structures not requiring a dredge or fill for their placement; and
c. Clearing and/or construction of electric/ cable utility, stormwater management, water or wastewater infrastructure as needed to provide public service that does not impair the long term viability of the wetland system.
d. Clearing and/or construction of an ingress/egress to provide access to the upland area of a parcel, to construct a single-family residence with less than 0.25 acres of direct wetland impacts and which does not impair the long-term viability of the wetland system.
~~d~~e. Alteration is permissible within Category I and II wetlands, and the required wetland buffer as necessary for the above activities if all the following criteria are met:
    1. No other reasonable alternative exists and avoidance cannot be achieved;
    2. Such activity is consistent with other policies of the Comprehensive Plan;

3. Such activity complies with the requirements of all Federal, State and local agencies claiming jurisdiction over wetland alteration and adequate mitigation of any adverse hydrological and physical alterations is provided.
4. No more than one percent of any Category I wetland is impacted, except as noted in Policy 6.1.14.3;
5. No more than 15 percent of any Category II wetland is impacted, except as noted in Policy 6.1.14.3;
6. Appropriate mitigation is provided.

Policy 6.1.14.3 - In addition to the alteration provisions of Policy 6.1.14.2, alteration of a Category I or II wetland or buffer may be allowed when no other reasonable alternative exists and avoidance and minimization of impacts cannot otherwise be achieved. Any provision of this Comprehensive Plan or the land development code related to the preservation of a Category I or II wetland or buffer that precludes all reasonable economically viable use of the property or would prohibit a reasonable public use of the property and which if applied would result in a compensable taking of the property may be waived to the extent necessary to provide the minimum reasonable use, public or private, of the property. These provisions shall only be waived following the review and approval of the Board of County Commissioners, or their designee, in a manner set forth in the Land Development Code. The standards for the granting of any waiver shall be set forth in the Land Development Code and shall be consistent with the general standards and intent of the Comprehensive Plan.

Policy 6.1.14.4 - Alteration of a Category III wetland or buffer may be allowed when no reasonable alternative exists and avoidance and minimization of impacts cannot be achieved. Any provision of this Comprehensive Plan or the land development code related to the preservation of a Category III wetland or buffer that precludes all reasonable economically viable use of the property or would prohibit a reasonable public use of the property and which if applied would result in a compensable taking of the property may be waived to the extent necessary to provide the minimum reasonable use, public or private, of the property. These provisions shall only be waived following the review and approval of the Board of County Commissioners, or their designee, in a manner set forth in the Land Development Code. The standards for the granting of any waiver shall be set forth in the Land Development Code and shall be consistent with the general standards and intent of the Comprehensive Plan.

Policy 6.1.14.5 - The County shall require a minimum 50-foot buffer between Category I or II wetlands and new development activity in order to protect water quality, preserve natural functions, and preserve wildlife habitat. The buffer, as measured landward from the approved jurisdictional line, shall be maintained in a natural vegetative state and be free of ~~exotic~~invasive and nuisance species as defined by the ~~Florida Pest Council~~Florida Invasive Species Council (FISC).

Policy 6.1.14.6 - All new development containing a Category III wetland shall provide a minimum 25-foot buffer between the wetland jurisdictional line and the area of development. The buffer, as measured landward from the approved jurisdictional line, shall be maintained in a natural vegetative state and be free of ~~exotic~~invasive and nuisance species as defined by the ~~Florida Pest Council~~Florida Invasive Species Council (FISC).

Policy 6.1.14.7 - St. Lucie County shall assess the specific and cumulative impacts of all

proposed new development or redevelopment activities, including single family building permits, on all wetlands that may be located on the property in order to ensure that the natural functions of the wetlands are protected and conserved through the implementation of wetland protection standards which shall include consideration of the types, values, functions, sizes, conditions, and locations of wetlands.

Policy 6.1.14.8 - Removal, encroachment, or alternation of Category III wetlands may be allowed with the extent of such activities being determined on a case-by-case basis in conjunction with applicable regulatory agencies and in the interest of public benefit.

Objective 6.1.15: The Board of County Commissioners shall consider the Wetland Inventory and Evaluation Study which was designed to facilitate the development of policies and procedures to improve the protection of the existing wetlands in the County.

Policy 6.1.15.1 - The County shall amend its Land Development Code to adopt wetland protection measures that will incorporate a classification system inclusive of wetland functionality and address gaps in the existing regulatory mechanisms.

Policy 6.1.15.2 - Through the development review process the County shall continue to update the wetland inventory and mapping tools.

RECREATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 7.1: Provide adequate parks, recreation facilities and open-space areas that offer a broad range of activities to all citizens and visitors of St. Lucie County.

Objective 7.1.1: Active and passive recreation facilities and open-space areas for the residents and visitors of St. Lucie County shall be provided in a manner consistent with the Level of Service Standards set forth in this element. Consistency with these standards shall be maintained in subsequent years.

Policy 7.1.1.1 - Level of Service for Recreation and Open Space shall be as follows:

a. Community parks: 5 acres/1000 residents in the unincorporated area
b. Regional parks: 2.5 acres/1000 population countywide
c. Resource-based Parks: 21.2 acres/1000 population countywide.

Policy 7.1.1.2 - St. Lucie County shall expand and improve recreational facilities consistent with the needs and recommended strategies identified in the Parks and Recreation 10 Year Master Plan, dated and approved by the Board of County Commissioners on January 11, 2022. The County shall achieve the Level of Service Standards as set forth in this Element and the Capital Improvements Elements, through an equitable and systematic land acquisition and development program.

Policy 7.1.1.3 - The County will continue to correct and improve upon existing deficiencies through additional land acquisition and development, and through expansion or renovation of existing parks and recreational facilities.

Policy 7.1.1.4 - All areas having the Conservation Public Land Use designation will be used solely for preservation and/or passive recreation. No residential or commercial development will be permitted other than development typically related to park service and security functions.

Objective 7.1.2: Through the use of public funds, gifts, contributions, mandatory fees and/or deductions, cooperative agreements, or other means, St. Lucie County will coordinate public and private resources to meet the recreation and open space needs of its residents and visitors.

Policy 7.1.2.1 - The County shall pursue development and enhancement of its recreational programs, facilities, open spaces, and natural preserves in the following programs:

a. Continue to administer the countywide parks impact fee in order to partially fund new park development.
b. Supplement facility needs through interlocal agreements, operational practices, user fees and public/private cooperative efforts.
c. Utilization of municipal service taxing unit (MSTU) funds.
d. Loans and bonds approved by referendum or by the Board of County Commissioners.

Policy 7.1.2.2 - The County shall continue to work with other units of local government to provide for the reciprocal use of recreation, school and other facilities, while ensuring neither party assumes an inequitable burden of expenses.

Policy 7.1.2.3 - The County shall allow, to the extent legally possible, financially feasible, and whenever practical, other governmental agencies, such as the St. Lucie Public Schools~~County School Board~~, to use the St. Lucie County Sports Complex. The County shall also consider agreements with the School Board or the use of school-based recreation areas by County residents when students are not present.

Policy 7.1.2.4 - The County shall maintain a detailed Recreation and Open Space Inventory that indicates the general location of existing and proposed sites and facilities as well as functional classification, nature of improvements, usage, size, priority, and other appropriate considerations.

Policy 7.1.2.5 - The County will coordinate with other governmental agencies to provide for access and use of parks and recreational facilities by unincorporated St. Lucie County residents. This may include interlocal agreements or joint use facility agreements with local, state and federal agencies.

Objective 7.1.3: St. Lucie County shall provide vehicular and pedestrian access to all public recreation facilities, including barrier-free design features at entrance points to facilities such as buildings used for group assembly, spectator seating areas, and beaches and shores.

Policy 7.1.3.1 - Acquire and develop easements or rights-of-way as required to provide adequate access for public recreation facilities. Construct access ways which are compatible with the character and needs of the facility, as well as being harmonious with surrounding development patterns.

Policy 7.1.3.2 - Continue to provide public access to Atlantic Ocean beaches, and continue to give careful consideration to providing related parking areas and dune cross-over facilities without disturbance to the dune environment, natural habitats, and designated areas of particular concern.

Policy 7.1.3.3 - To the extent financially feasible, implement the policies advanced in the adopted Bicycle, Pedestrian, Greenways & Trailways Master Plan, as it may be amended, to promote non-motorized access and connectivity to recreational facilities.

Objective 7.1.4: To the extent financially feasible, implement and update the vision of the January 2022 Parks & Recreation Master Plan.

Policy 7.1.4.1 - Continue to assess the County's recreational needs based on the Level of Service Standards in this Comprehensive Plan.

Policy 7.1.4.2 - Continue to seek funding for acquisition, expansion, and development of recreational infrastructure, with an emphasis and focus on Community and Regional Parks.

Policy 7.1.4.3 - Continue to identify potential sites which could be used for the provision of park and recreation facilities.

Objective 7.1.5: Develop and implement strategies to encourage eco-tourism in St. Lucie County.

Policy 7.1.5.1 - Identify appropriate and sustainable sites to develop as eco-tourism destinations and passive recreational opportunities.

Policy 7.1.5.2 - Provide required infrastructure to attract visitors to and protect eco-tourism

destinations.

Policy 7.1.5.3 - In conjunction with the County's Tourist Development ~~Office~~ Council; publicize the improved eco-tourism sites and St. Lucie County as an eco-tourism destination.

Objective 7.1.6: Continue to preserve and enhance Environmentally Sensitive Lands in St. Lucie County.

Policy 7.1.6.1 - Encourage the State of Florida to provide future funding for acquisition and management of Environmentally Sensitive Lands.

Policy 7.1.6.2 - Seek funding from outside sources for acquisition, improvement and management of Environmentally Sensitive Lands.

Policy 7.1.6.3 - To the extent financially feasible, budget for personnel and equipment for management of Environmentally Sensitive Lands to ensure that these lands are preserved, enhanced, and developed for access and uses that will maintain wildlife habitat, open space, aesthetic value, and passive recreation.

Policy 7.1.6.4 - As financially feasible, provide educational programs that foster awareness, understanding, and respect for natural resources.

Policy 7.1.6.5 - To the extent financially feasible and practicable, the County shall make available adequate and accessible passive recreation facilities at county-owned resource-based lands.

Objective 7.1.7: Provide for an integrated system of Greenways and Trails in St. Lucie County.

Policy 7.1.7.1 - To the extent financially feasible, implement the goals, objectives, and policies advanced in the Bicycle, Pedestrian, Greenways and Trails Master Plan for St. Lucie County.

Policy 7.1.7.2 - Seek funding from outside sources for development and management of greenways and trails.

Objective 7.1.8: The County shall protect environmentally significant areas with emphasis on native upland habitats, and the prevention of the net loss of listed species and their habitats. ~~This shall be accomplished through the County Environmental Significant Lands Acquisition program, ongoing natural resource protection programs and the implementation of Land Development Code, including impact fees.~~

Policy 7.1.8.1 – Environmental lands shall be protected through the County's Environmental Significant Lands Acquisition program; federal, state and local funding sources, including impact fees; ongoing natural resource protection/management programs; and the implementation of Land Development Code.

Policy 7.1.8.2 – The County shall continue to support public environmental land acquisition programs, such as, but not limited to, the Florida Forever Program and Florida Communities Trust, to help protect and conserve the natural resources within the County, as well as provide for public access.

Policy 7.1.8.3 – For parks which include beaches and shoreline areas, park plans shall provide for the maintenance and/or improvement of existing levels of beach and shore access and the

protection of natural resources. Park plans shall be designed to avoid and/or mitigate adverse impacts of park use upon sensitive natural resources.

Policy 7.1.8.4 – St. Lucie County shall continue to protect and manage the unique coastal resources of the County, balancing the need to provide reasonable private property use while assuring a full range of public beach access and recreational facilities for the residents of and visitors to the County.

INTERGOVERNMENTAL COORDINATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 8.1: Establish effective coordination measures among all pertinent public and quasi-public entities to best maintain St. Lucie County's quality of life and efficient use of resources.

Objective 8.1.1: St. Lucie County shall establish specific means of coordination with adjacent municipalities; with local, State, and Federal agencies that have permitting and regulating authority; and with quasi-public entities which provide services but lack regulatory authority in St. Lucie County; with County volunteer groups; and with interested residents who have notified the County of their interest.

Policy 8.1.1.1 - Coordinate with the Treasure Coast Regional Planning Council, the Florida Department of Commerce~~Economic Opportunity~~, and the cities of Port St. Lucie and Fort Pierce to complete the implementation of the Western Lands Study. The County shall explore techniques for preservation of agricultural and rural lands including additional action steps in the 2005 Committee for a Sustainable Treasure Coast – Final Report. The report includes several principles and action steps including:

- retention of some rural lands (including open space and natural lands), in perpetuity, with resources provided by new development through the use of innovative tools, including but not limited to, Transfer of Development Rights programs, Rural Lands Stewardship programs, clustering, and open space requirements;
- incentives and requirements for preservation of rural lands;
- use rural lands for stormwater attenuation;
- identify and implement a connected system of greenways and corridors on rural lands that allow wildlife movement and enhance biodiversity;
- identify and reestablish historic north-south movement of water;
- promote the continuation of agriculture as a viable industry involving state agencies and universities and regional and local public and private sector interests; and
- promote direct sale of agricultural products in ways, such as local markets, that connect local production with local consumption.

Policy 8.1.1.2 - Notify ~~in writing~~ the cities of Fort Pierce, Port St. Lucie, and St. Lucie Village of all applications for rezoning and land use amendments which are contiguous to their borders or within an area of planned annexation. Notification may incorporate email notice, distribution of applications through the County's Development Review Committee, notification through the County's online development review platform or notification via letter.

Policy 8.1.1.3 - Through the development review process, coordinate all development in the unincorporated County with local governments that are adjacent to or will be impacted by the development.

Policy 8.1.1.4 - Coordinate requests for development orders or permits, as appropriate, with adjacent counties, special districts, the Treasure Coast Regional Planning Council, the South Florida Water Management District and state and federal agencies.

Policy 8.1.1.5 - Charge County Administration with continuing responsibility for developing and enforcing an effective intergovernmental coordination program for St. Lucie County.

Policy 8.1.1.6 - Support the Treasure Coast Council of Local Governments to provide a regular formal forum in which to deal with issues unique to Martin, St. Lucie, Indian River, and Okeechobee Counties.

Policy 8.1.1.7 - Continue cooperative education programs between the County and regulatory agencies to inform the public and development community about applicable laws and regulations.

Policy 8.1.1.8 - Continue to review transportation service volumes and Levels of Service as they relate to State roads, and coordinate with the Florida Department of Transportation (FDOT) relative to State level of service standards.

Policy 8.1.1.9 - Continue to review transportation service volumes, vested trips, and Levels of Service as they relate to County roads, and coordinate with the St. Lucie Transportation Planning Organization relative to adopted level of service standards. ~~Coordinate with communities within the unincorporated area as they explore the impacts of incorporation~~.

Policy 8.1.1.10 - The County shall coordinate with the St. Lucie Transportation Planning Organization, City of Port St. Lucie and the City of Fort Pierce to achieve coordinated multimodal planning to address extra-jurisdictional transportation system impacts.

Policy 8.1.1.11 - The County shall coordinate with FDOT and railroad companies on the opening and closing of public grade crossings. Safety; necessity for both rail and vehicle traffic; design of the grade crossing and road approaches; as well as cost, shall be the County's primary concern to ensure mobility needs are maintained and enhanced.

Policy 8.1.1.12~~10~~ - Continue working with the municipalities on an ongoing basis for the evaluation of future development applications as well as for the adequate and cost effective provision of public services.

Policy 8.1.1.13~~11~~ - The County shall continue to implement a joint planning agreement with the City of Fort Pierce on coordination of the city's annexation plans. The County shall coordinate with communities within the unincorporated area as they explore the impacts of incorporation.

Policy 8.1.1.14 -The County shall coordinate with the City of Fort Pierce and the City of Port St. Lucie on efforts to annex unincorporated lands.

Policy 8.1.1.15~~12~~ - Ensure that new development is in harmony with the physical, economic, and social development policies and goals of the adopted Treasure Coast Regional Policy Plan and local adopted comprehensive plans.

Policy 8.1.1.16~~13~~ - The County shall cooperate with and assist the Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, South Florida Water Management District, the U.S. Fish and Wildlife Service and the National

Marine Fisheries Commission in the implementation of protective and recovery programs for protected and endangered listed species.

Policy 8.1.1.17~~14~~ - The County shall support and, when appropriate, assist the conservation efforts of public and private organizations which protect and promote the protection of marine turtles and turtle nesting habitat.

Policy 8.1.1.18~~15~~ - The County shall cooperate with the South Florida Water Management District to conserve water resources in emergencies and during declared water shortages.

Policy 8.1.1.19~~16~~ - The County shall coordinate with the Florida Department of Environmental Protection (FDEP), the South Florida Water Management District (SFWMD), local municipalities and other appropriate agencies in alternative water supply planning efforts.

Policy 8.1.1.20~~17~~ - St. Lucie County shall cooperate with the FDEP and other applicable agencies in their management programs that provide for the protection of native habitats within the County.

Policy 8.1.1.21~~18~~ In cooperation with the Economic Development Council and the St. Lucie Chamber of Commerce, assist in implementation of the revised Vision for St. Lucie County.

Policy 8.1.1.22~~19~~ - Encourage and support research and development opportunities and public facilities related to campus master plans with educational providers to encourage and enhance clustering of targeted industries.

Policy 8.1.1.23~~20~~ - The County shall continue to work with other units of local government to provide for the reciprocal use of recreation, school and other facilities.

Policy 8.1.1.24~~21~~ - St. Lucie County shall continue, with the assistance of the State of Florida and the St. Lucie County Historical Commission, to identify significant historic resources within the unincorporated areas which are in need of protection and develop management and restoration plans as appropriate.

Policy 8.1.1.25~~22~~ - The County shall coordinate with the US Army Corps of Engineers on maintaining authorized channel depth at the Port of Fort Pierce and maintaining beach renourishment efforts.

Policy 8.1.1.26~~23~~ - The County shall coordinate with the City of Fort Pierce, St. Lucie Village and the St. Lucie School Board to ensure compatibility of land uses adjacent to the Airport and consistency with the Airport Master Plan.

Policy 8.1.1.27 - The County shall coordinate with the City of Port St. Lucie, City of Fort Pierce, and St. Lucie Village on the implementation of the Housing Needs Assessment and Implementation Plan (June 2024) to preserve and increase the supply and diversity of affordable housing units.

Objective 8.1.2: The County shall coordinate the revision of Level of Service Standards for public facilities with any State, regional or local entity having operational and maintenance responsibility for such facilities; and coordinate on the provision of public facility improvements with the capital facility plans of any other governmental entity providing public facilities within St. Lucie County.

Policy 8.1.2.1 - Concurrency Management procedures, as outlined in the Capital Improvements Element, will continue to be implemented to ensure that required services will be available when needed.

Policy 8.1.2.2 - Use the Treasure Coast Regional Planning Council for informal mediation when conflicts with other local governments do not appear as if they would be otherwise resolved.

Policy 8.1.2.3 - Coordinate with the City of Fort Pierce, the City of Port St. Lucie, the Florida Department of Transportation, St. Lucie Transportation Planning Organization, ~~and~~ Martin County and Treasure Coast Regional Planning Council to implement and revise the ~~Go2040~~ SmartMoves 2045 Long Range~~l~~ Transportation Plan.

Policy 8.1.2.4 - Coordinate with City of Fort Pierce, the City of Port St. Lucie, the Florida Department of Transportation, St. Lucie Transportation Planning Organization, Martin County and the Martin Metropolitan Planning Organization on the Regional Transit Development Plan for the Port St. Lucie Urbanized Area.

Policy 8.1.2.5 - The County shall coordinate with pertinent State and regional agencies to identify natural area greenways and wildlife corridors to link existing public parks, preserve areas and similar public areas for conservation and habitat preservation purposes.

Policy 8.1.2.6 - The County shall coordinate with the Florida Department of Environmental Protection to connect small package plants to central water and sewer services.

Policy 8.1.2.7 - The County shall continue~~Continue~~ to coordinate with the South Florida Water Management District on implementation of the Comprehensive Everglades Restoration (CERP)/IRL South Plan and Indian River Lagoon Surface Water Improvement Program (IRL SWIM) Plan.

Policy 8.1.2.8 - The County shall monitor and review campus master plans, particularly with regard to their probable effects on public facilities.

Policy 8.1.2.9 - The County shall coordinate with the St. Lucie County Fire District on development of level of service standards for construction of fire facilities to accommodate existing and future development.

Policy 8.1.2.10 - The County shall coordinate with the FDOT, the St. Lucie Transportation Planning Organization, the City of Fort Pierce, the Town of St. Lucie Village and the City of Port St. Lucie to implement the recommendations of the St. Lucie Walk-Bike Network as it may be updated, when funding is available.

Objective 8.1.3: The Planning and Development Services Director shall continue to be responsible for coordination of County activities with the comprehensive plans of adjacent municipalities, St. Lucie County, the adjacent counties, and other units of local government such as the School Board providing services but not having regulatory authority over the use of land.

Policy 8.1.3.1 - Continue to receive and review copies of all proposed plan or rezoning amendments for areas adjacent to St. Lucie County boundaries.

Policy 8.1.3.2 - Continue to request liaisons regarding proposed plan or rezoning amendments with the St. Lucie County School Board, St. Lucie County Fire District, South Florida Water Management District, Treasure Coast Regional Planning Council, Fort Pierce Utilities Authority, Florida Power and Light, and adjacent local governments.

Policy 8.1.3.3 - In conjunction with other affected parties, including interested public groups, continue to evaluate existing interlocal agreements when the Capital Improvements Element is undergoing annual review to determine if current funding is proportional to services rendered.

Policy 8.1.3.4 - Continue to coordinate closely with the School Board on the location of future school locations in relation to the projected population and land use.

Policy 8.1.3.5 - Continue to support joint use agreements between the County and the School District.

Policy 8.1.3.6 - St. Lucie County in conjunction with ~~the~~ St. Lucie ~~County~~Public Schools ~~District~~ shall implement the Public School Facilities Element and interlocal agreement for public schools facility planning. The Public School Facilities Element and the interlocal agreement state principles and guidelines to ensure coordination of the County's Comprehensive Plan with the plans of the School Board and describe the joint processes for collaborative planning and decision making and population projections, school siting, and the local and extension of public facilities subject to concurrency.

Objective 8.1.4: The County, through County Administration, shall continue intergovernmental coordination procedures to ensure full consideration is given to the impacts of developments proposed in the County Comprehensive Plan on other governmental entities and vice versa.

Policy 8.1.4.1 - Continue to coordinate the impacts of development and management of the St. Lucie River, Indian River Lagoon (including the Intracoastal Waterway), Savannas, and other natural resources with the South Florida Water Management District, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, and other relevant agencies.

Policy 8.1.4.2 - Continue to work with the Treasure Coast Regional Planning Council to identify regional issues and to assist in the periodic updating of the Strategic Regional Policy Plan.

Policy 8.1.4.3 - Agree to abide by regulations of the municipalities when developing within their corporate limits.

Objective 8.1.5: Update as needed planned port activities and development in coordination with the City of Fort Pierce, the Florida Inland Navigation District and the Florida Seaport Transportation and Economic Development and other stakeholders.

Policy 8.1.5.1 - The Board of County Commissioners shall continue to coordinate with relevant governmental entities~~,~~ and interested public groups to resolve problems related, but not limited to, transportation, development and land use, natural and man-made hazards and disasters, and protection of natural resources at the port.

Policy 8.1.5.2 – The County shall coordinate with the City of Fort Pierce and the Fort Pierce Community Redevelopment Agency to implement the 2020 Master Plan for the Port of Fort Pierce.

Policy 8.1.5.3 – The County shall work with federal, state and local governments, the private sector, and other interested parties to increase and promote marine industry and related scientific and commercial activities at the Port of Fort Pierce and to protect the existing natural coastal areas and resources within the Port.

Objective 8.1.6: Ensure coordination in the designation of new dredge spoil sites located within the County's jurisdiction.

Policy 8.1.6.1 - Coordinate with the Florida Inland Navigational District, Florida Department of Environmental Protection, South Florida Water Management District, U.S. Army Corps of Engineers, the City of Fort Pierce and other relevant agencies to identify and regulate all existing and future spoil dredge sites within the County.

Policy 8.1.6.2 - Resolve conflicts related to dredge spoil sites through a dispute resolution process.

Objective 8.1.7: The County shall strive to increase community resiliency through continued coordination and cooperation.

Policy 8.1.7.1 – St. Lucie County shall coordinate with municipalities, neighboring counties, regional, State, and federal government agencies, universities, not-for-profit organizations, non-governmental organizations and private organizations to coordinate the updating and analyzing data regarding vulnerability and storm impacts, and to exchange data and develop coordinated strategies to address energy conservation and mitigation and adaptation strategies.

St. Lucie County, the City of Port St. Lucie, the City of Fort Pierce and St. Lucie Village joined together to take a collaborative approach toward short- and long-term resilience planning and completed a regional resilience vulnerability assessment. The June 2025 St. Lucie County Regional Resilience Vulnerability Assessment Report is an available resource to evaluate the potential vulnerability of public facilities to the risks posed by flood impacts (flooding resulting from extreme rainfall, high tide flooding, storm surge, sea level rise and compound flooding). The regional resilience vulnerability assessment was done in concert and coordination with the State of Florida's resilience planning initiative and can lead to a comprehensive approach to adapt to and mitigate the effects of unpredictable weather patterns and extreme weather events and lays the foundation for informed decision-making and a resilient future. The report includes results for future flood

scenarios for 2040 and 2070 as required by Section 380.093 F.S., for Resilient Florida Program funding.

Policy 8.1.7.2 – The County shall continue to collaborate with and participate in updating local comprehensive plans, regional strategic plans, resilience plans, disaster mitigation plans, water management plans, and transportation plans to advance strategies, programs, and other sustainable initiatives throughout the County and region, that mitigate greenhouse gas emissions, enhance evacuation routes, and protect and adapt the built and natural environments.

Policy 8.1.7.32 – St. Lucie County shall continue to support public education and outreach programs addressing issues including but not limited to: energy efficiency; water conservation; solid waste reduction and recycling; native landscaping; air quality; greenhouse grass reduction; and adaptation and response planning.

Policy 8.1.7.43 – The County shall coordinate with regional agencies in the identification of modeling resources and development of adaptation strategies.

Policy 8.1.7.54 – The County shall encourage partnerships between local government agencies, universities, professionals and practitioners to foster an environment for connecting scientific research and education with practical applications that will contribute to the resiliency and adaptation within the built and natural environments.

Capital Improvements Element
Goals, Objectives and Policies

Goal 9.1: To provide public facilities necessary to achieve and maintain adopted level of service standards concurrent with demand through fiscally sound capital improvement programming and budgeting.

Objective 9.1.1: Define types of public facilities, establish standards for Level of Service for each type of public facility, and determine what capital improvements are needed in order to achieve and maintain standards (as well as to repair or replace existing public facilities).

Policy 9.1.1.1 – County-wide public~~Public~~ facilities means the capital improvements and systems of each of the following: roads, mass transit, stormwater management, potable water, sanitary sewer, solid waste, parks and recreation, libraries, jails, courthouse facilities, administrative facilities, mosquito control, Treasure Coast International Airport, public education and shall include land, structures, the initial furnishings and equipment, design, permitting, and construction costs.

Policy 9.1.1.2 - The County shall establish standards for Levels of Service for public facilities, as follows:

a. Category A Public Facilities are ~~roads~~ Transportation/roads, drainage/stormwater management, potable water, sanitary sewer, solid waste, schools, parks and recreation facilities shall be used for concurrency, all of which are addressed in other elements of this Comprehensive Plan.

b. Category B Public Facilities are libraries, administration, mosquito control, and Treasure Coast International Airport as owned, operated or developed by St. Lucie County. Category B Public Facilities are not used for concurrency purposes as provided for in the Concurrency Management System.

Policy 9.1.1.3 - The quantity of public facilities necessary to eliminate existing deficiencies and to meet the needs of future growth shall be determined for every type of public facility by the following calculation:

$$Q = (S \times D) - E.$$

Where: Q is the quantity of public facility needed, S is the standard for Level of Service, D is the demand, such as the population, and E is the inventory of existing facilities.

The calculation will be used for existing demand in order to determine existing deficiencies. The calculation will be used for projected demand in order to determine needs of future growth. The estimates of projected demand will account for demand that is likely to occur from previously issued development orders as well as future growth. Public facilities to serve demand from previously issued development orders shall be included in "D" (demand) in the preceding calculation.

Policy 9.1.1.4 - The public facility formula will be used for current demand in order to determine existing deficiencies. The public facility formula will be used for projected demand in order to determine needs of future growth. The estimates of projected demand will account for demand that is likely to occur from previously issued development orders as well as future growth.

Policy 9.1.1.5 - Demand that is likely to occur from previously issued development orders which require a Certificate of Capacity will be addressed by the County "reserving" capacity of public facilities for development orders that were issued by the County prior to the adoption of this Comprehensive Plan and that are determined to have vested rights for purposes of the concurrency management system.

Policy 9.1.1.6 - The County requires persons with legitimate and substantial vested rights to continue development in good faith in order to reserve capacity of public facilities. The County will not reserve capacity of public facilities for previously issued development orders that do not have vested rights for purposes of concurrency management, and/or which do not continue development in good faith.

Policy 9.1.1.7 - There are three circumstances in which the standards for Levels of Service are not the exclusive determinant of need for a public facility:

a. Calculated needs for public facilities in coastal high hazard areas are subject to all limits and conditions in Coastal Management Element of this Plan (see Policy 9.1.5.1).
b. Replacement of obsolete or worn-out facilities, and repair, remodeling and renovation, will be determined by the Board of County Commissioners upon the recommendation of the County Administrator.
c. Public facilities that provide Levels of Service in excess of the standards adopted in this Plan may be constructed or acquired at any time as long as both conditions 1) and 2) and at least one of the conditions 3) through 5) are met:
    1) The facility does not make financially infeasible any public facility of the same type that is needed to achieve or maintain the standards for Levels of Service adopted in this Plan,
    2) The facility does not contradict, limit or alter the achievement of the overall goals, objectives and policies of this Plan,
    3) The excess capacity is an integral part of a capital improvement that is needed to achieve or maintain standards for Levels of Service,
    4) The excess capacity provides economies of scale making it less expensive than a comparable amount of capacity if acquired at a later date,
    5) The asset acquired is land that is environmentally sensitive, or designated by the County as necessary for conservation, recreation or protection of high hazard coastal areas.

Policy 9.1.1.8 - Capital improvement projects that increase or maintain Category A level of service standards shall be included in the regular Schedule of Capital Improvements contained in this Capital Improvements Element.

Policy 9.1.1.9 - The determination of location of improvements to expand public facilities will take into consideration projected growth patterns. Where applicable, public facility improvements will be coordinated with the capital facility plans of any other governmental entity providing public facilities within St. Lucie County.

Policy 9.1.1.10 - The following public facility improvements within a facility type are to be considered in the following order of priority, as determined by the Board of County Commissioners:

a. Replacement of obsolete or worn-out facilities, including repair, remodeling and renovation of facilities that contribute to achieving and/or maintaining Levels of Service.
b. New facilities that reduce or eliminate existing deficiencies in Levels of Service.
c. New public facilities, and improvements to existing public facilities, that eliminate public

hazards not otherwise eliminated by improvements prioritized according to Subsections a. or b., above.

d. New or expanded facilities that provide the adopted Levels of Service for new development and redevelopment during the next five fiscal years, as updated by the annual review of this Capital Improvements Element. St. Lucie County may acquire land or right-of-way in advance of the need to develop a facility for new development. The location of facilities constructed pursuant to this Subsection shall conform to the Future Land Use Element, and specific project locations shall serve projected growth areas within the allowable land use categories.
e. Improvements to existing facilities, and new facilities that significantly reduce the operating cost of achieving and/or maintaining Levels of Service.
f. New facilities that exceed the adopted Levels of Service for new growth during the next five fiscal years by either:
    1) Providing excess public facility capacity that may be needed by future growth beyond the next five fiscal years, or
    2) Providing higher quality public facilities than are contemplated in the County's normal design criteria for such facilities.
g. Facilities not described in Subsections a. through e., above, but which the County is obligated to complete, provided that such obligation is evidenced by a written agreement the County executed prior to July 31, 1990.
h. Project evaluation may also involve additional criteria that are unique to each type of public facility, as described in other elements of this Comprehensive Plan.
i. The County shall review the best available data and science in its policy and planning decisions for public facilities, recognizing vulnerability, resiliency and the need to withstand increased storm surge and flooding in evaluating public infrastructure decisions.

Policy 9.1.1.11 - When any County arterial or collector road or segment of such a road is determined to be operating one Level of Service below its adopted standard, the County shall exercise one of the following.

a. Enter into a contract that will result in the addition of capacity to the facility within six months (or longer if under an ~~Development~~ Agreement) of the determination that the facility is operating below its Level of Service Standard, and delay issuance of development orders until the contract has been executed;
b. Enter into an enforceable ~~development~~ agreement that specifies that new development will provide for the upgraded facility;
c. Amend the Comprehensive Plan to lower the Level of Service ~~at the next opportunity~~; or
d. Not issue any development permits in the impacted area.

The purpose of providing for the temporary operation below the adopted Level of Service is to provide a reasonable period of time to restore the Level of Service through appropriate improvements to roads that are forecast to operate at the adopted Level of Service, but which may unexpectedly operate at a lower Level of Service. All development orders issued pursuant to this Policy shall be conditioned on the attainment of the adopted Level of Service. However, this Policy shall not impair the County's right to refuse to issue a development order pursuant to this Policy if the Board of County Commissioners determines that the resultant lower Level of Service caused by the proposed development order would constitute a threat to public health or safety.

Policy 9.1.1.12 - The standards for Levels of Service for Category A Public Facilities shall be as follows:

Drainage/Stormwater Level of Service Standards			
Structure/Facility	10 yr., 24 hr.	10 yr., 72 hr.	100 yr., 72 hr.
Houses/Building	<FFE[1]	<FFE	<FFE
Evacuation Routes[2]	1/2W[3]	<0.5 ft.	<1.0 ft.
Arterial Roads[4]	1/2W	<0.5 ft.	<1.0 ft.
Other Roads[5]	<0.5 ft.	<0.75 ft.	<1.5 ft.
1	Peak flood stages less than first (finished) floor elevation based on available data.		
2	Evacuation routes as defined by the County and the Treasure Coast Regional Planning Council.		
3	Flooding limited to each side of the road such that one-half of the roadway width (W) or one travel lane is not flooded.		
4	Roads as defined by St. Lucie County or reflected in the Federal Highway Administration Functional Classification and Urban Boundary Map~~with four or more travel lanes~~, roads that are only access to a respective area/development (secondary evacuation routes).		
5	Other roads which are not critical for evacuation, but which will be used to estimate encroachment on FFEs.		

Transportation/Roads Level of Service Standards - Non-SIS Facilities

Facility Type	**Peak Hour/Peak Direction[4]**	**Inside a Transportation Concurrency Management Area[1] [4]**	**Constrained /Backlogged Facility[4]**
Non-State Roadway (Local)	D	D	Maintain[2]
Non-State Roadway (Major City/County Road)	D	E [3]	Maintain
Non-State Roadway (Arterial)	E[3]	E [3]	Maintain
Other State Roads			
Multi-Lane (Rural/Urban)			
Rural	B	N/A	N/A
Urban	D		Maintain[2]
Two-Lane (Rural/Urban)			
Rural	C	N/A	N/A
Urban	D	N/A	Maintain[2]

1.	Transportation Concurrency Management Areas are geographically compact areas designated in local government comprehensive plans where intensive development exists or is planned in a manner that will ensure an adequate level of mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of existing downtowns and designated redevelopment areas protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, bicycling, walking and other alternatives to the single occupant automobile. Transportation concurrency management areas may be established in a comprehensive plan in accordance with principles contained in in Section 163.3180, F.S.

Facility Type	Peak Hour/Peak Direction[4]	Inside a Transportation Concurrency Management Area[1 4]	Constrained /Backlogged Facility[4]
2.	Maintain means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an increase in average annual daily traffic volume of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, significant degradation means for 100th highest hour of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities, or for intrastate roadways in transportation concurrency management areas, significant degradation means (1) an increase in average annual daily traffic volume of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak directions in the 100th highest hour of 10 percent below the speed, of the adopted LOS standard. For other state roads in transportation concurrency management areas, significant degradation means that amount defined in the transportation mobility element. For constrained roadways meeting or exceeding the level of service standards, (maintain) does not apply until the roadway is operating below the applicable minimum level of service standard.		
3.	The County wishes to maintain a LOS D or better for all roadways but recognizes that allowing a LOS E allows development to proceed while a minimum of LOS D might cause severe constraints on private development. A development may proceed with LOS of E, when the Board of County Commission makes a finding to allow LOS E when considering the proposal. However, a LOS D will be utilized for these roadways when establishing transportation/multimodal impact fees.		
4.	In accordance with Section 163.3180, F.S., public transit facilities are exempt from concurrency. Public transit facilities include public transit stations and terminals; public transit station parking; public park-and-ride lots; intermodal public transit connection or transfer facilities; and public airport passenger terminals and concourses, public air cargo facilities, and public hangars for the assembly, manufacture, maintenance, or storage of aircraft. The terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility		

SIS Facilities

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatlin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C
I-95	Midway Road to SR 70/ Okeechobee Road	C
I-95	SR 70/ Okeechobee Road to SR 68/ Orange Avenue	D
I-95	SR 68/ Orange Avenue to SR 614/ Indrio Road	D
I-95	SR 614/ Indrio Road to Indian River County Line	C
Florida's Turnpike	Martin County Line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Road	C
Florida's Turnpike	SR 70/ Okeechobee Road to Indian River County	B
SR 70/ Okeechobee Road	Okeechobee County Line to Carlton Road	B
SR 70/ Okeechobee Road	Carlton Rod to McCarthy Road	B
SR 70/ Okeechobee Road	McCarthy Road to Florida's Turnpike	B
SR 70/ Okeechobee Road	Florida's Turnpike to I-95	C

Public Facility	Level of Service	Service Area
Potable Water	100 gallons per capita per day 117 gallons per capita per day (FPUA)	Unincorporated areas
Sanitary Sewer	100 gallons per capita per day 110 gallons per capital per day (FPUA)	Unincorporated areas
Solid Waste	3.88 pounds of Class I solid waste per capita per day at landfill County-wide 0.81 pounds of construction and demolition debris per capita County-wide	Countywide
Parks & Recreation	5 acres of community parks/1,000 population	Unincorporated areas
	2.5 acres of regional parks/1,000 population	Countywide
	21.2 acres of resource-based parks/1,000 population	Countywide
Schools	100% of program capacity for all schools	Countywide

~~**Policy 9.1.1.13** - The County shall amend the Adequate Facilities Ordinance to include school concurrency requirements within one year of adoption of this element.~~

Policy: 9.1.1.13~~14~~ - The standards for Level of Service for Category B Public Facilities shall be as follows:

	Level of Service	Service Area
Library	0.525 square feet of library space per capita	Countywide
	1.45 books per capita	Countywide
Mosquito Control	Maintain state standards for controlling adult mosquitoes when they exceed 25 per night.	Countywide
Airport	Provide for up to 369,192 operations per year.	NA

Category B Public Facilities are not used for concurrency purposes as provided for in the Concurrency Management System.

Policy 9.1.1.14~~15~~ - Capital Improvements for Category B Public Facilities shall be included in this element and updated annually in order to monitor maintenance of Category B level of service standards.

Policy 9.1.1.15~~16~~ - The County shall maintain the provision of Administrative and Maintenance space as the County operation grows to meet community demands.

Policy 9.1.1.16~~17~~ - The County shall continue to require new development to meet Level of Service Standards for both on- and off-site improvements, including local streets, water and sewer connection lines, stormwater management facilities, and open space.

Policy 9.1.1.17~~18~~ - A Capital Improvement is defined as follows: a major nonrecurring expenditure that includes one or more of the following:

1. Any acquisition of land for a public purpose; or
2. Any construction of a new facility (a public building, or water lines, playfield or the like)

or an addition to, or extension of such a facility; or

3. A nonrecurring rehabilitation (something which is infrequent and would not be considered annual or other recurring maintenance) or major repair of all or a part of a building, its grounds, or a facility, or equipment, provided that the cost is $50,000 or more and the improvement will have a useful life of ten years or more;
4. Purchase of major equipment items with a cost, individually or in total, of $25,000.00~~100,000.00~~ or more, which have a useful life of ten years or more;
5. Any planning, feasibility, engineering or design study related to an individual capital project or to a program that is implemented through individual capital improvement projects; or
6. Any expenditure that pertains to a physical asset which has been identified as an existing or projected need in one or more individual Comprehensive Plan amendments.

Policy 9.1.1.18~~19~~ - The County adopts by reference the St. Lucie School District Five Year District Facilities Work Program.

Fiscal Analysis of Estimated Transportation Capital Improvements (excluding I-95)

Committed Funding

Funding Source	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	
Balance From Previous Year	$0	$0	$1,453,809	$2,907,618	$4,361,427	
Impact Fees Credited for Roadways*	$0	$1,453,809	$1,453,809	$1,453,809	$3,971,286	
General Fund Allocation	$0	$0	$0	$0	$0	
Developers' Agreements	$0	$0	$0	$0	$0	**
Special District/MSTU	$0	$0	$0	$0	$15,934,613	**
Grants			$0	$0	$6,700,000	***
FDOT Adopted Work Plan					$147,145,341	
Total Funding	$0	$1,453,809	$2,907,618	$4,361,427	$178,112,667	
Capital Improvements Cost	$0	$1,453,809	$0	$0	$178,112,667	
Balance	$0	$1,453,809	$2,907,618	$4,361,427	$0	

To be deleted

* Per unit impact fee for roadways/ schedule 3 of Chapter 10 of submitted data and analysis

** Developments presently in the approval process but not yet finally approved, are anticipated to construct roadway improvements that will reduce the amount of funding needed from the Special District/MSTU. Special District funding to be used only to the extent that impact fees, proportionate fair-share contributions, and other developer contributions are inadequate to fund scheduled capital improvements.

***Grants from TRIPS, Council on Aging [this table was last updated in 2007]

Expenditures for Maintenance, Repair and Renovation from 1.50 Mills and PECO

Item	2024-2025 Budget	2025-2026 Budget	2026-2027 Budget	2027-2028 Budget	2028-2029 Budget	TOTAL
HVAC	4,850,000	18,397,943	4,397,943	21,397,943	4,397,943	53,441,772
Flooring	1,050,000	1,906,057	1,906,057	1,906,057	1,906,057	8,674,228
Roofing	2,685,000	438,664	4,938,664	438,664	438,664	8,939,656
Safety to Life	1,052,650	962,272	962,272	962,272	962,272	4,901,738
Fencing	100,000	131,469	131,469	131,469	131,469	625,876
Parking	382,815	0	0	0	0	382,815
Electrical	2,065,000	1,554,000	1,554,000	1,554,000	1,554,000	8,281,000
Fire Alarm	225,000	150,000	150,000	150,000	150,000	825,000

Telephone/intercom System	810,000	384,933	384,933	384,933	384,933	2,349,732
Closed Circuit TV	1,415,756	1,359,423	1,359,423	1,359,423	1,359,423	6,853,448
Paint	600,000	597,635	597,635	597,635	597,635	2,990,540
Maintenance/Repair	4,800,000	1,110,096	1,110,096	1,110,096	1,110,096	9,240,384
Sub Total	**20,036,221**	**26,992,492**	**17,492,492**	**29,992,492**	**12,992,492**	**107,506,189**
	2025-2025 Budget	**2025-2026 Budget**	**2026-2027 Budget**	**2027-2028 Budget**	**2028-2029 Budget**	**TOTAL**
PECO Maintenance Expenditure	0	0	0	0	0	0
1.50 Mill Sub Total	**24,192,967**	**30,674,882**	**21,174,882**	**33,674,882**	**12,992,492**	**122,710,105**

Local 1.50 Mill Expenditure for Maintenance, Repair and Renovation

Item	**2024-2025 Budget**	**2025-2026 Budget**	**2026-2027 Budget**	**2027-2028 Budget**	**2028-2029 Budget**	**TOTAL**
Remaining Maint and Repair from 1.5 Mills	24,192,967	30,674,882	21,174,882	33,674,882	12,992,492	122,710,105
Maintenance and Repair Salaries	9,830,379	9,830,379	9,830,379	9,830,379	9,830,379	49,151,895
School Bus Purchases	11,570,524	4,985,519	4,985,519	4,985,519	4,985,519	31,512,600
Other Vehicle Purchases	0	0	0	0	0	0
Capital Outlay Equipment	6,351,470	5,079,238	5,079,238	5,079,238	5,079,238	26,668,422
Rent/Lease Payments	519,737	919,313	919,313	919,313	919,313	4,196,989
COP Debit Service	23,157,707	24,225,582	24,122,607	22,573,238	22,509,881	116,589,015
Rent/Lease Relocatables	0	0	0	0	0	0
Environmental Problems	478,468	442,223	442,223	442,223	442,223	2,247,360
s. 1011.14 Debt Service	0	0	0	0	0	0
Special Facilities Construction Account	0	0	0	0	0	0
Premiums for Property Casualty Insurance 1011.71 (4a,b)	7,896,360	7,896,360	7,896,360	7,896,360	7,896,360	39,481,800
Qualified School Construction Bonds (QSCB)	0	0	0	0	0	0
Qualified Zone Academy Bonds (QZAB)	0	0	0	0	0	0
Local Expenditure Totals:	**83,997,612**	**84,053,496**	**74,450,521**	**85,401,152**	**64,655,405**	**392,558,186**

Objective 9.1.2: Provide needed public facilities that are within the ability of the County to fund ~~the facilities~~ from County revenues, development's proportionate share and contributions and grants or gifts from other sources.

Policy 9.1.2.1 - The estimated costs of all needed capital improvements shall not exceed conservative estimates of revenues from sources that are available to the County pursuant to or not precluded by current statutes, and which have not been rejected by referendum, if a referendum is required to enact a source of revenue.

Policy 9.1.2.2 - The County will allocate the costs of new public facilities on the basis of the benefits received by existing and future residents so that current residents will not subsidize new development.

Policy 9.1.2.3 – Both existing and future development contribute to the costs for the provision of public facilities, as follows:

A. Future development. Future development shall pay for 100 percent of the capital improvements needed to address the impact of such development. Future development's proportion of the cost of capital improvements needed to address the impact of such development shall be determined, in part, by the County's multimodal and impact fee ordinances and supporting studies, which shall include credits for certain contributions ~~other payments~~ by future development. Impact fees, enterprise fund user charges, connection fees, and other user fees paid by new development shall be reviewed every two years to assure that provision of capital improvements needed to address the impact of future development will not increase ad valorem tax rates. Upon completion of construction, "future" development becomes "present" development, and shall contribute to paying the costs of the replacement of obsolete or worn out facilities as described in subsection B below.

   Future development's payments may take the form of, but are not limited to, voluntary contributions for the benefit of any public facility, impact fees, multimodal fees, capacity fees, dedications of land, provision of public facilities, and future payments of user fees, special assessments and taxes. Future development shall not pay impact fees for the portion of any capital improvements that reduces or eliminates existing deficiencies.

B. Existing development or “present” development. Existing development shall pay for the capital improvements to facilities that reduce or eliminate existing deficiencies, and some or all of the replacement of obsolete or worn out facilities.

   Existing development's payments may take the form of user fees, special assessments, and taxes.

Policy 9.1.2.4 - Both existing and future development may have part of their costs paid by grants, entitlements or provision of public facilities from other levels of government and independent districts.

Policy 9.1.2.5 - Capital improvements may be financed, and debt shall be managed as follows:

a. Public facilities financed by County enterprise funds (i.e., automated services, potable water, sanitary sewer and solid waste) shall be financed by:
   1) Debt to be repaid by user fees and charges for enterprise services, or
   2) Current assets (i.e., reserves, surpluses and current revenue), or
   3) A combination of debt and current assets.

b. The financing of the capital cost of public facilities with non-enterprise funds (i.e., roads, stormwater management and parks) shall be from current revenue, equity or debt, or a combination of current revenue, equity and debt, whichever may be most cost effective and consistent with prudent asset and liability management, given the useful life of the assets to be financed and efficient use of the County's debt capacity.

c. All development orders issued by the County which require public facilities that will be financed by debt shall be conditioned on the issuance of the debt, or the substitution of a comparable amount of non-debt revenues.

Policy 9.1.2.6 - The County shall not provide a public facility, nor shall it accept the provision of a public facility by others, if the County is unable to pay for the subsequent annual operating and maintenance costs of the facility.

Policy 9.1.2.7 - In the event that sources of revenue listed in the Schedule of Capital Improvements of this Element require voter approval in a local referendum that has not been held, or a referendum is held and is unsuccessful, this Comprehensive Plan will be amended to include one or more new revenue sources which shall not increase the County's existing debt. Alternatively, this Comprehensive Plan may be amended to adjust for the lack of revenues, in any of the following ways:

1. Increase the use of other sources of revenue.
2. Reduce the standard for levels of service for one or more public facilities.
3. Decrease the cost, and therefore the quality, of some types of public facilities while retaining the quantity of the facilities that is inherent in the standard for Levels of Service.
4. Phase or delay the provision of the public facility.
5. A combination of the above alternatives.

Policy 9.1.2.8 - All development orders issued by the County which require Category A public facilities that will be financed by sources of revenue which require voter approval in a local referendum that is yet to be held shall be conditioned on the referendum being approved, or the substitution of other sources of revenue to ensure that facilities are provided concurrent with need.

Policy 9.1.2.9 - Recognizing that future funding opportunities may be less than or greater than originally anticipated and that overall the County will operate within a constrained financial setting, the first priority for allocation of monies for capital purposes is for the maintenance of the County's present facilities so as to ensure proper protection of the investments in such facilities.

Policy 9.1.2.10 - The County shall prudently limit the amount of debt it assumes for capital improvements or other purposes. At a minimum, the County shall not assume debt obligations which would result in the County exceeding the debt ratios established by state law.

Objective 9.1.3: Within the County's financial capability, provide needed capital improvements for repair or replacement of obsolete or worn out facilities, eliminating existing deficiencies, and meeting the needs of future development and redevelopment caused by previously issued and new development orders.

Policy 9.1.3.1 - The County shall provide, or arrange for others to provide, the public facilities listed in the Schedule of Capital Improvements of this Capital Improvements Element.

Policy 9.1.3.2 - Pursuant to Section 163.3177, Florida Statutes, the Schedule of Capital

Improvements may be adjusted by ordinance not deemed to be an amendment to the Comprehensive Plan for corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the plan; or the date of construction of any facility enumerated in the Schedule of Capital Improvements.

Policy 9.1.3.3 - The County shall adopt a capital budget as part of the annual budgeting process that includes all the capital improvements projects listed in the Schedule of Capital Improvements for expenditure during the appropriate fiscal year, except that the County may omit from its annual budget any capital improvements for which a binding agreement has been executed with another party to provide the same project in the same fiscal year.

Policy 9.1.3.4 - The County shall utilize the following implementation schedule to aid state requirements for annual updates and to ensure level of service standards are maintained:

- Preliminary meetings to discuss~~ion of~~ capital improvement needs ~~during Strategic Planning Committee meeting in November~~.
- Prepare capital improvement plan in coordination with County budget ~~for approval in April~~.
- Capital improvement plan/budget workshop in July with the Board of County Commissioners for discussion of proposed projects and financing
- Public hearing on capital improvement plan/budget in September.
- Revise Schedule of Capital Improvements and update Capital Improvement Element ~~in October~~.

Objective 9.1.4: Coordinate land use decisions and available or projected fiscal resources with a schedule of capital improvements that maintains adopted Level of Service Standards and meets existing and future facility needs.

Policy 9.1.4.1 - All Category A public facility capital improvements shall be consistent with the goals, objectives and policies of the appropriate elements of this Comprehensive Plan.

Policy 9.1.4.2 - The County shall integrate its land use planning and decisions with its plans for public facility capital improvements by using the policies listed in this section of the Capital Improvements Element. The location of, and Level of Service provided by projects in the Schedule of Capital Improvements shall maintain adopted standards for Levels of Service for existing and future development in a manner and location consistent with the Future Land Use Element of this Comprehensive Plan. Individual land use decisions shall be consistent with the Comprehensive Plan and the ability of the County to provide and maintain Level of Service.

Policy 9.1.4.3 - The County shall continue to implement its Land Development Code for adequate public facilities to provide for a system of review of various applications for development orders which applications, if granted, would impact the Levels of Service of Category A and issue Certificates of Capacity. ~~Such system of review shall assure that n~~No final development order shall be issued which results in a reduction in the Levels of Service. The Land Development Code shall address the following, at a minimum, in determining whether a development order can be issued.

Public health and safety, sanitary sewer, solid waste, drainage, and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy by the county or its functional equivalent.

A. No final development order shall be issued by the County unless there ~~shall be~~is sufficient capacity of Category A public facilities to meet the adopted standards for

Levels of Service for the existing and committed development and for the proposed development according to the following deadlines:

1) Prior to the issuance of a building permit for the following public facilities, confirm the facilities will be available no later than the anticipated date of issuance of a certificate of occupancy:
    (a) Potable water.
    (b) Sanitary sewer.
    (c) Solid waste.
2) Prior to the issuance of the building permit, assurance as to the completion for the following public facilities within the next twelve (12) months must be provided:
    ~~(a) Arterial and collector roads.~~
    (a~~b~~) Storm water management/Drainage.
3) Prior to the issuance of the building permit, have entered into a binding agreement to pay for or construct its proportionate share of required improvements within a timeframe that mitigates impacts; or have other assurance as to the completion for the following public facilities within the next twelve (12) months must be provided:
    (a) Transportation/Roads

B. The capacity of Category A public facilities shall be evaluated ~~determined~~ for preliminary development orders according to one of the following:
    1) The applicant may request a determination of such capacity as part of the review and approval of the preliminary development order provided that:
        (a) The determination that such capacity is available shall apply only to specific uses, densities, and intensities based on information provided by the applicant, and included in the development order, and
        (b) The determination that such capacity, if encumbered/reserved, is available shall be valid for development that is completed within a period:
            (1) Not to exceed two (2) years, or
            (2) Any period of time acceptable to the County and the applicant, provided that the period of time is explicitly set forth in a binding ~~development~~ agreement as authorized by Florida Statutes, and the applicant provides one or more of the following assurances, acceptable to the County in form and amount, to guarantee the applicant's pro rata share of the County's financial obligation for public facilities which are constructed by the County for the benefit of the subject property:
                [a] Performance bond,
                [b] Irrevocable letter of credit,
                [c] Prepayment of impact fees,
                [d] Prepayment of capacity (i.e., prepayment of capacity connection charges), or
                [e] Formation of a Community Development District pursuant to Chapter 190, Florida Statutes.
        (c) Whenever an applicant's pro rata share of a public facility is less than the full cost of the facility, the County shall do one of the following:
            (1) Contract with the applicant for the full cost of the facility, including terms regarding reimbursement of the applicant for costs in excess of the applicant's pro rata share, or
            (2) Obtain assurances similar to those in subsection (b)[2] from other sources, or
            (3) Amend this Comprehensive Plan to modify the adopted standard for the Level of Service so as to reduce the required facility to equal the applicant's needs.

(d) Pursuant to (a) and (b), above, no further determination of capacity for the subject property shall be required prior to the expiration of the determination of capacity for the preliminary development order, except that any change in the density, intensity or land use that requires additional public facilities or capacity is subject to review and approval or denial by the County. The determination of capacity for the preliminary development order shall be considered a reservation of capacity until the end of the time periods specified in Policy 9.1.4.3.(B)(1)(b) above, or until the County is notified in writing by the applicant that the project will not be undertaken during those time periods and that the applicant voluntarily yields the reserved capacity. Public facility capacity that is determined to be available pursuant to this subsection shall be reserved on behalf of the preliminary development order in such a manner as to prevent the overuse or over commitment of the same public facility capacity.

(1) Notwithstanding the procedures outlined in Policy 9.1.4.3.(B)(1), all approvals at the preliminary development order stage shall include a condition that the final development order containing a specific plan for development, including the densities and intensities of development, will not be issued unless public services and facilities exist or are assured to be available to meet or exceed the Level of Service Standards concurrent with the impacts of development.

(2) The applicant may elect to request approval of a preliminary development order without a determination of capacity of Category A public facilities provided that any such order is issued subject to requirements in the applicable land development regulation or to specific conditions contained in the preliminary development order that:

[a]~~(e)~~ Final development orders for the subject property are subject to a determination of capacity of Category A public facilities,

[b]~~(f)~~ No rights to obtain final development orders, nor any other rights to develop the subject property have been granted or implied by the County's approval of the preliminary development order without determining the capacity of public facilities.

[c]~~(g)~~ Applicants for development orders may offer to provide public facilities at the applicant's own expense in order to ensure sufficient capacity of Category A public facilities, as determined according to Paragraphs a and b, above. Development orders may be issued subject to the provision of public facilities by the applicant subject to both of the following requirements:

[1]~~(1)~~ The County and the applicant enter into an enforceable ~~development~~ agreement which shall provide, at a minimum, a schedule for construction of the public facilities and mechanisms for monitoring to insure that the public facilities are completed concurrent with the impacts of the development, or the development will not be allowed to proceed.

[2]~~(2)~~ The public facilities are contained in the Schedule of Capital Improvements of the Comprehensive Plan.

(e~~h~~) If public facilities are provided at an applicant's own expense, as allowed in subparagraph (c) above, the facility shall not be provided later than the fiscal year for which that facility was programmed in the Schedule of Capital Improvements.

Policy 9.1.4.4 - A preliminary development order is defined as a DRI Development approval, zoning amendment approval, preliminary plat approval, preliminary development plan approval, Comprehensive Plan amendment approval, preliminary Planned Unit Development approval, or any other development order other than a final development order and for which there are not found to be any impacts of development. A preliminary development order does not authorize the commencement of construction or land alteration.

Policy 9.1.4.5 - The impacts of development on public facilities within St. Lucie County are found to occur at the same time as development authorized by a final development order. The Board defines final development order as a building permit, a vegetation removal permit, conditional use approval, mining permit, final site plan, Board of Adjustment approval, or any other development order which has an immediate and continuing impact upon the infrastructure. The County shall determine, prior to the issuance of final development orders, whether or not there is sufficient capacity of Category A public facilities to meet the standards for Levels of Service for existing population and the proposed development concurrent with the proposed development. A final development order authorizes the commencement of construction or land alteration.

Policy 9.1.4.6 - The Land Development Code of the County shall provide that applications for development orders that are denied because of insufficient capacity of public facilities may be resubmitted after a time period to be specified in the Land Development Code. Such time period is in lieu of, and not in addition to, other minimum waiting periods imposed on applications for development orders that are denied for reasons other than lack of capacity of public facilities. The Land Development Code shall require that developments commence within a specified time after a development order is issued, or the development order shall expire, subject to reasonable extensions of time based on criteria included in the regulations. The Land Development Code ~~also~~ shall provide for the County to reserve capacity for approved final development orders for a specified period of time.

Policy 9.1.4.7 - Impact fee ordinances shall require the same standard for the Level of Service as is required by the Comprehensive Plan.

Policy 9.1.4.8 - The annual budget shall include in its capital appropriations all projects in the Schedule of Capital Improvements that are planned for expenditure during the next fiscal year.

Policy 9.1.4.9 - The County's annual multiyear Capital Improvement Program (CIP) shall be prepared in conjunction with the annual review and update of the Capital Improvements Element. The CIP shall contain all of the projects listed in the updated Schedule of Capital Improvements.

Policy 9.1.4.10 - The Capital Improvements Element shall be reviewed and updated annually. ~~Beginning in April of each year, the~~ The element shall be updated in conjunction with the County's budget process and the release of the official population estimates and projections by the Office of Economic and Demographic Research (OEDR). Projections from the Bureau of Economic and Business Research (BEBR) of the University of Florida may be utilized as well. The update shall include:

A. Revision of population projections to reflect both the official projections from OEDR and any formally adopted local estimates prepared by the Planning and Development Services Department,
B. Update of inventory of public facilities,
C. Update of costs of public facilities,

D. Update of Public Facilities Requirements analysis (actual Levels of Service compared to adopted standards),
E. Update of revenue forecasts,
F. Revision and development of capital improvement projects for the next five fiscal years,
G. Update of analysis of financial capacity, and
H. Update of analysis of any pending public education facility impacts on infrastructure.
I. Review of relevant data and science for storm events, storm surge and flooding. Evaluation of the costs and benefits of adaptation alternatives in the location and design of new infrastructure as well as the fortification or retrofitting of existing infrastructure.
J. Review of the most energy efficient technologies available and cost savings related to reduced energy needs, operations and maintenance saved.

Policy 9.1.4.11 – County shall incorporate the best available data and science into its policy and planning decisions for public facilities, recognizing resiliency and the need to withstand increased storm surge and flooding in evaluating public infrastructure decisions. To help inform decision making, the June 2025 St. Lucie County Regional Resilience Vulnerability Assessment Report shall be available to evaluate the potential vulnerability of public facilities to the risks posed by flood impacts (flooding resulting from extreme rainfall, high tide flooding, storm surge, sea level rise and compound flooding). The report includes results for future flood scenarios for 2040 and 2070 as required by Section 380.093 F.S., for Resilient Florida Program funding.

Policy 9.1.4.12~~11~~ – The County shall establish and maintain a Concurrency Implementation and Monitoring System. The System shall consist of the following components:

A. Annual report on the capacity and Levels of Service of public facilities through the update of the Schedule of Capital Improvements. This report will function as a public information source to summarize the actual capacity of public facilities, and forecast the capacity of public facilities for each of the five succeeding fiscal years. The report shall be prepared in conjunction with the updated Schedule of Capital Improvements. The annual report shall also summarize and forecast capacities and Levels of Service for comparison to the standards adopted in the Capital Improvement Element, but such portion of the annual report shall be for information purposes only and shall not pertain to the issuance of development orders by the County.
B. Public Facility Capacity Review. A separate record shall be maintained during each fiscal year to indicate the cumulative impacts of all development orders approved during the fiscal year-to-date on the capacity of public facilities as set forth in the most recent annual report on capacity and Levels of Service of public facilities.
C. Concurrency Implementation Strategies. The County shall annually review the concurrency implementation policies that are incorporated in this Capital Improvements Element:
    (1) Standards for Levels of Service are phased to specific fiscal years in order to provide clear, unambiguous standards for issuance of development orders.
    (2) Standards for Levels of Service are applied within appropriate geographical areas of the County. Standards for County-wide public facilities are applied to development orders based on Levels of Service throughout the County. Standards for public facilities that serve less than the entire County are applied to development orders on the basis of Levels of Service within assigned service areas.
    (3) Standards for Levels of Service are applied according to the timing of the impacts of development on public facilities. Final development orders, which impact public facilities in a matter of months, are issued subject to the availability of water, sewer, and solid waste facilities prior to the issuance of the building permit, and other

public facilities (i.e., roads, parks, and drainage) must be available within twelve months of the issuance of the building permit or as provided with the approval of a binding agreement.. Preliminary development orders can be issued subject to public facility capacity, but the capacity determination expires in two years. As an alternative, the determination of public facility capacity for preliminary development orders can be waived with an agreement that a capacity determination must be made prior to issuance of any final development order for the subject property. Such a waiver specifically precludes the acquisition of rights to a final development order as a result of the issuance of the preliminary development order.

(4) Levels of Service are compared to adopted standards on an annual basis. Annual monitoring is used, rather than case-by-case monitoring, for the following reasons: a) annual monitoring corresponds to annual expenditures for capital improvements during the County's fiscal year; b) annual monitoring covers seasonal variations in Levels of Service; and c) case-by-case monitoring would require applicants for development orders or the County to conduct costly, time-consuming research which would often be partially redundant of prior research, or involve disparate methodologies and produce inconsistent results.

(5) Public facility capital improvements are prioritized among competing applications for the same amount of facility capacity according to the criteria in the Capital Improvements Element. If any applications have to be deferred to a future fiscal year because of insufficient capacity of public facilities during the current fiscal year, the applications to be deferred will be selected on the basis of rational criteria as determined by the Board of County Commissioners.

COASTAL HIGH HAZARD AREAS

Objective 9.1.5: The County shall protect the coastline and avoid loss of life and property in coastal areas by minimizing land development and public facilities in coastal high hazard areas. The coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Policy 9.1.5.1 – Publicly funded infrastructure shall not be constructed within the Coastal High Hazard Area unless the expenditure is for:

A. Restoration or enhancement of natural resources or public access;
B. Land application of treated effluent disposal (irrigation) on public and private open spaces;
C. Flood-proofing water and sanitary sewage facilities;
D. The development or improvement of a facility which will serve a crucial need by ameliorating the evacuation time of residents of the County;
E. Reconstruction of seawalls that are essential to the protection of existing public facilities or infrastructure;
F. The retrofitting of stormwater management facilities for water quality enhancement of stormwater runoff; or
G. Port facilities.

SCHEDULE OF CAPITAL IMPROVEMENTS

The following tables show the Capital Improvements for the FY25 through FY 29 ~~FY 2017/18 - FY 2021/22~~ period. From the St. Lucie County Capital Improvements Plan FY25 through FY 29 ~~FY 2017/18 - 2021/22~~.

TRANSPORTATION/ROADS							
Capital Improvements for the FY25 through FY 29							
Expenditures	**Funding Source***	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Arterial A (Midway Road to Orange Avenue)	Impact fees				$1,000,000		$2,000,000
Glades Cut Off Rd Widening & Improvements	Impact fees		$3,500,000	$6,000,000	$6,000,000	$7,600,000	$85,500,000
Jenkins Road Phase 2 (from Glades Cut Off Rd to Orange Ave)	Impact fees						$69,000,000
Jenkins Road Phase 3 (from Orange Ave to St Lucie Blvd)	Impact fees						$49,000,000
Lennard Rd / Tilton Rd Drainage	Impact fees	$1,500,000					
Tilton Rd Watershed Bypass Culvert Project Phase 2	Impact fees	$2,000,000					
Midway Rd (Glades Cut Off to Jenkins) Includes Tpk Interchange	Impact fees						$75,250,000
Selvitz Rd and Glades Cut Off Rd Intersection Improvements	Impact fees	$5,294,385	$5,294,385				
Walton Road Sidewalk (Lennard Rd to Green River Pkwy)	Impact fees	$400,000					
North County Airport Connector (I-95 to King's Hwy)	Impact fees			$2,000,000	$2,000,000	$2,000,000	$50,000,000
Oleander Ave Sidewalk (South Market Ave to Edwards Rd)	Impact fees	$150,000		$450,000			
Edwards Rd Widening (Jenkins Rd to 25th St)	Impact fees	$2,000,000	$2,000,000	$2,000,000	$1,000,000	$1,000,000	$15,000,000
Edwards Road Widening (Selvitz Road to Jenkins Road)	Impact fees	$1,000,000					$15,000,000
Impact Fee Study/ Mobility Plan	Impact fees	$140,000					
Range Line Road (construct 2 lanes north of Glades Cut Off Rd) [A]	Developer constructing						
Range Line Road (4 lane widening south of Glades Cut Off Rd to Crosstown) [A]	Developer constructing						
Range Line Road (4 lane north of Glades Cut Off Rd) [A]	TBD						TBD (includes prop share)
Glades Cut Off Rd (4 lane Range Line Rd to Oak Ridge Ranches entrance) [A]	Developer constructing						
Glades Cut Off Rd (intersection at Range Line Rd) [A]	Developer constructing & TBD						TBD (includes prop share)

Glades Cut Off Rd (Oak Ridge Ranches entrance to western property line)[A]	Developer constructing & TBD						
Angle Road (turn lanes and intersection improvements at Jenkins Rd)[B]	TBD Developer constructing						*TBD*
Jenkins Rd (2 lane from Angle Rd to Avenue Q)[B]	TBD Developer constructing						*TBD*
Jenkins Rd (2 lane from Road G to Avenue Q and to southern ROW of Canal No. 44)[B]	TBD Developer constructing						*TBD*
Road G (2 lanes to Jenkins Rd and to Avenue A)[B]	TBD Developer constructing						*TBD*
Glades Cut Off Rd (4 lane from Commerce Parkway/Arterial A to I-95)[C]	Developer constructing						
Midway Rd (4 lane from Arterial A to I-95)[C]	Developer constructing						
Midway Rd (6 lane from Arterial A to I-95)[D]	Developer constructing						
Midway Rd (I-95 southbound and northbound ramps)[E]	Developer constructing						
Arterial A (4 lane from Midway Rd to approx. 0.65 miles to the north)[E]	Developer constructing						
Indrio Road (I-95 northbound and southbound ramps)[F]	Developer constructing						
Indrio Road (Intersection improvements at Koblegard Road)[F]	Developer constructing						
Koblegard Road (4-lane road south of Indrio Road to Buc-ee's southern property line)[F]	Developer constructing						
Koblegard Road (4-lane road north of Indrio Road)[G]	Developer constructing						
Koblegard Road (roundabout at Spanish Lakes Blvd.)[G]	Developer constructing						
Total Budgeted Expenses		**$12,484,385**	**$10,794,385**	**$10,450,000**	**$10,000,000**	**$10,600,000**	**$360,750,000**

Source: St Lucie County Office of Management & Budget 2025.
* Funding sources may include proportionate share contributions.

Notes:
[A] Oak Ridge Ranches LLC (Oak Ridge Ranches) or successor and assigns. Proportionate Share and Impact Fee Credit Agreement, 10.12.2023.
[B] Whalou Properties LLC (Eagle Bend) or successor and assigns. Proportionate Share and Impact Fee Credit Agreement, 4.21.2026.
[C] Midway Glades Developers LLC (LTC Ranch) or successor and assigns. RIF 2021-001Amended - Road Impact Fee Credit Agreement, 9.20.2022.
[D] Willow Lakes LLC (Willow Lakes) or successor and assigns.
[E] Sunrise Residential LLC (Sunrise) or successor and assigns. Roadway Improvement and Impact Fee Credit Agreement, 7.22.2025.
[F] Buc-ee's Fort Pierce LLC (Buc-ee's) Resolution 2024-171.
[G] Bender Farms Inc. (Bender) Final Site Plan Approval PDS Order 2024-60, PDS Order 2024-74, & Resolution 2024-57.

The following table lists the Florida Department of Transportation 2024 adopted Capital Improvement projects in St Lucie County. This table is a five-year work plan for fiscal years 2024/2025-2028/2029.

Item Description	Category Description	Funding Source	2025	2026	2027	2028	2029	Grand Total
A1A/SHOREWINDS DR FR 0.2 MILES W OF BR 940046 TO ATLANTIC BEACH BLVD	CONSTRUCT INSPECT CONSULT	State 100%				$257,685		**$257,685**
	PRELIMINARY ENGR CONSULT	State 100%				$73,625		**$73,625**
	RESURFACING	State 100%				$3,061,800		**$3,061,800**
FEC OVERPASS FROM SAVANNAS RECREATION AREA TO SOUTH OF SAVANNAH RD	ARTERIAL HIGHWAY CONSTR	State 100%	$60,000		$4,404,562			**$4,464,562**
	CONSTRUCT INSPECT CONSULT	State 100%			$281,393			**$281,393**
	PRELIMINARY ENGR CONSULT	State 100%	$125,000		$147,153			**$272,153**
	RIGHT-OF-WAY LAND ACQ	State 100%	$15,181	$28,036				**$43,217**
	RIGHT-OF-WAY SUPPORT	State 100%	$19,000					**$19,000**
I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70	PRELIMINARY ENGR CONSULT	Federal	$2,100,000					**$2,100,000**
JENKINS ROAD FROM CR-712/MIDWAY ROAD TO SR-68/ORANGE AVENUE	PRELIMINARY ENGR CONSULT	Federal	$1,640,000					**$1,640,000**
MIDWAY ROAD FROM SELVITZ ROAD TO US-1	ARTERIAL HIGHWAY CONSTR	Federal		$326,500	$269,448			**$595,948**
	CONSTRUCT INSPECT CONSULT	Federal		$18,478				**$18,478**
	NOT STATE BUDGET	Local		$143,190				**$143,190**
NB SR-9/I-95 EXIT RAMP TO WB SR-68/ORANGE AVENUE	CONSTRUCT INSPECT CONSULT	Federal		$82,851				**$82,851**
	HIWAY SAFETY CONSTR/GRANTS	Federal		$554,820				**$554,820**
	PRELIMINARY ENGR CONSULT	Federal		$23,672				**$23,672**
NEBRASKA AVENUE FROM SOUTH LAWNWOOD CIRCLE TO SOUTH 13TH STREET	ARTERIAL HIGHWAY CONSTR	Federal		$202,725	$100,000			**$302,725**
	CONSTRUCT INSPECT CONSULT	Federal		$9,376				**$9,376**
	NOT STATE BUDGET	Local		$134,800				**$134,800**
OUTFALL FOR SR-70/VIRGINIA AVENUE	CONSTRUCT INSPECT CONSULT	Federal			$548,526			**$548,526**
		State 100%			$558,756			**$558,756**
	INTRASTATE HIGHWAY CONSTR	Federal			$8,575,234			**$8,575,234**
	PRELIMINARY ENGR CONSULT	Federal			$121,896			**$121,896**
PORT OF FT. PIERCE OVERPASS CONNECTOR	PRELIMINARY ENGR CONSULT	State 100%	$1,100,000					**$1,100,000**

PSL INTERMODAL CENTER CAPITAL IMPROVEMENTS	INTERMODAL DEVELOPMENT/GRANTS	State 100%	$900,000					**$900,000**
PSL UZA - ST. LUCIE COUNTY SECT 5339 CAPITAL FOR BUS & BUS FACILITIES	NOT STATE BUDGET	Federal	$2,679,114	$275,000	$275,000			**$3,229,114**
	PUBLIC TRANSIT DEV/GRANTS	Federal				$275,000	$275,000	**$550,000**
PSL UZA - ST. LUCIE COUNTY SECTION 5307 FORMULA FUNDS	NOT STATE BUDGET	Federal	$32,066,078	$2,420,000	$2,420,000			**$36,906,078**
	PUBLIC TRANSIT DEV/GRANTS	Federal				$2,420,000	$2,420,000	**$4,840,000**
SAVANNAS PRESERVE STATE PARK FR LENNARD RD TO SAVANNAS RECREATION AREA	PRELIMINARY ENGR CONSULT	State 100%	$110,000					**$110,000**
SR-5/US-1 FR S OF MARTIN/ST LUCIE COUNTY LINE TO SE PORT ST LUCIE BLVD	CONSTRUCT INSPECT CONSULT	State 100%	$379,216					**$379,216**
	PRELIMINARY ENGR CONSULT	State 100%	$49,590					**$49,590**
	RESURFACING	Local	$452					**$452**
		State 100%	$2,917,050					**$2,917,050**
SR-5/US-1 FROM EDWARDS ROAD TO TENNESSEE AVE	CONSTRUCT INSPECT CONSULT	Federal			$329,459			**$329,459**
		State 100%			$1,155,308			**$1,155,308**
	INTRASTATE HIGHWAY CONSTR	Federal			$12,053,117			**$12,053,117**
	PRELIMINARY ENGR CONSULT	Federal			$74,877			**$74,877**
		State 100%			$297,904			**$297,904**
	RESURFACING	Federal			$1,897,645			**$1,897,645**
SR-5/US-1 FROM JUANITA AVE TO NORTH OF KINGS HWY	CONSTRUCT INSPECT CONSULT	State 100%				$1,646,380		**$1,646,380**
	PRELIMINARY ENGR CONSULT	State 100%				$189,966		**$189,966**
	RESURFACING	Federal				$4,891,411		**$4,891,411**
		State 100%				$16,034,327		**$16,034,327**
SR-5/US-1 FROM MIDWAY ROAD TO SOUTH OF EDWARDS ROAD	HIWAY SAFETY CONSTR/GRANTS	Federal		$1,043,395				**$1,043,395**
SR-5/US-1 FROM NORTH OF SR-70/VIRGINIA AVE TO SUNNY LANE	RESURFACING	Federal	$134,065					**$134,065**
SR-607/EMERSON AVE FR NORTH OF SR-614/INDRIO RD TO SOUTH OF 25TH ST SW	CONSTRUCT INSPECT CONSULT	State 100%	$593,421					**$593,421**
	PRELIMINARY ENGR CONSULT	State 100%	$65,198					**$65,198**

	RESURFACING	Federal	$3,145,890					**$3,145,890**
		State 100%	$3,501,426					**$3,501,426**
SR-608/ST. LUCIE BLVD FROM EAST OF SR-615/N 25 ST TO WEST OF US-1	CONSTRUCT INSPECT CONSULT	State 100%				$84,410		**$84,410**
	PRELIMINARY ENGR CONSULT	State 100%				$23,370		**$23,370**
	RESURFACING	State 100%				$856,608		**$856,608**
SR-68/ORANGE AVE FROM KINGS HIGHWAY TO US-1	PRELIMINARY ENGR CONSULT	Federal			$320,627			**$320,627**
SR-68/ORANGE AVE FROM LAMONT RD TO N 32ND ST	CONSTRUCT INSPECT CONSULT	State 100%				$363,427		**$363,427**
	PRELIMINARY ENGR CONSULT	State 100%	$527,215			$82,597		**$609,812**
	RESURFACING	State 100%				$3,303,884		**$3,303,884**
SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	CONSTRUCT INSPECT CONSULT	Federal					$713,815	**$713,815**
	INTRASTATE HIGHWAY CONSTR	Federal					$6,407,083	**$6,407,083**
	PRELIMINARY ENGR CONSULT	Federal	$2,680				$172,066	**$174,746**
	RIGHT-OF-WAY LAND ACQ	Federal	$311,386					**$311,386**
		State 100%		$182,368				**$182,368**
	RIGHT-OF-WAY SUPPORT	Federal	$53,000					**$53,000**
		State 100%	$56,000	$13,000				**$69,000**
SR-68/ORANGE AVENUE FROM N 32ND ST TO WEST OF SR-5/US-1	RESURFACING	Local	$7,318					**$7,318**
SR-70 FROM IDEAL HOLDING RD TO W OF KINGS HWY	CONSTRUCT INSPECT CONSULT	State 100%	$971,077	$825,049				**$1,796,126**
	PRELIMINARY ENGR CONSULT	State 100%	$204,461					**$204,461**
	RESURFACING	Federal	$2,968,488					**$2,968,488**
		State 100%	$20,148,279					**$20,148,279**
SR-70 FROM MEDIAN CROSSING AT BMP 6.351 TO IDEAL HOLDING RD	CONSTRUCT INSPECT CONSULT	State 100%				$1,869,207		**$1,869,207**
	PRELIMINARY ENGR CONSULT	State 100%	$1,657,098			$215,678		**$1,872,776**
	RESURFACING	Federal				$8,665,014		**$8,665,014**
		State 100%				$5,713,497		**$5,713,497**

SR-713 @ SR-614	COUNTY TRANSPORTATION PROGRAMS	Local	$2,128,046					**$2,128,046**
	RIGHT-OF-WAY LAND ACQ	Local	$45,000					**$45,000**
	RIGHT-OF-WAY SUPPORT	Local	$23,261					**$23,261**
SR-713/KINGS HIGHWAY N OF SR-9/I-95 OVERPASS TO SOUTH OF ANGLE RD	CONSTRUCT INSPECT CONSULT	State 100%			$973,286	$1,972,725		**$2,946,011**
	INTRASTATE HIGHWAY CONSTR	Federal			$6,992,694			**$6,992,694**
		State 100%			$19,063,534			**$19,063,534**
	PRELIMINARY ENGR CONSULT	State 100%			$381,743			**$381,743**
SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD	INTRASTATE HIGHWAY CONSTR	Federal	$891					**$891**
SR-713/KINGS HWY FR N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	RIGHT-OF-WAY LAND ACQ	Federal	$2,374,172	$458,529				**$2,832,701**
		State 100%	$1,004,269	$2,812,937				**$3,817,206**
	RIGHT-OF-WAY SUPPORT	Federal	$11,302					**$11,302**
SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD	RIGHT-OF-WAY LAND ACQ	Federal	$4,102,178	$380,000				**$4,482,178**
		State 100%		$4,432,414				**$4,432,414**
	RIGHT-OF-WAY SUPPORT	Federal	$39,160					**$39,160**
SR-713/KINGS HWY FROM N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	CONSTRUCT INSPECT CONSULT	State 100%				$93,754		**$93,754**
	INTRASTATE HIGHWAY CONSTR	State 100%				$770,251		**$770,251**
	PRELIMINARY ENGR CONSULT	State 100%		$141,293		$26,787		**$168,080**
SR-713/KINGS HWY FROM NORTH OF ST LUCIE BLVD TO INDRIO ROAD	RIGHT-OF-WAY LAND ACQ	Federal					$500,000	**$500,000**
		State 100%			$500,000			**$500,000**
	RIGHT-OF-WAY SUPPORT	State 100%			$2,128,890		$42,750	**$2,171,640**
SR-713/TURNPIKE FEEDER ROAD FROM INDRIO ROAD TO US-1	CONSTRUCT INSPECT CONSULT	Federal			$299,945			**$299,945**
	HIWAY SAFETY CONSTR/GRANTS	Federal			$4,061,068			**$4,061,068**
	PRELIMINARY ENGR CONSULT	Federal			$63,146			**$63,146**
SR-9 (I-95) ST LUCIE SOUTHBOUND REST AREA	CONSTRUCT INSPECT CONSULT	State 100%					$2,657,878	**$2,657,878**

	INTRASTATE HIGHWAY CONSTR	State 100%					$26,242,122	**$26,242,122**
	PRELIMINARY ENGR CONSULT	State 100%		$3,560,917	$1,200,000			**$4,760,917**
SR-9/I-95 @ ST LUCIE WEST BLVD.	CONSTRUCT INSPECT CONSULT	State 100%	$107,821					**$107,821**
	INTRASTATE HIGHWAY CONSTR	State 100%	$892,176					**$892,176**
	PRELIMINARY ENGR CONSULT	State 100%	$30,806					**$30,806**
SR-9/I-95 N OF GLADES CUT-OFF RD TO N OF FLORIDA TURNPIKE/SR-91	CONSTRUCT INSPECT CONSULT	State 100%		$1,179,829				**$1,179,829**
	PRELIMINARY ENGR CONSULT	State 100%		$129,401				**$129,401**
	RESURFACING	Federal		$9,277,647				**$9,277,647**
SR-A1A AT BIG MUD CREEK AND BLIND CREEK BRIDGES #940003/940004	BRIDGE CONSTRUCTION	Federal	$100,000	$14,251,076				**$14,351,076**
	CONSTRUCT INSPECT CONSULT	Federal		$1,890,068				**$1,890,068**
	PRELIMINARY ENGR CONSULT	Federal		$173,853				**$173,853**
SR-A1A FROM FT PIERCE INLET STATE PARK TO SLC/INDIAN RIVER COUNTY LINE	CONSTRUCT INSPECT CONSULT	State 100%				$1,003,661		**$1,003,661**
	INTRASTATE HIGHWAY CONSTR	State 100%				$6,475,226		**$6,475,226**
	PRELIMINARY ENGR CONSULT	State 100%	$442,540			$44,839		**$487,379**
SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045	PRELIMINARY ENGR CONSULT	Federal	$1,029,000					**$1,029,000**
	RIGHT-OF-WAY LAND ACQ	Federal	$8,676,339					**$8,676,339**
	RIGHT-OF-WAY SUPPORT	Federal	$366,729					**$366,729**
ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC ENGR CONSULTANTS	State 100%	$273,337	$289,737	$307,121			**$870,195**
ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT	HIGHWAY MAINTENANCE CONTR	State 100%	$250,000	$250,000	$250,000	$250,000		**$1,000,000**
ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE	NOT STATE BUDGET	Local	$962,641	$991,520	$817,389	$841,911	$841,911	**$4,455,372**
	PUBLIC TRANSIT DEV/GRANTS	State 100%	$962,641	$991,520	$817,389	$841,911	$841,911	**$4,455,372**

ST. LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	HIGHWAY MAINTENANCE CONTR	State 100%				$390,928	$515,346	**$906,274**
ST. LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS	NOT STATE BUDGET	Local	$81,206	$85,029	$89,038	$93,058	$93,058	**$441,389**
	PUBLIC TRANSIT DEV/GRANTS	Federal	$81,206	$85,029	$89,038	$93,058	$93,058	**$441,389**
ST. LUCIE FY 2024/2025-2025/2026 UPWP	TRANSPORT PLANNING GRANTS	Federal	$1,215,293	$1,212,581				**$2,427,874**
ST. LUCIE FY 2026/2027-2027/2028 UPWP	TRANSPORT PLANNING GRANTS	Federal			$1,212,581	$1,212,581		**$2,425,162**
ST. LUCIE TRANSIT CORRIDOR LAKEWOOD PARK REGIONAL ROUTE	PUBLIC TRANSIT DEV/GRANTS	State 100%	$300,000	$300,000				**$600,000**
ST. LUCIE UPWP FY 2028/2029-2029/2030	TRANSPORT PLANNING GRANTS	Federal					$1,212,581	**$1,212,581**
TREASURE COAST INTERNATIONAL AIRPORT - ¦TAXIWAY ECHO REHAB - DESIGN	AVIATION DEV/GRANTS	State 100%		$100,000				**$100,000**
	NOT STATE BUDGET	Local		$25,000				**$25,000**
TREASURE COAST INTERNATIONAL AIRPORT - ALP AND MASTER PLAN UPDATE	AVIATION DEV/GRANTS	State 100%			$400,000			**$400,000**
	NOT STATE BUDGET	Local			$100,000			**$100,000**
TREASURE COAST INTERNATIONAL AIRPORT - ARFF TRUCK REPLACEMENT	AVIATION DEV/GRANTS	State 100%		$640,000				**$640,000**
	NOT STATE BUDGET	Local		$160,000				**$160,000**
TREASURE COAST INTERNATIONAL AIRPORT - ILS REPLACEMENT 10R/28L	AVIATION DEV/GRANTS	State 100%		$400,000				**$400,000**
	NOT STATE BUDGET	Local		$100,000				**$100,000**
TREASURE COAST INTERNATIONAL AIRPORT - MAINTENANCE AND OPERATIONS	AVIATION DEV/GRANTS	State 100%			$280,000			**$280,000**
	NOT STATE BUDGET	Local			$70,000			**$70,000**
TREASURE COAST INTERNATIONAL AIRPORT - TAXIWAY ALPHA RWY 14/32	AVIATION DEV/GRANTS	State 100%	$120,000					**$120,000**
	NOT STATE BUDGET	Local	$30,000					**$30,000**
TREASURE COAST INTERNATIONAL AIRPORT - WEST GA RAMP REHAB - DESIGN	AVIATION DEV/GRANTS	State 100%		$200,000				**$200,000**

	NOT STATE BUDGET	Local		$50,000				**$50,000**
TREASURE COAST INTERNATIONAL AIRPORT AEROWEST TAXIWAY (CONSTRUCTION)	AVIATION DEV/GRANTS	State 100%	$1,200,000					**$1,200,000**
	NOT STATE BUDGET	Local	$300,000					**$300,000**
TREASURE COAST INTERNATIONAL AIRPORT -WEST GA RAMP REHAB -CONSTRUCTION	AVIATION DEV/GRANTS	State 100%			$600,000			**$600,000**
	NOT STATE BUDGET	Local			$150,000			**$150,000**
TREASURE COAST INTERNATIONAL AIRPORT-10R SAFETY AREA DITCH RELOCATION	AVIATION DEV/GRANTS	State 100%		$2,020,475				**$2,020,475**
	NOT STATE BUDGET	Federal		$368,550				**$368,550**
		Local		$520,475				**$520,475**
W MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD	RIGHT-OF-WAY LAND ACQ	Federal		$80,188	$468,500			**$548,688**
	RIGHT-OF-WAY SUPPORT	Federal		$10,018				**$10,018**
W MIDWAY/CR-712/FROM JUST WEST OF JENKINS RD TO SELVITZ RD	ARTERIAL HIGHWAY CONSTR	Local	$5,410,561					**$5,410,561**
	COUNTY TRANSPORTATION PROGRAMS	Local	$340,099					**$340,099**
		State 100%	$267,459					**$267,459**
	LOCAL GOVERNMENT REIMBURSE	Federal		$7,560,349				**$7,560,349**
		State 100%		$11,810,044				**$11,810,044**
W. MIDWAY RD/CR-712/GLADES CUT OFF ROAD TO JUST WEST OF JENKINS RD	MFF - WP	State 100%		$100,000	$57,818,774			**$57,918,774**
PAINT BRIDGES - TPK MAINLINE OVER CR 709 (MP 150.7) (940076, 940951)	PRELIMINARY ENGR CONSULT	Toll/Turnpike	$50,000					**$50,000**
PSL/FTP SERVICE PLAZA PARKING IMPROVEMENTS (MP 142)	PRELIMINARY ENGR CONSULT	Toll/Turnpike				$270,000		**$270,000**
RESURFACE TPK MAINLINE IN ST LUCIE COUNTY, MP 169.3 - 173	RESURFACING	Toll/Turnpike	$67,459					**$67,459**
SR70 / TPK(SR91) INTCHG IMPROVEMENTS (MP 152)	PRELIMINARY ENGR CONSULT	Toll/Turnpike		$2,643,562				**$2,643,562**

TPK (SR91) MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150) ST LUCIE CNTY	CONSTRUCT INSPECT CONSULT	Toll/Turnpike			$1,111,957			**$1,111,957**
	INTRASTATE HIGHWAY CONSTR	Toll/Turnpike			$15,911,965			**$15,911,965**
	PRELIMINARY ENGR CONSULT	Toll/Turnpike			$277,989			**$277,989**
	RIGHT-OF-WAY LAND ACQ	Toll/Turnpike	$5,500,000	$8,492,048				**$13,992,048**
	RIGHT-OF-WAY SUPPORT	Toll/Turnpike	$210,101	$127,751				**$337,852**
TPK(SR91) INTERCHANGE IMPROVEMENTS AT SW PORT ST LUCIE BLVD (MP 143)	PRELIMINARY ENGR CONSULT	Toll/Turnpike	$4,302,271					**$4,302,271**
WIDEN TPK(SR91) FROM CROSSTOWN PKWY TO SR70 (MP144.58-153.19)	PRELIMINARY ENGR CONSULT	Toll/Turnpike		$18,660,293				**$18,660,293**
WIDEN TPK(SR91) FROM MARTIN C/L TO BECKER RD (MP138.08-138.5) (4TO8)	PRELIMINARY ENGR CONSULT	Toll/Turnpike	$2,500,000					**$2,500,000**
WIDEN TPK(SR91), SW BECKER RD TO CROSSTOWN PKWY (MP138.5-144.58)(4TO8)	PRELIMINARY ENGR CONSULT	Toll/Turnpike	$6,000,000					**$6,000,000**
		Grand Total	**$130,305,647**	**$103,245,393**	**$150,266,952**	**$64,408,576**	**$43,028,579**	**$491,255,147**

DRAINAGE/STORMWATER							
Capital Improvements for the FY25 through FY 29							
Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Stormwater Master Plan Projects TBD	MSTU			$150,000		$1,000,000	tbd
25th @ Edwards Pond Repairs	MSTU						
Fort Capron Ditch	MSTU		$250,000				
Melville Road Phase 3 Stormwater	MSTU		$150,000	$400,000	$400,000		
Outfall Baffle Box Program	MSTU	$350,000	$350,000	$350,000	$350,000	$350,000	tbd
Petravice/Palmetto Stormwater Treatment Train	MSTU						
Sheraton Plaza STA	MSTU	$500,000					
Sheraton Plaza Outfall @C25	MSTU	$700,000	$1,000,000				
Sunland Gardens Stormwater Improvement Phase 1 & 2	MSTU		$250,000	$750,000	$750,000	$150,000	
Palm Gardens Neighborhood Improvement	MSTU	$150,000		$300,000			
Total Budgeted Expenses		**$1,700,000**	**$2,000,000**	**$1,950,000**	**$1,500,000**	**$1,500,000**	
Source: St Lucie County Office of Management & Budget 2025.							

POTABLE WATER & SANITARY SEWER							
Capital Improvements for the FY25 through FY 29							
Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
NHI Infrastructure	Fund 479	$250,000	$250,000	$250,000	$250,000	$250,000	tbd
SHI Infrastructure	Fund 479	$250,000	$250,000	$250,000	$250,000	$250,000	tbd
SHI Infrastructure - Increase	Fund 479	$30,000					
County Wide Lift Station Infrastructure	Fund 479	$200,000	$200,000	$200,000	$200,000	$200,000	tbd
North Hutchinson Island WWTP Clarifier	Fund 479	$125,000					
Oakridge Road Water Main & Force Main	Fund 479						$10,000,000
Kings Highway Force Main & Water Main	Fund 479	$300,000	$2,500,000	$500,000			
Fairwinds Wastewater Treatment Plant	Fund 479	$200,000					
Oakridge Community - Lift Station Installation	Fund 479						$1,000,000
Water storage Tank and Repump Station	Fund 479						$3,000,000

NHI Septic to Sewer	Fund 479						$2,750,000
Indrio Road 24-Inch Water Main	Fund 479						$1,400,000
Rangeline Rd Water Main Interconnect	Fund 479						$500,000
NHI Water Main Replacement	Fund 479						$5,000,000
Lift Station Improvements	Fund 479	$160,000	$160,000	$160,000	$160,000	$160,000	tbd
Other Maintenance Improvement Projects	Fund 479	$120,000	$120,000	$120,000	$120,000	$120,000	tbd
Professional Services	Fund 479	$1,584,775	$1,084,775	$1,084,775	$1,034,775	$1,034,775	
Utilities Fleet Budget	Fund 479	$160,000	$160,000	$160,000	$160,000	$160,000	tbd
Machinery & Equipment	Fund 479	$170,000	$170,000	$170,000	$170,000	$170,000	tbd
General & Administrative Charges	Fund 479	$58,872	$58,872	$58,872	$58,872	$58,872	tbd
Equipment <$5,000	Fund 479	$94,000	$94,000	$94,000	$94,000	$94,000	tbd
Licenses & Fees	Fund 479	$300	$300	$300	$300	$300	tbd
Salaries and Benefits	Fund 479	$319,042	$331,517	$344,595	$353,221	$362,109	tbd
Range Line Road Water Main & Force Main	2025 A Project Bond proceeds		$6,000,000	$4,000,000			
Taylor Dairy Water Treatment Plant	2025 A Project Bond proceeds	$5,336,119	$38,318,500				
Peacock Site Water Treatment Plant	2025 A Project Bond proceeds		$25,931,748	$24,202,497			
Midway Road Force Main/Brine Line	2025 A Project Bond proceeds		$21,000,000				
Tropicana Expansion	2025 A Project Bond proceeds	$5,000,000	$14,134,245				
Central County and Taylor Dairy Construction CEI Services	2025 A Project Bond proceeds	$2,500,000	$2,500,000	$2,000,000			
Central County Brine Line and Water Transmission Line	2025 A Project Bond proceeds	$500,000	$6,000,000				

Holiday Pines Wastewater Treatment Plant Expansion	2025 A Project Bond proceeds	$250,000	$250,000				$20,000,000
Total Budgeted Expenses		**$17,608,108**	**$119,513,957**	**$33,595,039**	**$2,851,168**	**$2,860,056**	**$201,776,483**

Source: St Lucie County Office of Management & Budget 2025 and updated with the projects funded with the April 2025 Non-Ad Valorem Revenue Bonds.

SOLID WASTE

Capital Improvements for the FY25 through FY 29

Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Landfill Gas Compression System O&M	Fees	$140,000	$840,000	$840,000			
Landfill Gas Sys Extension for Cell V	Fees	-	$660,000	$500,000	$500,000	$500,000	$1,500,000
Fiber Optic Line	Fees						
Design, Permitting, Cell V Expansion	Fees	$475,896	$1,000,000				$1,000,000
Liftstation Upgrades	Fees	$105,000	$110,250	$110,250	$110,250		
Phase V Class 1 Landfill Expansion (construction)	2025 B Project Bond proceeds	$13,719,070	$10,755,408				
Total Budgeted Expenses		**$14,439,966**	**$13,365,658**	**$1,450,250**	**$610,250**	**$500,000**	**$2,500,000**

Source: St Lucie County Office of Management & Budget 2025 and updated with the projects funded with the April Non-Ad Valorem Revenue Bonds.

PARKS AND RECREATION

Capital Improvements for the FY25 through FY 29

Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Parks Master Plan Land Banking South	Impact fees	$400,000	$400,000	$400,000			tbd
Security Cameras for Various Park Locations	Impact fees	$20,000	$20,000	$20,000	$20,000	$20,000	tbd
Savannas Wilderness Cabins	Impact fees	$300,000					
Lawnwood Regional New Lighting Project	Impact fees	$750,000	$750,000				
Golf Course Expansion	Impact fees						$4,500,000

Lincoln Park Pool Splash Pad	Impact fees	$50,000	$50,000	$50,000			
Outdoor Fitness Courts	Impact fees	$300,000		$300,000			$600,000
South County Beach New & Expanded Entry Road Program	Impact fees	$200,000	$200,000	$200,000	$200,000	$200,000	
Beach Parks Restroom Expansion Program	Impact fees	$483,165	$483,165	$483,165	$483,165	$483,165	tbd
New & Expanded Beach Parks Program	Impact fees	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$5,000,000
New & Expanded Regional Parks Program	Impact fees	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$25,000,000
Adventure District	Impact fees	$2,000,000	$2,000,000	$1,000,000			$10,000,000
Regional Aquatics Center and Recreation Center	Impact fees			$1,000,000	$2,500,000	$2,500,000	$24,000,000
Oxbow Eco-Center & Preserve Expansion Project	Impact fees	$250,000	$150,000	$100,000	$50,000		
Richard E. Becker Greenway and Trail Connector	Impact fees					$200,000	
Bluefield Ranch Preserve Recreation Improvements	Impact fees	$110,665	$50,000	$110,000	$152,500	$250,000	
Canal 22 Greenway and Linear Stormwater Park	Impact fees	$100,000	$182,500	$100,000	$100,000		$100,000
Citrus Hammock Preserve	Impact fees					$ 250,000	
Captain Hammonds Hammock Facility Improvements	Impact fees		$80,000	$80,000			
Cypress Creek Preserve Public Access Improvements	Impact fees	$475,000	$475,000	$275,000	$200,000		
DJ Wilcox Preserve Recreation Improvements	Impact fees		$162,500	$162,500			
Indrio Savannas and Lake Indrio Preserve Improvements	Impact fees	$200,000	$200,000	$200,000	$100,000		
North Fork Greenway	Impact fees	$100,000	$100,000	$100,000	$500,000	$600,000	$2,950,000
Savannas Greenway Trailhead	Impact fees					$300,000	
Spruce Bluff Preserve - South District	Impact fees	$100,000	$100,000	$50,000	$75,000		
Teague Hammock Preserve Recreation Improvements	Impact fees			$322,500	$322,500		
Walton Scrub Preserve Recreation Improvements	Impact fees	$50,000	$50,000	$50,000	$50,000		
Myers Stickle Inclusion Access Facilities	Impact fees	$214,335	$50,000	$50,000	$50,000		$50,000
Old Dixie Highway Greenway & Trails	Impact fees						$1,525,000

Impact Fee Study/ Mobility Plan	Impact fees	$15,003	$				
Total Budgeted Expenses		**$9,118,168**	**$8,503,165**	**$8,053,165**	**$7,803,165**	**$7,903,165**	**$73,737,500**
Source: St Lucie County Office of Management & Budget 2025.							

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22							
WATER & SEWER PROJECTS							
PROJECT NAME	FUNDING SOURCE	FY 2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	TOTAL FY2018 - 2022
US1 Water Main in SLCU Services Area	Capital Facilities Fund	$ -	$ -	$ 123,000	$ 1,108,000	$ -	$ 1,231,000
Taylor Dairy Road 30 inch Water Main	Capital Facilities Fund	$ -	$ -	$ 460,000		$ -	$ 460,000
Miramar & Indrio Rd 24 Inch Water Main	Capital Facilities Fund	$ -	$ -	$ 156,000	$ 1,407,000	$ -	$ 1,563,000
Rangeline Road Water Main Interconnect	Capital Facilities Fund	$ -	$ -	$ -	$ 250,000	$ -	$ 250,000
North Hutchinson Island Force Mains	Capital Facilities Fund	$ -	$ -	$ 300,000		$ -	$ 300,000
North Hutchinson Island Chloramines booster Station	Capital Facilities Fund	$ -	$ -	$ 123,000	$ 1,108,000	$ -	$ 1,231,000
North County Water Reclamation Facility	Capital Facilities Fund	$ -	$ -	$ 8,750,000	$ 8,000,000	$ -	$ 16,750,000
Indrio Rd Force Main	Capital Facilities Fund	$ -	$ 56,300	$ 1,406,700		$ -	$ 1,463,000
North County Water Treatment Plant	Capital Facilities Fund	$ -	$ -	$ 8,600,000	$ 7,350,000	$ -	$ 15,950,000
Central County Wastewater Treatment Plant	Capital Facilities Fund	$ 310,579	$ -	$ 3,000,000	$ 2,000,000	$ -	$ 5,310,579
Central County Wastewater Treatment Plant	Capital Facilities Fund	$ -	$ -	$ 718,000	$ 588,000	$ -	$ 1,306,000
NHI Septic Removal Project	Operations	$ 186,895	$ -	$ 6,000,000	$ 4,500,000	$ -	$ 10,686,895
Fairgrounds Water Storage Tank	Capital Facilities Fund	$ -	$ -	$ 500,000	$ 1,300,000	$ -	$ 1,800,000
NHI Clarifier Rebuild	Renewal & Replacement Fund	$ 25,000	$ 30,000	$ -	$ -	$ -	$ 55,000
N County Service Area Aquifer Wells	Capital Facilities Fund	$ -	$ -	$ 1,300,000		$ -	$ 1,300,000
NHI Water Distribution Replacement	Renewal & Replacement Fund	$ 15,993	$ -	$ 1,080,000	$ 1,500,000	$ -	$ 2,595,993
Fairwinds WWTP Expansion	Capital Facilities Fund	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000
Bulk Water Connect with FPUA	Capital Facilities Fund	$ -	$ -	$ -	$ 384,000	$ -	$ 384,000
No Co Pump at Holiday Pines Water Treatment	Capital Facilities Fund	$ -	$ -	$ 150,000	$ -	$ -	$ 150,000
No Co Pump at Holiday Pines Water Treatment	Capital Facilities Fund	$ -	$ -	$ 850,000	$ 700,000	$ -	$ 1,550,000
Turnpike Feeder Road Force Main	Capital Facilities Fund	$ -	$ -	$ 64,000	$ 582,000	$ -	$ 646,000
Airport 12 in Water Main North	Capital Facilities Fund	$ -	$ -	$ 59,000	$ 530,000	$ -	$ 589,000
Airport 12 in Water Main South	Capital Facilities Fund	$ -	$ -	$ 180,000	$ 1,630,000	$ -	$ 1,810,000
North Hutchinson Island Lift Station Pump Replacement	Renewal & Replacement Fund	$ -	$ -	$ -	$ 800,000	$ -	$ 800,000
North Hutchinson Island Force Main Replacement	Renewal & Replacement Fund	$ -	$ -	$ -	$ 855,000	$ -	$ 855,000
South Hutchinson Island Force Main Replacement	Renewal & Replacement Fund	$ -	$ -	$ -	$ 214,000	$ -	$ 214,000
Turnpike Feeder Road Water Main	Capital Facilities Fund	$ -	$ -	$ 45,000	$ 406,000	$ -	$ 451,000
SCADA and PLC Upgrades	Renewal & Replacement Fund	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000
SHI Force Main Air Release Valve Replacement	Renewal & Replacement Fund	$ 38,000	$ -	$ -	$ -	$ -	$ 38,000
SHI Return Activated Sludge Pump and Piping Replacement	Renewal & Replacement Fund	$ 125,000	$ -	$ -	$ -	$ -	$ 125,000
SHI Infrastructure Replacement	Renewal & Replacement Fund	$ 70,000	$ -	$ -	$ -	$ -	$ 70,000
SHI Lift Station Piping and Valve Replacement	Renewal & Replacement Fund	$ 60,000	$ -	$ -	$ -	$ -	$ 60,000
North County Water & Wastewater Line Extension	Capital Facilities Fund	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,000,000
TOTAL		$ 1,131,467	$ 286,300	$ 34,064,700	$ 35,412,000	$ 200,000	$ 71,094,467

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22							
SOLID WASTE PROJECTS							
PROJECT NAME	FUNDING SOURCE	FY 2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	TOTAL FY2018 - 2022
Landfill Phase 4 Cell Construction	Sanitary Landfill	$ 6,224,249	$ 1,340,000	$ -	$ -	$ -	$ 7,564,249
Household Hazardous Waste Building	Sanitary Landfill	$ 54,142	$ -	$ -	$ -	$ -	$ 54,142
Phase III B Partial Closure	Sanitary Landfill	$ 1,456,742	$ 380,842	$ -	$ -	$ -	$ 1,837,584
TOTAL		$ 7,735,133	$ 1,720,842	$ -	$ -	$ -	$ 9,455,975

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22								
DRAINAGE PROJECTS								
PROJECT NAME	FUNDING SOURCE	FY 2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	ANTICIPATED NEEDS	TOTAL FY2018 - 2022
Midway Rd at NSLWCD Canal 92 Culvert Replacement	Drainage Maintenance MSTU	$ 15,000	$ 100,000	$ -	$ -	$ -	$ -	$ 115,000
Ideal Holding Rd at NSLRWCD Canal 77 Culvert	Drainage Maintenance MSTU	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000
So Header Canal Rd at NSLRWCD Canal 72 Culvert	Drainage Maintenance MSTU	$ 15,000	$ 250,000	$ -	$ -	$ -	$ -	$ 265,000
Selvitz Rd at NSLRWCD Canal 102 Culvert Replacement	Drainage Maintenance MSTU	$ 115,000	$ 250,000	$ -	$ -	$ -	$ -	$ 365,000
So Header Canal Rd at NSLRWCD C68 Culvert	Drainage Maintenance MSTU	$ 15,000	$ 250,000	$ -	$ -	$ -	$ -	$ 265,000
Midway Rd Cross Drain E Savannas Park Entrance	Drainage Maintenance MSTU	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 40,000
Midway Rd Cross Drain E Silver Oak Dr	Drainage Maintenance MSTU	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ 250,000
Midway Rd at NSLRWCD Canal 22	Drainage Maintenance MSTU	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 40,000
Emergency/Unanticipated Culverts	Drainage Maintenance MSTU	$ 45,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ -	$ 1,045,000
Johnston Road at FPFWCD Canal 16	Drainage Maintenance MSTU	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ 250,000
Rock Rd at NSLRWCD Canal 48	Drainage Maintenance MSTU	$ 15,000	$ 250,000	$ -	$ -	$ -	$ -	$ 265,000
Farmers Mktat7th St Ditch Culvert Replacement	Drainage Maintenance MSTU	$ 107,872	$ -	$ -	$ -	$ -	$ -	$ 107,872
Oleander Ave Parallel Culvert	Drainage Maintenance MSTU	$ 205,166	$ -	$ -	$ -	$ -	$ -	$ 205,166
Orange Avenue at NSLRWCD Canal 54 (Pulizer)	Drainage Maintenance MSTU	$ 814,826	$ -	$ -	$ -	$ -	$ -	$ 814,826
Russo Rd at FPFWCD Canal 6 Culvert	Drainage Maintenance MSTU	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000
Indian River Ests Drainage Phase II	Gas Taxes	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 00,000
Indian River Ests Drainage Phase III	Drainage Maintenance MSTU	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
Indian River Ests Drainage Phase III	Gas Taxes	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
Indian River Baffle Boxes	Drainage Maintenance MSTU	$ 15,197	$ -	$ -	$ -	$ -	$ -	$ 15,197
Paradise Park Phase 4	Drainage Maintenance MSTU	$ 145,497	$ -	$ -	$ -	$ -	$ -	$ 145,497
Paradise Park Drainage-Phase 5	Grant Funds	$ 143,036	$ -	$ -	$ -	$ -	$ -	$ 143,036
Paradise Park Drainage-Phase 5	Grant Funds	$ 92,760	$ -	$ -	$ -	$ -	$ -	$ 92,760
Paradise Park Drainage-Phase 5	Drainage Maintenance MSTU	$ 619,683	$ -	$ -	$ -	$ -	$ -	$ 619,683
Platts Creek Preserve	Drainage Maintenance MSTU	$ 600	$ -	$ -	$ -	$ -	$ -	$ 600
Platts Creek Preserve	Drainage Maintenance MSTU	$ 910	$ -	$ -	$ -	$ -	$ -	$ 910
Platts Creek Preserve	Gas Taxes	$ 245,713	$ -	$ -	$ -	$ -	$ -	$ 245,713
Platts Creek Preserve	Capital Financing	$ 60,820	$ -	$ -	$ -	$ -	$ -	$ 60,820
Melville Rd Stormwater Master Plan	Drainage Maintenance MSTU	$ 430,529	$ 150,000	$ 500,000	$ 500,000	$ -	$ -	$ 1,580,529
Melville Rd Stormwater Master Plan	Drainage Maintenance MSTU	$ 91,464	$ 150,000	$ 500,000	$ 500,000	$ -	$ -	$ 1,241,464
San Lucie Stormwater Master Plan	Drainage Maintenance MSTU	$ -	$ -	$ -	$ 500,000	$ 500,000	$ -	$ 1,000,000
San Lucie Drainage Improvement Phase II	Grant Funds	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
San Lucie Drainage Improvement Phase II	Drainage Maintenance MSTU	$ 250,325	$ 40,000	$ 250,000	$ -	$ 590,000	$ -	$ 1,380,325

White City Drainage Citrus & Saeger Phase I	Drainage Maintenance MSTU	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
Harmony Heights Phase I	Drainage Maintenance MSTU	$ 511,838	$ -	$ -	$ -	$ -	$ -	$ 511,838
Angle Rd Drainage Project	Drainage Maintenance MSTU	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 75,000
Easy St Canal 17	Drainage Maintenance MSTU	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
White City Canals F & G	Drainage Maintenance MSTU	$ -	$ -	$ -	$ -	$ 100,000	$ 10,900,000	$ 11,000,000
Sunland Gardens Neighborhood Improvement	Drainage Maintenance MSTU	$ -	$ -	$ -	$ -	$ 200,000	$ 24,800,000	$ 25,000,000
Harmony Heights Drainage Improvement Ph 2-5	Drainage Maintenance MSTU	$ -	$ -	$ 250,000	$ -	$ 250,000	$ 8,000,000	$ 8,750,000
Wet Detention Pond Retrofit Program - TMDL	Drainage Maintenance MSTU	$ -	$ -	$ -	$ -	$ -	$ 1,000,000	$ 1,000,000
St Lucie Estuary / Indian River Lagoon - TMDL	Drainage Maintenance MSTU	$ -	$ -	$ -	$ -	$ -	$ 9,500,000	$ 9,500,000
Koblegard Rd at FPFWCD Canal13	Drainage Maintenance MSTU	$ -	$ -	$ -	$ 15,000	$ 150,000	$ -	$ 165,000
Koblegard Rd at FPFWCD Canal 12	Drainage Maintenance MSTU	$ -	$ -	$ -	$ 15,000	$ 150,000	$ -	$ 165,000
Koblegard Rd at FPFWCD Canal 11	Drainage Maintenance MSTU	$ -	$ 15,000	$ 150,000	$ -	$ -	$ -	$ 165,000
Koblegard Rd at FPFWCD Canal 10	Drainage Maintenance MSTU	$ -	$ -	$ 15,000	$ -	$ -	$ -	$ 165,000
South Header Canal Rd at Canal 69	Drainage Maintenance MSTU	$ -	$ -	$ 100,000	$ -	$ -	$ -	$ 100,000
South Header Canal Rd at Canal 66	Drainage Maintenance MSTU	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000
South Header Canal Rd at Canal 65	Drainage Maintenance MSTU	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000
Midway Rd at NSLRWCD Canal 93	Drainage Maintenance MSTU	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
San Lucie Stormwater Phase 3	Drainage Maintenance MSTU	$ 176,223	$ 150,000	$ 200,000	$ -	$ 150,000	$ 8,376,223	$ 9,052,446
Orange Ave & Rock Rd Culvert	Drainage Maintenance MSTU	$ 30,000	$ -	$ -	$ -	$ -	$ -	$ 30,000
Summit St at NSLRWCD Culvert 8	Drainage Maintenance MSTU	$ 205,000	$ -	$ -	$ -	$ -	$ -	$ 205,000
TOTAL	-	**$ 6,032,458**	**$2,055,000**	**$ 2,215,000**	**$ 2,430,000**	**$ 2,340,000**	**$ 62,576,223**	**$ 77,648,681**

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22

ROADWAY PROJECTS

PROJECT NAME	FUNDING SOURCE	FY 2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	ANTICIPATED NEEDS	TOTAL FY2018 - 2022
Midway Rd (Selvitz Rd - 25th St)	Impact Fees	$ 36,428	$ -	$ -	$ -	$ -	$ -	$ 36,428
Midway Rd (Selvitz Rd - 25th St)	Impact Fees	$ 1,457,648	$ -	$ -	$ -	$ -	$ -	$ 1,457,648
Midway Rd (Selvitz Rd - 25th St)	Capital Financing	$ 382,953	$ -	$ -	$ -	$ -	$ -	$ 382,953
Glades Rd & Selvitz (PD &E Study)	Impact Fees	$ 156,558	$ -	$ -	$ -	$ -	$ -	$ 156,558
Kings Hwy and Indrio Rd Widening	Grant Funds	$ 15,962,836	$ -	$ -	$ -	$ -	$ -	$ 15,962,836
Kings Hwy and Indrio Rd Widening	Impact Fees	$ 1,429,104	$ -	$ -	$ -	$ -	$ -	$ 1,429,104
Kings Hwy and Indrio Rd Widening	Capital Financing	$ 532,168	$ -	$ -	$ -	$ -	$ -	$ 532,168
Kings Highway Widening	Impact Fees	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000
Whispering Oaks Offsite Improvements	Impact Fees	$ 110,000	$ -	$ -	$ -	$ -	$ -	$ 110,000
Unincorporated Bike Paths / Sidewalks	Gas Taxes	$ 192,752	$ -	$ -	$ -	$ -	$ -	$ 192,752
S. 25th St Bridge - East Side	Impact Fees	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
Carlton Road Bridge over SFWMD Canal 24	Gas Taxes	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
Glades Cut-Off Road Bridge over SFWMD Canal 24	Gas Taxes	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
Bridge at McCarty/Ten Mile Creek North	Gas Taxes	$ 36,073	$ -	$ -	$ -	$ -	$ -	$ 36,073
Gordy Road Bridge	Gas Taxes	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
Midway Rd - 2600' E of Shinn Rd	Gas Taxes	$ 21,676	$ -	$ -	$ -	$ -	$ -	$ 21,676
Airport Connector (Turnpike to Kings Highway)	Impact Fees	$ 1,700,000	$ -	$ 2,500,000	$ -	$ 2,500,000	$ 11,300,000	$ 18,000,000
Selvitz Rd (Glade Cutoff to Edwards)	Impact Fees	$ -	$ -	$ -	$ -	$ 1,000,000	$ 8,300,000	$ 9,300,000

Glades Cutoff Rd (Commerce to Selvitz	Impact Fees	$ -	$ -	$ -	$ -	$ 3,000,000	$ 67,100,000	$ 73,100,000
Jenkins Rd (Midway to St Lucie Blvd)	Impact Fees	$ -	$ 3,500,000	$ -	$ -	$ 3,000,000	$ 117,100,000	$ 123,600,000
Juanita Ave Phase 3 (Juanita to Bridge-US1)	Impact Fees	$ -	450,000	$ -	$ -	$ -	$ -	$ 450,000
St James SW (Royce to Lazy River)	Impact Fees	$ -	$ -	$ 260,000	$ -	$ -	$ -	$ 260,000
Oleander Ave SW (Midway to Saeger)	Impact Fees	$ -	$ -	$ -	$ -	$ 1,323,840	$ -	$ 1,323,840
Weatherbee Rd SW (US1 to Oleander Ave)	Impact Fees	$ -	$ -	$ -	$ -	$ 445,220	$ -	$ 445,220
Walton Rd SW (Lennard to Green River Parkway)	Impact Fees	$ -	$ -	$ -	$ -	$ 632,730	$ -	$ 632,730
Midway Rd-Glades Cutoff/Selvitz Rd	Impact Fees	$ 672	$ -	$ -	$ -	$ -	$ 25,000,000	$ 25,000,672
CIP Projects To Be Determined	Development Fees	$ 1,497,246	$ -	$ -	$ -	$ -	$ -	$ 1,497,246
TOTAL	-	**$ 23,966,113**	**$ 3,950,000**	**$ 2,760,000**	**$ 3,000,000**	**$ 11,901,790**	**$ 228,800,000**	**$ 274,377,903**

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22

TRANSIT PROJECTS

PROJECT NAME	FUNDING SOURCE	FY 2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	TOTAL FY2018 - 2022
Bus Shelter-Gatlin Blvd	Public Transit MSTU	$ 8,312	$ -	$ -	$ -	$ -	$ 8,312
Bus Shelter-Prima Vista	Grant Funds	$ 12,165	$ -	$ -	$ -	$ -	$ 12,165
Bus Shelter-Ravenswood Ln	Grant Funds	$ 15,951	$ -	$ -	$ -	$ -	$ 15,951
Selvitz Rd. Transit Admin. Bldg.	Grant Funds	$ 292,553	$ -	$ -	$ -	$ -	$ 292,553
Bus Sheleter at Cashmere Blvd	Public Transit MSTU	$ 26,336	$ -	$ -	$ -	$ -	$ 26,336
Bus Sheleter at Delaware and 32nd St	Public Transit MSTU	$ 26,510	$ -	$ -	$ -	$ -	$ 26,510
Bus Sheleter at Juanita Ave and Essex Dr	Public Transit MSTU	$ 41,309	$ -	$ -	$ -	$ -	$ 41,309
TOTAL	-	**$ 423,136**	$ -	$ -	$ -	$ -	**$ 423,136**

Source:-Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22

AIRPORT PROJECTS

PROJECT NAME	FUNDING SOURCE	FY 2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	TOTAL FY2018 - 2022
AP Design/Construct Customs Renovation	Grant Funds	$ 297,077	$ -	$ -	$ -	$ -	$ 297,077
AP Parallel Runway Taxiway Connector	Grant Funds	$ 730,990	$ -	$ -	$ -	$ -	$ 730,990
A/P-Sec Cameras/High Mast Lighting	Grant Funds	$ 115,850	$ -	$ -	$ -	$ -	$ 115,850
Airport Entryway Project	Grant Funds	$ 300,000	$ -	$ -	$ -	$ -	$ 300,000
Micro surface Runway 14/32	Grant Funds	$ 1,139,850	$ -	$ -	$ -	$ -	$ 1,139,850
AP Rehab Taxiway D-1	Grant Funds	$ 420,000	$ -	$ -	$ -	$ -	$ 420,000
AP Drainage and Erosion Control Improvements	Airport Fund	$ 40,000	$ 40,000	$ -	$ -	$ -	$ 80,000
Design and Install Segmented Circle	Airport Fund	$ 9,000	$ -	$ -	$ -	$ -	$ 9,000
Construct Terminal Service Parking	Airport Fund	$ 147,800	$ -	$ -	$ -	$ -	$ 147,800
Construct Terminal Service Parking	Grant Funds	$ 562,712	$ -	$ -	$ -	$ -	$ 562,712
Install Segmented Circle Runway 10L/28R	Airport Fund	$ 15,000	$ -	$ -	$ -	$ -	$ 15,000
Create North Parallel Taxiway	Airport Fund	$ -	$ -	$ -	$155,600	$ -	$ 155,600
Security Perimeter Fencing and Access Control	Airport Fund	$ -	$ 64,500	$ 64,500	$ -	$ -	$ 129,000
Airport Security Improvement	Grant Funds	$ 77,375	$ -	$ -	$ -	$ -	$ 77,375
Install and Rehab AP NVAIDS	Grant Funds	$ 632,871	$ -	$ -	$ -	$ -	$ 632,871
AP-10L/28R S Apron Design and Construction	Grant Funds	$ 455,551	$ -	$ -	$ -	$ -	$ 455,551
Lengthen Runway 10R/28L	Airport Fund	$ -	$ -	$ -	$ 183,986	$ -	$ 183,986
Noise Operations Monitoring System	Airport Fund	$ -	$ -	$ -	$ -	$ -	$ 160,000
MRO Hangar	Airport Fund	$ -	$ -	$ -	$ -	$ -	$ 27,500
MRO Hangar	Grant Funds	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
MRO Hangar	Grant Funds	$ -	$ -	$ -	$ -	$ -	$ 3,527,500

Airfield Signage and Lighting Update	Airport Fund	$ -	$ 45,000	$ 45,000	$ -	$ -	$ 90,000
Study for Proposed North Industrial Park	Airport Fund	$ -	$ -	$ -	$ -	$ -	$ 200,000
Runway 14/32 Airfield Lighting and Signage Update	Airport Fund	$ -	$ -	$ 20,000	$ 20,000	$ -	$ 40,000
TOTAL	-	**$ 10,359,076**	**$ 149,500**	**$ 129,500**	**$ 359,586**	**$ -**	**$ 10,997,662**

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22

PORT OF FORT PIERCE PROJECTS

PROJECT NAME	FUNDING SOURCE	FY 2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	TOTAL FY2018 - 2022
N. Entrance To Port of Ft. Pierce	Grant Funds	$ 280,947	$ -	$ -	$ -	$ -	$ 280,947
N. Entrance To Port of Ft. Pierce	Grant Funds	$ 3,167,346	$ -	$ -	$ -	$ -	$ 3,167,346
Land Appraisal	Port Fund	$ 2,900	$ -	$ -	$ -	$ -	$ 2,900
Redevelopment of Fisherman's Wharf	Capital Financing	$ 1,387,500	$ -	$ -	$ -	$ -	$ 1,387,500
Redevelopment of Fisherman's Wharf	Grant Funds	$ 300,000	$ -	$ -	$ -	$ -	$ 300,000
Redevelopment of Fisherman's Wharf	Grant Funds	$ 696,000	$ -	$ -	$ -	$ -	$ 696,000
Redevelopment of Fisherman's Wharf	Grant Funds	$ 510,000	$ -	$ -	$ -	$ -	$ 510,000
Redevelopment of Fisherman's Wharf	Grant Funds	$ 115,676	$ -	$ -	$ -	$ -	$ 115,676
Harbor Pointe Development	Capital Financing	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000
TOTAL	-	**$ 6,710,369**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 6,710,369**

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22

PARKS & RECREATION PROJECTS

PROJECT NAME	FUNDING SOURCE	FY 2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	TOTAL FY2018 - 2022
Indrio Road Recreation Area	General Fund	$ 75,437	$ -	$ -	$ -	$ -	$ 75,437
Sterling Facilities Services CIP	Sports Complex Improvement Fund	$ 146,381	$ -	$ -	$ -	$ -	$ 146,381
John B. Parks Sports Complex - ADA	Parks MSTU	$ 169,477	$ -	$ -	$ -	$ -	$ 169,477
Pepper Park/Wildcat Cove Pier	Boating Improvement Projects Fund	$ 12,269	$ -	$ -	$ -	$ -	$ 12,269
North Causeway Boat Launch Facility	Boating Improvement Projects Fund	$ 239,451	$ -	$ -	$ -	$ -	$ 239,451
Pepper Park Renovation	Grant Funds	$ 132,248	$ -	$ -	$ -	$ -	$ 132,248
Pepper Park Renovation	Parks MSTU	$ 137,767	$ -	$ -	$ -	$ -	$ 137,767
Lincoln Park Community Center Improvements	Impact Fees - Parks	$ 26,116	$ -	$ -	$ -	$ -	$ 26,116
River Park Marina ADA Improvements	Parks MSTU	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000
Lakewood Park ADA Playground Replacement	Parks MSTU	$ 6,740	$ -	$ -	$ -	$ -	$ 6,740
Golf Course Enclose Pavilion	Parks MSTU	$ 10,987	$ -	$ -	$ -	$ -	$ 10,987
South County Beach Park Restrooms Renovation	Parks MSTU	$ 189,483	$ 150,000	$ 150,000	-	$ -	$ 489,483
Equestrian Wash rack and Sewer Connection	Impact Fees	$ 223,110	$ -	$ -	$ -	$ -	$ 223,110
White City Park	General Fund	$ 285,970	$ -	$ -	$ -	$ -	$ 285,970
White City Park	General Fund	$ 336,242	$ -	$ -	$ -	$ -	$ 336,242
Sheraton Park Plaza Playground	Parks MSTU	$ 38,105	$ -	$ -	$ -	$ -	$ 38,105
New Fairground Restroom	Impact Fees	$ 400,000	$ -	$ -	$ -	$ -	$ 400,000
Adams Arena PA System	Impact Fees	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000
New Upgrades to Electrical Panel	Impact Fees	$ 150,000	$ -	$ -	$ -	$ -	$ 150,000
Adams Arena Electrical Addition	Impact Fees	$ 60,000	$ -	$ -	$ -	$ -	$ 60,000
Riverpark Marina Trail Boardwalk	Parks MSTU	$ 25,000	$ -	$ -	$ -	$ -	$ 25,000
Lakewood Baseball Irrigation and Drainage	Parks MSTU	$ 100,000	$ 100,000	$ 100,000	$ -	$ -	$ 300,000
Lawnwood BF #5-6 Press Box	Parks MSTU	$ 125,000	$ -	$ -	$ -	$ -	$ 125,000
Lakewood Park Community Center Water Connection	Parks MSTU	$ 300,000	$ 250,000	$ -	$ -	$ -	$ 550,000

Golf Course Driving Range Tee Expansion	Parks MSTU	$ 85,000	$ 35,000	$ 30,000	$ -	$ -	$ 150,000
First Data Field Improvements	Capital Financing	$ 54,500,000	$ -	$ -	$ -	$ -	$ 54,500,000
Pickleball Courts	Parks MSTU	$ 25,000	$ -	$ -	$ -	$ -	$ 25,000
Savanas Campsite Extension	Parks MSTU	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000
TOTAL	-	**$ 58,049,783**	**$ 535,000**	**$ 280,000**	$ -	$ -	**$ 58,864,783**

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22							
FACILITIES PROJECTS							
PROJECT NAME	**FUNDING SOURCE**	**FY 2017/18**	**FY 2018/19**	**FY 2019/20**	**FY 2020/21**	**FY 2021/22**	**TOTAL FY 2018 - 2022**
TCERDA PARK - Research & Development	Capital Fund	$ 340	$ -	$ -	$ -	$ -	$ 340
TCERDA PARK - Research & Development	Capital Fund	$ 3,883	$ -	$ -	$ -	$ -	$ 3,883
TCERDA -BLDG SUNSHINE KITCHEN	Capital Fund	$ 650,051	$ -	$ -	$ -	$ -	$ 650,051
TCERDA -BLDG SUNSHINE KITCHEN	Grant Funds	$ 1,791,735	$ -	$ -	$ -	$ -	$ 1,791,735
Rock Road Jail/Medical Wing Expansion (Design)	Impact FeeS - Law Enforcement	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000
Rock Rd Jail- Upgrade Security System	Capital Financing	$ 129,392	$ -	$ -	$ -	$ -	$ 129,392
Admin Building Drainage Improvements	General Fund	$ 80,000	$ -	$ -	$ -	$ -	$ 80,000
Facilities Compound Improvements	General Fund	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000
Facilities Compound Improvements	Mosquito Fund	$ 25,000	$ -	$ -	$ -	$ -	$ 25,000
Facilities Compound Improvements	Gas Taxes	$ 25,000	$ -	$ -	$ -	$ -	$ 25,000
Courthouse Annex Air Handler Replacement	Court Facilities Fund	$ 542,404	$ -	$ -	$ -	$ -	$ 542,404
Guardian Ad Litem Office Space Project	Court Facilities Fund	$ 330,000	$ -	$ -	$ -	$ -	$ 330,000
St Lucie County Admin Parking Lot	County Capital	$ 107,642	$ -	$ -	$ -	$ -	$ 107,642
Court Facilities Study	Fine and Forfeiture	$ 100,000	$ -	$ -	$ -	$ -	$ 100,000
Rosser Blvd Branch Library - Renovation	General Fund	$ 21,538	$ -	$ -	$ -	$ -	$ 21,538
Rosser Blvd Branch Library - Renovation	Impact Fees - Library	$ 108,844	$ -	$ -	$ -	$ -	$ 108,844
TOTAL	-	**$ 4,215,829**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,215,829**

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22							
MOSQUITO CONTROL & COASTAL MANAGEMENT PROJECTS							
PROJECT NAME	**FUNDING SOURCE**	**FY 2017/18**	**FY2018/19**	**FY2019/20**	**FY2020/21**	**FY2021/22**	**TOTAL FY2018 - 2022**
Harbor Branch Preserve Riprap Project Phase 1 & 2	Mosquito Fund	$ 200,000	$ 200,000	$ -	$ -	$ -	$ 400,000
Mosquito Compound Equipment Wash Station Filtration System	Mosquito Fund	$ 130,000	$ -	$ -	$ -	$ -	$ 130,000
Island Dune Culvert Replacement IMP 10B	Mosquito Fund	$ 37,900	$ -	$ -	$ -	$ -	$ 37,900
Harbor branch Preserve Dike Improvement	Mosquito Fund	$ 90,000	$ -	$ -	$ -	$ -	$ 90,000
TOTAL	-	**$ 457,900**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ 657,900**

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ADOPTED CAPITAL IMPROVEMENT PLAN: FY 2017/18 TO FY 2021/22							
ENVIRONMENTAL LANDS PROJECTS							
PROJECT NAME	**FUNDING SOURCE**	**FY 2017/18**	**FY 2018/19**	**FY 2019/20**	**FY 2020/21**	**FY 2021/22**	**TOTAL FY 2018 - 2022**
Heathcote Stormwater Park	Environmental Land Acquisition Fund	$ 220,398	$ -	$ -	$ -	$ -	$ 220,398
Petravice Preserve	Capital Financing	$ 200,000	$ -	$ -	$ -	$ -	$ 200,000
St Lucie Village Boardwalk	General Fund	$ 1,650	$ -	$ -	$ -	$ -	$ 1,650
St Lucie Village Boardwalk	Capital Financing	$ 28,350	$ -	$ -	$ -	$ -	$ 28,350
Ft. Pierce Mine	Environmental Land Acquisition Fund	$ 244,080	$ -	$ -	$ -	$ -	$ 244,080
Greenways and Trails Master Plan	Environmental Land Acquisition Fund	$ 89,745	$ -	$ -	$ -	$ -	$ 89,745
Florida Municipal Power Agency Land Preservation Agreement	County Capital Fund	$ 305,456	$ -	$ -	$ -	$ -	$ 305,456

Environmentally Safe Land Purchase	Capital Financing	$ 10,941	$ -	$ -	$ -	$ -	$ 10,941
Environmentally Safe Land Purchase	Capital Financing	$ 564,748	$ -	$ -	$ -	$ -	$ 564,748
IRL-S C23/24 Basin South Reservoir	Capital Financing	$ 1,000,000	$ -	$ -	$ -	$ -	$ 1,000,000
Raccoon Island Classroom	General Fund	$ 25,000	$ -	$ -	$ -	$ -	$ 25,000
Pole Barn at Platts Creek Shop	General Fund	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000
TOTAL	-	**$ 2,740,368**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,740,368**

Source: St. Lucie County Capital Improvements Plan FY 2017/18-2021/22

ECONOMIC DEVELOPMENT ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 10.1: Support economic development in St. Lucie County as part of an overall strategy for sustainability and quality of life.

Objective 10.1.1: Develop and implement activities designed to support economic competitiveness, diversify the economy, promote economic vitality, and improve the overall prosperity of St. Lucie County and its residents.

Policy 10.1.1.1 - Attract investors to help diversify the industrial base, broaden the economic tax base and strengthen the job market.

Policy 10.1.1.2 - Encourage redevelopment projects and business expansions that will promote economic development opportunities.

Policy 10.1.1.3 – Continue to implement and improve upon fast-tracking development review for targeted industry projects in order to encourage investment.

Policy 10.1.1.4 - Place a high priority on infill and redevelopment projects that are consistent with the smart growth policies of St. Lucie County.

Policy 10.1.1.5 - Encourage more construction of executive housing stock that will assist in the attraction of higher paying job opportunities.

Policy 10.1.1.6 - Continue to encourage the development of high wage, high skill, long term job creation in the County.

Policy 10.1.1.7 - Assist in the recruitment of corporate headquarters; businesses with an industry forecast that indicates a strong expectation for future growth in employment, output and pays with relatively high wages compared to area averages; clean high growth industrial activities; aeronautical industries and agricultural industries.

Policy 10.1.1.8 – Encourage and support development patterns that create a diverse mix of residential uses, including qualified affordable and workforce housing, supporting civic and commercial uses, and employment opportunities in close proximity to effectively reduce the number of County residents' commuting outside of the County for employment.

Goal 10.2: Diversify the year round economy and establish an economic and cultural climate that will allow St. Lucie County to effectively compete in the global economy.

Objective 10.2.1: Support efforts to diversify St. Lucie County's economy and to make the county an effective competitor.

Policy 10.2.1.1 - Develop a comprehensive plan and customized development process for industrial businesses that will increase opportunities for business and industry to locate or expand in St. Lucie County.

Policy 10.2.1.2 - Recruit businesses from the targeted industry sectors that will provide year-

round employment opportunities.

Policy 10.2.1.3 - Identify locations for and encourage development of economic clusters for business and industry that would benefit from being located near related industries in the area as well as for other desired contributory business users with the potential for significant employment.

Policy 10.2.1.4 - Encourage the development of clusters of industries according to the adopted targeted industry list such as Manufacturing Facilities, Finance and Insurance, Information, Clean Energy, Professional, Scientific, and Technical Services, Management and Distribution, and Administrative and Support Services at appropriate locations in St. Lucie County.

Policy 10.2.1.5 - Prepare and maintain an inventory of incentives, business programs, and housing stock, and available sites to accommodate targeted industries, new businesses and business expansions in St. Lucie County.

Policy 10.2.1.6 - Support public/private partnerships and communications and provide for an atmosphere for international trade.

Policy 10.2.1.7 - Assist in the promotion, development and implementation of Foreign Trade Zone services in St. Lucie County. St. Lucie County shall actively assist to the maximum extent practical in the recruitment of businesses and maintain an expedited permitting process for bona fide economic development projects located within the Foreign Trade Zone, especially those within the Targeted Industry List.

Policy 10.2.1.8 - The County shall participate in regional economic development activities including the Research Coast.

Policy 10.2.1.9 - The County shall support green and renewable energy loan and grant programs to support development of related green businesses.

Policy 10.2.1.10 – The County shall support economic strategies that build on and complement existing commercial, industrial and agricultural assets in the local economy, including the expansion of small locally owned businesses.

Objective 10.2.2: Establish procedures and tools to encourage business development and assist economic development in St. Lucie County.

Policy 10.2.2.1 – Continue to utilize a point person for inter-agency and inter-department communication whose purpose is to facilitate the movement of targeted economic development projects through the regulatory process.

Policy 10.2.2.2 - Continue to investigate and implement tools to assist developers and businesses in locating appropriate facilities for their needs and to provide all necessary statistical information to encourage outside investors to locate in St. Lucie County.

Policy 10.2.2.3 - Monitor the following indicators of economic and business success in the County:

- Identify for-profit status, which cluster the business supports, salaries, number of employees, and related higher learning programs needed to support the business of new and existing businesses.

- Utilize a GIS-based system to track clustering and examining the location of related businesses.
- Recruitment of employees from local colleges and universities.
- Long term financial value of incentives.
- Jobs/housing balance.

Policy 10.2.2.4 – Continue to support economic growth with performance-based incentive agreements with clear metrics, including but not limited to defined thresholds for jobs, wages, and capital investment; timely compliance monitoring and reporting; and reduction and claw back provisions for noncompliance to ensure accountability and public return on investment.

Objective 10.2.3: Encourage the provision of appropriate educational opportunities, programs, and facilities to meet business and industry needs.

Policy 10.2.3.1 - Encourage the development of more vocational programs to meet business and industry needs.

Policy 10.2.3.2 - Encourage the cultivation of education/business partnerships to develop education and training support programs that will benefit businesses and employees.

Policy 10.2.3.3 - Encourage education and training programs that support manufacturing high-tech, and research and development businesses and other targeted industry to locate in St. Lucie County.

Policy 10.2.3.4 - Encourage and support research and development opportunities provided by Harbor Branch Oceanographic Institution, USDA laboratory, IFAS, Smithsonian Institution, FAU, and University of Florida, to encourage and enhance clustering of high tech industry, and to support the expansion of manufacturing, agriculture/aquaculture, marine and tourism industries in St. Lucie County.

Policy 10.2.3.5 - Promote and identify internships, apprenticeships and training for green sector jobs through St. Lucie School District magnet programs, the colleges and universities, and green technology companies.

Policy 10.2.3.6 – Support the development of transportation, housing, and childcare initiatives that remove barriers to workforce participation.

Objective 10.2.4: Assist the agency charged with the marketing and promotion of St. Lucie County in the development and implementation of marketing efforts.

Policy 10.2.4.1 - Assist in marketing St. Lucie County as a location with opportunities for business location, relocation, or expansion, including international trade.

Policy 10.2.4.2 - Increase cooperation between public agencies and private organizations to present a unified positive image of St. Lucie County.

Objective 10.2.5: The County shall, through economic development projects encourage diversification of the tax base to further support long-term investment in County quality of life.

Policy 10.2.5.1 - The County shall encourage appropriate investments that result in beneficial property values for non-residential and residential properties.

Policy 10.2.5.2 - The County shall support economic development activities that encourage growth in non-residential development resulting in the creation of long term commercial and industrial targeted industry jobs together with comprehensive increases in assessed valuations and ad valorem tax receipts for non-residential development.

Goal 10.3: Support the expansion of agricultural activities, and maintain a sufficient agricultural land base to increase the sustainability, expansion, and diversification of agricultural activities throughout St. Lucie County.

Objective 10.3.1: Increase and diversify the agricultural economic base.

Policy 10.3.1.1 – Encourage the development of specialty foods, farmers market products, and food processing industries to increase and diversify the agricultural economic base.

Policy 10.3.1.2 - Encourage, maintain, and expand industries, such as the aquaculture industry, to increase and diversify the agricultural economic base.

Policy 10.3.1.3 - Encourage and support agricultural and aquaculture research and education programs and development activities.

Policy 10.3.1.4 - Support the development and production of biofuels and related clean energy technology activities in the County.

Policy 10.3.1.5 - Continue to seek ~~establish~~ grant opportunities for the sustainable re-use of agriculture land. Find a means of achieving continued bone fide agriculture operations through innovative land use alternatives such as transfer of development rights and cultivation of alternative energy forms.

Goal 10.4: Maintain and expand the tourism sector of St. Lucie County's economy.

Objective 10.4.1: Maintain and improve existing features that contribute to the attraction of tourists.

Policy 10.4.1.1 - Protect St. Lucie County's natural resources and countryside to ensure their continued existence for the benefit and enjoyment of future residents and visitors.

Policy 10.4.1.2 - Protect and reuse St. Lucie County's historic sites and buildings to preserve its heritage, promote economic development, enhance quality of life, and add to the tourist experience.

Policy 10.4.1.3 - Support local initiatives to preserve St. Lucie County's art, architecture, natural and cultural heritage.

Policy 10.4.1.4 - Promote the expansion of eco-tourism and encouraging existing and new hotels to participate in the Florida Green Lodging Program.

Objective 10.4.2: Initiate marketing efforts and seek new opportunities to promote tourism.

Policy 10.4.2.1 - Market St. Lucie County as a vacation destination with uncrowded beaches, multiple outdoor recreation and natural resources, historic sites, NY Mets Spring Training, golf, cultural activities and a variety of ongoing cultural and culinary events.

Policy 10.4.2.2 - Promote cooperative efforts between public agencies and private organizations to present a unified positive image of St. Lucie County.

Policy 10.4.2.3 - Develop ecotourism opportunities to help extend the tourist season in St. Lucie County, help sustain large areas of open space, preserve natural habitat, discourage sprawling, low density development, and broaden the economic base.

Policy 10.4.2.4 - Promote and market entertainment and sports activities in St. Lucie County domestically and internationally to increase the County's sports tourism market.

Policy 10.4.2.5 - Encourage and strengthen the role of sports activities in economic development by attracting and soliciting amateur and professional regional multi-sports events.

Policy 10.4.2.6 - Encourage and strengthen the role of the arts in economic development by attracting and accommodating amateur and professional arts events and businesses throughout the county.

Policy 10.4.2.7 - The County shall, in cooperation with Visit Florida and its own visitor tracking efforts and data collection monitor the origination of domestic and international tourists to determine in which areas marketing should be focused.

Policy 10.4.2.8 - Pursue international partnerships that promote cultural exchanges and encourage international visitors to stay and play in St. Lucie County.

Goal 10.5: Encourage patterns of development that are less costly to provide with public services and facilities, and encourage the redevelopment and revitalization of older residential, industrial, and commercial areas.

Objective 10.5.1: Promote patterns of development that allow public services and facilities to be provided more cost-effectively.

Policy 10.5.1.1 - Encourage the use of compact, mixed-use development.

Policy 10.5.1.2 - Coordinate land use planning and the provision of public facilities.

Policy 10.5.1.3 - Continue to provide expedited review of development applications for economic development projects.

Policy 10.5.1.4 - Establish a streamlined conceptual site plan approval process for industrial development using the Florida Manufacturing Competitiveness Act as a model.

Policy 10.5.1.5 - Develop and utilize appropriate business incentive programs that will attract outside businesses and assist in the retention and expansion of existing businesses.

Policy 10.5.1.6 – Encourage and support development patterns that maintain sufficient housing to support local business expansion and encourage the relocation of new businesses.

Goal 10.6: Improve infrastructure linkages throughout St. Lucie County.

Objective 10.6.1: Encourage and support improved infrastructure linkages between business centers, educational facilities, and residents.

Policy 10.6.1.1 - Improve transportation and transit opportunities throughout St. Lucie County in order to provide improved access to industry and commercial locations for other businesses and the labor force, and provide easier access to educational facilities.

Policy 10.6.1.2 – The County shall support a competitive regional industrial environment, through the development of transportation improvements, including a roadway connection of Interstate 95, the Florida Turnpike to the Treasure Coast International Airport, and the Port of Fort Pierce, to facilitate land, sea and air distribution opportunities.

Policy 10.6.1.32 - Improve and expand the water and sewer system to allow for adequate capacity for future economic growth.

Policy 10.6.1.43 - Expand the water and sewer system to encompass all industrial and commercial land use areas located within the urban service area and utilize grant funds when available.

Policy 10.6.1.54 - Encourage and improve the use of the Treasure Coast International Airport as a first class general aviation facility, to improve safety for existing and new flight training facilities, to improve access for business and industry, to improve access for residents, and to encourage outside investors to locate in the area.

Policy 10.6.1.65 - Through implementation of the Airport Master Plan, promote the expansion of commercial aviation service.

Policy 10.6.1.7 - All development at the TCIA shall be consistent with the Airport Master Plan and Airport Layout Plan prior to commencement of construction. Notwithstanding any other provision, aeronautical uses at the airport shall be a permitted use with review in accordance with applicable site plan standards of review as set forth in the Land Development Code.

Policy 10.6.1.7 – The County shall continue to implement the Port Master Plan for the Port of Fort Pierce to embrace expansion of marine industries, new high growth industries and opportunities aligned with the goals of expanding economic and social benefits to the citizens and businesses found in St. Lucie County and the Treasure Coast.

TOWNS, VILLAGES AND THE COUNTRYSIDE ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 11.1: Establish a development framework that encourages a sustainable settlement pattern that preserves the rural character of St. Lucie County, protects and enhances the natural environment and increases the quality of life of the citizens.

Objective 11.1.1: To ensure that new development in the existing agriculture areas is predictable and responds to the vision of the citizens of St. Lucie County.

Policy 11.1.1.1 - Special Area Plans. Special Area Plans form a basis for amending the Future Land Use Map in existing undeveloped areas. These plans shall be created with a high degree of citizen participation and shall be submitted as part of the data and analysis required to amend the Future Land Use Map. The Special Area Plans shall:

1. Delineate the planning area;
2. Review the existing land use and zoning;
3. Analyze the existing transportation issues including the potential impact of new development;
4. Analyze water management issues;
5. Address other challenges and opportunities within the area;
6. Create a “to scale” map that clearly illustrates a neighborhood structure, a network of streets and blocks including residential, retail, commercial, civic uses and locations for public open space;
7. Identify the appropriate location and amount of new retail. Retail growth shall be planned and projected for the next year, five years and fifteen years based on the existing and projected transportation and infrastructure systems, the market conditions and appropriate trade areas;
8. Identify the appropriate location and amount of new commercial uses;
9. Identify any natural resources that are to be protected or maintained;
10. Provide illustrations that depict the proposed scale and character of the development of the area;
11. Establish a financial strategy for the building, operation and maintenance of infrastructure;
12. Provide a Transferable Development Value (TDV) Map;
13. Provide a Transfer of Development Rights credit matrix; and
14. Provide a maximum allowable development program. This program will serve as a basis for setting and evaluating levels of service and will quantify development authorized by the Special Area Plan.

Policy 11.1.1.2 - Adopted Special Area Plans. Adopted Special Area Plans include the following:

1) North St. Lucie County Special Area Plan (NSLC SAP). The settlement strategies generated during the charrette process for the Special Area Plan for North St. Lucie County (NSLC) are outlined in the North St. Lucie County Charrette Master Plan Report that is included as data and analysis supporting the creation and implementation of the Towns, Villages and Countryside (TVC) Element and future land use designation.

a) North St. Lucie County Special Area Plan General Location Map. Figure 11-1 depicts the area included in the NSLC Special Area Plan.

b) North St. Lucie County Towns, Villages and Countryside Map. Figure 11-2 depicts the area in the NSLC Special Area Plan that has a future land use designation of TVC.

c) North St. Lucie County Maximum Allowable Development Program. Development within the NSLC Special Area Plan that has a future land use designation of TVC is limited by the amount set forth in Table 11-1.

Table 11-1 North St. Lucie County
Maximum Allowable Development Program

Use	Amount Permitted
Residential Dwelling	37,500 units
Commercial / Retail Uses	5,000,000 square feet
Industrial Uses	464 acres

The maximum development amounts in the above table apply only within the area that has the TVC land use designation, as depicted on Figure 11-2. For example, and without limitation of the foregoing statement, the retail uses depicted outside the area of the TVC land use designation on Figure 11-13, North St. Lucie General Retail Development Plan, both to the east and the west of the TVC land use designation area, are not limited by the Maximum Allowable Development Program as set forth in this Policy 11.1.1.2(c). This shall not be deemed to limit or modify provisions of this Comprehensive Plan as they may apply outside the area that has the TVC land use designation.

d) Within 90 days following the County's approval of any final development order allowing a commercial/retail use by which the total amount of commercial/retail (including office) use approved for development within the area subject to the TVC land use designation equals or exceeds 3,500,000 square feet of building area, the County shall initiate a special review process by which it shall consider whether a Plan amendment is appropriate that would increase the maximum of 5,000,000 square feet of commercial/retail uses, including any appropriate regional commercial use, permitted within such area as set forth in Policy 11.1.1.2(c) Table 11-1, Maximum Allowable Development Program.

e) North St. Lucie County Transferable Development Value (TDV) Map. Figure 11-3 establishes the TDV Map for NSLC.

2) [*Reserved for additional Special Area Plans to be included as approved*]

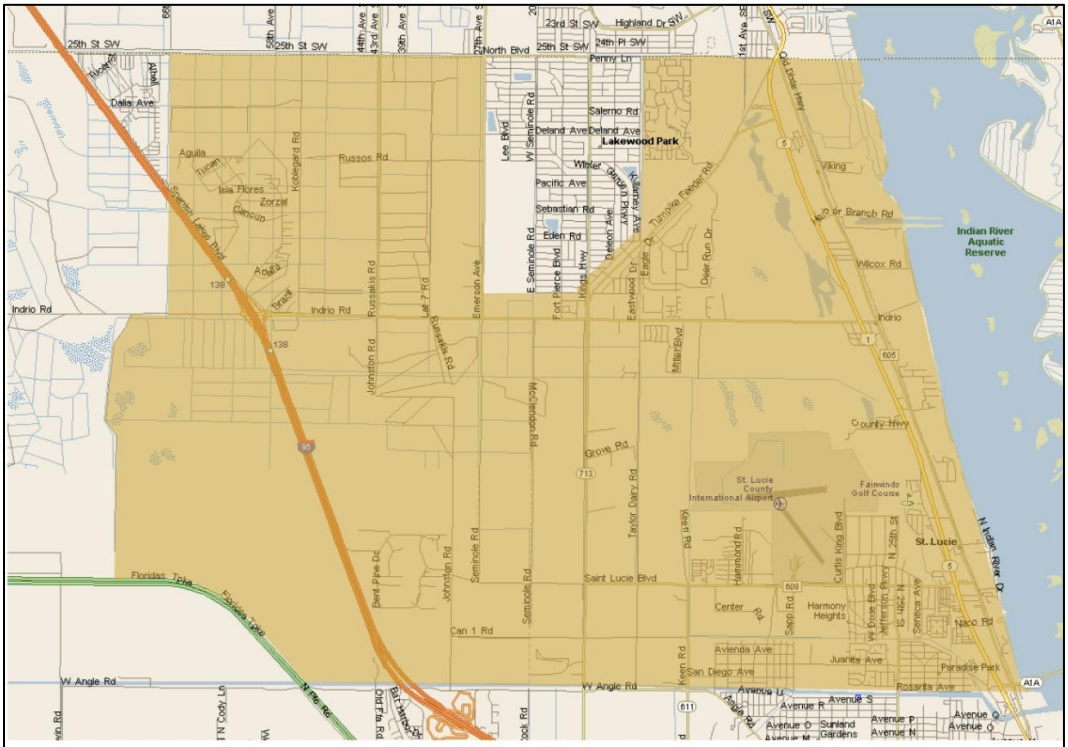


Figure 11-1
NORTH ST. LUCIE COUNTY SPECIAL AREA PLAN - GENERAL LOCATION MAP

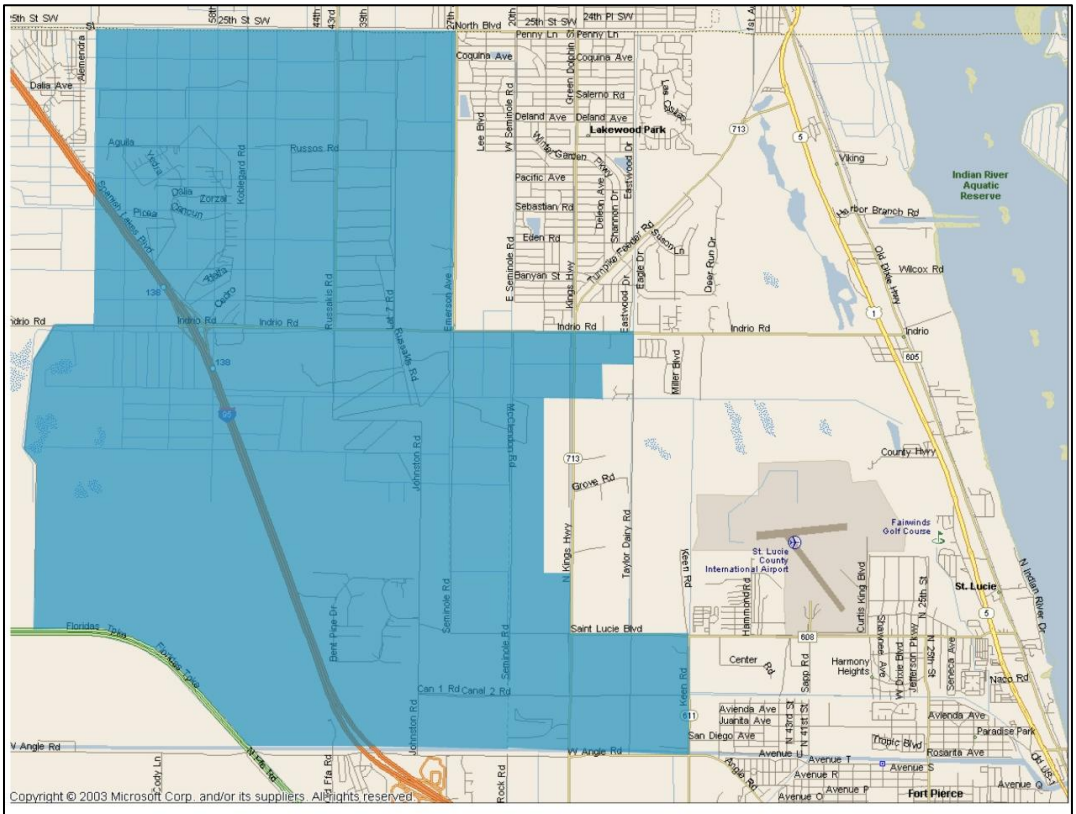


Figure 11-2
North St Lucie County Towns Villages and Countryside Map

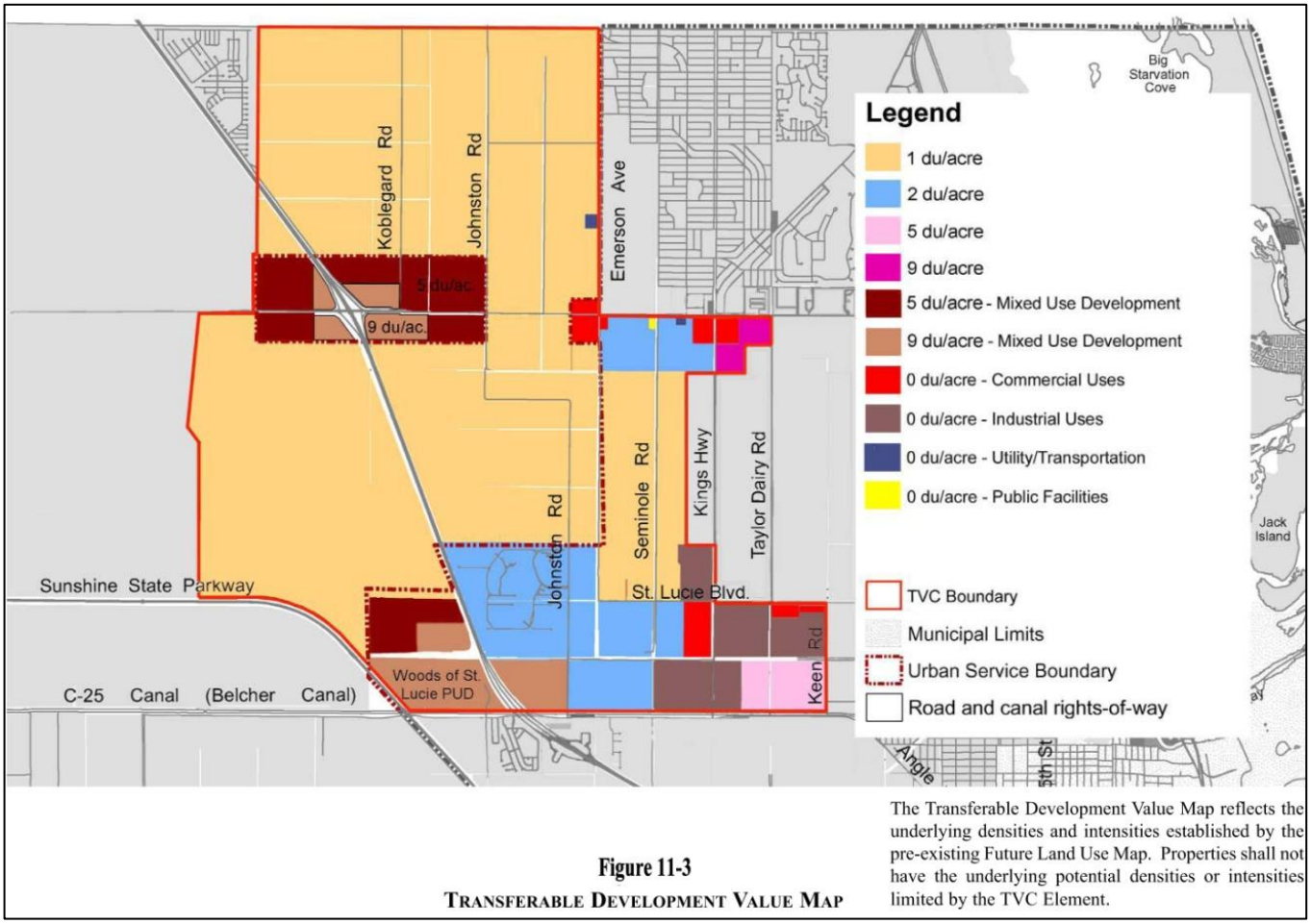


Figure 11-3
TRANSFERABLE DEVELOPMENT VALUE MAP

The Transferable Development Value Map reflects the underlying densities and intensities established by the pre-existing Future Land Use Map. Properties shall not have the underlying potential densities or intensities limited by the TVC Element.

Objective 11.1.2: To create an incentive-based policy framework that limits growth in the Towns, Villages and Countryside areas to a sustainable model of development while maintaining the community's rural character and improving the citizens' quality of life.

Policy 11.1.2.1 - Establish the Framework. The framework shall be known as Towns, Villages and Countryside (TVC) and shall be a separate future land use map designation governed by the Goals, Objectives and Policies of the TVC Element.

Policy 11.1.2.2 - Application. The TVC Element shall apply to those portions of the County where the TVC land use designation has been adopted; however, all other policies of the St. Lucie County Comprehensive Plan apply, except where specifically addressed by the TVC. The Goals, Objectives and Policies of this element are interrelated and are to be applied in their entirety to new development.

Policy 11.1.2.3 - Urban Services. –Proposals to build in accordance with the Goals, Objectives and Policies of the TVC Element and the intent of the approved Special Area Plan shall be eligible to receive urban services even if such developments are located outside the Urban Service Boundary (USB). Providing urban services to such development does not trigger an expansion of the USB. Development outside of the USB that does not meet the requirements of Policy 11.1.2.6 of the TVC Element is not eligible to receive urban services, even if such

development is proposed in proximity to a service extension that has been provided for another development approved under the TVC.

Planned Unit Developments (PUDs) are not exempt from this policy. Parcels that develop in accordance with Policy 11.1.2.6(6) and (7) may also be eligible to receive urban services. Outside of the TVC area, Future Land Use Objective 1.1.5 and its policies shall govern the provision of Urban Services.

Policy 11.1.2.4 – Expedited review process. ~~The County shall establish an expedited process for rezoning and development review within six months of the effective date of the TVC Element.~~ Since the TVC Element provides incentives for large-scale settlement plans, and does not provide incentives for piecemeal development, the expectation is for an assemblage of coordinated development plans. The County will reduce the review process to ninety days for projects that propose to build in accordance with an approved Special Area Plan and the TVC Goals, Objectives and Policies. A development proposal that does not propose to build in accordance with an approved Special Area Plan or in accordance with the TVC Goals, Objectives and Policies, is not eligible for the TVC expedited review process.

Policy 11.1.2.5 - Transferable Development Value (TDV) Map. The TDV Map (Figure 11-3) establishes the potential uses, densities and intensities for properties in the TVC area, as established in the pre-existing Future Land Use Element as of [the original date of adoption of TVC amendment [remedial amendments adopted via Ordinance 07-037 on June 5, 2007]. The TVC Element shall not limit the underlying potential densities or intensities, as established by the pre-existing Future Land Use Element. New nonresidential uses allowed pursuant to the pre-existing Future Land Use Element shall be encouraged to follow the retail and workplace strategies outlined in this element and shall follow the TVC Land Development Regulations. The potential densities and intensities on the TDV Map may be increased by the application of the policies in the TVC Element. Furthermore, for development that conforms to the TVC Element, any excess transferable development rights remaining on the site after the application of the TVC Land Development Regulations may be transferred under the TDR Program outlined by Objective 11.1.7.

Policy 11.1.2.6 - Options for Development Outside of the Urban Service Boundary. Properties located outside of the Urban Service Boundary (USB) have several options for development in the TVC area:

1. Develop a Town, Village, or Hamlet in accordance with the requirements of the TVC Element; or
2. Submit a joint application with other property owners to develop a Town, Village, or Hamlet in accordance with the requirements of the TVC Element; or
3. Maintain the property in its natural state or for existing and new agricultural uses consistent with the adopted agricultural zoning designations. Such uses are encouraged to remain and may be expanded over time; or
4. Maintain the property in its natural state or for agricultural uses and utilize the Transfer of Development Rights (TDR) Program outlined under Objective 11.1.7 for the sale and transfer of at least 90% of the unused transferable development rights to an eligible receiving site; or,
5. For parcels less than 500 acres in size, utilize the TDR Program to transfer a minimum of 90% of the transferable development rights to an eligible receiving site. The property may be subdivided into individual home sites using up to 10% of the transferable development rights. Such home sites are eligible to receive urban services at the developer's expense after 90% of the transferable development rights has been permanently set aside for future transfer; or

6. For parcels less than 500 acres in size, subdivide the property into individual home sites with densities and intensities equal to or less than the number permitted by the transferable development rights. Such properties are not eligible for the incentives offered by the TVC, including access to urban services and utilization of the TDR Program. New development shall connect roadways, trails and open space and be compatible with existing adjacent development, without affecting the property's existing density and intensity.
7. For parcels of 500 acres or greater, a Hamlet may be developed, in accordance with Policy 11.1.4.6. The Hamlet shall consist of compact, pedestrian-friendly residential settlement with a variety of housing types. Home sites within a Hamlet are eligible to receive urban services at the developer's expense. New development of a Hamlet must ensure compatibility with existing or planned nearby development and provide connectivity of roadways, trails, open space, and a flow way.

Policy 11.1.2.7 - Subdivision Limitations. Existing parcels of record as of the original ~~[~~date of adoption of TVC amendment~~]~~ that are 500 acres or more in size and located outside of the Urban Service Boundary (USB), shall develop in accordance with Policy 11.1.2.6 (1),(2),(3), (4) or (7).

Policy 11.1.2.8 - Right to Farm.~~:~~ At a minimum, Florida's Right to Farm laws apply to existing and new agricultural uses in the TVC. Owners of the land are encouraged to initiate, continue, and expand agricultural operations and shall be protected in accordance with the allowances of the agricultural zoning district that applies to the land.

Objective 11.1.3: To provide incentives to reallocate potential development from areas located outside of the Urban Service Boundary (USB) to appropriate areas located inside the USB.

Policy 11.1.3.1 - Incentives for Development Inside the USB.

1. County Incentives. For projects that conform to the TVC Land Development Regulations and, additionally, provide affordable housing, workforce housing or propose mixed-use development, the County may offer incentives such as, but not limited to, expedited permit review or density bonuses as established by the County Commission.
2. Reduced Requirements. To encourage development within the USB, new development has the following reduced requirements:
    a. Incremental development is permitted. New development does not have a minimum parcel size. Existing parcels may subdivide into individual building sites. New development shall follow the TVC Land Development Regulations to ensure connectivity and compatibility with existing adjacent development, without affecting the property's existing density and intensity.
    b. Towns and Villages have reduced requirements for Open Space & Countryside, and consequently for overall minimum size as outlined in Table 11-2 and Table 11-3.
3. Transfer of Development Rights (TDR) Program. For projects that conform to the Goals, Objectives and Policies of the TVC Element, the TDR Program outlined by Objective 11.1.7 establishes density bonuses to encourage development inside the Urban Service Boundary (USB) and transfers of density from eligible sending sites outside of the USB to designated receiving sites inside of the USB or Towns, Villages and Hamlets. Projects that propose to build a Town or Village may also transfer any unused transferable development rights remaining on the subject property as set forth in the TDR Program outlined by Objective 11.1.7.

4. Potential Densities and Intensities. The TVC Element shall not limit the underlying potential densities or intensities, as established by the pre-existing Future Land Use Element as of the original [date of adoption of TVC amendment]. New non-residential uses allowed pursuant to the pre-existing Future Land Use Element are encouraged to follow the retail and workplace strategies outlined in this element and shall follow the TVC Land Development Regulations. The potential densities and intensities on the TDV Map may be increased by the application of the policies in the TVC Element.

Objective 11.1.4: To prevent suburban sprawl by restricting the development of lands outside of the Urban Service Boundary to a system of compact, mixed-use, pedestrian-friendly Town, Villages and Hamlets.

Policy 11.1.4.1 - TVC Development. Development within the TVC is intended to do the following:

- Preserve the rural character, encouraging opportunities for continued agriculture;
- Offset biological and ecological impacts of new development;
- Improve the water quality within the Indian River Lagoon;
- Manage water comprehensively throughout the area;
- Provide an interconnected system of native habitat preserves, greenways, parks, and open space;
- Reduce automobile trips;
- Balance housing with workplaces, jobs, retail and civic uses;
- Provide a variety of housing types to support residents of diverse ages, incomes, family sizes, and lifestyles;
- Create predictability and efficiency in planning and in the provision of infrastructure;
- Allocate infrastructure and public service costs to provide for fiscal neutrality.

Policy 11.1.4.2 - Settlement Principles. Neighborhoods form the basic building block for all new Towns and Villages within the TVC (Figure 11-4). The components of a Neighborhood shall be arranged to be compatible in scale and character with existing adjacent uses.

Neighborhoods shall exhibit the following characteristics:

1. Neighborhood Size. The neighborhood size shall be scaled upon a five-minute walk radius (approximately ¼ mile, 1,320 feet, or area of 125 acres), as measured from the Neighborhood Center (Figure 11-5). In general, each neighborhood shall have well defined edges and range from 80 to 150 acres in size, not including the land set aside for the Countryside component. The shape or form of the neighborhood is flexible and responds to physical or geological conditions, provided that the maximum ¼ mile radius benchmark for scale is generally maintained. For example, proposed development within a Net Developable Area of 200 acres should create two distinct neighborhoods.
2. The Transect. A Neighborhood shall contain a mix of uses including residential, retail, office, civic and recreation spaces that support the daily needs of its residents within walking distance. Varying uses shall be organized in the Neighborhood based on the Transect (Figure 11-6), which is composed of a hierarchy of zones including the Countryside, Neighborhood Edge, Neighborhood General, and Neighborhood Center zones, and in the case of developments with multiple neighborhoods, the Neighborhood Core zone. The Transect promotes a wide cross section of uses, densities and building types and depicts their appropriate location in clearly defined zones:
    a) Neighborhood Edge. The Neighborhood Edge is primarily a detached single family area with larger lots and less density than the other zones.

b) Neighborhood General. The Neighborhood General is one of the larger areas in a Neighborhood, allowing some small businesses compatible with the primarily residential character of the zone. A mixture of single-family homes on various lot sizes, attached townhouses, apartments, bed and breakfast tourism homes and some live-work units is appropriate.

c) Neighborhood Center. The Neighborhood Center is the recognizable nucleus in the form of a public or civic focal point. The public or civic focal point may be a publicly owned square, park, green or plaza, in combination with a school, library, museum, place of worship, community center, farmer's market or small-scale neighborhood retail uses. The Neighborhood Center provides a natural gathering place for the community and is lined by the fronts of buildings for spatial definition as well as for the increased safety afforded by the resulting natural surveillance opportunity. The Center is compact and appropriate for multi-story attached buildings designed to accommodate a range of uses over time. Shops with offices or apartments in the upper stories, live/work units and higher density residential types are all appropriate in the Neighborhood Center. The Neighborhood Center is within walking distance of and accessible to all neighborhood residents.

d) Neighborhood Core. The Neighborhood Core is the densest, most active zone of the Transect, supported by at least two neighborhoods usually occurring along a major thoroughfare or at a major intersection. The Neighborhood Core has the more intense retail and office uses and may include targeted industry employment uses.

3. Variety of Housing Types. A Neighborhood shall provide a variety of housing types and prices that support a broad range of family sizes and incomes. Housing types are defined by building types such as single-family, multi-family, townhouse, mixed-use, etc. and are distributed throughout the neighborhood in relation to the principle of the Transect. The Neighborhood provides home-ownership as well as rental housing opportunities in an integrated manner. The use of accessory dwelling units, in accordance with the provisions of Section 163.31771, Florida Statutes, to provide an opportunity for dispersed rental housing or other accessory uses within single-family fabric is desirable. Accessory dwelling units shall be evaluated for concurrency purposes to determine availability of services when proposed as part of a Town or Village. When proposed by an individual lot owner, only verification of potable water and sanitary sewer service shall be required. A mobile home or Recreational Vehicle (RV) shall not constitute such an accessory dwelling unit. Accessory dwelling units shall not constitute a unit for the purposes of limiting density.

4. Civic Uses. Each Neighborhood shall contain at least one Civic building. Civic buildings shall be sited on locations of high public visibility and prominence, usually within or around public Open Spaces, or at the termination of vistas (Figure 11-7). Fire Stations and Police Stations are encouraged to provide community meeting rooms to enhance their public character. Towns or Villages that are required to provide a school shall locate the school onsite. Planning for the school shall be coordinated with the School Board of St. Lucie County. Land set aside for Civic Uses may be eligible for incentives under the Transfer of Development Rights (TDR) Program outlined under Objective 11.1.7.

5. Walkable Blocks. Blocks shall be scaled to accommodate a variety of building types and encourage pedestrian traffic. Such typical block dimensions range between 300' – 500' on a block face and do not exceed 750' on any single block face. Single blocks shall not exceed a total perimeter distance of 2,500'.

6. Proper Building Placement. Building types of like scale, massing, and uses shall face one another on a given street. To provide a harmonious transition, differing building types

may be placed back-to-back on a single block. The primary entrance of every building shall directly face a street, a square, a park, a plaza, or a green.

7. Street Network. Neighborhoods shall have an interconnected network of public streets designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles. A hierarchy of streets shall be provided in the neighborhood so that larger streets accommodate larger buildings and wider sidewalks while smaller streets have smaller buildings and sidewalks. Streets and buildings shall be designed so the building height facing the street is proportional to the width of the street. Alleys are required in the mixed use areas of the neighborhood to provide access for rear-loaded parking, municipal services, and loading and unloading of goods, which allows the street to be more safely used by pedestrians and bicyclists by reducing conflicts with vehicles. Alleys are required for townhouse development. In residential areas, alleys are encouraged, but not required, to accommodate parking and to provide private entrances and parking for rental units located behind single-family homes. Where alleys are used to provide rear access, buildings shall have secondary entrances, lighting and sufficient window openings to provide natural surveillance.
8. Mix of Uses. Neighborhoods shall support varying amounts of mixed use located within the appropriate area of the Transect within suitable building types. Different neighborhoods have diverse characters, which support varying amounts of mixed use; however, every neighborhood should support residential uses, a civic site, and at least one Local Store.
9. Countryside. A significant amount of Open Space is designated for the Countryside as an integral component of the settlement pattern to
   a) support and enhance the rural character;
   b) preserve and restore native habitats;
   c) provide opportunities for sustained agriculture; and
   d) help mitigate the biological and ecological impacts of new development.

Figure 11-4
NEIGHBORHOOD DIAGRAM

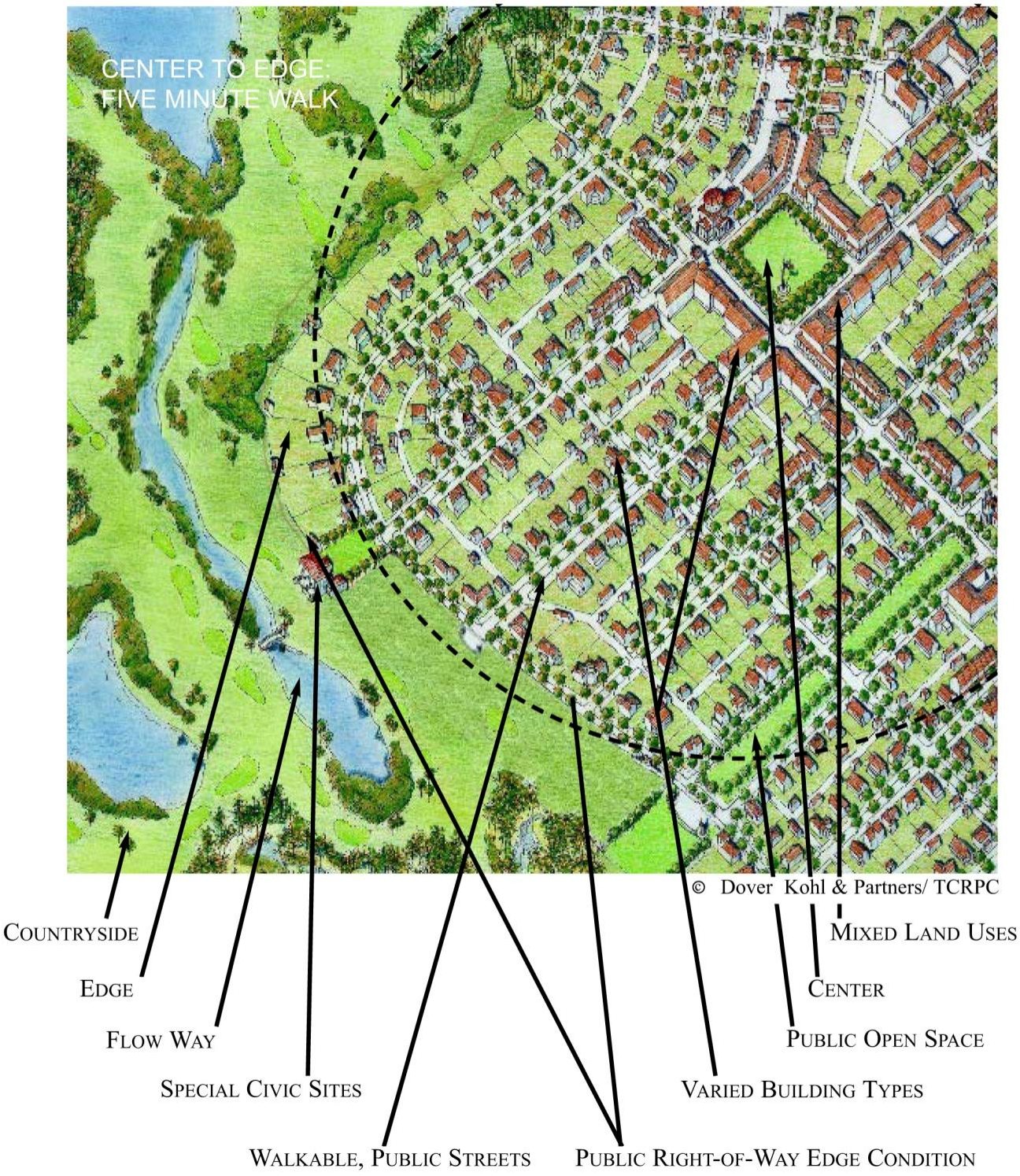
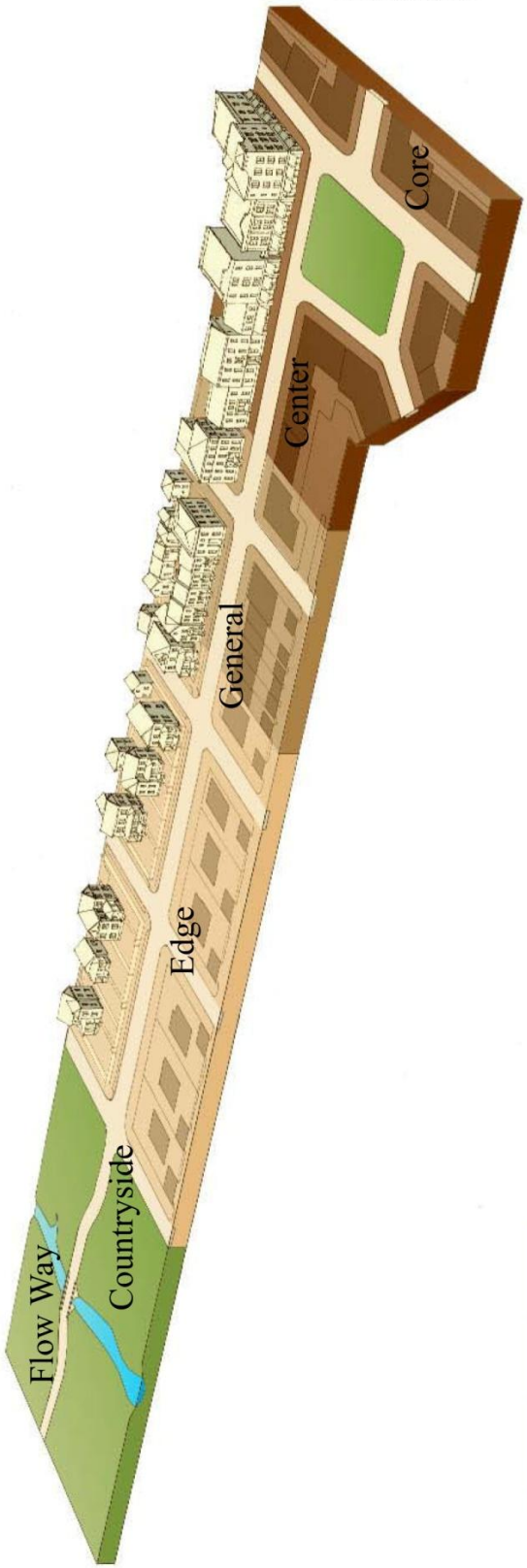


Figure 11-5
NEIGHBORHOOD CHARACTERISTICS



Figure 11-6
The Transect



A SECTION THROUGH
THE NEIGHBORHOOD



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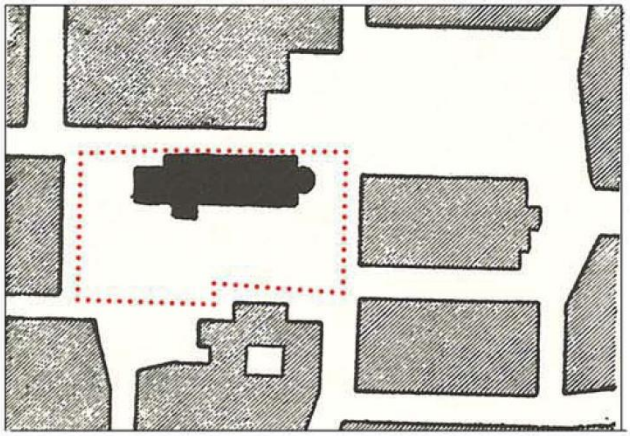
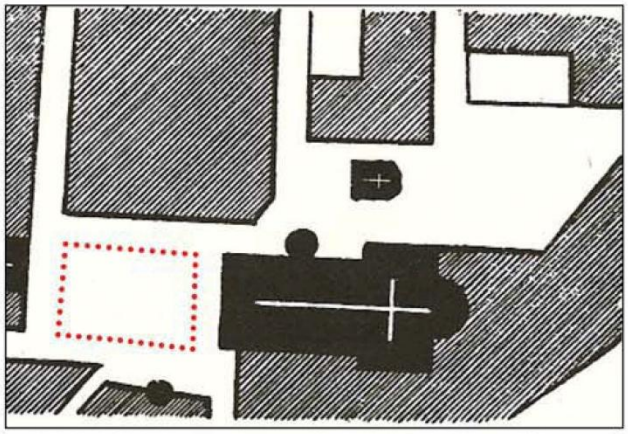
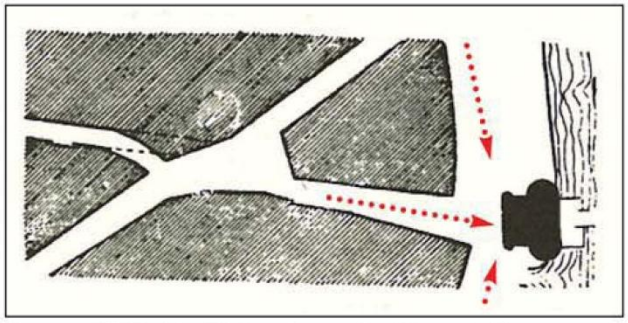
Figure 11-7
Civic Use Locations



Civic Building Within a Public Open Space



Civic Building Around a Public Open Space



Civic Building Terminating a Vista

Three Plans by Camillo Sitte - Civic Art, Hegemann & Peets, American Vitruvius

Policy 11.1.4.3 - Development in the Form of New Towns, Villages and Hamlets. Except as otherwise provided in the TVC Element, new development shall be in the form of Towns, Villages and Hamlets, created by a system of neighborhoods that demonstrate the Settlement Principles, implement the retail, workplace and transportation strategies, manage water and wastewater comprehensively and allow for a significant amount of Countryside. The relationship of the built environment to open space outlined in Policies 11.1.4.4 and 11.1.4.5 for new Towns, Villages and Hamlets is based on the following principles (Figure 11-8):

1. A minimum density and mix of uses in a compact, walkable community is necessary to establish sustainable growth;
2. Open Space is necessary for the long-term health and welfare of new communities in rural areas;
3. Open Space is necessary to preserve the natural and rural character desired by the citizens of St. Lucie County;
4. Open Space is necessary to help mitigate the environmental impact of the new development in the area; and
5. Open Space is necessary to improve the overall health and water quality of the Indian River Lagoon. Participation in the TDR Program outlined under Objective 11.1.7 may be necessary to acquire additional density to meet the minimum requirements for development under the TVC Element. Outside of the USB, the Transferable Development Value Map and the application of the TDR Program limit potential development density of a new Town or Village. Density increases not associated with the TDR Program (i.e. through re-zoning) are not permitted outside of the USB, except within an approved Hamlet satisfying the requirements of Policy 11.1.4.6.

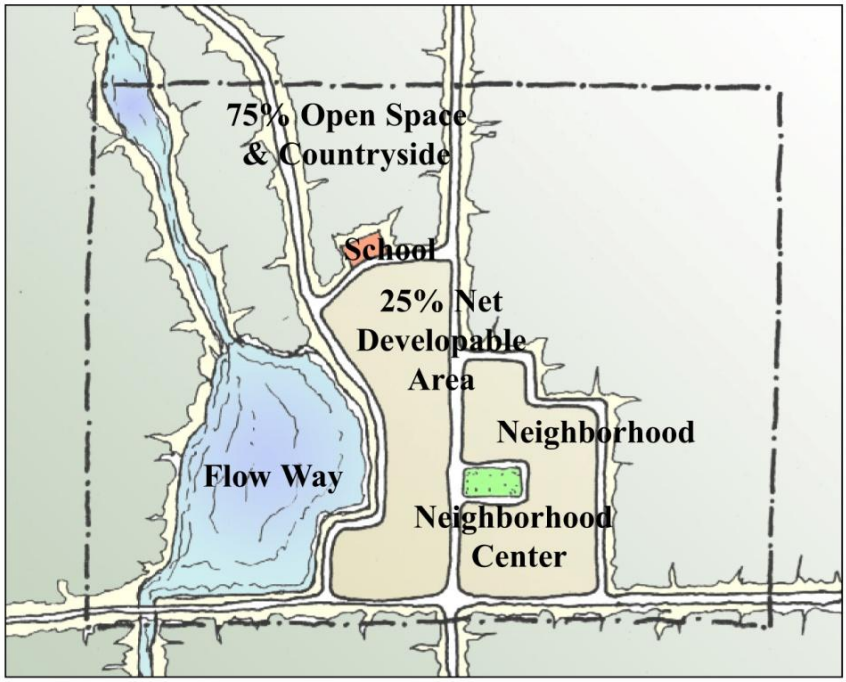
Policy 11.1.4.4 - Towns. A Town (Figure 11-9) is a collection of two or more distinct neighborhoods in the Countryside.

Table 11-2 Town Requirements

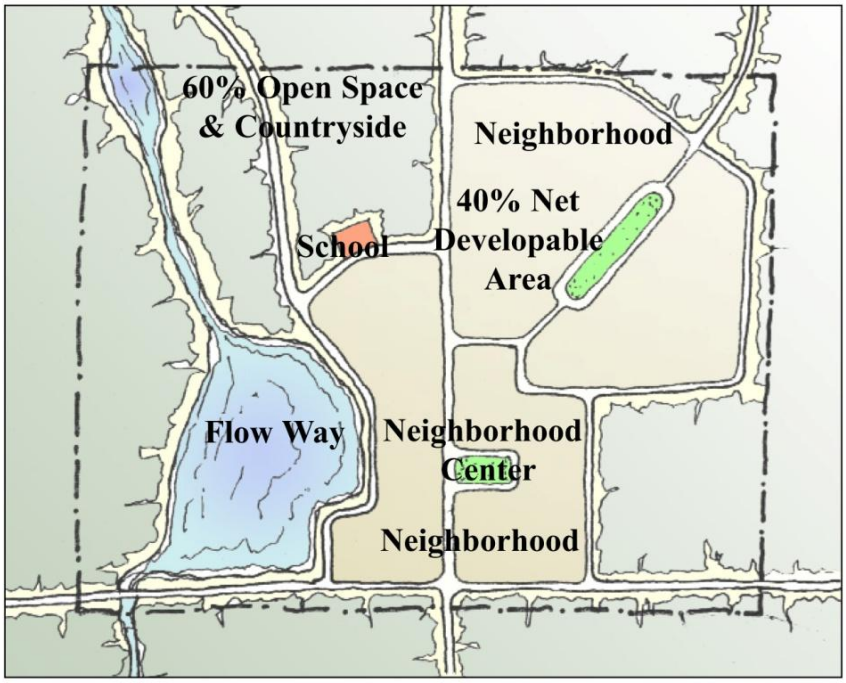
Size	
Min. Land Area for a Town located Outside of the USB:	625 acres
Min. Land Area for a Town located Inside of the USB:	225 acres
Maximum Land Area:	N/A
Open Space & Countryside	
Open Space & Countryside Required Outside the USB:	60% (50% Countryside min.)
Open Space & Countryside Required Inside the USB:	40% (Countryside min.)
Density Required in Net Developable Area*	
Min. Average Density required Inside USB:	6 dwelling units/ acre
Min. Average Density required Outside USB:	5 dwelling units/ acre

* Properties that do not achieve the minimum density (as depicted on the TDV Map) for development of a Town may acquire additional density pursuant to the TDR Program outlined under Objective 11.1.7.

Figure 11-8
NEIGHBORHOOD/OPEN SPACE DIAGRAM



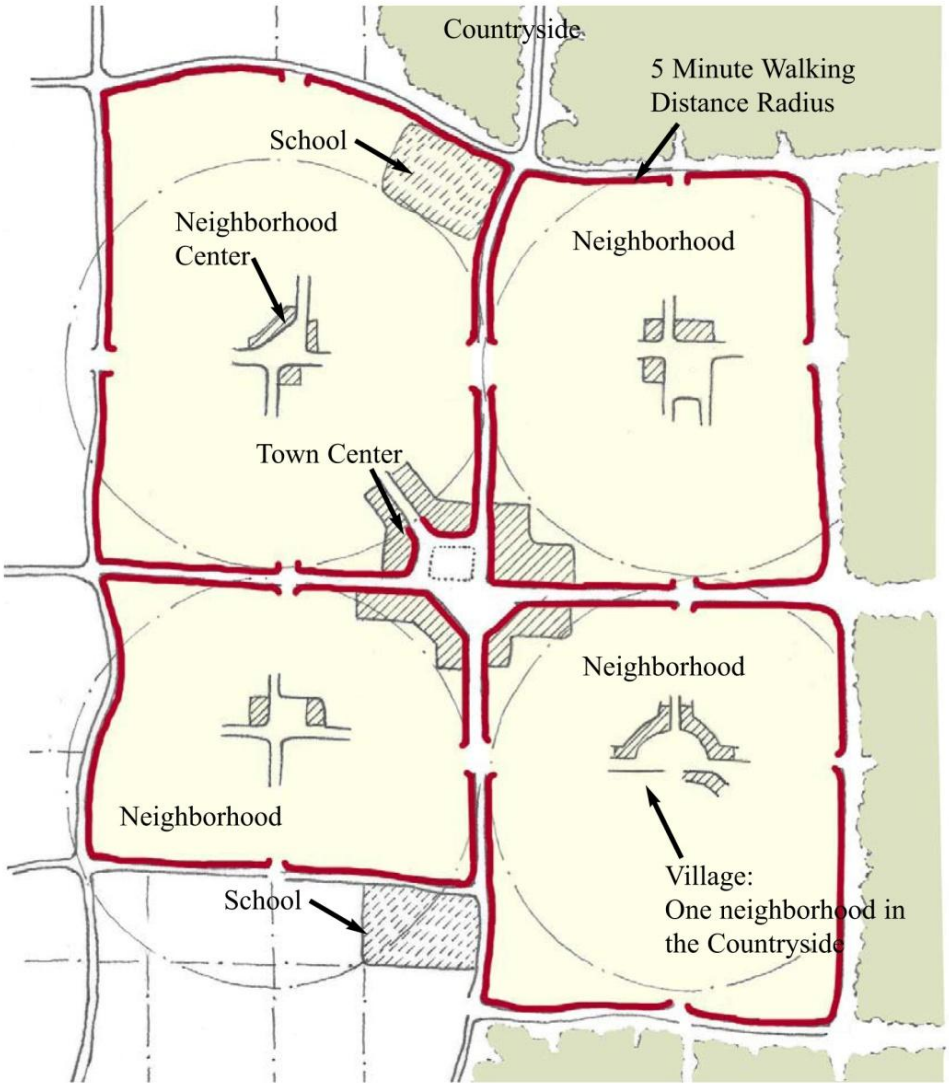
Village: Compact walkable community within the countryside



Town: A group of neighborhoods within the countryside

Figure 11-9

DIAGRAM OF A TOWN



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Town Center

The Neighborhood is the basic planning unit. Alone in the countryside, one neighborhood constitutes a Village, when combined with other neighborhoods, it becomes a Town.

Policy 11.1.4.5 - Villages. A Village (Figure 11-10) is one distinct neighborhood in the Countryside.

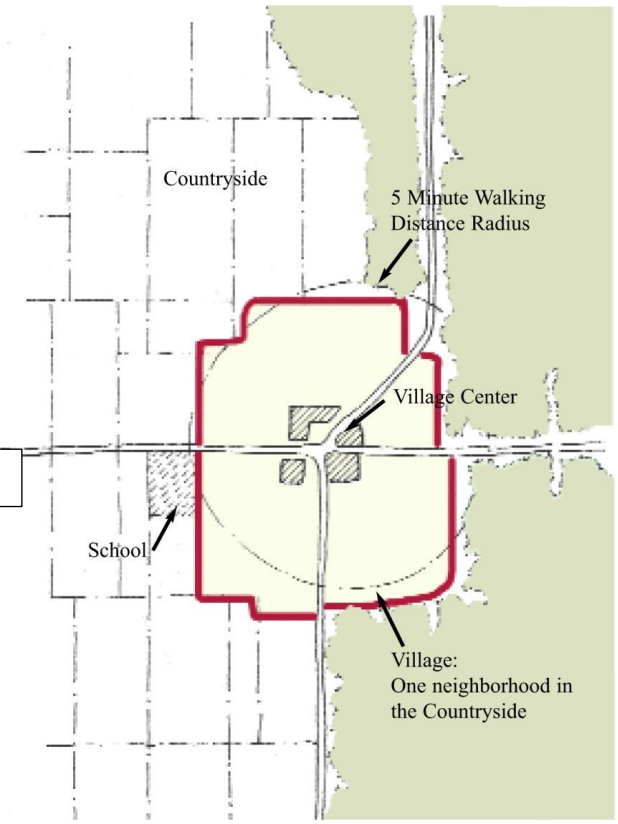
Table 11-3 Village Requirements

Size	
Min. Land Area for a Village located Outside of the USB:	500 acres
Min. Land Area for a Village located Inside of the USB:	110 acres
Maximum Land Area:	624 acres
Open Space & Countryside	
Open Space & Countryside Required Outside the USB:	75% (65% Countryside min.)
Open Space & Countryside Required Inside the USB:	40% (Countryside min.)
Density Required in Net Developable Area *	
Min. Average Density required Inside USB:	5 dwelling units/ acre
Min. Average Density required Outside USB:	5 dwelling units/ acre

*Properties that do not achieve the minimum density (as depicted on the TDV Map) for development of a Town may acquire additional density pursuant to the TDR Program outlined under Objective 11.1.7.

Figure moved here

Figure 11-10
DIAGRAM OF A VILLAGE



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The Neighborhood is the basic planning unit. Alone in the countryside, one neighborhood constitutes a Village, when combined with other neighborhoods, it becomes a town.

Village Center

Policy 11.1.4.6 – Hamlet. A Hamlet is a compact, pedestrian-friendly residential settlement with a variety of housing types and/or mixed-use development. The Hamlet shall consist of two or more compact, pedestrian-friendly, residential neighborhoods with a variety of housing types, recreational spaces and/or mixed-use development. A Hamlet shall be developed outside the Urban Service Boundary, based on the following standards:

1. Hamlets shall be proposed and reviewed as Planned Unit Developments (PUDs), pursuant to St. Lucie County Land Development Code Section 7.01.00.
2. Policy 11.1.4.2., Settlement Principles, is not applicable in a Hamlet. The Settlement Principles applicable in a Hamlet are as follows :
    a. Each Hamlet shall be scaled upon a five-minute walk radius (approximately ¼ mile, 1,320 feet, or area of 125 acres), as measured from the center of the settlement. The shape or form of the settlement is flexible and should respond to physical or geological conditions, provided that the maximum ¼ mile radius benchmark is generally maintained.
    b. The Hamlet shall contain a mix of residential, civic, and recreation spaces. Hamlets are encouraged to include live/work units, office/flex coworking space, and at least one local store providing supportive retail goods and services.
    c. The use of the Transect in Policy 11.1.4.2 and Figure 11-6 (and its hierarchy of zones including the Countryside, Neighborhood Edge, Neighborhood General, and Neighborhood Center) is not mandatory in a Hamlet. To the extent Transect zones can aide organization of the Hamlet, the use of the Transect is encouraged.
    d. The Hamlet shall provide a variety of housing types and prices for a range of family sizes and incomes and may include owner-occupied as well as rental units. Housing types are defined by building types such as single-family, multi-family, townhouse, villas, apartments, mixed-use, etc., and distributed throughout the settlement. The use of accessory dwelling units to provide dispersed rental housing within single-family development is encouraged. When proposed as part of a Hamlet, accessory dwelling units shall be evaluated to ensure concurrency between availability of public facilities and services and demand for such. When proposed by an individual lot owner, only verification of potable water and sanitary sewer service shall be required. A mobile home or recreational vehicle shall not constitute an accessory dwelling unit. Accessory dwelling units shall not constitute a unit for the purpose of calculating density. Accessory dwelling units shall not be counted towards fulfillment of a workforce housing requirement.
    e. The Hamlet shall contain at least one Civic Building. Civic buildings shall be sited in locations of high public visibility and prominence, usually within or around public open spaces. Civic Buildings include, but are not limited to, community buildings, churches, libraries, schools, day care centers, recreation facilities, and places of assembly. Civic Buildings do not include retail buildings, residential buildings, or buildings with private offices.
    f. Hamlets that are required to provide a school shall locate the school onsite. Planning for the school shall be coordinated with the School Board of St. Lucie County. Provision of school bus stops shall also be coordinated with the School Board.
    g. The Hamlet shall encourage pedestrian mobility through provision of active and passive recreational spaces, including parks, playgrounds, green spaces, picnic areas, lakes, trails, and athletic facilities, as well as a street network comprised of walkable blocks and connectivity to areas outside of the Hamlet.
    h. Hamlets shall contain no less than 40% common open space, as provided in Table 11-4. The establishment of a healthy ecosystem within the required open space, diverse vegetation, elevations, and drainage conveyances are encouraged to

promote the sustainability of native and migratory species. Lakes, floodways, wetlands, and stormwater retention areas shall be interconnected to create the flow way to the maximum extent possible and shall include littoral and upland plantings to create habitat and improve water quality before such water leaves the Hamlet.

i. The residential settlement shall have an internally interconnected network of streets designed to meet the needs of all users, including pedestrians, bicyclists and motor vehicles and provide interconnectivity to the surrounding area outside of the Hamlet. The streets shall be functional and visually appealing. The needs of school buses shall be provided for and the accommodation of potential future transit considered in the design of the street network.

j. New Hamlets shall provide for the necessary links of the Future Street Network (FSN) Plan (Figure 11-15 and Table 11-9) at the time of development. The alignment of the regional roadway network outlined in the FSN Plan is adaptable provided its intent is maintained. Final alignments shall be subject to approval by St. Lucie County. Roadway capacity necessary to support proposed development shall exist or be built concurrently with the proposed development to ameliorate the impact created by new growth.

k. A Hamlet may be developed in more than one (1) phase. No more than three (3) years shall elapse between the completion of any phase and the submission of a Site Plan application for the next, and the final stage or phase shall be completed within twenty (20) years of the date of approval of the initial Final Development Site Plan.

l. Development of a Hamlet must provide public water service and wastewater service.

Table 11-4 Hamlet Requirements

Size	
Minimum Land Area:	500 acres
Maximum Land Area:	none
Open Space	
a. Common Open Space required:	60%
b. Common Open Space required when the Hamlet open space includes active and passive recreation within one-quarter mile of the majority of the residential units:	50%
c. Common Open Space required when the Hamlet provides a mix of residential, civic uses, common open space including active and passive recreation within one-quarter mile of the majority of the residential units, and at least one local store that supports the daily needs of its residents:(1)	40%
Density Allowed	
a. (1) Maximum Average Density allowed when at least nine percent (9%) of the dwelling units are workforce housing:(2) or (2) Density may be achieved by acquisition of Development Rights through the TDR Program:(3)	2 dwelling units/ acre

b. (1) Maximum Average Density allowed when at least ten percent (10%) of the dwelling units are workforce housing units:(2) or (2) Maximum Average Density allowed when at least nine percent (9%) of the dwelling units are workforce housing units(2) and an on-site day care facility is provided:(2) or (3) Density may be achieved by acquisition of Development Rights, through the TDR Program:(3)	3 dwelling units/ acre

Notes to Table 11-4

(1) A third-party lease agreement is not required for the local store.

(2) In a Hamlet, workforce housing must meet the following standards:

a. Affordability must be maintained for a minimum of twenty (20) years, or the period of affordability specified by the funding secured by the developer, whichever is longer.

b. The workforce housing units may be rental units or for-sale units and may be constructed as the same unit type (i.e., apartments, townhouses, etc.) but shall include a variety of unit sizes and price ranges. Workforce housing units must be complementary in exterior design to the market rate units. Workforce units may have alternative exterior and interior finishes, so long as the energy efficiency of these units is not diminished.

c. The workforce housing units shall be completed and receive a certificate of occupancy prior to the completion and issuance of a certificate of occupancy of sixty percent (60%) of the market rate units.

d. In the event the County develops alternative methodologies to address affordable and workforce housing, the Board of County Commissioners may consider these alternative methodologies, at the applicant's request.

e. The County may establish a payment-in-lieu program for workforce housing unit reduction. The amount of payment-in-lieu shall be established by St. Lucie County and updated on a yearly basis.

(3) The details of the TVC Transfer of Development Rights Program are provided in Section 4.04.05., LDC.

(adopted via Ordinance 2024-27)

Policy 11.1.4.7 - Open Space & the Countryside. To ensure that the rural landscape is preserved, most of the Open Space required in Towns and Villages located outside of the USB shall be designated for Countryside. In Towns, at least 50% of the site shall be for the Countryside and no more than 10% may be for other open space components (See Policies 11.1.5.3 and 11.1.5.4). In Villages, at least 65% of the site shall be for the Countryside and no more than 10% for other open space components. If other open space components are not used, the full requirement shall be for Countryside. For example: A 1000 acre Town located outside the USB is required to set aside 600 acres (60%) for Open Space; 500 acres (50% of the site) of the required Open Space must be designated for the Countryside.

Policy 11.1.4.8 - Workforce Housing. To encourage a broad range of family sizes and incomes, new Towns and Villages shall provide a minimum of eight percent (8%) of the proposed number of residential units as workforce housing. As provided in Table 11-4 - Hamlet Requirements, Hamlets shall provide a minimum of nine percent (9%) workforce housing units, to achieve a maximum density of two (2) dwelling units per acre or a minimum of 10% workforce housing units or 9% workforce housing units plus an on-site childcare center to achieve a maximum density of three (3) dwelling units per acre. An inventory of workforce housing in the TVC shall be made and maintained on an annual basis by County Staff with information provided by the developer.

Policy 11.1.4.9 - Workforce Housing Qualification. Workforce housing shall be sold or rented only to qualified households as defined by St. Lucie County's Department of Community Services, Housing Division in accordance with the criteria utilized in the County's State Housing

Initiative Partnership (SHIP) program or Community Development Block Grant (CDBG). Income qualifications of homebuyers or tenants will be verified by the developer and may be subject to auditing, upon request, by St. Lucie County staff.

Policy 11.1.4.10 - Workforce Housing Affordability. The affordability of affordable and workforce housing shall be maintained for a minimum of 8 years, or the period of affordability specified by the Hamlet requirements, or based on the funding secured by the developer, whichever is longer, utilizing documents, such as deed restrictions, recorded in the public records of St. Lucie County describing the affordability requirements for each affordable or workforce unit.

Policy 11.1.4.11 - Accessory Units. Each single-family dwelling unit with an Accessory Unit shall be eligible for the higher multiplier offered for Workforce Housing in the Special Area Plan's Credit Matrix (Table 11-5~~4~~). However, the provision of such Accessory Units may not be counted towards the fulfillment of the Workforce Housing requirement set forth in Policy 11.1.4.8~~7~~.

Policy 11.1.4.12 - Adequate School Sites and Capacity. To ensure adequate school locations, the proponent of a new Town or Village or Hamlet shall work with the County and the St. Lucie County School Board to determine the most appropriate school site that fulfills the location, capacity and concurrency requirements set forth by the TVC and the adopted St. Lucie County Interlocal Agreement for School Concurrency ~~as required by Senate Bill 360~~.

Policy 11.1.4.13 - Potable Water and Sanitary Sewer: All development within new Towns and Villages or Hamlets shall be serviced by centralized potable water and sanitary sewer systems. Such centralized services shall be coordinated with St. Lucie County Utilities. The physical extension of services will be included in an agreement with St. Lucie County Utilities (the utility provider) prior to commencing land development activities.

Policy 11.1.4.14 - Provider of Potable Water and Sanitary Sewer. The St. Lucie County Utilities or the Fort Pierce Utility Authority provide water and sewer utility services. The County as both a provider of potable water and as the retail provider through ~~has~~ a Bulk Utility Agreement with the Ft. Pierce Utility Authority (FPUA) to provide bulk utility service within the North St. Lucie County Special Area Plan. The County is planning for water supply and potable water consistent with the 20-Year Water Supply Facilities Work Plan for St. Lucie County adopted in January 2022, in concurrence with the South Florida Water Management District, which serves as the overall planning document for potable water facilities. Thereafter, the County and FPUA shall jointly plan water supply and wastewater facilities to serve the area needs. The water supply source to meet the additional demands of new development shall be the Floridan Aquifer or a permitted alternative water supply source.

Policy 11.1.4.15 - Construction of Infrastructure. The Ft. Pierce Utility Authority (FPUA) and St. Lucie County Utilities or its designee shall plan, design, permit and construct a water, wastewater and reclaimed water utility infrastructure (including water supply, treatment, storage, distribution, collection, and disposal capacity) to support the potable water, sanitary sewer and irrigation needs of the NSLC SAP at full build out and in accordance with the level of service established by the County's comprehensive plan, as amended from time to time. This infrastructure shall be built to FPUA and County standards, and as-built drawings shall be provided to FPUA and the County. The FPUA and the County may conduct periodic inspections (the nature and frequency of which are to be determined by FPUA and the County) both during and after construction to ensure that the infrastructure is being properly constructed, operated and maintained. It is recognized by the parties that said infrastructure may be constructed in phases commensurate with the creation of demand by development.

Policy 11.1.4.16 - Levels of Service Standards. In accordance with Policy 9.1.1.2 and Policy 9.1.1.12 of the Capital Improvement Element ~~Section 163.3180 F.S~~., sanitary sewer, solid waste, drainage, potable water, parks and recreation, schools and transportation facilities shall be provided to meet level of service standards for concurrency purposes.

Policy 11.1.4.17 - Availability of Facilities. In accordance with Section 163.3180(2) F.S., sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, St. Lucie County shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the County of a certificate of occupancy or its functional equivalent.

Policy 11.1.4.18 - Funding Public Facility Improvements. The ~~North St. Lucie County (~~NSLC~~)~~ ~~Special Area Plan (~~SAP~~)~~ does not authorize approval of specific development plans or proposals. Development plans or proposals may be approved within the NSLC SAP area if the necessary public facility improvements are added to the County's Five-Year Capital Improvements Schedule supported by an executed binding agreement, Developer Agreement, Interlocal Agreement or other financing source including one or more of the financing tools and strategies outlined in Policy 11.1.9.16 guaranteeing adequate funding for the improvements. The amended Capital Improvement Schedule shall specify the responsible party, whether County, developer or otherwise, for funding the necessary public facilities and is subject to adjustment through the County's final site plan approval process and state and federal permitting processes, to the extent such adjustment meets the Objectives and Policies of the TVC.

Policy 11.1.4.19 - Site Plan Approval Requirements. No site plan approvals shall be awarded unless adequate school capacity exists or is programmed to be available concurrent with the demand. Mitigation is possible for incremental development. Additionally, no site plan approvals shall be awarded unless adequate potable water and sanitary sewer capacity exist or are programmed to be available concurrent with the demand in the North County Area.

Policy 11.1.4.20 - Phased Development Approach. Development in the TVC Area shall be phased so water and wastewater services and facilities necessitated by the development are available concurrent with its impacts.

Policy 11.1.4.21 - Monitoring the TVC. The County shall monitor the implementation of the TVC on an ongoing basis. The County in conjunction with the Treasure Coast Regional Planning Council (TCRPC) conducted an evaluation of the TVC Element, including two public input workshops, opportunity for verbal questions and comments, written survey forms, a form for open-ended comments, and a display board to identify the attendees' top priorities. A St. Lucie County Towns, Villages & Countryside Public Input Report was completed by the TCRPC and presented to the Board of County Commissioners on January 23, 2024 and further discussed at a Special Meeting on February 27, 2024. Discussions included that limited development has occurred in the TVC (no projects have been built utilizing the TVC); the TVC is complicated; unified flow-way is not feasible as conceived; support for the codified future roadway network, density bonuses, and varied residential product types; and concerns with the need to balance commercial growth with the preservation of natural resources, roadway connectivity and management, and traffic control. No specific amendments were directed from the evaluation.

The County, working in conjunction with the Treasure Coast Regional Planning Council and a committee of ten local residents and property owners in the TVC area, may ~~will~~ evaluate the

performance of the goals, objectives and policies as well as the land development regulations, including the Transfer of Development Rights program, and management of ~~the~~ Open Space. If implemented, each~~Each~~ member of the Board of County Commissioners shall appoint two members of such committee, of which at least one shall be an owner of property within the TVC area. Such evaluation process will include, without limitation, specific evaluation of the following components of TVC:

a) Workforce housing supply and demand;

b) Retail, commercial, and industrial supply and demand to meet local and regional economic development needs, including the amount of existing and approved retail, commercial, and industrial uses in the TVC and the continued appropriateness of the commercial development cap in Table 11-1.

c) TDR supply and demand;

d) Water and wastewater capital improvements, supply, demand, and any adjustments necessary to the capital improvements schedule, to the extent not already addressed in the County's annual updates of the schedule and the utilities master plans of utility providers in the TVC area;

e) Transportation impacts and progress towards implementing the future Street Network Plan depicted on Figure 11-15, and any adjustments necessary to the capital improvements schedule, to the extent not already addressed in the County's annual updates of the schedule; and

f) Effective coordination with other government and legislative agencies, such as TPO, SFWMD, Fort Pierce Farms Water Control District (FPFWCD)~~FPFWMD~~, FDOT, DEP, City or Fort Pierce, Ft. Pierce Utility Authority, and Indian River County.

g) The adoption and implementation of special assessment districts pursuant to Policy 11.1.9.16,

h) Potential options to meet the Countryside and Open Space Requirements beyond those options contained in the TVC that maintain the purposes behind the Countryside and Open Space Requirements.

i) Experience with administration, management, and maintenance of Open Space and Countryside areas,

j) Patterns of development occurring within TVC, and the need for possible alternative patterns.

Based on this evaluation, the County will adopt appropriate modifications to the TVC Element to resolve any issues related to implementation of these or other components of the plan. After the initial evaluation, subsequent evaluations shall occur no less than every four years. This policy shall not prohibit any party from initiating any other Plan amendment.

Figure moved to a location following Policy 11.1.4.5.

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Figure 11-10
DIAGRAM OF A VILLAGE



© Dover Kohl & Partners



Village Center

The Neighborhood is the basic planning unit. Alone in the countryside, one neighborhood constitutes a Village, when combined with other neighborhoods, it becomes a town.

Objective 11.1.5: To establish a significant amount of land dedicated to the landscape and Countryside by permanently setting aside land for the community to provide public recreational areas, to maintain and improve the rural, agricultural quality of the area and to use the land to improve the health of both the natural and built environment.

Policy 11.1.5.1 - Healthy Ecosystems. Countryside shall be preserved to help mitigate the environmental impact of new development in the area. In order to establish a healthy ecosystem within the Countryside, diverse vegetation, elevations, and drainage conveyances are encouraged to promote the sustainability of both native and migratory species.

Policy 11.1.5.2 - Wastewater Reuse. New developments in North St. Lucie County are required to accommodate the volume of treated wastewater produced. The Countryside will include adequate areas designed to absorb the treated wastewater to utilize its nutrients to enhance the ecological function of the environment.

Policy 11.1.5.3 - Components of the Countryside. Countryside shall be comprised of one or more of the following:

1. Agriculture. The County, in cooperation with the land management entity, shall develop incentives for promoting agriculture in the Countryside. Agricultural uses should be designed to utilize reuse wastewater to help reduce the biological impact of new development. Agricultural Research & Education Facilities may be eligible for incentives under the TDR Program.
2. Native Habitat and Environmentally Sensitive Areas. The preservation or restoration of native habitat and the preservation of Environmentally Significant Land is encouraged and may be eligible for incentives under the TDR Program.
3. Flow Way System. The Flow Way System is intended to work in concert with and as part of the Countryside.
4. Community Amenities. Land used for community amenities within a Town or Village may be counted towards the fulfillment of the required amount of Countryside for the proposed development. Such amenities include, but are not limited to, the following:
    a) Community Recreation Areas. Uses such as equestrian facilities, regional parks, picnic areas, campgrounds, ecotourism areas, swimming and fishing lakes, greenways and trails, and/or polo fields are appropriate in community recreation areas.
    b) Neighborhood Parks, Greens and Squares. The maintenance and upkeep of such neighborhood amenities shall be the responsibility of the Community Development District or other entity approved by the County, and such spaces shall be publicly accessible in perpetuity;
    c) Golf Courses. One golf course per Town or Village may be counted towards the fulfillment of the required amount of Countryside, provided that it is designed to accommodate reuse wastewater and does not interfere with the creation of a continuous flow way and integrated trail system.

Policy 11.1.5.4 - Open Space Components. The following components or combination of components may be counted toward the remaining Open Space requirement that is not reserved for Countryside components:

a) Civic Uses;

b) Targeted Industry;

c) Higher Education;

d) Large Lots. To encourage transferring potential development from smaller parcels into Towns or Villages, up to five percent (5%) of the area required for Open Space & Countryside may be platted into large lots outside of the Net Developable Area. Such dwelling units must be acquired by TDR Credits transferred from an offsite eligible Sending Site.

e) Workforce Housing. Workforce Housing provided above the required amount in Policy 11.1.4.8~~7~~ may be counted towards the fulfillment of the required amount of Open Space. Accessory Buildings are not considered workforce housing for the purposes of measuring the Open Space requirement.

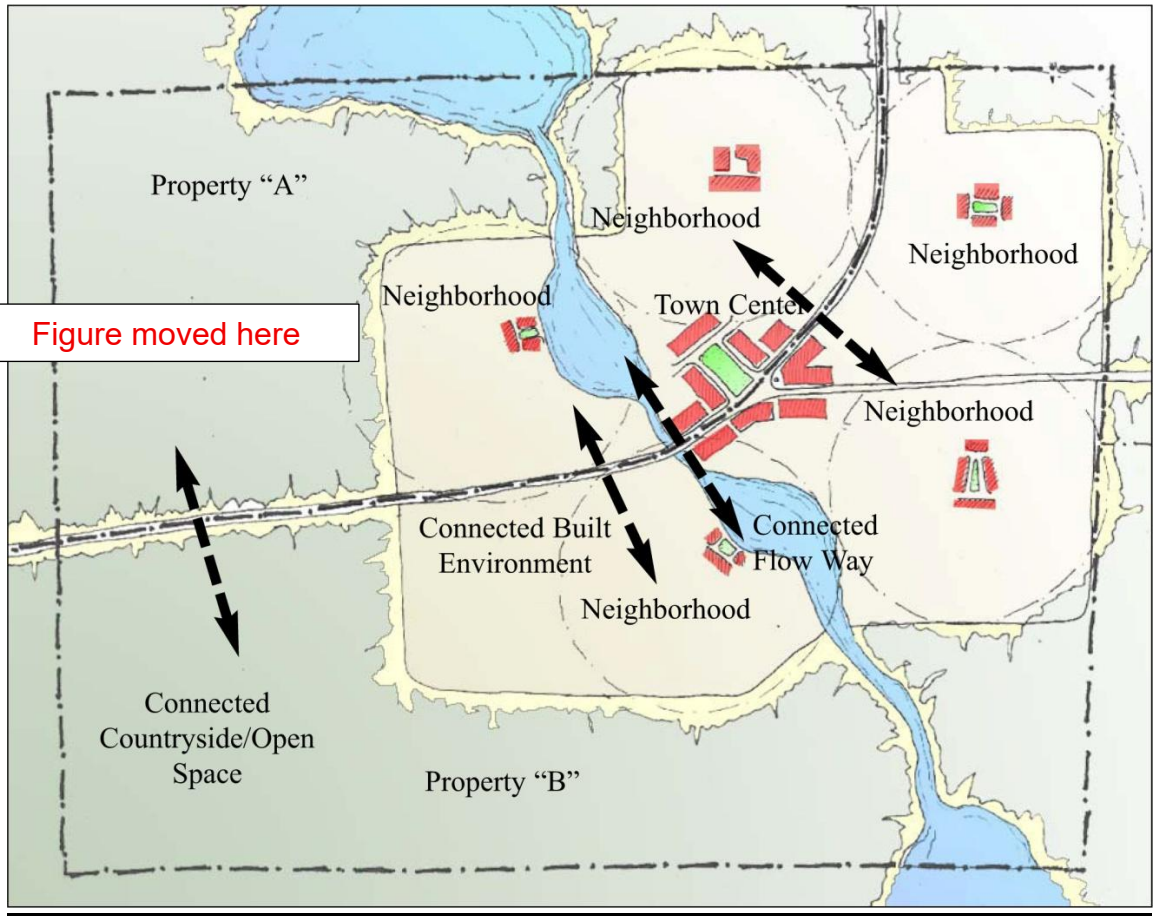
Policy 11.1.5.5 - Off-Site Locations. Land dedicated to the required Countryside may be located on separate parcels within the Special Area Plan that are not contiguous to the land used for the Net Developable Area of the new Town or Village.

Policy 11.1.5.6 - Linking Countryside. To maximize both the aesthetics of the rural landscape and the biological and ecological system intended by the requirement for Countryside, developments shall link to the greatest extent possible the areas set aside for these purposes both within the site as well as to any existing neighboring Countryside areas, existing or planned passive parks, existing uses of an agricultural character or environmental preserves (Figure 11-11).

Figure 11-11

LINKING THE COUNTRYSIDE AND FLOW WAY SYSTEM

Figure moved here

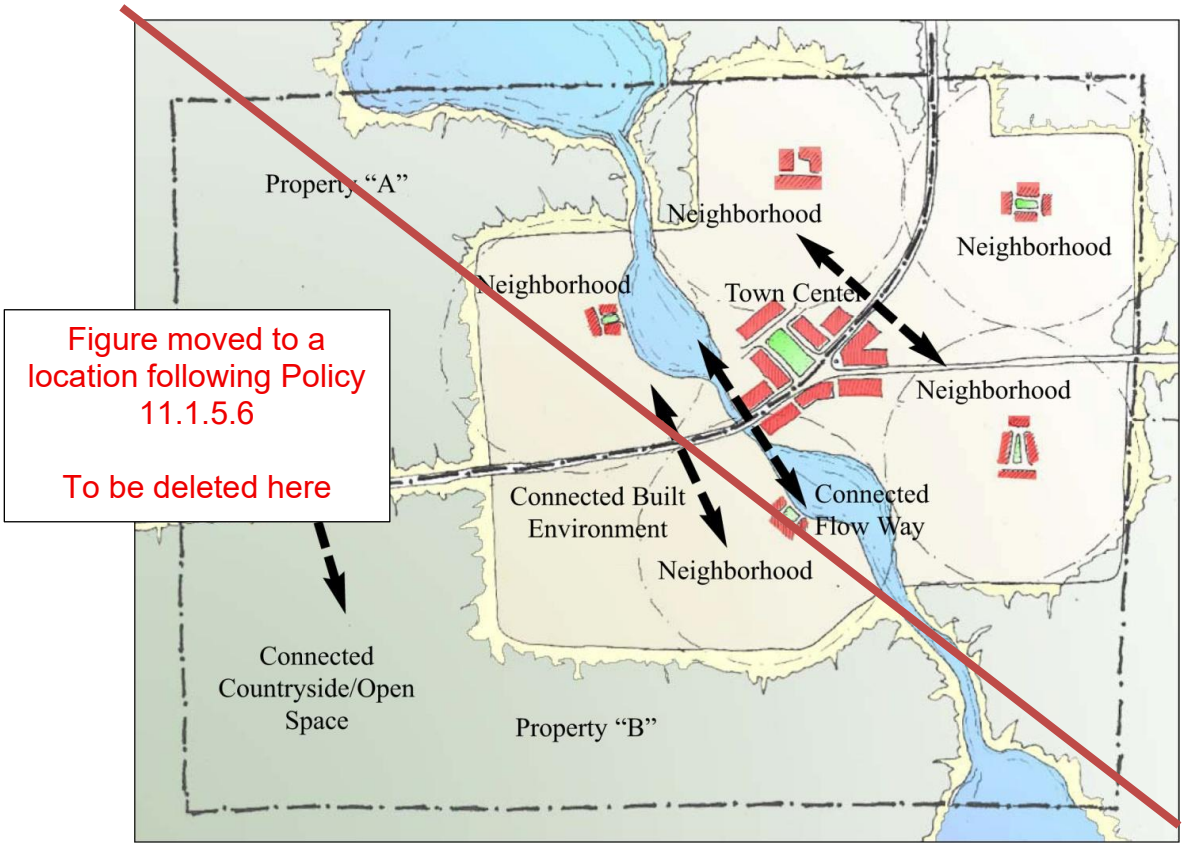


Policy 11.1.5.7 - Greenway Corridors. To support the desired ecological system and the community's desire to preserve the rural character of the area, certain roadways, corridors and vistas shall be encouraged to maintain and/or improve the existing surrounding landscape or to create links between existing natural areas, public preserves, and passive parks and to support recreational, educational and ecotourism trails.

1. Indrio Road. New developments located outside of the USB, directly north and south of Indrio Road, between Johnston Road and Emerson Avenue are required to position a substantial amount of the Countryside component along the property line adjoining the Indrio Road right of way. Active farms or restored natural habitat is the preferred Countryside landscape.

Figure 11-11

LINKING THE COUNTRYSIDE AND FLOW WAY SYSTEM



Policy 11.1.5.8 - Transition Between Neighborhood and Countryside. The neighborhood shall be separated from the Countryside and the Flow Way System by a public right-of-way that can take the form of an avenue, street, path or trail. This right-of-way shall be fully disclosed and maintained as a public right of way and shall be constructed concurrently with the development. (Figure 11-4)

Policy 11.1.5.9 - Administration. To ensure the health and quality of the land, the entity responsible for the administration, management and maintenance of the land set aside for the Countryside of each new Town or Village shall be identified as part of the approval process for new development. These tasks shall be executed by the developer, a CDD, County or an entity designated by the County, with all necessary funding identified by the developer of the new Town or Village and provided by the developer or its future residents.

Policy 11.1.5.10 - Community Stewardship Organization. A Community Stewardship Organization (CSO) is encouraged to educate the public and work with the entity responsible for management of the Countryside.

Policy 11.1.5.11 - Mapping Open Space Components. Targeted Industry, Higher Education, and Agricultural Research & Education Facilities will be incorporated into the regulating plan of the Town or Village as part of zoning approval. An inventory of lands used for these components will be maintained on an annual basis.

Policy 11.1.5.12 - Mapping Countryside Components. An inventory of lands designated as Countryside in the regulating plans for all new Towns and Villages will be maintained on an annual basis.

Objective 11.1.6: To create a Flow Way System that is a backbone for comprehensive water management within the area, supportive of the objectives of the South Florida Water Management District and the Goals, Objectives and Policies of St. Lucie County's Conservation Element, and that provides a linear regional park amenity.

Policy 11.1.6.1 - Water Management Strategy. The land necessary for water storage, attenuation and discharge for drainage of new development in the TVC area shall be arranged and managed as part of a comprehensive ~~regional~~ Flow Way System within the site. The Flow Way will be a continuous water management system that enhances the conveyance functions of the existing drainage canals and incorporates the stormwater detention systems for new development so as to reduce total runoff volume and improve water quality prior to discharge into the Indian River Lagoon.

Policy 11.1.6.2 - System Management. To ensure the health and quality of the system, the entity responsible for the administration, management and maintenance of the surface water management system of each Town or Village must be identified as a part of the approval process.

Policy 11.1.6.3 - Connecting the Flow Way System. To maximize both the aesthetics and functionality of the Flow Way System, developments shall link the land necessary for water management both within the site ~~as well as~~ and, if permitted by the SFWMD and the FPFWCD, to any existing neighboring Flow Way System and, where possible, restore natural sheet flow (Figure 11-11). Interconnecting the Flow Way System shall not be the sole basis for an eminent domain claim by the local government.

Policy 11.1.6.4 - Relationship with the Countryside. The Flow Way System is intended to work in concert with and is part of the land designated for the Countryside. Land used in the Flow Way System is also counted towards the fulfillment of the Countryside requirement.

Policy 11.1.6.5 - Recreational Component. To achieve the linear park that the Flow Way System is intended to create, bicycle, walking and/or equestrian trails are required along its edges in Towns and Villages. Eco-hiking trails shall be used along environmentally sensitive lands. To reinforce the community amenity aspect of the Flow Way System, the majority of the housing located adjacent to the Flow Way System shall face it (Figure 11-4).

Policy 11.1.6.6 - Implementation of the North St. Lucie County Flow Way System. New development shall be planned to implement the water management principles intended by the Flow Way System. The existing canal network allows this system to be implemented incrementally as new development is approved.

Policy 11.1.6.7 - Management and Coordination of the Flow Way System. ~~St. Lucie County will coordinate with~~ The SFWMD and FPFWCD ~~FPFWD~~ and other key stakeholder agencies shall be consulted to determine if ~~to create, within six months of the effective date of the TVC Element,~~ an institutional structure can be created to facilitate the implementation of a surface water and stormwater management system that a) maintains adopted level of service standards; b) is coordinated with landowners to achieve connectivity over time; c) is financially feasible; d) is coordinated with the plans of the SFWMD, FPFWCD ~~FPFWD~~ and other stakeholder agencies; and e) increases water quality prior to discharge into the Indian River Lagoon.

Policy 11.1.6.8 - Character of the Flow Way System: The edge condition of the Flow Way System shall be designed and landscaped consistent with the urban or rural quality of the surrounding area. For example, an urban canal edged with a hardscaped promenade lined with shade trees is appropriate in the Neighborhood Center or Core areas while native habitat restoration or preservation with a path is appropriate in the Neighborhood Edge or Countryside. Existing Environmentally Significant Land shall be preserved.

Objective 11.1.7: To create a Transfer of Development Rights Program that will result in the preservation of a significant amount of open space in the area designated as Towns, Villages and Countryside.

Policy 11.1.7.1 - Transfer of Development Rights (TDR) Program. The Transfer of Development Rights (TDR) Program will be established to facilitate the desired settlement pattern. The TDR Program is intended to create incentives to direct development into compact Towns and Villages or Hamlets, thereby preserving the rural character of the undeveloped areas of St. Lucie County, encouraging agriculture to remain a viable option, and promoting an integrated Flow Way System throughout the Countryside. Density increases not associated with the TDR Program (i.e. through rezoning) are not permitted outside of the Urban Service Boundary, except within an approved Hamlet satisfying the requirements of Policy 11.1.4.6.

Policy 11.1.7.2 - Incentives for Implementing the Countryside and Flow Way System. The TDR Program offers an opportunity for increased residential density for developments that set aside land for the Countryside and the Flow Way System. A multiplier may be applied to the transferable development rights of land set aside for these purposes. The result of applying this multiplier is a system of development credits ("TDR Credits"). TDR Credits may be applied within the Net Developable Area of the proposed development or may be eligible for transfer to another project within the Special Area Plan.

Policy 11.1.7.3 - TDR Sending Sites. Sending Sites that may participate in the TDR Program are sites located within the Special Area Plan identified as desirable for conservation based on the existing natural habitat, agricultural use, location or historic designation status or that increases the quality of life of the citizens. The following areas may also participate in the program:

1. Areas permanently set aside for the Countryside and Flow Way System;
2. Parcels located outside of the USB that do not meet the minimum size criteria for development in the form of a Town or Village;
3. Agriculture Uses;
4. Parcels that propose to develop in accordance with Policy 11.1.2.6(5);
5. Native Habitat or Environmentally Significant Land;
6. Areas containing sites of archaeological or historic significance;
7. Land used for Higher Education, Targeted Industry or Agricultural Research & Education Facilities;

8. Land used for Workforce Housing in excess of the requirement set forth by Policy 11.1.4.8~~7~~.

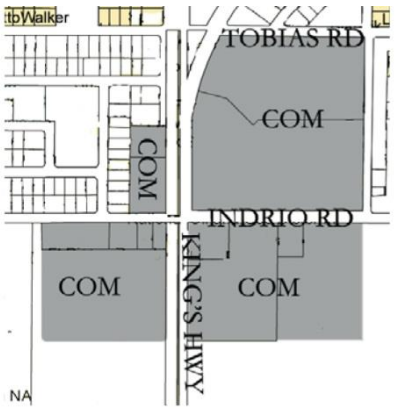
Policy 11.1.7.4 - Ineligible Sending Sites. Sites located outside of the Special Area Plan are not eligible Sending Sites. No transferable development credits are created within a Hamlet from the provision of the required Common Open Space or the Flow Way. A site located inside of the USB shall not transfer TDR Credits to a separate property located outside of the USB, except that sites designated as Environmentally Significant located inside the USB may transfer credits to Receiving Sites located outside of the USB. Properties that propose to build under the option outlined under Policy 11.1.2.6(6) are not eligible to participate in the TDR Program.

Policy 11.1.7.5 - Receiving Sites. Appropriate Receiving Sites are sites that are identified in the Special Area Plan through analysis to be appropriate for increased density due to location, the surrounding or proposed transportation network or the inclusion of affordable or workforce housing.

1. North St. Lucie County TDR Receiving Sites Map (Figure 11-12). Appropriate Receiving Sites for North St. Lucie County are located within the Special Area Plan and include the following:
    a. Sites located inside the Urban Service Boundary (USB) that are designated on the North St. Lucie County TDR Receiving Sites Map (Figure 11-12), or
    b. Sites located inside the USB with a future land use designation of TVC, or
    c. Sites located outside the USB greater than 500 acres in size that propose to build a Town or Village, or Hamlet, or
    d. Net Developable Area of a Town or Village.

Policy 11.1.7.6 - Ineligible Receiving Sites. Sites located outside of the Special Area Plan are not eligible to receive TDR credits.

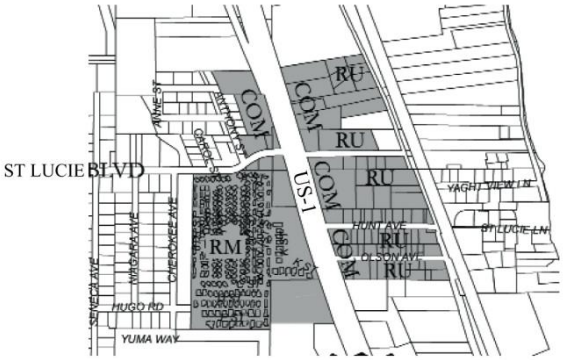
1. Ineligible Receiving Sites for North St. Lucie County. Ineligible Receiving Sites within the North St. Lucie County Special Area Plan include the following:
    a. Environmentally Significant Lands; and
    b. Sites located outside of the Urban Service Boundary (USB) are not eligible to receive TDR Credits from a separate non-contiguous property located inside of the Urban Service Boundary, unless the proposed Sending Site is Environmentally Significant Land; and
    c. Sites located outside of the USB that do not meet the minimum parcel size of 500 acres for the development of a Town or Village; and
    d. Areas east of the USB that do not have a TVC Future Land Use designation or are not indicated on the North St. Lucie County TDR Receiving Sites Map (Figure 11-12).



Site A: Intersection of Indrio Rd. & Kings Hwy.



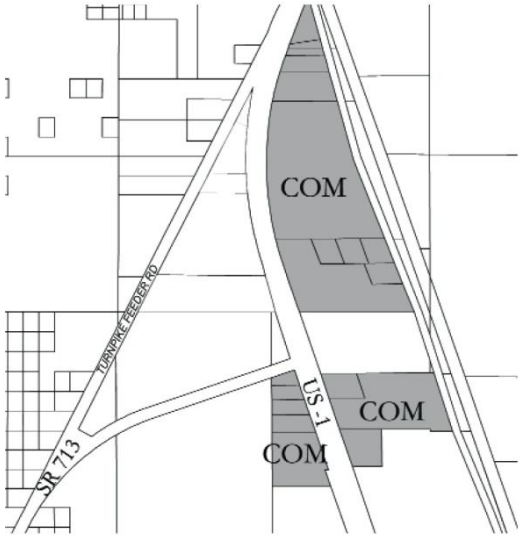
Site B: Intersection of Immokolee Rd (St. Lucie Blvd.) & Kings Hwy.



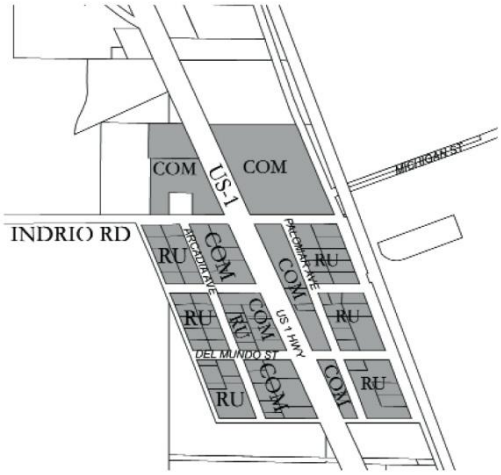
Site C: Intersection of St. Lucie Blvd. & US-1 Hwy.

Figure 11-12

NORTH ST. LUCIE COUNTY PREFERRED TDR RECEIVING SITE MAP



Site D: SR 713 & US-1 Hwy.



Site E: Intersection of Indrio Rd. & US-1 Hwy.

Policy 11.1.7.7 - TDR Credit Matrix. Density transferred from appropriate Sending Sites may be eligible to receive a multiplier to the transferable development rights of the property. The value of the multiplier is weighted based on the desired public benefit and to encourage sustainable development patterns. The multiplier shall be established through analysis in each Special Area Plan.

1. North St. Lucie County.

Table 11-5
North St. Lucie County Credit Matrix

Transfer Condition	Multiplier
From Countryside in a Village located Outside the USB to an Eligible Receiving Site located Outside the USB	**1.25**
From Countryside in a Town located Outside of the USB to an Eligible Receiving Site located Outside the USB	**1.5**
From the Countryside of a Town located on Contiguous Property both Inside and Outside of the USB to the Net Developable Area	**1.75**
From Countryside located Inside the USB to an Eligible Receiving Site located Inside the USB	**1.75**
From Countryside Outside the USB to Eligible Receiving Site Inside the USB	**2**
From a Parcel Less than 500 ac. in size located Outside of the USB to an Eligible Receiving Site	**2**
From Targeted Industry Site to an Eligible Receiving Site	**2.5**
From Higher Education Site to an Eligible Receiving Site	**2.5**
From Agricultural Research & Education Facilities to an Eligible Receiving Site.	**2.5**
From Created Natural Habitat in the Countryside to an Eligible Receiving Site	**2.5**
From Environmentally Significant Land to an Eligible Receiving Site	**2.5**
From Countryside to a Workforce Housing Unit	**2.5**

2. *[Reserved for future Special Area Plan matrixes]*

Policy 11.1.7.8 - Calculation of TDR Credits. The number of TDR Credits that can be transferred from an eligible sending site is calculated by multiplying the acreage of the sending site by the Transferable Development Value (as indicated on the TDV Map) then subtracting the number of existing dwelling units on the site to yield the site's transferable development rights. Then, using the appropriate condition in the Credit Matrix, a multiplier is identified and applied to the site's transferable development rights to create TDR Credits. Calculations shall be rounded to the nearest whole credit value. Once TDR Credits are created, a multiplier can never be applied to a TDR Credit to yield additional credits. For parcels that have more than one transfer condition, different portions of the Sending Site may be assigned different multipliers. The resulting credits shall be added together to compute the total TDR Credits for the Sending Site.

Example A: A parcel located outside of the Urban Service Boundary, twenty acres in size, that proposes to transfer its credits, receives a multiplier of 2 for a transfer to another site also located outside of the Urban Service Boundary. TDR Credits are calculated as follows:

Table 11-6
Example A

Parcel Size	20 acres
Transferable Development Value (from TDV Map)	1 du/ac
Number of Existing Dwellings	1
Transferable development rights	20 ac. x 1 du/ac = 20du. – 1 du = 19 du
Multiplier	2
Calculation of TDR Credits	19 du x 2 = 38 credits

Example B: A parcel located outside of the Urban Service Boundary, 500 acres in size, that proposes to build a new development (Village) is required to build a minimum of 625 units, with a minimum of 8% of the total units as Workforce Housing. Transferable development rights moved from the Countryside for use as Workforce Housing receives a multiplier of 2.5 and the remaining land set aside for the Countryside receives a multiplier of 1.25. The TDR Credits and total dwelling units for the Village are calculated as follows:

Table 11-7
Example B

Parcel Size	500 acres
Net Developable Area	125 acres
Minimum Number of Units Required	625 dwelling units
Countryside Provided	375 acres
Workforce Units Proposed	53 units
Transferable Development Value (from TDV Map)	1 du/ac
Transferable development rights	375 ac x 1 du/ac = 375 du
Multiplier for Workforce Units	2.5
Multiplier for Countryside	1.25
Calculation of TDR Credits for Workforce Units	53 du x 2.5 = 132.5 or 133 credits
Calculation of TDR Credits for Countryside	322 du x 1.25 = 402.5 or 403 credits
Dwelling Units in Net Developable Area	125 ac x 1 du/ac = 125 du
Total Dwelling Units Permitted in Village:	133 + 403 + 125 = 661 du

Example C: A parcel 1000 acres in size, located outside of the Urban Service Boundary that proposes to build a new development (Town) is required to build a minimum of 2000 units. A minimum of 8% of the total number of units is required to be provided as Workforce Housing. Transferable development rights moved from the Countryside for use as Workforce Housing receives a multiplier of 2.5 and the remaining land set aside for the Countryside receives a multiplier of 1.5. The TDR Credits and total dwelling units permitted are calculated as follows:

Table 11-8
Example C

Parcel Size:	1000 acres
Net Developable Area	400 acres
Minimum Units Required	2000 units
Countryside Provided	600 acres
Workforce Units Provided	160 units
Transferable Development Value (from TDV Map)	1 du/ac
Number of Existing Dwellings:	0
Transferable development rights:	600 ac x 1 du/ac = 600 du
Multiplier for Workforce Units	2.5
Multiplier for Countryside	1.5
Calculation of TDR Credits	440 du x 1.5 = 660 credits 160 du x 2.5 = 400 credits
	Total = 1060 credits
Dwelling Units in Net Developable Area	400 ac x 1 du/ac = 400 du
Total Dwelling Units Permitted in Town	1060 credits + 400 du = 1460 du *(< 2000 du)*

In example C, 540 additional credits are needed to meet the minimum density required to build a Town. Credits can be acquired or generated through various methods outlined in the TDR Program under Objective 11.1.7.

Policy 11.1.7.9 - Credit Value. Each TDR Credit applied to a project allows one dwelling unit in density. Once TDR Credits are created, an additional multiplier shall not be applied to yield additional credits.

Policy 11.1.7.10 - Sunset of Credit Value. TDR Credits that are not applied in a built project within 20 years of their creation and transfer shall sunset in value and shall no longer be available for use in development.

Policy 11.1.7.11 - Permanency of Transfer. All transfers of development rights are deemed to sever the transferred development rights from the sending property and are subject to approval by St. Lucie County. This shall be accomplished by legally recording the transfer. Additional development rights may not be assigned to sending sites.

Policy 11.1.7.12 - Procedure of Transfer. St. Lucie County shall establish the transfer procedure for the TDR Program within its Land Development Regulations.

Policy 11.1.7.13 - Security for Committed Public Benefit. The committed public benefit (i.e. workforce housing, targeted industry, etc.) used to acquire the multiplier as set forth in Policy 11.1.7.7 shall be secured in the development approval for the development. The Board of County Commissioners shall establish the forms of adequate security and penalty stipulations.

Policy 11.1.7.14 - Purchase of Development Rights (PDR) Program. The County shall investigate the creation of a fair market value PDR Program designed to supplement and complement the County's TDR Program.

Policy 11.1.7.15 - Market Driven TDR Program. The TDR Program shall be a market driven program with the amount and value of credits negotiated between private owners.

Policy 11.1.7.16 - Recording Time. St. Lucie County, in conjunction with the St. Lucie County Property Appraiser will require recording Deed Restriction or Conservation Easement on the sending sites before credits are available for use on the receiving site.

Policy 11.1.7.17 - Review of the TDR Program. St. Lucie County will track the number of credits transferred and supervise transfer procedures through a public process. Every two (2) years, St. Lucie County will evaluate the supply and demand of transferable development rights and whether any action is necessary to ensure the success of the program.

Objective 11.1.8: To accommodate the future retail demand as a successful, viable and significant component of the neighborhood structure to meet the needs and desires of the community while providing a market rate of return.

Policy 11.1.8.1 - Retail Component. Retail uses are an integral component of the settlement pattern outlined by the TVC Element. Retail uses are intended to be located within or contiguous to surrounding neighborhoods providing multiple vehicular and pedestrian linkages. Desirable locations channel as much neighborhood traffic circulation by the site as possible.

Policy 11.1.8.2 - Accommodation of Retail Uses. Retail uses shall be accommodated and located appropriately based on the approved Special Area Plan.

1. North St. Lucie County General Retail Development Plan.

a. Required Retail Uses. New developments shall provide the minimum amount of retail use as outlined in Table 11-9~~8~~ Retail Program Matrix based on the number of homes proposed.

Table 11-9
Retail Program Matrix

Type	Size	Number of Households
Local Store	500-2000 sf.	1200-2000
Convenience Center	3000 – 80,000 sf.	2000-3000
Neighborhood Center	80,000 - 150,000 sf.	4000-5000
Village Center	150,000 - 400,000 sf.	15,000-20,000
Town Center	200,000 + sf.	25,000 +

b. Location of Retail Uses. The General Retail Development Plan (Figure 11-13) depicts the desired general locations identified for new retail establishments and the corresponding retail type including:

i. **Local Stores** are proposed as the minimum retail requirement for each new neighborhood;

ii. **Convenience Centers** are recommended at the intersection of Koblegard Road and a new east-west street north of Indrio Road and ~~the~~ new intersections of Koblegard Road and Johnston Road and Koblegard Road and Emerson Avenue.

iii. **Neighborhood Centers** are recommended at the intersection of St. Lucie Boulevard and Kings Highway, and at the intersection of Emerson Avenue and Indrio Road.

iv. **A Village Center** is recommended at the intersection of Indrio Road and Kings Highway;

v. A **Town Center** is recommended on Indrio Road, between I-95 and Johnston Road;

vi. **Warehouse Types** are appropriate on Indrio Road, west of I-95. Warehouse Types that are designed in accordance with the intent of the Special Area Plan and the TVC Land Development Regulations may be located east of I- 95 within a Town Center or Village Center;

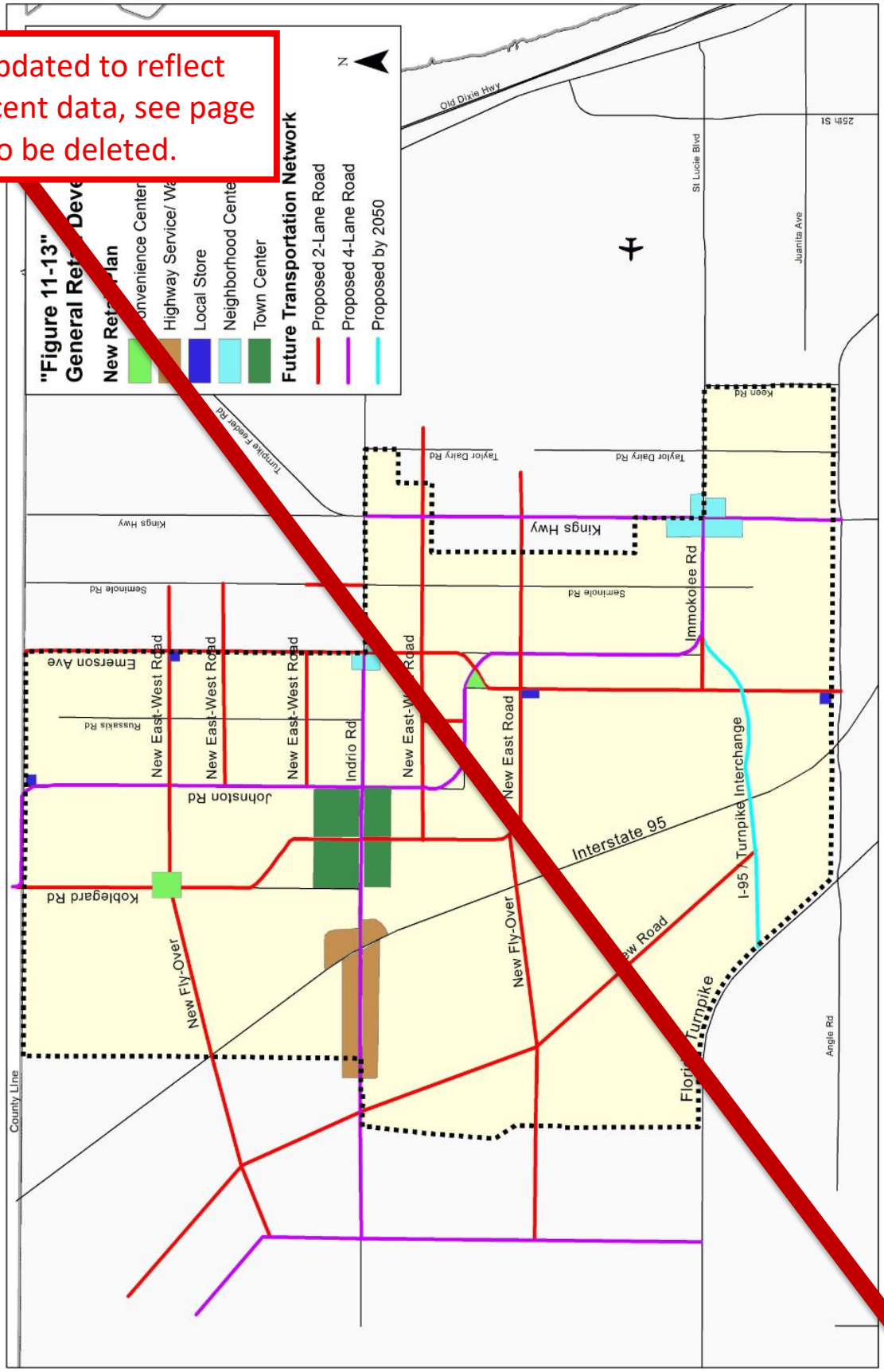
vii. **Highway Service Retail** such as gas stations, motels and fast food restaurants are appropriate on Indrio Road, east or west of I-95 through the Planned Retail Workplace Development Process. Highway Service Retail that is designed in accordance with the intent of the Special Area Plan and the TVC Land Development Regulations may be located east of I-95 within a Town Center or Village Center

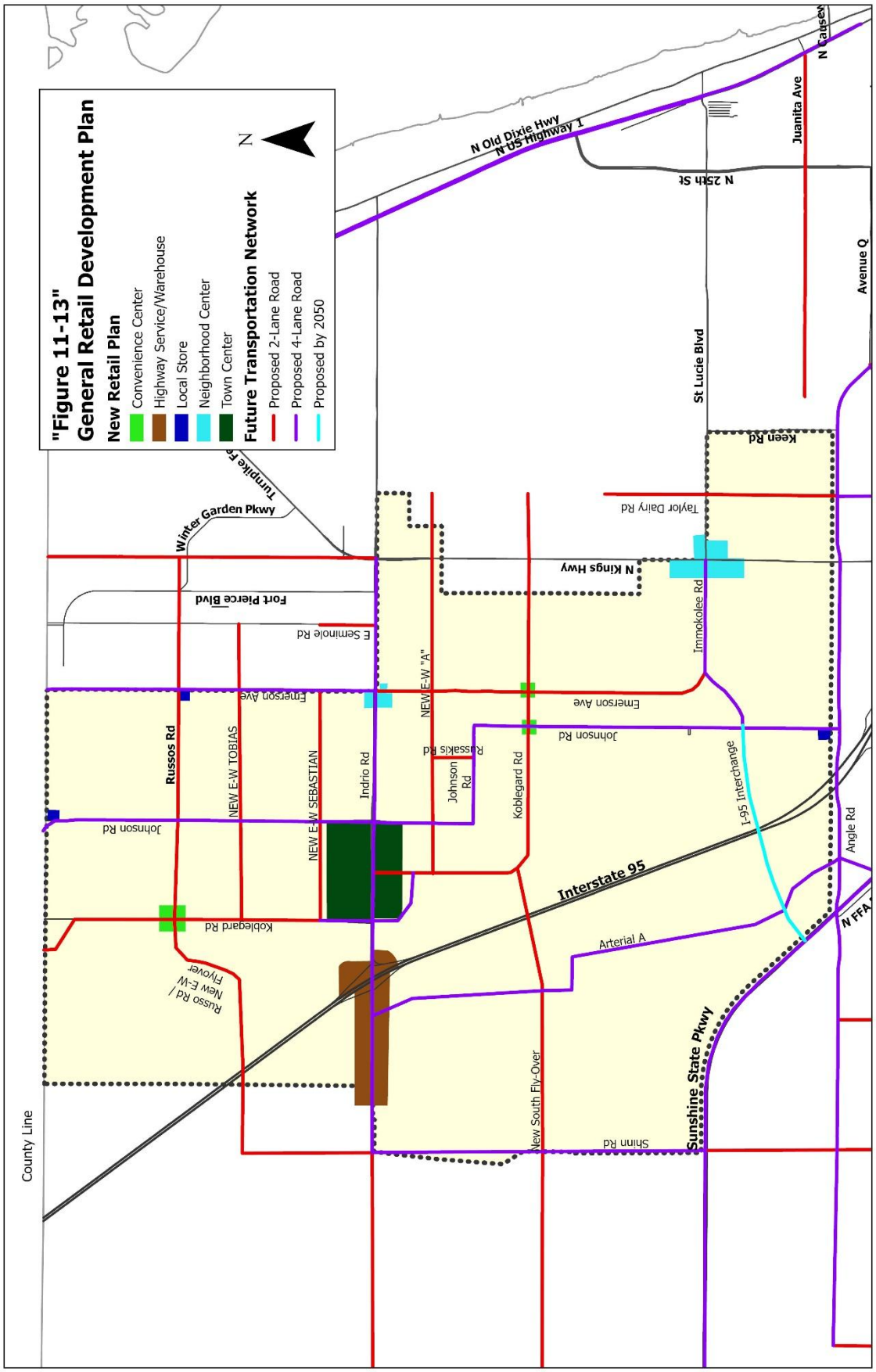
c. **Retail Uses** and the Transportation Network. The general locations identified in the North St. Lucie County General Retail Development Plan (Figure 11-13) for new retail uses work in concert with the proposed transportation system (Figure 11-15).

To ensure several locations for successful future retail uses, the transportation system shall be implemented concurrently with new retail uses.

The map identifies the approximate location, type and scale of new retail/workplace uses located at key intersections of the future transportation network. The intent of this map is to show the general vicinity and major roads or intersections where the proposed use is appropriate. While these locations are not precisely site specific, the proposed uses should be provided within a 1/4 mile radius of the area indicated on the map. Location of these land uses support the transportation concurrency strategy for the overall area. Not providing for these uses within a 1/4 mile radius of specified areas and along the proposed corridors will require a review of the overall transportation network and concurrency strategy for the TVC area.

Figure Updated to reflect more recent data, see page below. To be deleted.




"Figure 11-13"
General Retail Development Plan
New Retail Plan
Convenience Center
Highway Service/Warehouse
Local Store
Neighborhood Center
Town Center
Future Transportation Network
Proposed 2-Lane Road
Proposed 4-Lane Road
Proposed by 2050
N
N Old Dixie Hwy
N US Highway 1
N 25th St
Juanita Ave
Avenue Q
St Lucie Blvd
Keen Rd
Taylor Dairy Rd
N Kings Hwy
Immokolee Rd
Winter Garden Pkwy
Fort Pierce Blvd
E Seminole Rd
Emerson Ave
NEW E-W "A"
Johnson Rd
Russos Rd
NEW E-W TOBIAS
NEW E-W SEBASTIAN
Indrio Rd
Russakis Rd
Johnson Rd
Koblegard Rd
I-95 Interchange
Angle Rd
Interstate 95
Koblegard Rd
Russo Rd / New E-W Flyover
Arterial A
Sunshine State Pkwy
New South Fly-Over
Shinn Rd
County Line

Objective 11.1.9: To ensure that a balanced and integrated transportation system is established concurrently with new development that promotes the desired sustainable pattern of growth while protecting and enhancing the rural character of the area.

Policy 11.1.9.1 - Sustainable Transportation. Vehicular trips shall be reduced through a combination of the following (Figure 11-14):

1. Provision of housing opportunities in proximity to employment opportunities;
2. Provision of essential services and recreational opportunities in proximity to demand;
3. Provision of an interconnected street network designed for pedestrians, cyclists, the automobile and transit;
4. Provisions for parking that will encourage pedestrian and public transportation alternatives;
5. Provisions for incentives encouraging multiple modes of transportation.

Figure 11-14
INTEGRATED TRANSPORTATION SYSTEM



Glatting Jackson

Top: Conventional Pattern of Development: Uses are strictly separated, roads don't connect except through a major arterial. Bottom: Traditional Pattern of Development: Uses coexist and form multi-income, multi-use neighborhoods. All roads connect.

Figure moved here

Top: Conventional Pattern of Development: Uses are strictly separated, roads don't connect except through a major arterial.

Bottom: Traditional Pattern of Development: Uses coexist and form multi-income, multi-use neighborhoods. All roads connect.

Policy 11.1.9.2 - Connected, Multi-modal Transportation System. The transportation system shall provide multi-modal capabilities and be connected through a network of public streets that are visually appealing. The visual and functional characteristics of streets are important in the design of the community and shall be guided by the following design principles:

- Streets shall be designed to create a sense of place that reflects the rural or urban character of the surrounding area;
- Streets shall be designed to accommodate a mix of travel modes including vehicles, bikes, transit and pedestrians;
- Streets shall be designed including pavement width, bikeways, pedestrian-ways, parking, lighting, landscaping and signage;
- All streets shall be public.

Policy 11.1.9.3 - Future Street Network Plan. The Future Street Network Plan (FSN) (Figure 11-15) provides a predictable system of interconnected north-south and east-west streets spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic and discourage local trips on the Interstate and arterials.

The North St. Lucie County FSN Plan identifies the proposed transportation network for the area and works in concert with the North St. Lucie County General Retail Development Plan (Figure 11-13) and the North St. Lucie County Workplace Plan (Figure 11-16).

To ensure the success of future retail and workplace uses, the FSN Plan shall be implemented with consideration of the retail and workplace strategy. The Future Road Capital Improvements for the area were designated for 2030 are indicated in Table 11-10~~9~~. Implementation and construction of these roads will be in coordination of development plans approved within the NSLC SAP area. Necessary public facility improvements will be added to the County's Five-Year Capital Improvements Schedule supported by an executed binding agreement, Developer Agreement, Interlocal Agreement or other funding sources.

Figure 11-14
INTEGRATED TRANSPORTATION SYSTEM



Figure moved to a location following Policy 11.1.9.1

To be deleted here

Glatting Jackson

Top: Conventional Pattern of Development: Uses are strictly separated, roads don't connect except through a major arterial. Bottom: Traditional Pattern of Development: Uses coexist and form multi-income, multi-use neighborhoods. All roads connect.

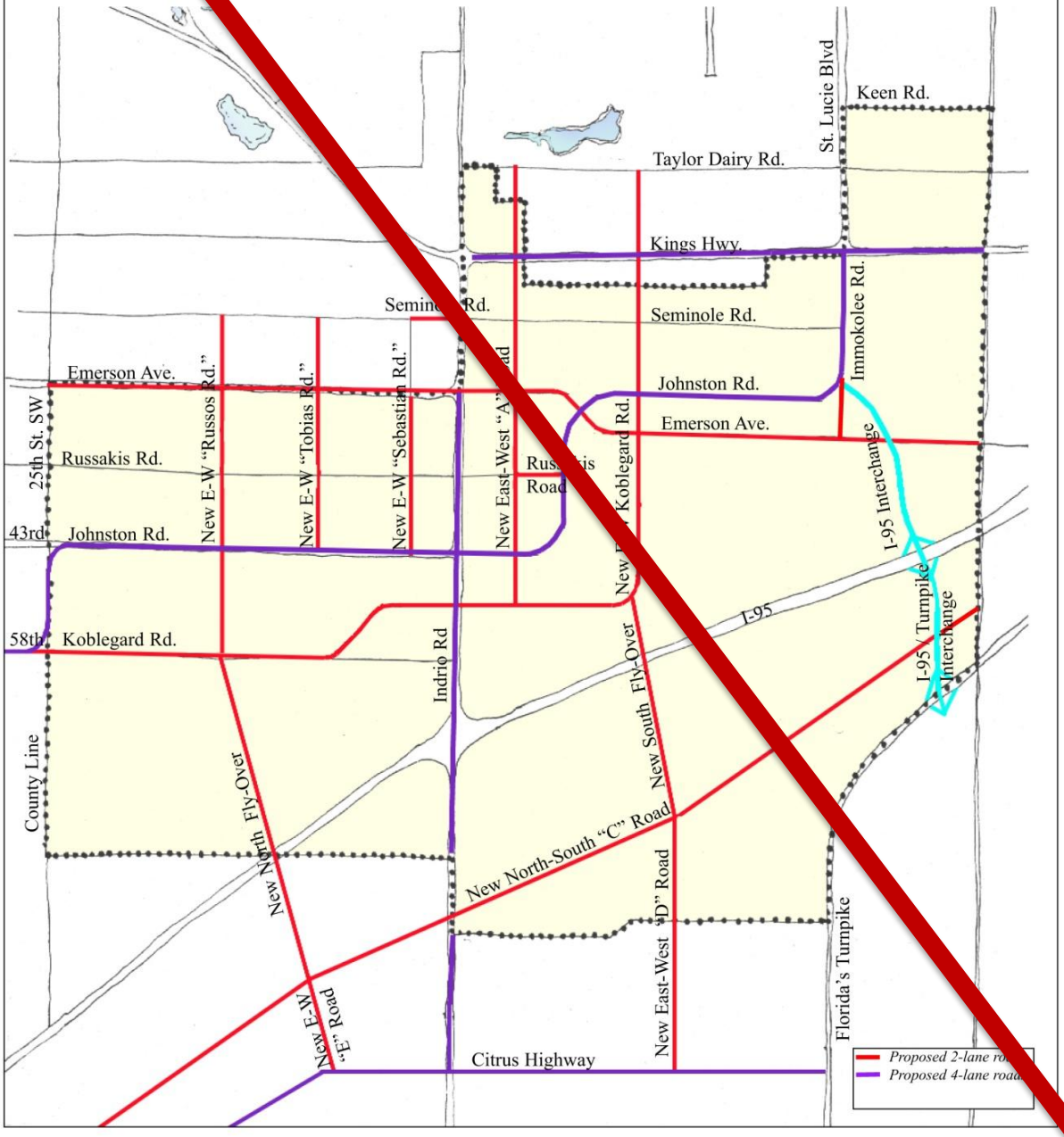
~~*Top: Conventional Pattern of Development: Uses are strictly separated, roads don't connect except through a major arterial. Bottom: Traditional Pattern of Development: Uses coexist and form multi-income, multi-use neighborhoods. All roads connect.*~~

Figure Updated to reflect more recent data, see page below. To be deleted.

re 11-15

TURE STREET NETWORK PLAN - 2030

type and scale of the proposed street network of the future
p is to show the general vicinity of major roads and inter-
e specific.The proposed street network supports the trans-
portation conc ency strategy for the overall area. Not providing for this network will require a review
of the overall tra portation network and concurrency strategy for the TVC area.



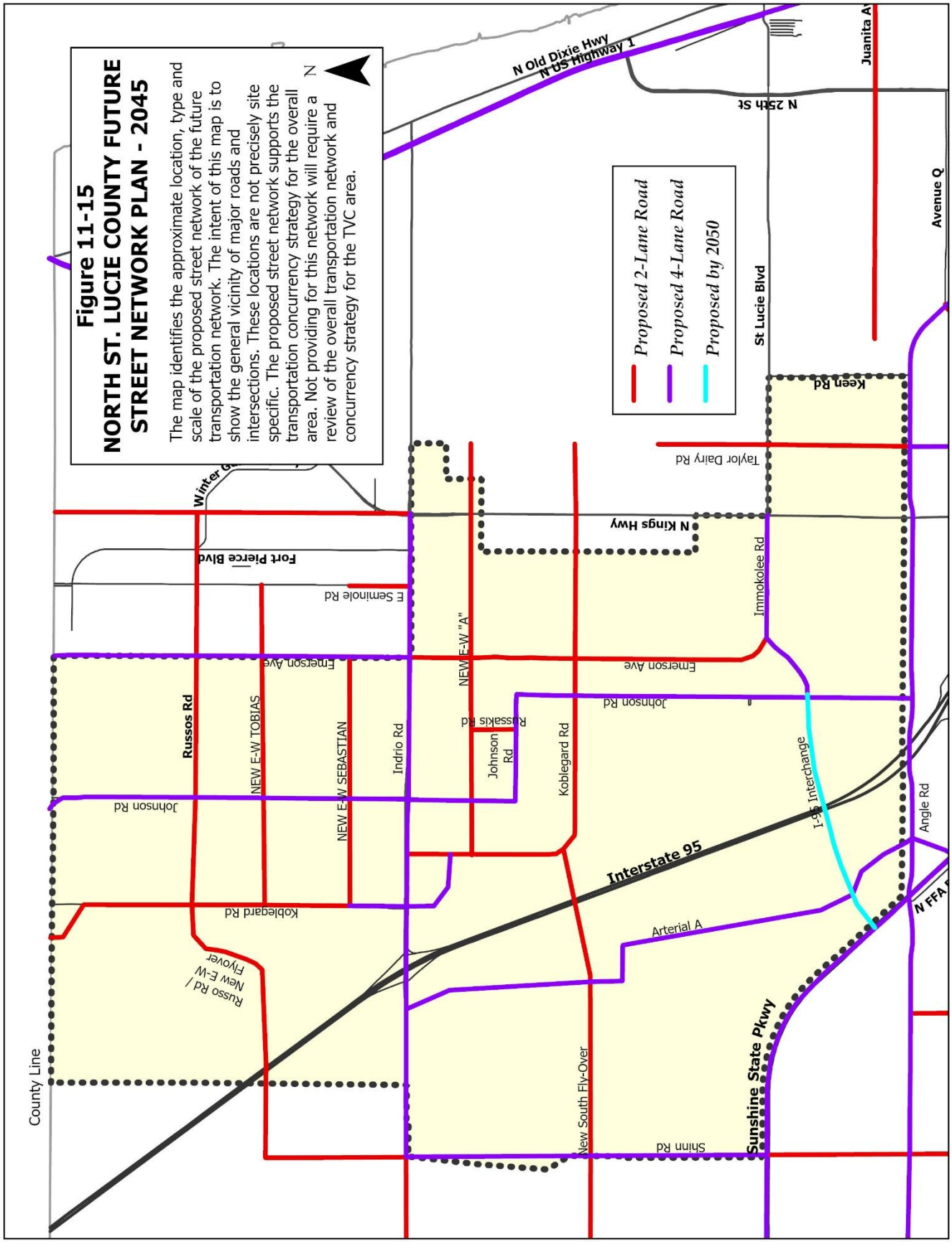


Figure 11-15
NORTH ST. LUCIE COUNTY FUTURE STREET NETWORK PLAN - 2045
The map identifies the approximate location, type and scale of the proposed street network of the future transportation network. The intent of this map is to show the general vicinity of major roads and intersections. These locations are not precisely site specific. The proposed street network supports the transportation concurrency strategy for the overall area. Not providing for this network will require a review of the overall transportation network and concurrency strategy for the TVC area.
N
Proposed 2-Lane Road
Proposed 4-Lane Road
Proposed by 2050
N Old Dixie Hwy
N US Highway 1
N 25th St
Juanita Av
Avenue Q
St Lucie Blvd
Keen Rd
Taylor Dairy Rd
N Kings Hwy
Immokolee Rd
Fort Pierce Blvd
E Seminole Rd
Emerson Ave
NEW E-W "A"
Johnson Rd
Russakis Rd
Johnson Rd
Koblegard Rd
Russos Rd
NEW E-W TOBIAS
NEW E-W SEBASTIAN
Indrio Rd
Johnson Rd
Koblegard Rd
I-95 Interchange
Angle Rd
Interstate 95
Arterial A
Russo Rd / New E-W Flyover
County Line
New South Fly-Over
Sunshine State Pkwy
Shinn Rd

Table 11-10
North St. Lucie County Future Road Capital Improvements – ~~2030~~

Roadway / Segment	Existing + Committed Network Number of Lanes	~~Year 2030~~* Minimum Number of Lanes
Interstate 95		
Indian River County Line to SR 614 (Indrio Road)	**6**	**6**
SR 614 (Indrio Road) to SR 68 (Orange Avenue)	**6**	**6**
CR 603 (Johnston Road)		
25th St. SW to SR 614 (Indrio Road)	**2**	**4**
SR 614 (Indrio Road) to W Angle Road	**2**	**4**
CR 607 (Emerson Avenue)		
25th St. SW to SR 614 (Indrio Road)	**2**	**2**
SR 614 (Indrio Road) to Immokolee Road	**2**	**2**
SR 713 (Turnpike Feeder Rd/Kings Hwy)		
US1 to SR 614 (Indrio Road)	**2**	**4**
SR 614 (Indrio Road) to CR 608 (St. Lucie Blvd.)	**2**	**4**
CR 608 (St. Lucie Blvd.) to W. Angle Road	**2**	**4**
SR 614 (Indrio Road)		
I-95 to CR 603 (Johnston Road)	**2**	**4**
CR 603 (Johnston Road) to CR 607 (Emerson Avenue)	**2**	**4**
CR 607 (Emerson Avenue to SR 713 (N. Kings Hwy)	**2**	**2**
SR 713 (N. Kings Hwy) to US 1	**2**	**2**
Immokolee Road		
Emerson Avenue to SR 713 (N Kings Hwy)	**2**	**4**
SR 608 (St. Lucie Boulevard)		
SR 713 (N Kings Hwy) to CR 611 (Keen Rd)	**2**	**4**

*Based on maximum build-out identified in Table 11-1 ~~3-1~~ of the TVC Element which the maximum allowable development is not anticipated to be realized by 2030 due to the NSLCSAP remaining undeveloped between 2006/2007 through 2025.

Policy 11.1.9.4 - Rights-of-Way. St. Lucie County shall identify right-of-way needs in the FSN Plan and shall reserve and protect existing and future rights-of-way to provide for an efficient multi-modal transportation system.

Policy 11.1.9.5 - New Development and the FSN Plan. New development shall provide the appropriate links of the FSN Plan that run through their properties at the time of development. The alignment of the regional roadway network outlined in the FSN Plan is adaptable provided the intent of the links is maintained. Final alignments shall be subject to approval by St Lucie County. Roadway capacity necessary to support proposed development shall exist or be built concurrently with the proposed development to ameliorate the impact created by new growth.

Policy 11.1.9.6 - Internal Street Network. Neighborhoods shall construct interconnected networks of public streets in a predictable block pattern that encourages walking, reduces the number and length of automobile trips, provides multiple circulation routes, and conserves energy.

Policy 11.1.9.7 - Interconnected Neighborhoods. The transportation system shall be designed so that multiple streets, bicycle paths and sidewalks continue into adjacent neighborhoods and developments to facilitate convenient movement and disperse traffic throughout the local network. Connections to existing or future collectors shall be provided at approximately one-quarter mile intervals. Dead-end streets are prohibited, except when necessary at the edge of development to provide stub outs for future connections to adjacent, undeveloped properties.

Policy 11.1.9.8: Roadway Character. Development shall be designed to maintain open vistas and protect the integrity of the rural character of existing roadways. Special Area Plans shall identify such roadways and the Land Development Regulations shall include design standards to accomplish this intent. Street sections of roadways that travel between Towns and Villages shall adjust to provide a transition area from rural to urban so as to reduce vehicular speed within developed areas.

Policy 11.1.9.9 - Street Types. Street Types shall be developed for the TVC area that are functional, visually appealing, and promote walking, cycling and transit. These street sections will be acceptable road types for both public construction projects and for privately built roads and will be consistent with the principles of the TVC Element.

Policy 11.1.9.10 - Street Trees. Regularly spaced shade trees shall be encouraged to provide shade for pedestrians and cyclists along all new streets.

Policy 11.1.9.11 - Interconnected Parcels. Interconnections between complementary uses shall be encouraged, including access and circulation among parking lots and to pedestrian paths. Shared driveways, frontage streets, and parking with cross access easements shall be encouraged to reduce conflicts with the main flow of traffic.

Policy 11.1.9.12 - Parking Location. Neighborhood Centers and Neighborhood Cores shall be designed to promote a "park once" environment to encourage walking between multiple destinations. Shared parking arrangements shall be encouraged. Parking lots and garages shall be shielded from the view of the sidewalk preferably located behind or to the sides of buildings to enhance the pedestrian environment of the street.

Policy 11.1.9.13 - Recreational Trail and Greenway System. Developments shall create an interconnected network of routes for pedestrians and cyclists providing links to schools, parks, adjacent neighborhoods and developments as well as non-motorized trails along or within the Countryside and Flow Way areas.

Policy 11.1.9.14 - Transportation Demand Management. St. Lucie County shall establish incentives for offices to encourage public transit, ride sharing, modified and flexible work hours, and to provide bicycle racks/storage and shower facilities to encourage walking/bicycling to work.

Policy 11.1.9.15 - Remedies for Roadway Deficiencies. Where roadways are found to be deficient, according to methods used by St. Lucie County, the County shall consider that the appropriate remedy to restoring a satisfactory level of service is not necessarily widening of the link, but may be:

- Intersection improvements;
- Signalization changes;
- Turning or auxiliary lanes;
- Access management;
- Improvements in parallel corridors
- Other traffic engineering measures

Policy 11.1.9.16 - Financing Tools and Strategies Special Assessment District. ~~Within 12 months from the effective date of this policy, the~~ The County may ~~shall~~ create a special taxing district and/or a municipal services taxing or benefit unit (MSTU/MSBU) to fund capital

improvement programs within the NSLC SAP to the extent necessary beyond developer contributions in the form of impact fees, proportionate fair share contributions, and other developer agreements. The potential for this assessment shall be fully disclosed. The geographic boundaries of such special district and/or MSTU/MSBU shall encompass not less than the entire area subject to the TVC land use designation as of the effective date of this policy; provided that such special district and/or MSTU/MSBU may establish sub-districts as authorized by law. Such special district and/or MSTU/MSBU shall not levy an assessment for the capital cost of a transportation improvement against any development that has paid its proportionate fair-share contribution toward the same improvement pursuant to Section 163.3180(5)(h)2.~~(12) or 163.3180(16),~~ Florida Statutes; provided, however, that such development may be assessed for maintenance of such improvements or pursuant to the agreement of the owner(s) of such development. Development that contributes an amount in excess of the proportionate share or proportionate fair share amount toward transportation improvements not specifically identified for funding in the 5-Year Capital Improvements Schedule shall be reimbursed for such excess amount as provided in the County's land development code. For long-range transportation improvements and for acquiring links in the Flow Way System and Countryside components, the County shall use a variety of financing tools and strategies, as necessary and appropriate, to supplement such contributions from developers and the revenues produced by the special taxing district and/or MSTU/MSBU. The objective of the County is to achieve fiscal neutrality. Policy 11.1.9.18 ~~and Policy 9.1.1.2.6~~ identify funding for the five-year capital improvements schedule for transportation facilities within the NSLC SAP.

Policy 11.1.9.17 - Transportation Concurrency. Transportation infrastructure shall be in place or committed through an appropriate capital improvements program~~ and scheduled to be in place within three years from the approval of the building permit or its functional equivalent that results in traffic generation~~. The Capital Improvements Element shall specify the timeframe and responsible party, whether the County, developer, or otherwise, for funding of such transportation infrastructure. However, a project that meets the requirements of the TVC Element may, as included in Section 163.3180(5)(h), Florida Statutes, for transportation facilities or facility segments specifically identified for funding in the 5-year schedule of capital improvements in the Capital Improvements Element, choose to satisfy transportation concurrency requirements by contributing or paying proportionate ~~fair-~~share mitigation. For transportation facilities or facility segments not specifically identified for funding in the 5-year schedule of capital improvements, the County may at its discretion accept proportionate share mitigation to satisfy transportation concurrency as authorized in Section 163.3180(5)(h), Florida Statutes. In all cases, mitigation for development impacts to facilities on the Strategic Intermodal System made pursuant to Section 163.3180(5)(h) shall require the concurrence of the Florida Department of Transportation. Any development or development phase that has satisfied transportation concurrency by paying or contributing a proportionate share pursuant to this policy, computed in accordance with Section 163.3180(5)(h)2.a., F.S., shall be deemed to have fully mitigated its impacts on transportation facilities.

Policy 11.1.9.18 - Funding Transportation Facility Improvements. The Capital Improvements Element ~~Policy 9.1.1.26 is a fiscal analysis that~~ shows the committed funding sources ~~(first three years)~~ and planned funding sources ~~(years four and five)~~ for the estimated cost of transportation capital improvements included in the five-year transportation improvements schedule. ~~for the NSLC SAP, pursuant to Policy 9.1.1.21. Projects scheduled in years one through three include only state-federal roadway improvements and are scheduled for funding by the Florida Department of Transportation. Policy 9.1.1.26 shows the amount of developer contributions, in the form of impact fees and/or proportionate fair-share contributions projected to be available~~

~~for transportation improvements based on general market demand analysis. Within 12 months from the effective date of this policy, the~~

The County may ~~shall~~ create a dependent special taxing district and/or a municipal services taxing or benefit unit (MSTU/MSBU) within the NSLC SAP. The geographic boundaries of such special district and/or MSTU/MSBU shall encompass not less than the entire area subject to the TVC land use designation as of the effective date of this policy; provided that such special district and/or MSTU/MSBU may establish sub-districts as authorized by law. The ability of the special taxing district and the MSTU to levy taxes and /or special assessments will exceed the anticipated funding requirements, beyond developer contributions, for transportation improvements in years four and five of the five-year capital improvements schedule ~~(Policy 9.1.1.26)~~. The potential for assessment shall be fully disclosed.

The Board of County Commissioners has full authority to establish independent community development districts pursuant to Chapter 190, Florida Statutes, as well dependent special districts and/or municipal taxing or benefit units (MSTU/MSBUs) without referendum or legislative approval, pursuant to Sections 125.01(1)(q) and 189.4041, Florida Statutes. Transportation improvements funded or constructed by such special district and/or MSTU/MSBU shall be consistent with the master transportation plan developed pursuant to Policy 11.1.9.3 ~~3.1.9.23~~.

Until such special district and/or MSTU/MSBU is formed, the County shall issue development orders to permit construction of not more than 1500 residential units and 80,000 square feet of commercial uses within the TVC area of the NSLC SAP, unless (1) a community development district or other special district, specific to a proposed development, is formed to fund and build the infrastructure necessary to maintain adopted level of service standards with the impacts of the proposed development, or the developer is funding and building the infrastructure through commitments in the approved development approval, or (2) proportionate ~~fair-~~share contributions are received by the County, or (3) funding is secured through enforceable ~~developer~~ agreements adequate to fund such necessary infrastructure are received by the County.

Policy 11.1.9.19 - Transportation Planning Maps. The Transportation Planning Organization (TPO) long range transportation planning maps have been amended to reflect the transportation network identified on the North St. Lucie County Future Street Network Map (Figure 11-15). After adoption of Special Area Plans, St. Lucie County will support amendments to the TPO long range planning maps at the next opportunity to reflect future transportation networks.

Policy 11.1.9.20 - Internal Capture Rate. Using mixed-use planning and compact urban form, including commercial, office, industrial and institutional uses, contemplated herein, the internal capture rate (ICR) for vehicular trips should be maximized. Analysis of transportation impacts will assume a 36.3% ICR, subject to adjustment upward or downward in the local development review process, and will therefore provide an evaluation of which off-site transportation improvements are required under this scenario.

Policy 11.1.9.21 - Monitoring Transportation Impacts. ~~Within two years of adoption of the TVC Element, the~~ The County working in conjunction with the St. Lucie Transportation Planning Organization, ~~Treasure Coast Regional Planning Council~~ and Florida Department of Transportation, will establish a methodology and monitoring program to track and evaluate internal trip capture within the TVC area, capacity on the internal TVC network, and impacts to I-95 and Indrio Road (SR-614). This program is intended both to document transportation

impacts as development in the TVC area proceeds and to help ensure timely scheduling, funding and provisions of transportation improvements.

Policy 11.1.9.22 - Jobs to Housing Ratio. The number of jobs per household within the North St. Lucie County Special Area Plan shall exceed the regional average ratio. Within two years of adoption of the TVC Element, the County working in conjunction with Treasure Coast Regional Planning Council and Florida Department of Transportation, will establish a methodology and monitoring program to document, at set intervals, that development within the plan area is yielding this result**.**

Policy 11.1.9.23 - Master Transportation Plan. ~~Within two years from the effective date of this policy, the~~ The County will establish a master transportation plan to direct funding for and to prioritize building roadways identified in the Future Street Network (Figure 11-15) and other necessary transportation improvements for the TVC area, pursuant to Policy 11.1.9.18. The plan shall be evaluated annually to ensure coordination with improvements planned within the County, within Indian River County, by the Transportation Planning Organization, by the Florida Department of Transportation and by the Turnpike Authority.

Objective 11.1.10: To position St. Lucie County as a competitive business environment both at the regional and national levels, and, to create the conditions of sustainable economic development by promoting high-wage, high-quality employment opportunities.

Policy 11.1.10.1 - Regional Business District. Support the area located at the convergence of Interstate 95 and the Florida Turnpike to develop into a regional commercial/research Business District (Figure 11-16).

Policy 11.1.10.2 - New Commercial Businesses. New commercial businesses of varying sizes shall be encouraged to locate within the Business District, the Transitional Area, all new retail nodes identified on the General Retail Development Plan (Figure 11-13), as well as in the Neighborhood Centers of new Towns and Villages in order to reduce the amount of commuting by area residents.

Policy 11.1.10.3 - Transitional Area. Promote clean industry that clusters and integrates with retail, workplace and residential uses such as live/work units and Workforce Housing in the industrial area generally located at the intersection of Kings Highway and St. Lucie Boulevard. This mixed-use area is intended to provide a transition between the more intense Airport/Industrial future land use to the north and the residential areas to the south. Residential units built under this policy shall include appropriate soundproofing and provide disclosure regarding airport noise.

Policy 11.1.10.4 - Agricultural Research & Education Facilities. Uses complementary to and supportive of Agricultural Research & Education Facilities are encouraged within the TVC area and may be arranged within the Countryside.

Policy 11.1.10.5 - Connectivity. Require connectivity between businesses and the residential component of every new neighborhood.

Policy 11.1.10.6 - Incentives. Extend incentives such as job growth investment grants, ad valorem tax adjustments and "fast track" permitting to businesses that locate in accordance with the TVC Settlement Principles and locations.

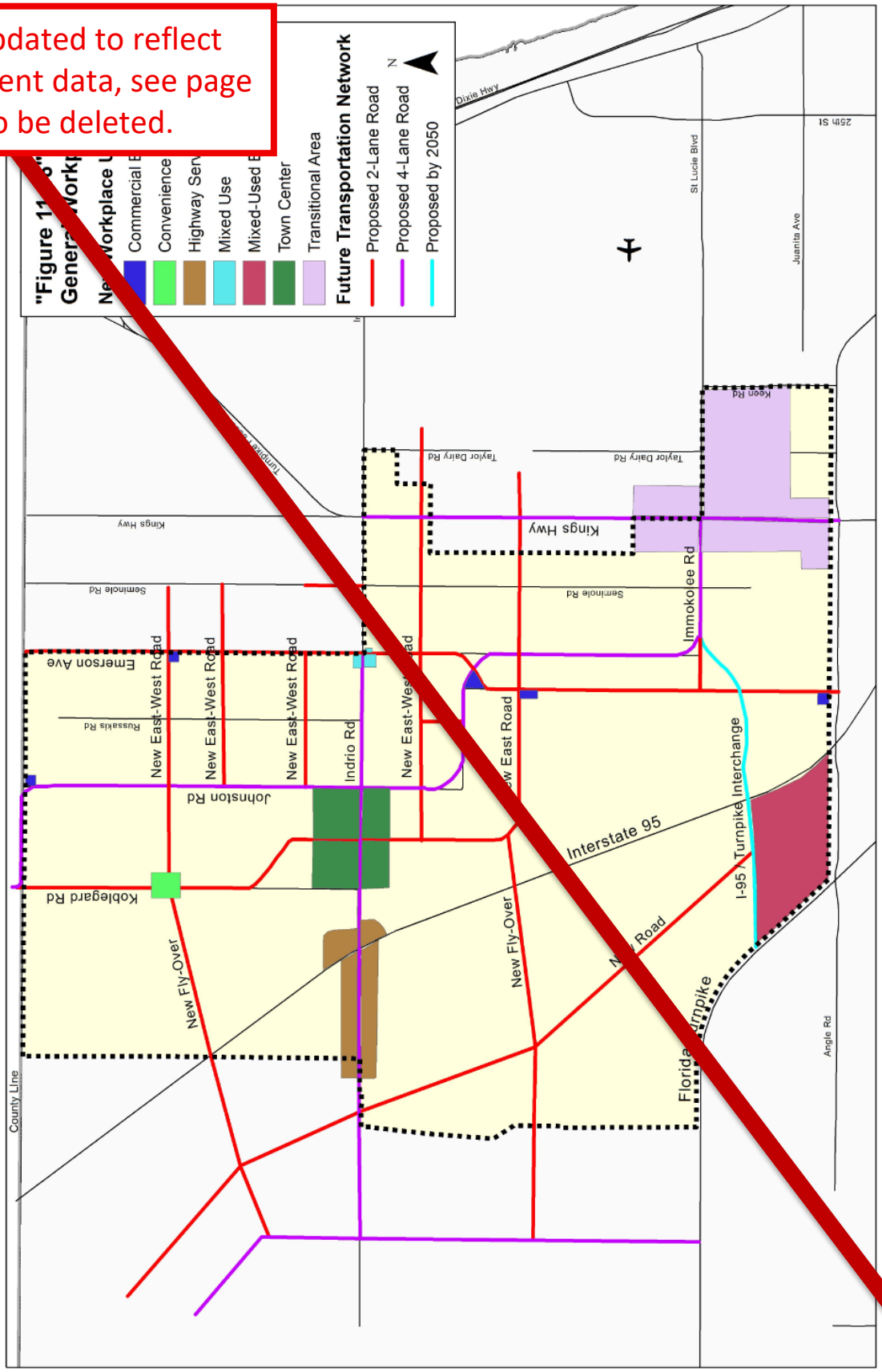
Policy 11.1.10.7 - Public/Private Partnerships. Encourage the development of industry and business clusters by supporting public/private partnerships to build the necessary infrastructure for said clusters.

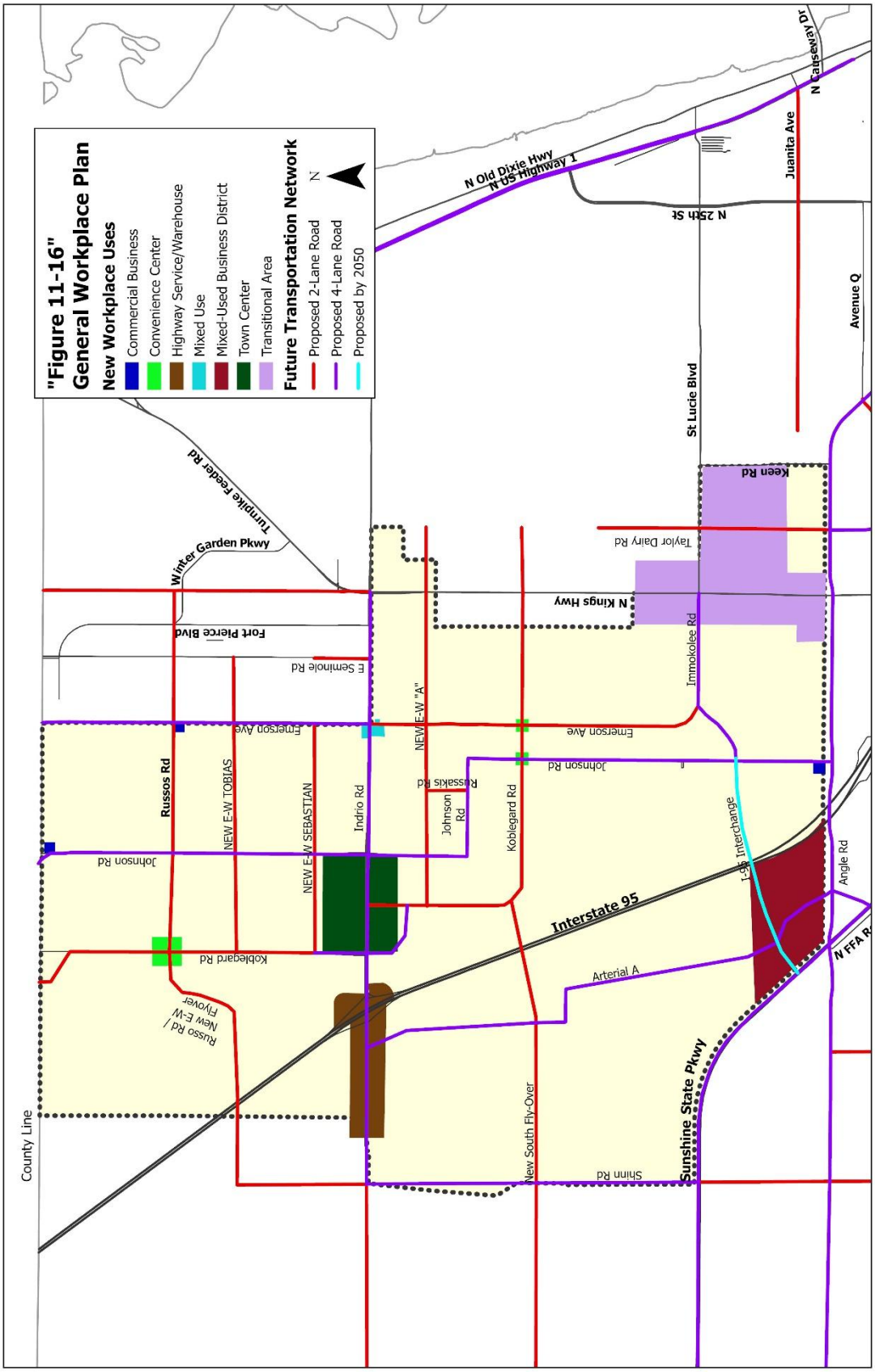
Policy 11.1.10.8 - High-Quality Jobs. Support initiatives to attract industries that create fulltime, year-round, high-wage and high-quality jobs.

Policy 11.1.10.9 - Changes. Changes to allow for industrial or commercial uses in areas not designated as industrial/business district, Town, Village or Neighborhood Center within the north county region shall be the subject of future comprehensive plan amendments.

The map, Figure 11-16, identifies the approximate location, type and scale of new retail/workplace uses located at key intersections of the future transportation network. The intent of this map is to show the general vicinity and major roads or intersections where the proposed use is appropriate. While these locations are not precisely site specific, the proposed uses should be provided within a 1/4 mile of the area indicated on the map. Location of these land uses support the transportation concurrency strategy for the overall area. Not providing for these uses within a 1/4 mile radius of specified areas and along the proposed corridors will require a review of the overall transportation network and concurrency strategy for the TVC area.

Figure Updated to reflect more recent data, see page below. To be deleted.




"Figure 11-16"
General Workplace Plan
New Workplace Uses
Commercial Business
Convenience Center
Highway Service/Warehouse
Mixed Use
Mixed-Used Business District
Town Center
Transitional Area
Future Transportation Network
Proposed 2-Lane Road
Proposed 4-Lane Road
Proposed by 2050
N
N Old Dixie Hwy
N US Highway 1
N Causeway Dr
Juanita Ave
N 25th St
Avenue Q
St Lucie Blvd
Keen Rd
Taylor Dairy Rd
Turnpike Feeder Rd
Winter Garden Pkwy
N Kings Hwy
Fort Pierce Blvd
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NEW E-W TOBIAS
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County Line

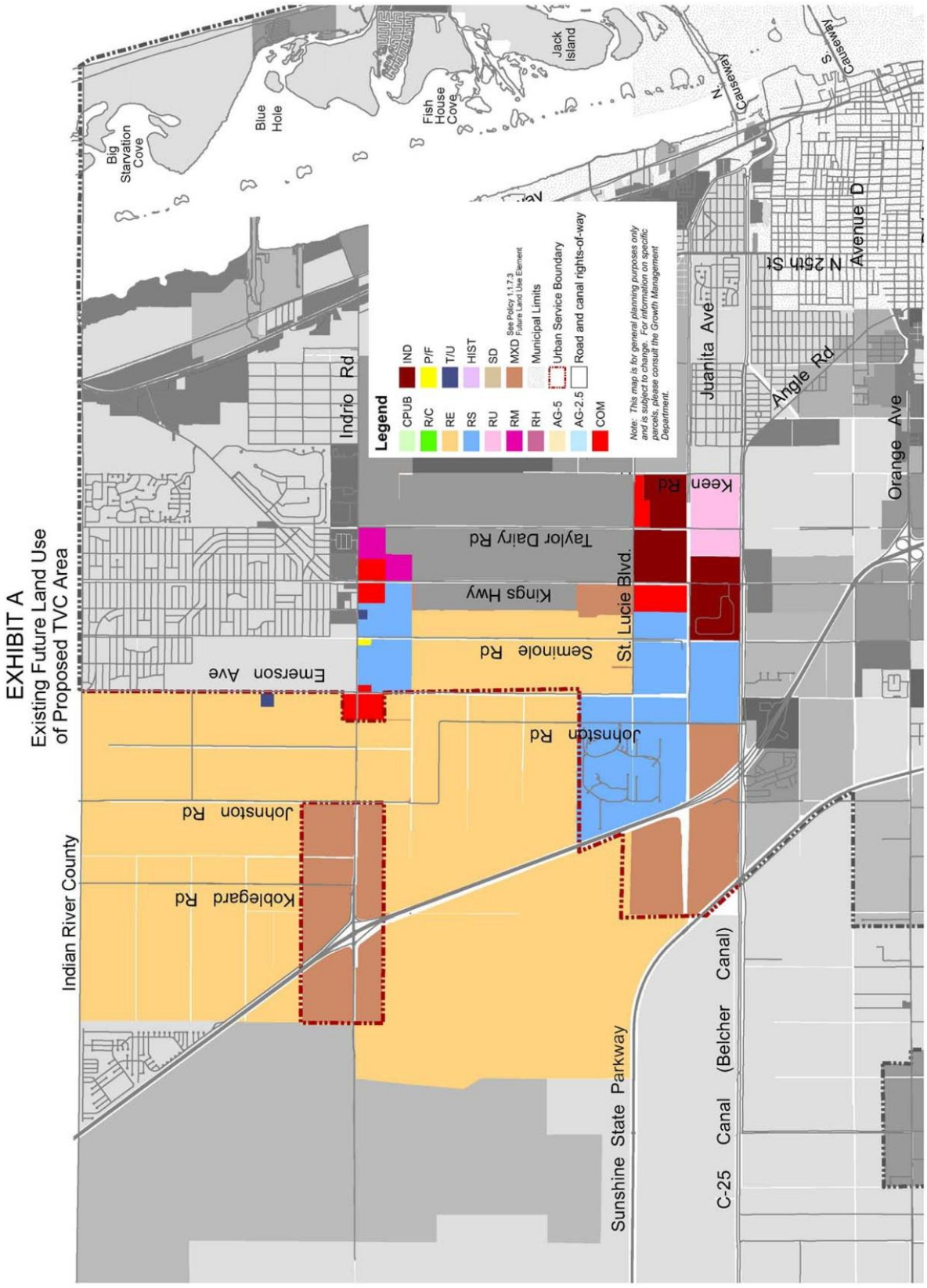


EXHIBIT A
Existing Future Land Use
of Proposed TVC Area
Legend
IND
P/F
T/U
HIST
SD
MXD
See Policy 1.1.7.3, Future Land Use Element
Municipal Limits
Urban Service Boundary
Road and canal rights-of-way
CPUB
R/C
RE
RS
RU
RM
RH
AG-5
AG-2.5
COM
Note: This map is for general planning purposes only and is subject to change. For information on specific parcels, please consult the Growth Management Department.
Big Starvation Cove
Blue Hole
Fish House Cove
Jack Island
N Causeway
S Causeway
Indrio Rd
Juanita Ave
N 25th St
Avenue D
Angle Rd
Orange Ave
Keen Rd
Taylor Dairy Rd
Kings Hwy
Seminole Rd
St. Lucie Blvd.
Emerson Ave
Johnston Rd
Johnston Rd
Koblegard Rd
Indian River County
Sunshine State Parkway
C-25 Canal (Belcher Canal)

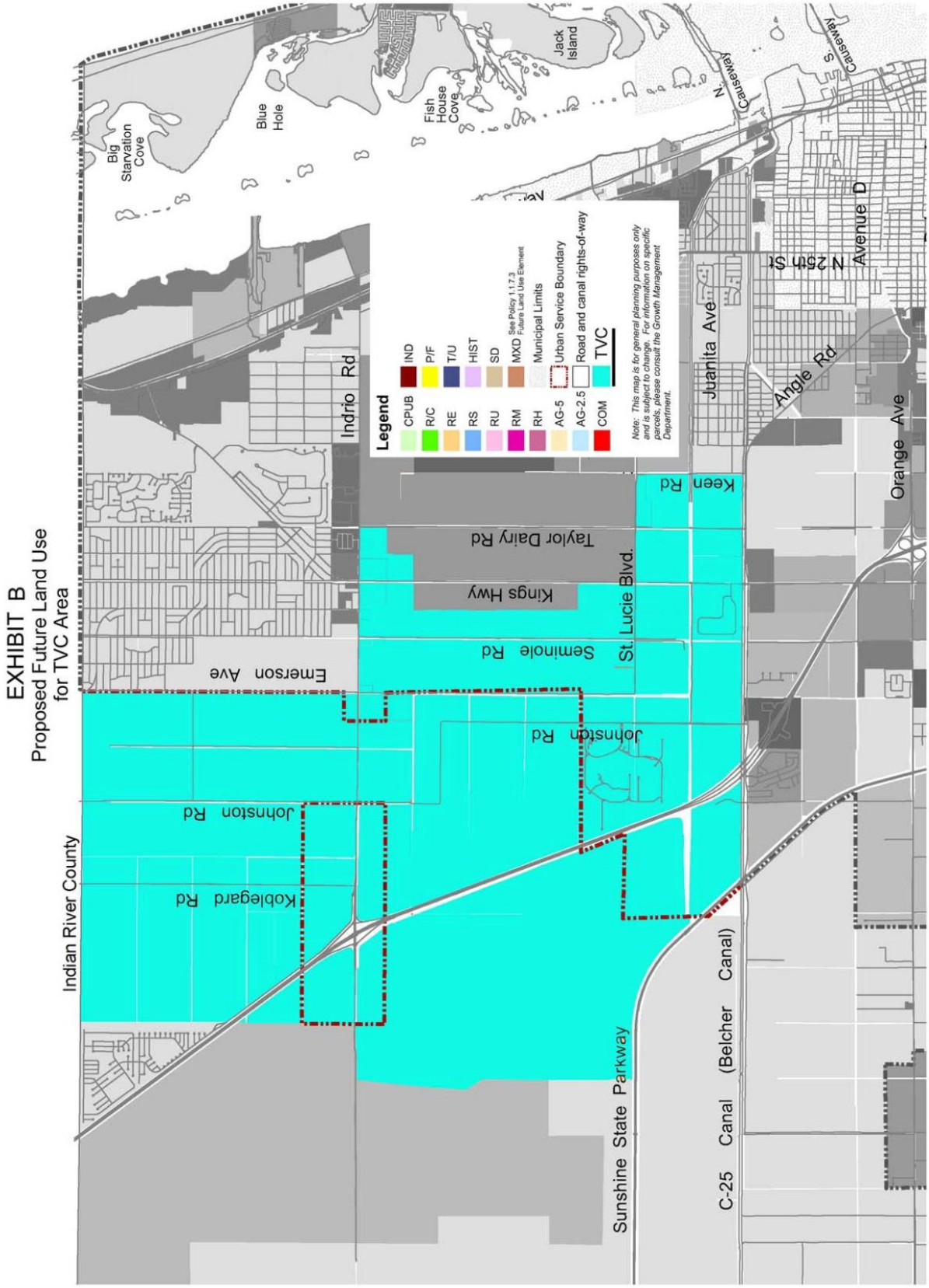


EXHIBIT B
Proposed Future Land Use
for TVC Area
Legend
IND
CPUB
P/F
R/C
T/U
RE
HIST
RS
SD
RU
MXD
RM
See Policy 1.1.7.3
Future Land Use Element
RH
Municipal Limits
AG-5
Urban Service Boundary
AG-2.5
Road and canal rights-of-way
COM
TVC
Note: This map is for general planning purposes only and is subject to change. For information on specific parcels, please consult the Growth Management Department.
Indian River County
Emerson Ave
Indrio Rd
Johnston Rd
Koblegard Rd
Johnston Rd
Seminole Rd
Kings Hwy
Taylor Dairy Rd
Keen Rd
St. Lucie Blvd.
Sunshine State Parkway
C-25 Canal (Belcher Canal)
Juanita Ave
Angle Rd
N 25th St
Avenue D
Orange Ave
Causeway (N. Causeway)
S. Causeway
Jack Island
Fish House Cove
Blue Hole
Big Starvation Cove

PUBLIC SCHOOL FACILITIES ELEMENT GOALS OBJECTIVES & POLICIES

Goal 12.1: The County shall collaborate with the St. Lucie ~~County School Board~~ Public Schools to plan for public school capacity to accommodate projected enrollment demand within the five year, ten year, and twenty year planning periods.

Objective 12.1.1: Land use and school capacity ~~[9J-5.025(3)(b)(4)(5), and (6) F.A.C.]~~ - It is the objective of St. Lucie County to coordinate land use decisions [see definition] with school capacity planning. This objective will be accomplished by recognizing the St. Lucie ~~County School Board's~~Public Schools statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the County's authority for land use, including the authority to approve or deny petitions for future land use, rezoning, and subdivision and site plans for residential development that generate students and impact the St Lucie County school system.

Policy 12.1.1.1 - Coordinated Map Series ~~[9J-5.025(3)(c)(6),(4)(a) and (4)(b) F.A.C.]~~ – The County shall provide the St. Lucie ~~County School Board~~ Public Schools by October 15th of each year a report of development trends for use in school planning. The St. Lucie ~~County School Board~~ Public Schools shall coordinate with each local government in the preparation of the annual Educational Facilities plan. Based upon the final adopted Educational Facilities plan, the County, in conjunction with the St. Lucie ~~County School Board~~ Public Schools and the Municipalities, shall together, develop and annually update and maintain a public school facilities map series as supporting data and analysis. This map series, including the planned general location of schools and ancillary facilities for the five- year planning period and the long-range planning period, will be coordinated with the County's Future Land Use Map or Map Series. The Map Series to be developed shall include at a minimum:

(a) A map or maps which identify existing locations of public school facilities by type and existing location of ancillary plants
(b) A future conditions map or map series which depicts the planned general location of public school facilities and ancillary plants and renovated facilities by year for the five year planning period, and for the end of the long range planning period of the county.
(c) A map or map series which depicts School Capacity Planning Areas (SCPAs) for high schools, middle schools and elementary schools
(d) A map or map series which depicts School Concurrency Service Areas (SCSAs) for high schools, middle schools and elementary schools.

Policy 12.1.1.2 - Coordinating School Capacity with Growth - The County shall coordinate land use decisions with the St. Lucie ~~County School Board's~~ Public Schools Long Range Facilities Plans over the 5-year, 10-year and 20-year periods.

Policy 12.1.1.3 - Geographic Basis for School Capacity Planning - For purposes of coordinating land use decisions with school capacity planning, the School Concurrency Service Areas (SCSAs) that are established for high, middle and elementary schools as part of the Interlocal Agreement for Public School Facility Planning shall be used for school capacity planning. The relationship of high, middle and elementary capacity and students anticipated to be generated as a result of land use decisions shall be assessed in terms of its impact (1) on the school system as a whole and (2) on the applicable SCSA(s). For purposes of this planning assessment, existing or planned capacity in adjacent SCSA(s) shall not be considered.

Policy 12.1.1.4 - Local Government Notice of Development Proposals [ILA Section 9.3] - The County agrees to give the St. Lucie ~~County School Board~~ Public Schools notification of land use applications and development proposals pending before them that may affect student enrollment, enrollment projections, or school facilities.

Notice to the St. Lucie ~~County School~~ Board Public Schools will include copies of the meeting agenda and all County staff comments and other attachments related to any pending application or development proposal potentially affecting student enrollment, enrollment projections, or school facilities.

Notice to the St. Lucie ~~County School~~ Board Public Schools will be provided simultaneously with provision of such materials to the LPA, DRC, or Board of County Commissioners.

This notice requirement applies to any amendment to the comprehensive plan's future land use map, rezoning, ~~development of regional impact,~~ or major residential or mixed-use development project that proposes to:

a. increase the density of land with non-age-restricted dwelling units, that will produce more than one (1) student in any grade level.
b. or construct or develop non-age-restricted dwelling units or lots that will produce more then (1) student in any grade level.

Policy 12.1.1.5 - St. Lucie ~~County School Board~~ Public Schools report to County [ILA Section 9.4] - Within ~~30~~15 days after notification by the County, the St. Lucie ~~County School Board~~ Public Schools will advise the local government of the school enrollment impacts anticipated to result from the proposed land use application or development proposal, and whether sufficient school capacity exists or is planned to accommodate the impacts.

Policy 12.1.1.6 - School Capacity Shortfalls [ILA Section 9.5] - If sufficient school capacity is not available or planned to serve the development at the time of impact, the St. Lucie ~~County School Board~~ Public Schools will specify how it proposes to meet the anticipated student enrollment demand; alternatively, the ~~School Board~~ St. Lucie Public Schools, the County, and the developer will collaborate to find means to ensure sufficient capacity will exist to accommodate the development, such as, developer contributions, project phasing, or developer provided facility improvements.

Policy 12.1.1.7 - Criteria for Evaluating Land Use and Development Applications [ILA Section 9.6] ~~[Sec 163.3177(6)(a) F.S.]~~ - In reviewing and approving comprehensive plan amendments, ~~developments of regional impact,~~ rezonings, and development proposals, the County will consider the following factors consistent with County codes and ordinances:

a. St. Lucie ~~County School Board~~ Public Schools comments;
b. Available school capacity or planned improvements to accommodate the enrollment resulting from the land use decision;
c. The provision of school sites and facilities within planned neighborhoods;
d. Compatibility of land uses adjacent to existing schools and reserved school sites;
e. The co-location of parks, recreation and neighborhood facilities with school sites;
f. The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks for safe access;
g. Traffic circulation plans which serve schools and the surrounding neighborhood;
h. The provision of off-site signalization, signage, access improvements, and sidewalks to serve schools; and

i. The inclusion of school bus stops and turnarounds.

Policy 12.1.1.8 - Capacity Enhancement Agreements - Where feasible and agreeable to the County, St. Lucie ~~County~~ ~~School Board~~ Public Schools, affected jurisdictions and the applicant, Capacity Enhancement Agreements shall be used to ensure adequate capacity is available at the time the school impact is created. The St. Lucie ~~County~~ ~~School Board's~~ Public Schools Long Range Facilities Plans over the 5-year, 10-year and 20-year periods shall be amended to incorporate capacity modification commitments established by Capacity Enhancement Agreements.

Objective 12.1.2: Community Development Plans [ILA Section 9.7] - The County shall consider school capacity in the formulation of Community Development Plans.

Policy 12.1.2.1 - Factors Considered in Formulating Community Development Plans in formulating community development plans and programs, the County will consider the following factors:

a. Scheduling capital improvements that are coordinated with and meet the capital needs identified in the St. Lucie ~~County~~ ~~School Board~~ Public Schools educational facilities plan;
b. Working with the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments;
c. Targeting community development improvements in older and distressed neighborhoods near schools; and
d. Working to address and resolve multijurisdictional public school issues.

Objective 12.1.3: Evaluation and Appraisal of Comprehensive Plan [ILA Section 9.8] - The County shall consider school needs and school capacity in the Evaluation and Appraisal of Comprehensive Plans.

Policy 12.1.3.1 - Evaluation and Appraisal of Comprehensive Plans [ILA Section 9.8] -

a. In accordance with Section 163.3191, Florida Statutes, the LPA for each Local Government must prepare an EAR on the Comprehensive Plan for its area of jurisdiction at least once every 7 years, or as otherwise scheduled by the Florida Department of ~~Community Affairs~~Commerce.
b. Whenever a meeting of or hearing before the LPA includes consideration of an EAR, the County shall provide to the St. Lucie ~~County~~ ~~School Board~~ Public Schools, prior to the meeting or hearing, copies of (1) the meeting or hearing agenda, (2) any draft of the EAR under consideration, and (3) any staff analysis, report, or recommendation prepared with respect to the EAR under consideration.
c. The County shall provide the St. Lucie ~~County~~ ~~School Board~~ Public Schools a copy of each EAR prepared by the LPA prior to or concurrent with the submission to the Board of County Commissioners.
d. Whenever a meeting of or hearing before the Board of County Commissioners includes consideration of an EAR or proposed amendments to the Comprehensive Plan to implement an EAR, the County shall provide to the St. Lucie ~~County~~ ~~School Board~~ Public Schools prior to the meeting or hearing, copies of (1) the meeting or hearing agenda, (2) any draft of the EAR or proposed Comprehensive Plan amendments under consideration, and (3) any staff analysis, report, or recommendation prepared with respect to the EAR or proposed Comprehensive Plan amendments under consideration.
e. The St. Lucie ~~County~~ ~~School Board~~ Public Schools may submit written comments to the County about the possible affect upon the School Board of any EAR or proposed amendments to the Comprehensive Plan that are necessary to implement an EAR, and the County shall give due and appropriate consideration to such comments.

f. The County may request that the St. Lucie ~~County School Board~~ Public Schools provide technical assistance with respect to any EAR or proposed amendments to the Comprehensive Plan to implement an EAR and the possible affect upon the School Board, and the School Board shall endeavor to provide such assistance as time and resources permit.

GOAL 12.2: Provide adequate public school capacity to accommodate enrollment demand within a financially feasible five-year district facilities work ~~[9J-.025(3)(b)(1)F.A.C.]~~.

Objective 12.2.1: Implementation of school concurrency - The County shall coordinate with the St. Lucie ~~County School Board~~ Public Schools to assure the future availability of adequate public school facility capacity through its authority to implement school concurrency.

Policy 12.2.1.1 - Amendment of Interlocal Agreement – On March 16, 2009, an Amended and Restated Interlocal Agreement for Public School Facility Planning was entered into between the County, the City of Fort Pierce, the City of Port St. Lucie and the School District of St. Lucie County. Pursuant to Section 163.31777, F.S., the County in conjunction with St. Lucie Public Schools shall implement the interlocal agreement for public schools facility planning and the joint processes for collaborative planning and decision making. ~~By September 1, 2008, the County shall amend the Interlocal Agreement for Public School Facility Planning to implement school concurrency in concert with the St. Lucie County School Board and the municipalities. The Interlocal Agreement shall be consistent with the goals, objectives and policies of the Element.~~

~~**Policy 12.2.1.2** - Ordinance Implementing School Concurrency [9J-5.025(3)(c)(4) F.A.C.] - No later than May 1, 2008 the County shall adopt, or commence proceedings for the adoption of a Comprehensive Plan amendment to address school concurrency.~~

Objective 12.2.2: Level of service standards - The County shall ensure that the capacity of public schools is sufficient to support new residential subdivisions, plats and/or site plans at the adopted level of service LOS standards within the period covered by the five-year schedule of capital improvements and the long range planning period. After the first 5-year schedule of capital improvements, capacity shall be maintained within each year of subsequent 5-year schedules of capital improvements.

Policy 12.2.2.1 - Uniform Application of LOS standards - The LOS standards established in the 2009 Amended and Restated Interlocal Agreement for Public School Facility Planning and stated herein shall be applied consistently by all the local governments within St Lucie County and by the St. Lucie ~~County School Board~~ Public Schools district-wide to all schools of the same type.

Policy 12.2.2.2 - LOS Standards for High, Middle and Elementary Schools ~~[9J-5.025(3)(c)(7)F.A.C.]~~ - The uniform, district-wide LOS standards shall be 100% of permanent program capacity for elementary, middle, ~~and~~ high schools and for Title 1 schools. The Florida Inventory of School Houses (FISH) capacity shall be adjusted by the St. Lucie ~~County School Board~~ Public Schools annually to account for measurable programmatic changes. No later than February 1, 2011, the School Board shall develop a permanent program capacity. Until such time as a permanent program capacity is developed, the permanent program capacity shall be designated as FISH.

Policy 12.2.2.3 - Amendment of LOS Standards - If there is agreement to amend the LOS standards, it shall be accomplished by the execution of an amendment to the Interlocal

Agreement by all parties and the adoption of amendments to the local government comprehensive plans. The amended LOS standard shall not be effective until all plan amendments are effective and the amendment to the Interlocal Agreement for Public School Facility Planning is fully executed. Changes to LOS standards shall be supported by adequate data and analysis showing that the amended LOS standard is financially feasible and can be achieved and maintained within the period covered by the first five years of the St. Lucie ~~County School Board~~ Public Schools Five-Year Work Program. After the first five-year schedule of capital improvements, the capacity shall be maintained within each subsequent five-year schedule~~s~~ of capital improvements.

Objective 12.2.3: School concurrency service areas ~~[9J-5.025(3)(c)(1) F.A.C.]~~ - The County shall, in coordination with the St. Lucie ~~County School Board~~ Public Schools and municipalities, establish School Concurrency Service Areas (SCSA's), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted LOS standards.

Policy 12.2.3.1 - School Concurrency Service Area Maps - SCSAs for high, middle and elementary schools shall be as adopted in the Interlocal Agreement. SCSA boundaries shall be included as a part of the Data and Analysis supporting this Element and included in the PSFE Map Series as part of that supporting data.

Policy 12.2.3.2 - Criteria for School Concurrency Service Areas - SCSAs shall be established to maximize available school capacity and make efficient use of new and existing public schools in accordance with the LOS standards, taking into account minimization of transportation costs, limitations on maximum student travel times, the effect of court approved desegregation plans, and recognition of the capacity commitments resulting from the local governments within St Lucie County's development approvals within the SCSA and contiguous SCSAs.

Policy 12.2.3.3 - Modifying School Concurrency Service Areas ~~[9J-5.025(3)(c)(1) F.A.C.]~~ - The County, in coordination with the St. Lucie ~~County School Board~~ Public Schools and the Municipalities, shall require that prior to adopting a modification to SCSAs, the following standards will be met:

a. Potential modifications to the SCSAs may be considered annually. Supporting data & analysis for modified SCSA's shall be included in the annual update to the St. Lucie ~~County School Board's~~ Public Schools 5-Year Work Program.
b. Modifications to SCSA boundaries shall be based upon the criteria as provided in Policy 12.2.3.2.
c. SCSA boundaries shall be modified based on supporting data and analysis showing that the amended SCSA's are financially feasible within the five year period described by the five year schedule of capital improvements.
d. Any party to the adopted Interlocal Agreement may propose a modification to the SCSA boundary maps.
e. At such time as the St. Lucie ~~County School Board~~ Public Schools determines that a SCSA boundary change is appropriate considering the above criteria, the St. Lucie ~~County School Board~~ Public Schools shall transmit the proposed SCSA boundary modification with data and analysis to support the changes to the Elected Officials Group.
f. The Elected Officials Group shall review the proposed SCSA boundary modifications and send its comments to the St. Lucie ~~County School Board~~ Public Schools.
g. Modifications to a SCSA shall become effective upon final approval by the St. Lucie ~~County School Board~~ Public Schools and amendment of the Interlocal Agreement for Public School Facility Planning.

Objective 12.2.4: School concurrency review process - In coordination with the St. Lucie ~~County School Board~~ Public Schools, the County will establish a joint process for implementation of school concurrency which includes applicability, capacity determination, availability standards, and school capacity methodology.

Policy 12.2.4.1 - Development Review - The issuance of final subdivisions or plats and site plan approvals for residential development shall be subject to the availability of adequate school capacity based on the Level of Service (LOS) standards adopted in this Element.

Policy 12.2.4.2 - Exemptions - The following residential developments are exempt from the school concurrency requirements:

1. Single-family lots of record that received final plat approval prior to May 1, 2008;
2. Single-family subdivisions or plats that (i) were undergoing active review on May 1, 2008, (ii) had received preliminary subdivision approval prior to such date, and (iii) have had no lapse in the development approval status;
3. Multi-family residential development that received final site plan approval prior to the effective date of the PSFE May 1, 2008, or multi-family site plans actively being reviewed at the time of adoption of the PSFE that have received preliminary site plan approvals and for which there is no lapse in the development approval status;
4. Multi-family site plans that (i) were undergoing active review on May 1, 2008 (ii) had received preliminary site plan approval prior to such date, and (iii) have had no lapse in the development approval status;
5. An amendment to a residential subdivision plat or site plan that was approved prior to May 1, 2008, so long as the amendment does not increase the number of students generated by the development.
6. Age restricted developments that prohibit permanent occupancy by persons of school age, where enforceable age restrictions are recorded, irrevocable, and unlawful under applicable state and federal housing statutes.
7. Group quarters in public facilities, including residential facilities, that do not generate students such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.
8. Developments of regional impact, as defined in Section 380.06~~.~~, Florida Statutes, that received development orders prior to July 1, 2005 or had files application for development approval prior to May 1, 2005.

Policy - 12.2.4.3 - Student Generation Rates and Costs per Student Station - Student generation rates used to determine the impact of a particular development application on public schools, and the costs per student station shall be determined in accordance with professionally accepted methodologies and adopted annually by the St. Lucie ~~County School Board~~ Public Schools in the 5-Year Work Program.

Through the Future ~~l~~Land Use Amendment process the County and the St. Lucie ~~County School Board~~ Public Schools shall work together in exploring methodologies to determine the long term costs of County services associated with public school facilities that ~~they~~ may also be reflected in the 5-Year Work program.

Policy 12.2.4.4 - School Capacity and Enrollment - The uniform methodology for determining if a particular school is meeting adopted LOS standards, shall be determined by the St. Lucie ~~County School Board~~ Public Schools. The St. Lucie ~~County School Board~~ Public Schools shall use permanent program capacity as the methodology to determine the capacity of elementary, middle, and high school facilities. School enrollment shall be based on the enrollment of each

individual school based on counts reported by the St. Lucie ~~County School Board~~ Public Schools to the Department of Education.

Policy 12.2.4.5 - Determination of Adequate Capacity ~~[9J-5.025(3)(c)(8) F.A.C.]~~ - The St. Lucie ~~County School Board~~ Public Schools [staff] shall conduct a concurrency review for all development plan approval subject to school concurrency. This review shall include findings and recommendations to the County whether there is adequate school capacity to accommodate the proposed development. Adequate school capacity means there is sufficient school capacity at the adopted LOS standards to accommodate the demand created by a proposed development for each type of school within the affected CSA.

1. The St. Lucie ~~County School Board's~~ Public Schools findings and recommendations shall address whether adequate capacity exists for each type of school, based on the level of service standards. If adequate capacity does not exist, the St. Lucie ~~County School Board~~ Public Schools shall identify possible mitigation options that may be considered consistent with the policies set forth within Objective 12.2.5.

The County will issue a concurrency determination based on the St. Lucie ~~County School Board~~ Public Schools written findings and recommendations.

Policy 12.2.4.6 - Concurrency Availability Standard - School concurrency applies only to residential development or a phase of residential development requiring a subdivision or plat approval, site plan, or its functional equivalent, proposed or established after the effective date of the Public School Facilities Element (PSFE).

The County shall amend the concurrency management systems in its land development regulations to require that all new residential development be reviewed for school concurrency no later than the time of final subdivision, final plat or final site plan. The County shall not deny a final subdivision, final plat or final site plan for residential development due to a failure to achieve and maintain the adopted LOS standards for public school capacity where:

1. Adequate school facilities will be in place or under construction within three years after the issuance of the final subdivision, final plat or final site plan for residential development; or,
2. Adequate school facilities are available in an adjacent SCSA, and when adequate capacity at adopted LOS Standards will be in place or under construction in the adjacent SCSA within three years after the issuance of the final subdivision, final plat or final site plan approval; or,
3. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by development of the property subject to the final subdivision, plat or site plan (or functional equivalent) as provided in this element; or
4. In SCSAs that do not have any schools, capacity will be measured in the adjacent SCSAs.

Policy 12.2.4.7 - Reservation of Capacity ~~[9J-5.025(3)(c)(1)]~~ - The County shall not issue a Certificate of Capacity for any non-exempt residential development application until the School District has issued a School Capacity Availability Determination Letter verifying capacity is available to serve the development. The School Capacity Determination Letter shall indicate a temporary commitment of capacity of necessary school facilities for a period not to exceed six (6) months or until a Final Development Order is issued, whichever occurs first.

(a) Once the County issues a Certificate of Capacity as a part of the Final Development Order, the school capacity necessary to serve the development shall be considered reserved for the life of the Development Order.

(b) The County shall notify the St. Lucie ~~County School Board~~ Public Schools within fifteen (15) days of the approval or expiration of a Concurrency Reservation for a residential development. No further determination of school capacity availability shall be required for the residential development before the expiration of the Certificate of Capacity, except that any change requires review.

Policy 12.2.4.8 - Subdivision and Site Plan Standards - In the event that the St. Lucie ~~County School Board~~ Public Schools determines that there is not sufficient capacity in the affected concurrency service area or an adjacent concurrency service area to address the impacts of a proposed development, the following standards shall apply. Either (i) the site plan or final subdivision must provide capacity enhancement sufficient to meet its impacts through proportionate share mitigation under Objective PSFE 12.2.5; or (ii) the final site plan or final subdivision must be delayed to a date when capacity enhancement and level of service can be assured; or (iii) a condition of approval of the site plan or final subdivision shall be that the project's development plan and/or building permits shall be delayed to a date when capacity enhancement and level of service can be assured.

Policy 12.2.4.9 - Capacity Availability - In evaluating a subdivision plat or site plan for concurrency, any relevant programmed improvements in years 2 or 3 of the 5-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis. Any relevant programmed improvements in years 4 or 5 of the 5-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through St. Lucie ~~County School Board~~ Public Schools funding to accelerate the project, into years 2 or 3 through proportionate share mitigation, or some other means of assuring adequate capacity will be available within 3 years. The St. Lucie ~~County School Board~~ Public Schools may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed or to accommodate shifts or fluctuations in enrollment.

Objective 12.2.5: Proportionate share mitigation – St. Lucie County, in coordination with the St. Lucie ~~County School Board~~ Public Schools, shall provide for mitigation alternatives that are determined by the St. Lucie ~~County School Board~~ Public Schools to be financially feasible and will achieve and maintain the adopted LOS standard consistent with the adopted St. Lucie ~~County School Board's~~ Public Schools financially feasible 5-Year Work Program.

Policy 12.2.5.1 - Mitigation Options - Mitigation may be allowed for those developments that cannot meet the adopted LOS Standards. Mitigation options shall include options listed below for which the St. Lucie ~~County School Board~~ Public Schools assumes responsibility through incorporation in the adopted St. Lucie ~~County School Board's~~ Public Schools financially feasible Five-Year Work Program and which will maintain adopted LOS standards.

1. The donation, construction, or funding of school facilities or sites sufficient to offset the demand for public school facilities created by the proposed development;
2. The creation of a school mitigation bank in accordance with an agreement acceptable to the ~~School Board~~ St. Lucie Public Schools providing for (i) the construction, in accordance with SREF, of a public educational facility at an acceptable location, (ii) the conveyance of such facility to the School Board at no cost, (iii) the grant of appropriate credits against the educations facilities impact fees that will be due as a result of the proposed development, and (iv) to the extent credits are insufficient to recover the reasonable cost to such facility, reimbursement from future educational facilities impact fees received by the ~~School Board~~ St. Lucie Public Schools from collection within the same CSA or adjacent CSAs;

3. The establishment of a charter school with educational facilities that are both (i) constructed in accordance with the State Requirements for Educational Facilities (SREF) and (ii) subject to enforceable assurances that the facility will be conveyed to the School Board at no cost if the charter school ceases operation;
4. The establishment of an Educational Benefit District and corresponding school facilities to offset the demand for public school facilities created by the proposed development. [Sections 10131012.355-357 F.S.] Eeducational facilities benefit district, and the corresponding construction of educational facilities that are sufficient to offset the demand for public educational facilities created by the proposed development at no cost to the School Board, in accordance with Sections 10131012.355 through 10131012.357, Florida Statutes and other governing law; and
5. At the sole discretion of the School Board, payment of a temporary capacity charge to fund temporary educational facilities until such time as there is sufficient impact, need, and demand to justify or substantiate, in accordance with SREF and other governing requirements, the construction of a new educational facility that is identified in the District facilities work program for a 5-year period.

Policy 12.2.5.2 - Mitigation Must Enhance Permanent Capacity - Mitigation must be directed toward a permanent capacity improvement identified in the St. Lucie ~~County School Board's~~ Public Schools financially feasible 5-Year Work Program, which satisfies the demands created by the proposed development consistent with the adopted LOS standards. Relocatable classrooms will not be accepted as mitigation.

Policy 12.2.5.3 - Mitigation to Meet Financial Feasibility - Mitigation shall be directed to projects on the St. Lucie ~~County School Board's~~ Public Schools financially feasible 5-Year Work Plan that the St. Lucie ~~County School Board~~ Public Schools agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the St. Lucie ~~County School Board~~ Public Schools the County, and the applicant which shall be executed prior to the County's issuance of the final subdivision plat or the final site plan approval. If the St. Lucie ~~County School Board~~ Public Schools agrees to the mitigation, the St. Lucie ~~County School Board~~ Public Schools must commit in the agreement to placing the improvement required for mitigation on its 5-Year Work Program.

Policy 12.2.5.4 - Calculating Proportionate Share - The applicant's total proportionate share obligation to resolve a capacity deficiency shall be based on the following:

NUMBER OF STUDENT STATIONS (BY SCHOOL TYPE) = NUMBER OF DWELLING UNITS BY HOUSING TYPE X STUDENT GENERATION MULTIPLIER (BY HOUSING TYPE AND SCHOOL TYPE)

PROPORTIONATE SHARE AMOUNT = NUMBER OF STUDENT STATIONS (BY SCHOOL TYPE) X COST PER STUDENT STATION FOR SCHOOL TYPE.

The above formula shall be calculated for each housing type within the proposed development and for each school type (elementary, middle or high) for which a capacity deficiency has been identified. The sum of these calculations shall be the proportionate share amount for the development under review.

The St. Lucie ~~County School Board~~ Public Schools average cost per student station shall include school facility construction land costs, and costs to build schools to emergency shelter standards when applicable to the anticipated mitigation project.

The applicant's proportionate-share mitigation obligation shall be credited toward any other impact or exaction fee related to the student station cost imposed by local ordinance for the

same need, on a dollar-for-dollar basis, at fair market value.

Objective 12.2.6: Adoption of St. Lucie ~~County School Board~~ Public Schools five~~r~~-year work program ~~[9J-5.025(3)(b)(1) and (3)F.A.C.]~~ - Effective July 1, 2008 and no later than December 1st of each year thereafter, the County shall adopt by reference in its Capital Improvements Element, the St. Lucie ~~County School Board's~~ Public Schools annually updated 5-Year Work Program.

Policy 12.2.6.1 - Development, Adoption and Amendment of the St. Lucie ~~County School Board~~ Public Schools 5-Year Work Program - The St. Lucie ~~County School Board~~ Public Schools shall annually update and amend the Five-Year Work Program to reflect the (LOS) standards for schools to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools. The Five-Year Work Program ensures the level of service standards for public schools are achieved and maintained within the period covered by the 5-year schedule. After the first 5-year schedule of capital improvements, annual updates to the schedule shall ensure levels of service standards are achieved and maintained within the subsequent 5-year schedule of capital improvements. The County shall have neither obligation nor responsibility for funding the Five-Year Work Program by adopting the St. Lucie ~~County School Board's~~ Public Schools Five-Year Work Program into the Capital Improvements Element.

Objective 12.2.7: Adoption of school capacity planning areas - The ~~City~~County shall, in coordination with the St. Lucie ~~County School Board~~ Public Schools and municipalities, establish School Capacity Planning (SCPA) areas, as the areas within which long range capacity is planned and used for evaluation of comprehensive plan amendments.

Policy 12.2.7.1 - School Capacity Planning Area (SCPA) Maps - SCPA for high, middle and elementary schools shall be as adopted in the Interlocal Agreement. SCPA boundaries shall be included as a part of the Data and Analysis supporting this Element and included in the PSFE Map Series as part of that supporting data.

Policy 12.2.7.2 - Criteria for School Capacity Planning Areas - SCPA shall be established to properly plan the location of schools in proximity of new development. While short or intermediate term school capacity needs may be met by student stations in the SCSA or the adjacent SCSA it is the goal to place schools in proximity of the residential areas that they serve so that student travel times and the necessary infrastructure needed is minimized for each SCPA. The SCPAs should form the basis for evaluating school capacity for all planning and preliminary regulatory review for residential development throughout St Lucie County and serve as the basis for "developer agreements" designed to preserve school sites and assure the timely commitment of school construction.

Policy 12.2.7.3 - Modifying School Concurrency Service Areas ~~[9J-5.025(3)(c)(1) F.A.C.]~~ - The County, in coordination with the St. Lucie ~~County School Board~~ Public Schools and the m~~M~~unicipalities, shall require that prior to adopting a modification to SCPA, the following standards will be met:

a. Potential modifications to the SCPA may be considered annually. Supporting data and analysis for modified SCPA shall be included in the annual update to the St. Lucie ~~County School Board's~~ Public Schools 5 -Year Work Program.
b. Modifications to SCPA boundaries shall be based upon the criteria as provided in Policy 12.2.7.2.
c. Any party to the adopted Interlocal Agreement may propose a modification to the SCPA boundary maps.
d. At such time as the St. Lucie ~~County School Board~~ Public Schools determines that a SCPA boundary change is appropriate considering the above criteria, the St. Lucie

~~County~~ ~~School Board~~ Public Schools shall transmit the proposed SCPA boundary modification with data and analysis to support the changes to the Elected Officials Group.

e. The Elected Officials Group shall review the proposed SCPA boundary modifications and send its comments to the St. Lucie ~~County School Board~~ Public Schools.

Modifications to a SCPA shall become effective upon final approval by the St. Lucie ~~County School Board~~ Public Schools and amendment of the Interlocal Agreement for Public School Facility Planning.

Goal 12.3: Provide safe and secure schools sited within well designed communities.

Objective 12.3.1: School location [FLUE Objective 1.1.1~~7~~8] - The County shall establish standards and criteria to guide the location of future schools within the Urban Service ~~Area~~Boundary or within comprehensive community based land planning projects such as the TVC.

Policy 12.3.1.1 - Future Land Use Map to designate land use classifications where schools are permitted. Future schools shall be allowable uses in all Future Land Use categories within the Urban Service ~~Area~~Boundary except; ~~I~~industrial (IND), Conservation – Public (Cpub), Residential/Conservation (R/C), Historic (H) and any Special District (SD) which is defined to exclude educational facilities. [FLUE Policy 1.1.1~~7~~8.1]

Policy 12.3.1.2 - Future Land Use designation for public schools [FLUE Policy 1.1.1~~7~~8.2] - The Future Land Use designation for land on which a school is constructed or planned to be constructed shall be changed by the County to Public Facilities (P/F) Land use at the earliest opportunity.

Policy 12.3.1.3 - Schools and development shall be discouraged outside the Urban Service ~~Area~~Boundary [FLUE Policy 1.1.1~~7~~8.3] - Schools shall not be located outside the Urban Service ~~Area~~Boundary, as described in Policy 1.1.~~5.1~~18.3, unless:

(a) the school is to be located on property owned by the School Board on or before January 1, 2001, or

(b) it is demonstrated that the projected enrollment is primarily students which live outside of the Urban Service ~~Area~~Boundary and are best served by a school also located outside of the Urban Service ~~Area~~Boundary, or

(c) a school in a planned development where such location has been vetted through a comprehensive, community based land planning process (such as the TVC), or

(d) the school's curriculum focuses on agricultural uses consistent with those.

Objective 12.3.2: Encourage schools as focal points of community planning and neighborhood design ~~[9J-5.025(3)(b)(4), (5) and (6)]~~.

Policy 12.3.2.1 - Enhance community/neighborhood design - The County, in conjunction with the St. Lucie ~~County~~ ~~School Board~~ Public Schools, shall promote the neighborhood concept in new developments or redevelopment by encouraging the use of existing schools as neighborhood centers or focal points.

Policy 12.3.2.2 - Compatibility of Adjacent Uses - The County shall review development proposals for compatibility of uses adjacent to existing schools and known future school sites.

Policy 12.3.2.3 - School Accessibility - Bicycle and pedestrian facilities should be established around schools, especially areas near schools that are not served by the school bus system. [Transportation Policy 2.3.2.9]

Policy 12.3.2.4 - Bus Stops - The County shall, in cooperation with the St. Lucie ~~County School Board~~ Public Schools, develop and adopt design standards for school bus stops and turnarounds in new developments and re-development projects.

Policy 12.3.2.5 - Safe Ways to School - To reduce hazardous walking conditions consistent with Florida's safe ways to school program, St Lucie County, in coordination with the St. Lucie ~~County School Board~~ Public Schools, shall implement the following strategies:

a. New developments adjacent to school properties shall be required to provide a right-of-way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;
b. For new development and redevelopment within 2 miles of an existing or planned school, the County, with input from the St. Lucie ~~County School Board~~ Public Schools, shall determine alternative travel corridors for safe passage of students and shall require sidewalks along the property for the corridor that directly serves the school, or qualifies as an acceptable designated walk or bicycle routes to the school;
c. To ensure continuous pedestrian access to public schools, priority will be given to cases of hazardous walking conditions pursuant to Section 1006.23, Florida Statutes, and specific provisions for constructing such facilities will be included in the schedule of capital improvements adopted each fiscal year;
d. Evaluate school zones to consider safe crossing of children along major roadways, including possible speed limit reductions from 25 mph to 15 mph in school zones; and prioritize areas for sidewalk improvements including: schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and schools needing safety improvements.

Objective 12.3.3: School siting standards - The County will establish siting standards for schools.

Policy 12.3.3.1 - Evaluation of potential school sites [ILA Section 6.3] - Potential school sites shall be consistent with the following school siting standards, to the extent practicable:

a. The location of schools proximate to urban residential development and contiguous to existing school sites, and which provide potential focal points for community activities, including opportunities for shared use and co-location with other community facilities.

   New school sites serving students outside the Urban Service ~~Area~~Boundary shall not be considered unless it is shown that the projected enrollment in the 5-year work plan will generate at least 75% of the capacity of the school from students outside the US~~A~~B. The School Board may enter into an option contract pursuant to the provisions of Section 101~~2~~3.14, Florida Statutes for the purchase of a site prior to public community planning. The School Board will hold a public hearing to discuss the community planning issues prior to exercising the option for purchase. While the cost of a proposed school site is always an important consideration. The school board should review the long term acquisition, construction and operational cost and select the site with the least expensive total project cost.
b. The location of elementary schools proximate to and, within walking distance of the residential neighborhoods served;
c. Elementary schools should be located on local or collector streets when possible;
d. Middle and high schools should be located near collector or arterial streets;
e. Compatibility of the school site with present and future land uses of adjacent property considering the safety of students or the effective provision of education;
f. Whether existing schools can be expanded or renovated to support community

redevelopment and revitalization, efficient use of existing infrastructure, and the discouragement of urban sprawl;

g. Site acquisition and development costs;
h. Safe access to and from the school site by pedestrians, bicyclists, and motor vehicles;
i. Existing or planned availability of adequate public facilities and services to support the School;
j. Environmental constraints that would either preclude or render infeasible the development or significant expansion of a public school on the site;
k. Adverse impacts on archaeological or historic sites listed in the National Register of Historic Places or designated by the affected local government as a locally significant historic or archaeological resource;
l. The proposed location is consistent with the local government comprehensive plan, storm water management plans, or watershed management plans;
m. The proposed location is not within a velocity flood zone or floodway, as delineated on pertinent maps identified or referenced in the applicable comprehensive plan or land development regulations;
n. The proposed site can accommodate the required parking, circulation, and queuing of vehicles; and,
o. The proposed location lies outside the area regulated by Section 333.03, F.S., regarding the construction of public educational facilities in the vicinity of an airport.

Objective 12.3.4: School developments and standards - Coordinate with the St Lucie ~~County School Board~~ Public Schools and other educational institutions to locate future educational facilities in a manner which provides for their needs without undue negative impact on the proposed school, surrounding land uses, or public facilities. [FLUE Objective 1.1.1~~7~~8]

Policy 12.3.4.1 - School Development Standards - As provided in Chapter 101~~2~~3, Florida Statutes, the Land Development Code may include reasonable development standards and conditions for school site plans in accordance with Chapter 101~~2~~3 Florida Statues, so long as those standards and conditions are not in conflict with Chapter 101~~2~~3, Florida Statutes or the State Building Code. ~~[FLUE Policy 1.1.17.5]~~

a. The location, arrangement, and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property.
b. Maximum height of the school structure shall adhere to a height compatible with the surrounding area
c. Building setbacks from property lines for all schools shall adhere to the minimum building setback requirements established for the zoning district for the school site zoning district.
d. All parking areas on school sites shall adhere to the minimum setback requirements established for the zoning district.
e. Access to school sites shall be governed by the County's access management regulations, including installation by the St. Lucie ~~County School Board~~ Public Schools, or other party as determined by St Lucie County, of all access-related improvement required by such regulations. All school sites shall be connected to the existing network by existing paved roads.
f. The site shall be required to provide bicycle/pedestrian connections to sidewalks, trails, and bikeways internal or adjacent to residential neighborhoods, including the provision of safe roadway crossings.

Objective 12.3.5: Coordination of supporting infrastructure ~~[9J.025(3)(c)(5)]~~ - The County shall coordinate with the St. Lucie ~~County School Board~~ Public Schools plans for supporting infrastructure.

Policy 12.3.5.1 - Coordination of Planned Improvements - The County shall annually update and amend the Capital Improvements Element to include the St. Lucie ~~County School Board's~~ Public Schools 5-Year Work Program to reflect the infrastructure required to support new school facilities.

Goal 12.4: Promote and optimize intergovernmental cooperation for effective future planning of public school system facilities.

Objective 12.4.1: School Board Representation.

Policy 12.4.1.1 - School Board representation on Local Planning Agencies (LPAs) [Section 163.3174(1) F.S.] [Interlocal Agreement - ILA - Section 9.1] - The County will include a nonvoting representative appointed by the St. Lucie ~~County School Board~~ Public Schools on the LPA to attend those meetings at which the agencies consider Comprehensive Plan amendments and rezonings that would, if approved, increase residential density on the property that is the subject of the application. The appointment of a nonvoting representative for the School Board shall not affect the quorum or voting requirements of the LPA, nor entitle such representative to compensation or expense reimbursement otherwise applicable to the voting members of the LPA.

Policy 12.4.1.2 - Development Review representative [ILA Section 9.2] - The School Board will appoint a representative to serve on the staff Development Review Committee (DRC) of the County. The School Board representative will be provided agendas for review and invited to participate in each meeting of the DRC when development and redevelopment proposals are proposed which could have a significant impact on student enrollment or school facilities.

Objective 12.4.2: Joint meetings - The County shall participate in meetings and other actions established to promote coordination and the sharing of data and information.

Policy 12.4.2.1 - Staff working group [ILA Section 2.1] - A staff working group of the Local Governments and the St. Lucie ~~County School Board~~ Public Schools will meet on a semiannual basis to discuss issues and formulate recommendations regarding coordination of land use and school facilities planning, including such issues as population and student projections, smart growth development trends, school needs, co-location and joint use opportunities, and ancillary infrastructure improvements needed to support the school and ensure safe student access. Representatives from the Regional Planning Council will also be invited to attend. The Superintendent shall be responsible for making meeting arrangements and providing notification of meetings. [ILA Section 2.~~2~~1]

Policy 12.4.2.2 - Joint Workshop Sessions [ILA Section 2.2] - One or more of the elected representatives of the County, each City, and the St. Lucie ~~County School Board~~ Public Schools will meet at least annually in joint workshop sessions. A representative of the Regional Planning Council will also be invited to attend. The joint workshop sessions will be opportunities for the Local Governments and the School Board to hear reports, discuss policy, set direction, and reach understandings concerning issues of mutual concern regarding coordination of land use and school facilities planning, including population and student growth, development trends, school needs, off-site improvements, and joint use opportunities. The Superintendent of Schools, or designee, shall be responsible for making meeting arrangements and providing notification to the general public of the annual meeting. [ILA Section ~~1.2~~2.2]

Objective 12.4.3: Student enrollment and population projections [ILA Section 3] - The St. Lucie ~~County School Board~~ Public Schools will coordinate with the County and the Local Governments to

maintain and update student enrollment and population projections.

Policy 12.4.3.1 - Review of projections [ILA Section 3.1] - In fulfillment of their respective planning duties, the St Lucie ~~County~~ ~~School Board~~ Public Schools, the County and the local governments agree to coordinate and base their plans upon consistent projections of the amount, type, and distribution population growth and student enrollment. Countywide five-year population projections developed by the County and five-year student enrollment projections developed by the School Board shall be revised annually and provided at the first staff working group meeting described in Policy 12.4.2.1.

Policy 12.4.3.2 - Basis of Projections [ILA Section 3.2] - The School Board shall utilize student population projections based on information produced by the demographic, revenue, and education estimating conferences pursuant to Section 216.12~~3~~36, Florida Statutes, where available, as modified by the School Board based on development data and agreement with the local governments and the Office of Educational Facilities and SMART Schools Clearinghouse. The School Board may make adjustments to the estimating conferences' projections to reflect actual enrollment and development trends. In formulating such adjustments the School Board will coordinate with the Local Governments regarding development trends and future population projections.

Policy 12.4.3.3 - Allocation of enrollment [ILA Section 3.3] - The St. Lucie ~~County~~ ~~School Board~~ Public Schools, working with the Local Governments, will use the information described in ILA Section 4.3 to allocate projected student enrollment into SCPAs so that the District-wide projections are not exceeded. The SCPAs will be established by mutual consent of the School Board and Local Government staff. The allocation of projected student enrollment will be determined at the first joint staff working group meeting described in Policy 12.4.2.1.

Policy 12.4.3.4 - Provision of reports [ILA Section 3.4] - The Local Governments shall provide the St. Lucie ~~County~~ ~~School Board~~ Public Schools a copy of each population report, count, or projection; residential building permit report, count, or projection; and demographic study or analysis prepared or received by any of them within thirty (30) days of preparation or receipt. The School Board shall provide the Local Governments a copy of each student enrollment report, count, or projection and demographic study or analysis prepared or received by the School Board within thirty (30) days of preparation or receipt. Alternatively, the parties may comply with the requirements of this subsection by making each such report available at the next semiannual staff working group meeting that follows preparation or receipt of the report.

Policy 12.4.3.5 - The School District's Five-Year Facilities Work Program [ILA Section 4.1] - On August 1st of each year, the School Board shall submit to the Local Governments the tentative District educational facilities plan prior to adoption by the Board. The plan will be consistent with the requirements of Section 1013~~1012~~.35, Florida Statutes, and include projected student populations apportioned geographically, an inventory of existing school facilities, projections of facility space needs, information on relocatables, general locations of new schools for the 5-, 10-, and 20-year time periods, and options to reduce the need for additional permanent student stations. The plan will also include a financially feasible District facilities work program for a 5-year period. The Local Governments shall review the plan and comment to the School Board within 30 days on the consistency of the plan with the local Comprehensive Plan, whether a Comprehensive Plan amendment will be necessary for any proposed educational facility, and whether the Local Government supports a necessary Comprehensive Plan amendment. If the Local Government does not support a Comprehensive Plan amendment, the matter shall be resolved pursuant to procedures established in the Interlocal Agreement for Public School Facility Planning.

Policy 12.4.3.6 - Educational Plant survey [ILA Section 4.2] - Annually and prior to preparation of the Educational Plant Survey update, the staff working group established in Policy 12.4.2.1 will assist the School Board in an advisory capacity in the preparation of the update. The Educational Plant Survey shall be consistent with the requirements of Section 1012~~3~~.31, Florida Statutes, and include at least an inventory of existing educational facilities, recommendations for new and existing facilities, and the general location of each in coordination with the land use plan. The staff working group will evaluate and make recommendations regarding the location and need for new, or significant renovation and expansion of existing educational facilities with the Comprehensive Plan, and relevant issues established in this Element.

Policy 12.4.3.7 - Growth and development trends [ILA Section 4.3] - By October 15th of each year, the Local Governments will provide the School Board with a report on growth and development trends within their respective jurisdictions. This report will be in tabular, graphic, and textual formats (in electronic form using the respective Local Government's geographic information system data-base) and will include the following:

a. The type, number, and location of residential units which have received zoning or site plan approval;
b. Information regarding comprehensive land use amendments which have an impact on school facilities;
c. Residential building permits and / or certificates of occupancy issued for the preceding year and their location;
d. Information regarding the conversion or redevelopment of housing or other structures into residential units which are likely to generate new students; and
e. The identification of any development orders issued which contain a requirement for the provision of a school site as a condition of development

Objective 12.4.4: School site selection, expansions and closures [ILA Section 6] - The County, in conjunction with the St. Lucie ~~County School Board~~ Public Schools, shall implement an effective process for identification and selection of school sites and for the review of significant expansions and closures.

Policy 12.4.4.1 - Public Schools Advisory Committee [ILA Section 6.1] - The School Board will establish a Public Schools Advisory Committee for the purpose of reviewing potential sites for new schools and proposals for significant renovation and potential closure of existing schools. The School Board and each Local Government shall appoint a citizen member to serve on the Committee. Based on information gathered during the review, the Committee will submit recommendations to the Superintendent. The Public Schools Advisory Committee will be a standing committee and will meet on an as needed basis. In addition to citizen members, the Committee will include appropriate members of School Board staff and at least one staff member from each of the Local Governments.

Policy 12.4.4.2 - Committee Review of Proposed Sites, Renovations, and Closures [ILA Section 6.2] - When the need for a new school is identified in the District educational facilities plan, the Public Schools Advisory Committee will develop a list of potential sites in the area of need. The list of potential sites for new schools and the list of schools identified in the District educational facilities plan for significant renovation and potential closure will be submitted to the County for an informal assessment regarding consistency with the Comprehensive Plan, including, as applicable: environmental suitability, transportation and pedestrian access, availability of infrastructure and services, safety concerns, land use compatibility, consistency with community vision, and other relevant issues. In addition, the issues identified in Policy 12.4.4.3 ~~of this Agreement~~ will be considered by both the County and Public Schools Advisory Committee as

each site or school is evaluated. Based on the information gathered during this review, for new schools the Committee will make a recommendation to the Superintendent of one or more sites in order of preference. For significant renovations and potential closures, the Committee will make appropriate recommendations.

Policy 12.4.4.3 - Factors considered [ILA Section 6.3] - The Public Schools Advisory committee, the School Board, and the County will consider the factors established in Policy 12.3.3.1 when evaluating new school sites and significant renovations and potential closure of existing schools.

Objective 12.4.5: Capital funding management - The County will support St. Lucie ~~County School Board~~ Public Schools efforts to effectively and efficiently manage capital funds and resources.

Policy 12.4.5.1 - Alternative funding strategies - The County shall support the St. Lucie ~~County School Board~~ Public Schools in its efforts to research and support alternative funding for school capital needs, including, but not limited to, educational benefit units, and Community Development Districts. The County will also support the St. Lucie ~~County School Board~~ Public Schools in the effort to identify and quantify long term operational costs of services provided by the County in the support and maintenance of public school facilities.

Policy 12.4.5.2 - Private Partnering - The County shall coordinate with the St. Lucie ~~County School Board~~ Public Schools to encourage the private sector to identify and implement creative solutions, such as joint use facilities and alternative design, as well as requiring land dedication and requiring adequate school facilities in residential developments.

Policy 12.4.5.3 - Support for Creative Partnerships - The County shall support the St. Lucie ~~County School Board~~ Public Schools by giving priority consideration for development approvals when property owners provide donation of site(s), reservation or sale of school sites at pre-development prices, construction of new facilities or renovations to existing facilities, and provide transportation alternatives.

Objective 12.4.6: Maximize co-location and shared use opportunities - The County shall maximize co-location and shared use opportunities between the County, the St. Lucie ~~County School Board~~ Public Schools, and the local governments.

Policy 12.4.6.1 - Co-location and shared use of facilities [ILA Section 10.~~1~~] - Collocation and shared use of facilities are important to both the School Board and the County. The School Board will look for opportunities to collocate and share use of school facilities and civic facilities when preparing the District Educational Facilities Plan. Likewise, collocation and shared use opportunities will be considered by the County when preparing the annual update to the Comprehensive Plan's schedule of capital improvements and when planning and designing new, or renovating existing, community facilities. For example, opportunities for collocation and shared use with public schools will be considered for libraries, parks, recreation facilities, community centers, auditoriums, learning centers, museums, performing arts centers, and stadiums. In addition, collocation and shared use of school and governmental facilities for health care and social services will be considered.

Policy 12.4.6.2 - Separate agreement [ILA Section 10.2] - A separate agreement will be developed for each instance of collocation and shared use which addresses legal liability, operating and maintenance costs, scheduling of use, and facility supervision or any other issues that may arise from collocation and shared use.

Policy 12.4.6.3 - Emergency preparedness - New school facilities, and rehabilitation of existing facilities and expansions, may be designed to serve as and provide emergency shelters as required by Section 10123.372, Florida Statutes. St. Lucie County will coordinate with the St. Lucie ~~County School Board~~ Public Schools on requirements for such efforts.

Objective 12.4.7: School site identification - The County, in conjunction with the St. Lucie ~~County School Board~~ Public Schools, shall implement an effective process for identification of school sites.

Policy 12.4.7.1 - School Site Identification - The County shall coordinate with the St. Lucie ~~County School Board~~ Public Schools to identify and acquire future school sites prior to or concurrent with changes in urban service lines, land use, zoning or approval of projects generating new students.

Policy 12.4.7.2 - Use of dedicated property - Require within any developer agreement, zoning condition, or development order condition that any property required to be conveyed for public services to the County may be transferred to the St. Lucie ~~County School Board~~ Public Schools, with or without consideration except that, as applicable, to develop educational facilities, and conversely, if the St. Lucie ~~County School Board~~ Public Schools deems any donated property through a developer agreement, zoning condition or development order condition unsuitable for a school site, then it may transfer or lease said property to the County for any public use with or without consideration, as applicable. Said agreements and conditions may provide that any such properties may be transferred directly to the St. Lucie ~~County School Board~~ Public Schools.

Policy 12.4.7.3 - Use of Surplus Property - Before disposing of surplus property, the County shall notify the St. Lucie ~~County School Board~~ Public Schools and conversely, the St. Lucie ~~County School Board~~ Public Schools shall notify the County.

Policy 12.4.7.4 - Conveyance of School Sites - The County shall facilitate the conveyance of land, as required by the St. Lucie ~~County School Board~~ Public Schools and consistent with this Element, to address the impact of new residential development on the school system.

Policy 12.4.7.5 - Density Transfer - The County shall, consistent with this Comprehensive Plan, allow for the transfer of the entitled density of a school site, onto existing developable areas of the parent site proposed for residential development or redevelopment.

Goal 12.5: Monitoring and evaluation of the public school facilities element.

Objective 12.5.1: Coordinate the Comprehensive Plan with school facilities plans - On an ongoing basis, St Lucie County shall evaluate the comprehensive plan with the school facilities plans of the St. Lucie ~~County School Board~~ Public Schools to ensure consistency with the comprehensive plan.

Policy 12.5.1.1 - Coordination of plan amendments – St. Lucie County and the St. Lucie ~~County School Board~~ Public Schools will coordinate during updates or amendments to the County's Comprehensive Plan and updates or amendments for long-range plans for School Board facilities. Amendments to the Public School Facilities Element will be initiated following the procedures of the Interlocal Agreement and amendments to the Capital Improvements Element to incorporate the School Board's adopted Work Program shall occur prior to December 1st of each year

Policy 12.5.1.2 - Annual Meeting of the School Working Group - Consistent with the Interlocal Agreement, the School Working Group will meet at least once per year to discuss issues related

to the effectiveness of implementing the Public School Facilities Element and Interlocal Agreement and discuss recommendations for change.

Policy 12.5.1.3 - St. Lucie ~~County School Board~~ Public Schools to Report to the Elected Officials Group - The St. Lucie ~~County School Board~~ Public Schools will annually provide a cumulative report of land use decisions, based upon the data provided by the County and local governments, and the effect of these decisions on public school capacity.

Definitions. The terms used in this element shall be defined as follows [ILA Section 1]:

1. Adequate school capacity - the circumstance where there is sufficient school capacity by school type, based on adopted Level of Service (LOS) standards, to accommodate the demand created by a proposed residential development.
2. Affected Jurisdictions – Local governments that are parties to the Interlocal Agreement for Public School Facilities Planning and are physically located within the same SCSA(s) as the area affected by a land use decision that may increase public school enrollment.
3. Ancillary facilities / plant - the buildings, sites, and site improvements necessary to provide such facilities as vehicle maintenance, warehouses, maintenance, or administrative buildings necessary to provide support services to an educational program of the School Board. [ILA Section 1.1]
4. Applicable LDRs - the LDRs adopted by the Local Government with jurisdiction to the extent that (a) the regulations are not in conflict with or the subject regulated is not specifically addressed by Chapter 101~~2~~3, Florida Statutes, or the State Uniform Building Code for Public Educational Facilities Construction adopted as provided in Section 101~~2~~3.37, Florida Statutes, including the State Requirements for Educational Facilities, and (b) such regulations are specified in this Agreement as applicable to ancillary or educational facilities of the School Board. [ILA Section 1.2]
5. Auxiliary facilities - the spaces located at educational plants of the School Board that are not designed for student occupant stations. [ILA Section 1.3]
6. Capacity - "capacity" as defined in the FISH Manual.
7. Capacity Enhancement Agreement – An agreement between the St. Lucie ~~County School Board~~ Public Schools, affected jurisdictions and a private entity (land owner, developer, applicant, etc) for the mitigation of school capacity deficiencies that are anticipated to result from a land use decision.
8. Concurrency Management System - the requirements relating to the availability of public facilities and services to serve new development adopted by a Local Government in the manner provided in Section 163.3180, Florida Statutes. [ILA Section 1.~~6~~7]
9. Development regulatory action - action by the County upon any proposal, application, or request to enact, adopt, approve, amend, or rescind a comprehensive plan, land use classification, zoning ordinance, zoning classification, land development rule or regulation, conditional use, special exception, site plan, mining permit, condemnation, or other development order, permit, or approval, but not including action upon an application for a building permit. [ILA Section 1.~~7~~9]
10. DRC - the staff development review committee, site plan technical review committee, or equivalent body, for the County. [ILA Section 1.~~8~~10]
11. Educational facilities - shall mean the buildings and equipment, structures and special educational use areas that are built, installed, or established to serve primarily the educational purposes and secondarily the social and park and recreational purposes of the community and that may lawfully be used as authorized by the Florida K-20 Education Code (Chapters 1000-101~~2~~3, Florida Statutes) and approved by the School Board. [ILA Section 1.1~~0~~2]
12. Educational plant - the educational facilities, site, and site improvements necessary to accommodate students, faculty, administrators, staff, and the activities of the educational program of each educational plant of the School Board. [ILA Section 1.1~~1~~3]

13. Existing school facilities - school facilities constructed and operational at the time a completed application for residential development is submitted to the County and Cities.
14. Final Subdivision or Plat / Final Site Plan – The stage in residential development where permits or development orders are approved authorizing actual construction of infrastructure, the recording of a final plat or the issuance of building permits.
15. FISH Manual - the document entitled "Florida Inventory of School Houses (FISH)," current edition, that is published by the Florida Department of Education, Office of Educational Facilities (hereinafter the "FISH Manual").
16. Land Use Decisions – future land use amendments, developments of regional impact, rezonings and other residential development approvals under the Land Development Code.
17. LDRs - the land development regulations adopted by the Local Government with its jurisdiction, including but not limited to (a) for the County, the St. Lucie County Land Development Code, (b) for Fort Pierce, the Zoning Ordinance of the City of Fort Pierce, and (c) for Port St. Lucie, the Port St. Lucie Zoning Code. [ILA Section 1.1~~2~~7]
18. Long-range planning - shall mean devising a systematic method based on educational information and needs, carefully analyzed, to provide the facilities to meet the goals and objectives of the School Board. [ILA Section 1.1~~2~~8]
19. LPA - the local planning agency, planning and zoning commission, zoning board, or equivalent body, designated (a) to prepare the Comprehensive Plan for a Local Government in accordance with the Florida Local Government Comprehensive Planning and Land Development Regulation Act, Part II of Chapter 163, Florida Statutes, and/or (b) to review and recommend approval or disapproval of applications to rezone property within the jurisdiction of, or to amend the LDRs of, a Local Government. [ILA Section 1.~~1~~420]
20. Measurable programmatic change - means a change to the operation of a school that has consistent and measurable capacity impacts, including but not limited to the use of classrooms for special education or other special purposes.
21. New construction - shall mean any construction of a building or unit of a building in which the entire work is new or an entirely new addition connected to an existing building. [ILA Section 1.~~15~~22]
22. Permanent FISH Capacity - capacity that is provided by "permanent buildings," as defined in the FISH Manual.
23. Permanent Program Capacity – shall mean the maximum number of students that may be housed in structures that are permanent to the campus, using FISH Capacity that is adjusted by the School Board annually to account for measurable programmatic changes in order to create permanent program capacity, as set forth in the District facilities work program for a 5-year period.
24. Planned school facilities - school facility capacity that will be in place or under actual construction within three (3) years after the issuance of final subdivision or site plan approval, pursuant to the School Board's adopted Five Year Facilities Work Program. Preliminary Subdivision or Plat / Preliminary Site Plan – Any conceptual approval in residential that precedes the review of detailed engineering plans and/or the commencement of actual construction of infrastructure.
25. Preliminary Subdivision or Plat / Preliminary Site Plan – Any conceptual approval in residential that precedes the review of detailed engineering plans and/or the commencement of actual construction of infrastructure.
26. Regional Planning Council - the Treasure Coast Regional Planning Council, a regional planning council created as provided in Section 186.504, Florida Statutes. [ILA Section 1.~~1~~26]
27. School facilities - any or all ancillary, auxiliary, and educational facilities of the School Board. [ILA Section 1.~~17~~28]
28. School Type - Elementary Schools are grades Pre Kindergarten Exceptional Student Education (PK-ESE) through 5; Middle Schools are grades 6 through 8; and High School are grades 9 through 12.
29. Site - a space of ground occupied or to be occupied by an ancillary or educational facility or program. [ILA

Section 1.~~18~~30]

30. Site development - work that must be performed on an unimproved site in order to make it usable for the desired purpose; or, work incidental to new construction or to make an addition usable. [ILA Section 1.~~19~~31]
31. Site improvement - work that must be performed on an existing site to improve its utilization, correct health and safety deficiencies, meet special program needs, or provide additional service areas. [ILA Section 1.~~20~~32]
32. SREF - State Requirements for Educational Facilities, as adopted by the Florida State Board of Education in accordance with Florida Administrative Code Rule 6A- 2.0010
33. Superintendent - the Superintendent of Schools for St. Lucie County, Florida. [ILA Section 1.~~21~~34]
34. Utilization of capacity - current enrollment at the time of a completed application for residential development.

Work Program - the financially feasible School District's Five Year Facilities Work Program adopted pursuant to S~~s~~ection 101~~2~~3.35, F.S

NO PROPOSED CHANGES

TO THE

RURAL LANDS STEWARDSHIP AREA ELEMENT

OR

PROPERTY RIGHTS ELEMENT

RURAL LAND STEWARDSHIP AREA OVERLAY ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 13.1: St. Lucie County's goal in creating a Rural Land Stewardship Area, pursuant to Chapter 163.3177(11)(d), F.S, is to protect and conserve agricultural lands and to promote agricultural viability within SSAs, to direct incompatible uses away from wetlands and upland habitat, to discourage urban sprawl through the RLSA program, and to ensure development within the RLSA that includes a functional mix of land uses and promotes economic diversification.

Objective 13.1.1: Establish the general purpose and structure to implement the St. Lucie County Rural Land Stewardship Area Overlay.

Policy 13.1.1.1: To promote a dynamic balance of land uses in the St. Lucie County RLSA that collectively contribute to a viable agricultural industry, protection and conservation of natural resources, sustainable mixed-use development, and enhancement of economic prosperity and diversification, St. Lucie County hereby establishes the RLSA Overlay. The County shall adopt specific Land Development Regulations for the RLSA Overlay (RLSA LDRs) to implement the goals, objectives and policies of the RLSA Overlay.

Policy 13.1.1.2: The intent of the RLSA Overlay is to protect and conserve natural resources and retain and promote viable agriculture by promoting sustainable mixed-use development as an alternative to low-density single use development, and provide a system of compensation to private property owners for the voluntary elimination of certain land uses in order to protect and conserve natural resources, open space and viable agriculture in exchange for transferable Credits that can be used to entitle such sustainable development. The strategies herein are based on the principles of Florida's Rural Land Stewardship Act, found in Section 163.3177(11)(d) F.S. The RLSA Overlay shall include innovative and incentive based tools, techniques and strategies that are not dependent on a regulatory approach, but will complement existing local, regional, state and federal regulatory programs.

Policy 13.1.1.3: Within the RLSA Overlay, the creation of Stewardship Sending Areas (SSAs) and Stewardship Receiving Areas (SRAs) results in a conservation and development pattern for the RLSA Overlay, when considered as a whole, that protects the environment, promotes the continuation of agriculture, and accommodates growth in a sustainable fashion. Together, SSAs and SRAs result in a sustainable form of development, whereby large areas of environmentally and agriculturally valuable lands are restricted from development through SSAs and sustainable, mixed-use development is accommodated through SRAs. The combination of SSAs and SRAs facilitate the implementation of innovative planning and flexible development strategies described in § 163.3177 (11)(d), F.S. and Rule 9J- 5.006(5)(1), F.A.C.

Policy 13.1.1.4: This RLSA Overlay to the Future Land Use Map is depicted on the Rural Land Stewardship Overlay Map (Overlay Map) (RLSA Figure 1), adopted herein as RLSA Figure 1. The Overlay Map (RLSA Figure 1) is an adopted overlay to the Future Land Use Map (FLUM). Any additional lands proposed to increase the overall acres of the RLSA Overlay boundary as shown on RLSA Figure 1 shall require a Comprehensive Plan amendment. Pursuant to 163.3177(11)(d) F.S., designations of SSAs and SRAs within the RLSA Overlay Area shall be by Ordinance and do not require a Comprehensive Plan amendment. For informational purposes and as a ministerial act, the County shall illustrate each approved SSA and SRA on the FLUM, Overlay Map (RLSA Figure 1), and official Zoning Map at such time as any other updates are made to the FLUM, Overlay Map (RLSA Figure 1) and official Zoning Map.

Policy 13.1.1.5: Stewardship Credits are created from any lands within the RLSA that are to be kept in permanent agriculture, open space or conservation uses. These lands will be identified as Stewardship Sending Areas (SSAs). All privately owned lands within the RLSA are eligible for designation as an SSA.

Policy 13.1.1.6: The range of Stewardship Credit Values is hereby established using the specific methodology set forth on the Stewardship Credit Worksheet (Worksheet), adopted herein as RLSA Figure 2. The RLSA LDRs shall include the methodology as shown on the Worksheet (RLSA Figure 2) and related procedures for SSA designation. Such procedures shall include but shall not be limited to the following:

(1) The applicant shall provide the following information with the SSA Application for the County's review and consideration: the legal description of the lands proposed to be designated as an SSA, the number of SSA credits to be generated by those lands, the proposed SSA Credit Agreement and Stewardship Easement Agreement applicable to such lands, on the application form as prescribed by the RLSA LDRs.

(2) After approval by the St. Lucie County Board of County Commissioners (BOCC) of the SSA Application, the final SSA Credit Agreement with the legal description of the lands designated as an SSA, the number of SSA credits granted, and the Stewardship Easement Agreement applicable to such lands, shall be provided by County staff to the St. Lucie County Property Appraiser and the SSA applicant. The Stewardship Easement Agreement for that SSA shall be recorded within one hundred (120) days by the SSA applicant in the public records of St. Lucie County.

(3) A perpetual Stewardship Easement Agreement shall be recorded for each SSA, in accordance with the approved SSA Credit Agreement, shall run with the land and shall be in favor of St. Lucie County and one of the following additional grantees: Department of Environmental Protection, Department of Agriculture and Consumer Services, South Florida Water Management District, or a recognized

statewide land trust. In the event that any lands in an SSA are encumbered by a mortgage, the owner of such lands shall be required to obtain from the holder of the mortgage a consent and joinder agreeing to the imposition of the Stewardship Easement Agreement on the lands encumbered by the mortgage, and the subordination of its mortgage, lien or encumbrance to the Stewardship Easement Agreement.

(4) An approved SSA Application creates the Stewardship Credits, which shall become effective once the corresponding Stewardship Easement Agreement is recorded in the public records of St. Lucie County.

(5) For each SSA, the SSA Credit Agreement will identify the specific land management measures that will be undertaken and the party responsible for such measures, including performance standards and annual compliance requirements.

Policy 13.1.1.7: The natural resource value of land within the RLSA is measured by the Stewardship Factors Index (Index) set forth on the Worksheet (RLSA Figure 2). The Index establishes the relative natural resource value by objectively measuring characteristics of land and assigning an index based on each characteristic. The sum of these factors is the index value for the land. Both the characteristics used and the factors assigned thereto were established after review and analysis of detailed information about the natural resource attributes of land within the RLSA so that development could be directed away from important natural resources. In addition, an Agriculture Factor is established to incentivize the conservation of agriculture lands. The characteristics of the Index Factors (as shown in RLSA Figure 2) measured are: Stewardship Overlay Designation, Listed Species Habitat, Soils/Surface Water, Land Use/Land Cover and existing agriculture activities.

Policy 13.1.1.8: A Natural Resource Index Map (adopted herein as RLSA Figure 3) indicates the Natural Resource Stewardship Index value for all land within the RLSA Overlay, based on data and analysis assimilated into the GIS database at the time of the Overlay preparation. The data factors and associated values are derived from those on the Credit Worksheet (RLSA Figure 2). Credits from any lands designated as SSAs, will be based in part upon the Natural Resource Index (NRI) values in effect at the time of designation. Any change in the characteristics of land due to alteration of the land prior to the establishment of an SSA that either increases or decreases any Index Factor will result in an adjustment of the factor values and a corresponding adjustment in the Credit value. St. Lucie County shall, through the RLSA LDRs, adopt procedures to be used by applicants to demonstrate NRI values at the time of SSA application.

Policy 13.1.1.9: The number of Credits generated through designation as an SSA is established in a calculation as follows, and as set forth on RLSA Figure 2:

Natural Resource Stewardship Credits:
Natural Resource Index Factor Values X Acreage X Land Value Removed =
# of Stewardship Credits for Natural Resources

Plus (if any):

Agriculture Stewardship Credits (if applicable):
Acreage X Land Value Removed = # of Stewardship Credits for Agriculture

Plus (if any):

Cultural Heritage Stewardship Credits (if applicable):
Acreage X .5 = # of Stewardship Credits for Cultural Heritage

The methodology for the calculation of Stewardship Credits is based upon: 1) the Natural Resource or Agriculture Index Factor Value of the land being designated as an SSA; and 2) the number of Sending Area Land Use Layers eliminated from that land.

Policy 13.1.1.10: The St. Lucie County Rural Land Stewardship Area (RLSA) Sending Area Land Use Layer Matrix, adopted herein as RLSA Figure 4, lists uses and activities currently allowed. Similar uses are grouped together in one of six separate layers in the Sending Area Land Use Layer Matrix (RLSA Figure 4). Each layer is discrete and may be removed as part of the SSA application process, sequentially and cumulatively, in the order presented in the Sending Area Land Use Layer Matrix (RLSA Figure 4), starting with the residential layer (Layer One) and ending with the restoration and natural resource layer (Layer Six). If a layer is removed, all uses and activities listed in that layer are eliminated and are no longer available for that portion of the SSA. Each layer is assigned a percentage of a base credit in the Worksheet (RLSA Figure 2). The assigned percentage for each layer to be removed is added together and then multiplied by the Natural Resource Index value and the Agriculture Resource (if applicable) on a per acre basis to arrive at a total Stewardship Credit Value of the land being designated as an SSA. The removal of land use layers and uses are subject to review and approval by the BOCC through the SSA application process.

Policy 13.1.1.11: Credits can be transferred only to lands within the RLSA that meet the suitability criteria set forth in Objective 4 Policies and designated as "Open" on RLSA Figure 1. The development of such lands as RLSA Towns, RLSA Villages and Compact Rural Developments shall only be through approved Stewardship Receiving Areas (SRAs).

Policy 13.1.1.12: The RLSA Overlay in the Comprehensive Plan enables the creation, transfer and use of Credits and the designation of SSAs and SRAs. St. Lucie County shall, through the RLSA LDRs, also adopt procedures for applications and approvals.

Policy 13.1.1.13: Stewardship Credits will be exchanged for mixed-use development entitlements to be used in an SRA on a per acre basis, as described in Policy 13.1.4.17, for the creation of sustainable communities in accordance with RLSA Figure 5, through the SRA Application process as set forth in the RLSA LDRs. The creation, transfer or use of Stewardship Credits shall not require a Comprehensive Plan Amendment.

Policy 13.1.1.14: Land becomes designated as an SRA upon the effective date of an ordinance adopted by the BOCC, pursuant to Section 163.3177(11)(d), F.S., approving an SRA Application by the property owner. The permitted land use on a parcel of land located within an SRA shall be specified in the ordinance reflecting the total number of Stewardship Credits assigned to the parcel of land, in accordance with the Receiving Area Characteristics Chart set forth in Policy 13.1.4.6 and in RLSA Figure 5.

Policy 13.1.1.15: Stewardship Credits may be transferred from any approved SSA to an entity or individual, to an eligible receiving area, or applied to an SRA, subject to compliance with all applicable provisions of these policies. Stewardship Credits shall only be used within approved SRAs.

Policy 13.1.1.16: Pursuant to Section 163.3177(11)(d)6., F.S., the RLSA enables St. Lucie County to realize the long-term vision and goals for the 25-year or greater projected population of the RLSA, which are to protect and conserve large areas of environmental, cultural, historical and agricultural land, and to accommodate population in concentrated areas of mixed-use and sustainable communities.

Policy 13.1.1.17: Pursuant to Section 163.3177(11)(d)6., F.S., the adoption of this RLSA Overlay, by ordinance, establishes the methodology for the creation, conveyance, and use of Stewardship Credits. The RLSA LDRs shall establish the approval process for implementation.

Policy 13.1.1.18: The first area within the St. Lucie Rural Lands Stewardship Area Overlay consists of 22,384 acres, commonly known as the Adams Ranch and Cloud Grove properties, as shown on the Future Land Use Map and RLSA Figure 1 (The Adams Ranch Stewardship). The Adams Ranch Stewardship is a "pilot program" for St. Lucie County. The Adams Ranch is of cultural significance in St. Lucie County, and is highly valued for its natural resources and agriculture operations. The total SRA development potential allowed for the 22,384 acre Adams Ranch Stewardship shall be limited to a maximum of 13,428 residential units and the non-residential uses required to support mixed-use communities as defined by RLSA Figure 5.

Policy 13.1.1.19: The St. Lucie Rural Land Stewardship Area Overlay was designed to implement the multiple visions of both St. Lucie County and the Committee for Sustainable Treasure Coast (2005), specifically as a tool to protect agriculture and natural resources, and provide for a sustainable pattern of growth in the rural area. A comprehensive review of the Overlay shall be prepared for and reviewed by St. Lucie County and the Department of Community Affairs no later than the five-year anniversary of the adoption of the Overlay. The purpose of the review shall be to assess the participation in

and the effectiveness of the Overlay implementation in meeting the Goals, Objectives and Policies set forth herein. The specific measure of review shall be as follows:

1. The amount and location of land designated as SSAs
2. The amount and location of land designated as SRAs
3. The number of Stewardship Credits generated, assigned or held for future use
4. A comparison of the amount, location and type of agriculture that existed at the time of the Overlay adoption and time of review
5. The amount, location and type of restoration through participation in the Stewardship Credit system since its adoption
6. Working with the agricultural community and professional associations, additional incentives to support and promote the continuation of the agricultural industry in St. Lucie County.

Policy 13.1.1.20: Prior to the review identified in Policy 13.1.1.19, the St. Lucie County Rural Land Stewardship program shall be limited to no more than 3 SRA applications of any type (whether RLSA Town, RLSA Village or CRD), including any expansion of the RLSA area which includes additional potential SSA or SRA lands.

Policy 13.1.1.21: If future expansion of the St Lucie County Rural Land Stewardship program beyond the 22,384 acre "pilot program" Adams Ranch Stewardship area is proposed, the proposed application shall include a larger planning analysis and additional visioning. This analysis and visioning shall include opportunities for landowner, stakeholder and other citizen involvement, with respect to how the proposed expansion area relates to the Adams Ranch Stewardship area and long-term planning for applicable rural lands outside the urban services boundary. Any such larger planning analysis and additional visioning that may take place shall not affect the Adams Ranch Stewardship area, including but not limited to, consideration and final action on applications for Stewardship Sending Areas, Stewardship Receiving Areas, infrastructure, development orders and development agreements.

Objective 13.1.2: Establish incentive-based policies to protect and conserve agricultural lands and open space, continue the viability of agricultural production and preserve cultural heritage in St. Lucie County.

Policy 13.1.2.1: Agriculture is an important aspect of St. Lucie County's quality of life and economic wellbeing. Agricultural activities shall be protected from duplicative regulation, and in accordance with the Florida Right to Farm Act.

Policy 13.1.2.2: Notwithstanding the provisions of Policies 13.1.3.5 and 13.1.3.6, nothing herein or in the implementing RLSA LDRs shall restrict lawful agricultural activities and conditional uses, as set forth in RLSA Figure 4, on lands within the RLSA Overlay that have not been approved as SSAs pursuant to Policies 13.1.1.5 and 13.1.1.6.

Policy 13.1.2.3: Agricultural lands will be protected and conserved by creating incentives that encourage a property owner to voluntarily eliminate the right to convert agricultural land to nonagricultural uses in exchange for Stewardship Credits.

Policy 13.1.2.4: Agriculture lands protected and conserved through the creation and transfer of Stewardship Credits shall be designated as Stewardship Sending Areas (SSAs).

Policy 13.1.2.5: Agriculture is a benefit to St. Lucie County as it provides open space, recharges groundwater, provides employment and conserves and protects floodplains. If agriculture activities are protected and conserved by designating agriculture lands as an SSA through the removal of land use layers more intensive than agriculture as set forth on RLSA Figure 4, Stewardship Credits shall be granted as specified in these goals, objectives and policies.

Policy 13.1.2.6: Preservation and conservation of lands with cultural heritage significance within the RLSA shall be encouraged. Designation as cultural heritage shall apply to lands that have been recognized as being culturally significant to St. Lucie County for fifty years or more, historically significant structures, facilities and locations as identified by the Florida Department of State, State Historic Preservation Officer, the National Register of Historic Places, or the St. Lucie County Commission. St. Lucie County shall, through the RLSA LDRs, require any SSA application that includes supporting data and analysis, and requests Cultural Heritage Credits, be reviewed by the St. Lucie County Historical Commission for recommendation to the BOCC. All significant structures, facilities and locations shall be mapped and tabulated in acres. An applicant shall provide research, data and analysis to support an SSA Application that includes Cultural Heritage Stewardship Credits. Cultural heritage designation approved by the BOCC in an SSA shall be granted .5 Credits per acre, which can only be granted once for any particular SSA.

Objective 13.1.3: Establish policies to protect and conserve water quality and quantity, as well as listed animal and plant species and their habitats by directing incompatible uses away from wetlands and upland habitat through the establishment of Hydrologic Stewardship Areas, Habitat Stewardship Areas, and Water Retention Areas, where lands are voluntarily included in the Rural Land Stewardship Area Overlay.

Policy 13.1.3.1: Protection and conservation of water quality and quantity shall occur through the classification of Hydrologic Stewardship Areas (HYSAs), to be implemented by the designation of SSAs within the RLSA Overlay. HYSAs are delineated on the Overlay Map. (RLSA Figure 1) These lands form the primary wetland hydrologic systems in the RLSA. The Overlay provides an incentive to permanently protect and conserve HYSAs by the creation and transfer of Credits, elimination of permitted land uses (as described in RLSA Figure 2), and establishment of protection and conservation measures described in Objective 1 Policies. Not all lands within the delineated HYSAs are comparable in terms of their natural resource

value; therefore the Index shall be used to differentiate higher value from lower value lands for the purpose of the RLSA Overlay.

Policy 13.1.3.2: Listed animal and plant species and their habitats shall be protected and conserved through the classification of Habitat Stewardship Areas (HSAs), to be implemented by the designation of SSAs within the RLSA Overlay. HSAs are delineated on the Overlay Map. (RLSA Figure 1) HSAs are privately owned agricultural and/or natural areas, which include areas with characteristics that make them suitable habitat for listed species. The Overlay provides an incentive to permanently protect and conserve HSAs by the creation and transfer of Credits, resulting in the elimination of permitted land uses (as described in RLSA Figure 2) and the establishment of protection and conservation measures described in Objective 1 Policies. Not all lands within the delineated HSAs are comparable in terms of their habitat value; therefore the Index shall be used to differentiate higher value from lower value lands for the purpose of the RLSA Overlay.

Policy 13.1.3.3: Further protection and conservation for surface water quality and quantity shall be through the classification of Water Retention Areas (WRAs), to be implemented by the designation of SSAs within the RLSA Overlay. WRAs are delineated on the Overlay Map (RLSA Figure 1). WRAs are privately owned lands that function as agricultural water retention and conveyance areas, man-made water bodies or other water storage areas. In some instances, these WRAs may contain native wetland or upland vegetation; in other cases they may contain above ground water bodies and/or exotic vegetation. WRA's may continue to be used for agricultural, surface water retention, treatment and/or conveyance, habitat and passive recreational uses. When located adjacent to or included within an SRA, acreage within that WRA may only be counted as Open Space, where the same acreage is not relied upon to generate Stewardship Credits for development within the SRA. The Overlay provides an incentive to permanently protect and conserve WRAs by the creation and transfer of Credits, elimination of incompatible uses, and establishment of protection, appropriate recreational uses and conservation measures described in Objective 1 Policies. Not all lands within the delineated WRAs are comparable in terms of their natural resource value; therefore the Index shall be used to differentiate higher value from lower value lands for the purpose of the RLSA Overlay.

Policy 13.1.3.4: Uses as listed in the Sending Area Land Use Layer Matrix (RLSA Figure 4), may be voluntarily eliminated in HYSAs, HSAs and WRAs in exchange for Stewardship Credits to the property owner through the removal of one or more land use layers as described in Policy 13.1.1.10.

Policy 13.1.3.5: Compensation to the property owner may occur through one or more of the following mechanisms: creation and transfer of Stewardship Credits, payment for the purchase of conservation easements, payment for the purchase of a less than fee interest in the land, or through other acquisition of land or interest in land through a willing seller program.

Policy 13.1.3.6: Unless such layers are voluntarily eliminated pursuant to Policy 3.4, agriculture and all other allowed uses would continue to be an allowed use within HYSAs and HSAs, pursuant to the Agriculture Group classifications described in the Sending Area Land Use Layer Matrix (RLSA Figure 4). In existing Ag 1 areas within HYSAs and HSAs, all such activities are permitted to continue, and may convert from one type of Agriculture to another and expand to the limits allowed by applicable permits.

Policy 13.1.3.7: Ag 2 includes permitted land uses as defined in the Sending Area Land Use Layer Matrix (RLSA Figure 4). In existing Ag 2 areas within HYSAs, WRAs and HSAs, such activities are permitted to continue, and may convert from one type of Agriculture to another and expand to the limits allowed by applicable permits. Once the Stewardship Credit System is utilized and an owner receives Stewardship Credits by the establishment of an SSA that removes Ag 1 uses, no conversion of Ag 2 to Ag 1 will be allowed.

Policy 13.1.3.8: In certain locations (having an NRI value of 1.4 or below) there may be the opportunity for natural resource creation, restoration and enhancement. Examples include, but are not limited to, conversion of citrus grove to pasture having habitat value, creation of upland/wetland habitat, increased hydro period or water storage, enhanced wildlife corridors or habitat function, or as part of a designated Comprehensive Everglades Restoration Program project. If the SSA applicant agrees to complete restoration improvements and the eligibility criteria are satisfied, and the restoration plans and specifications are approved by the BOCC through the SSA Application process, three (3) additional Credits per acre shall be authorized at the time of SSA approval, to be awarded when the restoration work has been completed in accordance with the approved plans and specifications (and other applicable permits, if any). The specific process for restoration incentive credits shall be included in the SSA Application section of the RLSA LDRs. This policy does not preclude other forms of compensation for restoration, which may be addressed through public-private partnership agreement such as a developer contribution agreement or SSA Credit Agreement.

Policy 13.1.3.9: If an SSA applicant can demonstrate that lands within the RLSA function, or could function with improvements, as a wildlife corridor or interconnected environmental system, and the plans and specifications are approved the BOCC through the SSA Application process, 0.5 additional Stewardship Credits per acre shall be authorized at the time of SSA approval by the BOCC. The criteria to determine whether to approve a wildlife corridor or interconnected environmental system shall be included in the SSA Application section of the RLSA LDRs.

Policy 13.1.3.10: Water Retention Areas (WRAs), as generally depicted on the RLSA Overlay Map (RLSA Figure 1) are areas that have been, and may continue to function for, agricultural water retention, treatment and/or conveyance, habitat, and passive recreational uses. WRAs can be permitted to provide such functions for new uses of land allowed within the Overlay. WRAs may be incorporated into an SRA master plan to provide water

management functions for properties within such SRA, in accordance with SFWMD permitting requirements, and may also be used for habitat and passive recreational activities, but are not required to be designated as an SRA in such instances. When located adjacent to or included within an SRA, acreage within that WRA may only be counted as Open Space where the same acreage is not relied upon to generate Stewardship Credits for development within the SRA. WRA boundaries are understood to be approximate and are subject to refinement in accordance with SFWMD permitting.

Policy 13.1.3.11: During permitting to serve new uses, additions and modifications to WRAs may be required or desired, including but not limited to changes to control elevations, discharge rates, storm water pre-treatment, grading, excavation or fill, to be used for water management, habitat and passive recreation. Such additions and modifications shall be allowed subject to review and approval by the SFWMD in accordance with SFWMD permitting requirements. Such additions and modifications to WRAs shall be designed to ensure that there is no net loss of habitat function within the WRAs unless there is compensating mitigation or restoration in other areas of the Overlay that will provide comparable habitat function.

Policy 13.1.3.12: To the extent any new landfills, utility transmission lines, and/or public roads are sought to be constructed on HYSAs, HSAs, WRAs and other lands that are voluntarily included in SSAs, through the use of the exercise of the power of eminent domain, any condemning authority shall, before the exercise of such eminent domain power, consider the following factors as required by Florida law in determining which route or land to condemn: 1) availability of alternative routes; 2) costs; 3) environmental factors; 4) long-range area planning; and 5) safety considerations. The protection of natural resources is the constitutionally declared public policy of the State of Florida, and the promotion of such policy may be considered in any condemnation action affecting designated SSAs in a manner not inconsistent with the factors enumerated in this section. Electric transmission lines sited pursuant to the Transmission Line Siting Act shall follow the applicable provisions of Chapter 403.501 - 403.536, F.S.

Policy 13.1.3.13: The inclusion of lands in designated SSAs provides a public benefit, and the private stewardship and management of these lands and resources are deemed to promote the public policy of St. Lucie County and the State of Florida. Accordingly, the protection of the environmental, agricultural and cultural resources of designated SSA lands shall be considered before any public ownership or public management of such SSA lands is formally instituted. The County hereby establishes a presumption that lands within a designated SSA shall not be condemned by the County or any County agency, except as necessary for the expansion of County or state transportation facilities (CR 68 or SR 70) as any other involuntary acquisition would be contrary to the purposes and intent of the rural land stewardship program and Chapter 163.3177(11)(d), F.S. Further, to the extent that the County or a County agency does condemn any lands within a designated SSA, the valuation of such lands shall not be diminished by the SSA Stewardship Easement Agreement.

Objective 13.1.4: Establish policies to accommodate future population growth through sustainable development patterns, while discouraging urban sprawl, providing for the utilization of innovative land use planning techniques and promoting economic diversification through the establishment of Stewardship Sending Areas and corresponding Stewardship Receiving Areas.

Policy 13.1.4.1: Innovative land use planning techniques which facilitate a sustainable form of development shall be implemented by the establishment of SRAs and corresponding SSAs within the RLSA Overlay. Within the RLSA Overlay, considered as a whole, the establishment of SSAs will result in large areas of land for permanent environmental, cultural and agricultural uses, and the development within SRAs will result in a functional mix of uses, interconnectivity and multi-modes of transportation, and be in the form of RLSA Towns, RLSA Villages or Compact Rural Developments (CRD), in accordance with policies 13.1.4.6a, 13.1.4.6b and 13.1.4.6c. St. Lucie County shall facilitate uses that enable diversification of the economic base of the RLSA. The County shall, through the RLSA LDRs, adopt additional incentives to encourage and support the diversification and vitality of the rural economy including but not limited to, development regulations that allow a variety of development types, expedited permitting review, and targeted capital improvements.

Policy 13.1.4.2: The County shall promote the agricultural economy by creating incentives that encourage a property owner to voluntarily eliminate the right to convert agricultural land to other uses as shown in the Sending Area Land Use Layer Matrix, RLSA Figure 4 (through the removal of layers 1, 2 and 3), in exchange for Stewardship Credits, through the establishment of SSAs.

Policy 13.1.4.3: The St. Lucie County Business Incentives Overview, October, 2004, outlines the County's incentives and inducements for economic development within the County. The Treasure Coast Regional Planning Council's Comprehensive Economic Development Strategy (CEDS) and Research Coast Economic Development Plan, January 2006, may be used to provide guidance in promoting economic activity within SRAs, in addition to other resources. The strategies set forth in the Economic Element of the Comprehensive Plan are also to be utilized in promoting economic activity within SRAs.

Policy 13.1.4.3a: Extended incentives such as job growth investment grants, ad valorem tax adjustments and "fast track" permitting to businesses that locate in accordance with the requirements of Policies 13.1.4.6, 13.1.4.6a, 13.1.4.6b and 13.1.4.6c shall be encouraged.

Policy 13.1.4.3b: The development of industry and business by supporting public/private partnerships to build the necessary infrastructure shall be encouraged.

Policy 13.1.4.3c: Initiatives to attract industries that create full-time, year-round, high-wage and high-quality jobs shall be encouraged.

Policy 13.1.4.4: All privately owned lands within the RLSA which meet the criteria set forth herein and are designated on the Overlay Map (RLSA Figure 1), as "Open" are eligible for designation as an SRA, except land delineated as a HYSA or HSA, or land that has been designated as a Stewardship Sending Area (SSA). Land proposed for SRA designation shall meet suitability criteria and other standards described in these Objective 4 Policies.

Policy 13.1.4.5: Land becomes designated as an SRA upon application by the property owner to St. Lucie County seeking such designation and the adoption of the ordinance by the BOCC granting the designation. The basis for approval shall be a finding by the BOCC of consistency with the policies of the RLSA Overlay, compliance with the RLSA LDRS, and confirmation in the manner as prescribed by the RLSA LDRs that the applicant has acquired or will acquire sufficient Stewardship Credits to create the type of SRA (whether RLSA Town, RLSA Village or CRD) for the amount of acres requested in the SRA application. Prior to the designation of an SRA by the BOCC, the County shall provide the Florida Department of Community Affairs a period of 30 days to review the proposed receiving area for consistency with the RLSA Overlay and to provide comments to the County.

Policy 13.1.4.6: There are three specific forms of development allowed within SRAs, of which require a functional and integrated mix of uses in accordance with Policies 13.1.4.6a, 13.1.4.6b and 13.1.4.6c. These are RLSA Town, RLSA Village and CRD. The required characteristics of a RLSA Town, RLSA Village and CRD are set forth in the Stewardship Receiving Area Characteristics Chart, adopted within this Overlay as RLSA Figure 5. The County shall, through the RLSA LDRs, adopt specific regulations, guidelines and standards for SRAs in accordance with these policies. Each development form shall be in accordance with the requirements set forth in RLSA Figure 5. The SRA residential density is calculated by dividing the total number of residential units in an SRA by the overall area inside the SRA boundary. The SRA residential density does not restrict net residential density of parcels within an SRA. The size and specific density (between the minimum and maximum set forth in RLSA Figure 5) for each SRA will be determined during the SRA designation review and approval process. Upon the last to occur of the following: (1) recordation of a Stewardship Easement Agreement in the public records of St. Lucie County pursuant to Policy 13.1.1.6 for the SSA or SSAs required for that SRA; (2) if the owner of the SRA is other than the owner of the SSA, written acceptance of the conveyance of Stewardship Credits by the owner of the SRA; and (3) approval of the BOCC of the SRA pursuant to Policies 13.1.1.14 and 13.1.4.5 and the expiration of any applicable appeal or challenge periods, the underlying density of the SRA property shall cease to exist. Any form of SRA that meets the Development of Regional Impact (DRI) threshold, is subject to the DRI process requirements. An SRA application may be filed, reviewed and approved concurrently with the DRI.

Policy 13.1.4.6a: RLSA Towns are the largest and most diverse form of SRA. RLSA Towns shall be not less than 1,000 acres or more than 5,000 acres and shall be designed to provide for a broad range of residential and

nonresidential uses in accordance with the required Stewardship Receiving Area Characteristics Chart (RLSA Figure 5). A master plan is required for a RLSA Town as a component of the SRA application and shall:

- Include clearly defined neighborhoods with each having its own identity and character and providing focal points, such as neighborhood-scale retail, office, civic uses, schools, parks and other public places.
- Foster an urban, pedestrian-oriented environment in a mixed-use town center by collocating residential, retail/office, civic and other uses in the town center; creating functional and aesthetically pleasing spatial relationships between streets, sidewalks and building facades; providing for shared and alternative parking in the town center; and locating higher-density residential areas proximate to the town center.
- Promote internal capture of shopping and business trips by facilitating walk-to shopping and employment, maximizing bicycle and pedestrian mobility; providing a connected pathway, bikeway and multi-use trail system; and reserving adequate sites for transit stops and shelters for construction when transit service becomes available to the RLSA Town.
- Achieve connectivity through an interconnected network of roads and streets and block designs, as established in the RLSA LDRs, to provide multiple pathways allowing for trip dispersion and reduced trip lengths.
- Include a Transportation Demand Management (TDM) program for non-residential uses in the RLSA Town.
- Provide for a range of housing types and price levels to accommodate diverse ages and incomes, including adequate housing for the RLSA Town's very low-, low- and moderate-income households, reasonably accessible to the RLSA Town's places of employment.
- Integrate open space in neighborhoods throughout the RLSA Town through features such as but not limited to greens and squares, greenways, multi-use trails, community parks, neighborhood parks and tot lots.
- Include in each phase of development for the RLSA Town a reasonable balance of residential and non-residential uses, reflecting market trends and projections for absorption, in order to ensure a land use balance at build-out that is consistent with RLSA Figure 5.

The RLSA LDC shall set forth the specific information that shall be included on any RLSA Town master plan.

RLSA Towns shall have parks or public green spaces within all neighborhoods. RLSA Towns shall include a minimum of 5 acres of community park per 1,000 people.

RLSA Town plans shall be coordinated with the St. Lucie County School Board to provide for the appropriate range of schools. To the extent possible, schools and parks shall be located adjacent to each other and be sized and located to enable children to walk or bicycle to them. In coordination with the

St. Lucie County School District, the RLSA Town's master plan shall identify a "Safe Route to Schools and Parks" through a system of sidewalks, pathways and trails.

Policy 13.1.4.6b: RLSA Villages shall provide for a diversity of housing types and mix of uses appropriate to the scale and character of the particular RLSA Village. RLSA Villages shall be not less than 500 acres or more than 1,000 acres and shall comply with the required Stewardship Receiving Area Characteristics Chart (RLSA Figure 5). A master plan for a RLSA Village is required as a component of the SRA application and shall:

- Include clearly defined neighborhoods with each having its own identity and character and providing focal points, such as neighborhood-scale retail, office, civic uses, schools, parks and other public places.
- Foster an urban, pedestrian-oriented environment by co-locating residential, retail/office, civic and other uses in a village center; creating functional and aesthetically pleasing spatial relationships between streets, sidewalks and building facades; providing for shared and alternative parking in the village center; and locating higher-density residential areas proximate to the village center.
- Promote internal capture of shopping and business trips by facilitating walk-to shopping and employment, maximizing bicycle and pedestrian mobility; providing a connected pathway, bikeway and multi-use trail system; and reserving adequate sites for transit stops and shelters for construction when transit service becomes available to the RLSA Village.
- Achieve connectivity through an interconnected network of roads and streets and block designs, as established in the RLSA LDRs, to provide multiple pathways allowing for trip dispersion and reduced trip lengths.
- Include a Transportation Demand Management (TDM) program for non-residential uses in the RLSA Village.
- Provide for a range of housing types and price levels to accommodate diverse ages and incomes, including adequate housing for the RLSA Village's very low-, low- and moderate-income households, reasonably accessible to the RLSA Village's places of employment.
- Integrate open space in neighborhoods throughout the RLSA Village through features such as but not limited to greens and squares, greenways, multi-use trails, community parks, neighborhood parks and tot lots.
- Include in each phase of development for the RLSA Village a reasonable balance of residential and non-residential uses, reflecting market trends and projections for absorption, in order to ensure a land use balance at build-out that is consistent with RLSA Figure 5.

The RLSA LDC shall set forth the specific information that shall be included on any RLSA Village master plan.

RLSA Villages shall have parks or public green spaces within all neighborhoods. RLSA Villages shall include a minimum of 5 acres of community park per 1,000 people.

RLSA Village plans shall be coordinated with the St. Lucie County School Board to provide for the appropriate range of schools, as applicable, in accordance with the size of the RLSA Village. To the extent possible, schools and parks shall be located adjacent to each other and be sired and located to enable children to walk or bicycle to them. In coordination with the St. Lucie County School District, the RLSA Village's master plan shall identify a "Safe Route to Schools and Parks1' through a system of sidewalks, pathways and trails.

Policy 13.1.4.6c: Compact Rural Development (CRD) is a form of SRA that shall support and further St. Lucie County's valued attributes and characteristics as defined in the preamble to the Comprehensive Plan by allowing an eco-tourism lodge, office, welcome center or research facility that would have a unique set of uses and support services different from a traditional residential village. It could contain transient lodging facilities and services appropriate to eco-tourists or researchers, but may not provide for the range of services that are necessary to support permanent residents. CRDs provide flexibility with respect to the mix of uses and design standards. A CRD may include, but is not required to have, permanent residential housing, but only if the housing supports and is associated with the proposed nonresidential use(s).A CRD shall conform to the characteristics as set forth in RLSA Figure 5 with a minimum size of 20 acres and a maximum size of 100 acres. To maintain a proportion of CRDs to RLSA Villages and RLSA Towns, a RLSA Village or RLSA Town must be approved prior to not more than 3 CRDs.

The RLSA LDRs shall set forth the specific information that shall be included on any CRD master plan.

Policy 13.1.4.7: An SRA may be contiguous to an HYSA or HSA designated on the Overlay Map (RLSA Figure 1), or a designated SSA, but shall not encroach into such areas, and shall buffer such areas as described in Policy 13.1.4.9. An SRA may be contiguous to and served by a WRA for water management, passive recreation or habitat functions, without requiring special buffering and without requiring the WRA to be designated as an SRA in accordance with Policy 3.9.

Policy 13.1.4.8: An SRA must contain sufficient suitable land to accommodate the planned development in an environmentally acceptable manner. The primary means of directing development away from wetlands and critical habitat is the prohibition of locating SRAs in HYSAs and HSAs. To further direct development away from wetlands and critical habitat, lands having a Natural Resource lndex (NRI) value of greater than 1.4 shall be conserved. NRI values are illustrated on the Natural Resource lndex Map (RLSA Figure 3). NRI values above 1.4 are shown in green and NRI values of 1.4 or below are shown in brown. The NRI value does not include the Agricultural lndex value of 1.0. SRAs may only be located in areas

designated as "Open" and shown in pink on the Overlay Map (RLSA Figure 1), and having an NRI value of 1.4 or below.

Policy 13.1.4.9: Where an SRA adjoins a HYSA or HSA designated on the Overlay Map (RLSA Figure 1), a designated Stewardship Sending Area (SSA) or lands designated on the County's Future Land Use Map as Conservation, open space within that SRA shall be used to provide a buffer between that SRA and that designated HYSA, HSA or Conservation lands. This buffer shall be designed to protect adjacent natural resources, based upon specific site conditions, the resources to be protected, and the location and type of proximate uses in the SRA. The following uses are prohibited in buffers to designated HYSAs, HSAs, SSAs and Conservation lands: residential and non-residential development; active recreation areas; roads and multi-modal transportation corridors except for limited crossings for purposes of access when designed to protect natural resources; and buildings other than structures accessory to compatible agricultural or passive recreational uses. Allowable uses within HYSA, HSA, SSA, and Conservation buffers may include: compatible agricultural uses; limited crossings for roads or multi-modal transportation facilities for purposes of access when designed to protect natural resources; connections to present and future regional trail systems, if any; lakes; passive recreational uses; hiking trails; greenways; habitat restoration; bird watching; and similar uses. Best management and planning practices, as adopted by the applicable government agencies, shall be required to minimize adverse impacts to such buffers. Use of any fertilizer or pesticide shall be consistent with the practices in the adjacent HYSA, HSA, SSA or designated Conservation lands and there shall be no planting of any exotic nuisance species.

Policy 13.1.4.10: Where an SRA adjoins a WRA designated on the Overlay Map (RLSA Figure 1), best management and planning practices, as adopted by the applicable government agencies, shall be utilized to prevent ground water table draw down or diversion from adversely affecting the adjacent WRA. Detention and control elevations shall be established to protect and conserve any such natural areas and be consistent with surrounding land and project control elevations and water tables.

Policy 13.1.4.11: Each SRA must include an edge area to provide a transition from the SRA to adjacent land uses. The edge area shall be designed to be compatible with the character of the adjoining property, based upon specific site conditions. The edge area of an SRA may include: open space; landscape buffers; forested or reforested areas; compatible agricultural uses; roads or multi-modal transportation facilities; connections to present and future regional trail systems, if any; active or passive recreational areas; greenways; habitat restoration; stormwater lakes or ponds; flowways; and similar uses unless otherwise prohibited by Policy 13.1.4.9.

Policy 13.1.4.12: Each SRA must have either direct access to a County collector or arterial road or indirect access via a road provided by the developer that has adequate capacity to accommodate the proposed development in accordance with accepted transportation planning standards. Connections between SRAs and other portions of the RLSA Overlay shall

use rural design and rural road corridors, as part of the SRA designation, including typical cross sections consistent with the land uses served by such connections, and opportunities for present and future multi-modal facilities, and connections to present or future regional trail systems and greenways. No SRA shall be approved unless the capacity of County collector or arterial road(s) serving the SRA is demonstrated to be adequate in accordance with the level of service standards established in the St. Lucie County Comprehensive Plan Transportation Element in effect at the time of SRA designation. A transportation impact assessment shall adhere to the requirements specified in the SRA section of the RLSA LDRs. The RLSA LDRs shall require that an SRA transportation impact assessment shall be prepared and submitted with the application for SRA approval. The implementation of an approved multiuse Development of Regional Impact development order in an SRA that meets the requirements of section 163.31 80(12), F.S., may satisfy transportation concurrency by paying its proportionate fair-share contribution, provided there are sufficient funds to pay for one or more improvements that will benefit a regionally significant roadway. The proportionate fair share shall be calculated in accordance with section 163.3180(12), F.S. For all other development within an SRA, transportation concurrency requirements may also be satisfied through the proportionate fair-share provisions of St. Lucie County's adopted proportionate share ordinance, pursuant to section 163.3180(16)(a), F.S.

Policy 13.1.4.13: An SRA shall have adequate infrastructure available to serve its proposed development, or its infrastructure must be provided by the developer concurrently with the demand in accordance with Section 163.31 80 F.S. and the St. Lucie County Concurrency Management System regulations. The level of infrastructure provided will depend on the type of development, accepted civil engineering practices, and RLSA LDR requirements Infrastructure to be analyzed and addressed in the SRA application process includes:

a) Transportation
b) Potable water
c) Wastewater
d) Irrigation water
e) Stormwater management
f) Solid waste
g) Schools
h) Parks and recreation
i) Fire Department
j) Emergency Management Services
k) Sheriff's Department

Centralized or decentralized community water and wastewater utilities are required in RLSA Towns and RLSA Villages. Centralized or decentralized community water and wastewater utilities shall be constructed, owned, operated and maintained by St. Lucie County Utilities or another governmental utility provider per an interlocal agreement with the County. As the RLSA Overlay, pursuant to Section 163.3177(11)(d), F.S., is outside the County's urban services boundary, and RLSA Towns and RLSA Villages will

therefore be outside the County's urban services boundaries, such water and wastewater utilities shall be included in the County or other governmental utility service territory without the requirement to move the urban services boundary. Developer shall have the option of designing, permitting, and constructing the water and wastewater utility within the RLSA Overlay, for the benefit of the County, using innovative financing vehicles to fund or provide satisfactory reimbursement for the developer's investment and unreimbursed expenses in design, permits, construction, infrastructure, impacts and requirements, including but not limited to community development districts, or voluntary assessment units. The water and wastewater utility shall be conveyed to the County upon receipt of the appropriate operating permits. The provision of water and wastewater utilities in the RLSA Overlay shall not be delayed by any potential future consolidation of utilities in St. Lucie County into a regional utility system. Innovative or alternative water and wastewater treatment systems, such as decentralized community treatment systems, shall not be prohibited by this policy, provided that they meet all applicable regulatory criteria. Individual potable water supply wells and septic systems, limited to a maximum of 100 acres, are permitted on an interim basis until services from a centralized/decentralized community system are available. Individual potable water supply wells and septic systems may be permitted in CRDs. Any potable water systems shall meet Department of Environmental Protection standards. Any septic systems shall meet Department of Health standards.

Policy 13.1.4.14: If the infrastructure analysis required as part of the SRA Application, as set forth in Policy 13.1.4.13, identifies a need for public facilities beyond that which is included in the County's Future Transportation Map, Capital Improvements Element or Capital improvements Plan, then such amendments to the Comprehensive Plan shall be processed concurrently with the SRA Application and any related Development of Regional Impact application for any SRA that exceeds the applicable DRI threshold.

Policy 13.1.4.15: Central water and wastewater services shall not be provided outside the RLSA Overlay. The combination of SSAs and SRAs within the RLSA Overlay results in a sustainable form of development with corresponding large areas of contiguous environmental, agricultural and cultural resource lands. To further guard against urban sprawl outside of the RLSA Overlay boundary, the following policies shall be applied:

Policy 13.1.4.15a: Although water, wastewater, and other utilities to serve the RLSA Overlay may run through areas outside the RLSA Overlay, or as part of a regional system, no connection of such services outside the RLSA Overlay is allowed unless those properties are also included in the RLSA Overlay or as otherwise allowed by future Comprehensive Plan amendment.

Policy 13.1.4.15b: Although no restrictions shall be placed on adjacent lands not within the RLSA Overlay, the County shall, within two years of the adoption of the RLSA Overlay, establish additional incentives for property outside any SRA boundary, to provide buffers, greenways and other separations to any approved SRA.

Policy 13.1.4.15c: Although no restrictions shall be placed on adjacent lands not within the RLSA Overlay, the County shall restrict any transportation connections to SRA development from outside the RLSA Overlay to only regional transportation corridors. For example, transportation connections from lands not within the RLSA to an SRA that are not part of a regional corridor are prohibited. If such adjacent property is included in the RLSA Overlay in the future, this prohibition would not apply.

Policy 13.1.4.16: In addition to meeting the Concurrency Management System requirements at the time of final local development orders, approved development within each SRA must demonstrate that it will be fiscally neutral or positive to St. Lucie County, including capital and operational costs. The final development order will define phasing, provide for monitoring requirements and in the event fiscal neutrality is not met, remedial measures. This demonstration will be made for each independent unit of government responsible for the services listed below, using one of the following methodologies:

a. St. Lucie County Fiscal Impact Model. The fiscal impact model officially adopted and maintained by St. Lucie County.

b. Alternative Fiscal Impact Model. If St. Lucie County has not adopted a fiscal impact model as indicated above, the applicant may develop an alternative fiscal impact model using a methodology approved by St. Lucie County. The model methodology will be consistent with the Fiscal Impact Analysis Model ("FIAM") developed by the State of Florida. The BOCC may grant exceptions to this policy of fiscal neutrality to accommodate very low-, low-, and moderate-income housing.

St. Lucie County shall, through the RLSA LDRs, provide for: 1) the demonstration of fiscal neutrality at the time of development approval within each SRA; 2) the monitoring of fiscal neutrality; 3) modification of the project or other remedial measures in the event a negative fiscal impact is identified; and 4) the authorization of techniques that support fiscal self-sufficiency such as Community Development Districts, Independent Special Districts, private partnership agreements, and public-private developer or interlocal agreements. The final development order will define phasing, provide for monitoring requirements and in the event fiscal neutrality is not met, remedial measures. At a minimum, the fiscal analysis shall consider both capital and operating costs of the following public facilities and services: transportation, potable water, wastewater, irrigation water, stormwater management, solid waste, parks, fire department, emergency management services, sheriff's department and schools. Development phasing and funding mechanisms under a final development order shall address any adverse impacts to adopted minimum levels of service standards adopted in the St. Lucie County Comprehensive Plan and Land Development Code. An enforceable developer agreement shall be required to ensure that public facilities provided by the developer are completed in accordance with Florida law. Such a developer agreement may authorize the developer to assign any obligation

for construction, operation or maintenance of a public facility to a Community Development District, Independent Special District or other unit of local government.

Policy 13.1.4.17: Within the RLSA Overlay, agriculture and open space, which by definition shall include public and private conservation lands, designated SSAs, water retention and management areas and recreation uses will continue to be the dominant land use. Within SRAs, Open Space shall be provided to serve the forecasted population and uses within the SRA. To ensure that SRA residents have Open Space proximate to their homes, Open Space shall comprise a minimum of thirty-five percent of the gross acreage of an individual SRA RLSA Town, RLSA Village, or CRDs.

Policy 13.1.4.18: Seven (7) Credits shall be required to entitle each acre of land included in an SRA, except for open space in excess of the required thirty-five percent or for land that is designated for a public benefit use described in Policy 13.1.4.18. In order to promote sustainable, mixed use development and provide the necessary support facilities and services to residents of rural areas, the SRA approval shall entitle a full range of uses supportive of the residential population of an SRA, with densities and intensities of use as provided for in RLSA Figure 5. Such uses, densities and intensities shall be identified, located and quantified in the SRA plan.

Policy 13.1.4.19: The acreage of an approved public benefit use shall not count toward the gross acreage limits described in RLSA Figure 5 nor shall it require the consumption of Stewardship Credits. For the purpose of this Section, public benefit uses include public and private schools (preK-12), public or private post secondary institutions and ancillary uses, very-low, low and moderate income housing, future transportation corridors including transit, community parks exceeding the minimum requirements of RLSA Figure 5, regional parks, agricultural, environmental or natural resource research centers, and governmental facilities.

Policy 13.1.4.20: If an HYSA, HSA or WRA designated in the RLSA Overlay Map (RLSA Figure 1), is contiguous to an SRA and is available to the public for passive recreation purposes, its acreage may count toward the thirty-five percent open space requirement outlined in Policy 13.1.4.16, so long as the same acreage is not relied upon to generate Stewardship Credits for development within the SRA.

Policy 13.1.4.21: Pursuant to Section 163.3177(11)(d)4.c, F.S., any SRA that includes residential housing shall also provide for adequate affordable or workforce housing, in the amount of 8% of the residential units in that SRA on-site, including very-low, low and moderate income housing, for the development anticipated in the SRA. Adequate affordable or workforce housing shall be determined on the basis of an analysis applying the standards under Rule 9J-2.048, F.A.C., regardless of whether the development within the SRA is required to undergo DRI review pursuant to Section 380.06, F.S.

Policy 13.1.4.22: In order to provide opportunities for the inclusion of very-low, low and moderate income housing in each SRA having residential housing, the County shall, among other possibilities not specifically listed herein, consider opportunities to partner with Habitat for Humanity for adequate affordable housing in each SRA; consider opportunities to partner with the Florida Housing Finance Corporation; consider the possibility of creating a Community Land Trust (allowing for separate ownership of house and land; creation of a non-profit organization that will own the land for future adequate affordable housing development; and consideration of opportunities to offer long term leases to individuals, community groups or businesses); consider accepting the donation of home sites from a developer within an SRA for another entity to build work force housing on the donated site; consider opportunities for tax abatement (waive property tax) on work force housing home sites; and the use of available state and federal assistance and funding programs. This is not an exhaustive list and shall not be a limitation upon the types of strategies that may be utilized to provide adequate affordable housing.

Policy 13.1.4.23: Intergovernmental coordination with local governments adjacent to SRAs shall be encouraged to allow those local governments to comment on development regulations, guidelines and standards for SRAs for those impacts caused by the development to those local governments and their facilities.

Policy 13.1.4.24: SRAs shall be required to utilize a water reuse system to meet all the irrigation needs of the proposed SRA, to the extent reuse water is available. The water utility infrastructure for each SRA will be designed to include both potable and reuse water so that landscaped areas, open space and other potential users can be served by either water system. There shall be no cross connection between the potable and reuse water. Potable water supply may only be used for irrigation when a sufficient volume of reuse water is unavailable.

Policy 13.1.4.25: Applicants will cooperate with St. Lucie County as it investigates green building technology and considers adopting green building standards.

Definitions

The terms set forth below shall have the following meanings, only within the RLSA Overlay and as relates to the associated RLSA LDRs.

ADEQUATE AFFORDABLE OR WORKFORCE HOUSING: Adequate affordable or workforce housing within a RLSA Town or RLSA Village shall be demonstrated through an analysis applying the standards under Rule 9J-2.048, F.A.C., even if the RLSA Town or RLSA Village is not a Development of Regional Impact. Pursuant to Section 163.3177(11)(d)4.c, F.S., any SRA that includes residential housing shall also provide for adequate affordable or workforce housing, in the amount of 8% of the residential units in that SRA on-site, including very-low, low and moderate income housing, for the development anticipated in the SRA.

AGRICULTURE INDEX: A measurement system that establishes a value for existing agriculture activities where all land use layers above agriculture are removed through approval of an SSA by the BOCC and recordation of a Stewardship Easement Agreement.

BOCC: The Board of County Commissioners of St. Lucie County.

CENTRALIZED WASTEWATER TREATMENT SYSTEM: A wastewater collection and treatment system that consists of collection sewers and a centralized treatment facility. Centralized systems are used to collect and treat wastewater from entire communities.

CENTRALIZED WATER SYSTEM: A potable water system consisting of a water supply, a water treatment facility and distribution piping to multiple users. Centralized systems are used to provide water to either a portion of a community or an entire community.

CIVIC AND INSTITUTIONAL USES: Uses or structures for and/or used by established organizations or foundations dedicated to public service or cultural activities including the arts, education, government and religion.

CLASSIFICATION: The systematic grouping of shared characteristics based on the analyses of Natural Resource Index factors resulting in classified areas of Habitat Stewardship Areas (HSA), Hydrologic Stewardship Areas (HYSA) and Water Retention Areas (WRA) as depicted on the St. Lucie County Rural Land Stewardship Area Overlay Map (RLSA Figure 1).

COMPACT RURAL DEVELOPMENT (CRD): A form of SRA development that provides flexibility with respect to the mix of uses and design standards by allowing an eco-tourism lodge, office, welcome center or research facility that would have a unique set of uses and support services different from a traditional residential village. It could contain transient lodging facilities and services appropriate to eco-tourists or researchers, but may not provide for the range of services that are necessary to support permanent residents. CRDs provide flexibility with respect to the mix of uses and design standards. A CRD may include, but is not required to have, permanent residential housing, but only if the housing supports and is associated with the proposed non-residential use(s). A CRD shall conform to the characteristics as set forth in RLSA Figure 5 with a minimum size of 20 acres and a maximum size of 100 acres. To maintain a proportion of CRDs to RLSA Villages and RLSA Towns, a RLSA Village or RLSA Town must be approved prior to not more than 3 CRDs.

CONSERVE: To use carefully or sparingly, avoiding waste.

CULTURAL HERITAGE: Designation as cultural heritage shall apply to lands that have been recognized as being culturally significant to St. Lucie County for fifty years or more, historically significant structures, facilities and locations as identified by the State Historic Preservation Officer, the National Register of Historic Places, or the BOCC.

DECENTRALIZED WASTEWATER SYSTEM: Onsite and/or cluster wastewater systems used to treat and disperse or discharge small volumes of wastewater,

generally from dwellings and businesses that are located relatively close together. Decentralized systems in a particular management area or jurisdiction are managed by a common management entity.

DECENTRALIZED WATER SYSTEM: Onsite and/or cluster potable water system consisting of a water supply, a water treatment facility and distribution of small volumes though piping to users that are located relatively close together. Decentralized systems in a particular management area or jurisdiction are managed by a common management entity.

DESIGNATION: A specific area defined as a Stewardship Sending Area or Stewardship Receiving Area, as approved by the Board of County Commissioners.

ECO-TOURISM: The practice of touring natural habitats and support facilities thereof in a manner meant to minimize ecological impact.

EXISTING AGRICULTURE ACTIVITY INDEX: The index comprising the Agriculture Index Factor. The index value is based on the intent of conserving agriculture in St. Lucie County.

HSA - HABITAT STEWARDSHIP AREA: Privately owned lands delineated on the RLSA Overlay Map (RLSA Figure 1), which consist of areas with natural characteristics that make them preferred habitat for listed species.

HYSA - HYDROLOGIC STEWARDSHIP AREA: Privately owned lands delineated on the RLSA Overlay Map (RLSA Figure 1), which primarily include privately owned wetlands. HYSAs form the primary wetland Hydrologic systems in the RLSA Overlay Zone.

LAND USEILAND COVER INDICES: One of the indices comprising the Natural Resource Index Value of land, with values assigned. For purposes of assigning values, land use and land cover codes are grouped according to native, hydric, special habitat designation, and moderate to high species value.

LISTED SPECIES HABITAT INDICES: One of the indices comprising the Natural Resource Index Value, with values assigned based upon the habitat value of the land for listed species. Index values are based on documentation of occupied habitat as established by the intersect of documented and verifiable observations of listed species with land cover identified as preferred or tolerated habitat for that species. Listed species include all federal and state listed species, federal wading bird rookeries, and state wading bird foraging.

NATURAL RESOURCE INDEX (NRI or INDEX): A measurement system that establishes the relative natural resource value of each area of land by objectively measuring characteristics of land and assigning an index factor based on each characteristic. The sum of these factors is the Index value for the land. The characteristics measured are: Land Use/Land Cover, Soils/Surface Water, Listed Species, and RLSA Overlay designation.

NATURAL RESOURCE INDEX MAP (INDEX MAP): The Rural Land Stewardship Area Natural Resource Index Map (RLSA Figure 3) graphically illustrates the Index

as existent at time of adoption of the Comprehensive Plan amendment which established the RLSA Overlay Zone.

NATURAL RESOURCE INDEX VALUE (INDEX VALUE): The sum of the values assigned to each area, derived through the calculation of the values assigned to each of the characteristics included in the Index.

OPEN: Privately owned lands delineated on the Rural Land Stewardship Area Overlay Map (RLSA Figure 1), the majority of which have a Natural Resource Index Value of 1.4 or less, and are typically suitable for development.

OPEN SPACE: Any parcel or area of land or water that is set aside, open and unobstructed to the sky, and designated or reserved for public or private use or enjoyment. Open space includes active and passive recreational areas such as parks, playgrounds, ball fields, golf courses, lakes, waterways, lagoons, reservoirs, flood plains, nature trails, buffers, native vegetation preserves, landscape areas, public and private conservation lands, agricultural areas (not including structures), easements for underground utilities, and water retention and management areas. Buildings shall not be counted as part of any open space calculation. Vehicular use surface areas of streets, alleys, driveways, and off- street parking and loading areas shall not be counted as part of any open space calculation.

PATHWAY: A defined corridor for the primary use of non-motorized travel.

PUBLIC BENEFIT: The acreage within an SRA devoted to a public benefit use shall not consume Stewardship Credits and shall not count toward the maximum acreage limits of an SRA. For the purpose of this Section, public benefit uses include public and private schools (pre-K-12); public or private post-secondary institutions; Post Secondary Institution Ancillary Uses; Adequate Affordable or Workforce Housing; cultural facilities; future transportation corridors including transit; community parks exceeding the minimum requirement of two hundred (200) square feet per dwelling unit; regional parks; agricultural, environmental or natural resource research centers; and governmental facilities or similar community service uses as determined by the BOCC in its approval of an SRA application.

RLSA OVERLAY MAP: The map entitled "St. Lucie County Rural Land Stewardship Area Overlay Map," which identifies those areas classified as HYSA, HSA, WRA, and Open (RLSA Figure 1).

RLSA OVERLAY ZONE: St. Lucie County Rural Land Stewardship Area Overlay Zone. The area generally depicted on the Future Land Use Map and specifically depicted on the Official Zoning Atlas Map as the Rural Land Stewardship Area Overlay.

RLSA TOWN: RLSA Towns are a form of SRA and are the largest and most diverse form of SRA, with a full range of housing types and mix of uses. RLSA Towns have high level services and infrastructure which support development that is sustainable, mixed use, walkable, and provides a balance of land uses to reduce automobile trips and increase livability. RLSA Towns are comprised of several neighborhoods that have individual identity and character.

RLSA VILLAGE: RLSA Villages are a form of SRA and are primarily residential communities with a diversity of housing types and mix of uses appropriate to the scale and character of the particular RLSA Village. RLSA Villages are comprised of residential neighborhoods and shall include a mixed-use RLSA Village center to serve as the focal point for the community's support services and facilities.

SENDING AREA LAND USE LAYER (LAYER): Permitted and conditional land uses within the underlying zoning that are of a similar type or intensity and that are grouped together in the same column on the St. Lucie County Rural Land Stewardship Area Overlay Sending Area Land Use Layer Matrix (RLSA Figure 4).

SENDING AREA LAND USE LAYER MATRIX (MATRIX): The tabulation of the permitted and conditional land uses within the underlying zoning set forth in Section 4.05.07.8.6 with each Sending Area Land Use Layer displayed as a single column (RLSA Figure 4).

SOILS/SURFACE WATER INDICES: One of the indices comprising the Natural Resource Index Value of land, with values assigned based upon soil types classified using the Natural Soils Landscape Positions (NSLP) categories.

SRA - STEWARDSHIP RECEIVING AREA: A designated area within the RLSA Overlay Zone that has been approved by the BOCC for the development of a RLSA Town, RLSA Village or CRD and that requires the consumption of Stewardship Credits.

SRA APPLICATION: An application prescribed by the RLSA LDRs and submitted to the County, reviewed by staff and subject to approval of the BOCC, to establish a Stewardship Receiving Area.

SRA CHARACTERISTICS CHART: The chart entitled "St. Lucie County Rural Land Stewardship Area Characteristics Chart," which identifies the standards and required characteristics for RLSA Towns, RLSA Villages and Compact Rural Developments herein as RLSA Figure 5.

SSA - STEWARDSHIP SENDING AREA: A designated area within the RLSA Overlay Zone that has been approved for the generation of Stewardship Credits in exchange for the elimination of one (1) or more Sending Area Land Use Layers.

SSA APPLICATION: An application submitted to the County, reviewed by staff and subject to approval by the BOCC, to designate a Stewardship Sending Area.

SSA CREDIT AGREEMENT: An agreement required by the County between the County and any landowner petitioning to have all or a portion of land owned within the RLSA Overlay Zone designated as an SSA and who is to obtain SSA Credits for the land so designated. SSA Credit Agreements entered into by and between a landowner and the County that include restoration credits shall reference the plans and specifications for the restoration activity upon which the restoration credits are based.

STEWARDSHIP CREDIT (CREDIT): A transferable unit of measure generated by an SSA and consumed by an SRA. Seven (7) Credits are required in exchange for the development of one (1) acre of land in an SRA as provided in Section 4.05.07.8.

STEWARDSHIP CREDIT SYSTEM: A system that creates incentives to protect and preserve natural resources, cultural and historical areas, and agricultural areas in exchange for the use of Stewardship Credits to entitle development. The greater the natural resource, agricultural, historical or cultural value of the area being preserved, the greater the number of Stewardship Credits can be generated. Credits are generated through the designation of SSAs and consumed through the designation of SRAs. Credits may also be created and held for future transfer.

STEWARDSHIP CREDIT WORKSHEET: An analytical tool that describes the Stewardship Credit calculation process including the Natural Resource Index, Agriculture Index and Sending Area Land Use Layer components (RLSA Figure 2).

STEWARDSHIP EASEMENT AGREEMENT: An agreement that is required to be prepared and submitted by an applicant for an SSA. Such an agreement is required for all SSA Applications. The agreement shall impose a restrictive covenant or grant a perpetual restrictive easement that shall be recorded for each SSA, shall run with the land and shall be in favor of St. Lucie County and one (1) or more of the following: Florida DEP, Florida Department of Agriculture and Consumer Services, SFWMD, or a recognized land trust. The Stewardship Easement Agreement shall identify the specific land management measures that will be undertaken and the party responsible for such measures, including performance standards and annual monitoring requirements.

STEWARDSHIP OVERLAY CLASSIFICATION: One (1) of the indices comprising the Natural Resource Index Value of land, with values assigned based upon the classification of the land on the RLSA Overlay Map (RLSA Figure 1) as Hydrologic Stewardship Area (HYSA), Habitat Stewardship Area (HSA), or Water Retention Area (WRA).

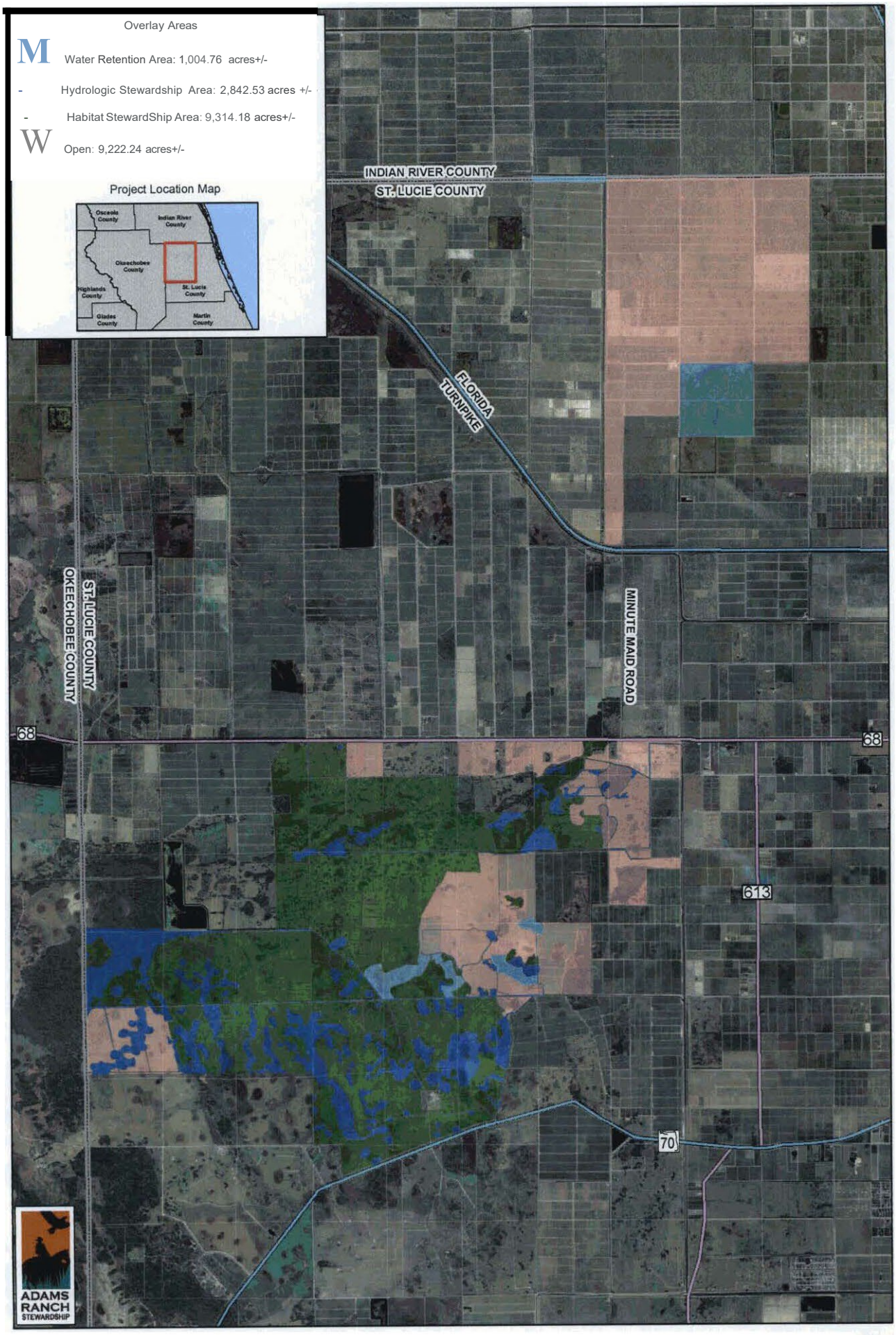
TARGETED CAPITAL IMPROVEMENTS (TCI): Targeted Capital Improvements (TCI) can be defined as investments in capital facilities including, but not necessarily limited to, roads, stormwater management, utilities, public safety facilities, libraries, and schools located in SRAs. Such investments are sized to meet the needs of the SRA communities.

TARGETED INDUSTRY: Businesses identified by the St. Lucie County Growth Management Department in conjunction with the Economic Development Council as desirable to promote job growth in the County. Such businesses are set forth every two years as eligible for the Job Growth Investment Grant Program and include a wide range of commerce; approval by the Board of County Commissioners is required when proposed within the RLSA Overlay.

UNDERLYING ZONING: The allowable uses, density, intensity and other land development regulations assigned to land within the RLSA Overlay Zone by the St. Lucie County Land Development Code in effect prior to the adoption of the RLSA Overlay Zone and prior to SSA and/or SRA approval.

WILDLIFE CORRIDOR: Wildlife corridors are avenues along which wide-ranging animals travel, plants can propagate, genetic interchange can occur, populations can move in response to environmental changes and natural disasters, and threatened species can be replenished from other areas.

WRA - WATER RETENTION AREA: Privately owned lands delineated on the RLSA Overlay Map (RLSA Figure 1), that serve to function as water retention and conveyance areas or other water storage areas and that provide surface water quality and other natural resource value. WRA's may continue to function for agricultural uses; surface water retention, detention, treatment and/or conveyance; habitat and passive recreational uses.



Wi/9'nMillet

RLSA FIGURE 1
ST. LUCIE COUNTY RURAL LAND STEWARDSHIP AREA
OVERLAY MAP
JUNE 2006

0 3,000 6,000 12,000 Feet

1 Inch equals 6,000 feet

RLSA FIGURE 2

St. Lucie County Rural Land Stewardship **Area** Overlay Stewardship Credit Worksheet

Natural Resource Index Factors	NRI **Values**
four of the following: native, hydric, special habitat designation. moderate to high species value	
three of the *following: native, hydrlc. special habitat designation,* moderate to hi h species value	
two of the following: native, hydric, special habitat designation, moderale to hi h s ecies value	
non-native, hydric, no special habitat designation. low species value	
non-native, non-hydric, no specialhabitat designation, low species value	
Xeric (knoll and *muck soils*	0.7
Water	
Sand de ressions and ltatwoods	
Flats transitional soils	.2
Other	
Uated S In	
Grou 1 & 2, Caracara and Snail Kite	0.7
Grou 1, Caracara and Snail Kite	0.8
Grou 2, Caracara and Snail Kite	0.5
Caracara and/or SnailKile	0.4
Grou 1 & Grou 2	0.3
Grou 1 (Federall Listed and Wadln Bird Rookeries	0.2
Grou 2 State Listed and Wadin Bird Fora in)	0.1
RI.SA	
	0
CumulaUw Total of NRI Values	x.x

Step 1

Stewardship Credit Calculation Instructions

Natural Resource Index Values

Step 1. An NRI value for each parcel of land is calculated by the Stewardshipmodel based on NRI Factors. Step 1.a. Determine which Sending Area Land Use Layers will be eliminated and sum the Land Use Values. Step 1.b. Use the Natural Resource Stewardship Credits Formula to determine number of Credtts.

Agriculture Resource Value (only applicable ff land has active agriculture operation and Land Use Layers are removed to Agriculture Group 1 Uses or Agriculture Group 2 Uses)

Step 2. The Agricultural Resource Value of 1.0 Is used.

Step **2.a.** Determine which Sending Area Land Use Layers will be eliminated and sum the Land Use Values Step 2.b. Use the Agriculture Stewardship Credit Formula to determine number of Credits

Cultural Heritage Value (only applicable if land Is *proven* to *have cultural value per Polley 2.6)*

Step 3. Use the Cultural Heritage Stewardship Credit Formula to determine number of Credits Total Stewardship Credits Is the sum of:

Natural Resources Stewardship Credits Agriculture Stewardship Credits Cultural Heritage Stewardship Credits

fAificulture Resource	Agriculture **Value**
Native Agriculture Operation	

Step 1.b

Step 2

Step 2.b

Step 3

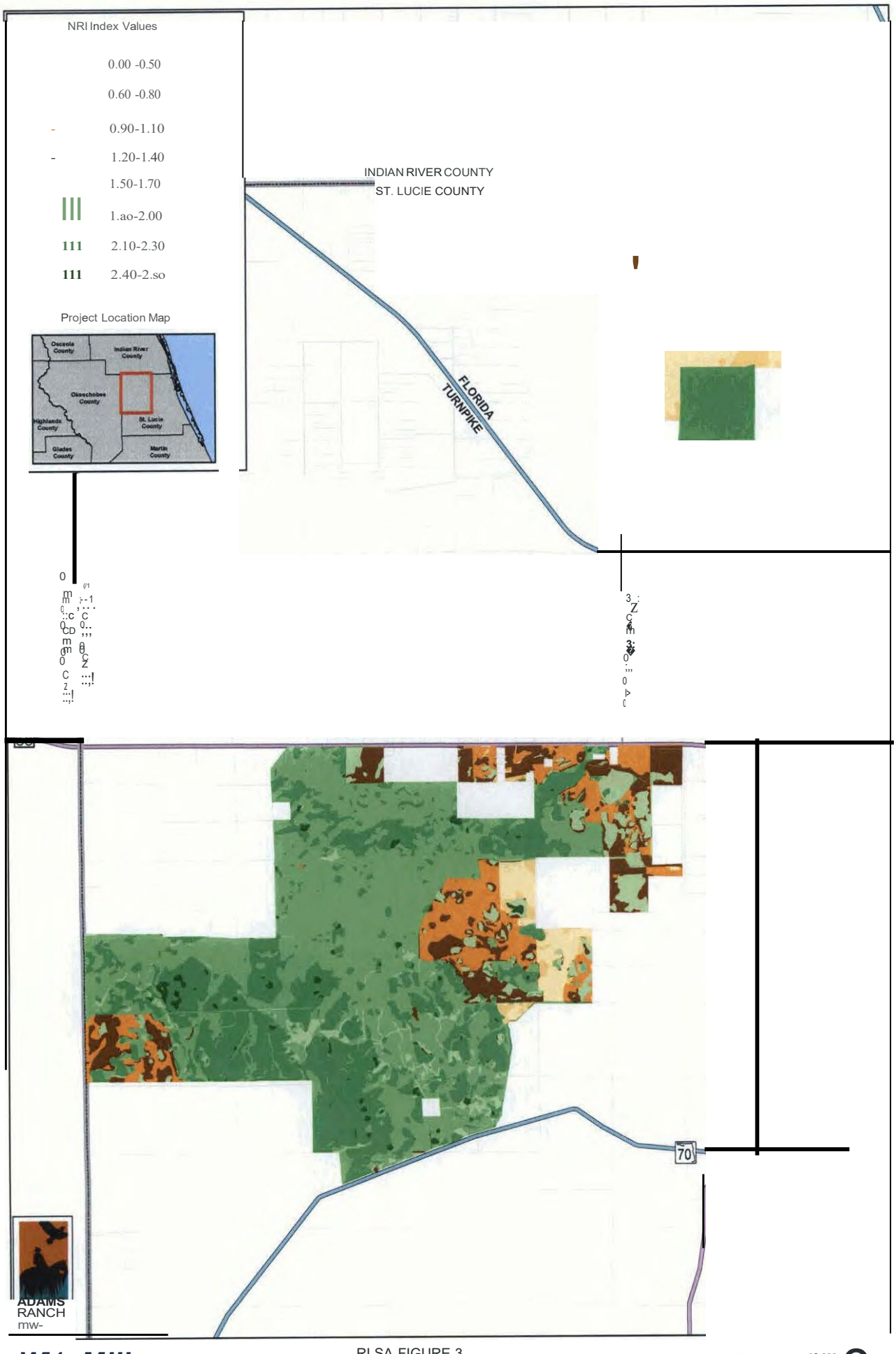
Sending **Area** *land Use* layers lo *be el/m/nated*	Land *Use Value*
Residential Uses	0.4
General & Conditlonal Uses	0.2
Earth Mining and Processlno Uses	0.2
Anricullure Grouo 1 Uses	0.1
Aoriculture Grouo 2 Uses	0.1
Restoration and Natural Resource Uses	0.0
Cumulative total of Land Use Values ellminated	x.x

Step 1,e
Step 2.a

Stewardship Credit Formulas

Natural ResourcesStewardshipCredits=Acres x cumulative NRI score x cumulative Land Use Value	subtotal Credits = X
Agriculture Stewardship Credits (if applicable) =Acres x cumulative Land Use Value	subtotal Credits ., X
Cultural Heritage Stewardship Credits(if applicable) =Acres x .5	subtotal Credits= X
	Total Credits= X

Note: This Worksheet is intended to illustrate the Factors, Values, Formulas and Instructions used to calculate Stewardship Credits. To properly calculate Stewardship Credits, the Natural Resources Index Map and Stewardship model must be used.



Wi1 -Miller

RLSA FIGURE 3
ST. LUCIE COUNTY RURAL LAND STEWARDSHIP AREA
NATURAL RESOURCE INDEX MAP
JUNE 2006

3,000 6,000 12,000 Feet
1 inch equals 6,000 feet

RSLA Figure 4
St. Lucie County Rural Land Stewardship Area (RLSA) Overlay
Sending Area Land Use Layer Matrix

Groupings of land uses permitted in accordance with Policy 13.1.1.10

Residential Land Use Layer	General & Conditional Use Layer	Earth Mining and Processing Use Layer	Agriculture Group 1 Use Layer	Agriculture Group 2 Use Layer	Restoration and Natural Resource Use Layer
Single-family detached dwelling with guest house 1 unit per 5 acres	Aircraft storage and equipment maintenance	Mining and quarry of nonmetallic minerals except fuels	Agricultural production – crops, citrus, landscape nursery	Agriculture production – Ranching, livestock raising & animal specialties, pasture, sod and grazing	Wildlife management, plant and wildlife conservancies, refuges and sanctuaries
Mobile homes 1 unit per 5 acres	Airports and flying, landing, and take-off fields	Single-family detached dwelling unit or mobile home, for on-site security purposes	Agricultural services	Cultural, educational and/or eco-tourism uses and support facilities, and their related modes of transporting participants, viewers, or patrons; tour operations, such as, but not limited to airboats, swamp buggies, horse and similar modes of transportation	Fishing, hunting & trapping
Family day care	Industrial wastewater disposal		Agricultural labor housing	Excavation incidental to Agricultural Operations	Hunting Cabins
Family residential homes as defined in the LDC	Manufacturing		Farm products warehousing and storage	Single-family detached swelling unit or mobile home, 1 unit per 500 acres	Water management, groundwater recharge
	Retail Trade		Forestry	Riding Stables	Restoration Mitigation
	Sewage Disposal		Research facilities, noncommercial	Kennels	Water supply, well fields
	Retail trade and wholesale trade – subordinate to the primary authorized use or activity			Telecommunication towers	Boardwalks, nature trails
	Mobile food vendors			Outdoor shooting ranges, providing site plan approval is obtained	
	Off-road vehicle parks, except go-cart raceway operation or rentals			Aquaculture	

RLSA FIGURE 5
St. Lucie Rural Land Stewardship Area Overlay
Stewardship Receiving Area Characteristics

Typical Characteristics	Town	Villages	Compact Rural Development
Size (Gross Acreage)	Minimum 1,000 acres; Maximum 5,000 acres	Minimum 500 acres; maximum 1,000 acres	Minimum 20 acres; Maximum 100 acres
Residential Units (DUs) per gross acreage base density	2 - 2.5 DUs	1 - 2 DUs	0 - .5 DUs(1)
Residential housing styles	Full range of single family and multi-family housing types, styles, lot sizes	Diversity of single family and multi-family housing types, styles, lost sizes	Single family and limited multi-family(1)
Goods and Services (May include Retail, Office, Manufacturing, Light Industrial, Transient Lodging)	Min. 75 SF/DU – Max. 400 SF/DU of Goods and Services in Town Center(s) (Retail and Office required, Live-work, Manufacturing, Light Industrial, Transient Lodging optional)	Min. 15 SF/DU – Max 200 SF/DU of Goods and Services in Village Center(s)	Eco-tourism Facilities, Agriculture, Natural Resources Research, and Cultural Support Services and Facilities, Education Facilities
Floor area ratio or intensity (min) – (if those uses are included)	Retail & Office - .4 Civic/Govt./Institution - .4 Manufact./Light Industrial - .35 Group Housing - .45 (max.) Transient Lodging – 26 upa net	Retail & Office - .4 Civic/Govt./Institution - .4 Manufact./Light Industrial - .35 Group Housing - .45 (max.) Transient Lodging – 26 upa net	As required by site design; Transient Lodging – 25 upa net
Water and Wastewater	Centralized or decentralized community treatment system; Interim Well and Septic (only to be used for construction and/or sales trailers and model homes up to 10,000 gpd); Individual wells and septic tanks allowed for isolated guard house and/or comfort stations on a trail system or golf course up to 2,000 gpd	Centralized or decentralized community treatment system; Interim Well and Septic (only to be used for construction and/or sales trailers and model homes up to 10,000 gpd); Individual wells and septic tanks allowed for isolated guard house and/or comfort stations on a trail system or golf course up to 2,000 gpd	Individual Well and Septic System: Centralized or decentralized community treatment system, Alternative Energy and Treatment systems
Recreation and Open Spaces	Open Space Gross Acreage 35% OF SRA Community Parks – Min. 5 acres per 1000 population Parks & Public Green Spaces within Neighborhoods Active Recreation/Golf Courses Lakes	Open Space Gross Acreage 35% OF SRA Community Parks – Min. 5 acres per 1000 population Parks & Public Green Spaces within Neighborhoods Active Recreation/Golf Courses Lakes	Open Space Gross Acreage 35% of SRA
Civic, Governmental and Institutional Services (Churches, Libraries, Medical, etc.)	Min. 15 SF/DU – Max. 80 SF/DU Wide Range of Services	Min. 10 SF/DU – Max. 55 SF/DU Moderate Range of Services	Not Applicable
Schools (2)	Full Range of Schools(2)	Full Range of Schools(2)	Not Applicable
Transportation	Interconnected sidewalk and pathway system; Interconnected system of collector and local roads; County Transit Access	Interconnected sidewalk and pathway system; Interconnected system of collector and local roads; equestrian Trails; County Transit Access	Interconnected system of local roads, trails; County Transit Access

(1) Residential uses in a CRD shall only be provided for and associated with the non-residential uses.
(2) Schools to be determined in conjunction with School Board based on size of SRA and expected student population.

PROPERY RIGHTS ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 14.1: The County shall make all local decisions with respect for property rights and with respect for people's rights to participate in decisions that affect their lives and property.

Objective 14.1.1: *The County will respect judicially acknowledged and constitutionally protected private property rights.*

Policy 14.1.1.1 – The County will consider in its decision-making the right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

Policy 14.1.1.2 – The County will consider in its decision-making the right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

Policy 14.1.1.3 – The County will consider in its decision-making the right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

Policy 14.1.1.4 – The County will consider in its decision-making the right of a property owner to disposes of his and her property through sales or gift.

ST. LUCIE COUNTY

COMPREHENSIVE PLAN

EAR-Based Amendments

May 2026

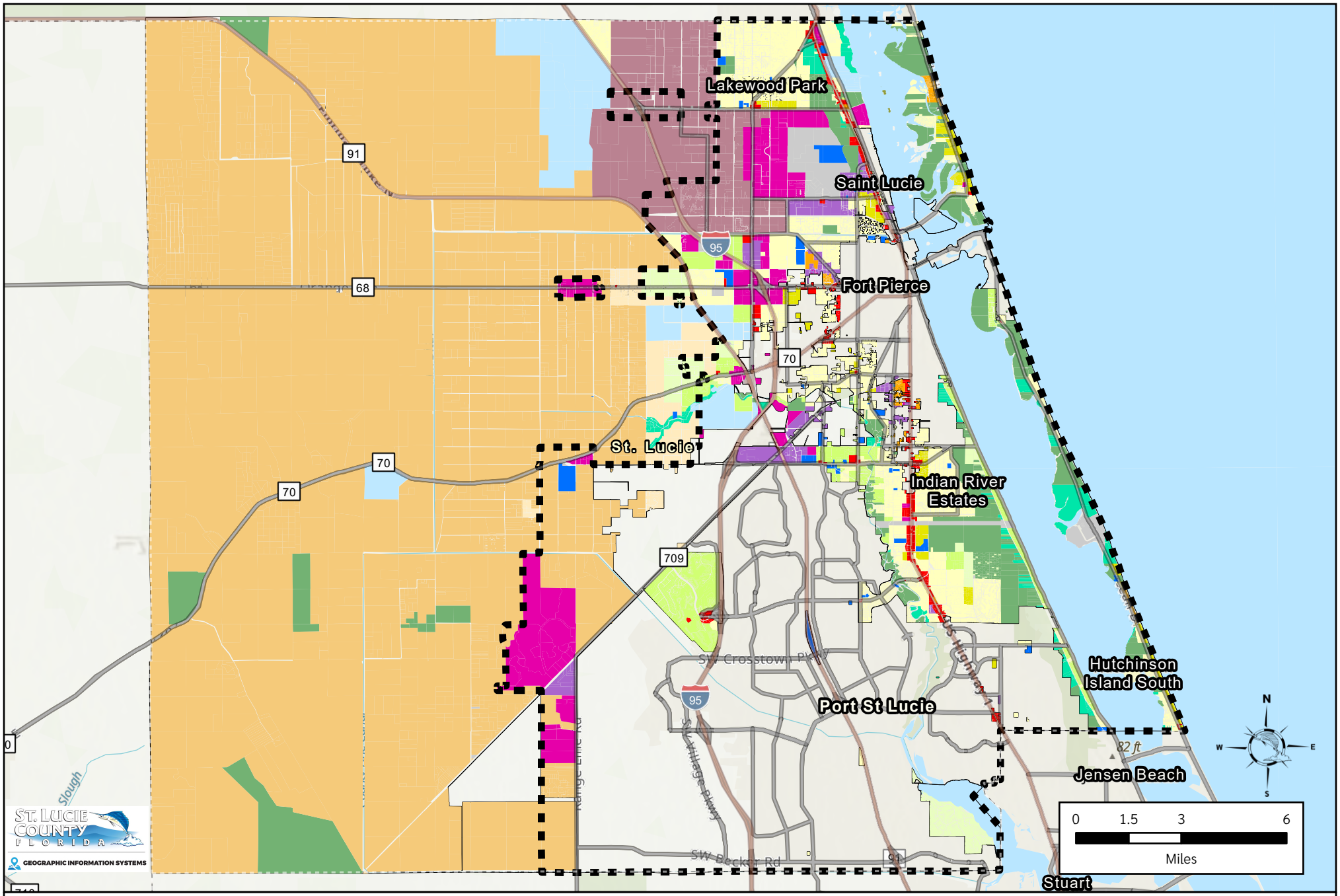
UPDATED MAP SERIES

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

UPDATED MAPS

TO BE

ADDED



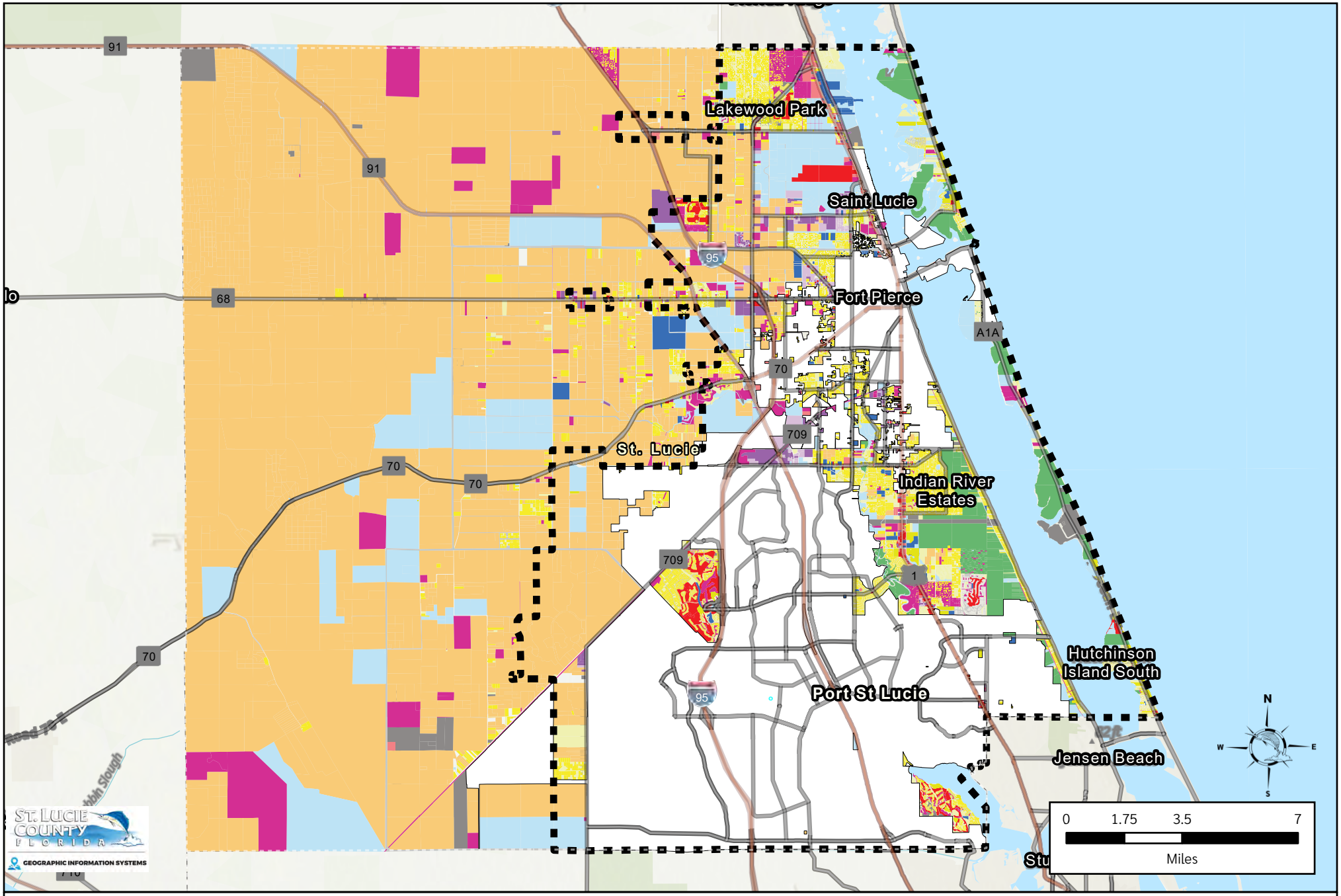
Map: FLU-1 2045 Future Land Use Map

Legend

- City Boundaries
- Urban Service Boundary

- AG-2.5, Agricultural, 1 du/2.5 ac
- AG-5, Agricultural, 1 du/ 5 ac
- COM, Commercial
- CPUB, Conservation Public
- P/F, Public Facilities
- H, Historic
- IND, Industrial
- MXD, Mixed Use
- R/C, Residential/ Conservation, 1 du/5 ac
- RE, Residential Estate, 1 du/ac
- RS, Residential Suburban, 2 du/ac
- RU, Residential Urban, 5 du/ac
- RM, Residential Medium, 9 du/ac
- RH, Residential High, 15 du/ac
- ROW, Right of Way
- SPIS, Spoil Island
- SUBM, Submerged
- SD, Special District
- TVC, Towns, Villages & Countryside
- T/U, Transportation/ Utilities

Map Prepared on 4/23/2026

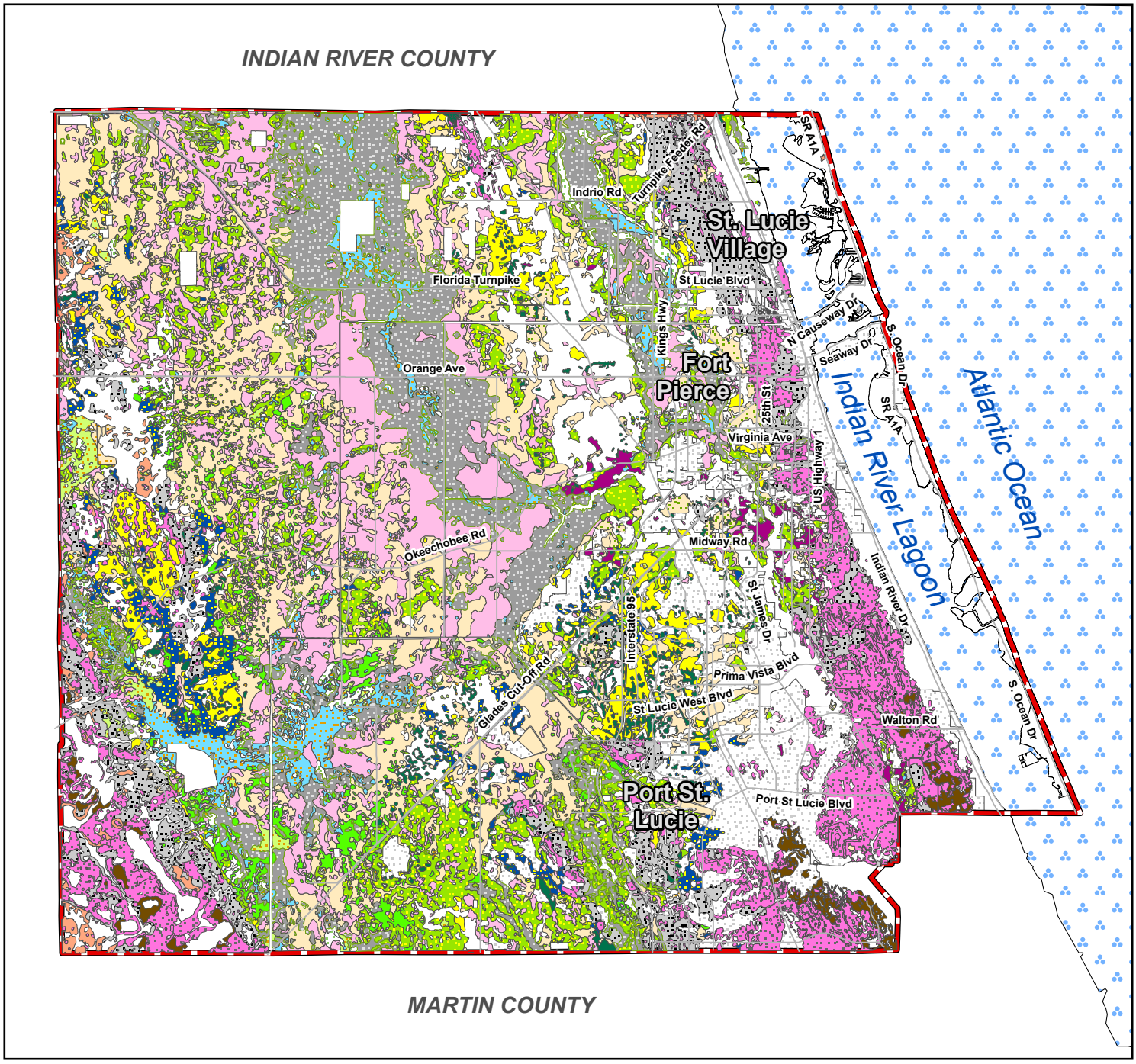


Legend

- Urban Service Boundary
- Municipal Boundaries
- Agricultural
- Commercial
- Vacant Commercial
- Conservation/Recreation
- Government
- Industrial
- Vacant Industrial
- Institutional
- Residential Multi Family
- Residential Single Family
- Vacant Residential
- Right of Way
- Utilities
- Other

Map: FLU-2 Existing Land Use Map

Map Prepared on 6/26/2025



St. Lucie County
2025 Comprehensive Plan
Soils Map

Map: FLU-3A

Legend

- County Boundary
- Municipalities
- ANCLOTE SAND
- CHOBEE LOAMY SAND
- EAUGALLIE FINE SAND
- FLORIDANA SAND
- HILOLO LOAMY SAND
- JUPITER FINE SAND
- LAWNWOOD AND MYAKKA SANDS
- MALABAR FINE SAND
- MYAKKA FINE SAND
- OLDSMAR SAND
- PEPPER AND EAUGALLIE SANDS
- PINEDA SAND
- POPLE SAND
- RIVERA SAND
- SALERNO AND PUNTA SANDS
- SUSANNA AND WAUCHULA SANDS
- TANTILE AND POMONA SANDS
- WABASSO SAND
- WAVELAND AND IMMOKOLEE FINE SANDS
- WINDER SAND

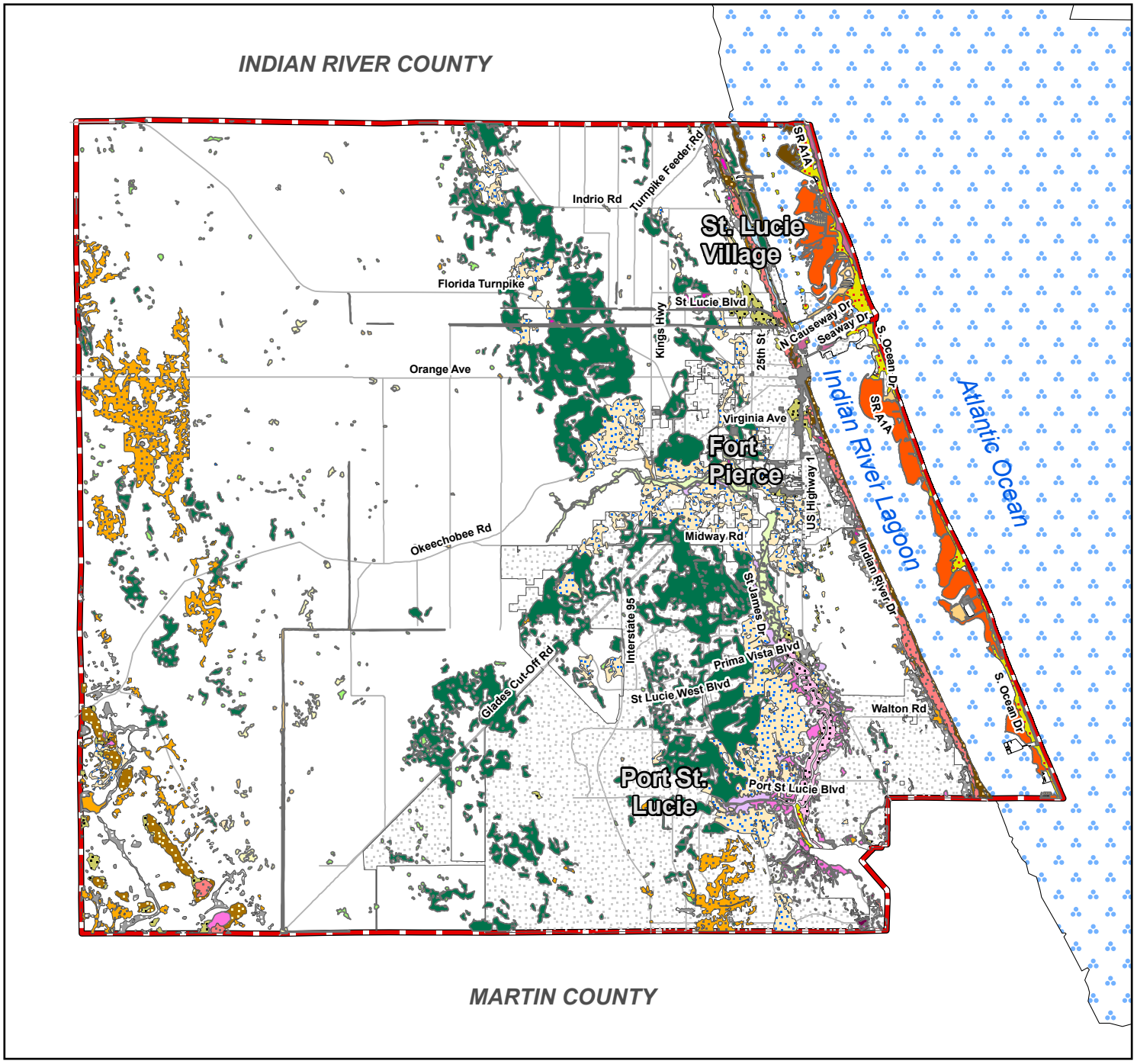
N
W E
S

Miles
0 1 2 4

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Print Date:
6/30/2025

Source: USDA-Natural Resource Conservation Service, SSURGO 2017



Map: FLU-3B

St. Lucie County 2025 Comprehensive Plan Soils Map

Miles
0 1.25 2.5 5

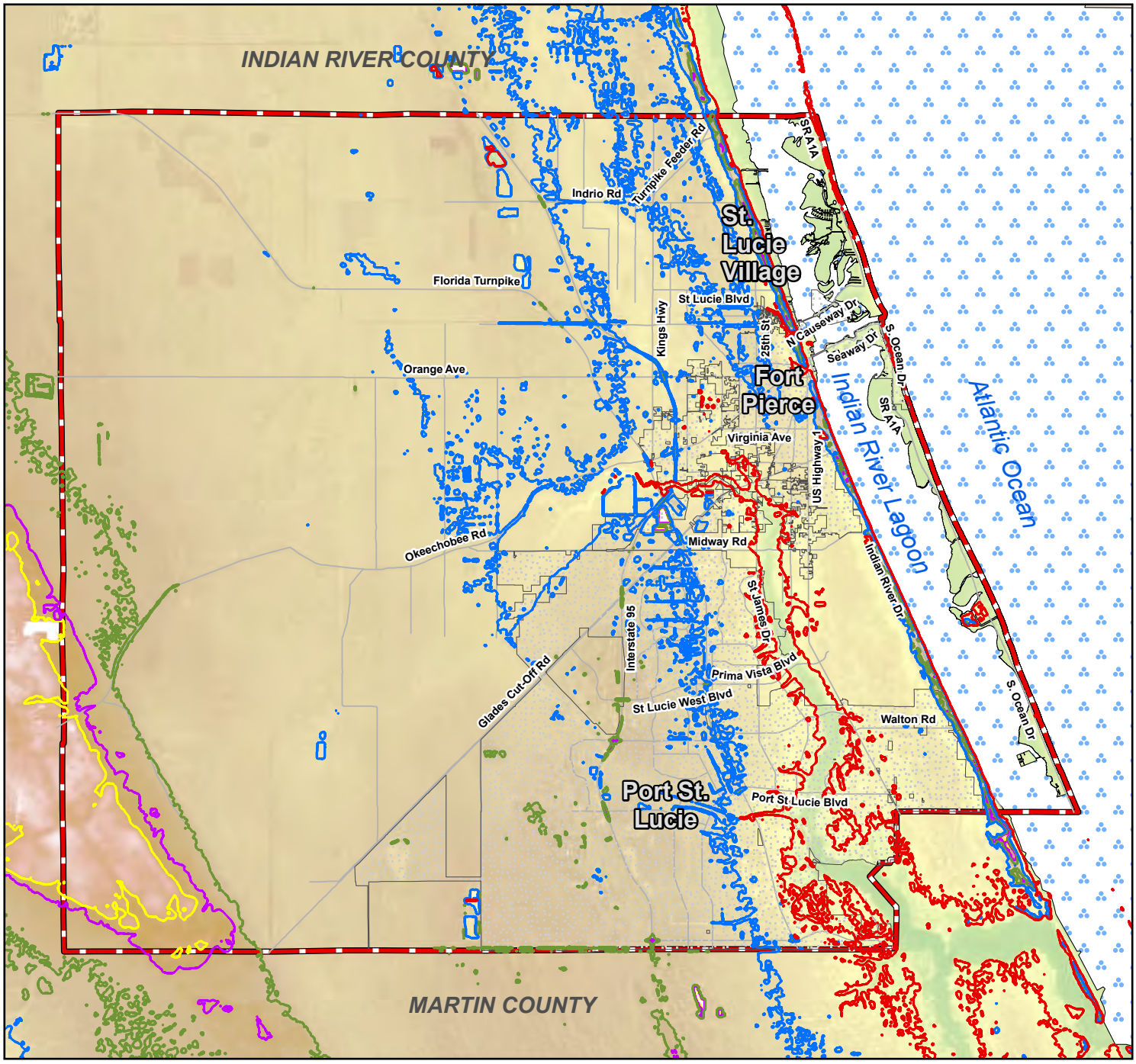
Legend

- County Boundary
- Municipalities
- ANKONA AND FARMTON SANDS
- ARCHBOLD SAND
- ARENTS
- ASTATULA SAND
- BASINGER SAND
- CANAVERAL FINE SAND
- CANOVA MUCK
- ELECTRA FINE SAND
- FLUVAQUENTS
- HALLANDALE SAND
- HOBE SAND
- HONTOON MUCK
- JOHNATHAN SAND
- KALIGA MUCK
- KESSON
- MANATEE LOAMY FINE SAND
- MCKEE SANDY CLAY LOAM
- NETTLES AND OLDSMAR SANDS
- OKEELANTA MUCK
- PALM BEACH SAND
- PAOLA SAND
- PENDARVIS AND POMELLO SANDS
- PITS
- QUARTZIPSAMMENTS
- SAMSULA MUCK
- SATELLITE SAND
- ST. JOHNS FINE SAND
- ST. LUCIE SAND
- TERRA CEIA MUCK
- URBAN LAND
- VALKARIA FINE SAND

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Print Date:
6/30/2025

Source: USDA-Natural Resource Conservation Service, SSURGO 2017



St. Lucie County
2025 Comprehensive Plan
Topography Map

Map: FLU-4

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Legend

- County Boundary
- Municipalities

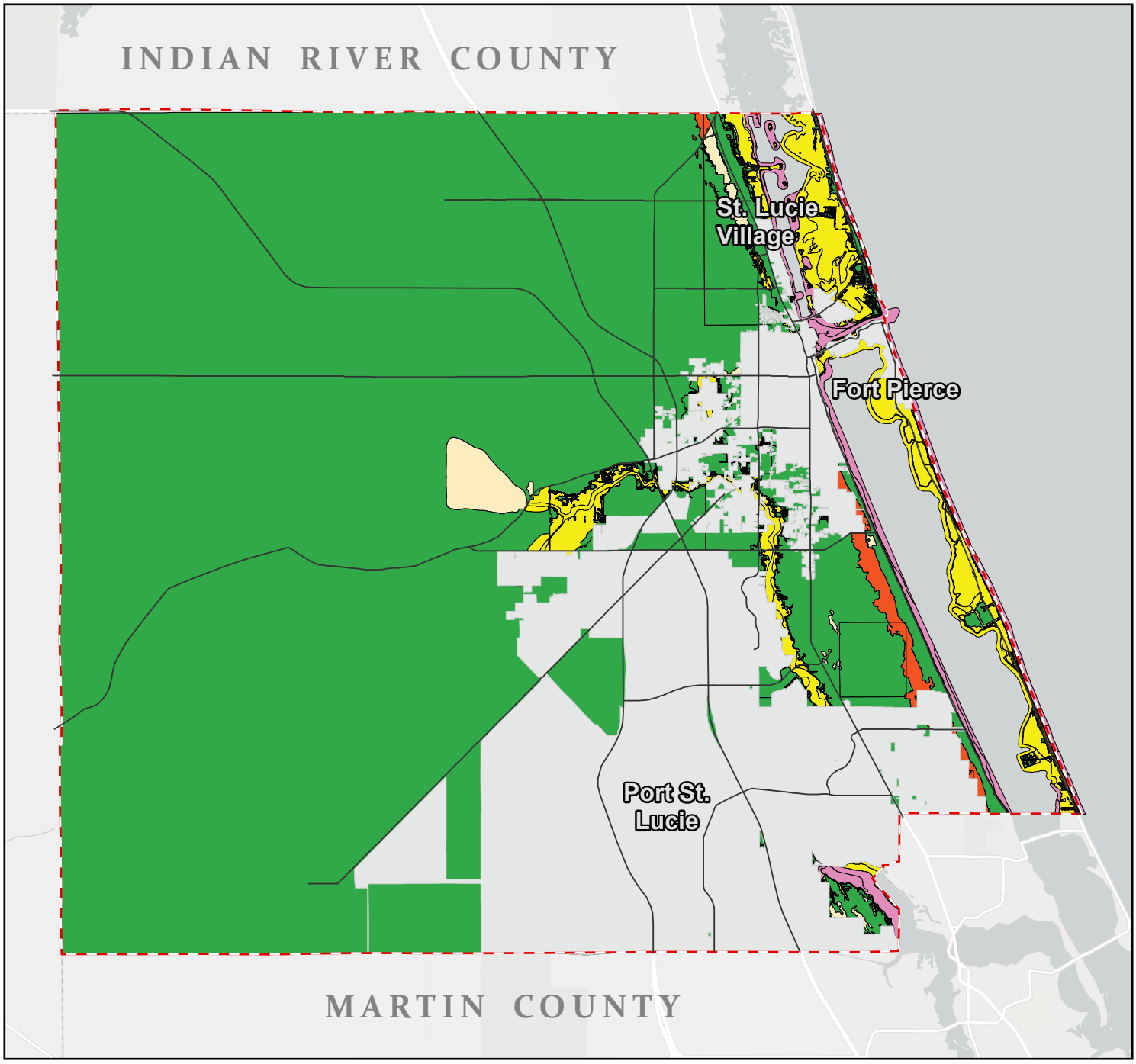
Contour

- 10 ft
- 20 ft
- 30 ft
- 40 ft
- 50 ft

N
W E
S

0 1.25 2.5 5 Miles

Print Date: 6/30/2025
Source: South Florida Water Management District Digital Elevation Model



St. Lucie County
2025 Comprehensive Plan
Flood Zones

Map: FLU-5

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

- County Boundary
- Municipalities
- Major Roads

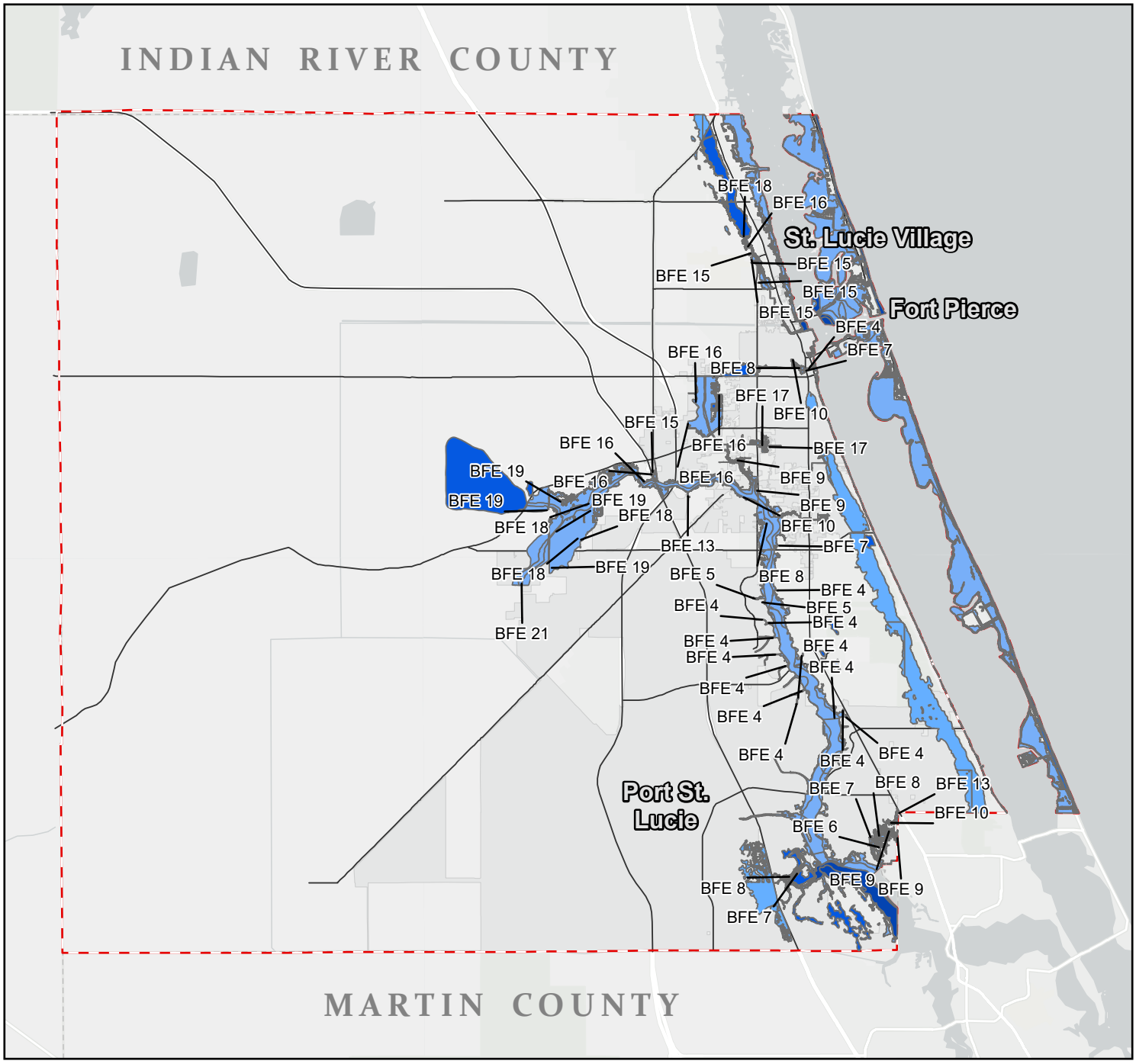
Flood Zones

- A
- AE
- AH
- AO
- VE
- X

N
W E
S

0 1.25 2.5 5 Miles

Print Date: 6/25/2025



St. Lucie County
2025 Comprehensive Plan
Flood Zones Map

Map: FLU-5a

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

County Boundary

Flood Hazard Areas

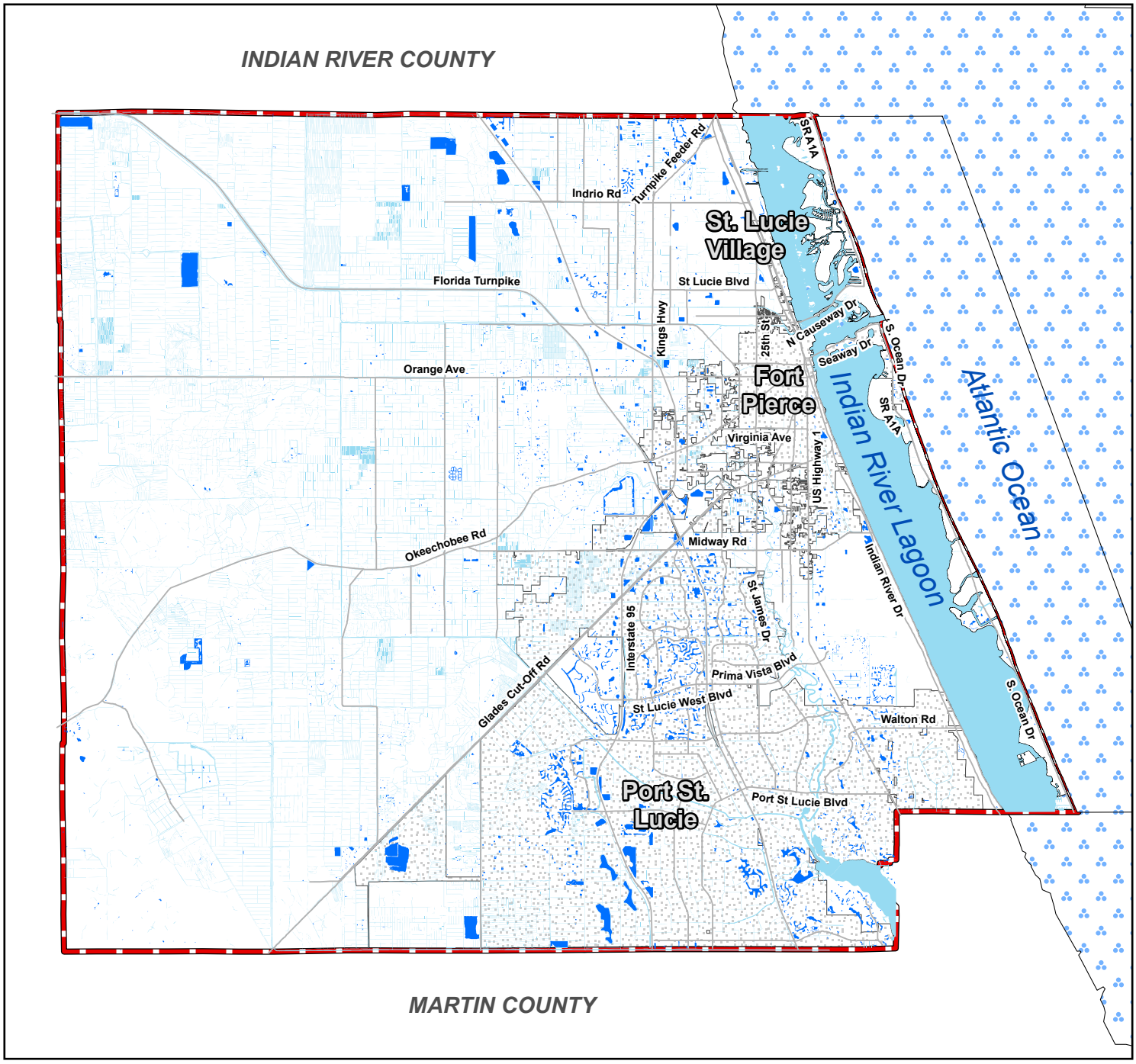
- A
- AE
- AH
- AO
- VE

N
W
E
S

0 1.25 2.5 5 Miles

Print Date: 6/25/2025

Source: Federal Emergency Management Agency



Map: FLU-6

St. Lucie County
2025 Comprehensive Plan
Water Bodies Map

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Legend

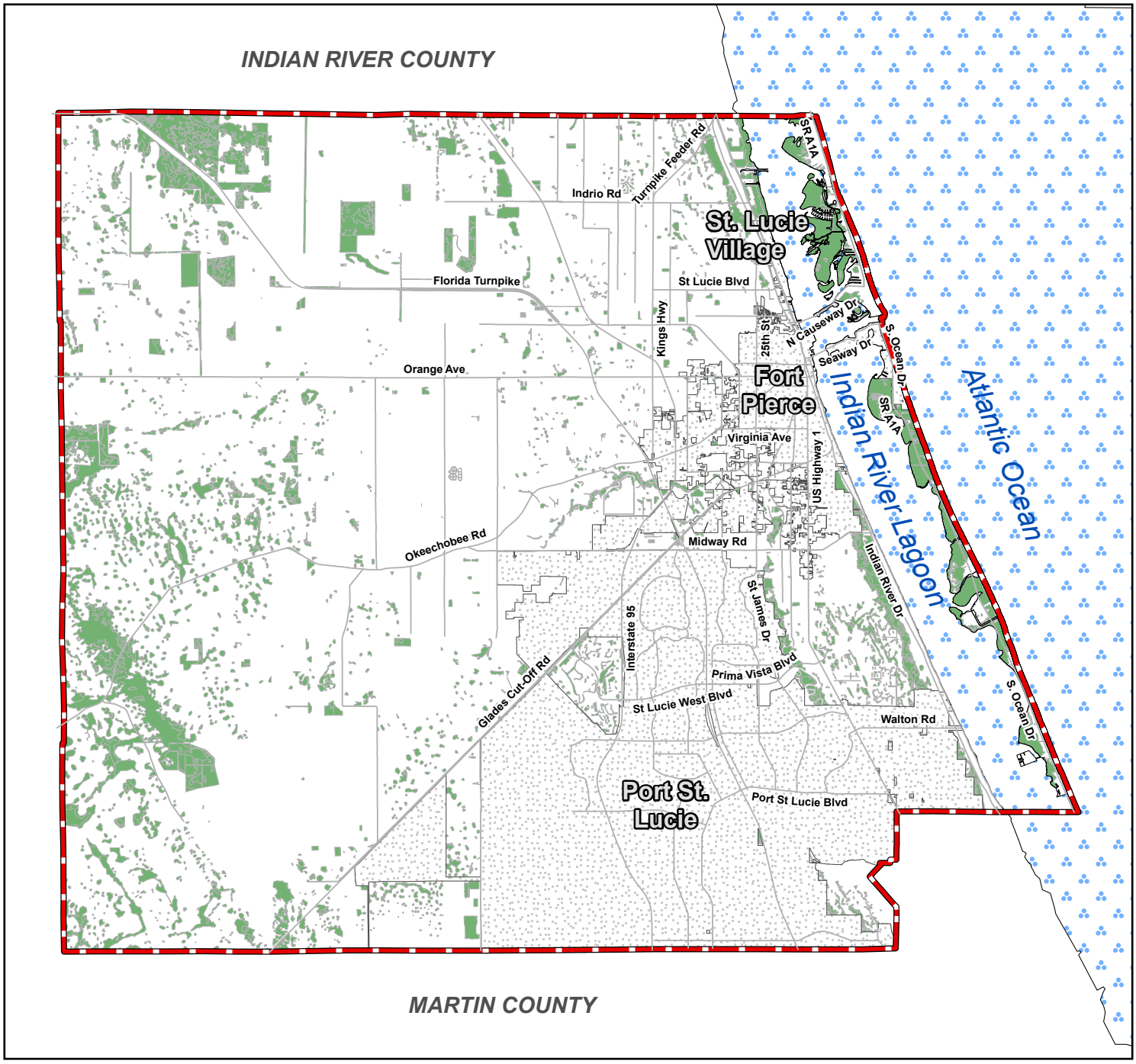
- County Boundary
- Municipalities
- Canals, Creeks, & Rivers
- Lakes
- Ocean

N
W E
S

0 1.25 2.5 5 Miles

Print Date: 6/26/2025

Source: St. Lucie County



Map: FLU-7

St. Lucie County
2025 Comprehensive Plan
Wetlands Map

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Legend

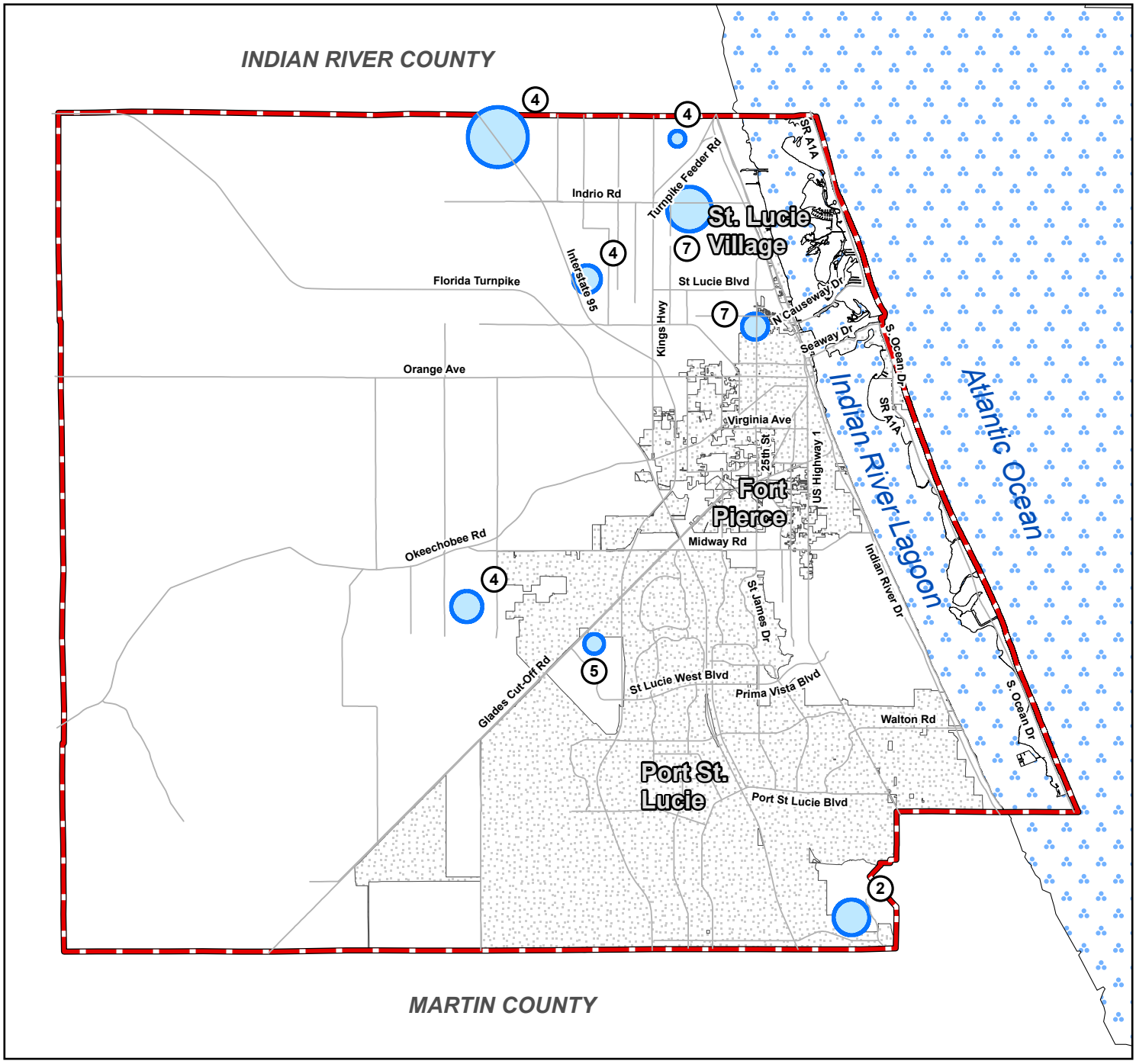
- County Boundary
- Municipalities
- Wetlands

N
W E
S

0 1.25 2.5 5 Miles

Print Date: 6/26/2025

Source: St. Lucie County



Map: FLU-8

St. Lucie County
2025 Comprehensive Plan
Wellfields Map

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Print Date: 4/24/2026

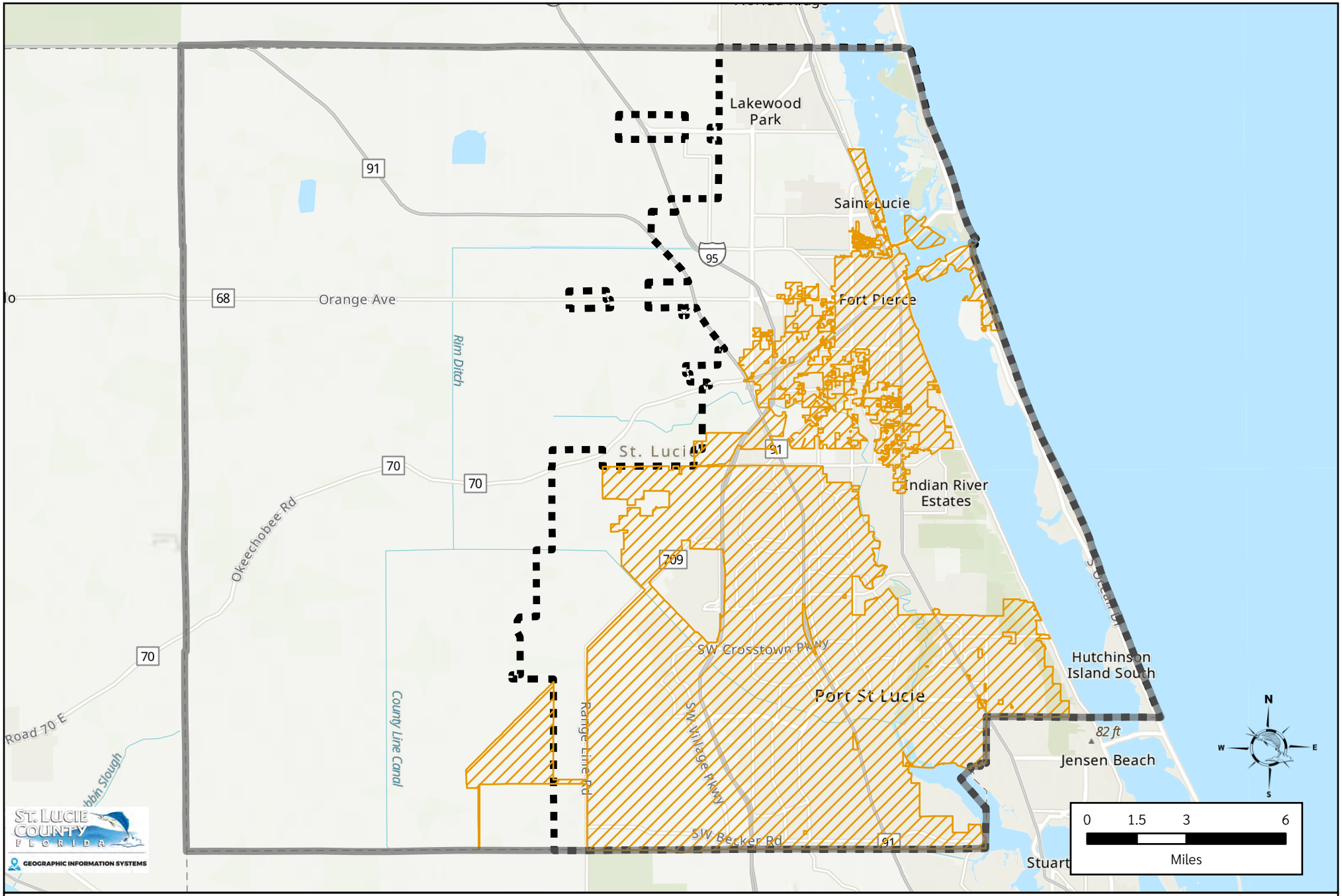
Source: St. Lucie County

Legend

- County Boundary
- Municipalities
- Wellfield Area
- Well Count

N W E S

0 1.25 2.5 5 Miles

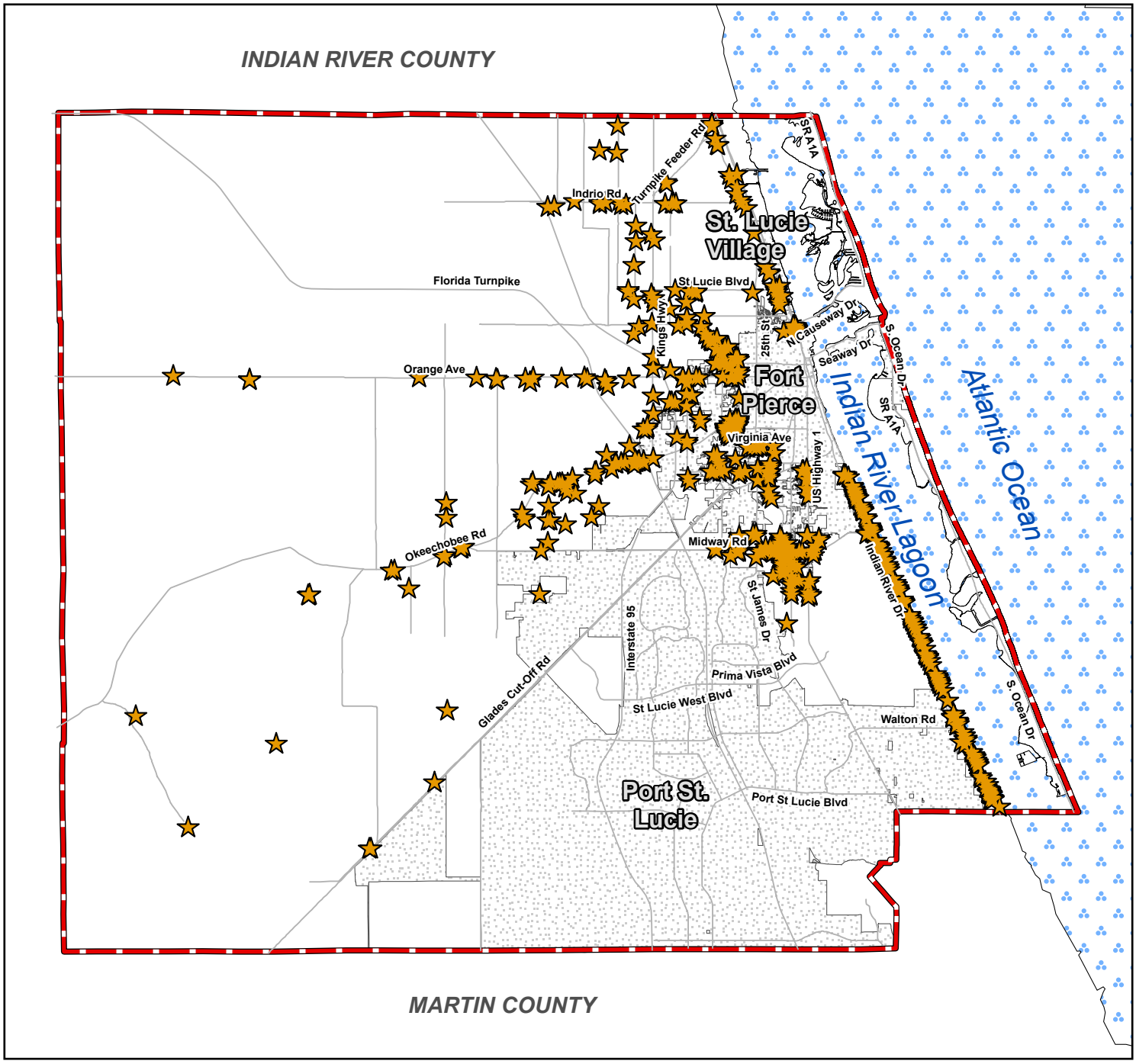


Map: FLU-9 Urban Service Boundary Map

Legend

- Urban Service Boundary
- City Boundaries
- County Boundary

Map Prepared on 6/30/2025



Map: FLU-10

St. Lucie County
2025 Comprehensive Plan
Historic Structures Map
Potential Local Designation

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Print Date: 6/23/2025

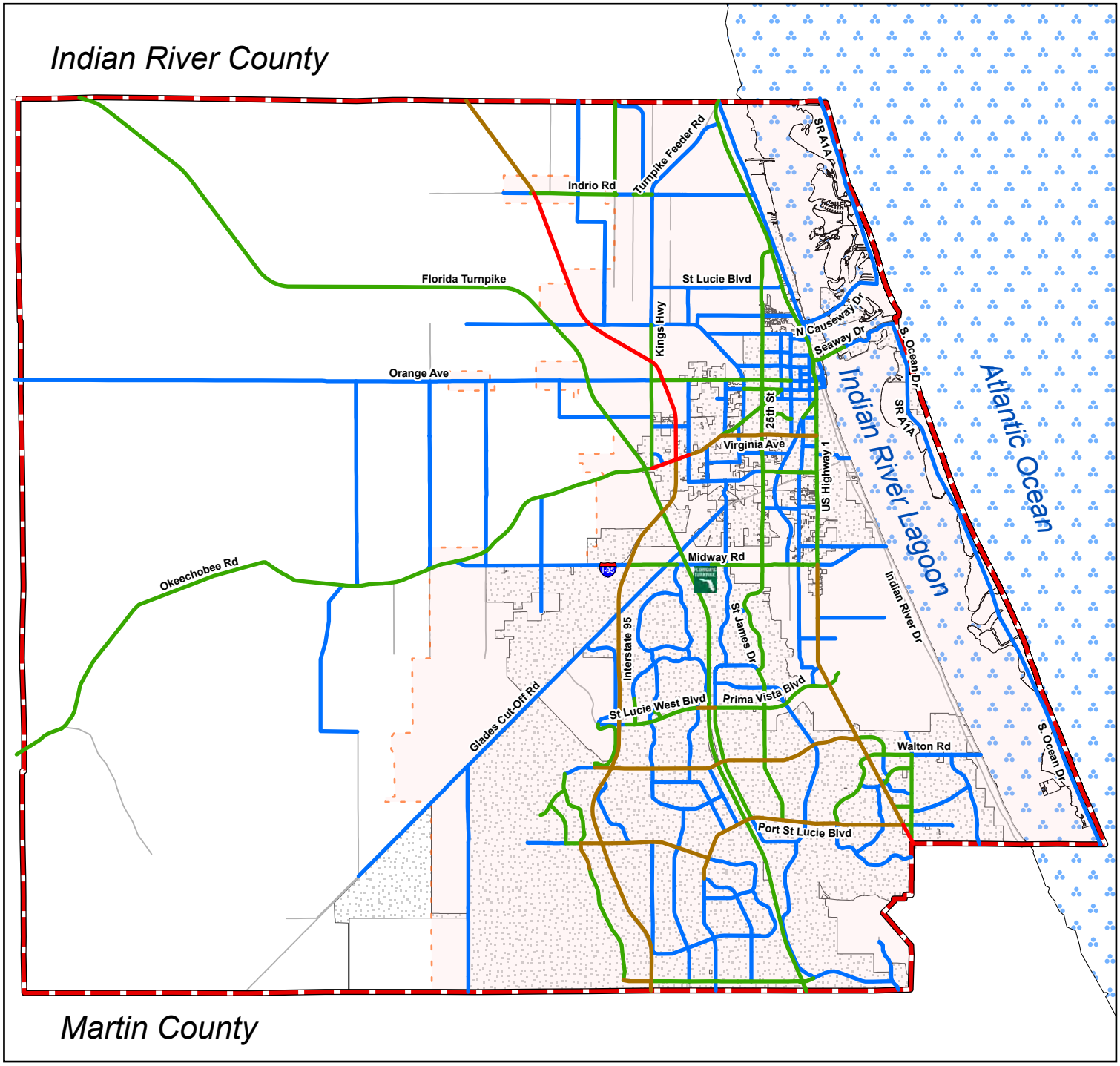
Source: St. Lucie County

Legend

- County Boundary
- Municipalities
- Historic Structures

N
W E
S

Miles
0 1.25 2.5 5



St. Lucie County
Comprehensive Plan
Existing Number of Lanes Map

Map: TRN-1

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Legend

Number of Lanes

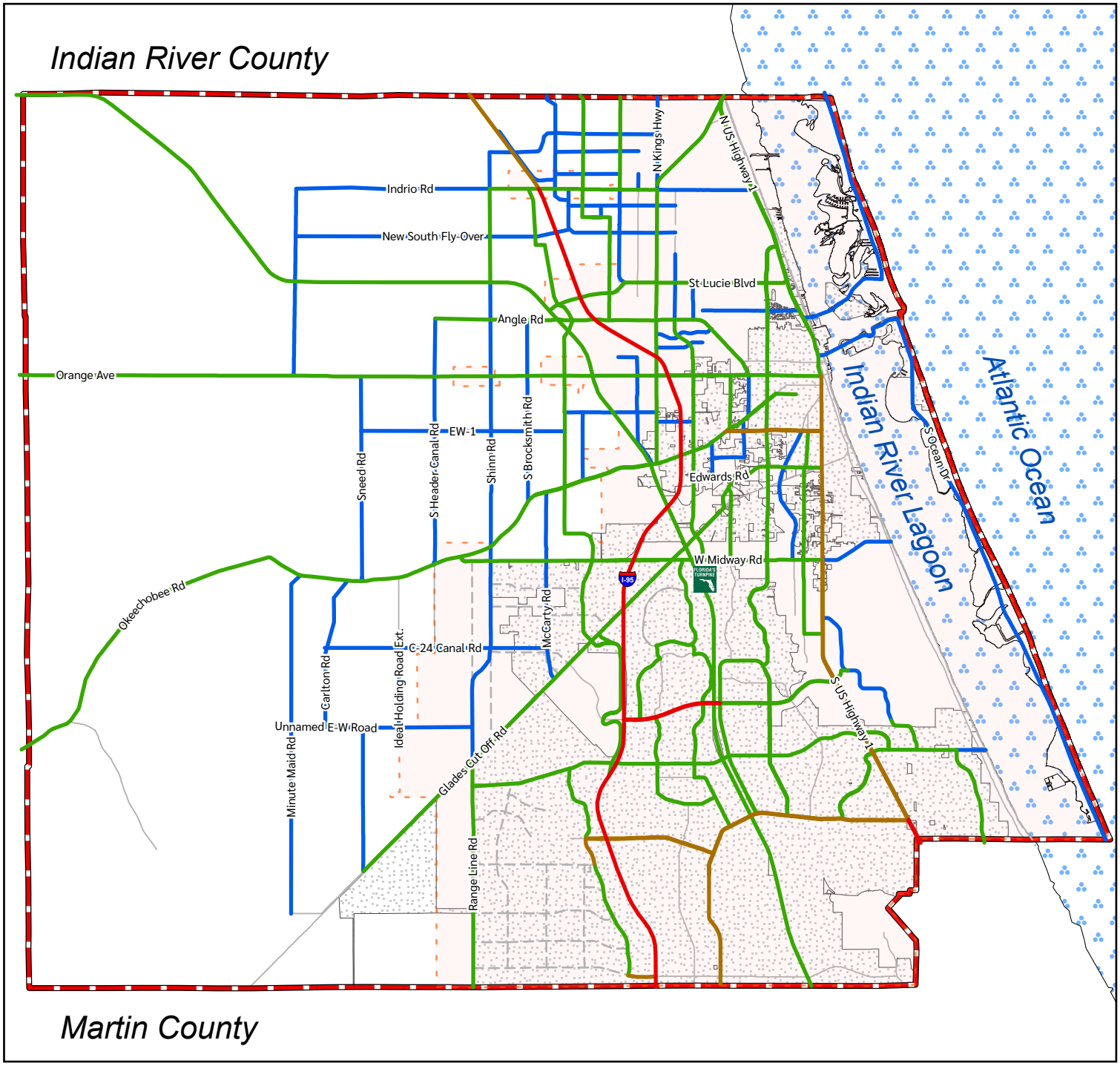
- 2
- 4
- 6
- 8

- County Boundary
- Urban Service Boundary
- Municipalities

N
W E
S

0 1.25 2.5 Miles

Revised Date: 7/2/2025
Print Date: 7/2/2025
Source: St. Lucie County & TPO



St. Lucie County
Comprehensive Plan
Future Number of Lanes Map (2045)

Map: TRN-2

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

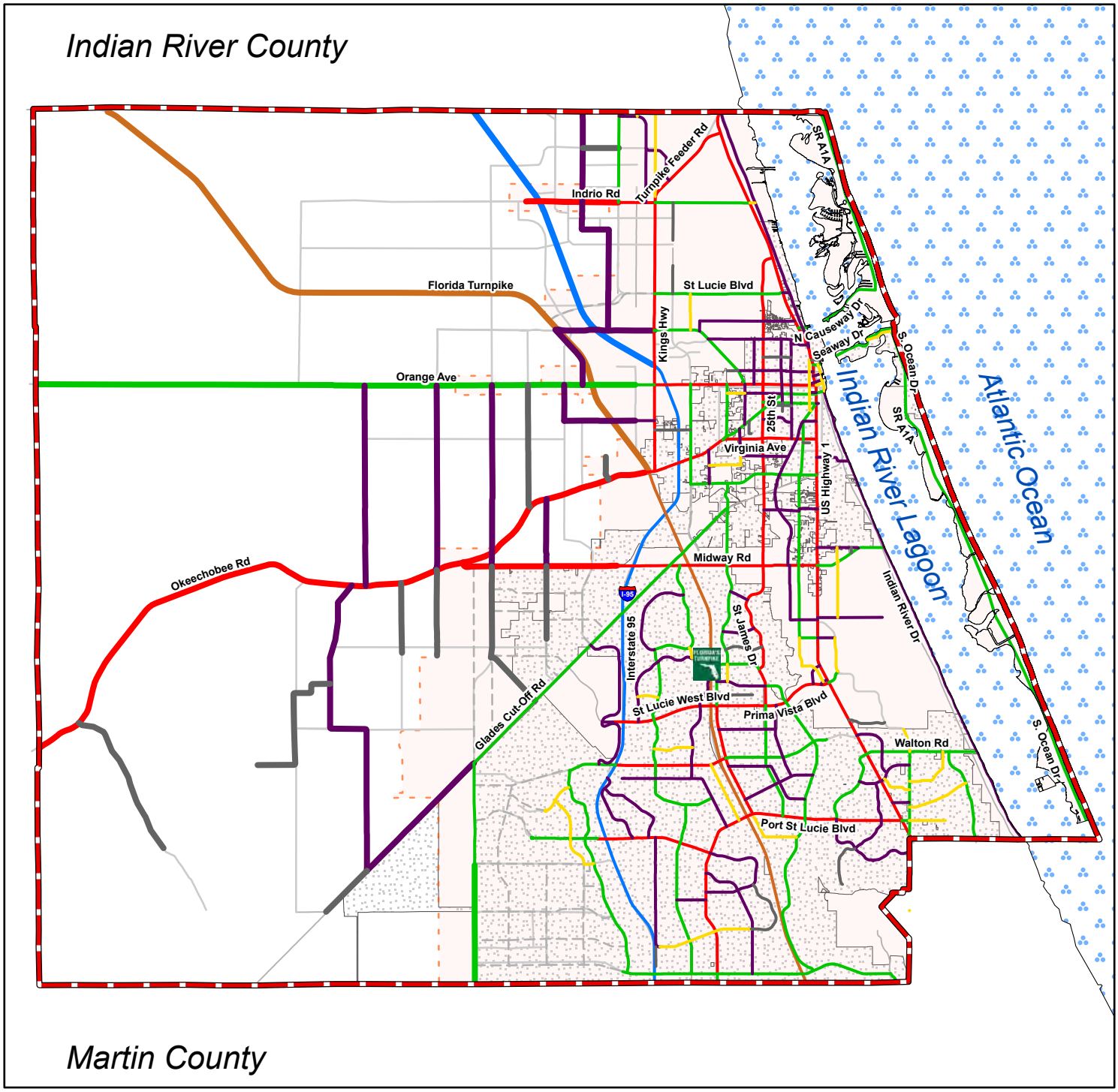
Legend

- 2
- 4
- 6
- 8
- TPO LRTP Roads
- County Boundary
- Urban Service Boundary
- Municipalities

N
W E
S

0 1.25 2.5 Miles

Revised Date: 8/6/2025
Print Date: 5/1/2026
Source: St. Lucie County & TPO



St. Lucie County
Comprehensive Plan
Existing & Future
Functional Classification Map (2045)

Map: TRN-3

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

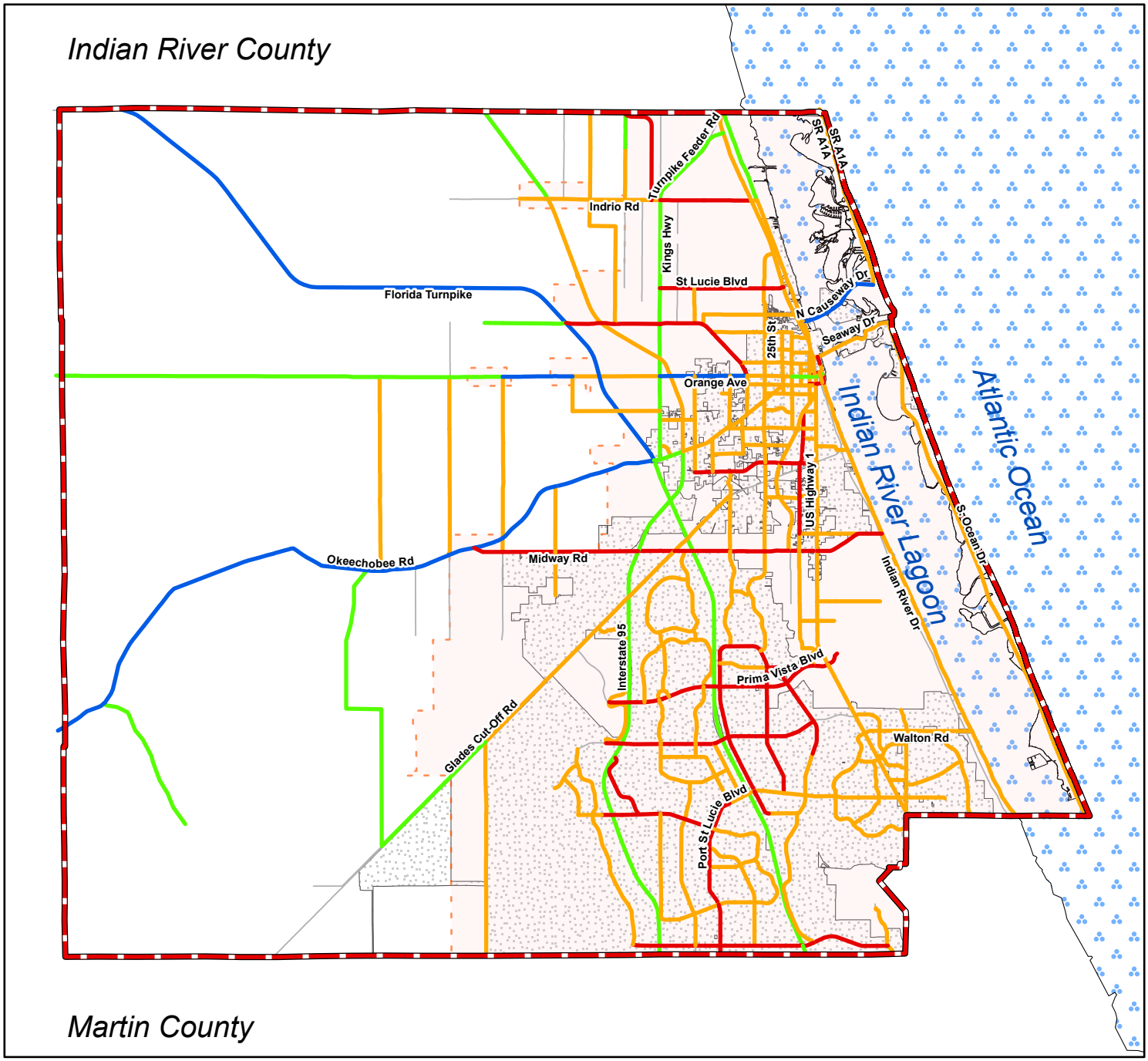
Print Date: 7/2/2025
Source: St. Lucie County & FDOT

Legend

- 01 - Principal Arterial-Interstate RURAL
- 02 - Principal Arterial-Expressway RURAL
- 04 - Principal Arterial-Other RURAL
- 06 - Minor Arterial RURAL
- 07 - Major Collector RURAL
- 09 - Local RURAL
- 11 - Principal Arterial-Interstate URBAN
- 12 - Principal Arterial-Freeway and Expressway URBAN
- 14 - Principal Arterial-Other URBAN
- 16 - Minor Arterial URBAN
- 17 - Major Collector URBAN
- 18 - Minor Collector (Fed Aid) URBAN
- 19 - Local URBAN
- County Boundary
- Municipalities
- Urban Service Boundary
- TPO LRTP Roads
- Undefined Roads

N
W E
S

0 1.25 2.5 Miles



St. Lucie County Comprehensive Plan Existing Level of Service Map

Map: TRN-4

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Legend

Level of Service

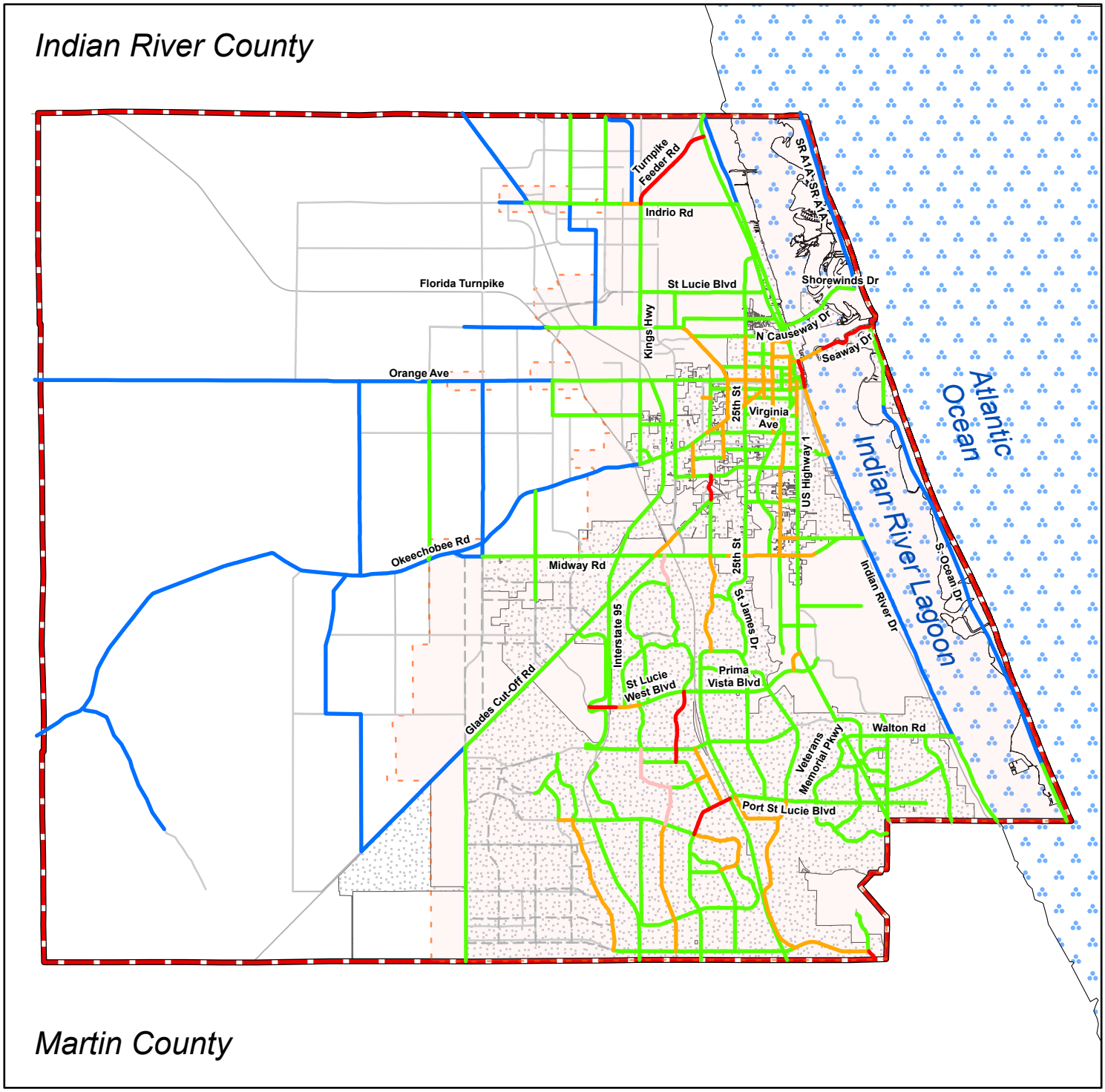
- B
- C
- D
- E

- County Boundary
- Municipalities
- Urban Service Boundary

N
W E
S

0 1.25 2.5 Miles

Revised Date: 7/2/2025
Print Date: 7/2/2025
Source: St. Lucie County & TPO



Map: TRN-5

St. Lucie County Comprehensive Plan Future Level of Service Map (2045)

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

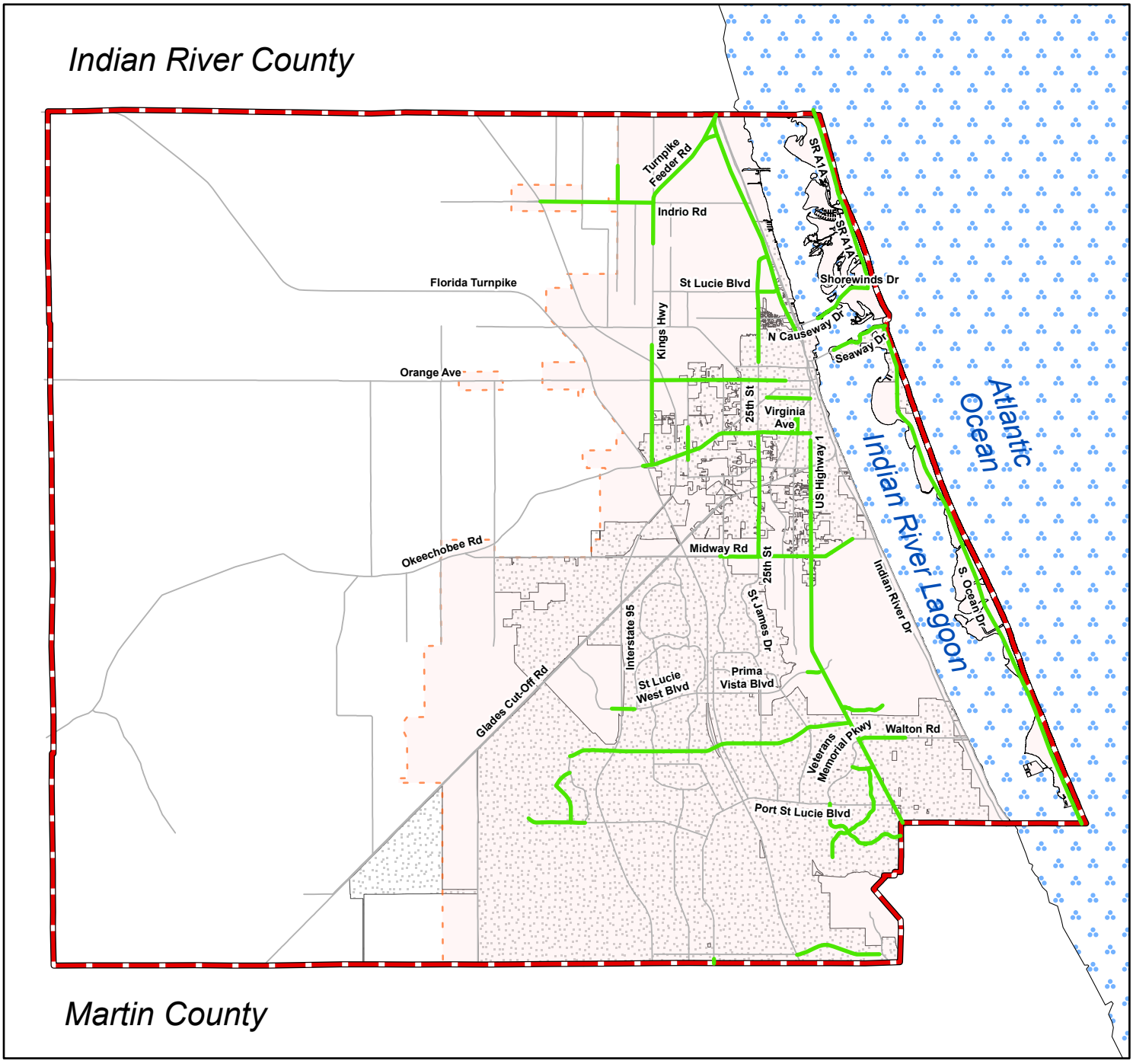
Legend

- B
- C
- D
- E
- F
- County Boundary
- Municipalities
- Urban Service Boundary
- TPO LRTP Roads
- Undefined Roads

N
W E
S

Miles
0 1.25 2.5

Revised Date: 7/2/2025
Print Date: 7/2/2025
Source: FDOT District IV and St. Lucie County



Map: TRN-6

St. Lucie County Comprehensive Plan Existing Bike Lanes Map

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

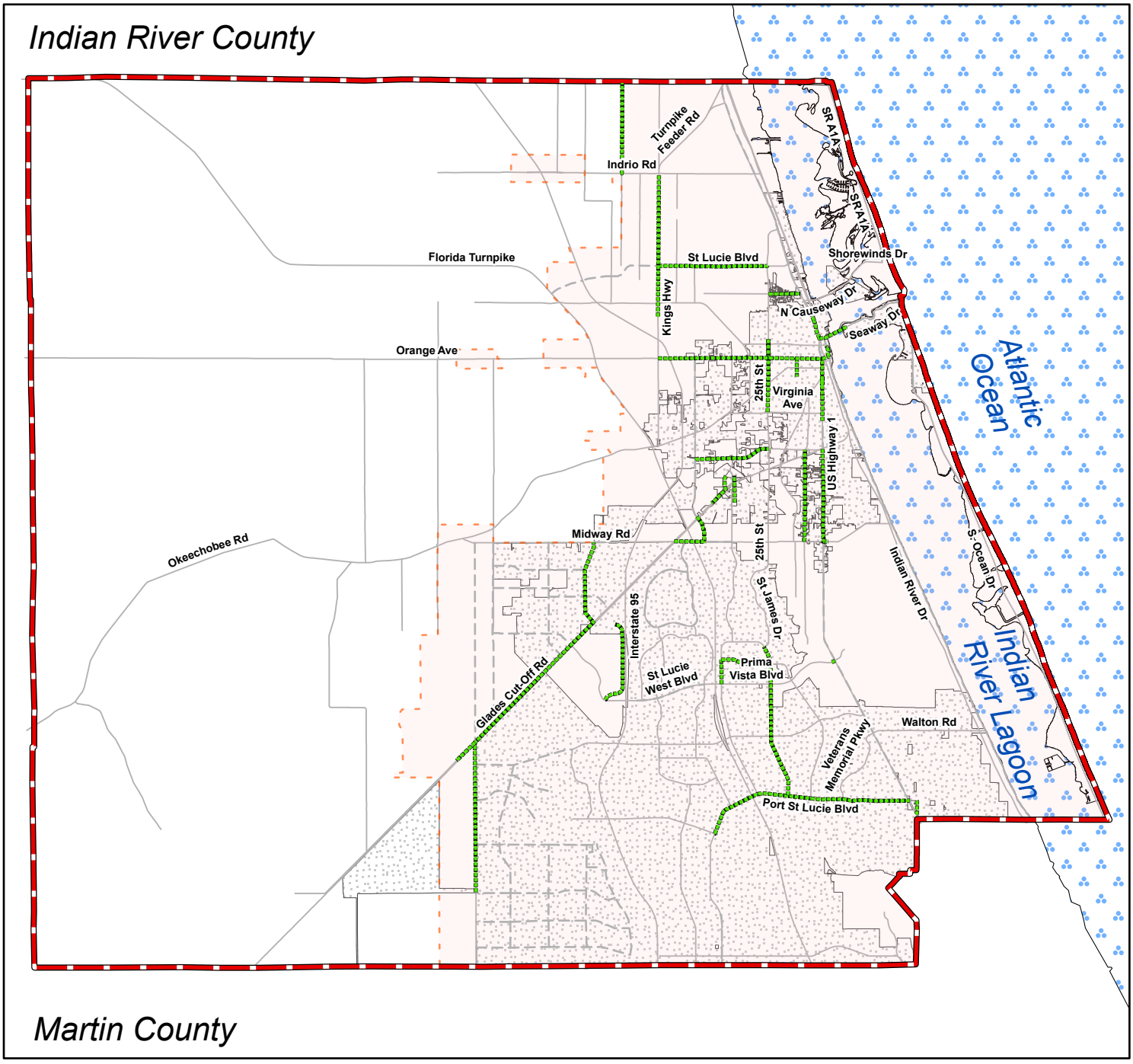
N
W E
S

Legend

- Existing Bike Lane
- County Boundary
- Municipalities
- Urban Service Boundary

0 2.5 5 Miles

Revised Date: 7/2/2025
Print Date: 7/2/2025
Source: St. Lucie County & TPO



St. Lucie County Comprehensive Plan Future Bike Lanes Map (2045)

Map: TRN-7

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

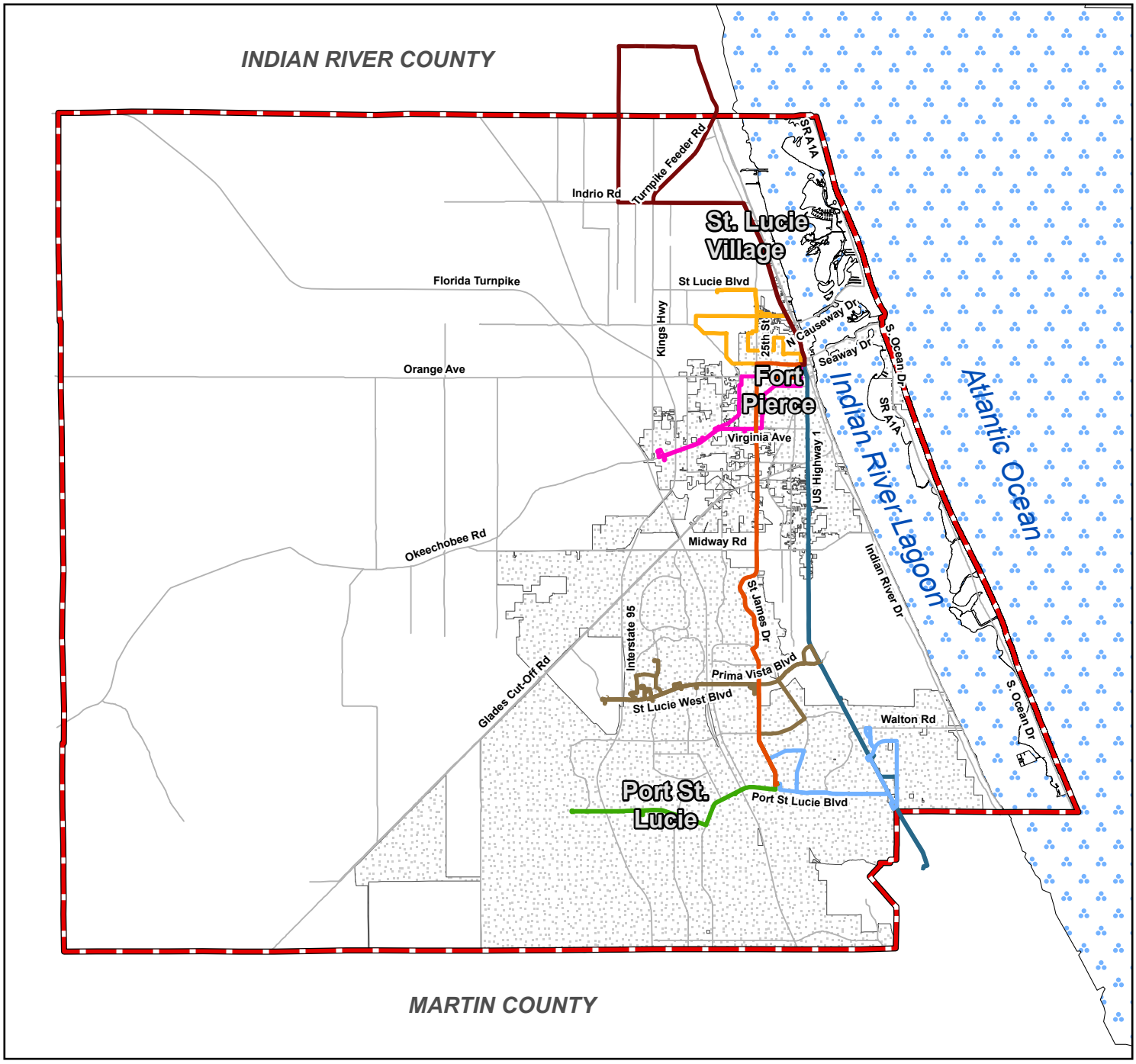
Legend

- FutureBicycleFacilities
- County Boundary
- Municipalities
- Urban Service Boundary
- TPO LRTP Roads

N
W E
S

0 1.25 2.5 Miles

Print Date: 7/2/2025
Source: St. Lucie County & TPO



St. Lucie County
2025 Comprehensive Plan
Existing Transit Map

Map: TRN-8

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Print Date: 7/1/2025

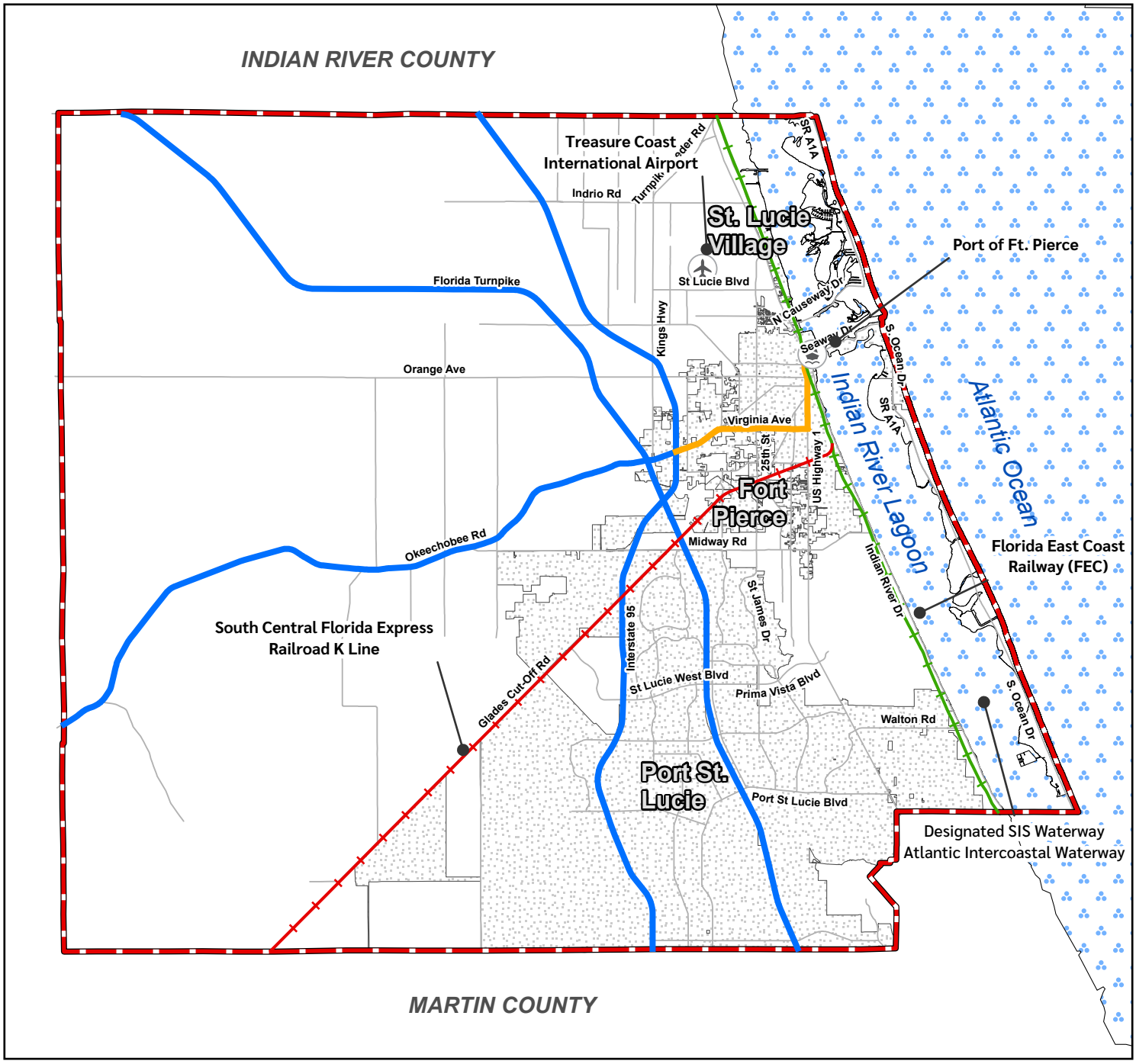
Source: St. Lucie County

Legend

- County Boundary
- Municipalities
- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8

N
W
E
S

0 1.25 2.5 5 Miles



St. Lucie County
2025 Comprehensive Plan
Existing and Future (2045)
Transportation System Map

Map: TRN-9

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Print Date: 4/23/2026

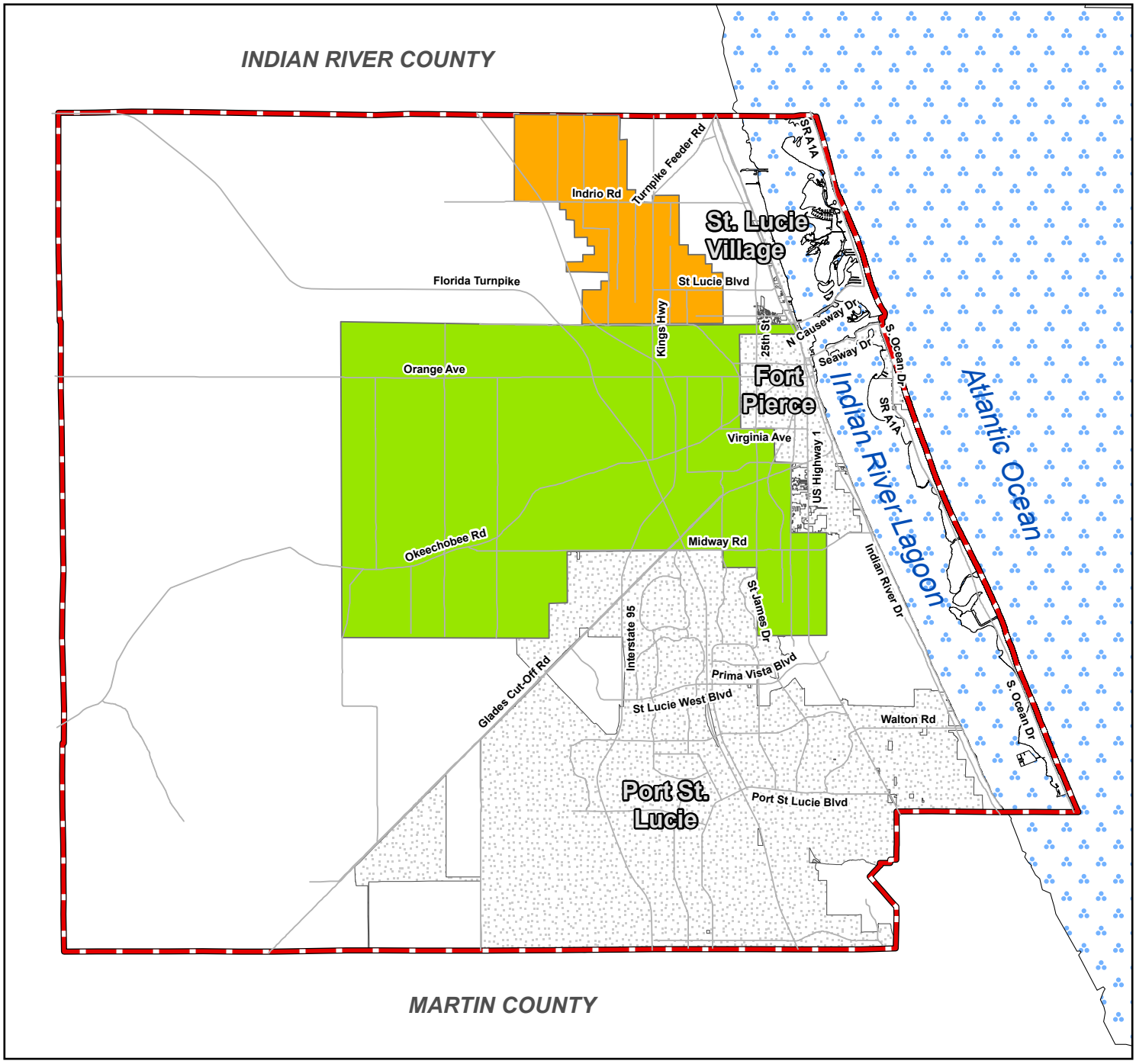
Source: St. Lucie County & Florida Department of Transportation

Legend

- County Boundary
- Municipalities
- Existing SIS Highway Corridor
- SIS Srategic Growth Highway Connector (Future)
- Existing SIS Corridor Rail
- SIS Strategic Growth Corridor Rail (Future)

N W E S

0 1.25 2.5 5 Miles



Map: INF-1

St. Lucie County
2025 Comprehensive Plan
Drainage Districts Map

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Legend

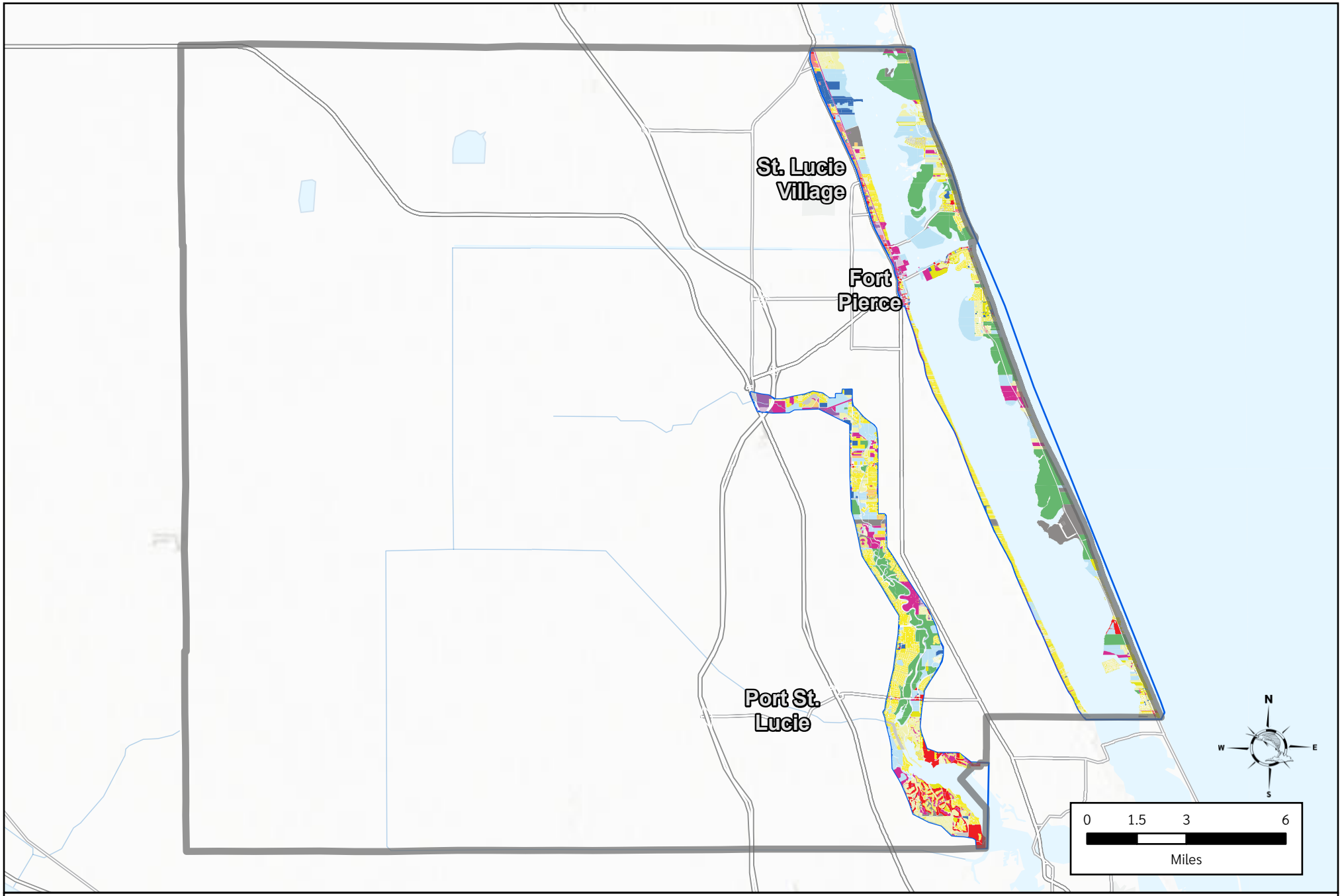
- County Boundary
- Municipalities
- Fort Pierce Farms WCD
- North St. Lucie River WCD

N
W
E
S

0 1.25 2.5 5 Miles

Print Date: 6/23/2025

Source: St. Lucie County



Map: CST-1 Coastal Planning Area Map

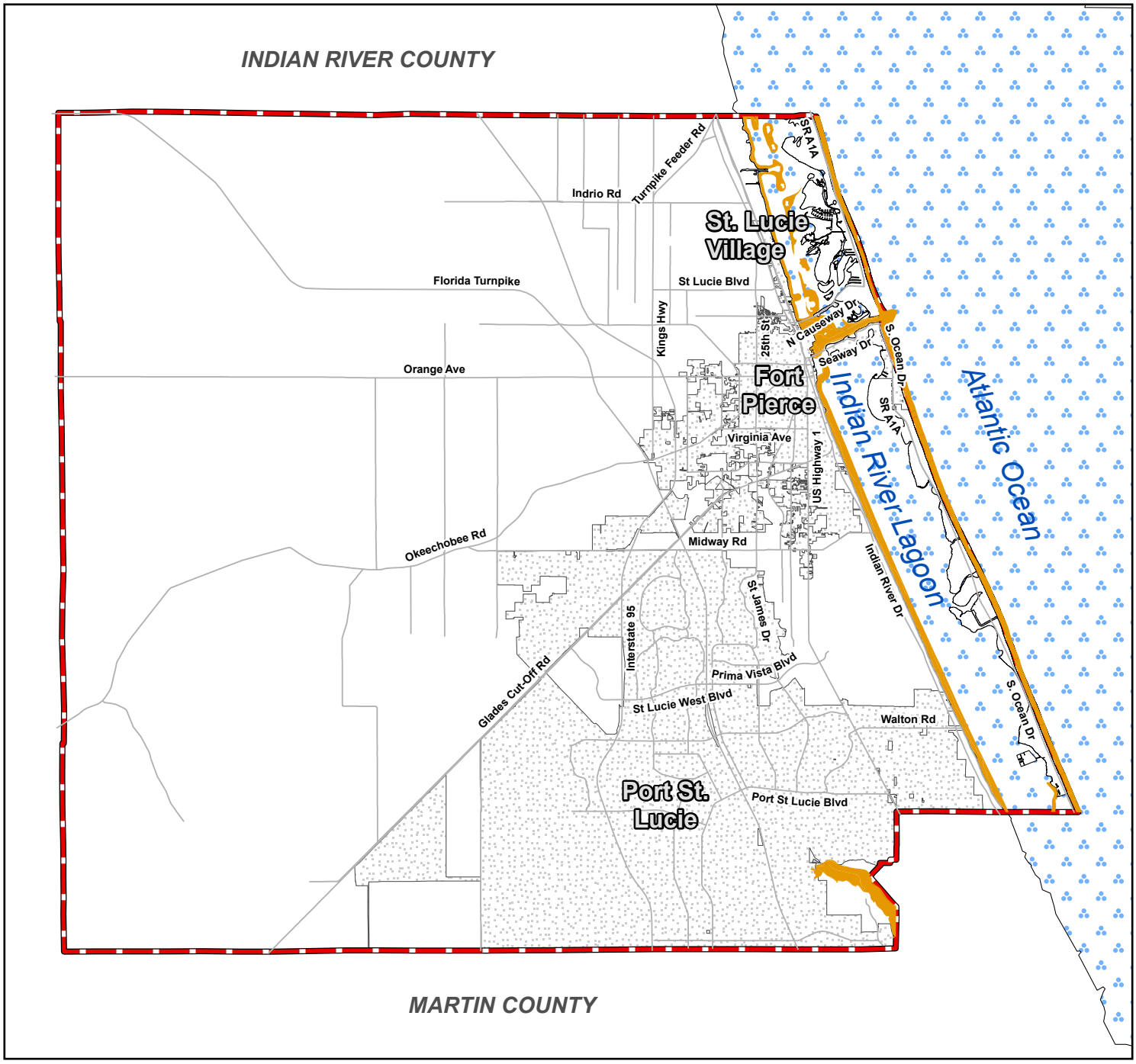
Coastal Planning Area

Land Use

- Agricultural
- Commercial
- Vacant Commercial
- Conservation/Recreation
- Government
- Industrial
- Vacant Industrial
- Institutional
- Residential Multi Family
- Residential Single Family
- Vacant Residential
- Right of Way
- Utilities
- Other

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Map Prepared on 7/2/2025



Map: CST-2

St. Lucie County
2025 Comprehensive Plan
Coastal High Hazard Area Map

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Legend

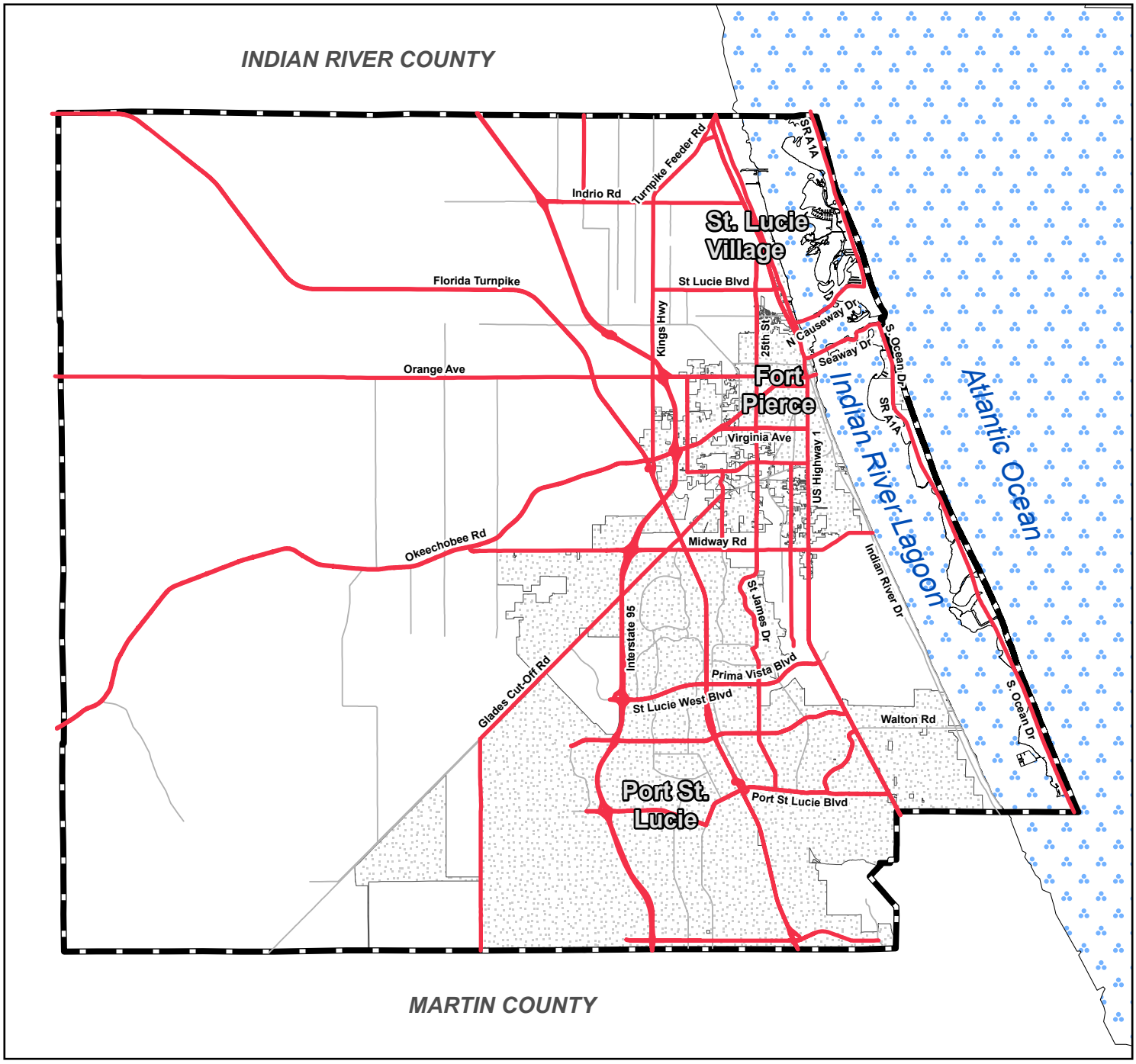
- County Boundary
- Municipalities
- Coastal High Hazard Areas

N
W E
S

0 1.25 2.5 5 Miles

Print Date: 6/26/2025

Source: St. Lucie County, FEMA



Map: CST-3

St Lucie County
2025 Comprehensive Plan
Evacuation Routes Map

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

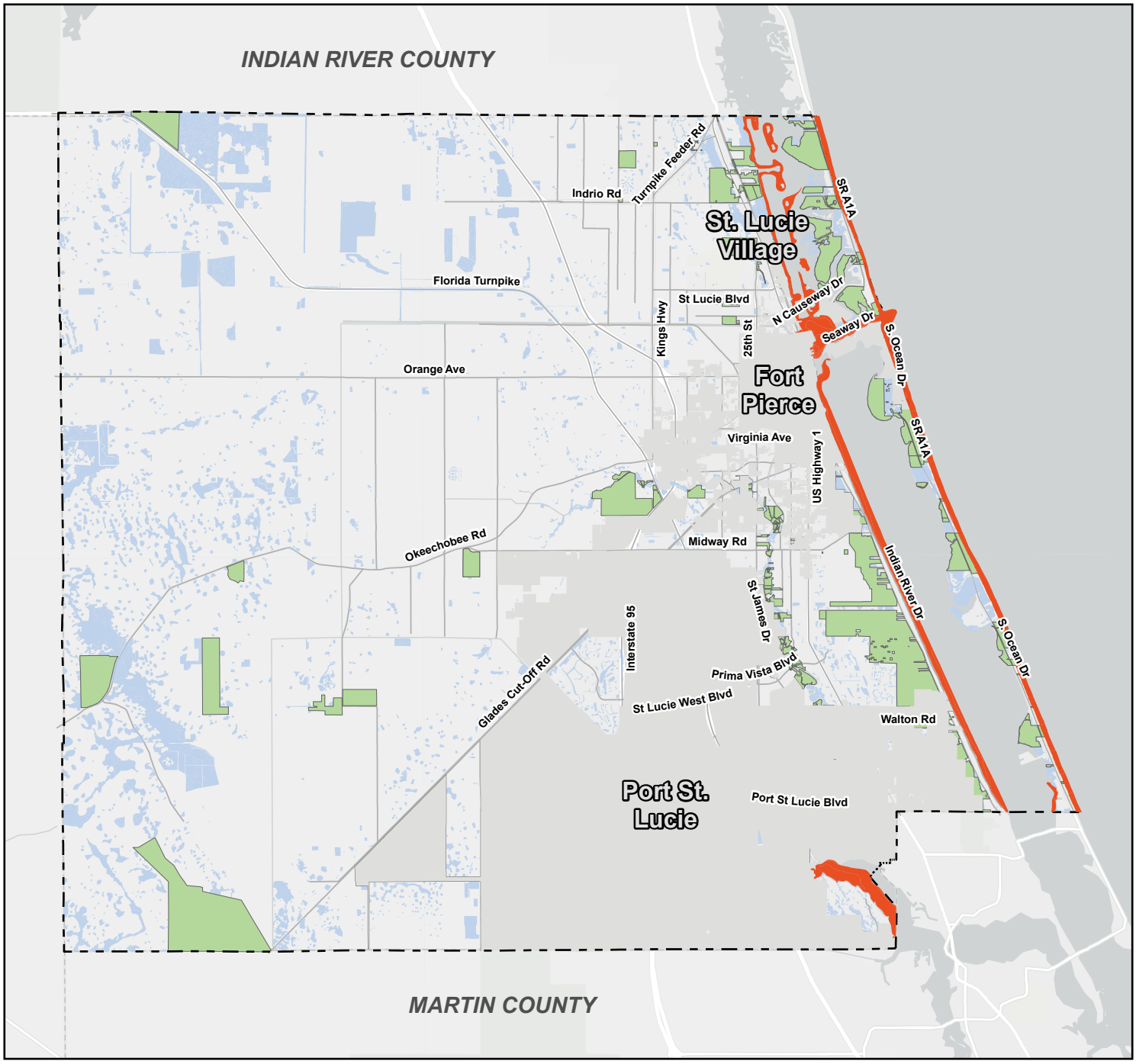
Legend

- County Boundary
- Municipalities
- Evacuation Routes

N
W E
S

Miles
0 1.25 2.5 5

Print Date: 6/26/2025
Source: St. Lucie County



St Lucie County
2025 Comprehensive Plan
Natural Resources within
Coastal High Hazard Areas

Map: CST-4

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Print Date: 6/26/2025

- County Boundary
- Municipalities
- Parks and Preserves
- Coastal High Hazard Areas
- Wetlands

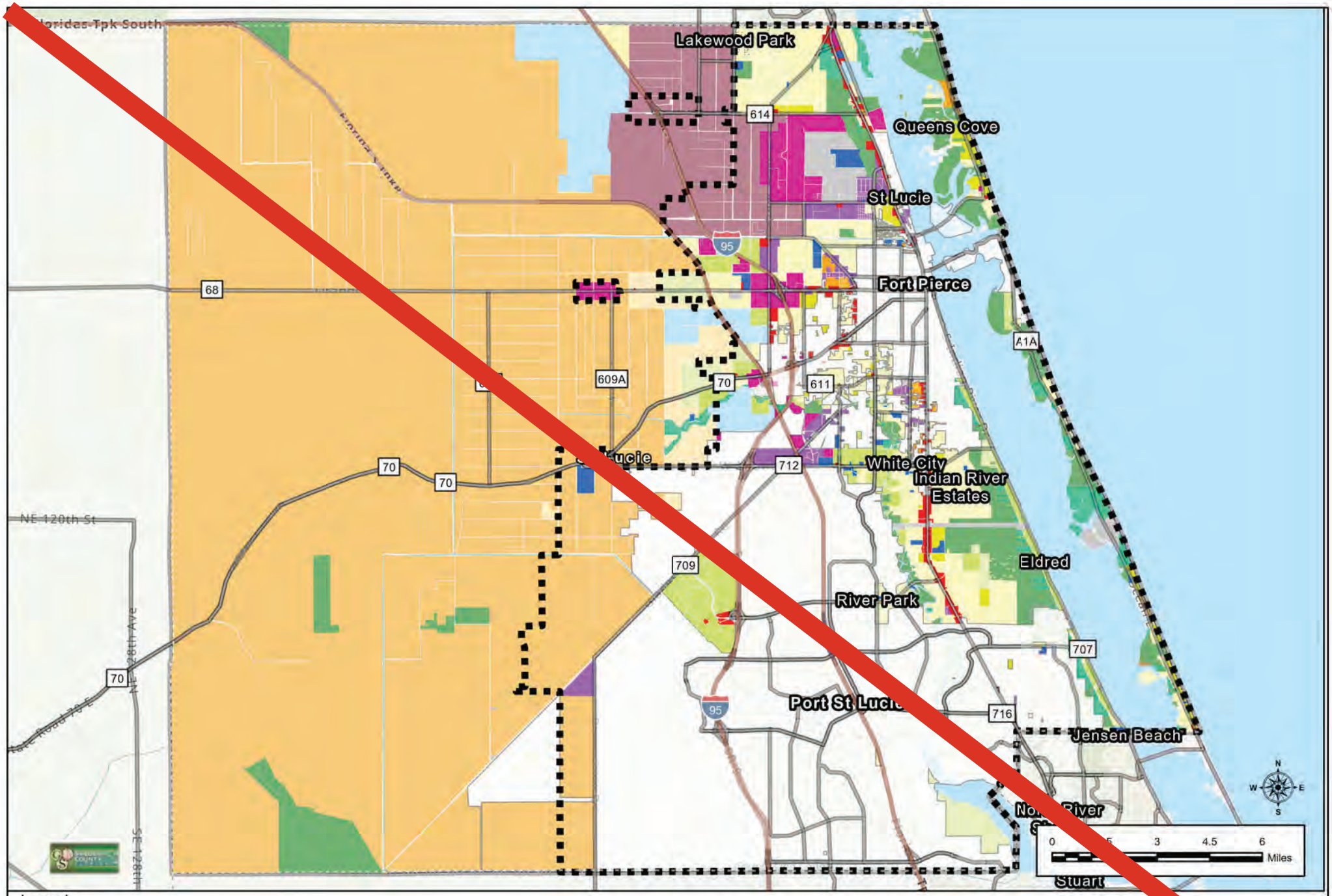
N
W
E
S

0 1.25 2.5 5 Miles

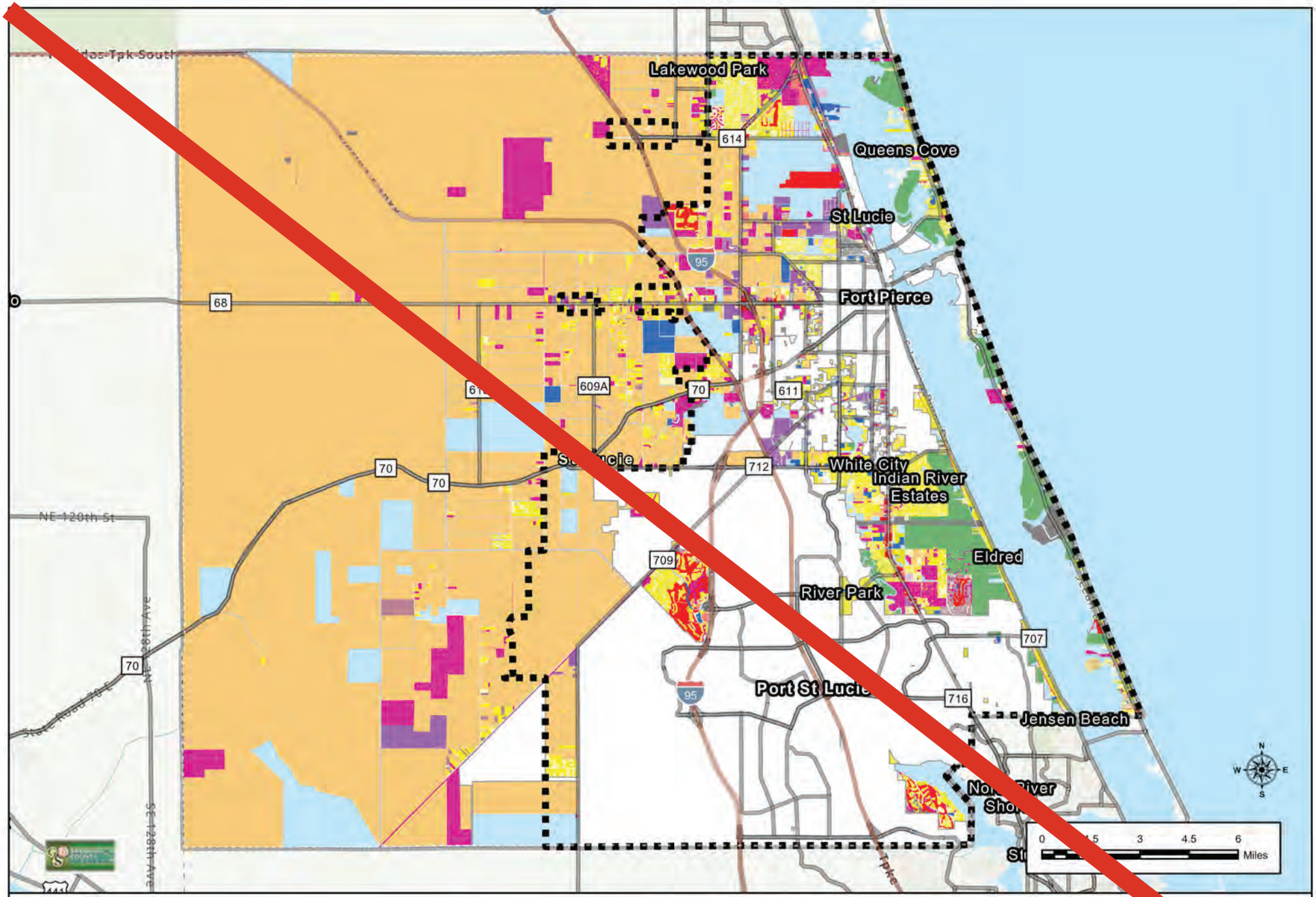
MAPS

TO BE

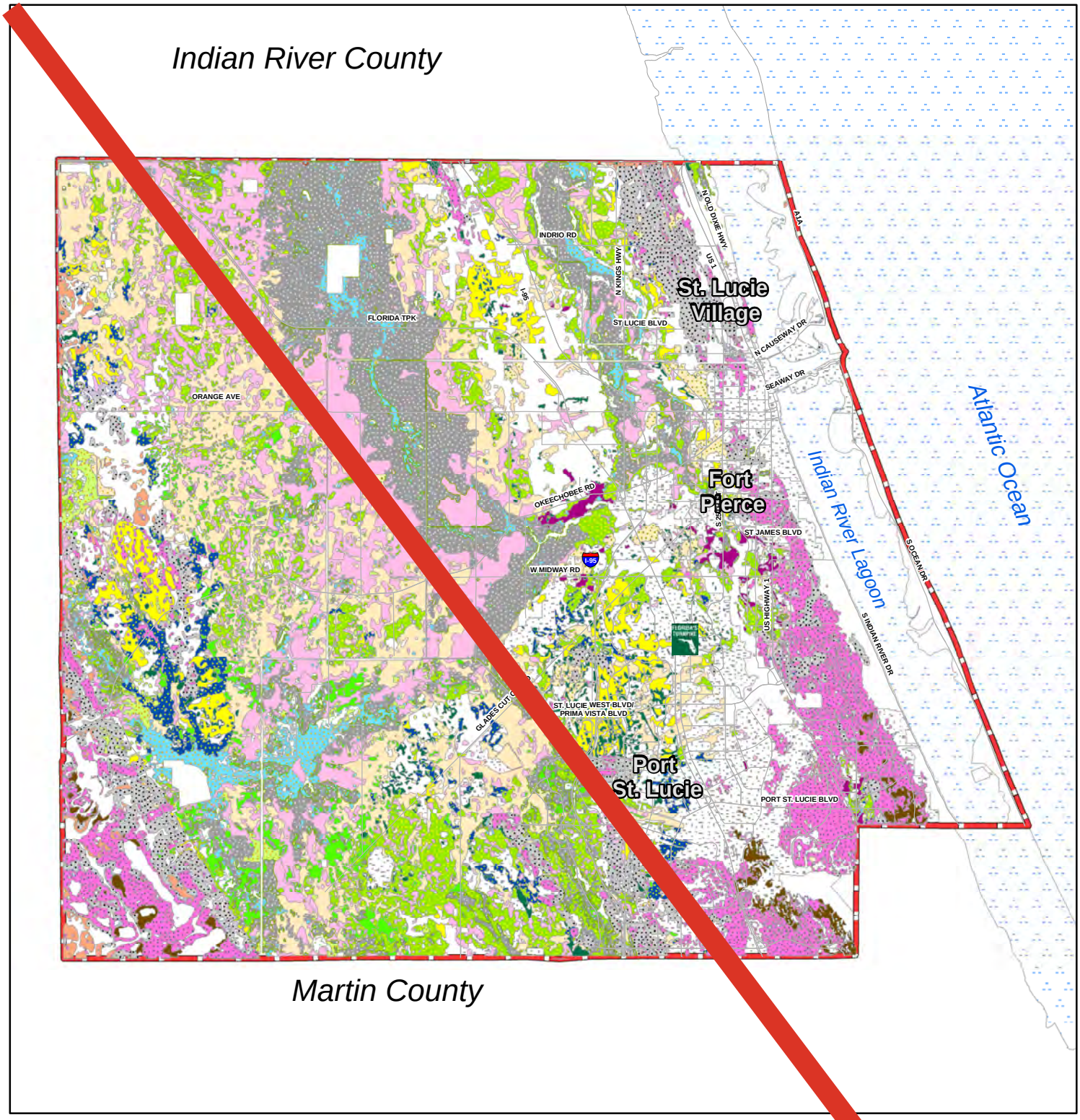
DELETED



Map: FLU-1 Future Land Use Map



Map: FLU-2 Existing Land Use Map



Map: FLU-3A

St. Lucie County
2018 Comprehensive Plan
Soils Map

Legend

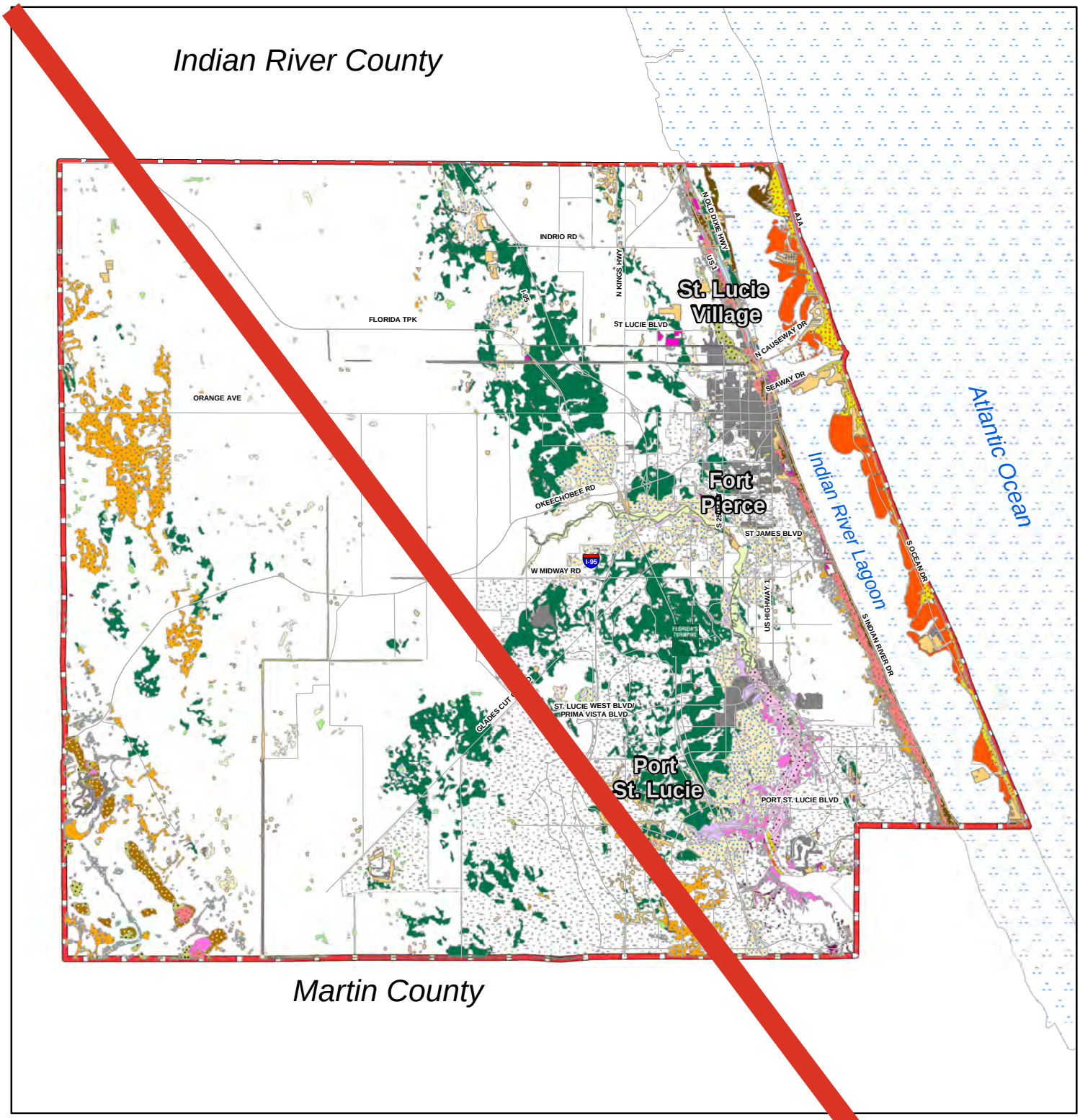
- County Boundary
- Municipalities
- ANCLOTE SAND
- CHOBEE LOAMY SNAD
- EAUGALLIE FINE SAND
- FLORIDANA SAND
- HILOLO LOAMY SAND
- JUPITER FINE SAND
- LAWNWOOD AND MYAKKA SANDS
- MALABAR FINE SAND
- MYAKKA FINE SAND
- OLDSMAR SAND
- PEPPER AND EAUGALLIE SANDS
- PINEDA SNAD
- POPLE SAND
- RIVIERA SAND
- SALERNO AND PUNTA SANDS
- SUSANNA AND WAUCHULA SANDS
- TANTILE AND POMONA SANDS
- WABASSO SAND
- WAVELAND AND IMMOKOLEE FINE SANDS
- WINDER SAND

N W E S

0 4.5 Miles

Print Date: 7/23/2018

Source: USDA-Natural Resource Conservation Service, SSURGO 2017



Map: FLU-3B

St. Lucie County
2018 Comprehensive Plan
Soils Map

Legend

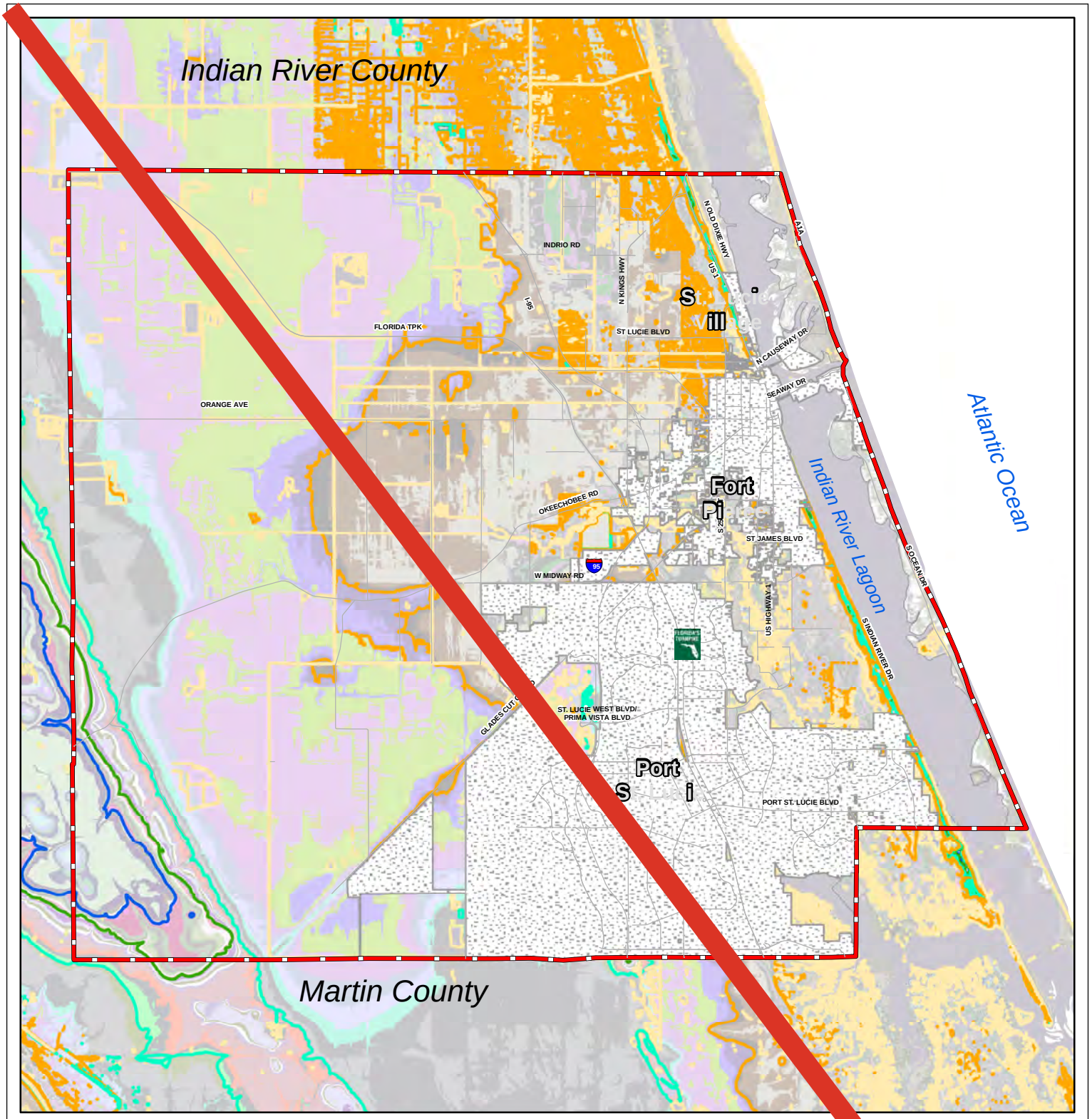
- County Boundary
- Municipalities
- ANKONA AND FARMTON SANDS
- ARCHBOLD SAND
- ARENTS
- ASTATULA SAND
- BASINGER SAND
- CANAVERAL FINE SAND
- CANOVA MUCK
- ELECTRA FINE SAND
- FLUVAQUENTS
- GATOR AND TEQUESTA MUCKS
- HALLANDALE SAND
- HOBE SAND
- HONTOON MUCK
- JONATHAN SAND
- KALIGA MUCK
- KESSON
- MANATEE LOAMY FINE SAND
- MCKEE SANDY CLAY LOAM
- NETTLES AND OLDSMAR SANDS
- OKEELANTA MUCK
- PALM BEACH SAND
- PAOLA SAND
- PARKWOOD FINE SAND
- PENDARVIS AND POMELLO SANDS
- PITS
- QUARTZIPSAMMENTS
- SAMSULA MUCK
- SATELLITE SAND
- ST. JOHNS FINE SAND
- ST. LUCIE SAND
- TERRA CEIA MUCK
- URBAN IAND
- VALKARIA FINE SAND

N
W E
S

0 4.5 Miles

Print Date: 7/23/2018

Source: USDA-Natural Resource Conservation Service, SSURGO 2017



Map: FLU-4

St. Lucie County
2018 Comprehensive Plan
Topography Map

N
W E
S

Legend

- County Boundary
- Municipalities

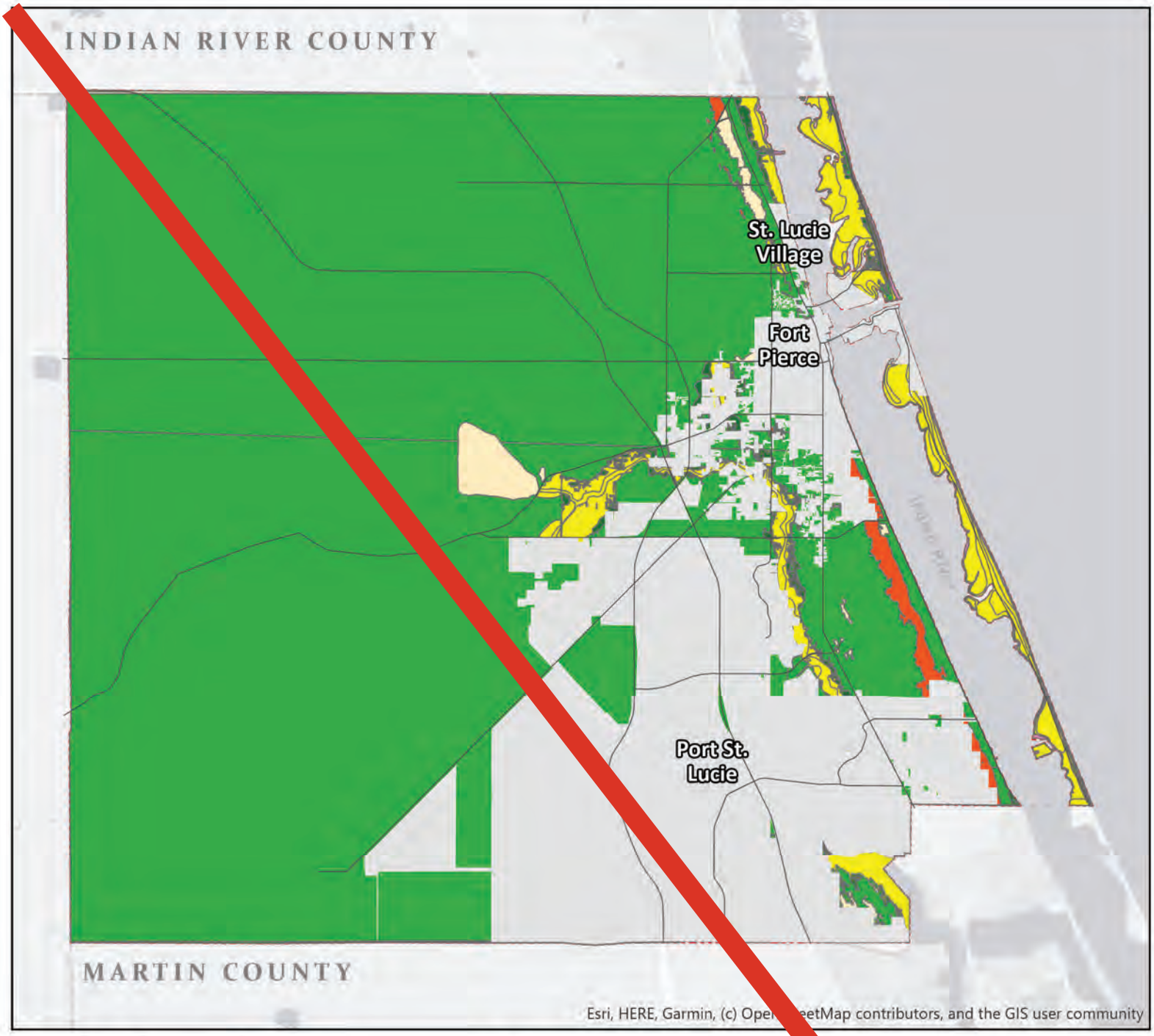
Contour

- 10 Feet
- 20 Feet
- 30 Feet
- 40 Feet
- 50 Feet
- County Boundary

0 4.5 Miles

Print Date: 7/23/2018

Source: Florida Digital Elevation Model (DEM), 2013



Source: Florida Geographic Data Library
https://www.fgdl.org/

Effective: 2/16/2012
Updated: June 2018

St. Lucie County
2018 Comprehensive Plan
Flood Zones

Map: FLU-5

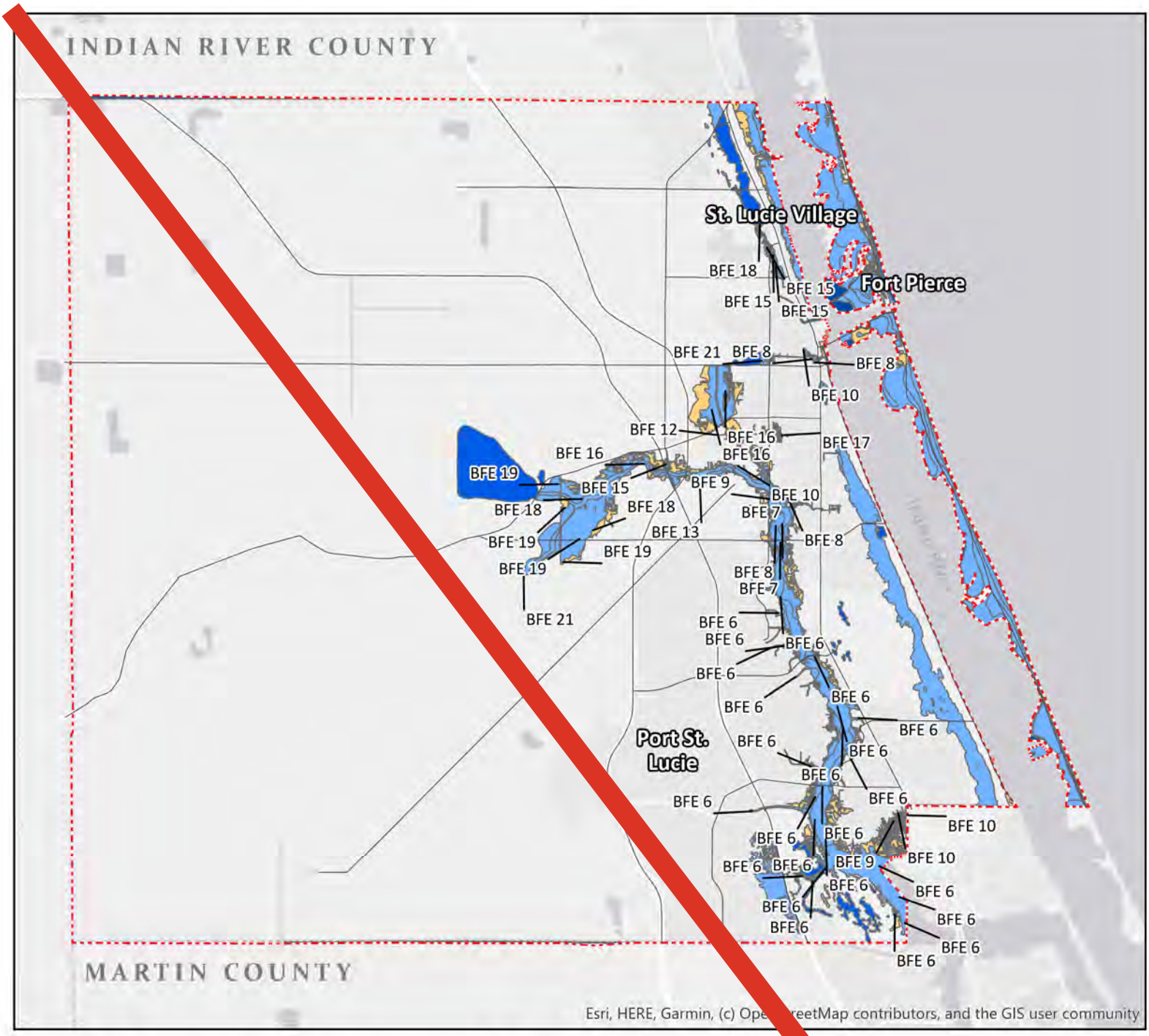
County Boundary
Municipalities
Major Roads
Flood Zones
A
AE
AH
AO
VE
X500
X

W
S

0 3 5 Mile

ST. LUCIE COUNTY FLORIDA

Print Date: 11/5/2019



Source: Florida Geographic Data Library
https://www.fgdl.org/

Effective: 2/16/2012
Updated: June 2018

St. Lucie County
2018 Comprehensive Plan
Flood Zones Map

Map: FLU-5a

Print Date: 11/5/2019

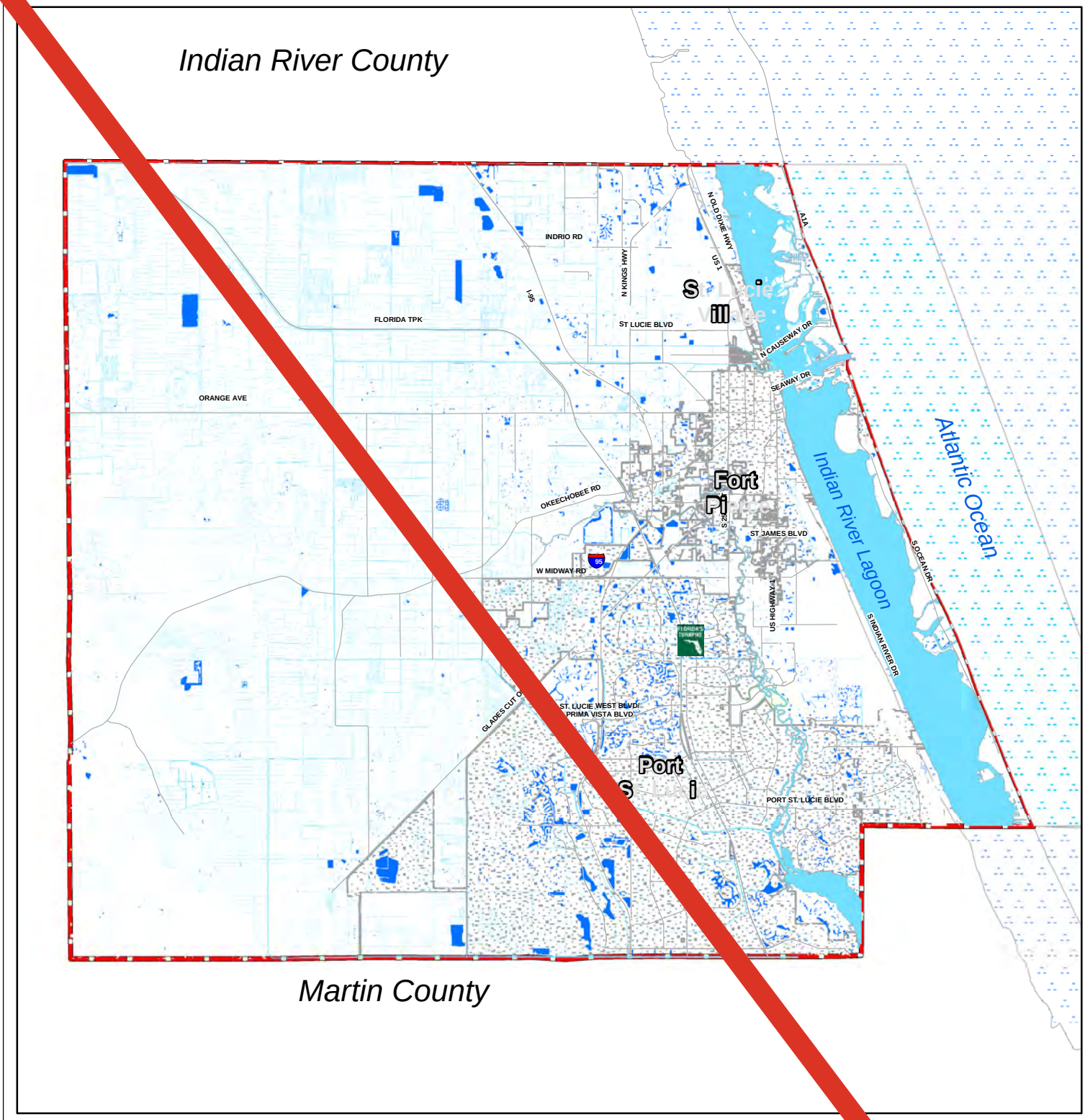
County Boundary

Flood Hazard Areas

A
AE
AH
AO
VE
X

W E S

0 3 5



Map: FLU-6

St. Lucie County
2018 Comprehensive Plan
Water Bodies Map

N
W E
S

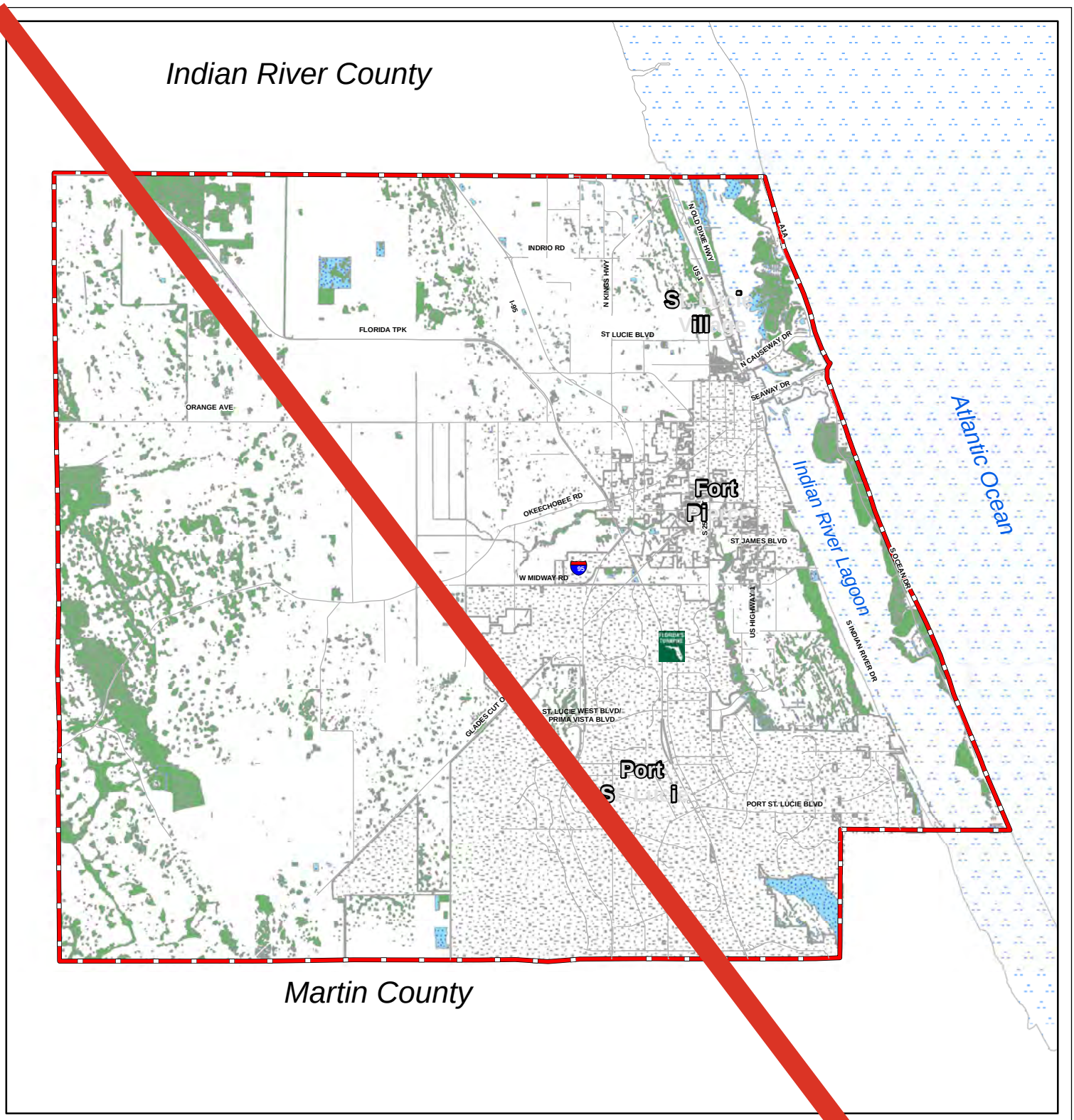
Legend

- County Boundary
- Municipalities
- Canals, Creeks, & Rivers
- Lakes
- Ocean

0 2.2 4.5 Miles

Print Date: 7/23/2018

Source: St. Lucie County



Map: FLU-7

St. Lucie County
2018 Comprehensive Plan
Wetlands Map

N
W E
S

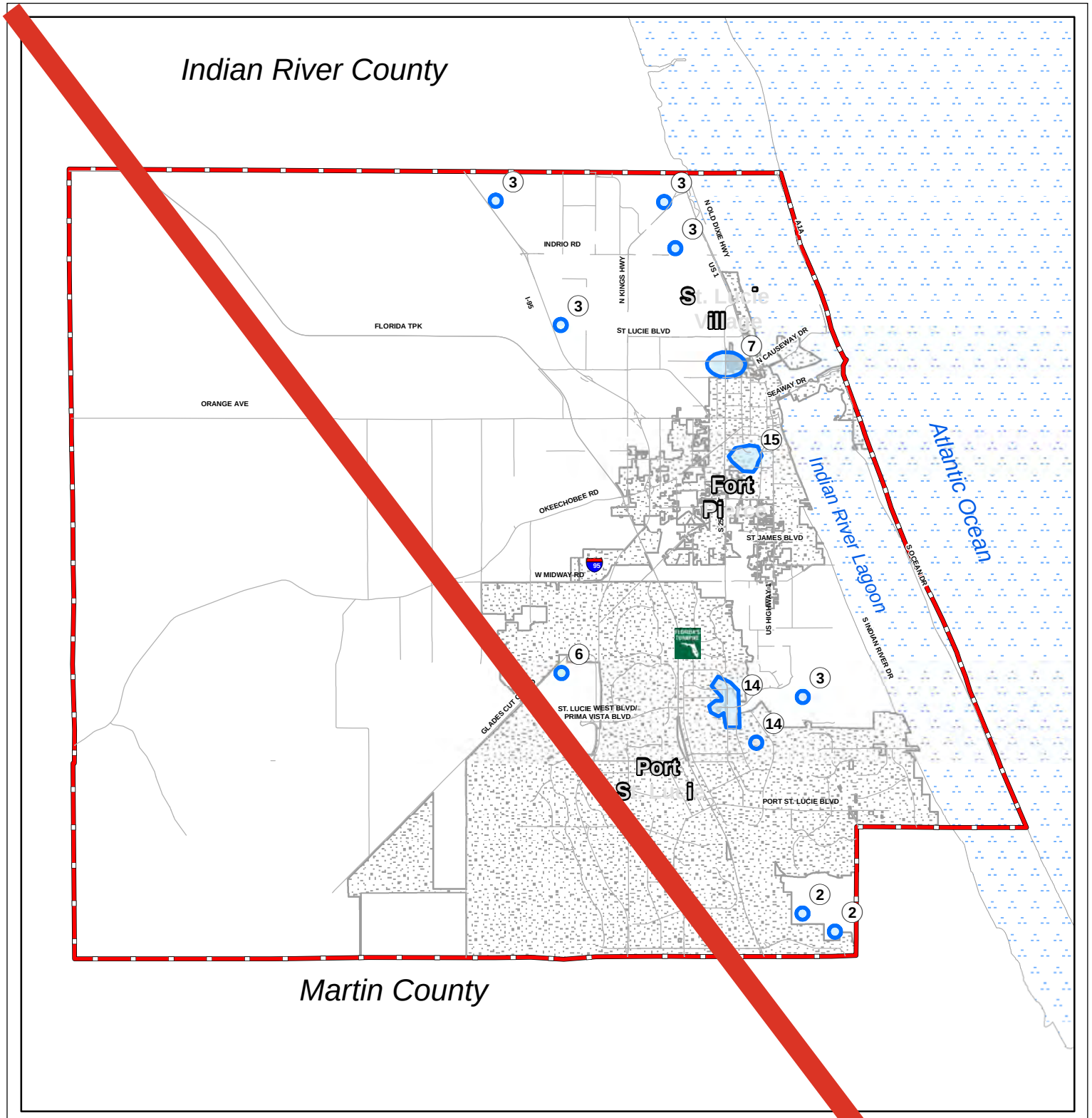
Legend

- County Boundary
- Open Water
- Municipalities
- Wetland

0 2.2 4.5 Miles

Print Date: 7/23/2018

Source: St. Lucie County



Map: FLU-8

St. Lucie County
2018 Comprehensive Plan
Wellfields Map

N
W E
S

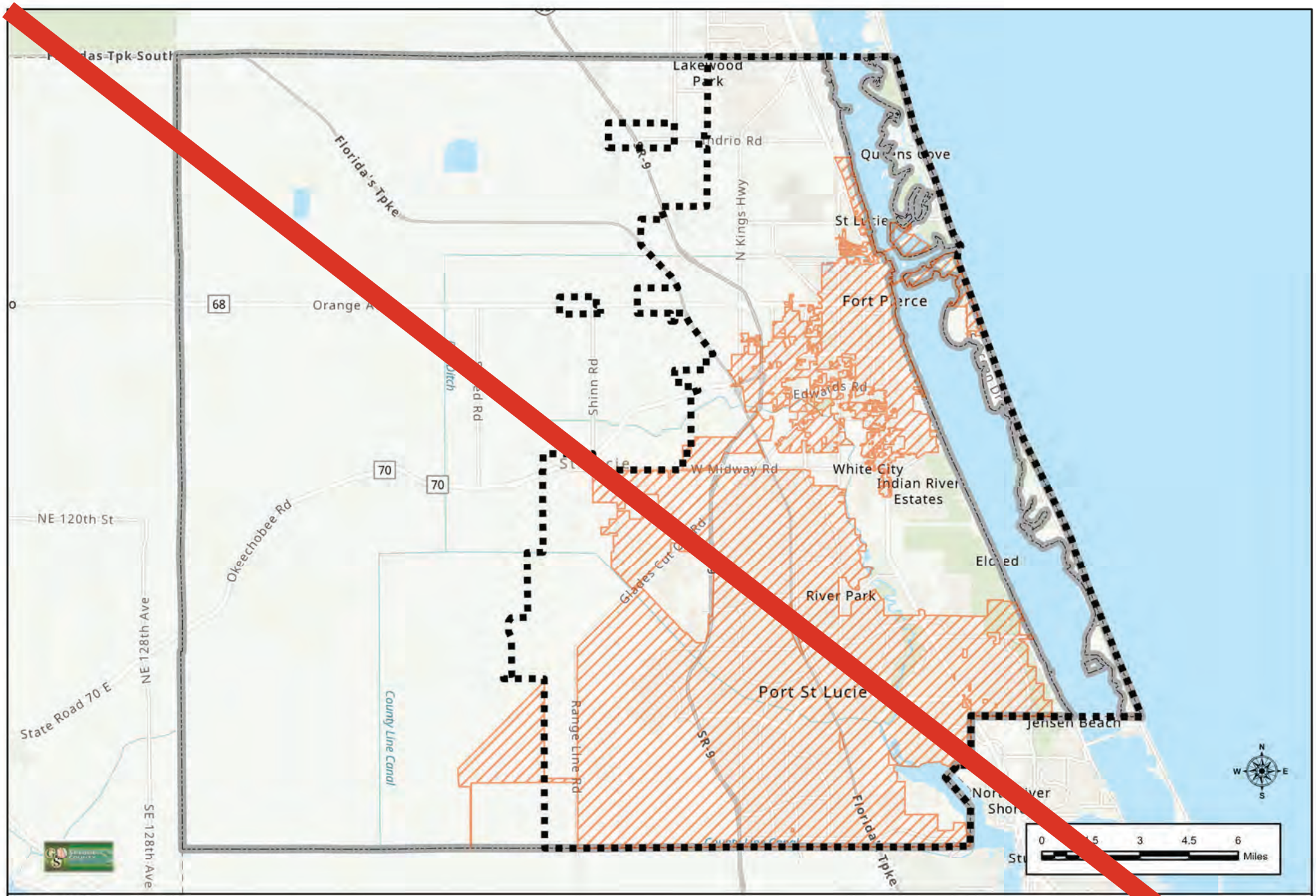
Miles
0 2.25 4.5

Legend

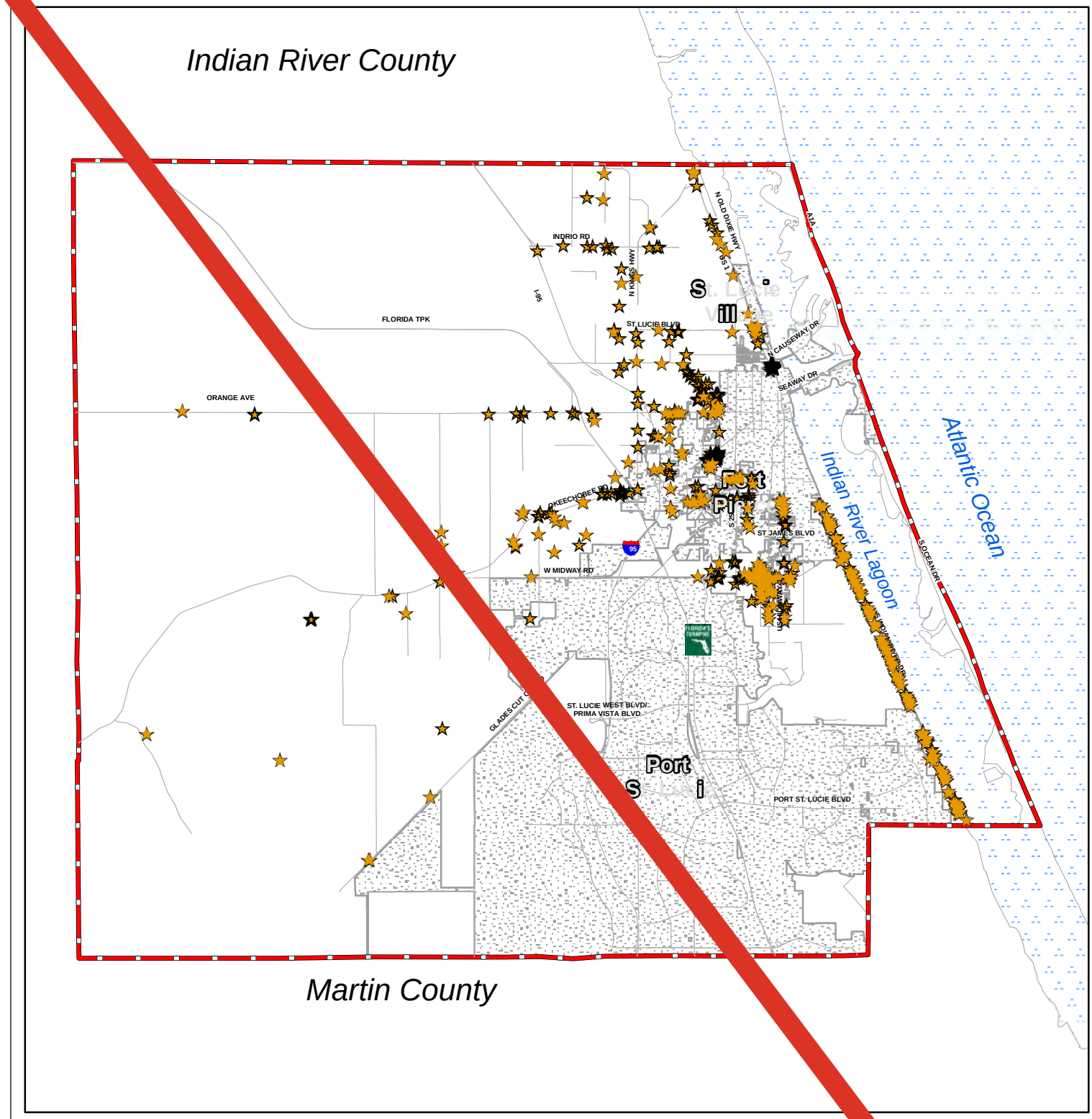
- County Boundary
- Municipalities
- Wellfield Area
- (1) Well Count

Print Date: 7/23/2018

Source: St. Lucie County



Map: FLU-9 Urban Service Boundary Map



Map: FLU-10

St. Lucie County
2018 Comprehensive Plan
Historic Structures Map
Potential Local Designation

N
W E
S

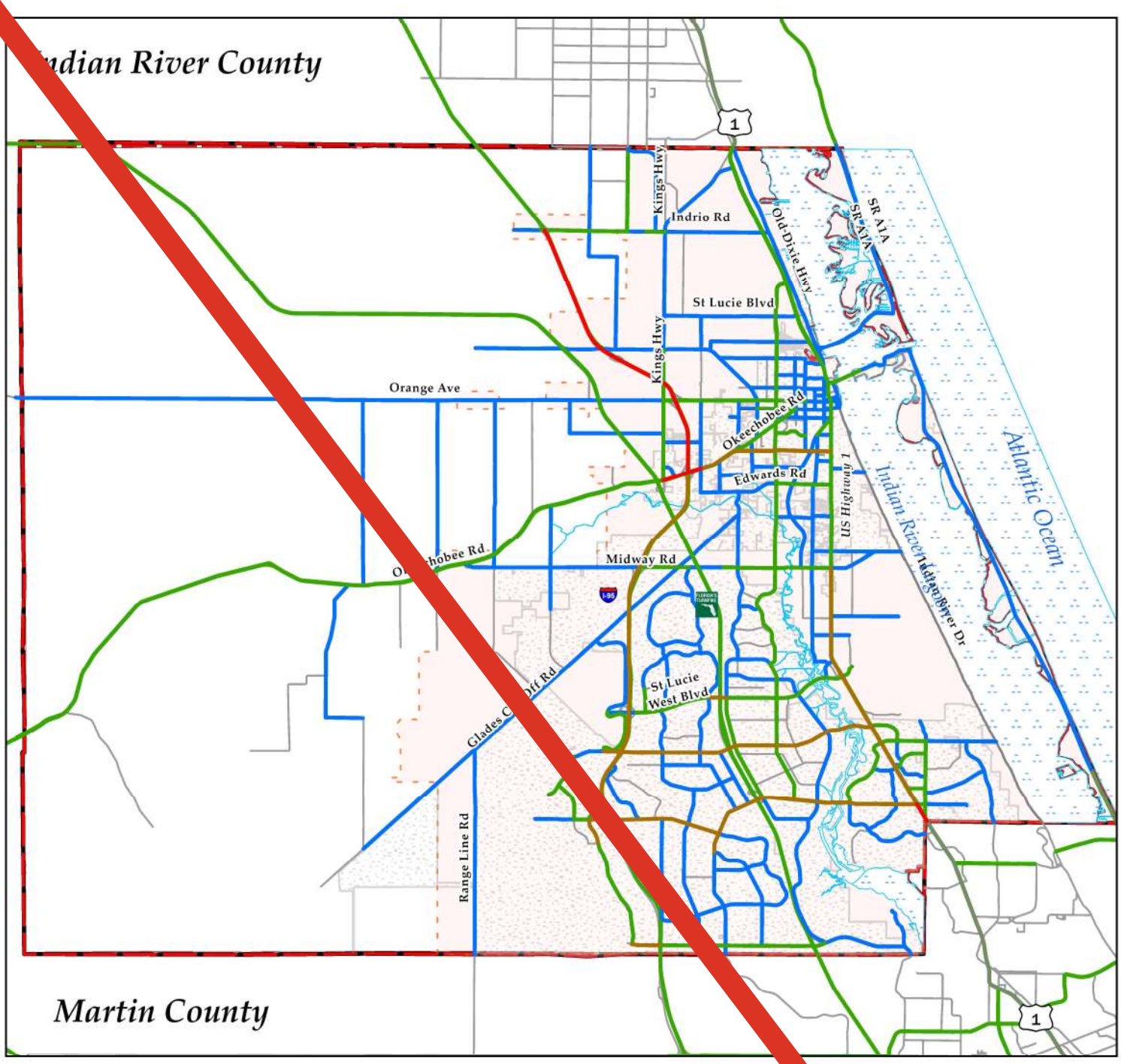
Legend

- County Boundary
- Municipalities
- Historic Structures

0 4.5 Miles

Print Date: 7/23/2018

Source: St. Lucie County



St. Lucie County
Comprehensive Plan
Existing Number of Lanes Map

Map: TRN-1

Legend

- 2
- 4
- 6
- 8
- Municipalities
- Urban Service Boundary
- County Boundary

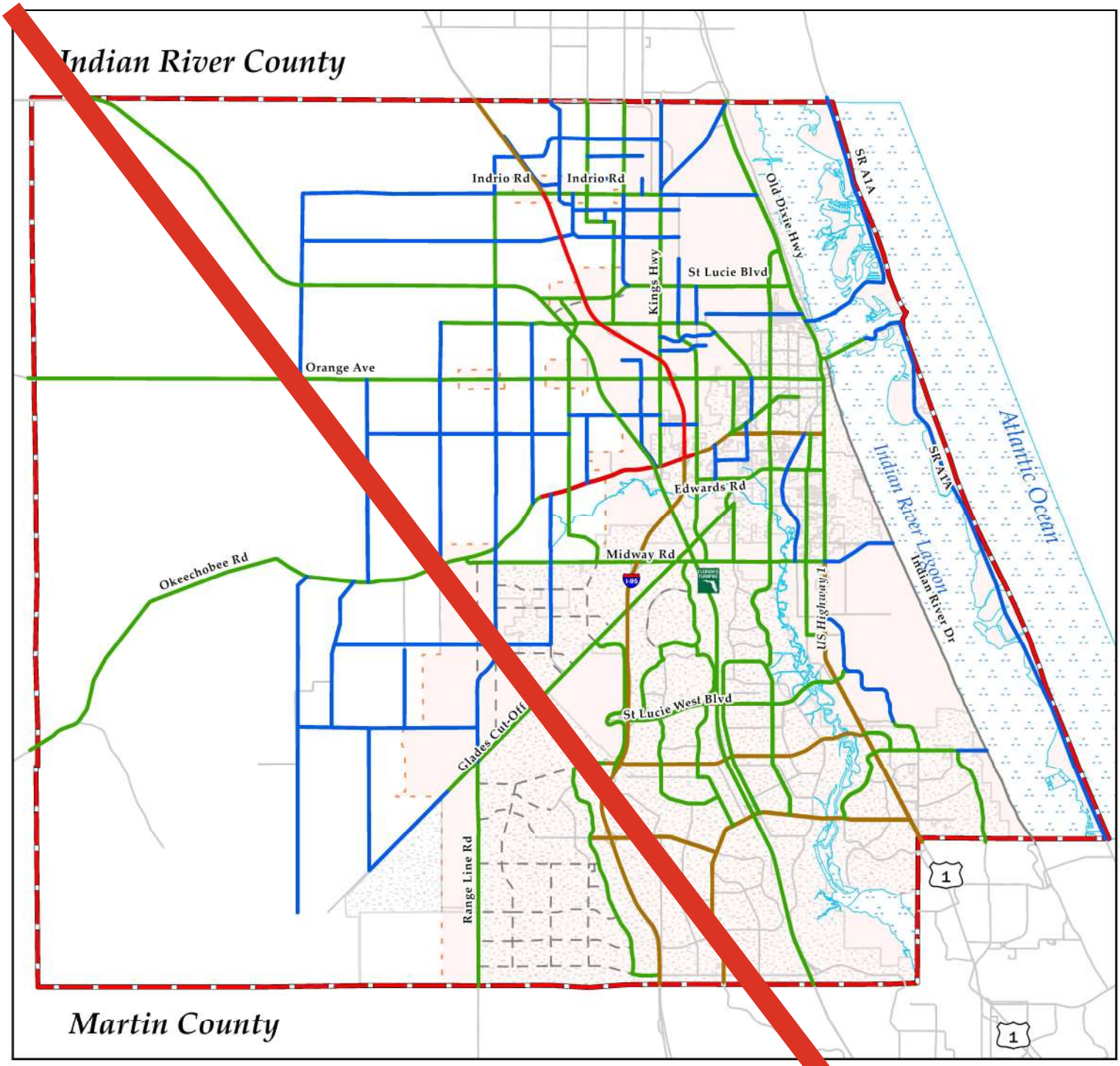
ST. LUCIE COUNTY FLORIDA

N W E S

0 1.25 Miles

GIS Produced and maintained by the Co... Geographic Information Systems Servi...

Revised Date: 6/23/23
Print Date: 2/7/2024
Source: St. Lucie County & TPO



St. Lucie County
Comprehensive Plan
Future Number of Lanes Map (2045)

Map: TRN-2

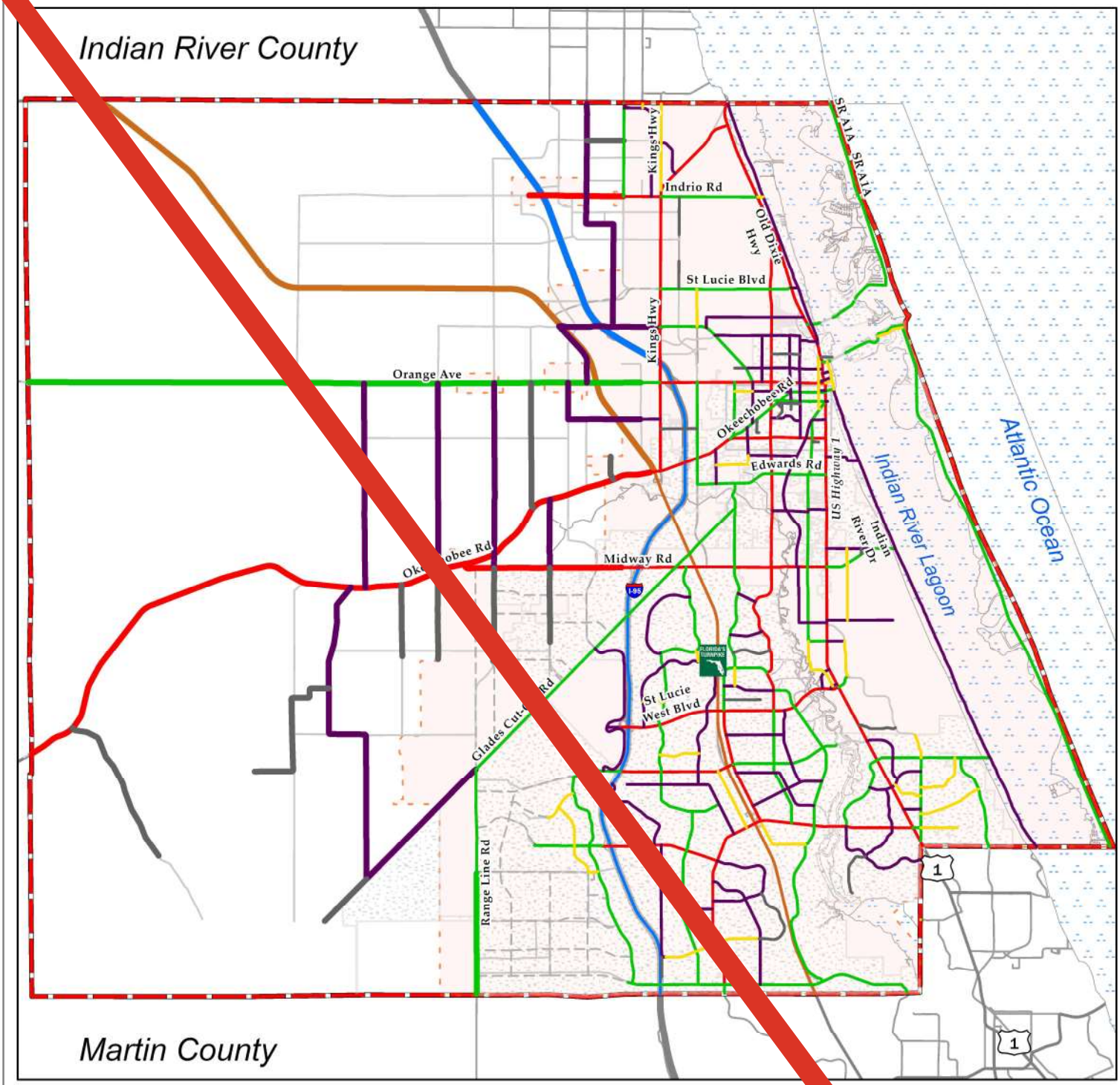
Legend

- 2
- 4
- 6
- 8
- TPO LRTP Roads
- County Boundary
- Urban Service Boundary
- Municipalities

N W E S

0 1.25 Miles

Revised Date: 6/23/23
Print Date: 2/7/2024
Source: St. Lucie County & TPO



St. Lucie County
Comprehensive Plan
Existing & Future
Functional Classification Map (2045)

Map: TRN-3

Legend

- 01 - Principal Arterial-Interstate RURAL
- 02 - Principal Arterial-Expressway RURAL
- 04 - Principal Arterial-Other RURAL
- 06 - Minor Arterial RURAL
- 07 - Major Collector RURAL
- 09 - Local RURAL
- 11 - Principal Arterial-Interstate URBAN
- 12 - Principal Arterial-Freeway and Expressway URBAN
- 14 - Principal Arterial-Other URBAN
- 16 - Minor Arterial URBAN
- 17 - Major Collector URBAN
- 18 - Minor Collector (Fed Aid) URBAN
- 19 - Local URBAN
- County Boundary
- Municipalities
- Urban Service Boundary
- TPO LRTP Roads
- Undefined Roads

N
W E
S

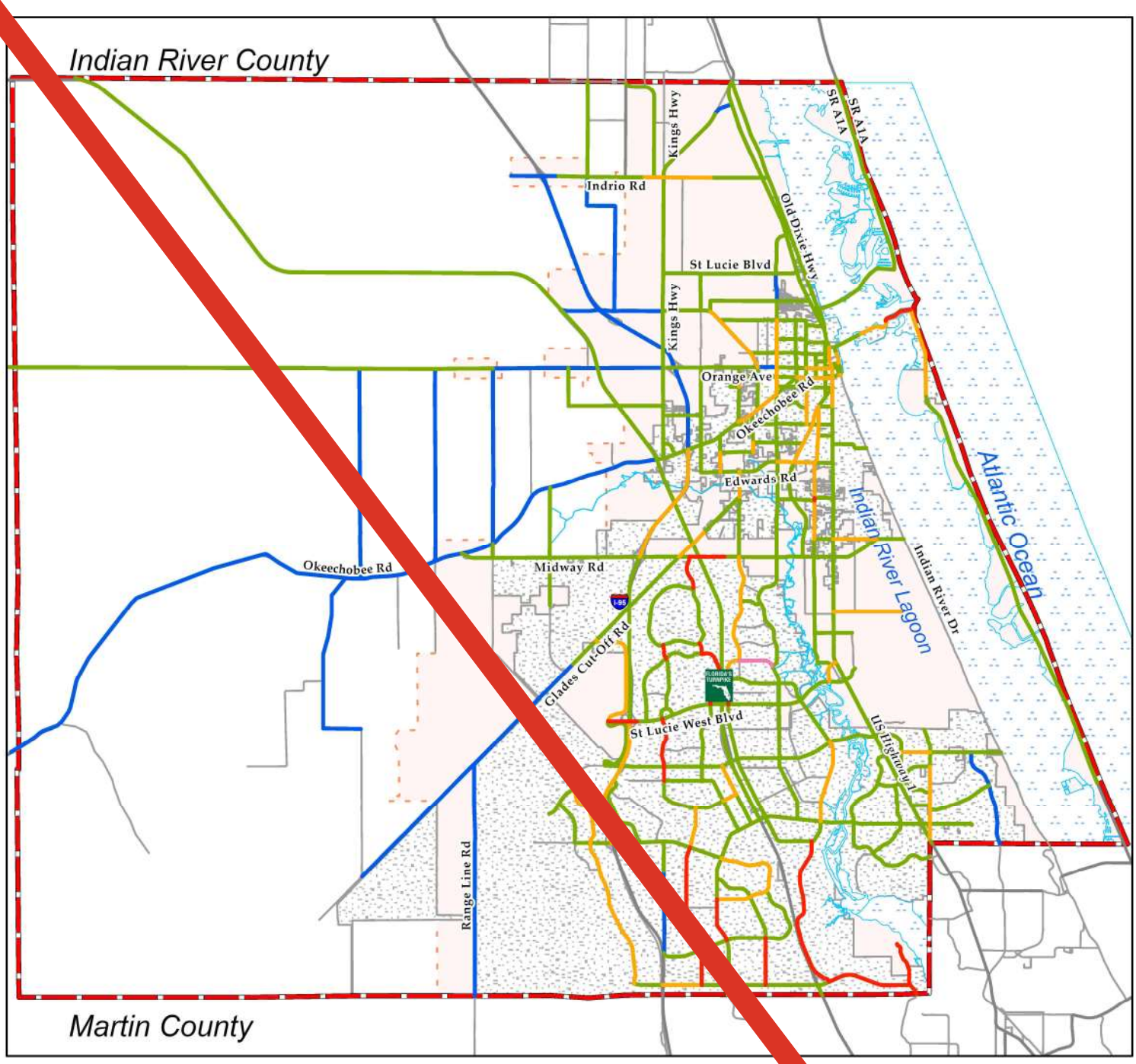
0 2 4 Miles

ST. LUCIE COUNTY FLORIDA

Print Date: 2/7/2024
Source: St. Lucie County & FDOT

GIS

Calvin, Giordano & Associates, Inc.



St. Lucie County
Comprehensive Plan
Existing Level of Service Map

Map: TRN-4

Legend

Level of Service

- B
- C
- D
- E
- F

- County Boundary
- Municipalities
- Urban Service Boundary

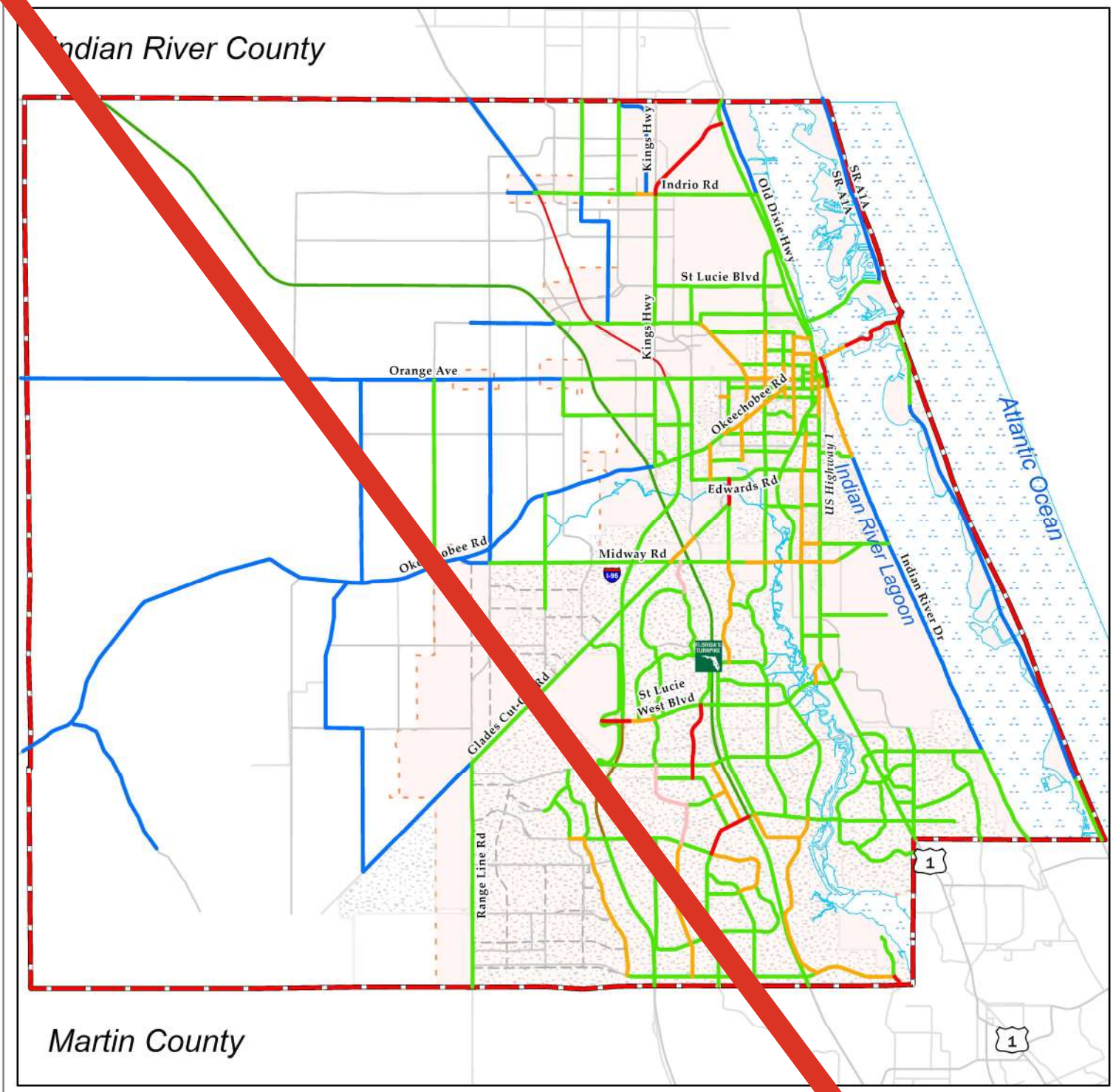
N E S

0 2.25 4.5 Miles

ST. LUCIE COUNTY FLORIDA

Revised Date: 6/23/23
Print Date: 2/7/2024
Source: St. Lucie County & TPO

GIS



St. Lucie County
Comprehensive Plan
Future Level of Service Map (2045)

Map: TRN-5

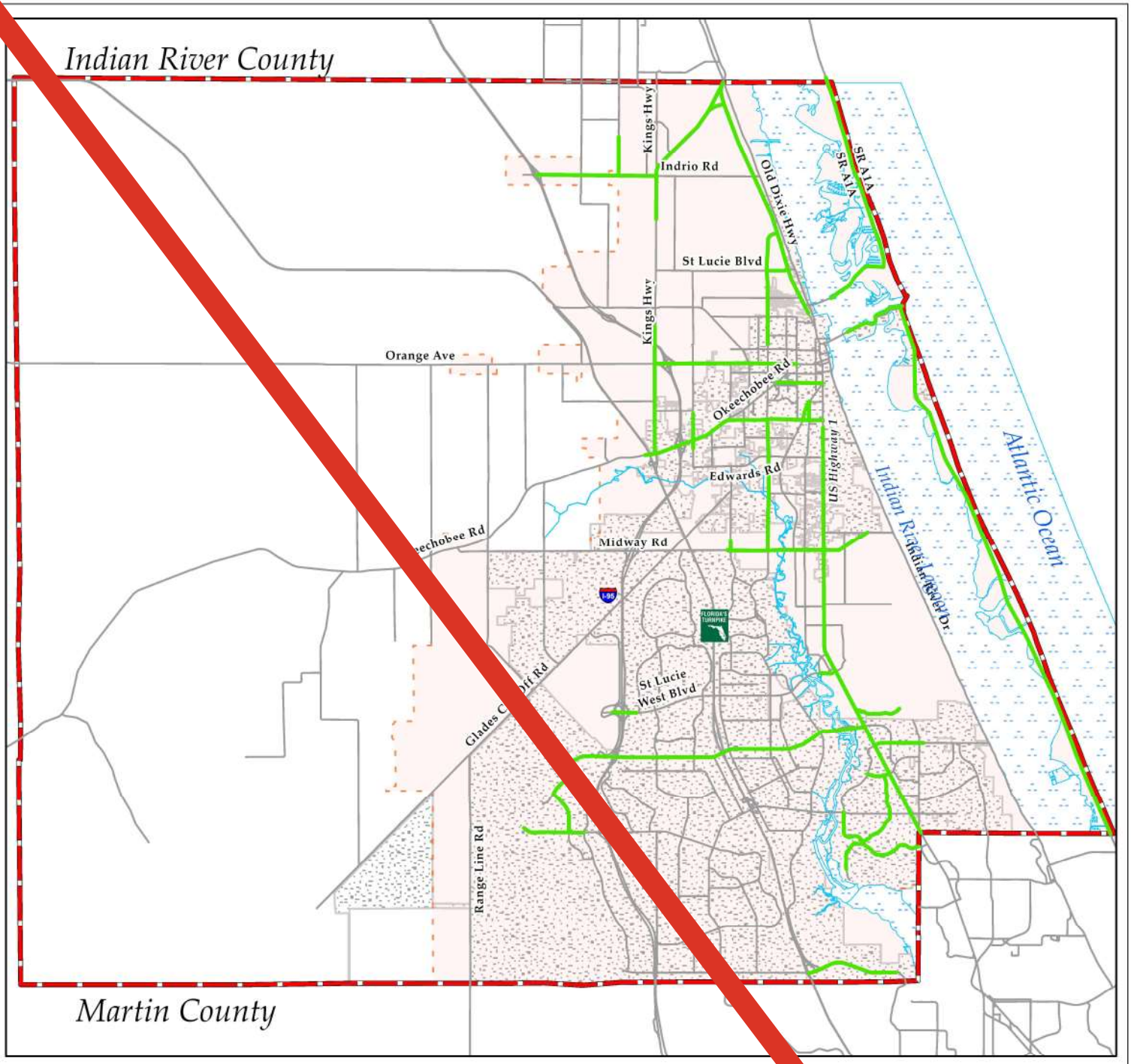
Legend

- B
- C
- D
- E
- F
- County Boundary
- Municipalities
- Urban Service Boundary
- Undefined Roads
- TPO LRTP Roads

N W E S

0 2.25 Miles

Revised Date: 6/23/23
Print Date: 2/7/2024
Source: FDOT District IV and St. Lucie County



St. Lucie County Comprehensive Plan Existing Bike Lanes Map

Map: TRN-6

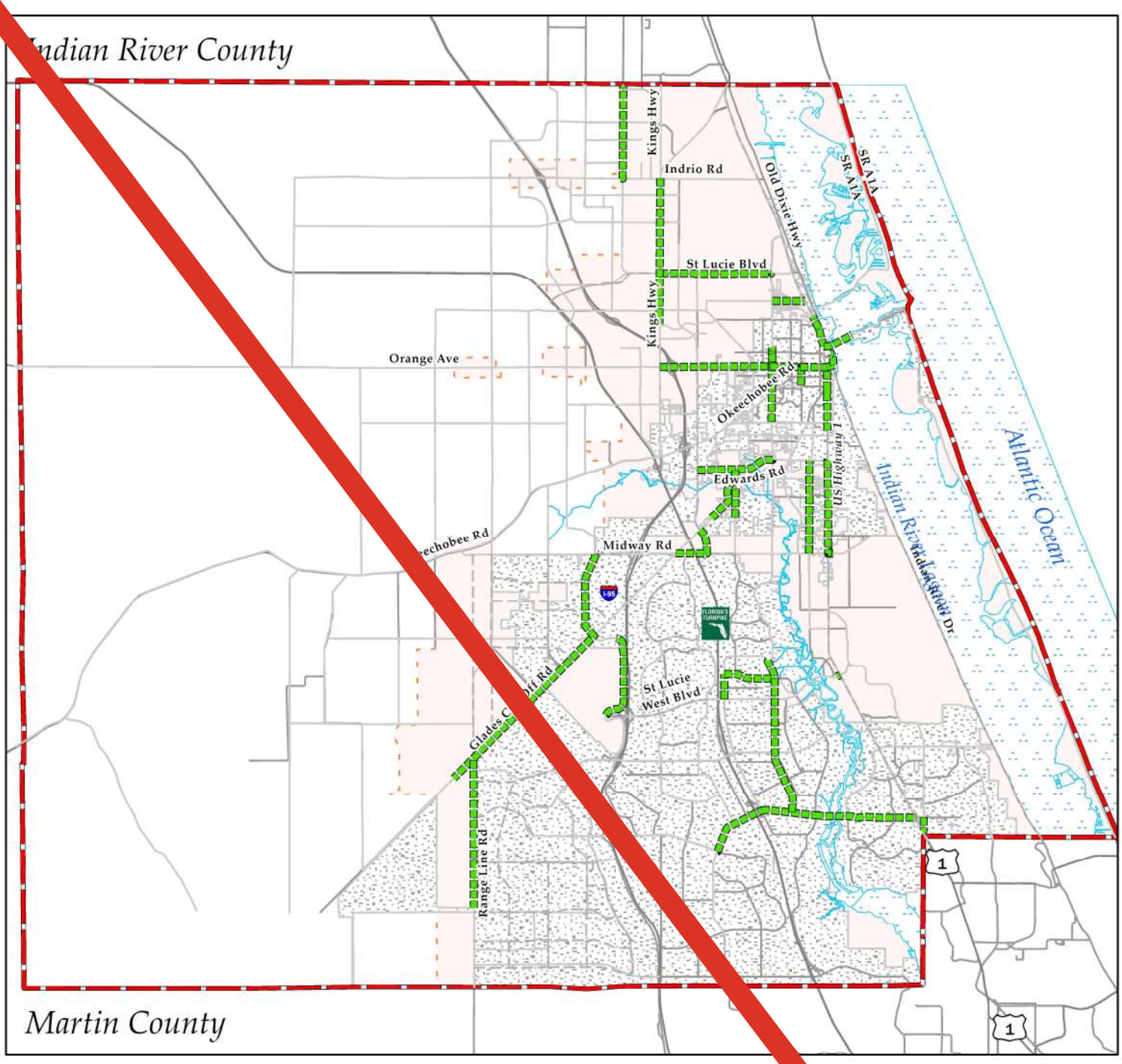
Legend

- Existing Bike Lane
- County Boundary
- Municipalities
- Urban Service Boundary

N W E S

0 2 Miles

Revised Date: 6/23/23
Print Date: 2/7/2024
Source: St. Lucie County & TPO



St. Lucie County Comprehensive Plan Future Bike Lanes Map (2045)

Map: TRN-7

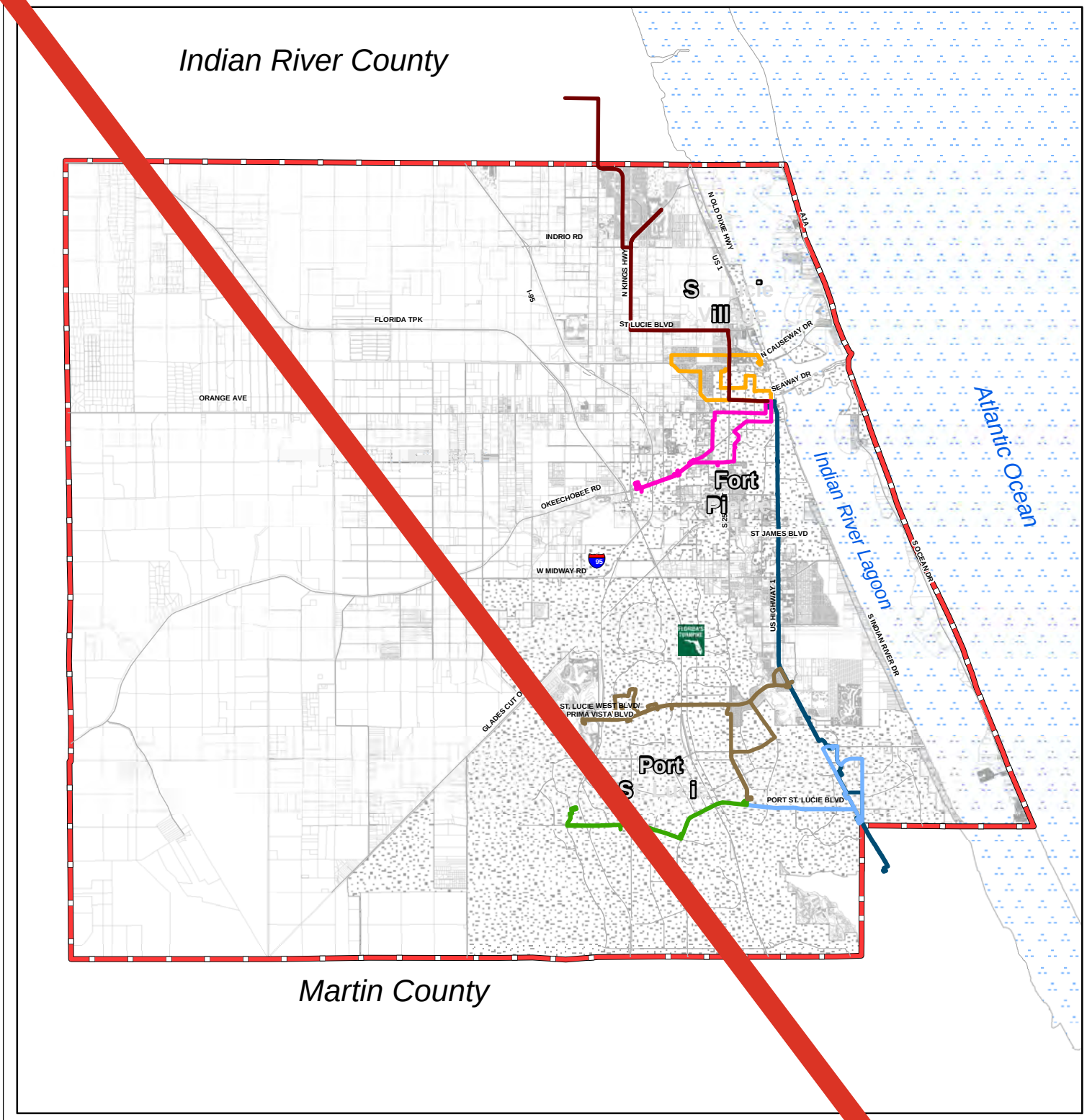
Legend

- Future Bicycle Facilities
- County Boundary
- Municipalities
- Urban Service Boundary
- TPO LRTP Roads

N
W E
S

0 2 Miles

Revised Date: 6/23/23
Print Date: 2/7/2024
Source: St. Lucie County & TPO



Map: TRN-8

St. Lucie County
2018 Comprehensive Plan
Exisiting Transit Map

N
W E
S

Legend

- County Boundary
- Municipalities

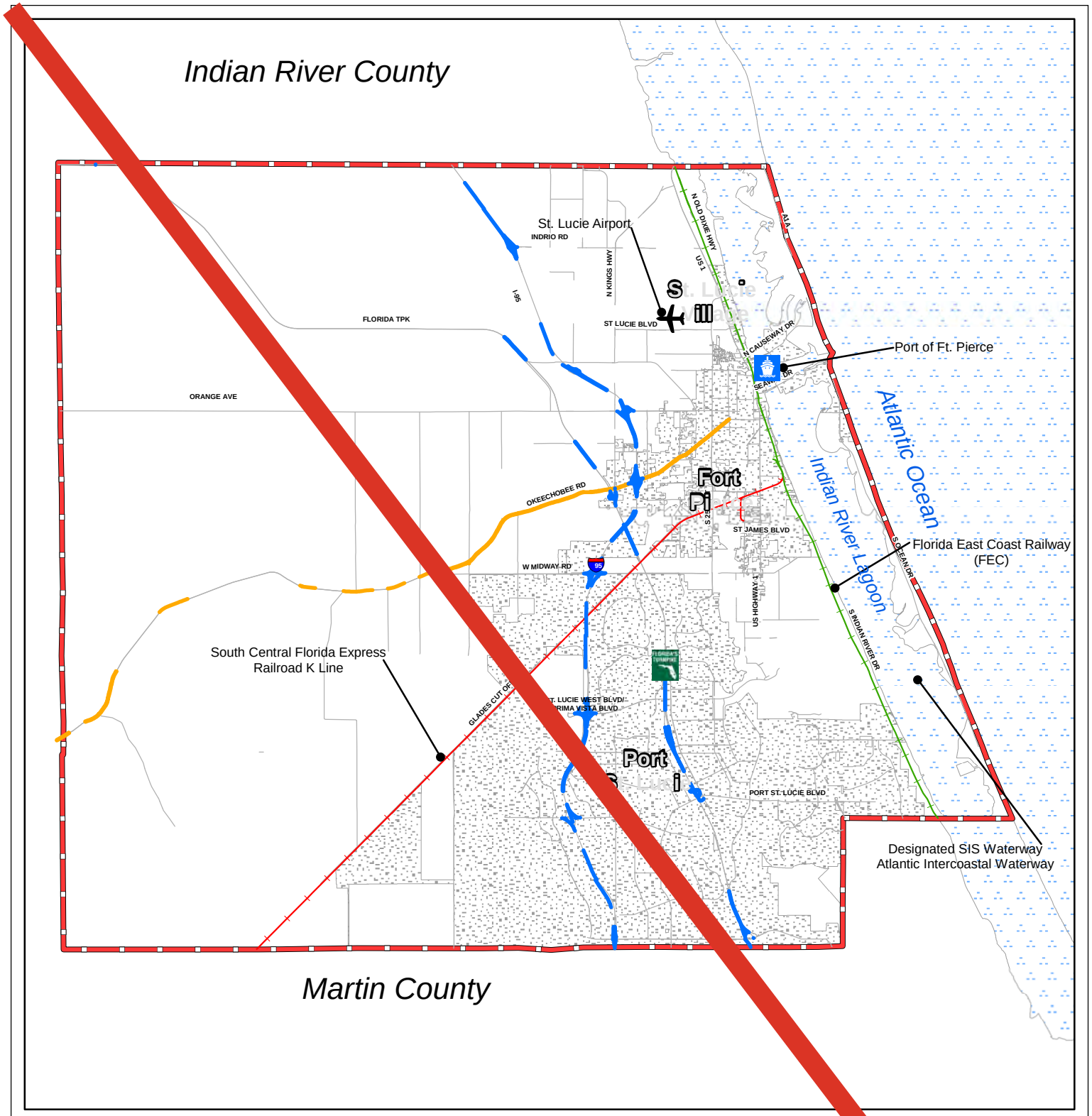
Route

- PSL Trolley
- TCC Route 1
- TCC Route 2
- TCC Route 3
- PSL Blvd Route
- SLW Prima Vista Route
- Indian River County Connector

0 2.2 4.5 Miles

Print Date: 7/23/2018

Source: St. Lucie County



Map: TRN-9

St. Lucie County
2018 Comprehensive Plan
Exisiting and Future (2040)
Transportation System Map

N
W E
S

Miles
0 2.2 4.5

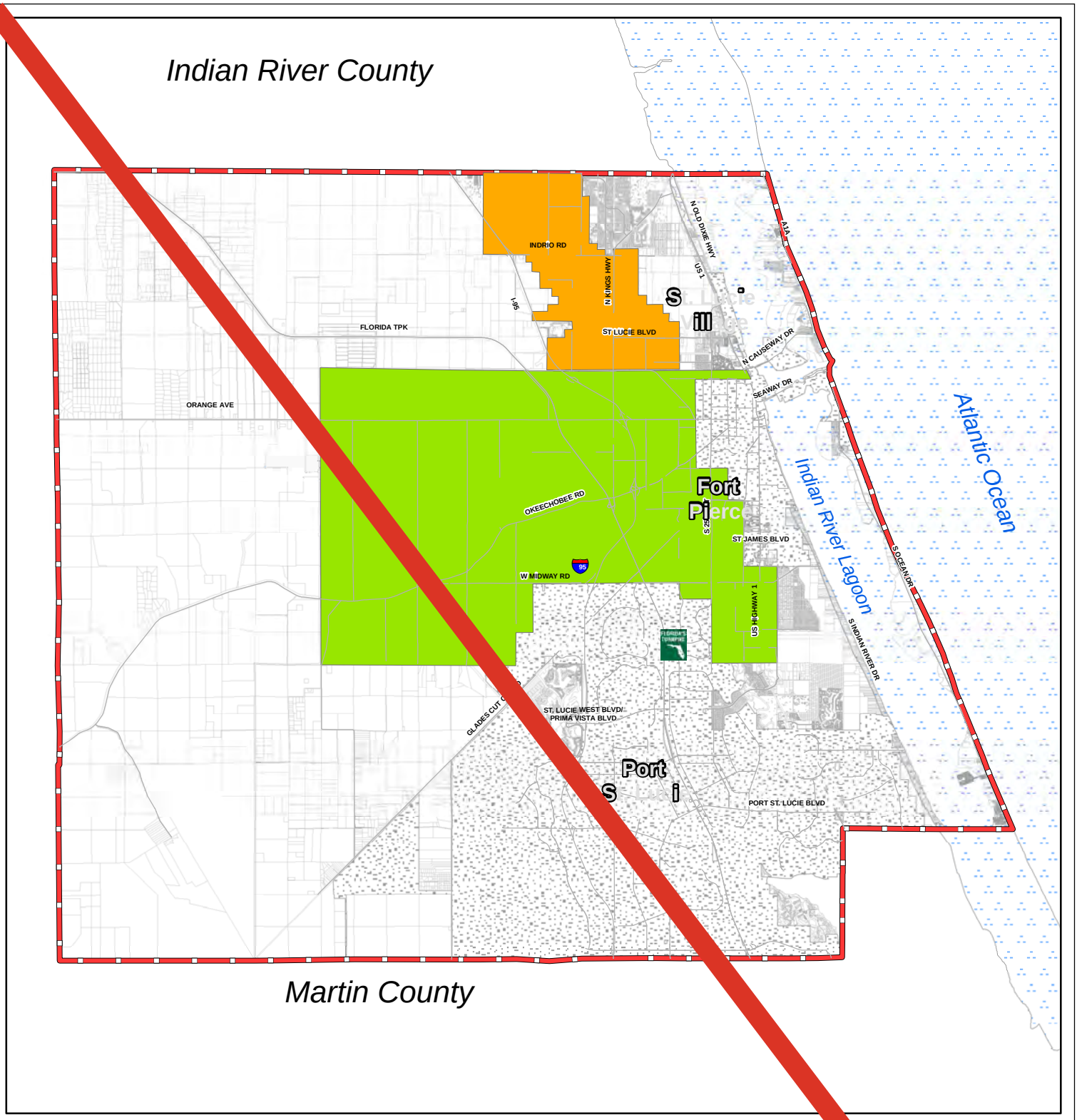
Legend

- County Boundary
- Municipalities
- Designated SIS Highway
- Emerging SIS Highway
- Designated SIS Rail
- Emerging SIS Rail

Print Date: 7/23/2018

Source: St. Lucie County & ArcGIS Online

Calvin, Giordano & Associates, Inc.



Map: INF-1

St. Lucie County
2018 Comprehensive Plan
Drainage Districts Map

N
W E
S

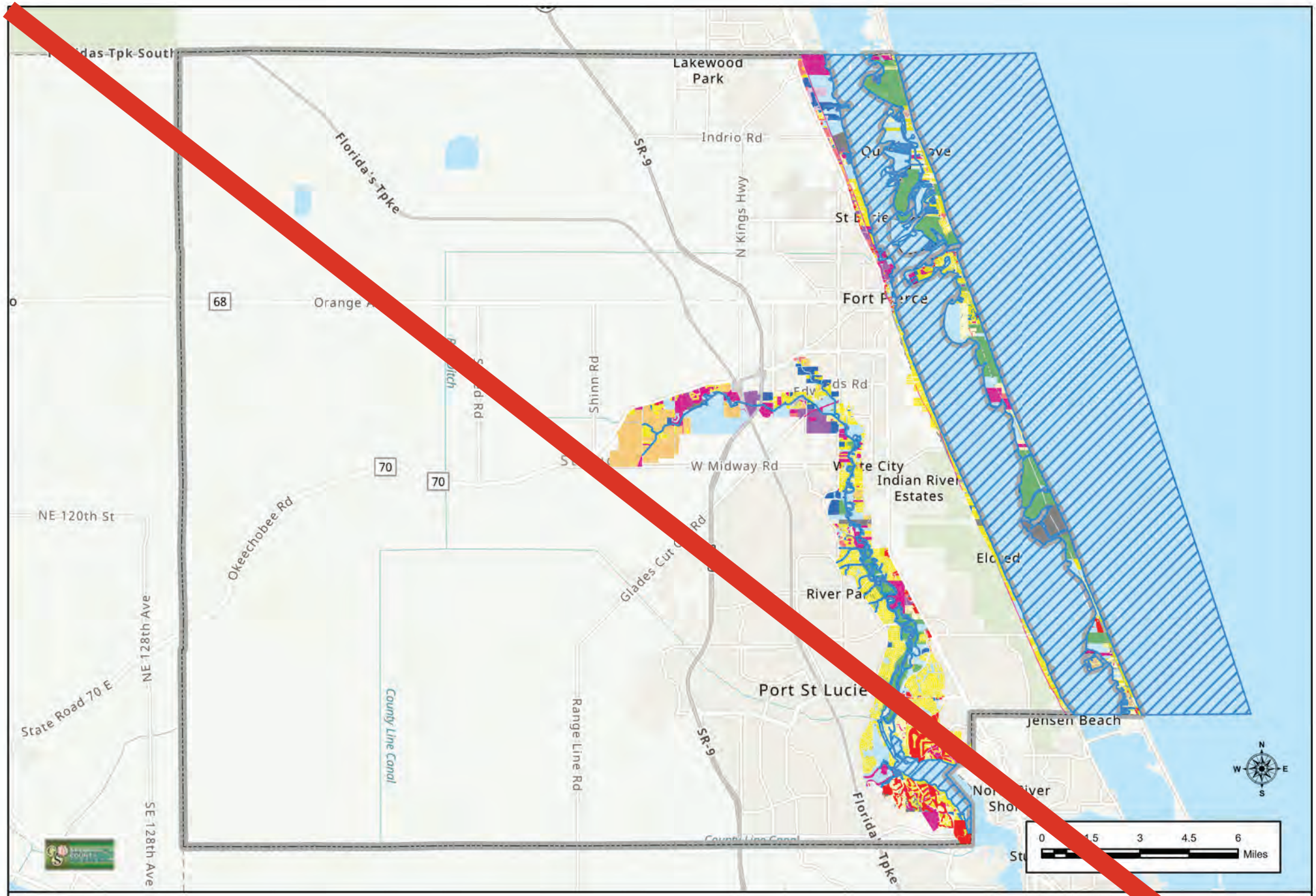
0 2.25 4.5 Miles

Legend

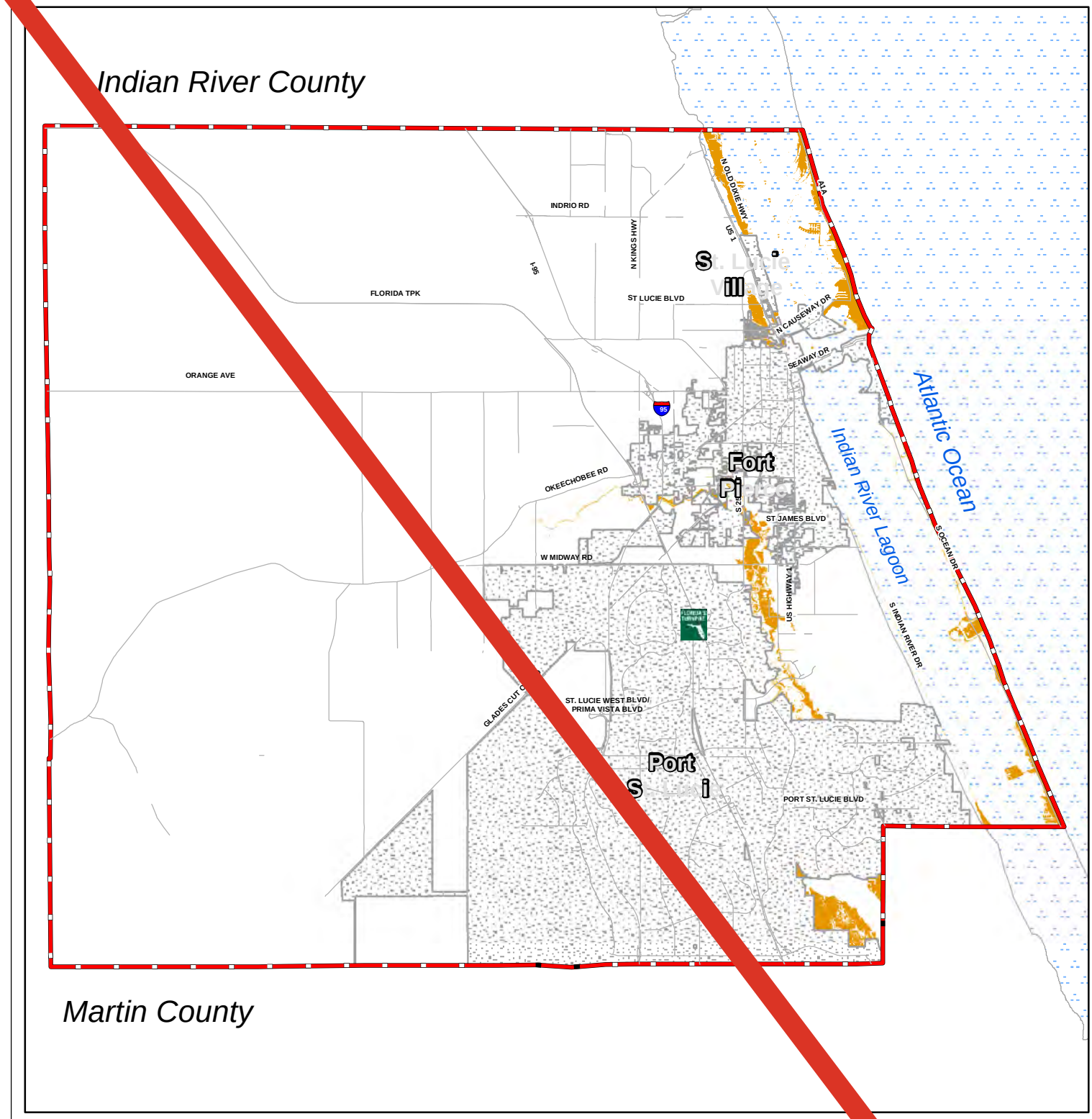
- County Boundary
- Municipalities
- Fort Pierce Farms WCD
- North St. Lucie River WCD

Print Date: 7/23/2018

Source: St. Lucie County



Map: CST-1 Coastal Planning Area Map



Map: CST-2

St. Lucie County
2018 Comprehensive Plan
Coastal High Hazard Area Map

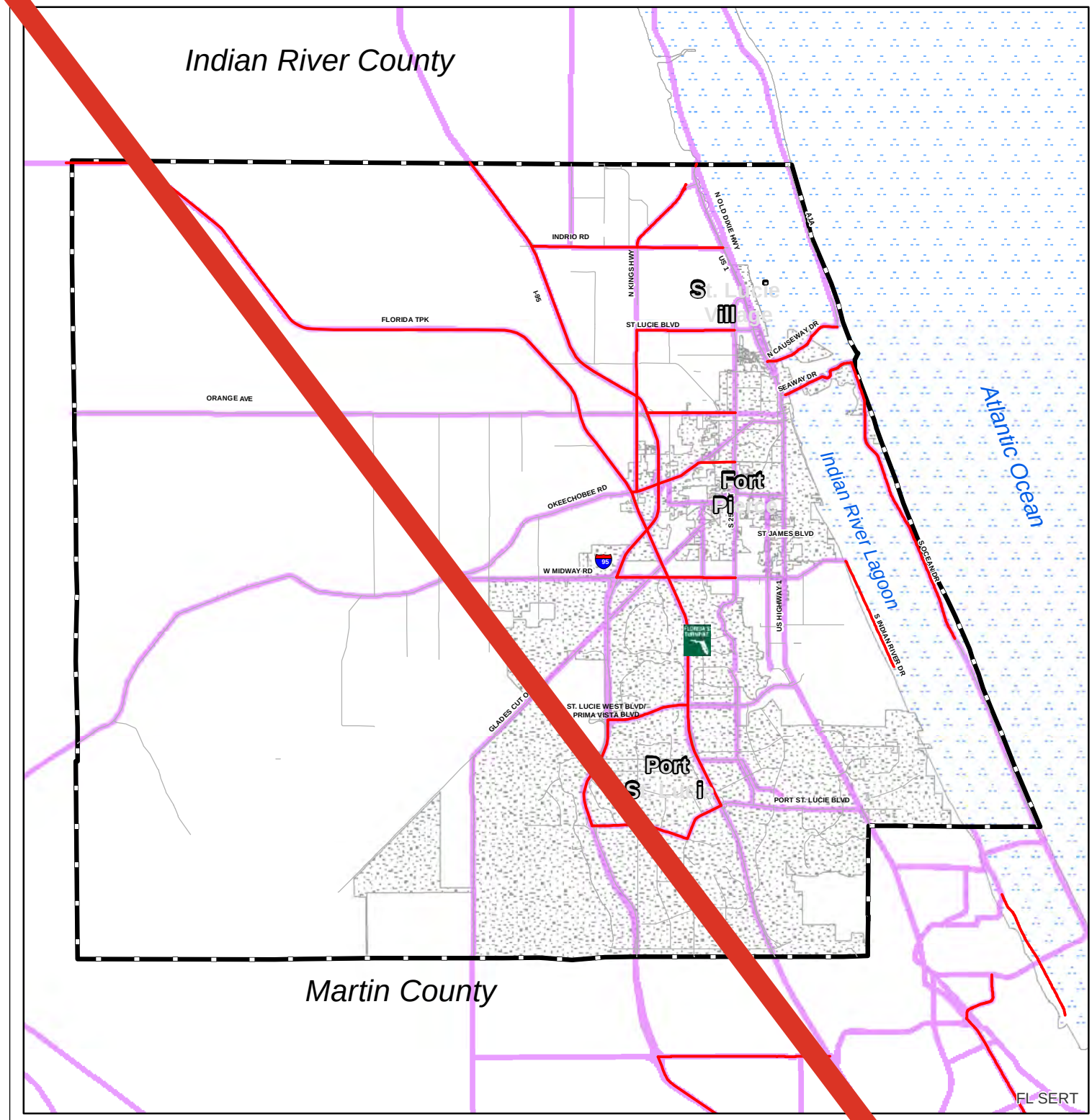
N
W E
S

Legend
- County Boundary
- Municipalities
- CoastalHighHazard
- Water

0 2.25 4.5 Miles

Print Date: 11/29/2018

Source: FL DEM, 2018



Map: CST-3

St. Lucie County
2018 Comprehensive Plan
Evacuation Routes Map

N
W E
S

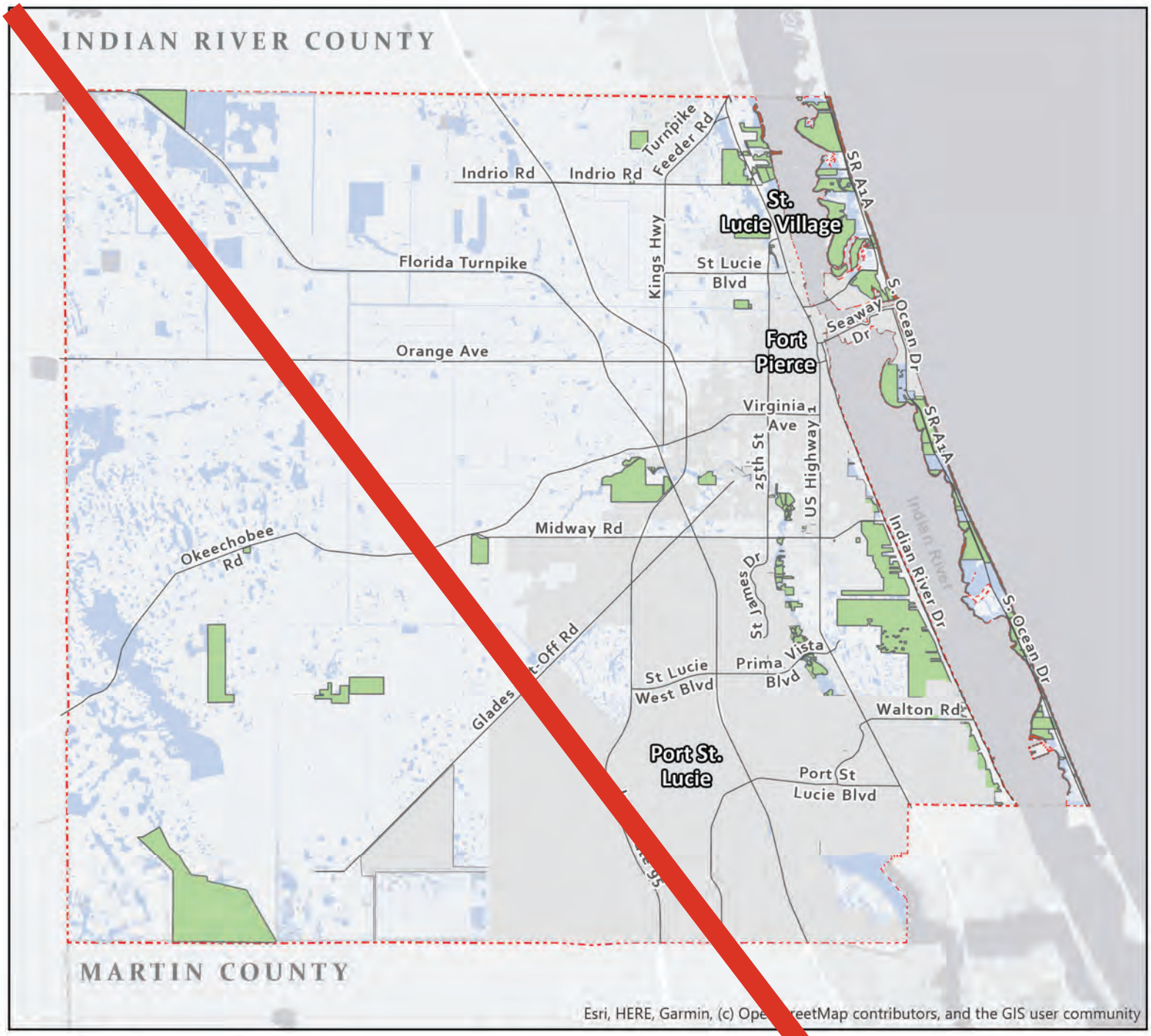
0 2.25 4.5 Miles

Legend

- County Boundary
- Municipalities
- Evacuation Routes (per St. Lucie County)
- Evacuation Routes (per Florida SERT)

Print Date: 7/24/2018

Source: St. Lucie County & Florida SERT



Source: Florida Geographic Data Library
https://www.fgdl.org/

Effective: 2/16/2012
Updated: June 2018

Map: CST-4

St. Lucie County
2018 Comprehensive Plan
Natural Resources within
Coastal High Hazard Areas

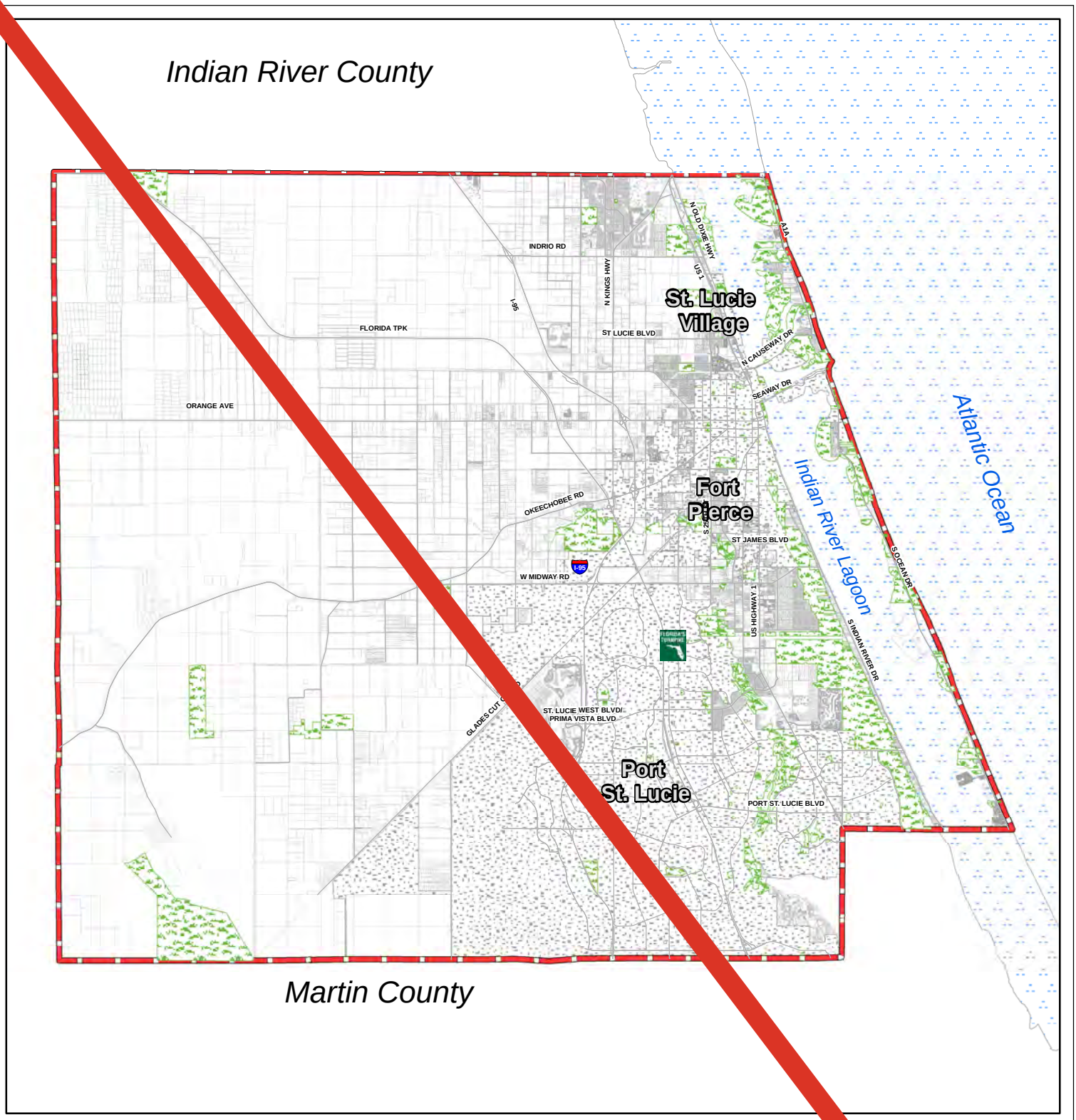
- County Boundary
- Municipalities
- Parks and Preserves
- Coastal High Hazard Areas
- Wetlands

W E S

0 3 5 Mi

ST. LUCIE COUNTY FLORIDA

Print Date: 11/6/2019



Map: Rec-1

St. Lucie County
2018 Comprehensive Plan
Parks and Recreation Map

N
W E
S

0 2.25 4.5 Miles

Legend
County Boundary
Parks and Preserves
Municipalities

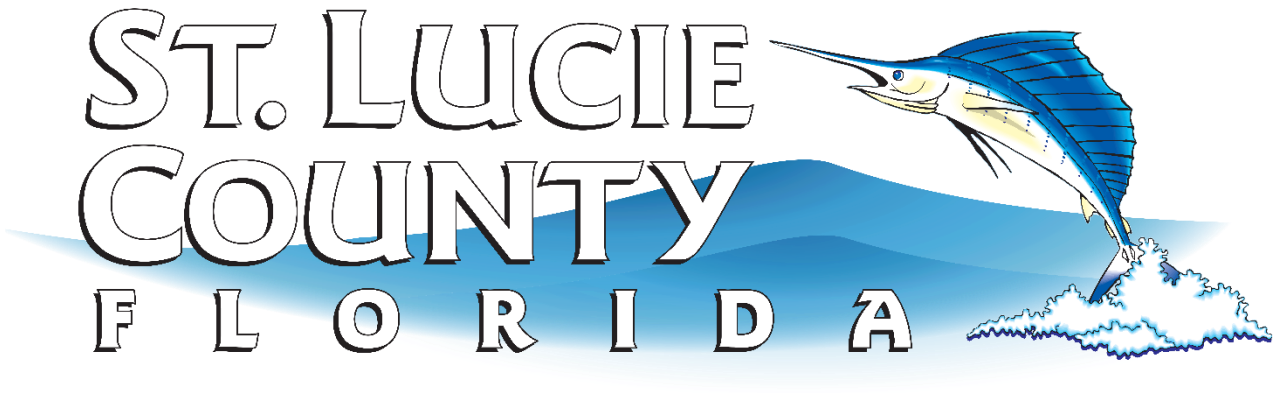
Print Date: 7/23/2018

Source: St. Lucie County

DATA

&

ANALYSIS



COMPREHENSIVE PLAN

EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 1

FUTURE LAND USE ELEMENT

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

FUTURE LAND USE ELEMENT

DATA INVENTORY AND ANALYSIS

Purpose

The purpose of the Future Land Use Element is the designation of future land use patterns as reflected in the goals, objectives and policies contained in St. Lucie County's Comprehensive Plan. The supporting data provides a broad survey of current land use patterns, natural land features, and availability of public facilities for existing and future development. Future land use patterns are depicted on the Future Land Use Map.

Planning Timeframes

The St. Lucie County Comprehensive Plan provides guidance on development and redevelopment over two planning periods: a ~~5~~ 10-year period ending FY ~~2023~~ 2035 (short term) and a 20-year period ending FY ~~2040~~ 2045 (long term).

EXISTING LAND USE CONDITIONS

General Description

St. Lucie County is located along Florida's southeast coast, in the upper reaches of the South Florida geographic region. Locally, this area is referred to as Florida's Treasure Coast because of the many Spanish Treasure Galleons shipwrecked along this part of the coast. The County comprises approximately 600 square miles, of which approximately ~~440~~ 417 square miles are unincorporated area and subject to the land use and regulatory authority of the St. Lucie County Board of County Commissioners. From 2018 to 2024, the unincorporated area of County has decreased due to annexations, with approximately 790.23 acres or 1.23 square miles by the City of Fort Pierce, approximately 9.90 acres or 0.015 square miles by Port St. Lucie and approximately 2.33 acres or 0.003 square miles by St. Lucie Village. As of 2024, the balance of the County consists of territory located within the incorporated municipalities of Fort Pierce (18,560 acres or 29.2 square miles), Port St. Lucie (36,500 acres or 120 square miles), and St. Lucie Village(490 acres or 0.88 square miles).

Physiographically, the County is divided into three primary regions: the Atlantic Coastal Ridge (including the barrier islands), the Eastern Valley and the Osceola Plain. The dominating physiographic region of the east/central portion of the County is known as the Eastern Valley. The Valley extends from the Atlantic Coastal Ridge to the central part of the County. Elevations in this area range from 15 to 30 feet above sea level. The land within this area falls generally to the southeast.

The vast citrus, other crops and ranching areas of central and western St. Lucie County are contained within the physiographic areas known as the Sebastian/St. Lucie Flats, Allapattah Flats and the Osceola Flats. Except where drained for agricultural activities, these areas are characteristically pocketed with surface wetlands and have limited natural drainage. Elevations in this area are in the range of 30 to 60 feet, with the general fall of the land being from the northwest to the southeast.

The Atlantic Coastal Ridge forms the eastern border of the County and includes the coastal barrier island, locally known as Hutchinson Island, the Indian River Lagoon and the ridge which lies east of the

North and South Savannas and parallels Indian River Drive. Elevations range from sea level to about 15 feet on the barrier islands to as much as 50 feet along the western shorelines of the Indian River Lagoon. The western terminus of the Atlantic Coastal Ridge lies approximately along the eastern edge of the Savannahs, both north and south of Fort Pierce.

Located within the Eastern Valley is the single principal freshwater estuary in St. Lucie County, the North Fork of the St. Lucie River. Secondary water courses include the North Fork's two primary tributaries, Five Mile and Ten Mile Creeks. An unconnected freshwater marsh network, known as the Savannas, is located immediately to the west of the Atlantic Coastal Ridge. The Savannas represent a vanishing natural feature that was once found along the entire length of the Indian River Lagoon, from Volusia County to Northern Palm Beach County. Through the continued effort of the State of Florida's ~~Conservation and Recreational Land (CARL) (now called the~~ Florida Forever~~)~~ acquisition program, more than 2.5 million acres have been purchased ~~approximately 90% of the privately held properties within this area have been acquired~~ for perpetual public preservation.

Lying between the western edges of the Atlantic Coastal Ridge and the barrier island is the Indian River Lagoon. This saltwater estuary is part of a larger ecosystem which extends 156 miles from Volusia County to Northern Palm Beach County. More detailed discussions on the function and vitality of the Indian River Lagoon system can be found in the Conservation and Coastal Management Elements of the St. Lucie County Comprehensive Plan.

Section 258.39(8), (9) and (12), Florida Statutes, provides for the official designation of the Indian River Lagoon and portions of the North Fork of the St. Lucie River as Aquatic Preserves. The Florida Department of Environmental Protection, charged with administration and supervision of these preserves, has adopted specific management plans for both areas, conducting both research and enforcement actions within them.

In addition to its inland estuary and isolated wetland network, St. Lucie County has 21 miles of Atlantic Ocean shoreline, much of which is currently undeveloped. Through the efforts of the residents of St. Lucie County and the State of Florida, approximately seven miles of this unincorporated oceanfront are under public ownership. Another two miles of oceanfront property are owned by the Florida Power & Light Company and are to be maintained in their present natural state in conjunction with the operation of the St. Lucie Power Plant facilities. The balance of the remaining oceanfront properties is held in private ownership and available for development activities, which have historically been residential in character.

Existing Land Uses

Most of unincorporated St. Lucie County remains agricultural in use ~~69.58%~~ 68.12%. Therefore, future planning and development of these western areas remains a significant issue for the County. Government uses ~~(8.32%)~~ 9.95%, miscellaneous uses ~~(5.69%)~~ 5.45%, and residential single-family uses ~~(4.48%)~~ 5.07% are the next most common existing land uses.

Table 1-1 Existing Land Uses (Unincorporated St. Lucie County)

~~Existing Land Use~~	~~Acreage~~	~~% of Total Land Area~~
~~Agriculture~~	~~196,124.00~~	~~69.58%~~
~~Commercial~~	~~4,946.17~~	~~1.75%~~
~~Commercial Vacant~~	~~1,382.88~~	~~0.49%~~
~~Conservation / Recreation~~	~~7,812.57~~	~~2.77%~~
~~Government~~	~~23,443.84~~	~~8.32%~~
~~Industrial~~	~~2,707.43~~	~~0.96%~~
~~Institutional~~	~~1,229.30~~	~~0.44%~~
~~Light Industrial~~	~~305.93~~	~~0.11%~~
~~Miscellaneous*~~	~~16,028.12~~	~~5.69%~~
~~Residential Mobile Home~~	~~936.33~~	~~0.33%~~
~~Residential Multi-Family~~	~~1,170.15~~	~~0.42%~~
~~Residential Single-Family~~	~~12,620.15~~	~~4.48%~~
~~Resdiential Vacant~~	~~6,980.12~~	~~2.48%~~
~~Right of Way~~	~~5,046.36~~	~~1.79%~~
~~Other~~	~~1,139.49~~	~~0.40%~~
~~**Total**~~	~~**281,872.85**~~	~~**100.00%**~~

~~Source: St. Lucie County and Calvin, Giordano & Associates, 2018~~

~~*Miscellaneous includes Acreage Not Zoned Agricultural labeled by the Department of Revenue (DOR) as land use code 9900.~~

Existing Land Use	Acreage	% of Total Land Area
Agriculture	181,987.34	68.12%
Commercial	4,032.61	1.51%
Commercial Vacant	1,028.97	0.39%
Conservation/Recreation	8,328.66	3.12%
Government	26,570.18	9.95%
Industrial	3,607.03	1.35%
Institutional	931.92	0.35%
Light Industrial	495.96	0.19%
Miscellaneous	14,566.07	5.45%
Residential Mobile Home	699.30	0.26%
Residential Multi-Family	2,526.21	0.95%
Residential Single Family	13,543.93	5.07%
Residential Vacant	3,666.62	1.37%
Right of Way	4,643.06	1.74%
Other	528.11	0.20%
TOTAL	**267,155.97**	**100.00%**

Source: St. Lucie County and Calvin Giordano & Associates, 2025

Please note that there are a number of acres that are not parcelized in Table 1-1 and Table 1-2 but fall within unincorporated St. Lucie County. The acreage difference is due to the methods with which each of the data layers was created.

Future Land Uses

More than half of unincorporated St. Lucie County has the Agriculture-5 land use designation ~~(65.64%)~~ 61.74%. The Towns, Villages and Countryside, ~~Conservation-Public,~~ and Residential Urban designations make up approximately 5% of the total land each. Conservation-Public land use has increased to 5.15% from 5.03%. Lands with designations of Mixed Use Development and Special District total less than 3% each. Lands with Commercial use are 0.48% ~~or~~ and Industrial land 0.87% use designations each make up a little more than ~~less than 1%~~ 1.35% of the total land area.

Table 1-2 Future Land Uses (Unincorporated St. Lucie County)

~~Future Land Use~~	~~Acreage~~	~~% of Total Land Area~~
~~Agriculture-2.5~~	~~3,550.01~~	~~1.27%~~
~~Agriculture-5~~	~~183,650.41~~	~~65.64%~~
~~Commercial~~	~~1,515.72~~	~~0.54%~~
~~Conservation-Public~~	~~14,066.88~~	~~5.03%~~
~~Historic~~	~~7.73~~	~~0.00%~~
~~Industrial~~	~~2,594.70~~	~~0.93%~~
~~Mixed Use Development~~	~~4,199.15~~	~~1.50%~~
~~Public Facilities~~	~~1,307.48~~	~~0.47%~~
~~Residential/Conservation~~	~~2,469.74~~	~~0.88%~~
~~Residential Estate~~	~~2,811.02~~	~~1.00%~~
~~Residential High~~	~~516.67~~	~~0.18%~~
~~Residential Medium~~	~~1,745.72~~	~~0.62%~~
~~Right of Way~~	~~6,683.78~~	~~2.39%~~
~~Residential Suburban~~	~~5,660.23~~	~~2.02%~~
~~Residential Urban~~	~~13,866.08~~	~~4.96%~~
~~Special District~~	~~8,005.95~~	~~2.86%~~
~~Spoil Islands & Submerged Lands~~	~~31.31~~	~~0.01%~~
~~Transportation/Utilities~~	~~2,587.89~~	~~0.92%~~
~~Towns, Villages & Countrysides~~	~~13,672.09~~	~~4.89%~~
~~ROW/Water (Non-parcelized areas)~~	~~10,842.50~~	~~3.88%~~
~~**Totals**~~	~~**279,785.05**~~	~~**100.00%**~~

~~Source: St Lucie County & Calvin, Giordano & Associates, 2018~~

Future Land Use	Acreage	% of Total Land Area
Agriculture 2.5	3,550.02	1.22%
Agriculture 5	17,8964.13	61.74%
Commercial	1,380.49	0.48%
Conservation-Public	14,929.53	5.15%
Historic	7.73	0.003%
Industrial	2,526.09	0.87%
Mixed Use Development	7,577.26	2.61%
Public Facilities	1,269.83	0.44%
Residential/Conservation	2,469.68	0.85%
Residential Estate	2,801.58	0.97%
Residential High	433.45	0.15%
Residential Medium	1,549.06	0.53%
Right of Way	6,655.46	2.30%
Residential Suburban	5,505.76	1.90%
Residential Urban	13,613.25	4.70%
Special District	8,632.50	2.98%
Soil Islands & Submerged Lands	31.30	0.01%
Transportation/Utilities	2,585.99	0.89%
Towns, Villages, & Countryside	13,674.37	4.72%
Right of Way/Water	21,716.31	7.49%
TOTAL	**28,9873.79**	**100.00%**

Source: St. Lucie County and Calvin Giordano & Associates, 2025

Land Use/Zoning

The following table provides a land use district/zoning district compatibility chart that is intended to provide assistance in the application of compatible zoning districts, as ~~currently~~ found in St. Lucie County's Land Development Code.

Table 1-3 Future Land Use Designation/Zoning Compatibility Matrix

Zoning	FUTURE LAND USE DESIGNATION ~~DISTRICTS~~																
	AG-5	AG-2.5	RE	RS	RU	RM	RH	R/C	Cpub	COM	IND	P/F	MXD	SD	H	TU	TVC
AG-5	X	X	X	X				X				X	X				
AG-2.5		X	X	X								X	X				
AG-1			X	X	X	X							X				X
R/C			X	X	X	X	X	X					X				X
AR-1			X	X	X	X							X				X
RE-1			X	X	X	X							X				
RE-2				X	X	X	X						X				
RS-2				X	X	X	X						X				
RS-3					X	X	X						X				
RS-4					X	X	X						X				
RM-5					X	X	X						X				
RMH-5					X	X	X						X				
RM-7						X	X						X				
RM-9						X	X						X				
RM-11							X						X				
RM-15							X						X				
CN	X	X	X	X	X	X	X			X			X				X
CO	X	X	X	X	X	X	X			X			X				X
CG										X	X		X				X
CR										X			X				
IL											X		X				X
IH											X		X				X
IX	X	X	C	C	C	C	C		C	X	X	X	X				
U	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
I	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X
RF	X	X	X	X	X	X	X	X		X		X	X		X		
PCS																	X
PUD	X	X	X	X	X	X	X	X				X	X	X	X		X
PNRD	X	X	X	X	X	X	X	X		X	X	X	X	X	X		
PMUD	X	X	X	X	X	X	X	X		X	X	X	X	X	X		
PRW													X				X
PTV													X				X
HIRD			X	X	X	X	X	X				X	X	X	X		
RVP										X			X				
CPUB	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

X – Indicates compatible land use/zoning combination
C – Indicates requirements for Conditional Use to ~~insure~~ ensure compatibility

Urban Service Boundary

This Element establishes an Urban Service Boundary ~~which runs generally along the I-95/Turnpike corridor~~ and limits the area for which the County will provide services. See Figure 1 below depicting the USB area.

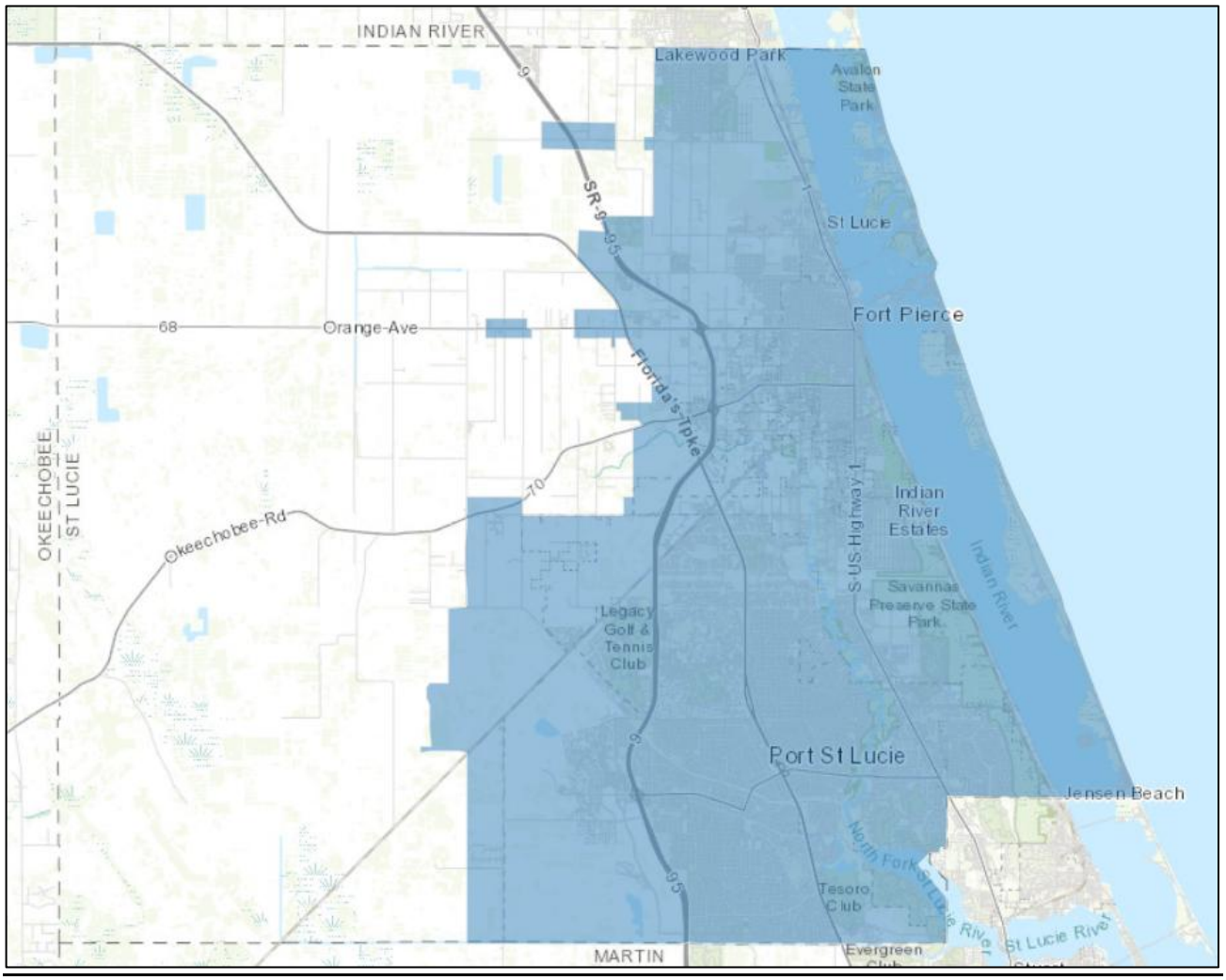


Figure 1 St. Lucie County Urban Service Boundary

Development west of the Urban Service Boundary is limited to densities which range from 1 dwelling unit per acre to 1 dwelling per 2.5 acres to and 1 dwelling unit per five acres ~~(or 0.20 dwelling units per acre~~ (~~1 dwelling unit per five acres~~). Development in excess of these densities requires an amendment to the Future Land Use Map of this plan. Any approval of such an amendment must include findings that the developer will provide the necessary services at no cost to local government and the conversion of agricultural land maintains the viability of agricultural uses on adjacent lands.

~~*Urban Service Area*~~

~~This area~~ ~~lies~~ Urban development activities lie to the east of the previously discussed Urban Service Boundary and represents the preferred regions for development at urban intensities. The area indicated is the most likely to have centralized water and wastewater services provided by either a municipal utility or a privately operated regional enterprise and other infrastructure and services. The intent of the ~~u~~Urban ~~s~~Service Boundary ~~area~~ designation is to restrict the negative impacts of a sprawling low density

development pattern and the fiscal burden that pattern of development has on the ability of the community to meet its service needs.

The Urban Service Boundary~~Area~~ is not designed to be a permanent or static limitation on growth. Rather it is intended to indicate the areas of the County that can reasonably be expected to be provided with necessary community services during the fiscal planning periods of this plan.

Future Land Use Element policies speak to the definition of the boundary of the Urban Service Boundary line. The policies provide for some flexibility in the exact location of this line by as much as 1,500 feet, without the need to amend to the Comprehensive Plan. This flexibility is based upon the recognition that as properties develop, they may in fact have boundaries that lie in part beyond the defined Urban Service B~~b~~oundary as depicted. It is not the intention of this plan to penalize these properties for being partially outside of this area.

For example, it is conceivable that a property could be divided by the Urban Service B~~b~~oundary, but through particular topographic conditions it may be possible for that entire site to receive the full range of community infrastructure and utility services. The Urban Service Boundary ~~designation~~ is not intended to be a line of absolute demarcation for the provision of these services.

Starting in 2021, the Board of County Commissioners reviewed the current Urban Service Boundary (USB) for expansion in response to significant growth in the county and anticipating more growth in the next twenty years. As noted below in Table 1-6, the County saw 38.8% of population growth between 2010-2024, 13% of population growth in unincorporated St Lucie County and the majority of the growth in the City of Port St. Lucie. In August of 2022, the Board of County Commissioners adopted Ordinance 2022-15 to expand the USB in the southwest area of the county. In Figure 2 below is the adopted USB expansion in the red dashed line, a total of 31,510 acres and 13,375 acres in the Unincorporated St. Lucie County.

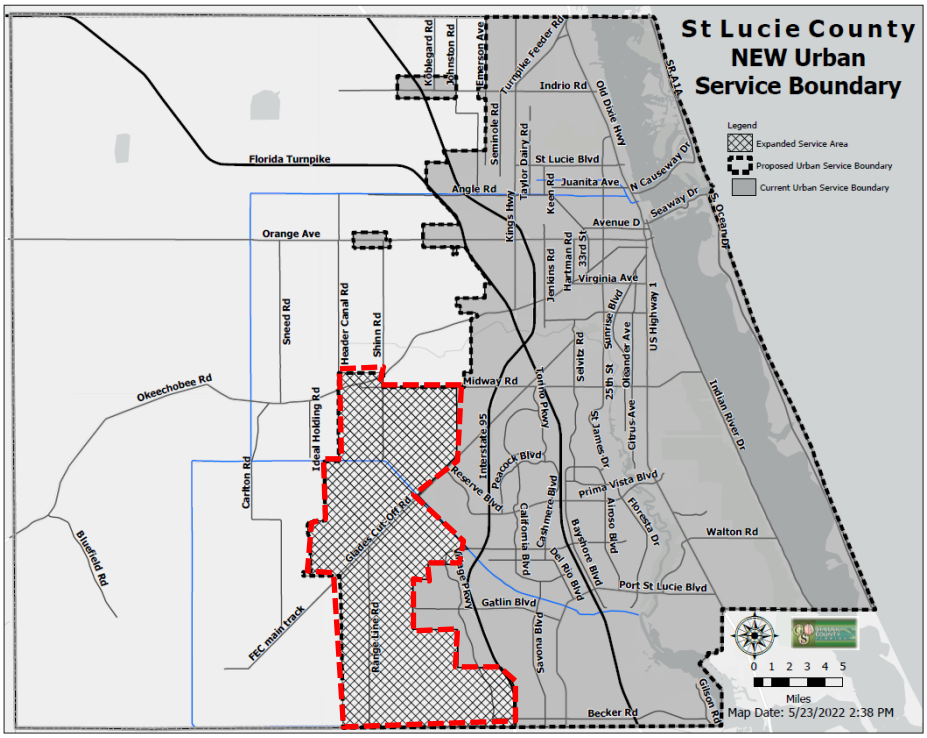


Figure 2 USB Expansion 2022, St. Lucie BOCC, 2022.

The Board of Commissioners also approved a Planning Study for potential USB expansion in the northwest portion of the county. See Figure 3 below highlighted in yellow and green.

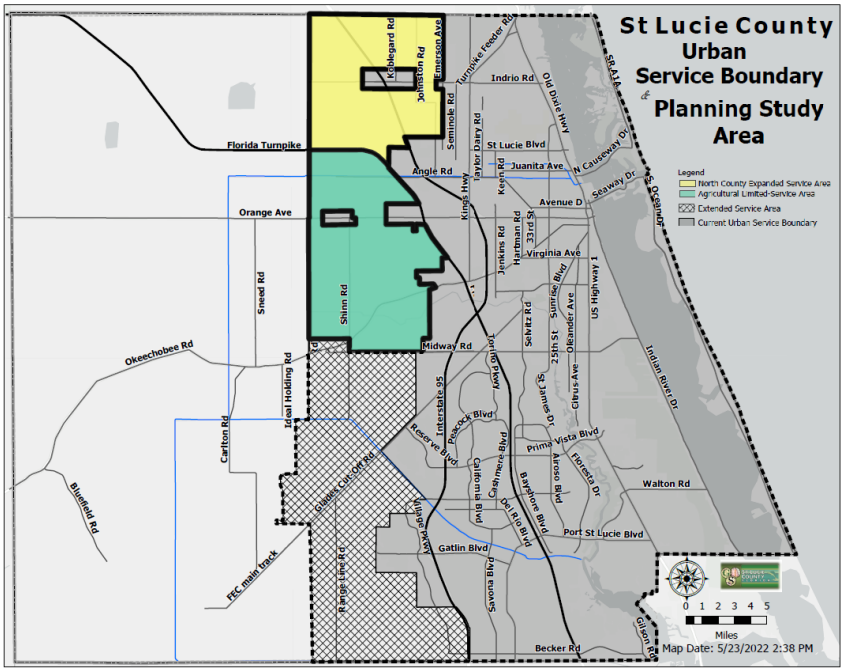


Figure 3 St. Lucie County Urban Service Boundary Planning Study Area, St. Lucie BOCC, 2022.

A Planning Study was conducted by Calvin Giordano & Associates in 2024/2025, and the results are in Tables 1-10A and 1-10B which confirms the County has enough vacant land inside the current USB to absorb the projected population increase of 157,066 people within a 10-year planning horizon. By 2035, the St. Lucie County population is projected to grow from 385,746 (4/1/2024) to 456,800 (2035). This equates to a change in population of 71,054 over 11 years or an 18.4% increase. There is currently no need to further expand the USB.

~~The Planning Study also states that the vacant parcels in the areas highlighted yellow and green in Figure 3 can absorb dwelling unit increase within a 10 and 20-year planning horizon.~~

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Population

Pursuant to Section 163.3177(1)(f)3., F.S., the County Comprehensive Plan must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period. Absent physical limitations on population growth, population projections for each municipality, and the unincorporated area within a county must, at a minimum, be reflective of each area's proportional share of the total county population and the total county population growth. Additionally, Section 163.3177(5)(a), F.S., requires that each local government comprehensive plan must include at least two planning periods, one covering at least the first 10-year period occurring after the plan's adoption and one covering at least a 20-year period.

The current total population estimate for St. Lucie County is 385,746, with 80,340 within the unincorporated county and distributed between the municipalities as follows:

Table 1-4 Population Estimates

County and City	Population Estimate April 1,2024	Population Change 2020-2024	Census Count April 1, 2020
St. Lucie County	385,746	56,520	329,226
Fort Pierce	50,823	3,526	47,297
Port St. Lucie	253,959	49,108	204,851
St. Lucie Village	624	11	613
Unincorporated	80,340	3,875	76,465

Source: 2024 Bureau of Economic and Business Research Florida Estimates of Population 2024

By 2035, the St. Lucie County population is projected to grow from 385,746 (4/1/2024) to 456,800 (2035). This equates to a change in population of 71,054 over 11 years or an 18.4% increase. By 2050, St. Lucie County's population is projected to grow from 385,746 to 530,700. That equates to a change in population of 144,954 over 26 years or a 37.57% increase.

Compared with the population change of 107,957 from 2010-2024, a 14-year period, the County grew quickly between 2010-2024 but growth is projected to stabilize over the next 26 years. ~~As noted~~ In ~~the below~~ Table 1-6 the overall County population grew by ~~5.4~~ 38.8% between 2010 and ~~2016~~ 2024 (BEBR). During the same period, the unincorporated population grew by 13%. The County and unincorporated County population will continue to grow and reflect development for approved, the Towns, Villages, and Countryside (TVC) designated area~~,~~ and infill development.

Table 1-~~5~~4 Population Projections ~~2010-2040~~ and 2024-2050

~~Place~~	~~2010*~~	~~2016~~	~~2017**~~	~~2020~~	~~2025~~	~~2030~~	~~2035~~	~~2040~~
~~St. Lucie County~~	~~277,789~~	~~292,828~~	~~297,634~~	~~318,600~~	~~349,901~~	~~377,998~~	~~404,100~~	~~428,198~~
~~St. Lucie-Unincorporated~~	~~71,006~~	~~71,639~~		~~72,653~~	~~73,707~~	~~74,371~~	~~75,752~~	~~76,902~~

~~Sources: University of Florida Bureau of Economic and Business Research, Population Projections; *U.S. Census Bureau, 2010 Decennial Census; and **Office of Economic and Demographic Research.~~

Place	2024**	2025	2030	2035	2040	2045	2050
St. Lucie County	385,746	385,400	423,900	456,800	484,200	508,800	530,700
St. Lucie-Unincorporated*	80,340	78,755	80,459	81,432	81,740	81,285	80,592

Source: 2023 Bureau of Economic and Business Research Population Projections. (medium projections)
**2024 Bureau of Economic and Business Research - Florida Estimates of Population 2024 - April 1, 2024, Population Estimate.

Tables 1-6 and 1-7 compares growth between the County, the municipalities, and the adjacent counties.

Table 1-6 Population Estimates by County and City 2010-2024

Location	2010*	2020	2024	Population Change 2010-2024	% change
St. Lucie County	277,789	329,226	385,746	107,957	38.8%
Fort Pierce	41,590	47,297	50,823	9,233	22.2.%
Port St. Lucie	164,603	204,851	253,959	89,356	54.3%
St. Lucie Village	590	613	624	34	5.7%
Unincorporated	71,006	76,465	80,340	9,334	13.1%

Source: BERB Florida Estimates of Population, 2024. * Florida Population: Census Summary, 2010.

Table 1-7 Adjacent Counties Population Comparison 2010-2024

County	2010*	2020	2024	Population Change 2010-2024	% change
St. Lucie	277,789	329,226	385,746	107,957	38.8%
Brevard	543,376	606,612	653,703	110,327	20.3%
Indian River	138,028	159,788	171,029	33,001	23.9%
Okeechobee	39,996	39,644	40,230	234	0.6%
Martin	146,318	158,431	164,853	18,535	12.7%
Palm Beach	1,320,134	1,492,191	1,545,905	225,771	17.1%

Source: BERB Florida Estimates of Population, 2024.
* Florida Population: Census Summary, 2010.

Seasonal population is evaluated by estimating the vacant units of an area. The U.S. Census, American Community Survey breaks down vacant units between units for sale, for rent, and seasonal or recreational use. Based on the vacant units, in Table 1-8, St Lucie County and Fort Pierce have the majority of the seasonal population with approximately 10 % of the units in each location for seasonal use.

Table 1-8 Seasonal Unit Estimate

Location	Vacant # of Seasonal, Recreational, or Occasional Use Units	Total # Units	% of Seasonal Units
St. Lucie County	15,349	150,054	10.23%
Unincorporated St Lucie*	8,847	45,133	19.60%

Source: U.S. Census ACS 2022 B25004 5-year Estimates.
*Shimberg Comprehensive Plan Data 2018-2022 Estimates.

Vacant Lands

The following table shows vacant lands with their future land use designation. The future land use designation with the largest number of vacant lands is Residential Urban with 2,163.71 acres followed by Agriculture-5 with 1,347.99 acres. ~~Residential Suburban and Residential Medium.~~

~~**Table 1-59 Vacant Lands with Future Land Use**~~

~~**Future Land Use**~~	~~**Acreage**~~	~~**% of Total**~~
~~Agriculture-2.5~~	~~143.04~~	~~1.70%~~
~~Agriculture-5~~	~~1,377.65~~	~~16.37%~~
~~Commercial~~	~~584.99~~	~~6.95%~~
~~Conservation-Public~~	~~537.36~~	~~6.39%~~
~~Industrial~~	~~74.22~~	~~0.88%~~
~~Mixed Use~~	~~215.84~~	~~2.57%~~
~~Public Facilities~~	~~29.06~~	~~0.35%~~
~~Residential/Conservation~~	~~588.71~~	~~7.00%~~
~~Residential Estate~~	~~146.64~~	~~1.74%~~
~~Residential High~~	~~125.48~~	~~1.49%~~
~~Residential Medium~~	~~579.20~~	~~6.88%~~
~~Right of Way~~	~~558.79~~	~~6.64%~~
~~Residential Suburban~~	~~513.28~~	~~6.10%~~
~~Residential Urban~~	~~2,313.20~~	~~27.49%~~
~~Special District~~	~~482.87~~	~~5.74%~~
~~Submerged Land~~	~~2.12~~	~~0.03%~~
~~Towns, Villages & Countryside~~	~~142.07~~	~~1.69%~~
~~**Total**~~	~~**8,414.50**~~	~~**100.00%**~~

~~Source: St. Lucie Planning and Development Services, 2018~~

Future Land Use	**Acreage**	**% of Total Land Area**
Agriculture-2.5	99.88	1.11%
Agriculture-5	1,347.99	15.03%
Commercial	444.39	4.95%
Commercial-Public	532.97	5.94%
Industrial	667.79	7.44%
Mixed Use	591.50	6.59%
Public Facilities	25.13	0.28%
Residential/Conservation	484.64	5.40%
Residential Estate	164.60	1.83%
Residential High	181.67	2.02%
Residential Medium	484.11	5.40%
Right of Way	750.81	8.37%
Residential Suburban	451.47	5.03%
Residential Urban	2,163.71	24.12%
Special District	300.79	3.35%
Submerged Land	2.12	0.02%
Transportation/Utilities	0.0015	0.00%
Towns, Villages, & Countryside	278.04	3.10%
TOTAL	**8,971.61**	**100.00%**

Source: St. Lucie County and Calvin Giordano & Associates, 2025

Population and Need for Development

The following T~~t~~able 1-10 shows the unincorporated County's potential to accommodate the population projected for at least a 10-year planning period. By 2035, the St. Lucie County population is projected to grow from 385,746 (4/1/2024) to 456,800 (2035). This equates to a change in population of 71,054 over 11 years or an 18.4% increase.

Based upon the existing vacant lands inventory ~~only, 74,254~~ 178,195 people can be accomodated by future development over and above the existing population based on currently future land use designations and 2.53 Average Household Size based on the April 1, 2024 BEBR Number of Households and Average Household Size in Florida ~~20210 US Census average persons per household f #.## for the unicorporated County~~. Currently, most of the lands within the TVC area are considered to have an existing land use of agriculture. Potential housing development in the TVC is based a maximum allowed number of units rather than vacant land acreage and have been included in this analysis to fully represent unincorporated St. Lucie County's potential to accommodate future population.

Table 1-~~6~~10 Vacant Lands and Ability to Accommodate Population

	~~Acreage~~	~~Permitted Density (du/acre)~~	~~Potential Number of Dwelling Units~~	~~Potential Population~~
~~**Vacant Lands**~~				
~~Residential Estate~~	~~146.64~~	~~1~~	~~147~~	~~358~~
~~Residential Suburban~~	~~513.28~~	~~2~~	~~1,027~~	~~2,505~~
~~Residential Urban~~	~~2,313.20~~	~~5~~	~~11,566~~	~~28,221~~
~~Residential Medium~~	~~579.20~~	~~9~~	~~5,213~~	~~12,719~~
~~Residential High~~	~~125.48~~	~~15~~	~~1,882~~	~~4,592~~
~~Residential/Conservation~~	~~588.71~~	~~0.2~~	~~118~~	~~287~~
~~Mixed Use Development~~	~~215.84~~	~~15~~	~~3,238~~	~~7,900~~
~~Special District~~	~~482.87~~	~~15~~	~~7,243~~	~~17,672~~
~~Towns, Village & Countryside~~	~~142.07~~	~~*See Below~~	~~*See Below~~	~~*See Below~~
~~*Sub total*~~	~~5,107.29~~		~~30,434~~	~~74,254~~
~~***Approved Undeveloped Areas***~~				
~~Towns, Villages & Countryside~~			~~37,500.00~~	~~91,500~~
~~**Total**~~			~~67,934~~	~~165,754~~

~~Note: Household size of 2.44 persons per household based upon 2010 US Census information for unincorporated St. Lucie County.~~
~~Source: St. Lucie Planning and Development Services, Calvin Giordano & Associates, Inc.~~

Vacant (*residential development*) Lands	Acreage	Permitted Density (du/acre)	Potential Number of Dwelling Units	Potential Population*
Agriculture-2.5 (within USB)	99.88	1 per 2.5 acres	40	101
Agriculture-5 (within USB)	1347.99	1 per 5 acres	270	683.1
Residential Estate	164.60	1	165	417.45
Residential Suburban	451.47	2	903	2,285
Residential Urban	2,163.71	5	10,819	27,372
Residential Medium	484.11	9	4,330	10,955
Residential High	181.67	15	2,725	6,894
Residential/Conservation	484.64	1 per 5 acres	97	245
Mixed use Development	591.50	15	8,873	22,449
Special District	300.79	15	4,512	11,415
Sub Total	**6,270.36**		**32,734**	**82,817**
Town, Village, Countryside	278.04		37,500	94,875
TOTAL	**6,548.40**		**70,234**	**177,692**

Source: St. Lucie Planning and Development Services, Calvin Giordano &Associates, Inc.
*2.53 Average Household Size based on the April 1, 2024 BEBR Number of Households and Average Household Size in Florida.

Table 1-10A Accommodating 10-Year Projected Population on Developable Unincorporated Areas Inside USB (No USB expansion)

INSIDE USB	Developable Acres	Projected Units	Projected Population*	% of 10Y Projected Units Accommodated by Developable Land
Vacant Residential (1)	1,335	2,670	6,755	7.7%
Undeveloped Lands (Grazing/Ag/Crop Land) (1)	19,519	39,038	98,766	112%
Gov Lands (2)	1,216	1,216	3,078	3.5%
Total	**22,070**	**42,924**	**108,599**	**123%**
Total without the Gov Lands	**20,854**	**41,708**	**105,521**	**119.5%**

Source: Urban Service Boundary Vacant Lands Analysis, Calvin, Giordano & Assoc. 2024, BEBR.
*Based on BEBR est. of 2.53 people per dwelling unit.
(1) @ 2 DU/AC
(2) @ 1 DU/AC

Table 1-10B Accommodating 20-Year Projected Population in Expansion Areas Outside USB (Expansion required)

OUTSIDE USB: Target Expansion Areas	Developable Acres	Projected Units	Projected Population	% of Remaining 20Y Projected Units Accommodated by Developable Land
North Couty Expanded Service Area (1)	5,818	11,635	29,437	50%
Agriculture Limited-Service Area (3)	8,073	2,018	5,106	69%
Total	**13,890**	**13,653**	**34,142**	**119%**

Source: Urban Service Boundary Vacant Lands Analysis, Calvin, Giordano & Assoc. 2024, BEBR.
(1) @ 2 DU/AC
(2) @ 1 DU/AC
(3) @ 0.25 DU/AC

Table 1-10C Accommodating 10-Year and 20-Year Projected Growth

BEBR Projections	2023 ACS**	2035	2045	10 Year Growth	20 Year Growth
Population	368,628	456,800	508,800	88,172	140,172
Dwelling Units*	N/A	180,553	201,107	34,851	55,404

*Based on BEBR est. of 2.53 people per dwelling unit.
**Closest actual population used is 2023 ACS. Population only.

If this analysis is conducted using the 2024 Bureau of Economic and Business Research - Florida Estimates of Population 2024 - April 1, 2024, Population Estimate, the following would be the result.

Table 1-10D Accommodating 10-Year and 20-Year Projected Growth

BEBR Projections	2024	2035	2045	10 Year Growth	20 Year Growth
Population	385,746	456,800	508,800	71,054	123,054
Dwelling Units*	N/A	180,553	201,107	28,085	48,638

*Based on BEBR est. of 2.53 people per dwelling unit.
**2024 Bureau of Economic and Business Research - Florida Estimates of Population 2024 - April 1, 2024, Population Estimate.

- Based on current development patterns continuing, without USB expansion, lands inside the USB have the potential to accommodate 123% of 10-year population and unit growth,
- Lands that have residential zoning, a “Vacant Residential” land use designation, or are undeveloped agricultural lands in optimal locations may accommodate roughly 41,708 units at a density of 1.0 to 2.0 units/acre over 20,854 acres.

This analysis produced the following policy recommendations:

- Expanding the USB is not warranted in the 10-year planning horizon as optimal lands exist inside the USB to accommodate residential unit projections in most scenarios..
- Should USB expansion be considered two identified areas: North County Expanded Service Area and Agriculture Limited-Service Area, are eligible and appropriate should all other policies of this comprehensive plan be met.
- The 11,644 acres needed to accommodate the remaining 20-year residential growth is most appropriately located on the combined 13,890 acres of undeveloped land within North County Expanded Service Area (5,818 acres) and Agriculture Limited-Service Area (8,073 acres), when

infrastructure and services are provided, which can accommodate 119% of the remaining 20-year projected unit growth.

- If USB expansion is considered, the North County Expanded Service Area shall be prioritized before the Agricultal Limited-Service Area.
- Expansions should be considered incrementally and project-by-project, based on current policies of expanding adjacent-to-boundary first, rather than all at once.
- If these areas are considered, no other expansion areas shall be eligible without an update to the comprehensive plan.

REDEVELOPMENT

Redevelopment is a strategy the County can utilize to address population growth and the need for diversity in housing types without extending the USB and allowing sprawl to spread westward by promoting infill development inside the USB. The County has not officially designated any areas as having conditions of slum and blight, but is continuing to monitor aging areas and implement needed programs and improvements.

Population projections indicate a population of 88,172 may be added to the county outside municipal areas, creating a ~~need~~ demand ~~to house 5,263 between 2016 and 2040~~ for roughly 34,851 units between 2025 and 2035 (2.53 people per unit). Based upon the above analysis, St. Lucie County will be able to accommodate ~~the~~ 123% of this 10 year projection ~~population growth~~ within the current USB.

Twenty-year projections indicate a population of 140,172 people and 55,404 units. Applying a similar analysis the North County Expanded Service Area and Agircultural Limited Service Area expansion areas outside the USB, an estimated 13,890 acres of developable land may accommodate an estimated 119% of remaining 20-year unit growth.

Potential USB expansion areas: In Figure 4 below the dark red areas illustrate undeveloped lands inside the USB able to accommodate 123% of 10-year population/unit growth projections, lighter red areas illustrate the 13,890 acres of undeveloped lands outside the USB and inside the targeted expansion areas with potential to accommodate 119% of 20-year growth.

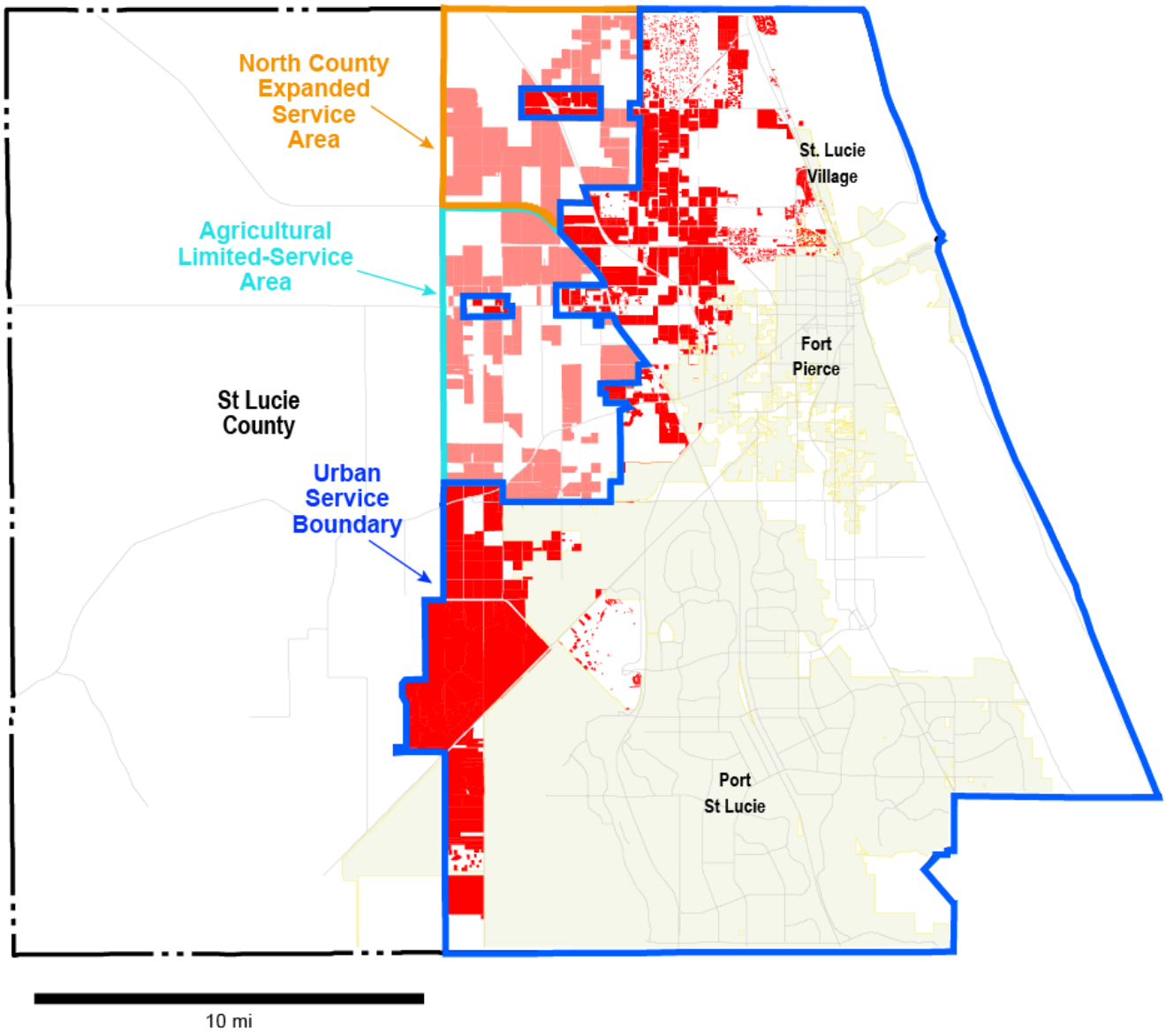

Figure 4 Map of Undeveloped Land for Future Development. Calvin Giordano, 2025.

When considering population in a region, analysis can determine what type of housing will be more likey needed in a 10-year and 20-year planning horizon. Table 1-11 shows that St. Lucie County has 35% of its population between the ages of 25 to 54 years old. Within this demographic 25 to 35 years old are typically first itme home buyers and they represent 11% of the County's population. They are looking for affordability and purchase the smaller properties that are considered starter homes. The population aged 45 to 54 years old typically are looking to upgrade their housing and want bigger property and can afford a larger property. 23% of the County's population are aged 65 to 74 years old. This demographic tends to downsize their property as they are retiring and do not need or want to maintain a larger property. Looking at the data, it is understood that the county will need to diversify its housing options.

Table 1-11 Age Cohort Percentages of County Population

Age of County Population	St. Lucie County % of Population	Unincorporated St. Lucie % of Population
Under 5 Years	4.91%	2.90%
5 to 9 Years	4.98%	3.32%
10 to 14 Years	6.17%	4.48%
15 to 19 Years	5.58%	3.36%
20 to 24 Years	5.20%	4.33%
25 to 34 Years	11.43%	8.44%
35 to 44 Years	11.26%	8.16%
45 to 54 Years	11.98%	9.83%
55 to 59 Years	7.00%	7.41%
60 to 64 Years	7.07%	10.05%
65 to 74 Years	13.32%	19.81%
75 to 84 Years	8.60%	13.60%
85 Years and Over	2.43%	4.31%

Source: U.S. Census ACS 2022 5-Year Estimate DP05

Table 1-12 shows that the majority, 73%, of the housing in St Lucie County is detached single family residences.

Table 1-12 Types of Housing Units in St Lucie County

Units in Structure	St. Lucie County	% of Housing
1-Unit, Detached	105,617	70.39%
1-Unit, Attached	4,471	2.98%
2 Units	3,322	2.21%
3 or 4 Units	5,101	3.40%
5 to 9 Units	4,771	3.18%
10 to 19 Units	5,143	3.43%
20 or More Units	11,023	7.35%
Mobile Home	10,475	6.98%
Boat, RV, Van, Etc.	131	0.09%
Total Housing Units	**150,054**	**100%**

Source: Census ACS 2022 5-Year Estimate DP04

In 2022, St. Lucie County and the Cities of Fort Pierce and Port St. Lucie partnered to conduct a Housing Needs Assessment to develop a full understanding of the dynamics of the local and regional housing market and to develop a flexible long-term community housing plan with specific goals and objectives to address identified local and regional housing needs. In June 2024, the Board of County Commissioners accepted the Final Housing Needs Assessment and Implementation Plan, prepared by the consulting firm Thomas P. Miller and Associates (TPMA).

This report notes that, "Since 2010, St. Lucie County's senior population has grown by nearly 25,000, from just over 55,000 to almost 80,000. Moreover, seniors represent a larger share of the total population. In 2022, seniors accounted for 23% of the total population. By 2050, this is expected to have grown to 27%. Likely, this will present specific needs for the County's housing stock moving forward…"

"A diverse housing mix is vital for the health and sustainability of a local economy. Whether a region is suburban or rural, affluent or low-income, a housing supply that meets a variety of needs for residents and workforce creates stability for the businesses and services that support the community. The housing

life cycle is broken down into 6 stages, which provides a community and its residents the flexibility and mobility necessary to meet the needs of residents with varying incomes, lifestyles, and needs." This is depicted in Figure 10, Housing Life Cycle, in the Final Housing Needs Assessment and Implementation Plan.

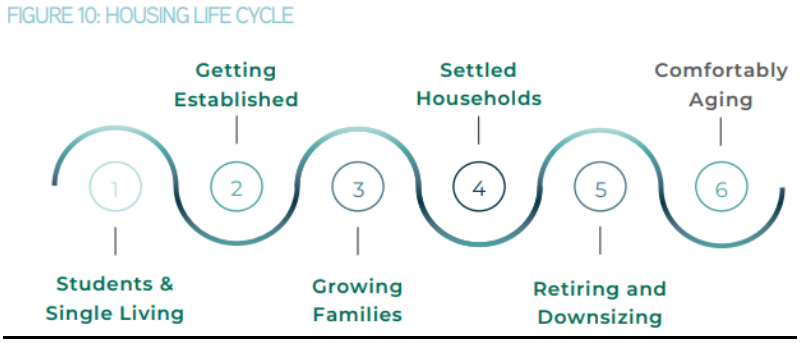

Figure 5 June 4, 2024 Housing Needs Assessment and Implementation Plan

"Ultimately, St. Lucie County offers limited options to residents across a number of these housing life cycle stages. For example, a combination of high purchase price and the prevalence of single-family detached homes limits much of the available housing stock to "growing families" and "settled households" from the table above. Younger residents who are looking for housing (those households represented above by "students and single living" and "getting established") are largely unable to find suitable accommodations for the needs of their households…. St. Lucie County would benefit from the prioritization of different kinds of housing units that meet a wider variety of needs. In fact, the needs of residents at earlier and later stages of the housing life cycle can often be met with similar unit types. For example, expanding permissions for duplexes and smaller single-family homes can present new options for first-time homebuyers, downsizing seniors, and renters alike."

PUBLIC FACILITY NEEDS

Transportation

Transportation is coordinated with St. Lucie Transportation Planning Organization (TPO) through the St. Lucie County Transportation Plan, Smart Moves 2045, a comprehensive, long-range outline of all major needed or desired transportation projects through the planning year ~~2040~~ 2045. This plan is a segment of the St. Lucie and Martin County Regional Long Range Transportation Plan (RLRTP).

Designated Strategic Intermodal System facilities in St. Lucie County include I-95, the Turnpike, the Florida East Coast Railroad, the Atlantic Intracoastal Waterway and several others as well.

Significant transportation facilities include the Treasure Coast International Airport, a commercial airport, that recently received its Part 139 Commercial Service Certification ~~general aviation facility~~ and the Port of Ft. Pierce is the region's only deep-water port, maintaining a channel depth of 28 feet. The Port of Ft. Pierce, one of Florida's 15 deepwater ports, is identified by FDOT as a Strategic Growth Seaport.

St. Lucie County offers traditional fixed-route public transit service through the Treasure Coast Connector (TCC). Additionally, the County provides paratransit services available to qualified residents that meet certain mobility needs and eligibility requirements as Transportation Disadvantaged (TD) and/or meet the criteria of the Americans with Disabilities Act (ADA). Figure 6 is a map of the three on demand zones serviced by the public transit service. ~~The fixed-route and paratransit system is operated~~

~~by Community Transit, a division of the Council on Aging of St. Lucie, Inc. (COASL) under contract to the St. Lucie County Board of County Commissioners~~.

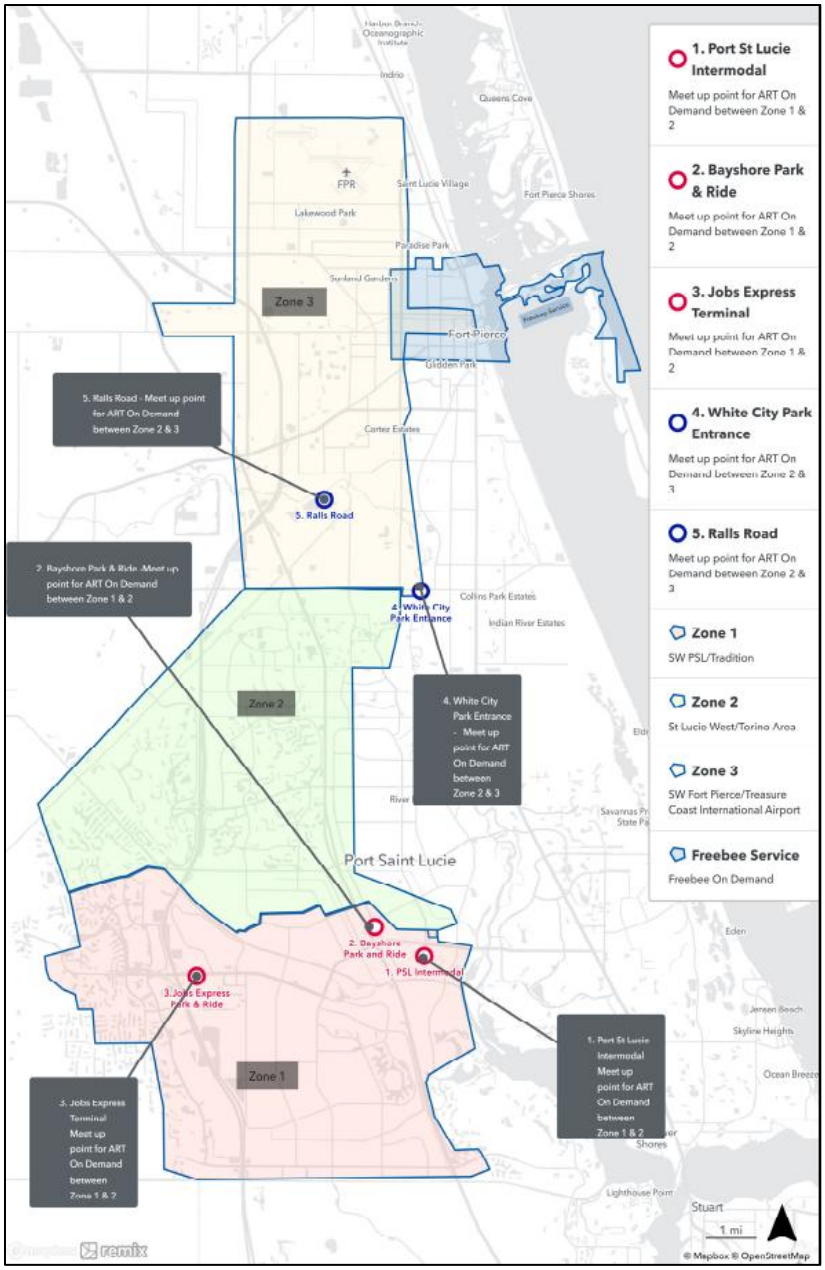

Figure 6 St. Lucie County, Copy of ART FR - Zone 1,2&3 - Freebee 10_16_2024

In 2021, ~~T~~the Board of County Commissioners adopted the long-range transportation plan, Smart Moves 2045. The walk-bike network is nationally recognized by Florida Highway Administration (FHWA) and "consists of 927 miles that connects communities with places of employment and local attraction." The County also recognizes that shared micromobility is growing rapidly and this type of transportation consists of docked and dockless bikeshare systems, electric bikes, and scooters. ~~the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan completed by the St. Lucie Transportation Planning Organization (TPO) in 2008. This plan was further fortified by the Go2040 Long Range Transportation Plan (LRTP) of the St. Lucie TPO, including the St. Lucie Walk-Bike Network, which~~

~~inventoried all the existing sidewalks, bike paths, missing sidewalks, and identified projects to improve the system.~~

~~Master Plan inventoried all the existing sidewalks, bike paths, missing sidewalks, and provided suggestions to improve the system.~~

The Transportation Element provides information of existing and projected level of services standards, transportation improvement strategies, and long-term transportation planning programs. On April 2,2024, the Board of County Commissioners adopted Ordinance 2024-13 to update the Transportation Map Series (TRN maps 1 through 7) within the comprehensive plan and Ordinance 2024-12 to update the Right of Way Protection Map included within the Land Development Code. Further map series updates may be considered though evaluation and appraisal reviews.

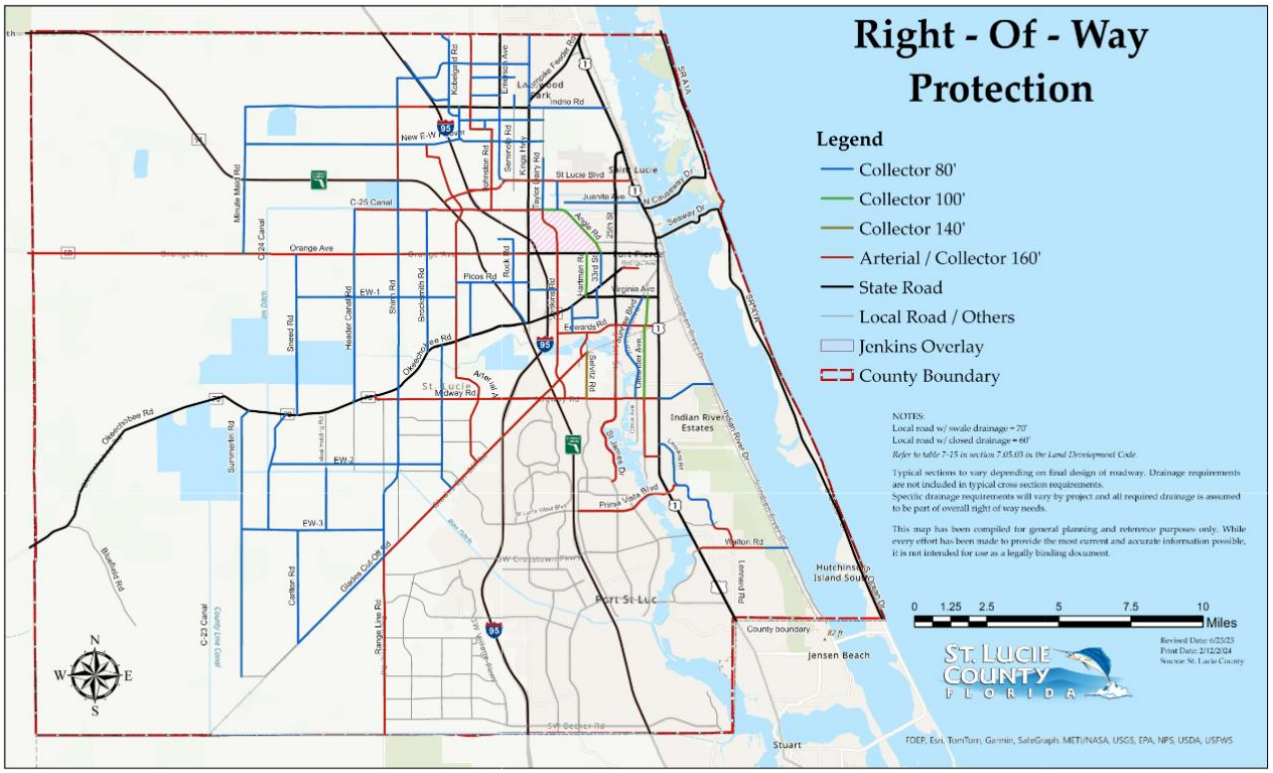

Figure 7 Ordinance 2024-12 Right of Way Protection Map

Potable Water

St. Lucie County adopted by reference the 20-year Water Supply Facilities Work Plan 2022 (Work Plan) approved by Ordinance No. 2022-01 on January 11, 2022, for a planning period of not less than 10 years. The Work Plan addresses issues that pertain to water supply facilities and requirements needed to serve current and future development within the St. Lucie County water service area. The County will review and update the Work Plan at lease every five (5) years within 18 months after the governing board of water management district approves an updated regional water supply plan. Any changes affecting the Work Plan will be included in the annual Capital Improvements Element.

The County's utility service area is currently comprised of approximately 369 square miles.

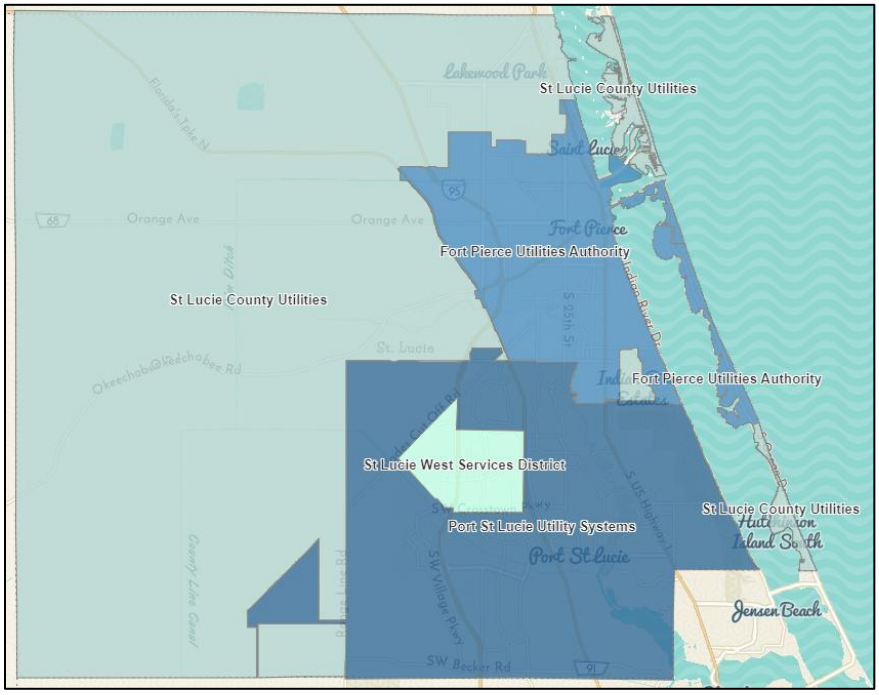

Figure 8 Map of Utility Service Boundaries. 2025 St. Lucie County

St. Lucie County adopted the ~~2010~~ 20-Year Water Supply Facilities Work Plan and the Water and Wastewater Master Plan in ~~2008~~ 2022 which will serve as the overall planning documents for potable water facilities. The two (2) major urban areas of the County, Fort Pierce and Port St. Lucie have regionalized potable water treatment and distribution systems. Unincorporated areas are serviced by St. Lucie Utilities, Fort Pierce Utility Authority (FPUA) and private suppliers.

The 2022 St Lucie County 20-year Water Supply Facilities Work Plan states SLCU (St Lucie County Utilities) servicing the unincorporated areas shall have existing and projected potable water level of service standard of 100 gpcd. The unincorporated area serviced by FPUA shall have LOS standard of 151 gpcd. The County anticipates future growth will require SLCU to have an alternative water supply/wastewater treatment plant for potable water service.

In May 2005, the County purchased approximately 38 acres adjacent to the corner of Indrio Road and Taylor Dairy Road for utility expansion. In October of 2012, the Board of County Commissioners approved Resolution No. 12-013, rezoning of the site to the U, Utilities district. The Taylor Dairy site is intended for the construction of a two million gallon per day (2mgd) water treatment facility intended to serve future development in North Unincorporated County.

The site is currently progressing with the construction of two Upper Floridan Aquifer (UFA) raw water production wells and associated surface facilities, a deep injection well system, an access road, two stormwater ponds, a water storage tank, a Reverse Osmosis (RO) system, electrical building, a degassing/odor control building, a chemical storage building, back-up power generator, employee parking, and other infrastructure to support the Utilities' operations.



Figure 9 Map of the Taylor Dairy Site

In 2022, the County purchased approximately 232 acres south of the County Fairgrounds along Peacock Road (aka Peacock Site). In November 2024, the Board of County Commissioners adopted Resolution 2024-214, amending approximately 35 acres of this purchased land from AG-5 to Utilities (U) Zoning for the construction of a water treatment facility intended to serve future development in the South and Central Unincorporated County north and west of the City of Port St. Lucie and west of the City of Fort Pierce.



Figure 10 Map of the Peacock Site

On April 2, 2024, the Board of County Commissioners approved Purchase and Sale Agreement for 90 acres from Tropicana Manufacturing Company, Inc. for wastewater treatment plant, deep injection well, ancillary facilities, and future utility purposes.

As portrayed in Figure 11 below, the County is currently planning for the design and construction of a two million gallon per day (2mgd) water plant on Peacock Road, south of the County Fairgrounds, and has acquired a 1.75 million gallon per day wastewater treatment plant on a former industrial site between I-95 and the Turnpike, just north of Midway Road (aka Tropicana Property). The potable water plant is planned to be operational by 2027/2028 and increased to a 6mgd plant in the future. The wastewater treatment plant is operational and will also be expanded. These expansion plans include

the current construction of water and wastewater lines running south on South Header Canal Road to the C-24 Canal, south along the eastern perimeter of Oak Ridge Ranch.

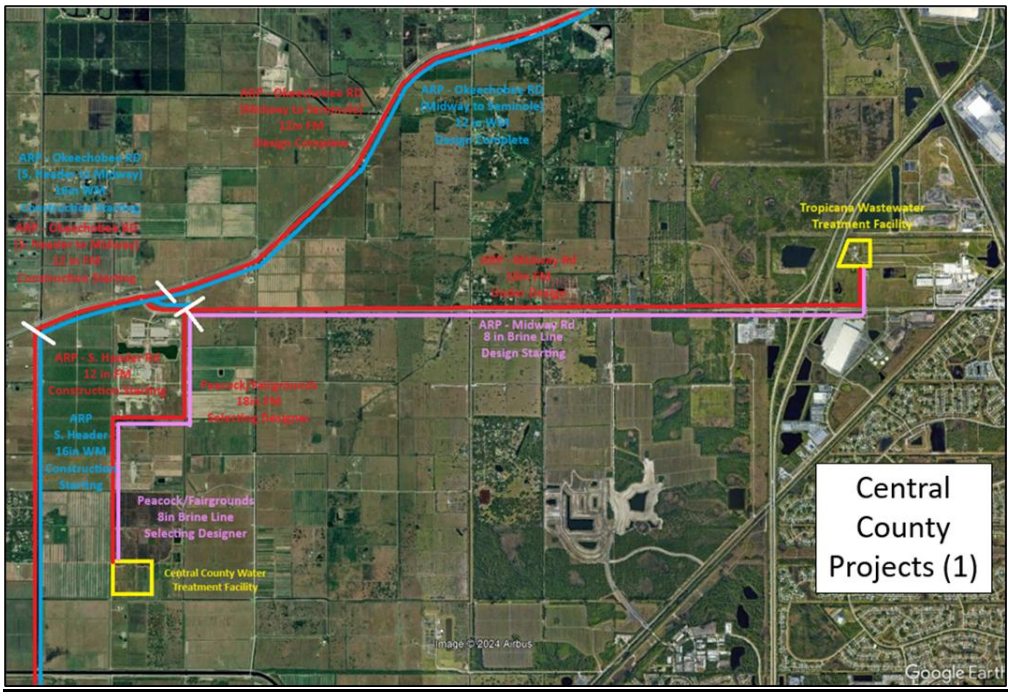

Figure 11 St. Lucie County Plan for Water and Wastewater Treatment Plants

On August 17, 2021, the Board approved allocating $37,353,459.00 in American Rescue Plan (ARP) Funds for Utility projects. On April 22, 2025, the Board approved Series 2025A and Series 2025B Non-Ad Valorem Bonds for capital improvements relating to the water and wastewater system projects and for the acquisition and construction of certain capital improvements relating to the solid waste disposal system. These bonds are being issued to secure $112.1 million in project funds for Utilities projects (Series 2025A) and $35 million in project funds for Solid Waste projects (Series 2025B).

The County's Consumptive Use Permit from South Florida Water Management District is valid through 2028 and allows withdrawal of 3.3mgd in the north and withdrawal of 1.9mgd in the central County. The County is currently updating its Water Supply Facilities Work Plan to include the central county utility projects and projected demands from development proposals in the central and southern areas of the county. Additionally, the County has an existing bulk water agreement with the Fort Pierce Utility Authority (FPUA) and FPUA's water plant has a capacity of 23mgd.

There is sufficient capacity to serve unincorporated St. Lucie County residents in the short term and long-term planning timeframes.

~~St. Lucie County is currently working on the update to its 10-Year Water Supply Facilities Work Plan based on the SFWMD 2016 Upper East Coast Water Supply Plan Update.~~

Wastewater

The County's utility service area is currently comprised of approximately 369 square miles. Figure 12 is a map of the St Lucie Utilities Service Area.

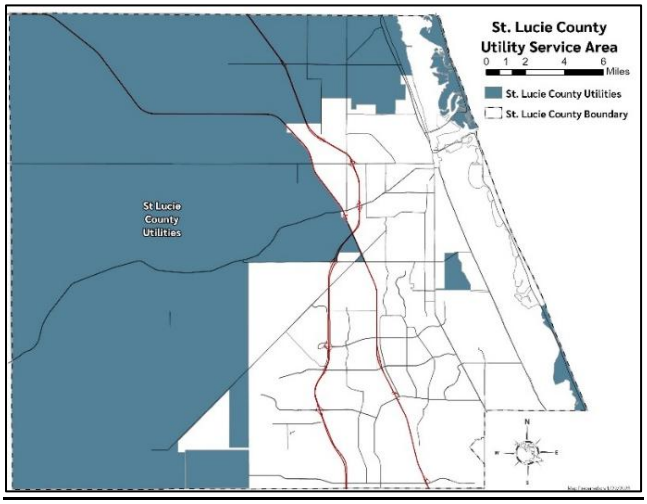

Figure 12 Map of St. Lucie Utility Service Area

~~The u~~Unincorporated County presently has wastewater service provided by St. Lucie Utilities, Fort Pierce Utility Authority, several medium sized utilities (St. Lucie West and private utilities), small package plants, and septic tanks. The standards for level of service for sanitary sewer systems other than those owned by FPUA shall be permanent & seasonal residents at 100 gpcd and for the area of unincorporated County served by FPUA shall have a LOS of 110 gpcd.

On April 2, 2024, the Board of County Commissioners approved the purchase of two parcels of land consisting of approximately 90 acres and a 1.75 million gallon per day wastewater treatment plant, deep injection well, and ancillary facilities from Tropicana Manufacturing Company for $24,500,000.00, as depicted in Figure 13.

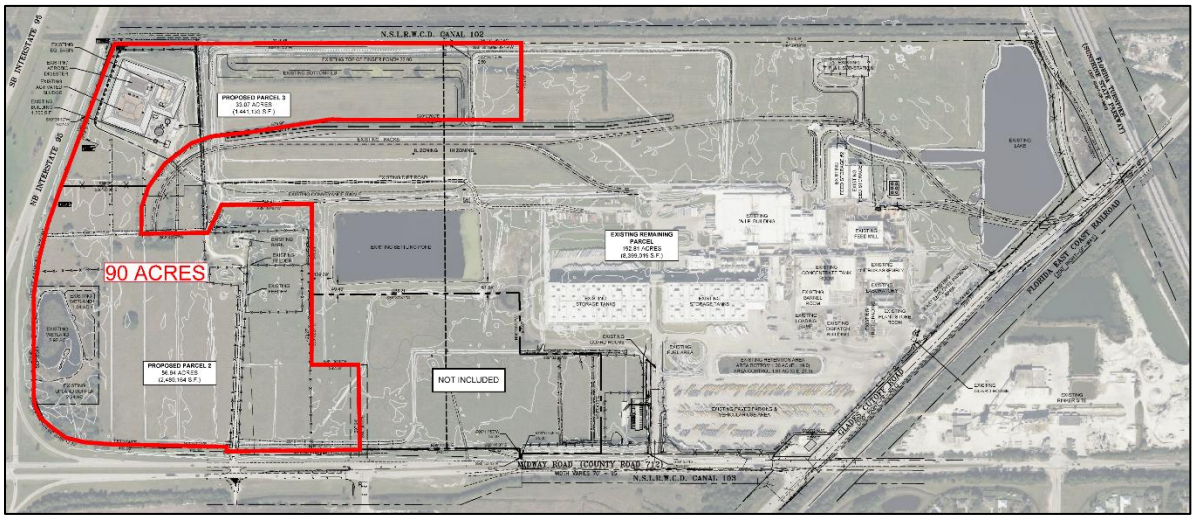

Figure 13 Map of Tropicana Property with County Purchased Highlighted. 2024 St. Lucie County

The purchase provides the following benefits to the County's utility provision:

- Water and Sewer District Benefits
  - Acquiring the Tropicana Wastewater Plant and ancillary facilities will allow the District to

defer the construction of a wastewater plant and deep injection disposal well at the County's Peacock Road site. The costs to upgrade the Tropicana plant and facilities will be considerably less than constructing a new plant and deep injection disposal well.
    - Having a wastewater treatment plant in a central location should decrease utility costumer costs over the long term.

- County Landfill Benefits
    - The county landfill may be able to benefit from the purposed purchase through potential use of the deep injection disposal well for leachate disposal and from the potential relocation of landfill administration buildings to the new site, which if approved by the Board, could substantially increase the available footprint for landfill disposal, and increase the useful life to the existing landfill.

On August 17, 2021, the Board approved allocating $37,353,459.00 in American Rescue Plan (ARP) Funds for Utility projects. On December 10, 2024, the Board approved allocating additional ARP Funds $6,000,000 towards the Tropicana Wastewater Treatment Plant project. On April 22, 2025, the Board approved Series 2025A and Series 2025B Non-Ad Valorem Bonds for capital improvements relating to the water and wastewater system projects and for the acquisition and construction of certain capital improvements relating to the solid waste disposal system. These bonds are being issued to secure $112.1 million in project funds for Utilities projects (Series 2025A) and $35 million in project funds for Solid Waste projects (Series 2025B).

The wastewater utility providers will have sufficient capacity to serve unincorporated St. Lucie County residents in the short term and long-term planning timeframes with the newly acquired wastewater treatment plant.

Drainage

Major surface drainage modifications to St. Lucie County commenced with the formation of the North St. Lucie River Water Control District (1917) and the Fort Pierce Farms Water Control District (1919). These Districts were created for the purpose of agricultural drainage and irrigation, with a secondary purpose being flood control activities.

During the 1940s, the U.S. Army Corps of Engineers (COE) channelized portions of the North Fork of the St. Lucie River in an effort to improve its water-carrying capacity and to accelerate its speed or discharge into the Atlantic Ocean. During the 1960s, the COE constructed Canals C-23, C-24, and C-25, along with their control structures. With the construction of this Primary Canal system for the South Florida Water Management District, the County was then divided into a series of Sub-Basins.

The Comprehensive Everglades Restoration Plan (CERP)/Indian River Lagoon (IRL)-South Plan projects will provide benefits to the primary drainage system and water quality. The County's Capital Improvements projects will provide benefits to the secondary and local drainage systems.

Solid Waste

St. Lucie County has been operating its present landfill since 1978. Currently, solid wastes received by the County are disposed of at the St. Lucie County Baling and Recycling Facility, which is the only solid waste disposal facility currently permitted in the County.

St. Lucie County currently has solid waste disposal facilities to satisfy the needs of the development

potential for the subject site and the County is actively assessing alternative disposal strategies and capacity renewal programs. Based upon University of Florida, medium BEBR population projections and a 5-year average per capita generation rate of 4.04 pounds per person per day, the capacity is estimated to last through 2066 (42 years).

Presently, the St. Lucie County Bailing & Recycling facility has nearly three quarters of one-million cubic yard capacity remaining in the current cells/phases, with ultimate facility capacity of over twelve million cubic yards remaining, correlating to a multiple decade service period, without accounting for waste reduction or capacity renewal programs that may be implemented.

There is sufficient capacity to serve unincorporated St. Lucie County residents in the short term and long-term planning timeframes.

Parks

The County is required to provide a minimum level of service of 5 acres per 1,000 residents ~~of~~ for Community Parks ~~for~~ in the unincorporated ~~population~~ area, 2.5 acres of Regional Park land area for every 1,000 residents countywide, and 21.2 acres of Resource-based Parks per 1,000 residents countywide. ~~Currently, the County exceeds LOS for all three types of parks.~~ The analysis from the 2022 Recreation and Open Space Master Plan shows when the County and municipal parks are combined, including preserves and golf courses, the 2020 county wide acreage LOS is 66.3 acres per 1,000 population and would drop to 54.1 acres per 1,000 population by 2030 if the County does not add any more park lands.

These acreage LOS's are well above the National Recreation and Park Association (NRPA) county benchmarks. If the preserves and golf courses are not included, the county wide 2020 acreage LOS drops to 22.6 acres per 1000 population and would further drop to 18.4 acres per 1,000 population by 2030 if the County does not add any park land. The NRPA benchmarks would drop in 2030, and the County and partner municipalities would need to acquire 1,686 acres of park land if they want to maintain the current acreage LOS.

The County will continue to evaluate strategies to provide for park lands.

School Capacity

The St. Lucie School District provides public school facilities within the County. The County adopted the Public School Facilities Element as previously required by Florida Statutes and updates the Capital Improvement Element according to the School District's five year work plan.

Schools are not to be constructed within School Zones designated on the Treasure Coast International Airport (TCIA) School Construction Zone Map, as depicted below:

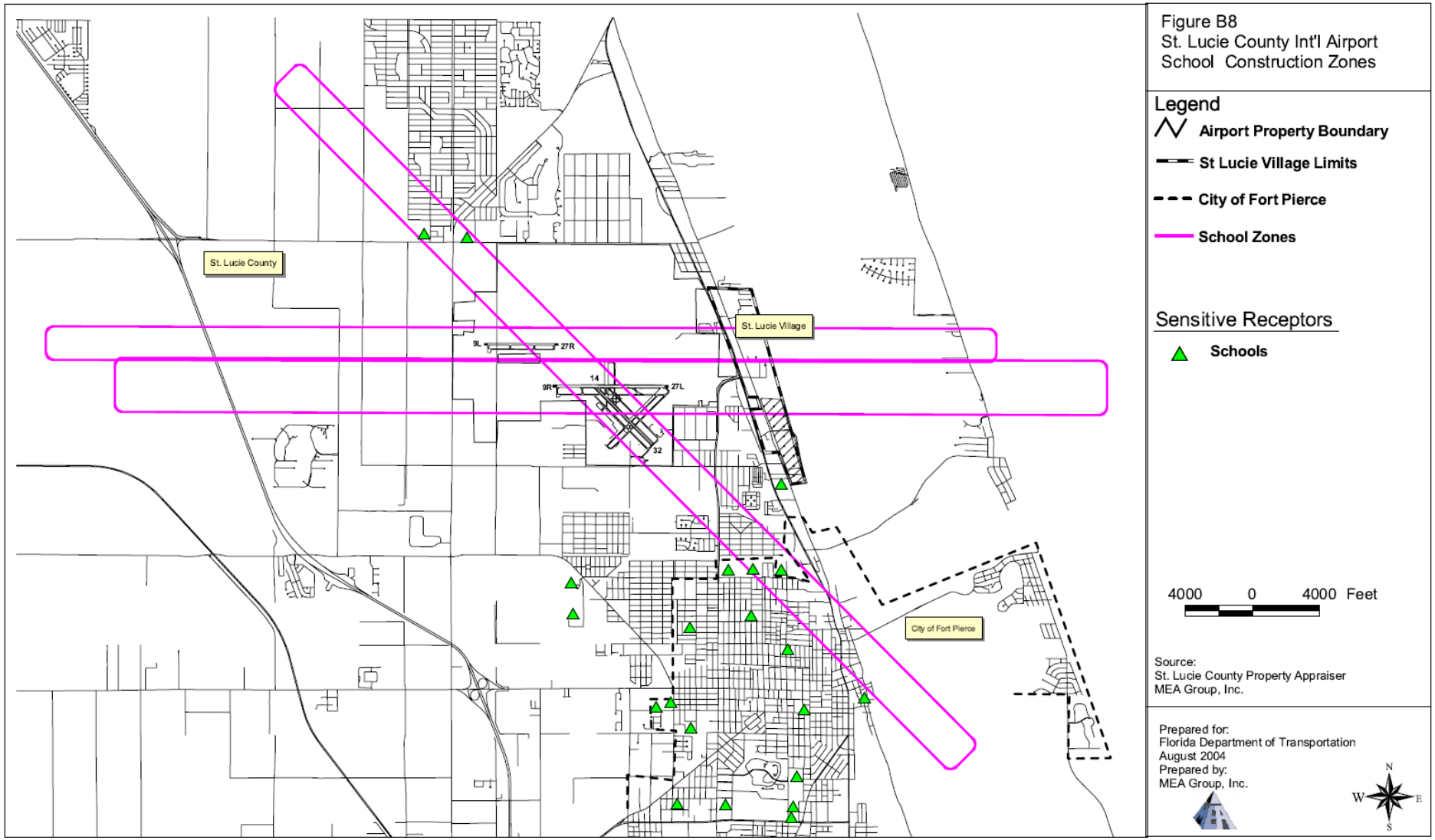

Figure 144 Map of TCIA School Construction Zones

CONSERVATION ISSUES

Natural Resources

The following Future Land Use Element Data Inventory and Analysis requirements are provided in other Comprehensive Plan Elements as follows:

- *Infrastructure*
  Wellfield Protection
- *Conservation*
  Wetlands
  Topgography
  Soils
  Water Resources
  Flood Zones
  Commercially Valuable Minerals
  Greenhouse Gas Reduction Strategies
- *Coastal Management*
  Dredge Spoil Sites
  Hazard Mitigation

Smart Growth and Greenhouse Reduction Strategies

St. Lucie County wishes to implement smart growth strategies that support the reduction of greenhouse gases. It is anticipated that many existing developed areas in eastern sections of the County will be annexed by the City of Fort Pierce and the City of Port St. Lucie. Therefore, the County has focussed on smart growth planning on undeveloped edge areas such as the North County, the Jenkins Road Area Plan Special District (LDC Section 4.12.00), ~~the Green Jobs and Innovation Corridor, the Green District,~~ and and Western Lands to ensure future development does not contribute to future sprawl and further climate change. ~~Additionally, the Smart Growth Committee provided recommendations to the Board of County Commissioners in January 2009 that support achieving an urban form of compact, mixed use based upon the American Planning Association's *A Recommended Comprehensive Smart Growth Audit Checklist*.~~

Towns, Villages, and Countryside Element (TVC Element)

The TVC Element and related overlay regulations in the land development code applies to the agricultural area of North St. Lucie County. Using the principles of Traditional Neighborhood Design (TND), the strategy for new settlement in the undeveloped areas requires a sustainable growth pattern characterized by a mix of uses, building types and income levels as well as a pedestrian-friendly block and street network. The TVC preserves a significant amount of public open space, promotes strategies for viable future agriculture, and helps mitigate the environmental impact of new development in the area.

A 2004 public process - the North St. Lucie County Charrette - resulted in a Special Area Plan and subsequent TVC implementation documents include the TVC Comprehensive Plan Element. The Treasure Coast Regional Planning Council (TCRPC) led the two-year process through the adoption of the TVC Comprehensive Plan Element and Land Development Regulations in May 2006.

Jenkins Road Area Plan Special District

<u>In 2007, </u>the County adopted land development regulations regarding the Jenkins Road Area. The intent of these regulations is to create a viable road system and supporting multi-modal facilities, and to create an innovative, walkable, mixed-use neighborhood built within the constraints of existing development, with adequate open space and recreational resources, and to protect natural resources. ~~Further, land~~

~~development regulations provide for the creation of a multi-modal transportation system suitable for motorized vehicles, mass transit, bicycles, and pedestrians; to provide adequate open space, park and recreational facilities; to provide and maintain functional road system in an area where key intersections and a major road are already failing; to create development that is compatible with existing land uses in the area; to provide a mix of land uses that increases the internal capture of trips and to include walkable scale and bicycle facilities that increase the variety of modes of transportation used to make internal trips; and to provide for innovative forms of land development.~~

In 2015, the Board of County Commissioners adopted Ordinance 14-026, amending the Jenkins Road Area Plan Special District, to eliminate land use and zoning district (use) regulations and associated design standards while adopting a specific Road and Trail System and typical street sections (design) for future right-of-way improvements within the Area. In 2022, the Board adopted Ordinance 22-31 which further amended the required internal roadway network to realign some roadway segments, eliminate some roadway segments and add some new roadway segments as well as provide the Board authority to approve alternative roadway sections. In 2024, the Board adopted Ordinance 2024-08, modifying the internal road within the Jenkins Road Area Plan Special District to eliminate Avenue Q between Jenkins Road and Angle Road, from the required internal road system.

The regulations adopted affect all land development in the unincorporated area of St. Lucie County which is proposed in the area lying south and west of Angle Road, North of Orange Avenue, and east of King's Highway, near the western boundary of the City of Ft. Pierce, Florida.

~~*Project Energy*~~
~~The County is involved in numerous activities to increase economic development based upon alternate energy. These activties include development of the Green Jobs Corridor and relationships with national and local organizations to generate a "green economy."~~

Green Jobs and Innovation Corridor Planning

Treasure Coast Education and Research Park
The Treasure Coast Education and Research Park (Research Park) is located between the Turnpike and Kings Highway north of Okeechobee Road. Currently anchored by the United States Department of Agriculture's 170,000-square-foot Horticultural Research Laboratory and the 90,000-square-foot University of Florida's Institute of Food and Agricultural Sciences' Research and Education Center, the Treasure Coast Education Research and Development Authority (TCERDA) Research Park is home to multi-disciplinary scientists, researchers and educators. Green jobs surrounding the Research Park can provide additional economic development and job creation in the county to reduce long commutes to employment centers in West Palm Beach and Vero Beach and increase jobs/housing balance ratios. The Treasure Coast Education and Research Park ~~Green Jobs and Innovation Corridor planning~~ can include an emphasis on land uses supportive of diversifying the local economy, promoting green jobs, encompass green technology, as well as introduce and expand industries that use or produce agricultural products in innovative ways ~~the Research Park, water management, green energy, energy conservation, building standards, landscaping and public meeting places so that the Park encompasses the most current green technology available~~.

Green District
St. Lucie County collaborated with the U.S. Department of Energy Oak Ridge National Laboratory, General Electric, the City of Fort Pierce, and other local organizations to create a model sustainable community. St. Lucie County is real-world test bed for new products sanctioned by the Oak Ridge National Laboratory in Tennessee. This is aided by St. Lucie County's US Department of Energy grant for the Solar Energy and Loan Fund for residences and businesses that further the County's desire to go green.

Specific partnerships/programs include:

- Energy Efficiency Program - work with St. Lucie County's $23 million Solar and Energy Loan Fund to help residents and business install energy efficiency upgrades
- Smart Grid Implementation - partner with the Fort Pierce Utility Authority and others to utilize energy-efficient home applications and solar and smart meters in the County's Green District
- Workforce Training Initiative - collaborate with Indian River State College (IRSC), the Green Collar Training Center, and local trade unions to prepare the workforce for the emerging green economy.
- Local Business Development - a GE pilot initiative that leverages GE's knowledge base, global network and existing business connections to assist the growth of St. Lucie County-based small businesses.

Western Lands

In 2009 – 2010, the County conducted a comprehensive Western Lands Study with the agricultural industry, landowners, and the public to identify strategies to preserve prime agricultural lands. The purpose of this study is to acquire significant public input addressing fundamental issues regarding the future land uses of approximately 200,000 acres of agricultural land. The study resulted in a sustainable plan for the County's western lands that will preserve and conserve a functioning network of agriculture, open space, and natural areas while providing economically viable options for agricultural landowners, now and in the future. The study includes an analysis of patterns of land uses that respect private property rights and provide opportunities for rural lifestyles and agricultural operations that are sustainable in terms of equity treatment for landowners, economic viability, infrastructure provision, water demand and usage, and environmental conservation. The study concluded with policy amendments to the Future Land Use Element that help to protect agricultural lands from large-scale residential development and to ensure that when development in the agricultural area occurs that it is consistent with utility needs as identified in the Infrastructure Element.

Mobility Fees

The County may evaluate and consider mobility fees based upon vehicle miles travelled in the future. These fees would support not just road construction projects, but all types of multi-modal improvements to reduce dependency on automobiles.

Historic Resources

In December 2006, the St. Lucie County Historic Preservation Ordinance was passed by the Board of County Commissioners. The Ordinance is consistent with the general-purpose goals, objectives, and policies of the Comprehensive Plan. The Ordinance includes definitions, and provisions for a Historic Preservation Trust Fund, Historic Preservation Officer, Historic Preservation Committee, and historic designation process and procedures. The Comprehensive Plan provides for a Historic future land use designation.

The Bureau of Archaeological Research within the Florida Office of Cultural and Historic Preservation maintains the Florida Master Site File (MSF), a database that contains information on archaeological and historic resources in Florida. The Florida Department of Historic Resources has jurisdiction over historic and archaeological sites if there are human remains or if a state or federal permit is requested. If a private property owner develops or redevelops their property and their property is listed on the MSF, the state historic preservation officer should be contacted for guidance.

Appendix 1-A provides a list of sites located within unincorporated St. Lucie County on the Florida Master Site File.

Sites on the National Register of Historic Places located within St. Lucie County include the following:

- Arcade Building
- Casa Caprona

- Cresthaven
- Old Fort Pierce City Hall
- Fort Pierce Old Post Office
- Fort Pierce Site #74002181
- Jules Frere House
- Captain Hammond House
- Zora Neale Hurston House
- Immokolee Also known as Dorothy Binney Palmer House
- Moore's Creek Bridge
- St. Anastasia High School
- St. Lucie High School
- St. Lucie Historic District
- Sunrise Theater

(Source: National Park Service, National Register of Historic Places, ~~2009~~2025)

Casa Caprona and the Captain Hammond House lie within unincorporated St. Lucie County. Another significant historic resource not on the Florida Master Site File or National Register of Historic Places is the Zora Neale Hurston Dust Tracks Heritage Trail.

Economic Development

This Comprehensive Plan includes an optional Economic Development Element as part of the County's overall vision for sustainability. There is need for job creation, capital investment, and economic development to strengthen and diversify the county's economy. Lands with Commercial or Industrial land use designations each make up ~~3.44%~~ 1.35% of the total land area. In order to achieve its economic development goals, St. Lucie County needs more commercial, industrial, and mixed-use development to provide for economic diversity and allow for more greater flexibility to ensure that services are available where people live to reduce vehicular miles. ~~has embraced two popular economic development tools, namely branding and cluster development.~~

~~Along with Indian River and Martin County, St. Lucie County now promotes itself as part of Florida's Research Coast. This branding highlights the region's desire to shift its image from an agricultural and tourist-based economy to an area that is invested in recruiting businesses that offer high-skilled, high-paying, long-term employment opportunities.~~

Further, St. Lucie County has created a Targeted Industry List which pinpoints the specific sectors it would like to see relocate to the area. This list is composed of manufacturing, research, and distribution sectors that complement each other and would encourage the creation of industry clusters. Cluster theory is based on the concept that businesses and research centers want to be located in close proximity to similar institutions so that they may take advantage of a skilled workforce, access to specialized higher learning institutions, and adjacency to specialized customers and suppliers. The County has demonstrated the concept with the recruitment of major life sciences institutes- such as the Torrey Pines Institute.

Treasure Coast Education, Research and Development Authority (TCERDA)

In 2001, the Treasure Coast Research Park (Research Park) was designated as a "Special District" within the Future Land Use Element of the St. Lucie County Comprehensive Plan. In 2005, the County created the Research and Education Park Overlay Zone District within the Land Development Code (LDC) to promote additional agricultural research and education occurring in the area. Together, with the State of Florida, the County assembled approximately +/-1,600 acres that originally made up the Research Park. This included a 2010 Interlocal Agreement between the County, Treasure Coast Education, Research and Development Authority, the Fort Pierce Utilities Authority, and the City of Fort

Pierce for water and wastewater service to the Research Park and deferred annexation into the City of Fort Pierce.

In 2005, the St. Lucie Board of County Commissioners and the University of Florida collectively created this agriculturally-and-biotechnologically-focused Research Park in unincorporated St. Lucie County including renewable energy and alternative fuel companies. This Research Park is governed by the Treasure Coast Education, Research and Development Authority (TCERDA), pursuant to Florida Statute Section 159, Part V, and the enabling Resolution and Ordinance of the Board of County Commissioners of St. Lucie County, Florida. It is envisioned as a home to multi-disciplinary scientists, researchers and educators.

The initial master plan called for over 350 developed acres of buildings and wet labs to house research, development and educational institutions, businesses and incubators, with an additional 700 acres for agricultural fields and for future Research Park expansion. USDA's 170,000 square foot Horticultural Research Laboratory and the 90,000 square foot University of Florida's Institute of Food and Agricultural Sciences' Research and Education Center will anchor the TCERDA's Research Park.

The County and partners sought to attract additional research facilities and companies to the Research Park to complement the ongoing activities of the Indian River Research & Education Center (“IRREC”) of the University of Florida’s Institute of Food & Agricultural Sciences (“IFAS”), the Hayslip Biological Control Research and Containment Laboratory, and the United States Department of Agriculture (“USDA”) Agricultural Research Service. All three continue to be tenants in the Research Park.

For a variety of reasons, including changes in federal research funding and the great recession, the original vision for the Research Park never materialized. In recognition of the changes, the TCERDA Board authorized County staff to hire a consultant and provide analysis and recommendations on the next steps to move the Research Park forward.

In 2018, John Rhodes of Moran, Stahl and Boyer was hired to provide a series of strategic recommendations to improve the likelihood of development in the Research Park. Three of the main strategic recommendations were to expand the allowable uses in the Research Park, sell rather than lease land and lessen the architectural rules for new buildings in the Park (the Research Park is subject to that certain Declaration of Covenants and Restrictions for Treasure Coast Education, Research and Development Park, dated February 7, 2012, and recorded March 16, 2012, in Official Records Book 3371, Page 2418, in the Public Records of St. Lucie County, Florida. The rationale for the changes was that the original list of allowed uses was very restrictive, potential developers prefer to buy rather than lease land and the design rules significantly increased the cost of development.

In 2020, amendments to the Land Development Code were processed to expand the list of allowable uses and amend the architectural requirements. Both the TCERDA Board and the Board of County Commissioners adopted these changes. Additionally, the County published a Request for Proposal (RFP) to offer the Research Park land for sale. The sole respondent to the RFP was Ashley Capital. In their response to the RFP, Ashley Capital proposed to develop and manage a Class A Light Industrial and Office Park for the purposes of economic development to provide high-wage jobs for the community. On October 15, 2024, the BOCC approved an Option Agreement with Ashley Capital to purchase 111 acres within the Treasure Coast Research and Education Park. In January 2025, the Board approved the First Amendment to the 2010 Interlocal which reduces the deferment period to allow annexation of the county-owned parcels into the City of Fort Pierce within two (2) years from the date of the amendment.

On December 14, 2022, the Board of County Commissioners approved an exchange agreement with the St. Lucie County Fire District for Quad 1A-Lot 3 for the development of a fire station. Further, on

May 5, 2026, the Board of County Commissioners approved an exchange agreement with the St. Lucie County Fire District for Quad 1A-Lot 4 for the development of a fire training facility

Sunshine Kitchen

St. Lucie County developed the Sunshine Kitchen Food Business Incubator (Sunshine Kitchen) in 2018 with a US Economic Development Administration grant within the Research Park. The Sunshine Kitchen was created as a community kitchen concept where food entrepreneurs could develop their products in a commercially equipped shared-use kitchen. The concept follows other business incubation methodologies that provide start-up businesses with management guidance, technical assistance, and relatively low-cost facilities in which the entrepreneur can develop their venture until the company is strong enough to secure its own brick-and-mortar or conventional commercial space. The Sunshine Kitchen continues to grow and serve numerous entrepreneurs, with over 100 clients currently.

The Sunshine Kitchen Food Business Incubator is a 10,000-square foot facility providing year-round, 24-hour-a- day access to users to prepare, produce, package, and market food business items, has been operating since September 2018.

~~The Sunshine Kitchen will be opening at the Treasure Coast Research Park. Located off Kings Highway in Fort Pierce, the Sunshine Kitchen will be a state-of-the-art food incubator where chefs, caters, food truck operators and more can hone their culinary skills. The 10,000-square-foot facility will provide year-round, 24-hour-a-day access for people to produce, package, and market food business items.~~

GROWTH MANAGEMENT HISTORY

The County's prior master plan, the *Growth Management Policy Plan (GMPP),* was adopted in 1981 in accordance with the Local Government Comprehensive Planning Act of 1975. That Plan provided a general guide for land use decisions in the unincorporated regions of the County. It recognized the importance of a mix of land uses and gave the County leverage, through its implementation, in determining the appropriateness of proposed land use activities on a case-by-case basis. The *GMPP* also set forth policies for a wide spectrum of environmental issues.

Population growth in St. Lucie County was explosive in the early and mid-1980's. A fault of the Growth Management Policy Plan was that it failed to provide the flexibility that was necessary to meet the demands of a rapidly growing community. This shortcoming resulted in the necessity to constantly consider major amendments that cumulatively served to denigrate the effectiveness of the entire plan.

The *St. Lucie County Comprehensive Plan* was first adopted in 1990, and it took the foundation laid by the County's original master plan *(GMPP) and* built upon it to meet the revised intent of the "Growth Policy Act," Part II, Chapter, Florida Statutes. In doing so, the following issues and concerns were acknowledged and addressed:

- Preservation, maintenance, and enhancement of the County's natural resources, including:
  - the Indian River Lagoon,
  - the North Fork of the St. Lucie River,
  - the Savannas,
  - the coastal barrier islands system,
  - isolated inland wetland systems,
  - aquifer recharge areas,
  - native upland habitat;
- Increased pressure of western development migration;

- Emergence of the I-95/Florida Turnpike corridor as a major force in future development consideration;
- Desire of the community to attract high-quality employers; and,
- Efficiency in traffic circulation associated with providing residential areas near employment hubs.

Evaluation and Appraisal Reviews (EAR)
Pursuant to Section 163.3191, Florida Statutes, at least once every seven years, each local government shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect changes in state requirements and local conditions. If amendments are deemed necessary by the local government, then they have one year to prepare and transmit amendments to the state for review.

Previous EAR-based Amendments were adopted in 2002 (finalized through a stipulated settlement agreement with DCA in 2004), ~~and~~ 2010, ~~-~~ and 2018.

EAR-Based Amendments

~~**June 2018**~~

May 2026

CHAPTER 2

TRANSPORTATION ELEMENT

DATA, INVENTORY AND ANALYSIS

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

TRANSPORTATION ELEMENT

DATA, INVENTORY AND ANALYSIS

INTRODUCTION

This element addresses the requirements of Section 163.3177, Florida Statutes for the development of the Transportation Element of the St. Lucie County Comprehensive Plan. The purpose of the Transportation Element is to plan for a coordinated, multi-modal transportation system for all of St. Lucie County. This element has been developed in coordination with the St. Lucie Transportation Planning Organization (TPO) plans and documentation and in consideration of the Transportation elements of the City of Ft. Pierce and Port St. Lucie Local Comprehensive Plans. This Element provides for the coordination between the Future Land Use Element of the County's Comprehensive Plan and both the short- and long-term transportation needs for St. Lucie County.

EXISTING ROADWAY CONDITIONS

Table 2-1 provides a summary of the major traffic arteries in the County and their functional classification. The roadway information identified in Table 2-1 is not intended to be inclusive of all roadways in the community. St. Lucie County, Port St. Lucie, and Fort Pierce maintain complete lists of all roadways in the county indicating their functional classification and maintenance responsibility.

Table 2-1 Local Roadway System

~~Local Name~~	~~Location~~	~~Federal Functional Classification~~
~~7th Street South~~	-	~~Urban Minor Collector~~
~~13th Street South~~	-	~~Urban Major Collector~~
~~13th Street North~~	-	~~Urban Major Collector~~
~~25th Street North~~	-	~~Urban Principal Arterial - Other~~
~~25th Street South~~	-	~~Urban Principal Arterial - Other~~
~~25th Street South / St. James Dr~~	-	~~Urban Principal Arterial - Other~~
~~Airoso Blvd~~	-	~~Urban Principal Arterial - Other~~
~~Angle Rd~~	~~W. of Johnston Rd~~	~~Rural Major Collector~~
	~~W. of Kings Hwy~~	~~Rural Major Collector~~
	~~E. of Kings Hwy~~	~~Urban Minor Arterial~~
~~Avenue D~~	~~E. of 25th St~~	~~Urban Major Collector~~
	~~W. of 25th St~~	~~Urban Major Collector~~
~~Bayshore Blvd~~	~~N. of NW Prima Vista Blvd~~	~~Urban Minor Arterial~~
~~Bayshore Blvd~~	~~S. of NW Prima Vista Blvd~~	~~Urban Principal Arterial - Other~~

~~Local Name~~	~~Location~~	~~Federal Functional Classification~~
~~Becker Rd~~	~~E. of Florida's Turnpike~~	~~Urban Minor Arterial~~
	~~W. of Florida's Turnpike~~	~~Urban Minor Arterial~~
~~Bell Ave~~	~~-~~	~~Urban Major Collector~~
~~California Blvd~~	~~W. of Savona Blvd~~	~~Urban Minor Arterial~~
	~~E. of Savona Blvd~~	~~Urban Minor Arterial~~
~~Cashmere Blvd~~	~~-~~	~~Urban Major Collector~~
~~Citrus Ave~~	~~-~~	~~Urban Minor Arterial~~
~~Darwin Blvd~~	~~-~~	~~Urban Major Collector~~
~~Del Rio Blvd~~	~~-~~	~~Urban Major Collector~~
~~Delaware Ave~~	~~E. of S.17th St~~	~~Urban Minor Arterial~~
~~Delaware Ave~~	~~E. of S. 33rd St~~	~~Urban Major Collector~~
~~Delaware Ave~~	~~W. of S. 33rd St~~	~~Urban Minor Collector~~
~~East Torino Pkwy~~	~~E. of California Blvd~~	~~Urban Minor Arterial~~
	~~W. of California Blvd~~	~~Urban Major Collector~~
~~Edwards Rd~~	~~-~~	~~Urban Minor Arterial~~
~~Emerson Ave~~	~~N. of Indrio Rd~~	~~Urban Minor Arterial~~
~~Farmer's Market Rd~~	~~-~~	~~Urban Major Collector~~
~~Floresta Dr~~	~~W. of Airoso Blvd~~	~~Urban Major Collector~~
	~~E. of Airoso Blvd~~	~~Urban Minor Arterial~~
~~Florida's Turnpike~~	~~-~~	~~Urban Principal Arterial - Freeway~~
~~Fort Pierce Blvd~~	~~-~~	~~Urban Major Collector~~
~~Gatlin Blvd~~	~~E. of I-95~~	~~Urban Principal Arterial - Other~~
	~~W. of I-95~~	~~Urban Minor Arterial~~
~~Georgia Ave~~	~~-~~	~~Urban Minor Arterial~~
~~Glades Cut-Off Rd~~	~~E. of Rangeline Rd~~	~~Urban Minor Arterial~~
	~~W. of Rangeline Rd~~	~~Rural Major Collector~~
~~Green River Pkwy~~	~~-~~	~~Urban Minor Arterial~~
~~Header Canal Rd~~	~~-~~	~~Rural Major Collector~~
~~Indian River Dr~~	~~-~~	~~Urban Major Collector~~
~~Indrio Rd~~	~~W. of Kings Hwy~~	~~Urban Principle Arterial - Other~~

~~Local Name~~	~~Location~~	~~Federal Functional Classification~~
	~~E. of Kings Hwy~~	~~Urban Minor Arterial~~
~~Interstate 95~~	~~-~~	~~Urban Principal Arterial - Interstate~~
~~Jenkins Rd South~~	~~N. of Orange Ave~~	~~Urban Major Collector~~
	~~S. of Orange Ave~~	~~Urban Minor Arterial~~
~~Johnston Rd~~	~~-~~	~~Rural Major Collector~~
~~Juanita Ave~~	~~-~~	~~Urban Major Collector~~
~~Keen Rd~~	~~-~~	~~Urban Minor Collector~~
~~Kings Hwy North~~	~~N. of Indrio Rd~~	~~Urban Minor Collector~~
	~~S. of Indrio Rd~~	~~Urban Principal Arterial - Other~~
~~Lennard Rd~~	~~-~~	~~Urban Minor Arterial~~
~~Mariposa Ave~~	~~-~~	~~Urban Minor Collector~~
~~Midport Rd~~	~~-~~	~~Urban Minor Arterial~~
~~Midway Rd~~	~~E. of US-1~~	~~Urban Minor Arterial~~
~~Midway Rd~~	~~E. of I-95~~	~~Urban Principal Arterial - Other~~
	~~W. of I-95~~	~~Rural Principal Arterial - Other~~
~~Morningside Blvd~~	~~E. of Westmoreland Blvd~~	~~Urban Major Collector~~
	~~W. of Westmoreland Blvd~~	~~Urban Local~~
~~Okeechobee Rd~~	~~W. of McCarty Rd~~	~~Rural Principal Arterial~~
	~~E. of McCarty Rd~~	~~Urban Principal Arterial~~
	~~N. of Virgina Ave~~	~~Urban Minor Arterial~~
~~Old Dixie Hwy~~	~~-~~	~~Urban Major Collector~~
~~Oleander Ave~~	~~N. of Kitterman~~	~~Urban Minor Arterial~~
	~~S. of Kitterman Rd~~	~~Urban Minor Collector~~
~~Orange Ave~~	~~W. of Kings Hwy~~	~~Urban Minor Arterial~~
	~~E. of Kings Hwy~~	~~Urban Principle Arterial~~
	~~W. of Rock Rd~~	~~Rural Minor Arterial~~
~~Paar Drive~~	~~E. of Darwin Blvd~~	~~Urban Local~~
	~~W. of Darwin Blvd~~	~~Urban Minor Collector~~
~~Port St Lucie Blvd~~	~~-~~	~~Urban Principal Arterial - Other~~
~~Prima Vista Blvd~~	~~-~~	~~Urban Principal Arterial - Other~~

~~Local Name~~	~~Location~~	~~Federal Functional Classification~~
~~Range Line Rd~~	~~-~~	~~Urban Minor Arterial~~
~~Rio Mar Dr~~	~~-~~	~~Urban Major Collector~~
~~SR A1A North~~	~~-~~	~~Urban Minor Arterial~~
~~SR A1A South~~	~~-~~	~~Urban Minor Arterial~~
~~Savage Blvd~~	~~-~~	~~Urban Major Collector~~
~~Savannah Club Blvd~~	~~-~~	~~Urban Local~~
~~Savona Blvd~~	~~-~~	~~Urban Minor Arterial~~
~~Shinn Rd~~	~~-~~	~~Rural Major Collector~~
~~Sneed Rd~~	~~-~~	~~Rural Major Collector~~
~~Southbend Blvd~~	~~S. of Floresta Dr~~	~~Urban Minor Arterial~~
~~St Lucie Blvd~~	~~W. of US-1~~	~~Urban Minor Arterial~~
	~~E. of US-1~~	~~Urban Major Collector~~
~~St Lucie West Blvd~~	~~-~~	~~Urban Principal Arterial - Other~~
~~St. James Dr~~	~~-~~	~~Urban Principal Arterial - Other~~
~~Sunrise Blvd~~	~~N. of Oleander Ave~~	~~Urban Minor Arterial~~
	~~S. of Oleander Ave~~	~~Urban Major Collector~~
~~Tiffany Ave~~	~~-~~	~~Urban Major Collector~~
~~US-1 North~~	~~-~~	~~Urban Principal Arterial - Other~~
~~US-1 South~~	~~-~~	~~Urban Principle Arterial - Other~~
~~Virginia Ave~~	~~-~~	~~Urban Principle Arterial~~
~~Walton Rd~~	~~-~~	~~Urban Minor Arterial~~
~~Weatherbee Rd~~	~~-~~	~~Urban Major Collector~~
~~West Torino Pkwy Rd~~	~~-~~	~~Urban Major Collector~~
~~Westmoreland Blvd~~	~~-~~	~~Urban Major Collector~~

Local Name	From	To	Federal Functional Classification
7th Street			Urban-Minor Collector
13th Street South			Urban-Major Collector
13th Street North			Urban-Major Collector
25th Street North			Urban-Principal Arterial-Other

25th Street South			Urban-Principal Arterial-Other
25th Street South/St. James Dr			Urban-Principal Arterial-Other
Airoso Blvd			Urban-Principal Arterial-Other
Angle Rd	W. of Johnston Rd W. of Kings Hwy E. of Kings Hwy		Rural-Major Collector Rural-Major Collector Urban-Minor Arterial
Avenue D	E. of 25th St W. of 25th St		Urban-Major Collector Urban Major Collector
Bayshore Blvd	N. of NW Prima Vista Blvd		Urban-Minor Arterial
Bayshore Blvd	S. of NW Prima Blvd		Urban-Principal Arterial-Other
Becker Rd	E. of Florida's Turnpike W. of Florida's Turnpike		Urban-Minor Arterial Urban-Minor Arterial
Bell Ave			Urban-Major Collector
California Blvd	W. of Savona Blvd E. of Savona Blvd		Urban-Minor Arterial Urban-Minor Arterial
Cashmere Blvd			Urban-Major Arterial
Citrus Ave			Urban-Minor Arterial
Curtis King Blvd	St. Lucie Blvd	Terminus before parking lot	Urban-Minor Collector
Darwin Blvd			Urban-Major Collector
Del Rio Blvd			Urban-Major Collector
Delaware Ave	E of S. 17th St		Urban-Minor Arterial
Delaware Ave	E of S. 33rd St		Urban-Major Collector
Delaware Ave	W. of S. 33rd St		Urban Minor Collector
East Torino Pkwy	E. of California Blvd W. of California Blvd		Urban -Minor Arterial Urban-Major Collector
Edwards Rd			Urban-Minor Arterial
Eleven Mile Rd	Midway Rd	Okeechobee Rd	Rural-Minor Collector
Emerson Ave	N. of Indrio Rd		Urban-Minor Arterial
Farmers Market Rd			Urban-Major Collector
Florester Dr	W. of Airoso Blvd E. of Airoso Rd		Urban-Major Collector Urban-Minor Collector
Florida's Turnpike			Urban-Principle Arterial-Freeway

Fort Pierce Blvd			Urban-Major Collector
Gatlin Blvd	E. of I-95 W. of I-95		Urban-Principle Arterial-Other Urban-Minor Arterial
Georgia Ave			Urban-Minor Arterial
Glades Cutt-Off Rd	E. of Rangeline Rd W. of Rangeline Rd		Urban-Minor Arterial Rural-Major Collector
Green River Pkwy			Urban-Minor Arterial
Header Canal Rd			Rural-Major Collector
Indian River Dr			Urban-Major Collector
Indrio Rd	W. of Kings Hwy E. of Kings Hwy		Urban-Principal Arterial-Other Urban-Minor Arterial
Interstate I-95			Urban-Principle Arterial-Interstate
Jenkins Rd South	N. of Orange Ave S. of Orange Ave		Urban-Major Collector Urban-Minor Arterial
Johnston Rd			Rural-Major Collector
Juanita Ave (ext)	US-1	Old Dixie Hwy	Urban-Major Collector
Keen Rd			Urban-Minor Collector
Kings Hwy North	N. of Indrio Rd S. of Indrio Rd		Urban-Minor Collector Urban-Principle Arterial-Other
Koblegard Rd	SR-814/Indrio Rd	Spanish Lakes Blvd	Urban-Minor Collector
Lennard Rd			Urban-Minor Arterial
Mariposa Ave			Urban-Minor Collector
Midport Rd			Urban-Minor Arterial
Midway Rd	E. of US-1		Urban-Minor Arterial
Midway Rd	E. of I-95 W. of I-95		Urban-Principle Arterial-Other Rural-Principle Arterial-Other
Morningside Blvd	E. of Westmoreland Blvd W. of Westmoreland Blvd		Urban-Major Collector Urban-Local
Okeechobee Rd	W. of McCarty Rd E. of McCarty Rd N. of Virginia Ave		Rural-Principle Arterial Urban-Principle Arterial Urban-Minor Arterial
Old Dixie Hwy			Urban-Major Collector
Oleander Ave	N. of Kitterman Rd S. of Kitterman Rd		Urban-Minor Arterial Urban-Minor Collector

Orange Ave	W. of Kings Hwy E. of Kings Hwy W. of Rock Rd		Urban-Minor Arterial Urban-Principle Arterial Rural-Minor Arterial
Paar Dr	E. of Darwin Blvd W. of Darwin Blvd		Urban-Local Urban-Minor Collector
Port St Lucie Blvd			Urban-Principal Arterial-Other
Prima VistaBlvd			Urban-Principle Arterial-Other
Range Line Rd			Urban-Minor Arterial
Rio Mar Dr			Urban-Major Collector
N 2nd St	Seaway Dr	Northern Terminus	Urban-Major Collector
NE Lazy River Pkwy	NE St James Dr (S ent)	NE St James Dr (N ent)	Urban-Minor Collector
NW Bethany Dr	St. Lucie West Blvd	NW Blue Lake Dr	Urban-Minor Collector
NW Country Club Dr	St. Lucie West Blvd	NW California Blvd	Urban-Minor Collector
NW St James Blvd	NW Selvitz Rd	NW St James Dr	Urban-Minor Collector
Peterson Rd	RA at Carlyle Way	S 33rd St	Urban-Minor Collector
S Brocksmith Rd	SR-70/Okeechobee Rd	CR-68/Orange Ave	Rural-Major Collector
S Market Ave	Oleander Ave	US-1	Urban-Minor Collector
SE Calais St	SE Brevard Ave	SE Mariposa Ave	Urban-Minor Collector
SE Calais St	SE Ibis Ave	SE Brevard Ave	Urban-Minor Collector
Savage Blvd			Urban-Major Collector
Savannah Club Blvd			Urban Local
Savona Blvd			Urban-Minor Arterial
Shinn Rd			Rural-Major Collector
Silver Oak Dr	Easy St	E Midway Rd	Urban-Minor Collector
Sneed Rd			Rural-Major Collector
Southbend Blvd	S. of Floresta Dr		Urban-Minor Arterial
SR A1A North			Urban-Minor Arterial
SR A1A South			Urban-Minor Arterial
Spanish Lakes Blvd	Kings Hwy/SR-713	CII de Lagos	Urban-Minor Collector
Spansih Lakes Blvd	Koblegard Rd	Dukce Real Ave	Rural-Major Collector
St. Lucie Blvd	W. of US-1 E. of US-1		Urban-Minor Arterial Urban-Major Collector
St. Lucie West Blvd			Urban-Principle Arterial-Other
St. James Dr			Urban Principle Arterial-Other
Sunny Ln	US-1	Old US-1	Urban-Minor Collector
Sunrise Blvd	N. Of Oleander Ave S.of Oleander Ave		Urban-Minor Arterial Urban-Major Collector
SW Acadeny Way	SW Community Blvd	SW Battle Lake Dr	Urban-Minor Collector
SW Aledo Ln	SW Aledo Ln	SW Rosser Blvd	Urban-Minor Collector

SW Becker Rd	UAB	WS Village Pkwy	Urban-Minor Collector
SW Brigantine Pl	SW Aledo Ln	SW Gatlin	Urban-Minor Collector
SW Discovery Way	SW Brookside Falls Way	SW Community Blvd	Urban-Minor Collector
SW East Park Ave	SW Meeting St	SW Academic Way	Urban-Minor Collector
SW Import Dr	SW Aledo Ln	SW Gatlin Blvd	Urban-Minor Collector
SW Meeting St	SW Community Blvd	SW Battle Lake Dr	Urban-Minor Collector
SW Rowley Way	RA for SW Community Rd	Village Pkwy	Urban-Minor Collector
Tiffany Ave			Urban-Major Collector
SW Tradition Pkwy	RA for SW Stony Creek Way	RA for SW Creswell St	Urban-Minor Collector
SW West Park Ave	SW Rowley Way	SW Meeting St	Urban-Minor Collector
SW Westcliffe Ln	RA for SW Tremonte Ave	End of PVMT	Urban-Minor Collector
Tilton Rd	Prima Vista Blvd	Siler Oaks Dr	Urban-Minor Collector
Tropical Isle Way	US-1	Tropical Isles Cir	Urban-Minor Collector
Ulrich Rd	Oleander Ave	US-1	Urban-Minor Collector
US-1 North			Urban-Principle Arterial-Other
US-1 South			Urban-Principle Arterial-Other
Virginia Ave			Urban-Principle Arterial
Walton Rd			Urban-Minor Arterial
W Weatherbee Rd	Oleander Ave	US-1	Urban-Minor Collector
W Weatherbee Rd	Sunrise Blvd	W Weatherbee Rd	Urban-Minor Collector
West Torino Pkwy Rd			Urban-Major Collector
Westmoreland Blvd			Urban-Major Collector

Source: St. Lucie County Transportation Planning Organization (TOP), 2024 Local Roadway System Classification

Strategic Intermodal System (SIS) Facilities:

In 2003, the Strategic Intermodal System (SIS) was established through Florida legislation. The roadway portion of the SIS is composed of interconnected limited and controlled access roadways including interstate highways, Florida's Turnpike, selected urban expressways and major arterial highways. It is a statewide transportation network that provides for high-speed and high-volume traffic movement within the state. The primary functions of SIS roadways and connectors are to serve interstate and regional commerce and other long-distance trips. The system is intended to accommodate High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service.

It is strongly recommended by the Florida Department of Transportation (FDOT) that local governments involve the FDOT in development review process at an early stage if the proposed development impacts any SIS facility.

A list of all designated and emerging SIS facilities in St. Lucie County is shown in Table 2-2.

Table 2-2 SIS FACILITIES IN ST. LUCIE COUNTY

Facility	Designated SIS	Emerging SIS
Highway Corridors	I-95	SR 70 - West of Turnpike
	Turnpike	
	SR 70 -Turnpike to I-95	
Highway Connectors	SR 70 - I-95 to US-1	
	US-1 - SR 70 to Avenue H	
Railway Corridors	Florida East Coast Railroad (FEC)	South Central Florida Express
Waterways	Atlantic Intracoastal Waterway	
Waterway Connectors	Port of Fort Pierce Channel	

Facility	Designated SIS	Emerging SIS
Highway Corridors	I-95	SR 70 west of the Turnpike
	Turnpike	
	SR 70 - Turnpike to I-95	
	US 1 - SR 70 to Avenue H	
Railway Corridors	Florida East Coast Railroad (FEC)	South Central Express
Waterways	Atlantic Intracoastal Waterway	
Waterway Connectors	Port of Fort Pierce Channel	
Seaport	Port of Fort Pierce	Strategic Growth designation

Source: FDOT Strategic Intermodal System Map - August 2024

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Table 2-3 ~~St. Lucie County State Highway System~~ Lists all the State Highway System roadways in the County.

State Road Number	Local Name	From	To	C/L Miles
9	I-95	Martin County Line	Indian River County Line	27.26
713	Kings Hwy	SR 70/ Okeechobee Rd	SR 5/ US-1	10.20
614	Indrio Rd	0.343 Mi W. of I-95	SR 713/ Kings Hwy	3.58
615	25th St	Edwards Rd	SR 5/ US-1	6.17
615	25th Street	CR 712/ Midway Rd	CR 611B/ Edwards Rd	2.52
608	St. Lucie Blvd	SR 615/ Martin Luther King Jr Blvd	US-1	0.57
607	Emerson Ave	SR 614/ Indrio Rd	Indian River County Line	2.53
5	US-1	Martin County Line	Indian River County Line	21.45
70	Okeechobee Rd/ Virginina Ave	Okeechobee County Line	SR 5/ US-1	25.23
A1A	SR A1A/ Ocean Dr	Martin County Line	SR 5/ US-1	17.95
A1A	North Bridge Cswy	SR 5/US-1	Indian River County Line	7.71
68	Orange Ave	SR 713/ Kings Hwy	SR 5/ US-1	4.50
716	Port St. Lucie Blvd	Underpass SR 91/ FL Turnpike	SR 5/ US-1	4.36
91	FL Turnpike	Martin County Line	Indian River County Line	35.10

Road Number	Local Name	From	To	C/L Miles
9	I-95	Martin County line	Indian River County Line	27.26
713	Kings Hwy	SR 70/Okeechobee Rd	SR 5 - US 1	10.20
614	Indrio Rd	0.343 Mi West of I-95	SR 713 - Kings Hwy	3.58
615	25th Street	Edwards Rd	SR 5 - US 1	6.17
608	St Lucie Blvd	SR 615 - MLK Jr Blvd	US 1	0.57
607	Emerson Ave	SR 614 - Indrio Rd	Indian River County Line	2.53
5	Us 1	Martin County Line	Indian River County Line	21.45
70	Okeechobee Rd - Virginia Ave	Okeechobee County Line	SR 5 - US 1	25.23
A1A	SR A1A/Ocean Dr	Martin County Line	SR 5 - US 1	17.95
A1A	North Bridge Cswy	SR 5 - US 1	Indian River County Line	7.71

68	Orange Ave	SR 713 - Kings Hwy	SR 5 - US 1	4.5
716	Port St Lucie Blvd	Underpass SR 91 - FL Turnpike	SR 5 - US 1	4.36
91	FL Turnpike	Martin County Line	Indian River County Line	35.1

Source: FDOT – General Highway Map – St. Lucie County May 2017

Area Regional Transit (ART):

St. Lucie County offers traditional fixed-route public transit service through Area Regional Transit (ART). Additionally, ART provides paratransit services available to qualified residents that meet certain mobility needs and eligibility requirements as Transportation Disadvantaged (TD) and/or meet the criteria of the Americans with Disabilities Act (ADA). ART also offers microtransit service, which is a shared ride door-to-door transportation service and is available for residents over the age of fourteen.

The County also offers non-traditional public transportation services. ART offers a program called Direct Connect which provides trips for early morning or late hour dialysis. It also provides trips for work and education to qualified residents. This program was established to fill evening and weekend service gaps enabling the County's TD population to have access to public transportation services twenty-four hours a day, seven days per week. This program is currently full and has a waiting list. Riders who receive eligibility for work and education have access to this service for one year and then must reapply, giving way for other residents to have an opportunity to use this service.

St. Lucie County's ART also partners with Senior Resource Association (SRA) of Indian River County for the Advantage Ride Program which provides trips throughout the Treasure Coast for Individuals with Intellectual and Developmental Disabilities. The program is funded through a grant from the Florida Commission for the Transportation Disadvantaged. This service began in 2020, and St. Lucie County has been paying the grant match for this award-winning service, while SRA has been providing the service and Indian River County administering the program. This program removes county barriers and helps residents get to other counties located in the Treasure Coast. Advantage Ride provides close to 4,000 trips per month and 90% of these trips are for day training and employment.

St. Lucie County also partners with PalmTran for the Port St Lucie Express (PSLX) service. PSLX provides an express service from the Job Express Terminal located on Gatlin Blvd to downtown West Palm Beach. This service operates Monday through Friday and has two morning trips and two evening trips. Residents can utilize this service for $3 per trip by purchasing paradise passes through PalmTran's website palmtran.org/PSL-express.

Lastly, ART is partnering with Enterprise commute and South Florida Commuter Services for a commuter vanpool program. This program is designed to help employees that are transportation disadvantaged get to places of employment with their co-workers. A contract should be in place by June/July of 2025 and has already gained interest from a few manufacturing companies and large warehouses in St. Lucie County where transportation is an issue for employees.

ART's fixed route service consists of eight fixed routes. Two ART routes provide regional transit connections with Martin and Indian River Counties' transit systems. Routes 1,2,3,4,5 and 6 operate from 6 am to 8 pm Monday through Friday, and Saturday from 8am to 12pm and 1pm to 4pm. Route 7 operates from 7am to 6pm Monday through Friday only. Route 8 is an express route; it runs from 7 am to 11 am and 3 pm to 7 pm Monday-Friday only. There is no fixed-route bus service on Sundays.

- **Route 1** was initiated in 2002. Route 1 begins near Downtown Fort Pierce at the Ft. Pierce Intermodal Facility located at North 8th Street and Avenue D. This route terminates at the

Treasure Coast Mall in the Jensen Beach section of Martin County. Route 1 is the system's most heavily used bus route, and it connects with every ART bus route except Route 5.

- **Route 2** began service in 2005. Route 2 connects commercial and residential areas in North Fort Pierce with the route commencing and ending at the Ft. Pierce Intermodal Facility providing immediate connections to Routes 1, 3, 7, and 8.

- **Route 3** was implemented concurrently with Route 2, serving South Fort Pierce. Route 3 connects densely developed suburban-urban residential areas with important community shopping and governmental service centers including Walmart and the Florida Department of Health. Route 3 commences and terminates at Ft. Pierce Intermodal providing immediate connections to Route 1,2, 7 and 8.

- **Route 4** began operating in 2006 serving Port St. Lucie Boulevard and City Center areas. Route 4 serves as a transit connector for many important Port St. Lucie destinations, including Town Center, PSL Community Center and the City Hall complex. Route 4 connects Routes 1, 5, 6 and 8.

- **Route 5** commenced operations in 2009 adding fixed route bus service along SW Gatlin and SW Port St. Lucie Boulevards. Route 5 is designed to connect the rapidly developing Tradition Area with the Port St. Lucie City Hall and Community Center serving residential, municipal government, and community shopping destinations. Route 5 connects with Routes 4, 6, and 8 at the Port St. Lucie Intermodal Facility.

- **Route 6** also began operating in 2009. Route 6 connects important major activity centers along the Prima Vista Boulevard/St. Lucie West Boulevard corridor including community shopping centers, recreational areas, the St. Lucie County Library, Indian River State College, and medical services. Route 6 connects Routes 1,4, 5, and 8.

- **Route 7** begins and ends at the Ft. Pierce Intermodal Facility and extends into adjacent Indian River County providing an immediate connection to their GoLine transit system. Route 7 connects with Route 1,2,3 and 8.

- **Route 8** began in 2020 and serves as an express service between the Fort Pierce and Port Saint Lucie Intermodal Facilities traveling down 25th St. to SE Airoso Blvd. It is ART's second north south route providing access for residents to get to and from Port St. Lucie and Fort Pierce without having to take the heavily traveled Rt 1 route.

~~St. Lucie County offers traditional fixed-route public transit service through the Treasure Coast Connector (TCC). Additionally, the County provides paratransit services available to qualified residents that meet certain mobility needs and eligibility requirements as Transportation Disadvantaged (TD) and/or meet the criteria of the Americans with Disabilities Act (ADA). The fixed-route and paratransit system is operated by Community Transit, a division of the Council on Aging of St. Lucie, Inc. (COASL) under contract to the St. Lucie County Board of County Commissioners.~~

~~The County also offers non-traditional public transportation services. Mid-2017, St. Lucie County Department of Community Services began operating a demand response TD service pilot program, known as Direct Connect, providing essential and life sustaining trips during hours that regular public transit and paratransit is not in operation. Direct_Connect fills evening and weekend service gaps~~

enabling the County's TD population to have access to public transportation services twenty-four hours per day, seven days per week. Last, St. Lucie County has rolled out**Treasure Coast Connector**

The TCC bus service consists of seven fixed-routes. Two TCC routes provide regional transit connections with Martin and Indian River Counties' transit systems. Routes 1,2,3,4,5 and 6 operate from 6 am to 8 pm Monday through Friday, and Saturday from 8am to 12pm and 1pm to 4pm. Route 7 operates from 7am to 6pm Monday through Friday only. There is no fixed-route bus service on Sundays.

- **Route 1 (TCC)** was initiated in 2002. Route 1 begins near Downtown Fort Pierce at the Ft. Pierce Intermodal Facility located at North 8th Street and Avenue D. This route terminates at the Treasure Coast Mall in the Jensen Beach section of Martin County. Route 1 is the systems most heavily used bus route and it connects with every TCC bus route except Route 5.

- **Route 2** began service in 2005. Route 2 connects commercial and residential areas in North Fort Pierce with the route commencing and ending at the Ft. Pierce Intermodal Facility providing immediate connections to Routes 1, 3 and 7.

- **Route 3** was implemented concurrently with Route 2, serving South Fort Pierce. Route 3 connects densely developed suburban-urban residential areas with important community shopping and governmental service centers including Walmart and the Florida Department of Health. Route 3 commences and terminates at the Ft. Pierce Intermodal providing immediate connections to Route 1,2 and 7.

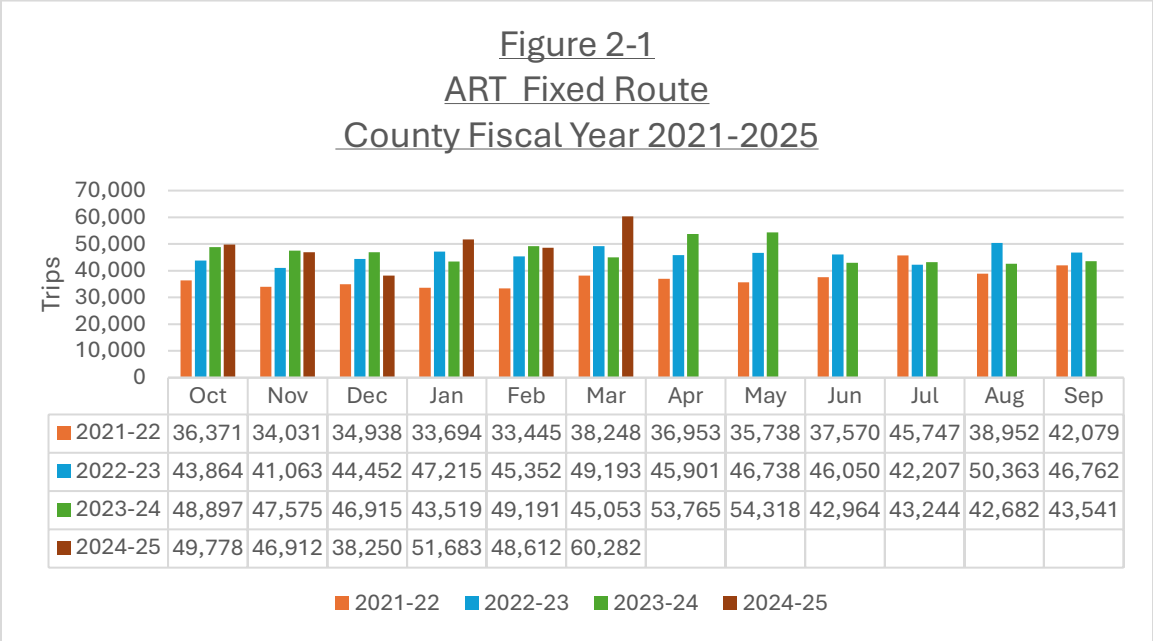
- **Route 4 (City of Port St. Lucie Trolley)** began operating in 2006 serving the downtown St. Lucie Boulevard and City Center areas. Route 4 serves as a transit connector for many important Port St. Lucie destinations, including the County Annex Building, Town Center, PSL Community Center and City Hall complex. Accordingly, the Port St. Lucie Trolley has its own unique bus stop signage and bus façades demonstrating the importance of this bus route to the City. Route 4 connects with Routes 1, 5 and 6.

- **Route 5** commenced operations in 2009 adding fixed route bus service along SW Gatlin and SW Port St. Lucie Boulevards. Route 5 is designed to connect the rapidly developing Tradition Planned Unit Development with the Port St. Lucie City Hall and Community Center serving residential, municipal government, and community shopping destinations. Route 5 connects with Routes 4 and 6 at the Port St. Lucie Intermodal Facility.

- **Route 6** also began operating in 2009. Route 6 connects important major activity centers along the Prima Vista Boulevard/St. Lucie West Boulevard corridor including community shopping centers, recreational areas, library and community resources, and medical services. Route 6 connects with Routes 1,4 and 5.

- **Route 7** is the newest TCC bus route and is a pilot service established through the Florida Department Service Development funding program. Route 7 begins and ends at the Ft. Pierce Intermodal Facility, and extends into adjacent Indian River County providing an immediate connection to their GoLine transit system. Route 7 connects with Route 1,2 and 3.

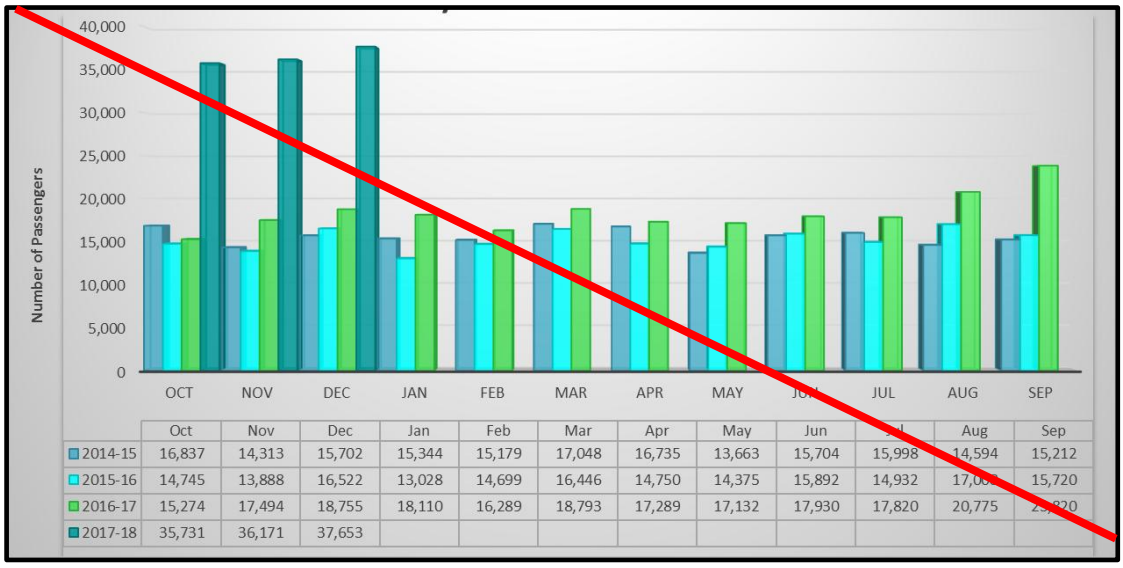
A comparison of fixed route monthly ridership for the previous fiscal years is shown in Figure 2-1.



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
2021-22	36,371	34,031	34,938	33,694	33,445	38,248	36,953	35,738	37,570	45,747	38,952	42,079
2022-23	43,864	41,063	44,452	47,215	45,352	49,193	45,901	46,738	46,050	42,207	50,363	46,762
2023-24	48,897	47,575	46,915	43,519	49,191	45,053	53,765	54,318	42,964	43,244	42,682	43,541
2024-25	49,778	46,912	38,250	51,683	48,612	60,282						

Figure 2-1 ART Fixed Route County Fiscal Year 2021-2025. St. Lucie County 2025

~~**Figure 2-1**~~
~~**Fixed Route Monthly Ridership Comparison**~~
~~**County Fiscal Year 2014 - 2018**~~



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Aug	Sep
2014-15	16,837	14,313	15,702	15,344	15,179	17,048	16,735	13,663	15,704	14,594	15,212
2015-16	14,745	13,888	16,522	13,028	14,699	16,446	14,750	14,375	15,892	14,932	15,720
2016-17	15,274	17,494	18,755	18,110	16,289	18,793	17,289	17,132	17,930	17,820	20,775
2017-18	35,731	36,171	37,653								

Transit Fare Structure:

On September 1, 2017, the St. Lucie County Board of County Commissioners authorized a multi-year pilot program converting the entire county transit system to fare free eliminating the fare box on both the fixed-route bus and paratransit services. ~~The realized administrative cost savings through no longer collecting transit fares, and a FDOT Service Development Grant offsets a substantial portion of the funding requirements funding this pilot initiative.~~ ART's transit system remains fare-free. ART, along

with other transit agencies, receives formula grants that are partly based on ridership and mileage. Due to the increase in ridership of almost 155% on the fixed route system since going fare-free, the grants received federally highly outweigh the collection of fares. ART has been able to sustain a fare-free system with the increase in ridership.

Paratransit Service:

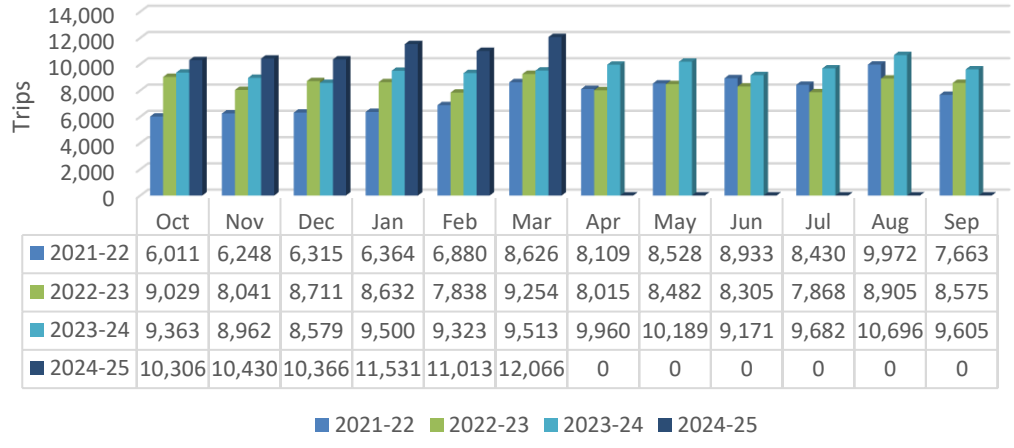
The Florida Commission for the Transportation Disadvantaged has designated St. Lucie County as the Community Transportation Coordinator (CTC) for the county service area. The CTC is responsible for coordinating and/or providing transportation services to individuals that meet the requirements of Transportation Disadvantaged (TD) as a result of age, income or a disability, where the individual cannot drive or have access to other transportation options.

In St. Lucie County, a TD demand-response, ADA compliant paratransit service is delivered through the St. Lucie County Board of County Commissioners' contract operator, ~~Community Transit~~ MV Transportation. This demand response service incorporates an origin to destination reservation system requiring qualified clients to contact ~~a Community Transit agent~~ MV Transportation at least twenty-four (24) hours in advance to schedule their requested trip. Trip reservations are accepted up to two-weeks in advance.

The ADA requires that the county's paratransit service compliment the service area's fixed-route bus system. Federal Transit Administration (FTA) guidelines stipulate this paratransit service be available to provide access to the fixed-route inside of ¾-mile from each individual bus route.

A comparison of ~~on-demand~~ paratransit monthly ridership for the previous ~~two~~ fiscal years is shown in Figure 2-2.

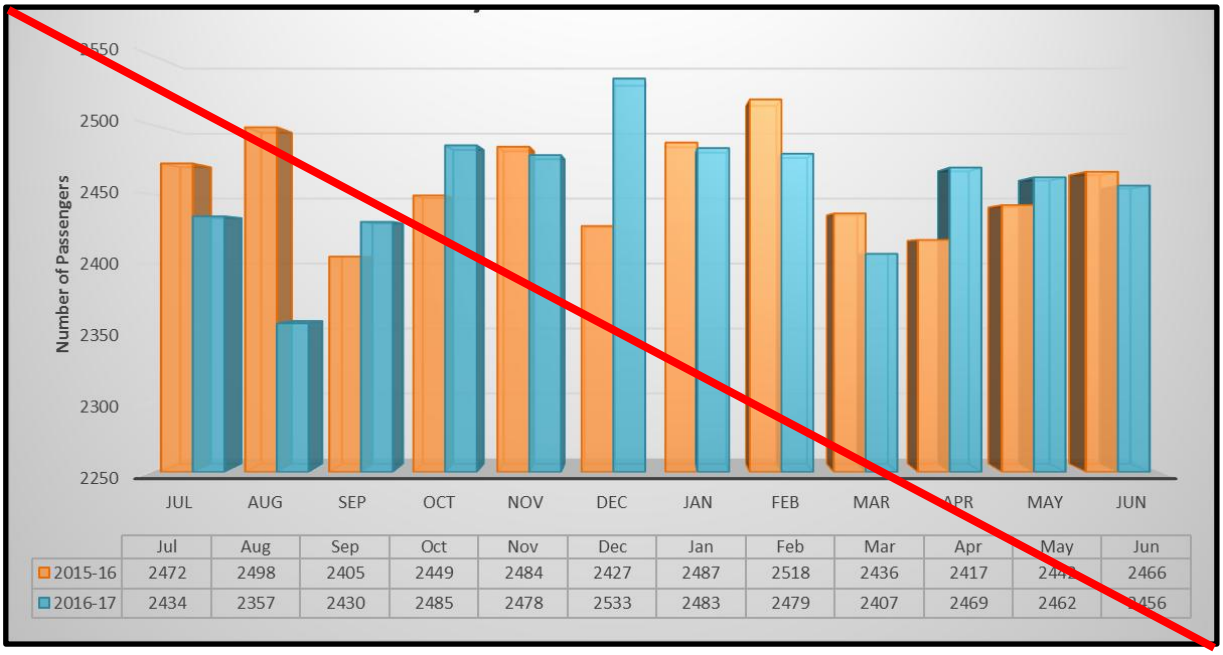
Figure 2-2
Paratransit
County Fiscal Year 2021-2025



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
2021-22	6,011	6,248	6,315	6,364	6,880	8,626	8,109	8,528	8,933	8,430	9,972	7,663
2022-23	9,029	8,041	8,711	8,632	7,838	9,254	8,015	8,482	8,305	7,868	8,905	8,575
2023-24	9,363	8,962	8,579	9,500	9,323	9,513	9,960	10,189	9,171	9,682	10,696	9,605
2024-25	10,306	10,430	10,366	11,531	11,013	12,066	0	0	0	0	0	0

Figure 2-2 Paratransit County Fiscal Year 2021-2025. St. Lucie County, 2025.

~~On-Demand Monthly Ridership Comparison~~
~~County Fiscal Year 2015 - 2017~~



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2015-16	2472	2498	2405	2449	2484	2427	2487	2518	2436	2417	2442	2466
2016-17	2434	2357	2430	2485	2478	2533	2483	2479	2407	2469	2462	2456

~~Demand Response~~

~~Beginning mid-year 2017, St. Lucie County Transit initiated a personal mobility pilot program for the transportation disadvantaged. The program, marketed as Direct Connect,~~

~~provides off-hours TD trips during the evening and early morning on weekdays and Saturday, and all-day Sunday when the county's traditional public transit is idle. Trips are provided for employment, education/job-skills training, non-emergency healthcare, and life-essential destinations such as food shopping. Transportation is delivered through third-party contractors including local taxi companies, non-ambulatory mobility providers, and the Lyft transportation network company. Direct Connect clients conduct their own trip planning and make travel arrangements directly with the county's contract providers.~~

~~Direct Connect was planned and designed to be a supplementary mobility program filling regular service gaps of the county's public transit system. Demand for this program has been extremely robust demonstrating a significant need for expanding public transit service hours and suggesting the implementation of a comprehensive transit optimization analysis. In less than one-year of operation, Direct Connect has exhausted its initial grant funding cycle expending $299,950 in travel expenses. The county transit staff is instituting measures to reduce average trip costs and is vigorously seeking additional operating funds to support this now essential transportation service.~~

~~Figure 2-3 shows monthly and cumulative Direct Connect client enrollments from May 2017 through February, 2018~~

ART-on-Demand (Microtransit):

The on-demand service began in 2019 as a pilot program with one zone and has grown to three zones, providing over 55,000 trips per year. Residents can utilize the microtransit service by downloading the app ART-on-Demand which is available on Apple and Android products or call (772) 462-1778 to register and book a reservation. Trips are provided door-to-door within each specific zone, or riders can transfer from zone to zone at one of ART's transfer location points that are strategically placed at the borders of each zone. These services are available through St. Lucie County's Transit Department and currently operated by the County's contractor, MV Transportation.

A comparison of microtransit ridership for the past eighteen months is shown in Figure 2-3.

Figure 2-3 Art-on-Demand Microtransit

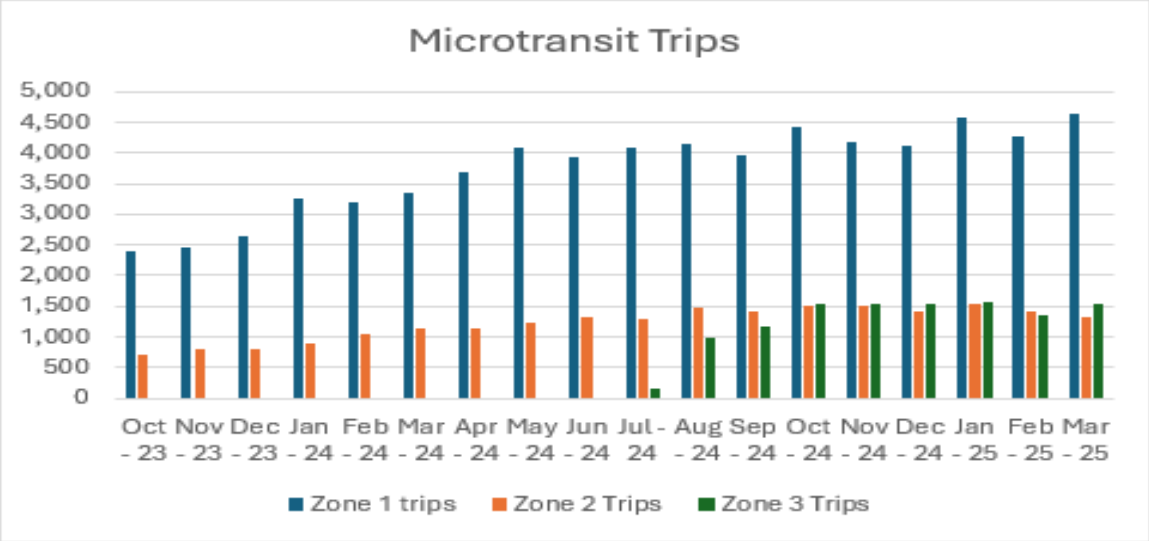


Figure 2-3 Art-on-Demand Microtransit. St. Lucie County, 2025.

Figure 2-4 Microtransit Zones:

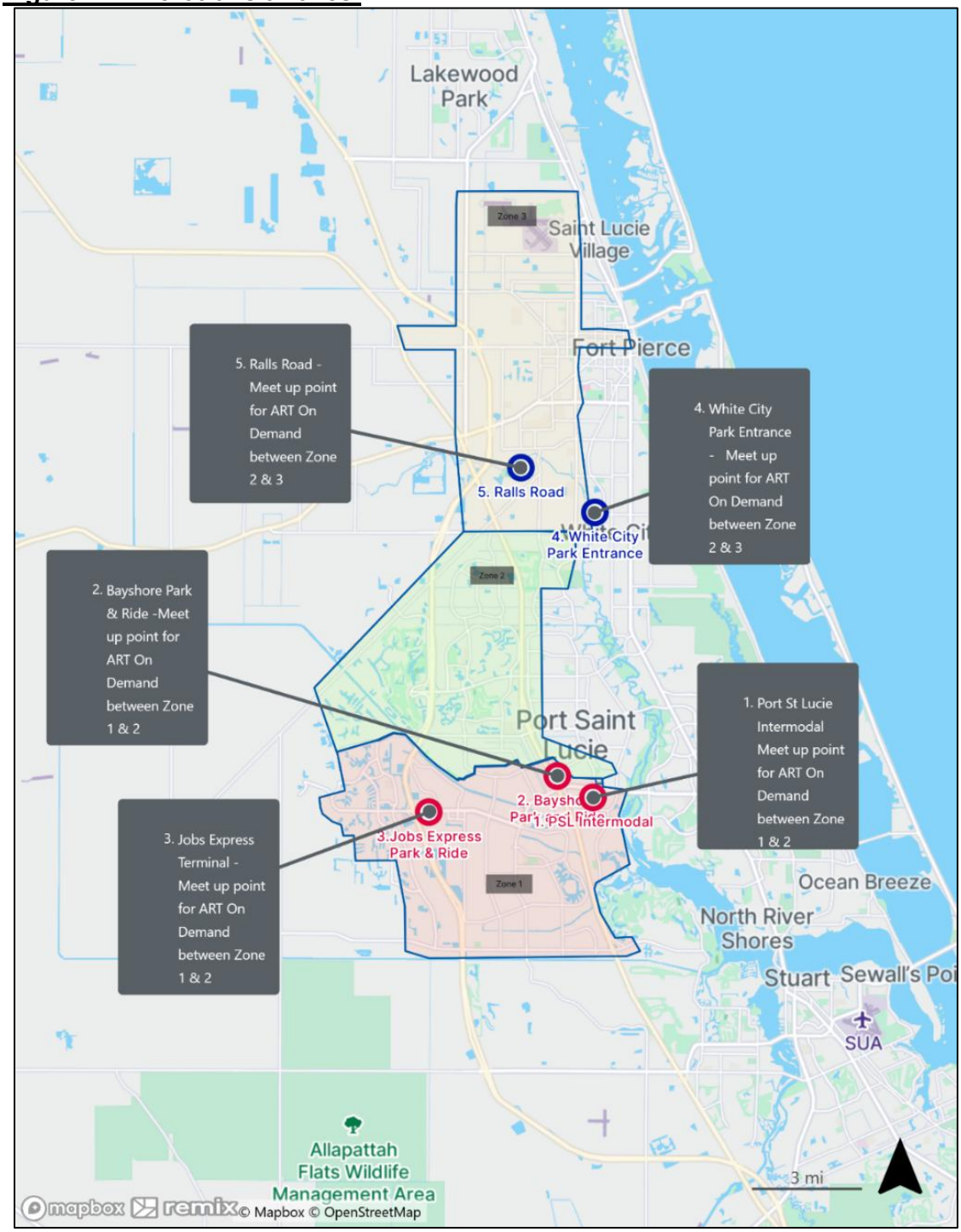


Figure 2-4 Microtransit Zones. St. Lucie County Planning and Development Services, 2025.

~~**Non-Conventional Public Transportation**~~

~~St. Lucie County, in partnership with FDOT, and the Cities of Fort Pierce and Port St. Lucie, began operating a countywide bike share early this year. The first phase of the bike share consists of nine stations supported by fifty bicycles. Stations are located at recreational destinations, including the Fort Pierce Marina Square (Figure 2-4), South Hutchinson Island and the Port St. Lucie Civic Center. Other~~

~~stations are strategically located in proximity to the county's busy bus routes to help eliminate first/last mile transit access barriers. County transit staff are currently working with state and potential private sponsors to provide a sustainable bike share system and allow for future expansion.~~



Park and Ride:

Park and ride lots are dedicated (joint use or stand-alone) locations for private automobiles for carpooling and, in some cases, transit. Table 2-4 lists the locations of park and ride lots in St. Lucie County.

Table 2-4 Locations of Park and Ride Lots in St. Lucie County

Name	Adress	City	Lot Type	# of Parking Spaces
Bayshore Blvd Park and Ride	1918 Bayshore Blvd	Port St. Lucie	General Users	64
Council on Aging Park and Ride	2501 SW Bayshore Blvd	Port St. Lucie	General Users	11
St. Lucie County Admin Building	2300 Virginia Ave	Fort Pierce	General Users	36
City of Fort Pierce (City Hall Garage)	100 N US 1	Fort Pierce	General Users	Entire Garage
Fort Pierce Intermodal Center	434 N 8th Street	Fort Pierce	General Users	7

Source: St. Lucie County Planning and Development Services.

~~In addition to the existing park and ride lots described above, FDOT is in the process of constructing a regional bus terminal with a park and ride component on Gatlin Boulevard near I-95. The project, known as the Jobs Express Terminal, will accommodate multiple transit providers and will add more than 150 park and ride spaces to the County's~~ inventory

Table 2-4

St. Lucie County Park and Ride Lots

St. Lucie County

Name	Address	City	Zip Code	Lot Type	# of Parking Spaces
Bayshore Park and Ride	1918 Bayshore Blvd	Port St. Lucie	34984	General users	64
City of Fort Pierce (City Hall Garage)	100 N US 1	Fort Pierce	34954	General users	Entire Garage
Fort Pierce Intermodal Facility	434 N 8th Street	Fort Pierce	34950	General users	7
Jobs Express Terminal	2198 SW Gatlin Blvd	Port St. Lucie	34953	General users	162
Port Saint Lucie Intermodal Facility	395 SE Deacon Avenue	Port St. Lucie	34984	General users	24
St. Lucie County Administration Building	2300 Virginia Avenue	Fort Pierce	34982	General users	36

Parking:

Generally, St. Lucie County has sufficient capacity of public and private parking facilities. One of the largest public parking facilities is located in downtown Ft. Pierce behind City Hall and has a capacity of 465 parking spaces.

Existing Bicycle/Pedestrian Conditions:

St. Lucie County recognizes the need for pedestrian and bicycle accommodations as an integral component of a Countywide transportation System. The development of bicycle and pedestrian facilities and the encouragement of their use serves several important purposes which benefit all the citizens of St. Lucie County.

St. Lucie County currently requires that pedestrian and bicycle accommodations be incorporated into all urban roadway construction/improvement projects. Federal and State guidelines also address the provision of bicycle and pedestrian facilities in conjunction with roadway improvement projects.

On May 6, 2008, the Board of County Commissioners adopted the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan. This plan was further fortified by the ~~Go2040~~ SmartMoves 2045 Long Range Transportation Plan (LRTP) of the St. Lucie TPO, including the St. Lucie Walk-Bike Network, which inventoried all the existing sidewalks, bike paths, missing sidewalks, and identified projects to improve the system.

Through the St. Lucie Walk-Bike Network, the St. Lucie TPO seeks to prioritize funding for bicycle and pedestrian improvements that will complete missing gaps in bike lane and sidewalk networks that will serve areas of the County that experience higher bicycle and pedestrian usage. The improvements will address areas of potential safety concerns and will enhance the network around schools. In addition, FDOT funds can be used to implement bicycle and pedestrian improvements along roadways that connect to the state roadway system. The County would like to continue to work towards the implementation of the St. Lucie Walk-Bike Network. Table 2-5 contains current ~~desired sidewalk projects that are unfunded~~ list of Transportation Alternatives (TA) Projects.

~~**Table 2-5 Unfunded Sidewalk Projects**~~

~~Project~~	~~From~~	~~To~~	~~Approx. Length (miles)~~	~~Estimated Cost~~
~~Angle Road~~	~~Kings Highway~~	~~N. 53rd Street~~	~~1.26~~	~~$1,461,595.00~~
~~Easy Street~~	~~Route One~~	~~Silver Oak Dr.~~	~~0.94~~	~~$1,090,396.00~~
~~Indrio Road~~	~~Kings Highway~~	~~Route One~~	~~2.63~~	~~$3,050,790.00~~
~~Indrio Road~~	~~Route One~~	~~Old Dixie Hwy.~~	~~0.16~~	~~$225,000.00~~
~~Juanita Avenue~~	~~N. 53rd Street~~	~~N. 25th Street~~	~~1.76~~	~~$2,041,592.00~~
~~Juanita Avenue~~	~~Bridge~~	~~US1~~	~~0.17~~	~~$450,000.00~~

~~Keen Road~~	~~Angle Road~~	~~St. Lucie Blvd.~~	~~1~~	~~$1,160,000.00~~
~~N. Kings Hwy.~~	~~N. of I-95~~	~~Indrio Road~~	~~4.5~~	~~$5,219,982.00~~
~~Old Dixie Hwy.~~	~~St. Lucie Blvd. Area~~	~~Tpk. Feeder Area~~	~~5.23~~	~~$6,066,780.00~~
~~Oleander Ave.~~	~~Midway Road~~	~~Edwards Road~~	~~2.5~~	~~$1,202,125.00~~
~~Oleander Ave.~~	~~Midway Road~~	~~Saeger Avenue~~	~~1.5~~	~~$1,323,840.00~~
~~Route One~~	~~St. Lucie Blvd.~~	~~Turnpike Feeder~~	~~5.26~~	~~$6,101,580.00~~
~~Selvitz Road~~	~~Edwards Road~~	~~So. of Midway Rd.~~	~~2.38~~	~~$2,760,790.00~~
~~Silver Oak Drive~~	~~Easy Street~~	~~E. Midway Road~~	~~1.79~~	~~$2,076,392.00~~
~~St. James Drive~~	~~Royce~~	~~Oleander Ave.~~	~~0.25~~	~~$260,000.00~~
~~Taylor Dairy Rd.~~	~~Angle Road~~	~~St. Lucie Blvd.~~	~~1.01~~	~~$1,160,000.00~~
~~W. Midway Rd.~~	~~W. of Glades Cut-Off~~	~~Shinn Road Area~~	~~4.96~~	~~$5,753,580.00~~
~~Walton Road~~	~~Lennard Road~~	~~Green River~~	~~1.1~~	~~$632,730.00~~
~~Weatherbee Rd.~~	~~US1~~	~~Oleander Ave.~~	~~0.5~~	~~$445,220.00~~
~~St. Lucie Blvd.~~	~~Kings Highway~~	~~N. 25th Street~~	~~3.02~~	

Table 2-5 Transportation Alternative Projects 2023-2024

Facility	Project Limits		Project Description	Estimated Cost
	From	To		
St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program.	$400,000
Midway Road	Glades Cut off Road	Jenkins Road	Add 2 lanes, sidewalks, bicycle lanes.	$551,860,000
Midway Road Turnpike Interchange			New interchange with southbound off-ramp and northbound off-ramp	$20,000,000
Kings Highway	Angle Road	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes.	$142,162,000
Northern/Airport Connector	Florida's Turnpike	Kings Highway	New Multimodal corridor with interchanges at Florida's Turnpike and I-95	$137,110,000
Jenkins Road	Midway Road	Orange Drive	Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes	$51,890,000
California Blvd	Del Rio Blvd	Crosstown Parkway		$4,760,000
St. Lucie West Blvd	Peacock Blvd	Cashmere Blvd	Add 2 lanes and multimodal paths	$22,000,000

Source: St. Lucie County TPO Amended February 7, 2024

The St. Lucie Walk-Bike Network considers both on-road facilities and off-road bicycle and pedestrian pathways. The ultimate goal is to develop an interconnected network of greenways, trails, bike lanes, and sidewalks to enhance non-motorized transportation options in St. Lucie County.

Port/Airport/Rail/Waterway:
St. Lucie County is home to the Port of Ft. Pierce and the Treasure Coast International Airport. Heavy rail freight service in the County is provided by the Florida East Coast (FEC) Railroad. The Atlantic Intracoastal Waterway passes through the eastern part of the county via the Indian River Lagoon.

Treasure Coast International Airport:
The Treasure Coast International Airport (FPR) is located north of Fort Pierce, at 3000 Curtis King Blvd. It is currently operating as a general aviation airport that serves dozens of tenants including aeronautic businesses such as aircraft maintenance, storage, and manufacturing as well as a flight training school, air taxi and charter services, medical transport, and a missionary flights operation. Users experience a well-equipped airport offering a full-service fixed-based operator with fuel services, oxygen and a restaurant. The airport also houses a U.S. Customs and Border Protection office and Aircraft Rescue & Fire Fighting Services (ARFF). The airport is also designated within Foreign Trade Zone 218. ~~several flight schools, an airplane manufacturer, and several businesses ancillary to airport and flight operations. It serves charter flights to and from the Bahamas, as well as flights throughout the continental United States. Federal Express and United Parcel Services have flight operations from here.~~

On October 4, 2024, Treasure Coast International Airport received its Part 139 Commercial Service Certification from the FAA. It is anticipated by the end of 2025 that the airport will be offering commercial passenger service, after completion of a terminal renovation and a parking lot expansion. This certification also positions the airport as a competitive player in the aviation industry, ready to meet the demands of growing air travel. With more commercial flights, residents and businesses in the Treasure Coast region will enjoy greater access to destinations, facilitating travel and commerce.

The Airport Industrial Park, just to the east of the airport, also benefits from the proximity to the airport and its services. The vast 3,844-acre airport property is owned by the St. Lucie County Board of County Commissioners (BOCC), and is managed by the County's Airport Department. ~~Because of~~ With the availability of developable airport property, a strong potential for both aviation and non-aviation related growth exists at the airport

The ~~2011~~ 2018 Master Plan Update for the Treasure Coast (fka St. Lucie County) International Airport contains a complete discussion of existing conditions, projected demand, facility requirements, and recommended alternatives and funding sources.

Residential development is normally not compatible with 65 DNL (average day/night sound level) or greater unless soundproofing is incorporated into the structure, or the community determines that this type of development is necessary in this noise environment. Future noise contours, which consider expansion of the airport facilities, show that the 65 DNL (average day/night sound level) encompasses a portion of the residential development to the east and southeast of the Airport. An FAR Part 150 Noise Compatibility Study was completed in 2005 which included a detailed noise study to specifically identify noise sensitive areas around the Airport. With an approved Part 150 Study, the FAA and FDOT may provide funding to the Airport in sponsoring noise abatement and mitigation projects such as the purchase, relocation, or soundproofing of homes, and noise abatement measures, and other noise mitigation measures.

Certain recommendations were approved including 4-mile Airport notification to residential developers requiring the disclosure of the existence of the airport and aircraft operating in the area, limitation of school development where F.S. Chapter 333 prohibits schools off the ends of runways, and noise easements and/or sound insulation for new residential development in the 60 DNL noise contour. The Airport also instituted Voluntary Noise Abatement Procedures for aircraft in consideration of residential uses south and east of the airport.

Additional issues to airport operators are wildlife hazards, tall structures, towers that may create electrical interference with radio transmissions or Navaids, and lighting or glare that could create hazard for pilots using the airport. Furthermore, as a condition of accepting grants for the Airport, the County is required to protect the Airport from incompatible development.

The County does have an Airport Overlay Zone in the Land Development Code (LDC), which helps address issues dealing with incompatible land uses. The Treasure Coast International Airport protection zones are shown in Figure 2-5.

Figure 2-5 Treasure Coast International Airport - Runway Protection Zones

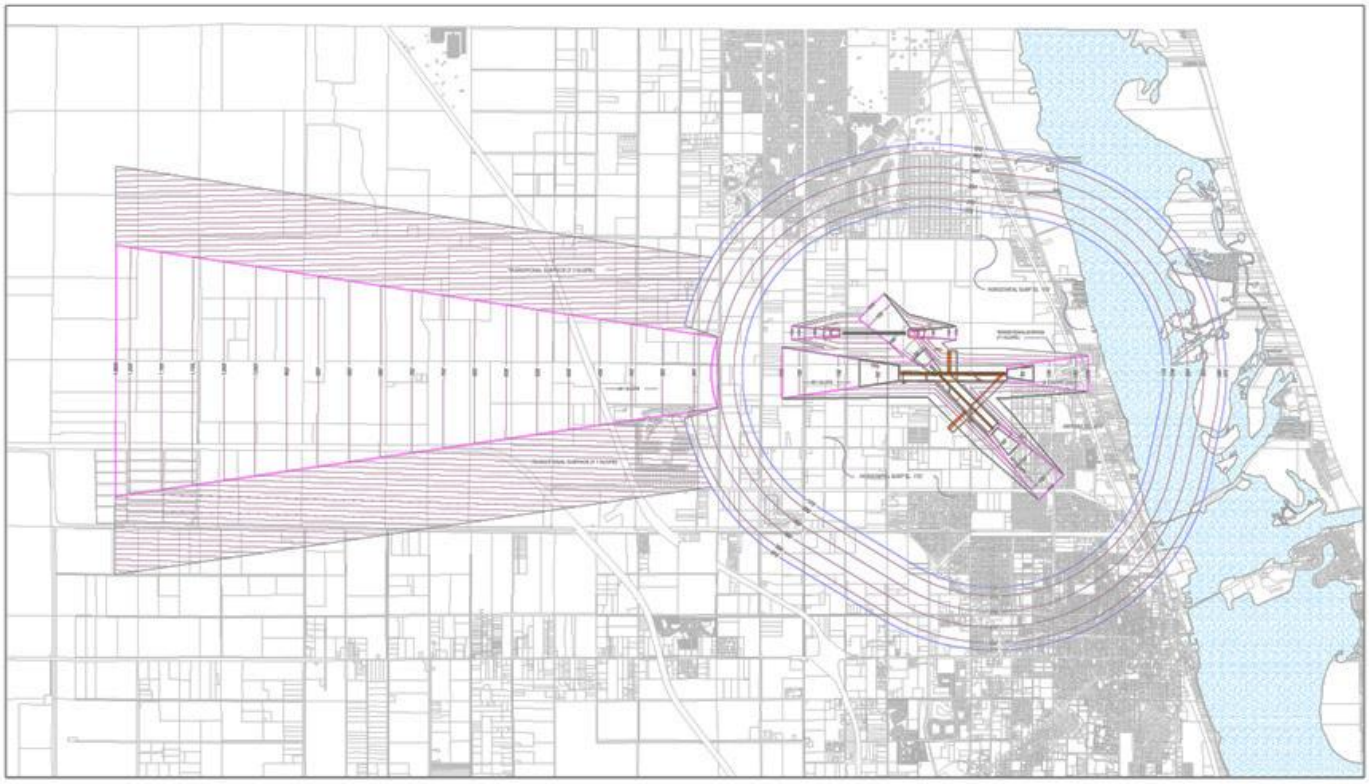


Figure 5 Treasure Coast International Airport - Runway Protection Zones. St. Lucie County Planning and Development Services Department, 2025.

Port of Ft. Pierce:

The Port of Fort Pierce, approximately 290 acres, is the region's only deep-water port. The Port of Ft. Pierce is one of Florida's 15 deepwater ports and is identified by FDOT as a Strategic Growth Seaport. The Port's shipping channel maintains an authorized U.S. Army Corps of Engineers depth of 28-feet. Much of the Port Planning Area lies within the City of Fort Pierce and the Fort Pierce Community Redevelopment Area. A small portion of the Port Planning Area lies within unincorporated St. Lucie County and development of this portion is governed by the County's Future Land Use Element, the Port Sub-element, and the County's LDC. The remaining land within the Port Planning Area is governed by the City of Fort Pierce's comprehensive plan and land development code. Both jurisdictions jointly developed and accepted the 2020 Master Plan for the Port of Fort Pierce and future development is intended to be consistent with the master plan.

~~A consolidated master plan for the Port of Fort Pierce was undertaken by FDOT, District 4, Office of Modal Development at the request of the Port of Fort Pierce and St. Lucie County. The consolidation of plans included the Port of Fort Pierce 2002 Port Master Plan, the 2012 update to the 2002 master plan~~

~~and two studies recently performed for development of the Port's Fisherman's Wharf area in 2015 and 2016.~~ In May 2020, St. Lucie County's Board of County Commissioners approved an update to the Master Plan for the Port of Fort Pierce, establishing a roadmap to achieve a diverse working waterfront. The master plan embraces new industries and opportunities aligned with the goals of expanding economic and social benefits to the citizens and businesses found in St. Lucie County and the Treasure Coast.

~~The consolidated master plan is not intended as an update to the master plan, nor does it reflect any changes to the overall vision, goals, objectives or policies of the Port. It is intended as a first step to provide a consolidated planning document for the County (Port) to use as a basis for a strategic plan for implementing the stated vision for the Port.~~

St. Lucie County owns ~~20~~ over 32 acres at the Port, including ~~and recently acquired an additional 12.3 acres,~~ the property formerly known as the "Indian River or King Terminal". Currently, Derecktor Shipyards operates a megayacht maintenance, repair, and overhaul (MRO) facility on the Indian River Terminal site. The goal of St. Lucie County for the port is to broaden and strengthen the economic base of the regional community by providing adequate infrastructure and development processes for water-dependent port development; with particular focus on a marine complex for mega yacht maintenance overall and refitting (MRO). Fisherman's Wharf, a 24.5-acre mixed use track of land, located at the southern end of the Port, is intended to act as a buffer between the industrial port area and historic downtown Fort Pierce. The idea is to transform the Fisherman's Wharf area into an economically diverse "Transition Zone" with uses that are compatible and complementary to the area.

The Port is bounded by the State Road A1A causeways on the north and the south, on the west by US 1 - State Road 5/Florida East Coast Railroad (FEC) and on the east by the Indian River Lagoon. The area can be accessed from the intersections of US 1 & Second Street, Seaway Drive at the Indian River Drive, and US 1/Ave H and Seaway Drive/Indian River Drive. The principal arteries in the region, both I-95 and the Turnpike, are easily accessible from the Port via Avenue H to U.S. Highway 1 to Virginia Avenue/SR 70 (Okeechobee Road), which together are a designated SIS Connector. Currently, the Port is not designated a SIS facility, but is identified as a Strategic Growth Seaport. The Port has on-site direct access to the Florida East Coast Railroad.

Existing Rail and Freight Conditions:

Heavy rail freight service in St. Lucie County is provided by the Florida East Coast (FEC) Railroad which serves the east coast of Florida from Jacksonville to Miami. The FEC Railroad runs through eastern Fort Pierce parallel to US 1. The FEC is a SIS-Designated Railway Corridor in St. Lucie County.

The South-Central Florida Express (SCXF) is an independent short line railroad, owned and operated by US Sugar, along Glades Cutoff Road. The SCXF provides service from southwest to northeast portions of St. Lucie County. It is designated as an Emerging SIS Railway Corridor.

Atlantic Intracoastal Waterway:

The Atlantic Intracoastal Waterway traverses the eastern edge of St. Lucie County via the Indian River Lagoon and is designated as a SIS Waterway. The Waterway is maintained by the U.S. Army Corps of Engineers and, there is one drawbridge crossing at the SR A1A access to North Hutchinson Island.

The Intracoastal Waterway serves as a means of access to the Fort Pierce Inlet for both recreational and business uses. The nearest ocean inlets north and south of the Fort Pierce Inlet are the Sebastian Inlet to the north and the St. Lucie Inlet to the south. Of these three area inlets, the Fort Pierce Inlet is generally recognized as being the safest to navigate due to limited shoaling and predictable currents.

Hurricane Evacuation:

In 2006, the Florida Legislature acted in response to the devastating hurricane seasons of 2004 and 2005 by passing House Bills 1359 and 7121 redefining the Coastal High Hazard Area (CHHA) as a means of balancing coastal protection with development and focusing on the need to improve the State's disaster response infrastructure for the purposes of effective planning and preparedness. In further support of these measures, the Florida Division of Emergency Management (FDEM) contracted with the Regional Planning Councils (RPCs) to develop the Statewide Regional Evacuation Study initiative to produce an integrated multi-regional statewide evacuation dynamic using a single methodology.

The Statewide Regional Evacuation Study Program updated their regional transportation analyses in 2016 and 2020. This study includes an evaluation of the Treasure Coast region and its ability to properly evacuate the area in response to a hurricane.

The 2021 results provided the following clearance time scenarios in Figure 6 below :

Scenario Type	Clearance Time Type	County	Evacuation Level A	Evacuation Level B	Evacuation Level C	Evacuation Level D	Evacuation Level E
2020 Base Scenario	Clearance Time to Shelter (Zone Clearance Time)	St. Lucie	12.5	12.5	13.5	14	17
2020 Base Scenario	In-County Clearance Time	St. Lucie	14.5	14.5	18	21.5	29
2020 Base Scenario	Out Of County Clearance Time	St. Lucie	14.5	14.5	18	21.5	29
2020 Operational Scenario	Out Of County Clearance Time	St. Lucie	12.5	13.5	13.5	18.5	21
2020 Operational Scenario	Clearance Time to Shelter (Zone Clearance Time)	St. Lucie	7	7.5	7.5	11	11.5
2020 Operational Scenario	In-County Clearance Time	St. Lucie	12.5	13.5	13.5	18.5	21
2025 Base Scenario	Clearance Time to Shelter (Zone Clearance Time)	St. Lucie	12.5	13	13.5	15.5	17
2025 Base Scenario	In-County Clearance Time	St. Lucie	14.5	14.5	18.5	22.5	28.5
2025 Base Scenario	Out Of County Clearance Time	St. Lucie	14.5	14.5	18.5	22.5	28.5
2025 Operational Scenario	Clearance Time to Shelter (Zone Clearance Time)	St. Lucie	10	10	11	14.5	14.5
2025 Operational Scenario	In-County Clearance Time	St. Lucie	13	14	13.5	20	22
2025 Operational Scenario	Out Of County Clearance Time	St. Lucie	13	14	13.5	20	22

Figure 6: 2021 Results from Statewide Regional Evacuation Study Program. Treasure Coast Regional Planning Council.

The In-County Clearance time for St. Lucie County, under the worst-case operational scenario in 2025~~0~~, is ~~26~~ 22 hours. The Out of County Clearance time under the worst-case operational scenario in 2025~~0~~ is ~~30~~22 hours.

Regional clearance times are considered to be a truer indication of the evacuation needs in the event that a Category 3 or high storm were to approach the Treasure Coast. The Regional Clearance time for the Treasure Coast region under the worst-case operational scenario in 2025~~0~~ is 34.5~~5~~ hours.

Level Of Service Analysis:

Level of Service (LOS) is a method of describing the operating condition of a roadway in relation to the volume of traffic using that roadway. Factors which influence level of service include the number of vehicle lanes, the number of vehicles on the roadway, speed of these vehicles, traffic interruptions, ability to maneuver freely and safely as well as the driving comfort and convenience of the public. Level of Service Standards are to be used as a guide for transportation planning purposes and to identify roadway needs and to provide a measure for determining time and type of roadway improvement.

Tables 2-6 and 2-7 shows the level of service standards for roadways in St. Lucie County.

~~**Table 2-6**~~
~~**Non-SIS Minimum Level of Service Standards for Urban and Non-Urban Roadways in St. Lucie County**~~

Facility Type	Peak Hour
Non-State Roadway (local)	D
Non-State Roadway (Major City/County)	D
Non-State Roadway (arterial)	E
~~**Intrastate FIHS (rural)**~~	
~~Limited Access~~	~~B~~
~~Controlled Access~~	~~B~~
~~**Intrastate FIHS (Urban)**~~	
~~Limited Access~~	~~C(D)~~
~~Controlled Access~~	~~C~~
~~**Other**~~ **Non-SIS State Roads**	
Multi-lane (Rural/Urban)	
Rural	B
Urban	D
Two-lane (Rural/Urban)	
Rural	C
Urban	D

Table 2-6 Non-SIS Minimum Level of Service Standards for Urban and Non-Urban Roadways in St. Lucie County

Facility Type	Peak Hour
Non-State Roadway (local)	D
Non-State Roadway (Major City/County)	D
Non-State Roadway (arterial)	E
Non-SIS State Roads	
Multi-lane (Rural/Urban)	
Rural	B
Urban	D
Two-lane (Rural/Urban)	
Rural	C
Urban	D

See Policy 2.1.2.6 of the Transportation Element

~~**Table 2-7**~~

~~**SIS Facilities Level of Service Standards**~~

~~SIS Roadway Corridors~~	~~Roadway Segment~~	~~LOS Standard~~
~~I-95~~	~~Martin County Line to Gatlin Boulevard~~	~~C~~
~~I-95~~	~~Gatlin Boulevard to St. Lucie Boulevard~~	~~C~~
~~I-95~~	~~St. Lucie Boulevard to Midway Road~~	~~C~~
~~I-95~~	~~Midway Road to SR 70/ Okeechobee Road~~	~~C~~
~~I-95~~	~~SR 70/ Okeechobee Road to SR 68/ Orange Avenue~~	~~D~~
~~I-95~~	~~SR 68/ Orange Avenue to SR 614/ Indrio Road~~	~~D~~
~~I-95~~	~~SR 614/ Indrio Road to Indian River County Line~~	~~C~~
~~Florida's Turnpike~~	~~Martin County Line to Becker Road~~	~~C~~
~~Florida's Turnpike~~	~~Becker Road to Port St. Lucie Boulevard~~	~~C~~
~~Florida's Turnpike~~	~~Port St. Lucie Boulevard to SR 70/ Okeechobee Rd~~	~~C~~
~~Florida's Turnpike~~	~~SR 70/ Okeechobee Road to Indian River County~~	~~B~~
~~SR 70/ Okeechobee Road~~	~~Okeechobee County Line to Carlton Road~~	~~B~~
~~SR 70/Okeechobee Road~~	~~Carlton Road to McCarthy Road~~	~~B~~
~~SR 70/Okeechobee Road~~	~~McCarty Road to Florida's Turnpike~~	~~B~~
~~SR 70/Okeechobee Road~~	~~Florida's Turnpike to I-95~~	~~C~~

Table 2-7 SIS Facilities Level of Service Standards

SIS Roadway Corridors	Roadway Segment	LOS Standard
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatilin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C
I-95	Midway Road to SR 70/Okeechobee Road	C
I-95	SR 70/Okeechobee Road to SR 68/Orange Avenue	D
I-95	SR 68/Orange Avenue to SR 614/Indrio Road	D
I-95	SR 614/Indrio Road to Indian River County Line	C
Florida's Turnpike	Martin County line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/Okeechobee Road	C
Florida's Turnpike	SR 70/Okeechobee Road to Indian River County	B
SR 70/Okeechobee Road	Okeechobee County line to Carlton Road	B
SR 70/Okeechobee Road	Carlton Road to McCarthy Road	B
SR 70/Okeechobee Road	McCarthy Road to Florida's Turnpike	B
SR 70/Okeechobee Road	Florida's Turnpike to I-95	C

Source: St. Lucie County TPO 2024 for FDOT recommended LOS.

FDOT does not adopt LOS standards, but they do have LOS targets for the State Highway System, with LOS C applying outside of urbanized areas and LOS D applying within urbanized areas.

The County wishes to maintain a LOS D or better for all non-SIS roadways but recognizes that allowing a LOS E for non-state arterial roadways allows development to proceed while a minimum of LOS D might cause severe constraints on private development. Therefore, the County has adopted a minimum LOS E for all non-state arterial roadways. However, a LOS D will be utilized for all non-state arterial roadways when establishing transportation impact/multimodal fees.

Existing Level of Service Analysis:

St. Lucie County and FDOT collect the traffic counts on the state and major roadways within the county. Table 2-8 shows the most recent generalized peak hour traffic volumes and level of service conditions for the County's roadway network based on the minimum levels of service standards identified in Tables 2-6 and 2-7.

Table 2-8 Existing LOS Analysis

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
10TH ST	DELAWARE AVE	ORANGE AVE	2	D	600	200	21	C	20	C
10TH ST	ORANGE AVE	AVENUE C	2	D	600	200	21	C	20	C
10TH ST	AVENUE C	AVENUE D	2	D	540	200	21	C	20	C
13TH ST	GEORGIA AVE	DELAWARE AVE	2	D	750	5,400	313	C	295	C
13TH ST	DELAWARE AVE	ORANGE AVE	2	D	750	4,500	297	C	277	C
13TH ST	AVENUE I	AVENUE O	2	D	540	4,000	238	C	221	C
13TH ST	AVENUE O	AVENUE Q	2	D	540	4,000	238	C	221	C
13TH ST	ORANGE AVE	AVENUE B	2	D	750	3,500	206	C	202	C
13TH ST	AVENUE B	AVENUE D	2	D	750	3,500	206	C	202	C
13TH ST	NEBRASKA AVE	GEORGIA AVE	2	D	790	6,797	371	C	428	D
13TH ST	VIRGINIA AVE	NEBRASKA AVE	2	D	750	6,797	371	D	428	D
13TH ST	AVENUE D	AVENUE H	2	D	750	4,000	238	C	221	C
13TH ST	AVENUE H	AVENUE I	2	D	540	4,000	238	C	221	C
17TH ST	DELAWARE AVE	ORANGE AVE	2	D	790	6,800	345	C	329	C
17TH ST	ORANGE AVE	AVENUE D	2	D	750	3,967	232	C	222	C
17TH ST	AVENUE D	AVENUE Q	2	D	750	3,967	232	C	222	C
17TH ST	GEORGIA AVE	DELAWARE AVE	2	D	600	3,033	168	C	168	C
25TH ST	ORANGE AVE	AVENUE D	4	D	1630	14,000	606	C	595	C
25TH ST	ST LUCIE BLVD	US 1	4	D	2100	5,210	299	C	334	C
25TH ST	JUANITA AVE	ST LUCIE BLVD	4	D	2100	13,814	749	C	703	C
25TH ST	MIDWAY RD	BELL AVE	4	D	2100	16,637	1192	C	1112	C
25TH ST	VIRIGINIA AVE	NEBRASKA AVE	4	D	2000	21,031	1206	C	1080	C
25TH ST	BELL AVE	EDWARDS RD	4	D	2100	19,423	1075	C	1092	C
25TH ST	DELAWARE AVE	ORANGE AVE	4	D	1630	18,928	985	D	980	D
25TH ST	GEORGIA AVE	DELAWARE AVE	4	D	1630	21,500	1104	D	1049	D

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
25TH ST	OKEECHOBEE RD	GEORGIA AVE	4	D	1630	21,500	1104	D	1049	D
25TH ST	AVENUE Q	JUANITA AVE	4	D	2000	13,061	738	C	676	C
25TH ST	AVENUE D	AVENUE Q	4	D	1630	14,241	750	D	728	C
25TH ST	EDWARDS RD	CORTEZ BLVD	4	D	2000	21,613	1378	C	1373	C
25TH ST	CORTEZ BLVD	VIRGINIA AVE	4	D	2000	22,000	1150	C	1204	C
25TH ST	NEBRASKA AVE	OKEECHOBEE RD	4	D	2000	21,031	1206	C	1080	C
2ND ST	CITRUS AVE	ORANGE AVE	2	D	540	2,200	193	C	163	C
2ND ST	ORANGE AVE	AVENUE A	2	D	540	2,100	134	C	126	C
33RD ST	DELAWARE AVE	ORANGE AVE	2	D	790	5,850	0	B	0	B
33RD ST	OKEECHOBEE RD	DELAWARE AVE	2	D	750	5,767	337	C	277	C
35TH ST	KIRBY LOOP RD	CORTEZ BLVD	2	D	540	6,800	542	E	406	D
35TH ST	CORTEZ BLVD	VIRGINIA AVE	2	D	790	6,800	542	D	406	D
35TH ST	VIRGINIA AVE	OKEECHOBEE RD	2	D	750	4,467	270	C	272	C
53RD ST	ANGLE RD	JUANITA AVE	2	D	540	2,633	140	C	155	C
7TH ST	DELAWARE AVE	CITRUS AVE	2	D	790	2,388	150	C	170	C
7TH ST	GEORGIA AVE	DELAWARE AVE	2	D	790	1,487	113	C	103	C
7TH ST	CITRUS AVE	ORANGE AVE	2	D	750	2,388	150	C	170	C
7TH ST	SUNRISE BLVD	GEORGIA AVE	2	D	600	767	53	C	60	C
7TH ST	ORANGE AVE	AVENUE C	2	D	750	3,116	214	C	235	C
7TH ST	AVENUE C	AE BACKUS AVE	2	D	540	3,116	214	C	235	C
7TH ST	AE BACKUS AVE	AVENUE D	2	D	750	3,116	214	C	235	C
7TH ST	AVENUE D	AVENUE H	2	D	750	2,100	137	C	135	C
AE BACKUS AVE	7TH ST	US 1	2	D	750	1,000	68	C	78	C
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	4	E	2000	12,500	654	C	662	C
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	4	E	2100	17,000	847	C	867	C
AIROSO BLVD	FLORESTA DR	ST JAMES DR	4	E	2100	18,500	1018	C	931	C

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	4	E	2100	17,500	1141	C	947	C
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	4	E	2100	17,500	1141	C	947	C
ANGLE RD	ORANGE AVE	AVENUE D	2	E	790	9,100	490	D	466	D
ANGLE RD	KEEN RD	KINGS HWY	2	E	880	4,833	285	C	242	C
ANGLE RD	KINGS HWY	JOHNSTON RD	2	E	1070	3,133	193	B	187	B
ANGLE RD	JOHNSTON RD	FLORIDA'S TURNPIKE	2	E	1070	1,200	0	B	0	B
ANGLE RD	AVENUE Q	53RD ST	2	E	600	6,600	381	D	323	D
ANGLE RD	AVENUE D	AVENUE Q	2	E	540	9,100	490	D	466	D
ANGLE RD	53RD ST	KEEN RD	2	E	630	4,833	285	C	242	C
AVENUE A	7TH ST	US 1	2	E	790	1,224	140	C	140	C
AVENUE A	US 1	INDIAN RIVER DR	2	E	600	1,931	129	C	119	C
AVENUE C	10TH ST	7TH ST	2	D	540	350	20	C	21	C
AVENUE D	17TH ST	13TH ST	2	D	750	4,216	195	C	210	C
AVENUE D	25TH ST	17TH ST	2	D	750	4,759	268	C	252	C
AVENUE D	7TH ST	US 1	2	D	750	2,540	127	C	138	C
AVENUE D	ANGLE RD	29TH ST	2	D	600	3,890	220	C	217	C
AVENUE D	29TH ST	25TH ST	2	D	790	3,890	220	C	217	C
AVENUE D	13TH ST	10TH ST	2	D	750	2,830	133	C	149	C
AVENUE D	10TH ST	7TH ST	2	D	750	2,540	127	C	138	C
AVENUE H	13TH ST	7TH ST	2	D	540	1,800	105	C	113	C
AVENUE H	7TH ST	US 1	2	D	750	1,300	71	C	70	C
AVENUE I	25TH ST	17TH ST	2	D	750	2,633	226	C	177	C
AVENUE I	17TH ST	13TH ST	2	D	750	2,633	226	C	177	C
AVENUE O	13TH ST	US 1	2	D	540	1,900	107	C	110	C
AVENUE Q	ANGLE RD	25TH ST	2	D	750	6,195	370	C	329	C
AVENUE Q	17TH ST	13TH ST	2	D	540	3,747	267	C	299	D

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
AVENUE Q	25TH ST	17TH ST	2	D	750	3,747	267	C	299	C
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	4	E	2100	21,610	0	B	0	B
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	2	E	920	16,648	931	F	828	C
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	4	E	2100	24,500	1197	C	1166	C
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	4	E	2100	28,500	1406	C	1325	C
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	2	E	790	13,500	680	C	679	C
BAYSHORE BLVD	SELVITZ RD	25TH ST	2	E	750	13,500	680	D	679	D
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	2	E	830	6,900	368	C	321	C
BEACH AVE	OLEANDER AVE	RIO MAR DR	2	D	540	3,400	240	C	205	C
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	4	E	2100	15,000	1006	C	1008	C
BECKER RD	I-95	SAVONA BLVD	4	E	2000	17,000	1556	C	1408	C
BECKER RD	SOUTHBEND BLVD	GILSON RD	2	E	920	13,000	1064	F	1099	F
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	4	E	2100	11,500	746	C	685	C
BECKER RD	VILLAGE PKWY	I-95	6	E	3170	2,500	196	C	178	C
BECKER RD	DARWIN BLVD	ATHENA DR	4	E	2000	14,500	1246	C	1157	C
BECKER RD	FLORIDA'S TURNPIKE	SOUTHBEND BLVD	4	E	2100	16,000	1074	C	1386	C
BECKER RD	ALBACORE ST	DARWIN BLVD	4	E	1500	11,500	746	C	685	C
BECKER RD	ATHENA DR	FLORIDA'S TURNPIKE	4	E	1500	14,500	1246	C	1157	C
BELL AVE	25TH ST	SUNRISE BLVD	2	D	790	3,411	207	C	250	C
BELL AVE	SUNRISE BLVD	OLEANDER AVE	2	D	600	3,309	217	C	213	C
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	2	D	630	7,833	429	C	396	C
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	2	D	920	7,500	502	C	465	C
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	2	D	630	12,000	867	F	695	F
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	2	D	750	7,800	547	D	448	D
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	2	D	920	15,500	1082	F	965	F
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	2	D	920	17,500	910	D	987	F

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	2	D	920	13,500	668	C	677	C
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	2	D	920	12,000	802	C	764	C
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	2	D	920	17,500	910	D	987	F
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	2	D	790	7,833	429	C	396	C
CAMEO BLVD	PORT ST LUICE BLVD	CALIFORNIA BLVD	2	D	750	5,200	341	C	290	C
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	2	D	790	8,733	602	D	467	D
CAMPBELL RD	PICOS RD	ORANGE AVE	2	D	540	500	41	C	41	C
CANE SLOUGH RD	US 1	LENNARD RD	4	D	1710	9,709	532	C	541	C
CARLTON RD	CARLTON RD (S)	OKEECHOBEE RD	2	C	390	500	43	B	40	B
CASHMERE BLVD	ST LUCIE WEST BLVD	PEACOCK BLVD	2	D	920	14,000	1109	F	1012	F
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	2	D	630	9,900	678	F	576	C
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	2	D	920	10,000	660	C	644	C
CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	2	D	920	12,500	761	C	707	C
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	2	D	920	12,500	761	C	707	C
CITRUS AVE	7TH ST	US 1	2	E	750	975	139	C	139	C
CITRUS AVE	US 1	2ND ST	2	E	790	3,757	224	C	228	C
CITRUS AVE	2ND ST	INDIAN RIVER DR	2	E	540	4,155	253	C	255	C
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	4	D	1710	5,000	312	C	335	C
COMMERCE CENTER DR	ST LUCIE WEST BLVD	GLADES CUT-OFF RD	2	D	540	5,400	296	D	302	D
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	4	D	1470	4,600	313	C	290	C
CORTEZ BLVD	35TH ST	25TH ST	2	D	750	2,820	0	B	0	B
CORTEZ BLVD	25TH ST	SUNRISE BLVD	2	D	750	3,567	266	C	225	C
COUNTRY CLUB DR	ST LUCIE WEST BLVD	CALIFORNIA BLVD	4	D	1710	6,450	443	C	360	C
CROSSROADS PKWY	OKEECHOBEE RD	KINGS HWY	2	D	790	1,700	85	C	85	C
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	6	E	3170	15,500	814	C	827	C
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	6	E	3170	19,167	1164	C	1203	C

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	6	E	3170	20,000	1010	C	967	C
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	6	E	3170	20,833	1278	C	1402	C
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	6	E	3170	5,833	376	C	320	C
CROSSTOWN PKWY	SANDIA DR	MANTH LN	2	E	920	6,033	325	C	339	C
CROSSTOWN PKWY	MANTH LN	FLORESTA DR	2	E	540	4,867	273	D	256	C
CROSSTOWN PKWY	COMMERCE CENTER DR	I-95	6	E	3170	13,767	855	C	733	C
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	6	E	3170	19,167	931	C	914	C
DARWIN BLVD	PAAR DR	TULIP BLVD	2	D	920	6,310	590	C	535	C
DARWIN BLVD	BECKER RD	PAAR DR	2	D	630	6,310	590	C	535	C
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	2	D	920	13,500	761	C	715	C
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	2	D	920	10,500	613	C	571	C
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	2	D	880	4,600	269	C	281	C
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	2	D	880	6,664	401	C	347	C
DELAWARE AVE	OKEECHOBEE RD	13TH ST	2	D	790	10,067	541	D	555	D
DELAWARE AVE	25TH ST	OKEECHOBEE RD	4	D	1220	4,810	0	B	0	B
DELAWARE AVE	7TH ST	US 1	2	D	750	7,100	455	D	425	D
DELAWARE AVE	33RD ST	25TH ST	4	D	1710	4,100	273	C	312	C
DELAWARE AVE	HARTMAN RD	33RD ST	2	D	600	1,767	274	C	220	C
DELAWARE AVE	13TH ST	10TH ST	2	D	750	7,800	524	D	434	D
DELAWARE AVE	10TH ST	7TH ST	2	D	600	7,800	524	D	434	D
EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	2	D	880	13,000	889	F	844	D
EAST TORINO PKWY	CASHMERE BLVD	TORINO PKWY	2	D	830	12,000	712	C	707	C
EASY ST	US 1	BUCHANAN DR	2	D	750	9,176	825	F	636	D
EASY ST	BUCHANAN DR	YUCCA DR	2	D	540	9,176	825	F	636	F
EDWARDS RD	OLEANDER AVE	US 1	4	E	1630	8,955	433	C	432	C
EDWARDS RD	25TH ST	SUNRISE BLVD	4	E	1630	16,135	885	D	1220	D

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
EDWARDS RD	SELVITZ RD	25TH ST	2	E	880	14,500	770	C	781	C
EDWARDS RD	JENKINS RD	MCNEIL RD	2	E	630	10,500	545	C	549	C
EDWARDS RD	MCNEIL RD	SELVITZ RD	2	E	700	10,500	545	C	549	C
EDWARDS RD	SUNRISE BLVD	OLEANDER AVE	4	E	1630	14,943	748	D	730	C
FARMER'S MARKET RD	OLEANDER AVE	US 1	2	D	750	1,784	116	C	102	C
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	2	E	920	9,700	520	C	548	C
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	2	E	920	12,000	773	C	682	C
FLORESTA DR	AIROSO BLVD	SELVITZ RD	2	D	880	4,070	327	C	317	C
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	2	D	920	12,500	841	C	660	C
FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	2	D	880	17,000	1274	F	1052	F
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	2	E	880	17,000	1274	F	1052	F
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	2	D	630	4,070	327	C	317	C
FT PIERCE BLVD	INDRIO RD	EMERSON AVE	2	E	540	3,527	270	C	213	C
GARDENIA AVE	OLEANDER AVE	US 1	2	D	750	2,700	180	C	192	C
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	6	E	3170	39,345	2961	C	2413	C
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	6	E	3170	39,345	2961	C	2413	C
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	6	E	3170	39,345	2961	C	2413	C
GATLIN BLVD	W OF I-95	E OF I-95	6	E	3170	39,345	2961	C	2413	C
GATLIN BLVD	E OF I-95	SAVAGE BLVD	6	E	3170	39,345	2961	C	2413	C
GEORGIA AVE	13TH ST	7TH ST	2	D	600	1,958	128	C	136	C
GEORGIA AVE	7TH ST	US 1	2	D	600	1,894	137	C	127	C
GEORGIA AVE	25TH ST	OKEECHOBEE RD	2	D	600	4,667	287	C	295	C
GEORGIA AVE	OKEECHOBEE RD	17TH ST	2	D	750	4,667	287	C	295	C
GEORGIA AVE	17TH ST	13TH ST	2	D	600	4,640	244	C	243	C
GILSON RD	BECKER RD	LAKERIDGE DR	2	D	540	10,500	939	F	981	F
GILSON RD	MARTIN C.L.	BECKER RD	2	D	710	10,500	939	F	981	F

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
GLADES CUT-OFF RD	MIDWAY RD	JENKINS RD	2	D	790	9,100	562	D	545	D
GLADES CUT-OFF RD	JENKINS RD	SELVITZ RD	2	D	830	6,176	392	C	377	C
GLADES CUT-OFF RD	COMMERCE CENTER DR	MIDWAY RD	2	D	920	2,611	198	C	181	C
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	2	D	1070	2,600	184	B	231	B
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CENTER DR	2	D	1070	3,485	322	B	322	B
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	2	C	390	2,600	184	B	231	C
GRAHAM RD	KINGS HWY	JENKINS RD	2	D	630	3,400	233	C	221	C
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	2	D	1070	4,339	327	B	327	B
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	2	D	1070	4,339	327	B	327	B
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	2	D	1070	4,339	327	B	327	B
HARTMAN RD	OKEECHOBEE RD	PETERSON RD	2	D	750	5,400	357	C	328	C
HARTMAN RD	DELAWARE AVE	ORANGE AVE	2	D	790	5,400	357	C	328	C
HARTMAN RD	PETERSON RD	DELAWARE AVE	2	D	540	5,400	357	D	328	D
HEADER CANAL RD	OKEECHOBEE RD	ORANGE AVE	2	D	670	483	28	B	28	B
HILLMOOR DR	US 1	LENNARD RD	2	D	790	7,487	426	D	365	C
I-95	GATLIN BLVD	ST LUCIE WEST BLVD	6	C	4580	74,692	3824	C	3455	C
I-95	ST LUCIE WEST BLVD	MIDWAY RD	6	C	4580	58,368	3283	B	2831	B
I-95	MIDWAY RD	OKEECHOBEE RD	6	C	4580	70,109	4232	C	3436	C
I-95	OKEECHOBEE RD	ORANGE AVE	8	D	7320	45,500	1822	B	1894	B
I-95	ORANGE AVE	INDRIO RD	8	D	7320	42,866	2062	B	1898	B
INDIAN RIVER DR	CITRUS AVE	ORANGE AVE	2	E	750	4,629	275	C	315	C
INDIAN RIVER DR	AVENUE A	AVENUE D	2	D	540	5,505	322	D	379	D
INDIAN RIVER DR	ORANGE AVE	AVENUE A	2	D	750	5,429	317	C	309	C
INDIAN RIVER DR	AVENUE D	SEAWAY DR	2	E	790	5,505	322	C	379	C
INDRIO RD	SLASH PINE TRL	US 1	2	E	920	5,542	358	C	343	C
INDRIO RD	US 1	OLD DIXIE HWY	2	D	750	950	66	C	89	C

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
INDRIO RD	SEMINOLE RD	KINGS HWY	2	D	790	9,446	569	D	479	D
INDRIO RD	JOHNSTON RD	EMERSON AVE	2	D	880	9,800	560	C	589	C
INDRIO RD	KOBLEGARD RD	JOHNSTON RD	2	D	700	9,800	560	C	589	C
INDRIO RD	I 95 E RAMP	KOBLEGARD RD	4	D	3240	9,800	560	B	589	B
INDRIO RD	PRIVATE RD	I 95 W RAMP	2	D	1080	820	60	B	65	B
INDRIO RD	I 95 W RAMP	I 95 E RAMP	4	D	3240	820	60	B	65	B
INDRIO RD	EMERSON RD	SEMINOLE RD	2	D	920	9,446	569	C	479	C
INDRIO RD	KINGS HWY	SLASH PINE TRL	2	E	790	5,542	358	C	343	C
JENKINS RD	OKEECHOBEE RD	GRAHAM RD	2	D	920	9,100	543	C	545	C
JENKINS RD	EDWARDS RD	OKEECHOBEE RD	2	D	880	7,613	431	C	404	C
JENKINS RD	PETERSON RD	ORANGE AVE	2	D	920	9,100	543	C	545	C
JENKINS RD	GRAHAM RD	PETERSON RD	2	D	630	9,100	543	C	545	C
JENNINGS RD	US 1	LENNARD RD	4	D	2100	4,533	300	C	245	C
JOHNSTON RD	OLD JOHNSTON RD	INDRIO RD	2	D	1070	2,000	127	B	123	B
JOHNSTON RD	ANGLE RD	L20	2	D	1070	2,400	163	B	158	B
JOHNSTON RD	MEADOWOOD DR	OLD JOHNSTON RD	2	D	1070	2,000	127	B	123	B
JOHNSTON RD	L20	MEADOWOOD DR	2	D	1070	2,000	127	B	123	B
JOHNSTON RD	INDRIO RD	RUSSOS RD	2	D	1070	7,282	439	C	440	C
JOHNSTON RD	RUSSOS RD	INDIAN RIVER C.L.	2	D	1070	7,282	439	C	440	C
JUANITA AVE	25TH ST	US 1	2	D	750	4,000	223	C	219	C
JUANITA AVE	53RD ST	25TH ST	2	D	750	2,800	180	C	165	C
KEEN RD	ANGLE RD	JUANITA AVE	2	D	630	2,658	184	C	212	C
KEEN RD	JUANITA AVE	ST LUCIE BLVD	2	D	630	2,658	184	C	212	C
KINGS HWY	ST LUCIE BLVD	INDRIO RD	2	C	830	12,647	785	C	737	C
KINGS HWY	ORANGE AVE	ANGLE RD	2	C	870	14,305	754	C	758	C
KINGS HWY	ANGLE RD	ST LUCIE BLVD	2	C	830	10,798	594	C	597	C

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
KINGS HWY	PICOS RD	ORANGE AVE	2	C	830	7,585	374	C	359	C
KINGS HWY	OKEECHOBEE RD	CROSSROADS PKWY	2	C	830	7,191	316	C	322	C
KINGS HWY	CROSSROADS PKWY	GRAHAM RD	2	C	660	7,191	316	C	322	C
KINGS HWY	GRAHAM RD	PICOS RD	2	C	660	7,585	374	C	359	C
KIRBY LOOP RD	EDWARDS RD	35TH ST	2	D	630	4,216	278	C	341	C
KITTERMAN RD	OLEANDER AVE	US 1	2	D	750	3,191	228	C	182	C
KITTERMAN RD	US 1	LENNARD EXT	2	D	750	2,400	137	C	139	C
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	4	D	1710	19,500	1126	D	1081	D
LENNARD RD	TIFFANY AVE	WALTON RD	4	D	1710	5,767	301	C	306	C
LENNARD RD	US 1	MARIPOSA AVE	4	D	1710	19,500	1126	D	1081	D
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	2	D	790	4,271	374	C	365	C
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	4	D	1630	19,500	1126	D	1081	D
LENNARD RD	HILLMOOR DR	TIFFANY AVE	4	D	1710	19,500	1126	D	1081	D
LENNARD RD	JENNINGS RD	HILLMOOR DR	4	D	1710	19,500	1126	D	1081	D
LYNGATE DR	MORNINGSIDE BLVD	US 1	2	D	920	10,589	669	C	602	C
LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	2	D	920	10,589	669	C	602	C
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	2	D	880	6,958	477	C	418	C
MCCARTY RD	WILLIAMS RD	MIDWAY RD	2	D	540	350	30	C	32	C
MCCARTY RD	MIDWAY RD	OKEECHOBEE RD	2	D	540	300	29	C	22	C
MCNEIL RD	OKEECHOBEE RD	KIRBY LOOP RD	2	D	790	9,100	480	D	499	D
MCNEIL RD	KIRBY LOOP RD	EDWARDS RD	2	D	540	9,100	480	D	499	D
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	2	D	920	10,500	684	C	630	C
MIDWAY RD	I-95	GLADES CUT-OFF RD	4	E	2100	16,293	906	C	1004	C
MIDWAY RD	SELVITZ RD	CHRISTENSEN RD	2	E	920	17,500	912	D	896	D
MIDWAY RD	SUNRISE BLVD	OLEANDER AVE	2	E	790	18,663	1018	F	935	F
MIDWAY RD	OLEANDER AVE	US 1	2	E	790	15,533	820	E	811	E

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
MIDWAY RD	25TH ST	SUNRISE BLVD	2	E	790	18,663	1018	F	935	F
MIDWAY RD	OKEECHOBEE RD	SHINN RD	2	E	760	4,742	274	C	348	C
MIDWAY RD	SHINN RD	MCCARTY RD	2	E	630	4,742	274	C	348	C
MIDWAY RD	MCCARTY RD	I-95	2	E	700	4,742	274	C	348	C
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	4	E	2100	18,000	1105	C	1037	C
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	2	E	920	20,500	1084	F	1085	F
MIDWAY RD	WALLACE ST	WEATHERBEE RD	2	E	920	3,600	279	C	308	C
MIDWAY RD	WEATHERBEE RD	INDIAN RIVER DR	2	E	630	3,600	279	C	308	C
MIDWAY RD	EAST TORINO PKWY	MILNER DR	2	E	880	20,500	1084	F	1085	F
MIDWAY RD	MILNER DR	W OF SELVITZ RD	2	E	790	20,500	1084	F	1085	F
MIDWAY RD	CHRISTENSEN RD	25TH ST	2	E	790	17,500	912	F	896	F
MIDWAY RD	US 1	WALLACE ST	2	E	790	3,600	279	C	308	C
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	2	D	880	4,637	315	C	303	C
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	2	D	920	2,700	162	C	155	C
NEBRASKA AVE	25TH ST	13TH ST	4	D	1710	3,900	242	C	204	C
OAKRIDGE DR	MOUNTWELL ST	OAKLYN ST	2	D	700	6,900	368	C	321	C
OHIO AVE	SUNRISE BLVD	COLONIAL RD	2	D	540	4,000	237	C	232	C
OHIO AVE	COLONIAL RD	US 1	2	D	750	4,000	237	C	232	C
OKEECHOBEE RD	GEORGIA AVE	DELAWARE AVE	4	D	1710	12,167	724	C	679	C
OKEECHOBEE RD	25TH ST	GEORGIA AVE	4	D	1630	12,167	724	C	679	C
OKEECHOBEE RD	33RD ST	25TH ST	4	D	1630	13,167	729	C	731	D
OKEECHOBEE RD	IDEAL HOLDING RD	HEADER CANAL RD	4	B	1340	6,369	339	B	331	B
OKEECHOBEE RD	HEADER CANAL RD	MIDWAY RD	4	B	1740	6,369	339	B	331	B
OKEECHOBEE RD	MCCARTY RD	FLORIDA'S TURNPIKE	4	B	1810	6,039	302	B	313	B
OKEECHOBEE RD	MIDWAY RD	SHINN RD	4	B	1740	6,369	339	B	331	B
OKEECHOBEE RD	FLORIDA'S TURNPIKE	KINGS HWY	4	C	2010	6,039	302	C	313	C

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
OKEECHOBEE RD	CROSSROADS PKWY	I-95	8	C	4170	20,282	877	C	896	C
OKEECHOBEE RD	VIRGINIA AVE	HARTMAN RD	4	D	2100	11,667	641	C	641	C
OKEECHOBEE RD	I-95	JENKINS RD	8	D	4240	28,592	1868	C	1616	C
OKEECHOBEE RD	35TH ST	33RD ST	4	D	1630	13,167	729	C	731	D
OKEECHOBEE RD	HARTMAN RD	35TH ST	4	D	1630	11,667	641	C	641	C
OKEECHOBEE RD	JENKINS RD	MCNEIL RD	8	D	4040	28,592	1868	C	1616	C
OKEECHOBEE RD	MCNEIL RD	VIRGINIA AVE	6	D	3170	29,293	1603	C	1673	C
OKEECHOBEE RD	OKEECHOBEE C.L.	BLUEFIELD RD	4	B	1010	7,150	399	B	399	B
OKEECHOBEE RD	BLUEFIELD RD	CARLTON RD	4	B	1270	7,150	399	B	399	B
OKEECHOBEE RD	CARLTON RD	SNEED RD	4	B	1340	6,369	339	B	331	B
OKEECHOBEE RD	SHINN RD	MCCARTY RD	4	B	1810	5,192	0	B	0	B
OKEECHOBEE RD	KINGS HWY	CROSSROADS PKWY	8	C	4170	19,706	890	C	940	C
OKEECHOBEE RD	SNEED RD	IDEAL HOLDING RD	4	B	1340	6,369	339	B	331	B
OLD DIXIE HWY	SR A1A NORTH	ST LUCIE BLVD	2	D	750	1,730	0	B	0	B
OLD DIXIE HWY	US 1	SR A1A NORTH	2	D	790	5,100	397	D	360	C
OLD DIXIE HWY	INDRIO RD	INDIAN RIVER C.L.	2	C	870	1,115	0	B	0	B
OLD DIXIE HWY	ST LUCIE BLVD	INDRIO RD	2	D	790	2,086	153	C	119	C
OLEANDER AVE	BEACH AVE	KITTERMAN RD	2	D	540	2,900	175	C	193	C
OLEANDER AVE	VIRGINIA AVE	SUNRISE BLVD	2	E	600	4,221	241	C	239	C
OLEANDER AVE	BELL AVE	FARMER'S MARKET RD	2	E	540	12,500	662	F	678	F
OLEANDER AVE	FARMER'S MARKET RD	EDWARDS RD	2	E	750	12,500	662	D	678	D
OLEANDER AVE	WISTERIA AVE	GARDENIA AVE	2	E	540	9,900	641	F	576	E
OLEANDER AVE	EDWARDS RD	WISTERIA AVE	2	E	750	9,900	641	D	576	D
OLEANDER AVE	GARDENIA AVE	VIRGINIA AVE	2	E	790	9,900	641	D	576	D
OLEANDER AVE	KITTERMAN RD	MIDWAY RD	2	D	750	5,900	369	C	387	D
OLEANDER AVE	MIDWAY RD	WEATHERBEE RD	2	D	750	7,477	425	D	421	D

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
OLEANDER AVE	WEATHERBEE RD	BELL AVE	2	E	540	7,477	425	D	421	D
ORANGE AVE	JENKINS RD	HARTMAN RD	4	B	0	13,564	730	C	679	C
ORANGE AVE	HARTMAN RD	ANGLE RD	4	B	0	13,564	730	C	679	C
ORANGE AVE	CAMPBELL RD	KINGS HWY	2	D	1070	2,440	0	B	0	B
ORANGE AVE	7TH ST	US 1	2	C	300	6,808	434	D	386	D
ORANGE AVE	ANGLE RD	25TH ST	4	D	1710	11,350	894	D	1040	D
ORANGE AVE	KINGS HWY	I 95	4	B	0	17,012	732	C	738	C
ORANGE AVE	I 95	JENKINS RD	4	B	0	13,294	913	C	859	C
ORANGE AVE	SNEED RD	HEADER CANAL RD	2	C	390	4,735	300	C	297	C
ORANGE AVE	OKEECHOBEE C.L.	SNEED RD	2	C	390	4,735	300	C	297	C
ORANGE AVE	2ND ST	INDIAN RIVER DR	2	C	370	3,226	205	C	201	C
ORANGE AVE	US 1	2ND ST	2	C	300	3,226	205	C	201	C
ORANGE AVE	25TH ST	17TH ST	4	D	1630	12,975	678	C	744	D
ORANGE AVE	17TH ST	13TH ST	4	D	1710	12,975	678	C	744	C
ORANGE AVE	13TH ST	10TH ST	2	C	370	12,975	678	D	744	D
ORANGE AVE	10TH ST	7TH ST	2	C	300	7,699	389	D	448	D
ORANGE AVE	SHINN RD	CAMPBELL RD	2	B	380	2,440	0	B	0	B
PARR DR	ROSSER BLVD	SAVONA BLVD	2	D	630	1,419	104	C	92	C
PARR DR	SAVONA BLVD	PORT ST LUCIE BLVD	2	D	700	1,419	104	C	92	C
PARR DR	PORT ST LUCIE BLVD	DARWIN BLVD	2	D	700	1,419	104	C	92	C
PARR DR	DARWIN BLVD	TULIP BLVD	2	D	540	1,950	145	C	118	C
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	2	D	630	4,300	372	C	310	C
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	2	D	920	10,067	660	C	640	C
PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	4	D	2100	15,410	0	B	0	B
PETERSON RD	BENT CREEK DR	HARTMAN RD	2	D	540	1,000	80	C	68	C
PICOS RD	CAMPBELL RD	KINGS HWY	2	D	540	1,300	90	C	84	C

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	6	D	3170	47,273	3161	D	2869	C
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	6	E	3170	42,500	2456	C	2219	C
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	6	D	3170	39,062	2966	C	1850	C
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	6	D	3020	38,975	2346	C	2081	C
PORT ST LUCIE BLVD	FLORESTA DR	VETERANS MEMORIAL PKWY	6	D	3020	61,666	4419	F	3296	F
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	6	E	3020	32,000	1714	C	1605	C
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	2	E	700	13,310	0	B	0	B
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	6	D	3170	47,273	3161	D	2869	C
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	6	D	3020	46,262	2924	C	2897	C
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	6	D	3020	48,361	2977	D	2609	C
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	2	E	920	13,310	0	B	0	B
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	2	E	920	13,310	0	B	0	B
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	2	E	920	13,310	0	B	0	B
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDA'S TURNPIKE	6	D	3020	47,273	3161	F	2869	C
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	4	E	2100	25,000	1138	C	1192	C
PRIMA VISTA BLVD	RIO MAR DR	US 1	4	E	2100	26,500	1213	C	1402	C
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	4	E	2100	26,500	1220	C	1144	C
PRIMA VISTA BLVD	NARANJA AVE	RIO MAR DR	4	E	2000	39,000	2308	F	2193	F
PRIMA VISTA BLVD	FLORESTA DR	NARANJA AVE	4	E	2100	39,000	2308	F	2193	F
PRIMA VISTA BLVD	US 1	LENNARD RD	4	E	1710	8,600	522	C	526	C
RANGE LINE RD	MARTIN C.L.	BECKER RD	2	D	1080	1,396	111	B	135	B
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF RD	2	D	1080	1,396	111	B	135	B
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD	GLADES CUT-OFF RD	2	D	1080	1,396	111	B	135	B
RIO MAR DR	BEACH AVE	US 1	2	D	790	5,649	288	C	360	C

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
RIO MAR DR	PRIMA VISTA BLVD	BEACH AVE	2	D	750	5,649	288	C	360	C
ROSSER BLVD	PAAR DR	APRICOT RD	2	D	1070	4,790	0	B	0	B
ROSSER BLVD	APRICOT RD	GATLIN BLVD	2	D	920	4,790	0	B	0	B
SAVAGE BLVD	GATLIN BLVD	GALIANO RD	2	E	920	3,403	233	C	212	C
SAVANNAH RD	US 1	INDIAN RIVER DR	2	D	540	2,202	136	C	149	C
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	2	D	790	13,000	707	D	686	D
SAVONA BLVD	PAAR DR	GATLIN BLVD	2	D	750	8,000	775	E	694	D
SAVONA BLVD	BECKER RD	PAAR DR	2	D	790	8,000	775	D	694	D
SELVITZ RD	GLADES CUT-OFF RD	EDWARDS RD	2	D	790	13,000	761	D	764	D
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	2	D	750	7,440	0	B	0	B
SELVITZ RD	MIDWAY RD	GLADES CUT-OFF RD	2	D	700	11,000	807	F	883	F
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	2	D	750	7,440	0	B	0	B
SHINN RD	OKEECHOBEE RD	ORANGE AVE	2	D	1080	731	52	B	57	B
SHINN RD	MIDWAY RD	OKEECHOBEE RD	2	D	580	750	49	C	47	C
SNEED RD	OKEECHOBEE RD	ORANGE AVE	2	D	670	1,230	95	B	91	B
SOUTHBEND BLVD	BECKER RD	FLORESTA DR	2	D	790	14,500	969	F	862	F
SR A1A NORTH	SHOREWINDS DR	INDIAN RIVER C.L.	2	D	920	7,669	412	C	452	C
SR A1A NORTH	OLD DIXIE HWY	N HWY A1A	2	B	0	9,300	510	C	544	C
SR A1A NORTH	US 1	OLD DIXIE HWY	2	D	920	5,730	386	C	387	C
SR A1A SOUTH	BLUE HERON BLVD	SEAWAY DR	2	D	600	7,380	399	D	477	D
SR A1A SOUTH	NETTLES ISLAND	FPL PLANT	2	D	920	5,971	365	C	328	C
SR A1A SOUTH	INDIAN RIVER DR	US 1	4	D	1710	11,413	628	C	568	C
SR A1A SOUTH	FPL PLANT	BLUE HERON BLVD	2	D	700	3,667	438	C	352	C
SR A1A SOUTH	OCEAN DR	BINNEY DR	2	D	600	12,043	599	D	627	E
SR A1A SOUTH	S CAUSEWAY PARK	INDIAN RIVER DR	4	D	1550	11,413	628	C	568	C
SR A1A SOUTH	BINNEY DR	S CAUSEWAY PARK	2	D	790	12,043	599	D	627	D

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
ST JAMES BLVD	SELVITZ RD	ST JAMES DR	2	D	790	4,600	270	C	266	C
ST JAMES DR	TELFORD AVE	MIDWAY RD	4	D	2100	20,500	1238	C	1221	C
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	4	D	2100	17,000	1152	C	1099	C
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	4	D	2100	19,000	1255	C	1209	C
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	4	D	1800	17,000	1152	C	1099	C
ST LUCIE BLVD	KINGS HWY	KEEN RD	2	E	880	5,125	360	C	380	C
ST LUCIE BLVD	KEEN RD	25TH ST	2	E	880	5,125	360	C	380	C
ST LUCIE BLVD	SENECA AVE	US 1	2	E	790	3,662	187	C	190	C
ST LUCIE BLVD	25TH ST	SENECA AVE	2	E	750	3,662	187	C	190	C
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	6	E	3170	48,500	2369	C	2317	C
ST LUCIE WEST BLVD	I 95	CALIFORNIA BLVD	4	E	2100	37,000	1724	C	1673	C
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	4	E	2100	37,000	1724	C	1673	C
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	4	E	2100	37,000	1724	C	1673	C
ST LUCIE WEST BLVD	COMMERCE CENTER DR	W OF I 95	2	E	700	11,500	544	C	550	C
SUNRISE BLVD	VIRGINIA AVE	OLEANDER AVE	2	D	750	4,797	289	C	347	C
SUNRISE BLVD	BELL AVE	EDWARDS RD	2	D	750	3,857	255	C	289	C
SUNRISE BLVD	EDWARDS RD	CORTEZ BLVD	2	D	600	6,061	481	D	422	D
SUNRISE BLVD	MIDWAY RD	BELL AVE	2	D	540	3,547	246	C	230	C
SUNRISE BLVD	OLEANDER AVE	7TH ST	4	D	1540	3,800	237	C	275	C
SUNRISE BLVD	7TH ST	US 1	4	D	1710	3,800	237	C	275	C
SUNRISE BLVD	CORTEZ BLVD	VIRGINIA AVE	2	D	750	6,061	481	D	422	D
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	4	D	2100	15,896	906	C	802	C
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	4	D	2100	5,000	259	C	280	C
TIFFANY AVE	US 1	HILLMOOR DR	4	D	2100	15,896	906	C	802	C
TORINO PKWY	CASHMERE BLVD	CALIFORNIA BLVD	2	D	630	7,600	404	C	391	C
TORINO PKWY	CALIFORNIA BLVD	EAST TORINO PKWY	2	D	630	3,817	239	C	199	C

~~ROADWAY NAME~~	~~FROM~~	~~TO~~	~~# OF LANES~~	~~ADOPTED LOS~~	~~Pk Hr Service Capacity~~	~~2017 AADT~~	~~AM PK HR PK DIR~~		~~PM PK HR PK DIR~~	
							~~VOLUME~~	~~LOS~~	~~VOLUME~~	~~LOS~~
~~TRADITION PKWY~~	~~VILLAGE PKWY~~	~~W OF I-95~~	~~6~~	~~D~~	~~3170~~	~~22,279~~	~~1223~~	~~C~~	~~1225~~	~~C~~
~~TRADITION PKWY~~	~~COMMUNITY BLVD~~	~~VILLAGE PKWY~~	~~4~~	~~D~~	~~1710~~	~~8,633~~	~~611~~	~~C~~	~~654~~	~~C~~
~~TULIP BLVD~~	~~DARWIN BLVD~~	~~PORT ST LUCIE BLVD~~	~~2~~	~~D~~	~~790~~	~~8,000~~	~~577~~	~~D~~	~~448~~	~~D~~
~~TULIP BLVD~~	~~PORT ST LUCIE BLVD~~	~~PAAR DR~~	~~2~~	~~D~~	~~790~~	~~5,467~~	~~351~~	~~C~~	~~324~~	~~C~~
~~TULIP BLVD~~	~~PAAR DR~~	~~DARWIN BLVD~~	~~2~~	~~D~~	~~790~~	~~5,467~~	~~351~~	~~C~~	~~324~~	~~C~~
~~TURNPIKE FEEDER RD~~	~~INDRIO RD~~	~~INDIAN PINES BLVD~~	~~2~~	~~C~~	~~870~~	~~12,159~~	~~658~~	~~C~~	~~692~~	~~C~~
~~TURNPIKE FEEDER RD~~	~~INDIAN PINES BLVD~~	~~TURNPIKE FEEDER RD SB RAMP~~	~~2~~	~~C~~	~~870~~	~~9,656~~	~~637~~	~~C~~	~~584~~	~~C~~
~~TURNPIKE FEEDER RD~~	~~TURNPIKE FEEDER RD SB RAMP~~	~~US 1~~	~~2~~	~~C~~	~~660~~	~~5,023~~	~~657~~	~~C~~	~~657~~	~~C~~
~~US 1~~	~~AVENUE H~~	~~OLD DIXIE HWY~~	~~4~~	~~D~~	~~2000~~	~~32,000~~	~~1700~~	~~C~~	~~1674~~	~~C~~
~~US 1~~	~~EASY ST~~	~~MIDWAY RD~~	~~6~~	~~D~~	~~3170~~	~~28,231~~	~~1316~~	~~C~~	~~1279~~	~~C~~
~~US 1~~	~~TIFFANY AVE~~	~~WALTON RD~~	~~6~~	~~D~~	~~3020~~	~~30,412~~	~~1460~~	~~C~~	~~1550~~	~~C~~
~~US 1~~	~~TURNPIKE FEEDER RD~~	~~INDIAN RIVER C.L.~~	~~4~~	~~D~~	~~2100~~	~~19,104~~	~~1040~~	~~C~~	~~1034~~	~~C~~
~~US 1~~	~~INDRIO RD~~	~~TURNPIKE FEEDER RD~~	~~4~~	~~D~~	~~2100~~	~~19,104~~	~~1040~~	~~C~~	~~1034~~	~~C~~
~~US 1~~	~~25TH ST~~	~~INDRIO RD~~	~~4~~	~~D~~	~~2100~~	~~16,277~~	~~969~~	~~C~~	~~929~~	~~C~~
~~US 1~~	~~ST LUCIE BLVD~~	~~25TH ST~~	~~4~~	~~D~~	~~2100~~	~~16,277~~	~~969~~	~~C~~	~~929~~	~~C~~
~~US 1~~	~~SR A1A NORTH~~	~~JUANITA AVE~~	~~4~~	~~D~~	~~2100~~	~~16,195~~	~~972~~	~~C~~	~~778~~	~~C~~
~~US 1~~	~~JUANITA AVE~~	~~ST LUCIE BLVD~~	~~4~~	~~D~~	~~2100~~	~~16,195~~	~~972~~	~~C~~	~~778~~	~~C~~
~~US 1~~	~~AVENUE D~~	~~SR A1A SOUTH~~	~~4~~	~~D~~	~~1630~~	~~24,245~~	~~1228~~	~~D~~	~~1197~~	~~D~~
~~US 1~~	~~ORANGE AVE~~	~~AVENUE A~~	~~4~~	~~D~~	~~1630~~	~~24,245~~	~~1228~~	~~D~~	~~1197~~	~~D~~
~~US 1~~	~~DELAWARE AVE~~	~~CITRUS AVE~~	~~4~~	~~D~~	~~1630~~	~~24,245~~	~~1228~~	~~D~~	~~1197~~	~~D~~
~~US 1~~	~~CITRUS AVE~~	~~ORANGE AVE~~	~~4~~	~~D~~	~~1630~~	~~20,680~~	~~1029~~	~~D~~	~~928~~	~~D~~
~~US 1~~	~~GEORGIA AVE~~	~~DELAWARE AVE~~	~~4~~	~~D~~	~~1630~~	~~20,695~~	~~1067~~	~~D~~	~~1020~~	~~D~~
~~US 1~~	~~GARDENIA AVE~~	~~VIRGINIA AVE~~	~~4~~	~~D~~	~~2000~~	~~26,894~~	~~1232~~	~~C~~	~~1208~~	~~C~~
~~US 1~~	~~EDWARDS RD~~	~~SAVANNAH RD~~	~~4~~	~~D~~	~~2000~~	~~26,894~~	~~1232~~	~~C~~	~~1208~~	~~C~~
~~US 1~~	~~FARMER'S MARKET RD~~	~~EDWARDS RD~~	~~4~~	~~D~~	~~2000~~	~~27,000~~	~~1268~~	~~C~~	~~1284~~	~~C~~

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
US 1	MIDWAY RD	WEATHERBEE RD	4	D	2100	27,000	1268	C	1284	C
US 1	WEATHERBEE RD	FARMER'S MARKET RD	4	D	2000	27,000	1268	C	1284	C
US 1	PRIMA VISTA BLVD	RIO MAR DR	6	D	3170	34,012	1573	C	1548	C
US 1	RIO MAR DR	KITTERMAN RD	6	D	3170	29,987	1466	C	1327	C
US 1	JENNINGS RD	TIFFANY AVE	6	D	3020	30,412	1460	C	1550	C
US 1	PORT ST LUCIE BLVD	JENNINGS RD	6	D	3020	30,412	1460	C	1550	C
US 1	LENNARD RD	PORT ST LUCIE BLVD	8	D	4040	45,287	2062	C	2425	C
US 1	MARTIN C.L.	LENNARD RD	8	D	4240	45,287	2062	C	2425	C
US 1	SPANISH LAKES BLVD	PRIMA VISTA BLVD	6	D	3170	45,567	2421	C	2266	C
US 1	SAVANNAH RD	GARDENIA AVE	4	D	2000	26,894	1232	C	1208	C
US 1	OLD DIXIE HWY	AVENUE O	4	D	2000	20,816	1445	C	1129	C
US 1	AVENUE O	SR A1A NORTH	4	D	2100	20,816	1445	C	1129	C
US 1	AE BACKUS AVE	AVENUE D	4	D	1630	24,245	1228	D	1197	D
US 1	AVENUE A	AE BACKUS AVE	4	D	1630	24,245	1228	D	1197	D
US 1	KITTERMAN RD	S OF SAEGER AVE	6	D	3020	29,987	1466	C	1327	C
US 1	S OF SAEGER AVE	EASY ST	6	D	3170	29,987	1466	C	1327	C
US 1	OHIO AVE	GEORGIA AVE	4	D	1630	24,772	1193	D	1202	D
US 1	VIRGINIA AVE	OHIO AVE	4	D	2000	24,772	1193	C	1202	C
US 1	WALTON RD	VILLAGE GREEN DR	6	D	3020	38,972	2111	C	1893	C
US 1	VILLAGE GREEN DR	SPANISH LAKES BLVD	6	D	3170	45,567	2421	C	2266	C
US 1	SR A1A SOUTH	AVENUE H	4	D	2100	32,000	1700	C	1674	C
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	4	D	2100	16,500	837	C	890	C
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	4	D	2100	21,500	1173	C	1165	C
VILLAGE GREEN DR	US 1	WALTON RD	4	D	2100	9,300	600	C	557	C
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	2	D	920	4,200	226	C	213	C

ROADWAY NAME	FROM	TO	# OF LANES	ADOPTED LOS	Pk Hr Service Capacity	2017 AADT	AM PK HR PK DIR		PM PK HR PK DIR	
							VOLUME	LOS	VOLUME	LOS
VILLAGE PKWY	BECKER RD	DISCOVERY WAY	4	D	1710	9,400	512	C	512	C
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	4	D	1710	20,500	1116	D	1100	D
VILLAGE PKWY	WESTCLIFFE LN	CROSSROADS PKWY	4	D	1540	11,267	659	C	656	C
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	6	D	2650	9,400	512	C	512	C
VIRGINIA AVE	SUNRISE BLVD	OLEANDER AVE	6	D	3020	20,481	1115	C	1041	C
VIRGINIA AVE	25TH ST	13TH ST	6	D	3020	21,157	1106	C	1178	C
VIRGINIA AVE	HARTMAN RD	35TH ST	6	D	3020	21,979	1167	C	1124	C
VIRGINIA AVE	35TH ST	25TH ST	6	D	3020	22,289	1149	C	1120	C
VIRGINIA AVE	13TH ST	11TH ST	6	D	3020	22,804	1098	C	1098	C
VIRGINIA AVE	11TH ST	SUNRISE BLVD	6	D	3170	22,804	1098	C	1098	C
VIRGINIA AVE	OLEANDER AVE	COLONIAL RD	6	D	3170	19,991	1128	C	1103	C
VIRGINIA AVE	COLONIAL RD	US 1	6	D	3020	19,991	1128	C	1103	C
VIRGINIA AVE	OKEECHOBEE RD	HARTMAN RD	6	D	3020	21,979	1167	C	1124	C
WALTON RD	US 1	VILLAGE GREEN DR	4	D	1710	14,251	727	C	806	D
WALTON RD	VILLAGE GREEN DR	LENNARD RD	4	D	1710	17,000	971	D	892	D
WALTON RD	LENNARD RD	GREEN RIVER PKWY	2	D	880	11,000	585	C	630	C
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	2	D	630	4,857	334	C	343	C
WEATHERBEE RD	US 1	MIDWAY RD	2	D	750	5,992	374	D	407	D
WEATHERBEE RD	OLEANDER AVE	US 1	2	D	750	2,533	185	C	171	C
WESTCLIFFE LN	TREMONTE AVE	VILLAGE PKWY	4	D	1470	2,933	176	C	179	C
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	2	D	920	13,500	672	C	672	C
WESTMORELAND BLVD	MARTIN C.L.	MORNINGSIDE BLVD	2	D	920	10,000	568	C	520	C

Roadway Name	Location	2025 AADT *	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
				Volume	LOS	Volume	LOS
2ND ST	CITRUS AVE to ORANGE AVE	1,789	540	127	C	132	C
3rd ST	ORANGE AVE to AVENUE A	2,018	540	125	C	125	C
4th ST	SUNRISE BLVD to GEORGIA AVE	1,147	600	76	C	90	C
5th ST	GEORGIA AVE to DELAWARE AVE	1,865	790	140	C	150	C
6th ST	DELAWARE AVE to CITRUS AVE	2,492	790	174	C	163	C
7th ST	CITRUS AVE to ORANGE AVE	2,492	750	174	C	163	C
8th ST	ORANGE AVE to AVENUE C	2,599	750	184	C	186	C
9th ST	AVENUE C to AE BACKUS AVE	2,599	540	184	C	186	C
10th ST	AE BACKUS AVE to AVENUE D	2,599	750	184	C	186	C
11th ST	AVENUE D to AVENUE H	1,723	750	116	C	117	C
12th ST	DELAWARE AVE to ORANGE AVE	1,531	600	101	C	91	C
13th ST	ORANGE AVE to AVENUE C	1,531	600	101	C	91	C
14th ST	AVENUE C to AVENUE D	1,531	540	101	C	91	C
15th ST	VIRGINIA AVE to NEBRASKA AVE	6,217	750	423	D	401	D
16th ST	NEBRASKA AVE to GEORGIA AVE	6,217	790	423	D	401	D
17th ST	GEORGIA AVE to DELAWARE AVE	4,469	750	219	C	227	C
18th ST	DELAWARE AVE to ORANGE AVE	3,569	750	222	C	193	C
19th ST	ORANGE AVE to AVENUE B	2,921	750	162	C	157	C
20th ST	AVENUE B to AVENUE D	2,921	750	162	C	157	C
21st ST	AVENUE D to AVENUE H	2,487	750	133	C	133	C
22nd ST	AVENUE H to AVENUE I	2,487	540	133	C	133	C
23rd ST	AVENUE I to AVENUE O	2,487	540	133	C	133	C
24th ST	AVENUE O to AVENUE Q	2,487	540	133	C	133	C
25th ST	GEORGIA AVE to DELAWARE AVE	2,386	600	150	C	147	C
26th ST	DELAWARE AVE to ORANGE AVE	5,412	790	275	C	260	C
27th ST	ORANGE AVE to AVENUE D	2,263	750	127	C	120	C
28th ST	AVENUE D to AVENUE Q	2,263	750	127	C	120	C
29th ST	MIDWAY RD to BELL AVE	21,500	2,100	1,353	C	1,331	C

30th ST	BELL AVE to EDWARDS RD	20,426	2,100	1,144	C	1,176	C
31st ST	EDWARDS RD to CORTEZ BLVD	23,683	2,000	1,393	C	1,147	C
32nd ST	CORTEZ BLVD to VIRGINIA AVE	23,683	2,000	1,393	C	1,147	C

Roadway Name	Location	2025 AADT *	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
				Volume	LOS	Volume	LOS
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	23,683	2,000	1,393	C	1,147	C
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	21,514	2,000	1,108	C	1,080	C
25TH ST	OKEECHOBEE RD to GEORGIA AVE	21,514	1,630	1,108	D	1,080	D
25TH ST	GEORGIA AVE to DELAWARE AVE	21,514	1,630	1,108	D	1,080	D
25TH ST	DELAWARE AVE to ORANGE AVE	22,500	1,630	1,088	D	1,149	D
25TH ST	ORANGE AVE to AVENUE D	20,161	1,630	1,003	D	1,161	D
25TH ST	AVENUE D to AVENUE Q	18,500	1,630	1,005	D	1,196	D
25TH ST	AVENUE Q to JUANITA AVE	18,500	2,000	1,005	C	1,196	C
25TH ST	JUANITA AVE to ST LUCIE BLVD	13,000	2,100	805	C	959	C
25TH ST	ST LUCIE BLVD to US 1	7,700	2,100	479	C	433	C
29TH ST	AVENUE D to ORANGE AVE	4,100	790	216	C	220	C
29TH ST	AVENUE D to AVENUE Q	4,100	790	216	C	220	C
33RD ST	OKEECHOBEE RD to DELAWARE AVE	6,596	750	374	D	336	C
33RD ST	DELAWARE AVE to ORANGE AVE	6,400	790	368	C	389	C
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	5,334	540	386	D	332	D
35TH ST	CORTEZ BLVD to VIRGINIA AVE	5,334	790	386	C	332	C
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	4,730	750	232	C	250	C
53RD ST	ANGLE RD to JUANITA AVE	2,334	540	152	C	157	C
AE BACKUS AVE	7TH ST to US 1	931	750	66	C	68	C
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	16,500	2,100	1,104	C	909	C
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	16,500	2,100	1,104	C	909	C
AIROSO BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	19,858	2,100	1,007	C	1,025	C

AIROSO BLVD	PRIMA VISTA BLVD to FLORESTA DR	15,445	2,000	820	C	873	C
AIROSO BLVD	FLORESTA DR to ST JAMES DR	21,000	2,100	1,186	C	1,111	C
ANGLE RD	ORANGE AVE to AVENUE D	8,834	790	476	D	464	D
ANGLE RD	AVENUE D to AVENUE Q	8,834	540	476	D	464	D
ANGLE RD	AVENUE Q to 53RD ST	8,345	600	559	D	503	D
ANGLE RD	53RD ST to KEEN RD	5,931	630	373	C	321	C
ANGLE RD	KEEN RD to KINGS HWY	5,931	880	373	C	321	C
ANGLE RD	KINGS HWY to JOHNSTON RD	3,811	1,070	237	B	228	B
ANGLE RD	JOHNSTON RD to FLORIDA'S TURNPIKE	2,400	1,070	161	B	155	B
AVENUE A	7TH ST to US 1	2,000	790	231	C	234	C

Roadway Name	**Location**	**2025 AADT ***	**Pk Hr Service Capacity**	**AM Pk Hr Pk Dir**		**PM Pk Hr Pk Dir**	
				Volume	**LOS**	**Volume**	**LOS**
AVENUE A	US 1 to INDIAN RIVER DR	2,700	600	157	C	151	C
AVENUE D	ANGLE RD to 29TH ST	4,287	600	229	C	236	C
AVENUE D	29TH ST to 25TH ST	4,287	790	229	C	236	C
AVENUE D	25TH ST to 17TH ST	4,619	750	229	C	225	C
AVENUE D	17TH ST to 13TH ST	2,771	750	154	C	146	C
AVENUE D	13TH ST to 10TH ST	1,552	750	80	C	81	C
AVENUE D	10TH ST to 7TH ST	2,382	750	121	C	125	C
AVENUE D	7TH ST to US 1	2,382	750	121	C	125	C
AVENUE I	25TH ST to 17TH ST	1,817	750	132	C	109	C
AVENUE I	17TH ST to 13TH ST	1,817	750	132	C	109	C
AVENUE H	13TH ST to 7TH ST	1,782	540	105	C	105	C
AVENUE H	7TH ST to US 1	1,565	750	86	C	84	C
AVENUE Q	ANGLE RD to 25TH ST	5,206	750	271	C	264	C
AVENUE Q	25TH ST to 17TH ST	3,359	750	196	C	204	C
AVENUE Q	17TH ST to 13TH ST	3,359	540	196	C	204	C
AVENUE O	13TH ST to US 1	2,009	540	114	C	111	C
AVENUE C	10TH ST to 7TH ST	350	540	30	C	27	C
BAYSHORE BLVD	MOUNTWELL ST to PORT ST LUCIE BLVD	6,548	830	327	C	310	C
BAYSHORE BLVD	PORT ST LUCIE BLVD to THORNHILL DR	30,633	2,100	1,535	C	1,517	C
BAYSHORE BLVD	THORNHILL DR to CROSSTOWN PKWY	24,000	2,100	1,206	C	1,165	C

BAYSHORE BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	30,447	2,100	1,646	C	1,743	C
BAYSHORE BLVD	PRIMA VISTA BLVD to FLORESTA DR	19,000	920	1,063	F	889	D
BAYSHORE BLVD	FLORESTA DR to SELVITZ RD	14,229	790	752	D	750	C
BAYSHORE BLVD	SELVITZ RD to ST JAMES DR	6,900	750	361	C	394	D
BEACH AVE	OLEANDER AVE to RIO MAR DR	3,152	540	184	C	177	C
BECKER RD	VILLAGE PKWY to I-95	10,500	3,170	596	C	612	C
BECKER RD	I-95 to SAVONA BLVD	28,500	2,000	1,995	D	1,900	C
BECKER RD	SAVONA BLVD to PORT ST LUCIE BLVD	23,500	2,100	1,226	C	1,294	C
BECKER RD	ALBACORE ST to DARWIN BLVD	18,500	1,500	1,009	C	980	C
BECKER RD	PORT ST LUCIE BLVD to ALBACORE ST	18,500	2,100	1,009	C	980	C
BECKER RD	ATHENA DR to FLORIDA'S TURNPIKE	23,000	2,000	1,883	C	1,539	C
BECKER RD	DARWIN BLVD to ATHENA DR	23,000	2,000	1,883	C	1,539	C
Roadway Name	**Location**	**2025 AADT ***	**Pk Hr Service Capacity**	**AM Pk Hr Pk Dir**		**PM Pk Hr Pk Dir**	
				Volume	**LOS**	**Volume**	**LOS**
BECKER RD	FLORIDA'S TURNPIKE to SOUTHBEND BLVD	20,500	2,100	1,206	C	1,170	C
BECKER RD	SOUTHBEND BLVD to END of 4 LANES	14,056	2,100	1,016	C	1,086	C
BECKER RD	END of 4 LANES to NW GILSON RD	11,000	920	935	F	934	F
BELL AVE	25TH ST to SUNRISE BLVD	5,492	790	371	C	343	C
BELL AVE	SUNRISE BLVD to OLEANDER AVE	4,166	600	253	C	232	C
CALIFORNIA BLVD	CAMEO BLVD to DEL RIO BLVD	8,636	750	619	D	488	D
CALIFORNIA BLVD	DEL RIO BLVD to SAVONA BLVD	13,524	920	810	C	744	C
CALIFORNIA BLVD	SAVONA BLVD to DEL RIO BLVD	12,780	920	729	C	855	C
CALIFORNIA BLVD	DEL RIO BLVD to CROSSTOWN PKWY	16,500	920	1,095	F	908	D
CALIFORNIA BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	18,000	920	882	D	889	D

CALIFORNIA BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	18,000	920	882	D	889	D
CALIFORNIA BLVD	ST LUCIE WEST BLVD to COUNTRY CLUB DR	8,400	920	485	C	513	C
CALIFORNIA BLVD	COUNTRY CLUB DR to UNIVERSITY BLVD	7,700	790	521	C	494	C
CALIFORNIA BLVD	UNIVERSITY BLVD to PEACOCK BLVD	7,700	630	521	C	494	C
CALIFORNIA BLVD	PEACOCK BLVD to TORINO PKWY	13,309	630	881	F	781	F
CAMEO BLVD	PORT ST LUICE BLVD to CALIFORNIA BLVD	4,710	750	336	C	291	C
CAMEO BLVD	CALIFORNIA BLVD to CROSSTOWN PKWY	10,500	790	741	D	585	D
CAMPBELL RD	PICOS RD to ORANGE AVE	765	540	75	C	55	C
CANE SLOUGH RD	US 1 to LENNARD RD	9,672	1,710	489	C	493	C
CARLTON RD	CARLTON RD (S) to OKEECHOBEE RD	598	390	36	B	37	B
CASHMERE BLVD	PEACOCK BLVD to TORINO PKWY	12,398	630	879	F	772	F
CASHMERE BLVD	DEL RIO BLVD to CROSSTOWN PKWY	10,895	920	686	C	829	C
CASHMERE BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	14,500	920	776	C	722	C
CASHMERE BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	14,500	920	776	C	722	C
CASHMERE BLVD	ST LUCIE WEST BLVD to PEACOCK BLVD	14,000	920	911	D	928	F
CITRUS AVE	7TH ST to US 1	992	750	146	C	146	C
CITRUS AVE	US 1 to 2ND ST	6,100	790	391	D	401	D
CITRUS AVE	2ND ST to INDIAN RIVER DR	3,543	540	214	C	227	C
COMMUNITY BLVD	DISCOVERY WAY to TRADITION PKWY	5,200	920	365	C	302	C
COMMUNITY BLVD	WESTCLIFFE LN to TRADITION PKWY	6,840	1,470	377	C	394	C
COMMERCE CENTER DR	CROSSTOWN PKWY to ST LUCIE WEST BLVD	5,927	1,710	352	C	425	C
COMMERCE CENTER DR	ST LUCIE WEST BLVD to END OF 4 LANES	9,000	1,710	591	C	488	C

Roadway Name	Location	2025 AADT *	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
				Volume	LOS	Volume	LOS
COMMERCE CENTER DR	END OF 4 LANES to GLADES CUT-OFF RD	6,300	630	453	C	423	C
CORTEZ BLVD	35TH ST to 25TH ST	3,100	750	215	C	230	C
CORTEZ BLVD	25TH ST to SUNRISE BLVD	3,025	750	212	C	193	C
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	7,390	1,710	535	C	506	C
CROSSTOWN PKWY	COMMERCE CENTER DR to I-95	19,924	3,170	948	C	1,014	C
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	39,646	3,170	2,339	C	2,238	C
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	37,715	3,170	2,138	C	2,199	C
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	37,546	3,170	2,102	C	2,018	C
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	45,694	3,170	2,370	C	2,351	C
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	35,146	3,170	1,928	C	1,863	C
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	18,627	3,170	902	C	967	C
CROSSTOWN PKWY	SANDIA DR to MANTH LN	30,000	3,170	1,910	C	1,702	C
CROSSTOWN PKWY	FLORESTA DR to US 1	36,000	3,170	2,314	C	2,176	C
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	2,313	790	121	C	128	C
CROSSTOWN PKWY	VILLAGE PKWY to COMMERCE CENTER DR	27,500	2,100	1,550	C	1,498	C
DARWIN BLVD	BECKER RD to PAAR DR	8,972	630	775	F	682	F
DARWIN BLVD	PAAR DR to TULIP BLVD	8,972	920	775	C	682	C
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	10,941	920	576	C	537	C
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	10,500	920	614	C	529	C
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	5,602	880	330	C	350	C

DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	5,286	880	281	C	285	C
DELAWARE AVE	HARTMAN RD to 33RD ST	1,566	600	306	D	236	C
DELAWARE AVE	33RD ST to 25TH ST	1,942	1,710	145	C	151	C
DELAWARE AVE	25TH ST to OKEECHOBEE RD	2,300	1,220	135	C	125	C
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	10,644	790	597	D	567	D
DELAWARE AVE	13TH ST to 10TH ST	7,780	750	450	D	418	D
DELAWARE AVE	10TH ST to 7TH ST	7,780	600	450	D	418	D
DELAWARE AVE	7TH ST to US 1	6,512	750	421	D	380	D
DISCOVERY WAY	COMMUNITY BLVD to VILLAGE PKWY	6,500	920	370	C	373	C
DISCOVERY WAY	RANGE LINE RD to COMMUNITY BLVD	6,500	790	370	C	373	C
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	12,026	830	746	C	766	C
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	14,000	880	938	F	836	D
Roadway Name	**Location**	**2025 AADT ***	**Pk Hr Service Capacity**	**AM Pk Hr Pk Dir**		**PM Pk Hr Pk Dir**	
				Volume	**LOS**	**Volume**	**LOS**
EASY ST	US 1 to BUCHANAN DR	7,201	750	399	D	505	D
EASY ST	BUCHANAN DR to YUCCA DR	7,201	540	399	D	505	D
EDWARDS RD	JENKINS RD to MCNEIL RD	11,836	630	627	D	607	D
EDWARDS RD	MCNEIL RD to SELVITZ RD	11,836	700	627	C	607	C
EDWARDS RD	SELVITZ RD to 25TH ST	15,105	880	796	C	786	C
EDWARDS RD	25TH ST to SUNRISE BLVD	16,580	1,630	826	D	826	D
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	13,835	1,630	698	C	680	C
EDWARDS RD	OLEANDER AVE to US 1	7,600	1,630	394	C	356	C
EMERSON AVE	INDRIO RD to RUSSOS RD	6,494	1,070	480	C	474	C
EMERSON AVE	RUSSOS RD to FT PIERCE BLVD	6,494	760	480	C	474	C
FARMER'S MARKET RD	OLEANDER AVE to US 1	1,633	750	85	C	99	C
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	15,500	920	1,043	F	917	D
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	10,000	880	701	C	621	C
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	10,000	880	701	C	621	C

FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	9,400	920	515	C	552	C
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	9,000	920	470	C	515	C
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	4,929	630	354	C	377	C
FLORESTA DR	AIROSO BLVD to SELVITZ RD	4,929	880	354	C	377	C
FLORIDA'S TURNPIKE	BECKER RD to PORT ST LUCIE BLVD	64,338					
FLORIDA'S TURNPIKE	MARTIN C.L. to BECKER RD	66,500					
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	55,450					
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	42,350					
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	3,375	540	229	C	235	C
GARDENIA AVE	OLEANDER AVE to US 1	2,511	750	194	C	184	C
GATLIN BLVD	W OF I-95 to E OF I-95	53,466	3,170	2,620	C	2,620	C
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	53,466	3,170	2,620	C	2,620	C
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	47,500	3,170	2,111	C	2,481	C
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	40,500	3,170	1,781	C	2,068	C
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	34,500	3,170	1,472	C	1,498	C
GEORGIA AVE	25TH ST to OKEECHOBEE RD	4,054	600	236	C	226	C
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	4,054	750	236	C	226	C
GEORGIA AVE	17TH ST to 13TH ST	4,817	600	245	C	247	C
Roadway Name	**Location**	**2025 AADT ***	**Pk Hr Service Capacity**	**AM Pk Hr Pk Dir**		**PM Pk Hr Pk Dir**	
				Volume	**LOS**	**Volume**	**LOS**
GEORGIA AVE	13TH ST to 7TH ST	2,211	600	134	C	150	C
GEORGIA AVE	7TH ST to US 1	1,972	600	109	C	117	C
GILSON RD	MARTIN C.L. to BECKER RD	11,314	710	963	F	1,019	F
GILSON RD	BECKER RD to NW LAKERIDGE DR	3,300	540	177	C	198	C
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	2,743	1,070	172	B	182	B
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	5,565	1,070	438	C	509	C
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	550	390	32	B	32	B

GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	5,600	920	458	C	453	C
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	10,534	790	605	D	597	D
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	6,441	830	384	C	356	C
GRAHAM RD	KINGS HWY to JENKINS RD	2,268	630	143	C	144	C
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	5,910	1,070	349	B	363	B
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	5,910	1,070	349	B	363	B
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	5,910	1,070	349	B	363	B
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	7,200	750	452	D	392	D
HARTMAN RD	PETERSON RD to DELAWARE AVE	7,200	540	452	D	392	D
HARTMAN RD	DELAWARE AVE to ORANGE AVE	7,200	790	452	D	392	D
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	636	670	43	B	42	B
HILLMOOR DR	US 1 to LENNARD RD	7,050	790	391	D	370	C
I-95	MARTIN C.L. to GATLIN BLVD	79,895					
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	94,995					
I-95	ST LUCIE WEST BLVD to MIDWAY RD	77,652					
I-95	MIDWAY RD to OKEECHOBEE RD	82,598					
I-95	OKEECHOBEE RD to ORANGE AVE	74,811					
I-95	ORANGE AVE to INDRIO RD	56,920					
I-95	INDRIO RD to INDIAN RIVER C.L.	46,817					
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	6,200	750	378	D	395	D
INDIAN RIVER DR	ORANGE AVE to AVENUE A	6,200	750	378	D	395	D
INDIAN RIVER DR	AVENUE D to SEAWAY DR	6,900	790	371	C	392	D
INDIAN RIVER DR	AVENUE A to AVENUE D	6,900	540	371	D	392	D
INDRIO RD	PRIVATE RD to I-95 W RAMP	6,600	1,080	421	C	406	B
INDRIO RD	I-95 W RAMP to I-95 E RAMP	1,238					
Roadway Name	**Location**			**AM Pk Hr Pk Dir**		**PM Pk Hr Pk Dir**	

		2025 AADT *	Pk Hr Service Capacity	Volume	LOS	Volume	LOS
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	12,642					
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	12,642					
INDRIO RD	JOHNSTON RD to EMERSON AVE	12,642					
INDRIO RD	EMERSON RD to SEMINOLE RD	11,944					
INDRIO RD	SEMINOLE RD to KINGS HWY	11,944					
INDRIO RD	KINGS HWY to SLASH PINE TRL	5,763	790	364	C	358	C
INDRIO RD	SLASH PINE TRL to US 1	5,763	920	364	C	358	C
INDRIO RD	US 1 to OLD DIXIE HWY	1,070	750	93	C	98	C
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	10,986	880	668	C	678	C
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	11,143	920	593	C	595	C
JENKINS RD	GRAHAM RD to PETERSON RD	6,500	630	357	C	352	C
JENKINS RD	PETERSON RD to ORANGE AVE	6,500	920	357	C	352	C
JENNINGS RD	US 1 to LENNARD RD	4,691	2,100	246	C	234	C
JOHNSTON RD	ANGLE RD to L20	2,766	1,070	217	B	190	B
JOHNSTON RD	L20 to MEADOWOOD DR	2,477	1,070	164	B	155	B
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	2,477	1,070	164	B	155	B
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	2,477	1,070	164	B	155	B
JOHNSTON RD	INDRIO RD to RUSSOS RD	9,303	1,070	539	C	509	C
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	9,303	1,070	539	C	509	C
JUANITA AVE	53RD ST to 25TH ST	1,369	750	87	C	72	C
JUANITA AVE	25TH ST to US 1	3,445	750	176	C	192	C
KEEN RD	ANGLE RD to JUANITA AVE	3,109	630	227	C	246	C
KEEN RD	JUANITA AVE to ST LUCIE BLVD	3,109	630	227	C	246	C
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	9,986					
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	9,986					
KINGS HWY	GRAHAM RD to PICOS RD	7,196					
KINGS HWY	PICOS RD to ORANGE AVE	7,196					
KINGS HWY	ORANGE AVE to ANGLE RD	15,122					

KINGS HWY	ANGLE RD to ST LUCIE BLVD	11,634					
KINGS HWY	ST LUCIE BLVD to INDRIO RD	14,415					
KIRBY LOOP RD	EDWARDS RD to 35TH ST	2,369	630	137	C	127	C
KITTERMAN RD	OLEANDER AVE to US 1	3,241	750	209	C	170	C

Roadway Name	Location	2025 AADT *	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
				Volume	LOS	Volume	LOS
KITTERMAN RD	US 1 to LENNARD EXT	1,723	750	101	C	105	C
LENNARD RD	US 1 to MARIPOSA AVE	15,500	1,710	784	D	927	D
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	15,500	1,710	784	D	927	D
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	15,500	1,630	784	D	927	D
LENNARD RD	JENNINGS RD to HILLMOOR DR	15,500	1,710	784	D	927	D
LENNARD RD	HILLMOOR DR to TIFFANY AVE	15,500	1,710	784	D	927	D
LENNARD RD	TIFFANY AVE to WALTON RD	6,713	1,710	367	C	354	C
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	3,721	790	257	C	244	C
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	10,344	920	653	C	590	C
LYNGATE DR	MORNINGSIDE BLVD to US 1	10,344	920	653	C	590	C
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	6,792	880	529	C	504	C
MCCARTY RD	WILLIAMS RD to MIDWAY RD	372	540	27	C	25	C
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	322	540	26	C	23	C
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	5,540	790	347	C	338	C
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	5,540	540	347	D	338	D
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	10,200	920	652	C	622	C
MIDWAY RD	EAST TORINO PKWY to MILNER DR	24,000	880	1,190	F	1,239	F
MIDWAY RD	MILNER DR to W OF SELVITZ RD	24,000	790	1,190	F	1,239	F
MIDWAY RD	OKEECHOBEE RD to SHINN RD	6,300	760	332	C	348	C
MIDWAY RD	SHINN RD to MCCARTY RD	6,300	630	332	C	348	C
MIDWAY RD	MCCARTY RD to I-95	7,300	700	396	C	413	C
MIDWAY RD	I-95 to GLADES CUT-OFF RD	21,000	2,100	1,048	C	1,051	C

MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	22,500	2,100	1,137	C	1,188	C
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	24,000	2,100	1,190	C	1,239	C
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	21,000	2,100	1,091	C	1,021	C
MIDWAY RD	CHRISTENSEN RD to 25TH ST	21,000	2,100	1,091	C	1,021	C
MIDWAY RD	25TH ST to SUNRISE BLVD	22,500	2,100	1,222	C	1,130	C
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	22,500	2,100	1,222	C	1,130	C
MIDWAY RD	OLEANDER AVE to US 1	17,000	2,100	905	C	829	C
MIDWAY RD	US 1 to WALLACE ST	8,100	790	521	D	489	D
MIDWAY RD	WALLACE ST to WEATHERBEE RD	8,100	920	521	C	489	C
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	3,200	630	251	C	274	C
Roadway Name	**Location**	**2025 AADT ***	**Pk Hr Service Capacity**	**AM Pk Hr Pk Dir**		**PM Pk Hr Pk Dir**	
				Volume	**LOS**	**Volume**	**LOS**
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	2,026	920	109	C	109	C
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	3,416	880	279	C	275	C
NEBRASKA AVE	25TH ST to 13TH ST	3,389	1,710	225	C	173	C
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	6,548	700	327	C	310	C
OHIO AVE	SUNRISE BLVD to COLONIAL RD	3,655	540	193	C	214	C
OHIO AVE	COLONIAL RD to US 1	3,655	750	193	C	214	C
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	11,285	1,580	611	B	618	B
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	11,285	2,000	611	B	618	B
OKEECHOBEE RD	CARLTON RD to SNEED RD	10,058					
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	10,058					
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	10,058					
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	10,058					

Roadway Name	Location	2025 AADT * -	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
				Volume	LOS	Volume	LOS
OKEECHOBEE RD	MIDWAY RD to SHINN RD	10,058					
OKEECHOBEE RD	SHINN RD to MCCARTY RD	7,458					
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	10,829					
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	10,829					
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	24,802					
OKEECHOBEE RD	CROSSROADS PKWY to I-95	26,584					
OKEECHOBEE RD	I-95 to JENKINS RD	34,664					
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	34,664					
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	33,563					
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	13,254	2,100	685	C	676	C
OKEECHOBEE RD	HARTMAN RD to 35TH ST	13,254	1,630	685	C	676	C
OKEECHOBEE RD	35TH ST to 33RD ST	15,788	1,630	822	D	787	D
OKEECHOBEE RD	33RD ST to 25TH ST	15,788	1,630	822	D	787	D
OKEECHOBEE RD	25TH ST to GEORGIA AVE	11,662	1,630	675	C	599	C
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	11,662	1,710	675	C	599	C
OLD DIXIE HWY	US 1 to SR A1A NORTH	42	790	6	C	6	C
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	9,800	750	559	D	613	D
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	1,752	790	142	C	104	C
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	2,000	870	144	C	150	C
OLEANDER AVE	BEACH AVE to KITTERMAN RD	3,024	540	175	C	198	C
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	5,200	750	407	D	413	D

OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	5,879	750	332	C	335	C
OLEANDER AVE	WEATHERBEE RD to BELL AVE	5,879	540	332	D	335	D
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	11,569	540	573	E	567	E
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	11,569	750	573	D	567	D
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	9,680	750	620	D	546	D
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	9,680	540	620	F	546	E
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	9,680	790	620	D	546	D
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	4,773	600	268	C	277	C
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	5,479	670	320	C	305	C
ORANGE AVE	SNEED RD to HEADER CANAL RD	5,479	670	320	C	305	C
ORANGE AVE	HEADER CANAL RD to SHINN RD	5,479	670	320	C	305	C
ORANGE AVE	SHINN RD to CAMPBELL RD	9,900	1,070	553	C	500	C
ORANGE AVE	CAMPBELL RD to KINGS HWY	9,900	1,070	553	C	500	C
ORANGE AVE	KINGS HWY to I-95	18,044					
ORANGE AVE	I-95 to JENKINS RD	15,959					
ORANGE AVE	JENKINS RD to HARTMAN RD	18,256					
ORANGE AVE	HARTMAN RD to ANGLE RD	18,256					
ORANGE AVE	ANGLE RD to 25TH ST	8,946					
ORANGE AVE	25TH ST to 17TH ST	14,095					
ORANGE AVE	17TH ST to 13TH ST	14,095					
ORANGE AVE	13TH ST to 10TH ST	14,095					
ORANGE AVE	10TH ST to 7TH ST	10,375					
ORANGE AVE	7TH ST to US 1	7,977					
ORANGE AVE	US 1 to 2ND ST	3,500	600	328	D	330	D
ORANGE AVE	2ND ST to INDIAN RIVER DR	3,500	750	328	C	330	C
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	1,986	700	154	C	133	C
PARR DR	DARWIN BLVD to TULIP BLVD	1,935	540	170	C	129	C
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	6,300	700	375	C	354	C
PARR DR	ROSSER BLVD to SAVONA BLVD	6,300	630	375	C	354	C
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	5,857	630	370	C	412	C

PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	11,445	920	824	C	827	C
Roadway Name	**Location**	**2025 AADT ***	**Pk Hr Service Capacity**	**AM Pk Hr Pk Dir**		**PM Pk Hr Pk Dir**	
				Volume	**LOS**	**Volume**	**LOS**
PEACOCK BLVD	ST LUCIE WEST BLVD to UNIVERSITY BLVD	23,500	2,100	1,165	C	1,062	C
PETERSON RD	BENT CREEK DR to HARTMAN RD	2,209	540	164	C	151	C
PICOS RD	CAMPBELL RD to KINGS HWY	1,200	540	80	C	80	C
PORT ST LUCIE BLVD	MARTIN C.L. to BECKER RD	11,000	920	846	C	829	C
PORT ST LUCIE BLVD	BECKER RD to PAAR DR	11,000	920	846	C	829	C
PORT ST LUCIE BLVD	PAAR DR to TULIP BLVD	12,000	700	617	C	656	C
PORT ST LUCIE BLVD	TULIP BLVD to DARWIN BLVD	12,000	2,100	617	C	656	C
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	23,000	2,000	1,147	C	1,063	C
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	40,993	3,170	2,312	C	2,226	C
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	48,500	3,170	2,630	C	2,410	C
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	48,500	3,020	2,630	C	2,410	C
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	49,684					
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	48,432					
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	47,769					
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	55,263					
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	37,796					
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	37,305					
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	23,664	2,100	1,198	C	1,273	C

Roadway Name	Location	2025 AADT *	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
				Volume	LOS	Volume	LOS
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	23,408	2,100	1,039	C	1,056	C
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	25,500	2,100	1,450	C	1,379	C
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	25,500	2,000	1,450	C	1,379	C
PRIMA VISTA BLVD	RIO MAR DR to US 1	22,280	2,100	1,307	C	1,146	C
PRIMA VISTA BLVD	US 1 to LENNARD RD	9,147	1,710	494	C	471	C
RANGE LINE RD	MARTIN C.L. to BECKER RD	1,963	1,080	115	B	124	B
RANGE LINE RD	BECKER RD to DISCOVERY WAY	2,200	1,080	156	B	167	B
RANGE LINE RD	DISCOVERY WAY to CROSSTOWN PKWY	2,100	1,080	170	B	161	B
RANGE LINE RD	CROSSTOWN PKWY to GLADES CUT-OFF RD	2,100	1,080	170	B	161	B
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	5,314	750	325	C	387	D
RIO MAR DR	BEACH AVE to US 1	5,314	790	325	C	387	C
ROSSER BLVD	APRICOT RD to GATLIN BLVD	17,000	2,100	1,201	C	971	C
ROSSER BLVD	PAAR DR to APRICOT RD	17,000	1,070	1,201	E	971	D
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	4,014	920	293	C	239	C
SAVANNAH RD	US 1 to INDIAN RIVER DR	2,013	540	125	C	129	C
SAVONA BLVD	BECKER RD to PAAR DR	12,066	790	1,089	F	883	F
SAVONA BLVD	PAAR DR to GATLIN BLVD	12,066	750	1,089	F	883	F
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	14,499	790	697	D	659	D
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	12,500	750	655	D	716	D
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	11,500	750	670	D	722	D
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	9,901	700	596	C	575	C
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	14,189	790	835	E	840	E
SHINN RD	MIDWAY RD to OKEECHOBEE RD	444	580	36	C	29	C

Roadway Name	Location	2025 AADT * -	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
				Volume	LOS	Volume	LOS
SHINN RD	OKEECHOBEE RD to ORANGE AVE	974	1,080	64	B	63	B
SNEED RD	OKEECHOBEE RD to ORANGE AVE	1,090	670	75	B	77	B
SOUTHBEND BLVD	BECKER RD to SE WEST SNOW RD (S)	12,000	790	778	D	902	F
SOUTHBEND BLVD	SE WEST SNOW RD (S) to FLORESTA DR	16,500	790	1,003	F	963	F
SR A1A NORTH	US 1 to OLD DIXIE HWY	11,656					
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	10,437	920	599	C	613	C
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	8,488					
SR A1A SOUTH	MARTIN C.L. to NETTLES ISLAND	17,306					
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	5,214					
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	4,693					
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	8,353					
SR A1A SOUTH	OCEAN DR to BINNEY DR	15,876					
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	15,876					
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	12,542					
SR A1A SOUTH	INDIAN RIVER DR to US 1	12,542					
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	18,475	2,100	1,225	C	1,246	C
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	18,972	2,100	1,193	C	1,196	C
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	18,475	1,800	1,225	C	1,246	C
ST JAMES DR	TELFORD AVE to MIDWAY RD	23,076	2,100	1,300	C	1,359	C
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	5,231	790	290	C	290	C
ST LUCIE BLVD	KINGS HWY to KEEN RD	5,800	880	465	C	428	C
ST LUCIE BLVD	KEEN RD to 25TH ST	5,800	880	465	C	428	C
ST LUCIE BLVD	25TH ST to SENECA AVE	4,451					
ST LUCIE BLVD	SENECA AVE to US 1	4,451					

ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	17,000	1,500	915	C	815	C
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	36,000	2,100	1,471	C	1,504	C
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	40,000	2,100	1,718	C	1,705	C
ST LUCIE WEST BLVD	COUNTRY CLUB DR to CASHMERE BLVD	40,000	2,100	1,718	C	1,705	C
ST LUCIE WEST BLVD	CASHMERE BLVD to BAYSHORE BLVD	51,800	3,170	2,575	C	2,637	C
SUNRISE BLVD	MIDWAY RD to BELL AVE	3,647	540	220	C	233	C
SUNRISE BLVD	BELL AVE to EDWARDS RD	3,823	750	252	C	255	C
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	6,794	600	523	D	457	D
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	6,794	750	523	D	457	D
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	5,585	750	349	C	347	C
SUNRISE BLVD	OLEANDER AVE to 7TH ST	4,834	1,540	278	C	341	C
SUNRISE BLVD	7TH ST to US 1	4,834	1,710	278	C	341	C
TIFFANY AVE	US 1 to HILLMOOR DR	13,000	2,100	738	C	660	C
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	13,000	2,100	738	C	660	C
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	4,064	2,100	197	C	191	C
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	6,113	630	342	C	319	C
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	5,304	630	350	C	286	C
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	8,010	1,710	838	D	812	D
TRADITION PKWY	VILLAGE PKWY to W OF I-95	50,000	3,170	2,277	C	2,320	C
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	3,500	790	284	C	335	C
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	10,453	790	668	D	608	D
TULIP BLVD	PAAR DR to DARWIN BLVD	10,453	790	668	D	608	D
TURNPIKE FEEDER RD	TURNPIKE FEEDER RD SB RAMP to US 1	4,886					
TURNPIKE FEEDER RD	INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R...	12,049					

TURNPIKE FEEDER RD	INDRIO RD to INDIAN PINES BLVD	13,617					
US 1	MARTIN C.L. to LENNARD RD	48,630					
US 1	LENNARD RD to PORT ST LUCIE BLVD	48,630					
US 1	PORT ST LUCIE BLVD to JENNINGS RD	33,856					
US 1	JENNINGS RD to TIFFANY AVE	33,856					
US 1	TIFFANY AVE to WALTON RD	33,856					
US 1	WALTON RD to VILLAGE GREEN DR	46,953					

Roadway Name	**Location**	**2025 AADT ***	**Pk Hr Service Capacity**	**AM Pk Hr Pk Dir**		**PM Pk Hr Pk Dir**	
				Volume	**LOS**	**Volume**	**LOS**
US 1	VILLAGE GREEN DR to SPANISH LAKES BLVD	45,295					
US 1	SPANISH LAKES BLVD to PRIMA VISTA BLVD	45,295					
US 1	PRIMA VISTA BLVD to RIO MAR DR	37,322					
US 1	RIO MAR DR to KITTERMAN RD	32,935					
US 1	KITTERMAN RD to S OF SAEGER AVE	32,935					
US 1	S OF SAEGER AVE to EASY ST	32,935					
US 1	EASY ST to MIDWAY RD	30,094					
US 1	MIDWAY RD to WEATHERBEE RD	30,741					
US 1	WEATHERBEE RD to FARMER'S MARKET RD	30,741					
US 1	FARMER'S MARKET RD to EDWARDS RD	30,741					
US 1	EDWARDS RD to SAVANNAH RD	27,960					
US 1	GARDENIA AVE to VIRGINIA AVE	27,960					
US 1	SAVANNAH RD to GARDENIA AVE	27,960					
US 1	VIRGINIA AVE to OHIO AVE	26,554					
US 1	OHIO AVE to GEORGIA AVE	26,554					
US 1	GEORGIA AVE to DELAWARE AVE	28,403					
US 1	DELAWARE AVE to CITRUS AVE	29,822					

US 1	CITRUS AVE to ORANGE AVE	25,899					
US 1	ORANGE AVE to AVENUE A	29,822					
US 1	AVENUE A to AE BACKUS AVE	29,822					
US 1	AE BACKUS AVE to AVENUE D	29,822					
US 1	AVENUE D to SR A1A SOUTH	29,822					
US 1	SR A1A SOUTH to AVENUE H	30,956	2,100	1,539	C	1,536	C
US 1	AVENUE H to OLD DIXIE HWY	30,956	2,000	1,539	C	1,536	C
US 1	OLD DIXIE HWY to AVENUE O	28,484					
US 1	AVENUE O to SR A1A NORTH	28,484					
US 1	SR A1A NORTH to JUANITA AVE	20,375					
US 1	JUANITA AVE to ST LUCIE BLVD	20,375					
US 1	ST LUCIE BLVD to 25TH ST	20,356					
US 1	25TH ST to INDRIO RD	20,356					
US 1	INDRIO RD to TURNPIKE FEEDER RD	25,544					
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	25,544					

Roadway Name	Location	2025 AADT *	Pk Hr Service Capacity	AM Pk Hr Pk Dir		PM Pk Hr Pk Dir	
				Volume	LOS	Volume	LOS
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	12,500	2,100	683	C	607	C
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	11,549	2,100	658	C	623	C
VILLAGE GREEN DR	US 1 to WALTON RD	17,648	2,100	1,100	C	1,190	C
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	4,664	920	305	C	258	C
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	29,000	2,650	1,400	D	1,386	D
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	8,800	1,710	590	C	609	C
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	27,668	1,710	1,491	D	1,471	D
VILLAGE PKWY	WESTCLIFFE LN to CROSSTOWN PKWY	18,528	1,710	982	D	1,038	D
VIRGINIA AVE	35TH ST to 25TH ST	23,774					
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	22,983					
VIRGINIA AVE	HARTMAN RD to 35TH ST	22,983					
VIRGINIA AVE	25TH ST to 13TH ST	22,068					

VIRGINIA AVE	13TH ST to 11TH ST	23,718					
VIRGINIA AVE	11TH ST to SUNRISE BLVD	23,718					
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	20,071					
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	18,681					
VIRGINIA AVE	COLONIAL RD to US 1	18,681					
WALTON RD	US 1 to VILLAGE GREEN DR	12,775	1,710	743	C	753	C
WALTON RD	VILLAGE GREEN DR to LENNARD RD	17,000	1,710	964	D	1,014	D
WALTON RD	LENNARD RD to GREEN RIVER PKWY	11,285	880	703	C	712	C
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	6,039	630	388	C	368	C
WEATHERBEE RD	OLEANDER AVE to US 1	3,229	750	202	C	184	C
WEATHERBEE RD	US 1 to MIDWAY RD	6,028	750	382	D	382	D
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	6,604	1,470	485	C	445	C
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	14,905	920	798	C	900	D
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	8,300	920	475	C	584	C

Source: Traffic Counts and Level of Service Report 2025. St. Lucie Transportation Planning Organization, June 20, 2025.

Roadway Improvement Strategies:
The County works to secure federal and state funding to ensure that the adopted level-of-service standards are achieved and maintained.

Impact/Multimodal Fees:
The County's primary funding source for capacity adding projects, such as new road construction and lane addition improvements, is transportation impact fees/multimodal fees. To develop a transportation fee, the County uses a systemwide approach, including demand/travel, costs and credits associated with county and state roads within the county. This approach is appropriate since the county and state roads jointly provide regional access as well as connecting neighborhoods to other areas. State and county roads that are parallel to each other alleviate traffic by providing travel options. County roads tend to play a greater role in connecting neighborhoods to state roads, which then provide a higher level of regional access.

Transportation Regional Incentive Program (TRIP)
The Transportation Regional Incentive Program (TRIP) was enacted by the Florida Statues through Senate Bill 360 in 2005. To encourage regional planning and improvements of regional facilities, the State matches funds with regional partners. To meet the requirements of TRIP funding, the local authorities have to enter into an interlocal agreement and need to develop a regional plan. The St. Lucie TPO along with the Martin and Indian River MPOs entered into an interlocal agreement in April 2006. As with the new legislation, new regional transportation projects may be eligible for TRIP if they meet the regional needs identified in the ~~2040~~ SmartMoves 2045 Treasure Coast Regional LRTP.

Transportation Demand Management (TDM)
TDM strategies and techniques can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. These strategies and techniques include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than are required for most public transit and pedestrian and bicycle programs TDM/TSM projects could replace a widening project.

Transportation System Management (TSM)
TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently.

Congestion Management Process (CMP)
Congestion Management Processes are required by all MPOs in the state of Florida. The objective of a CMP is to develop processes for short- and long-term solutions for congested corridors utilizing a wide range of strategies. The most recent St. Lucie TPO CMP was developed in ~~2018~~2024 and includes an Implementation Plan that identifies the CMP strategies and projects for the County.

Backlogged Facilities/ Constrained Corridors
The St. Lucie TPO has identified U.S. Highway 1 as a constrained corridor~~s~~ where additional lanes are not feasible. The ~~Go~~2040 SmartMoves 2045 LRTP includes the US-1 Corridor Retrofit Project that involves a context sensitive approach to develop strategic alternatives to roadway widening.

Proportionate Fair Share~~:~~
As required by Section 163.3180, F.S., the County also provides for binding agreements for proportionate share contributions of required improvements from proposed development. The proportionate-share contribution is calculated based upon the number of trips from the proposed

development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service. St. Lucie County has adopted a Proportionate Fair Share Ordinance which requires new developments to mitigate its project impacts if the roadway's projected capacity is lower than the adopted LOS.

Energy Conservation and Reduction of Greenhouse Gas Emissions
Greenhouse gas emissions can be reduced by minimizing the number of vehicles on the roadway and the time spent on the roadway. Effective strategies to reduce greenhouse gas emissions include increased transit ridership, more efficient roadways, and promoting transportation by walking and bicycling.

Strategies such as TDM and TSM can effectively increase the efficiency of the County roadways. Congested roadways and the time vehicles spend idling at intersections greatly increase the production of greenhouse gases into the environment. The implementation of the St. Lucie Advanced Transportation Management System (ATMS) can provide a great benefit to the reduction of greenhouse gases by minimizing the number of vehicle stops.

The County intends to promote multi-modal transportation through the means of new sidewalks, bicycle lanes, and greenways as outlined in the St. Lucie Walk-Bike Network, which identifies gaps and missing links in the network, and demand for bicycle and pedestrian facilities.

Mobility Fee
St. Lucie County may consider implementing a mobility fee to encourage in-fill development in urbanized areas. A mobility fee is "a charge on all new development to provide mitigation for its impact on the transportation system. However, a mobility fee is not a substitute for site related improvements for safety, access and internal circulation, which may still be required under local Land Development Code."

Future Conditions:

Capital Improvement Projects
The Capital Improvement Element identifies funded and partially projects for St. Lucie County for the next 5 years.

~~Go2040~~ SmartMoves 2045 Long Range Transportation Plan
~~Go2040~~ SmartMoves 2045 is the LRTP prepared by the St. Lucie TPO. ~~Go2040~~ The SmartMoves 2045 LRTP is intended to guide the investment in multimodal transportation options and identify projects to be completed over the next 25 years. It includes a vision and goals and answers the following questions:

- Where do people live, work, and play now?
- Where will people be living, working, and playing in 204~~0~~5?
- How does the community want the transportation system to function in 204~~0~~5 to accommodate current and future development needs?
- What transportation options will be needed, such as transit, bicycle, pedestrian, trails or roads, and which are the most important in 204~~0~~5?
- How will these transportation options be paid for?
- What are the keys to successful implementation of the ~~Go2040~~SmartMoves 2045 LRTP?

The ~~Go2040~~ SmartMoves 2045 LRTP is a comprehensive, multimodal "blueprint" aimed at meeting the transportation needs of the TPO planning area, including the incorporated cities of Port St. Lucie, Fort Pierce, and St. Lucie Village.

As a multimodal transportation plan, SmartMoves 2045 ~~Go2040~~ considers not only needed road improvements, but also public transportation, bicycle, pedestrian, freight, and other transportation projects. SmartMoves 2045 ~~Go2040~~ relies heavily on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan. Additionally, SmartMoves 2045 ~~Go2040~~:

- Recognizes the tie between land use and transportation.
- Supports the economic development goals of the local communities.
- Supports regional coordination and collaboration.
- Places emphasis on maintenance and preservation of the existing transportation system.
- Looks to provide safe, convenient, and accessible transportation options for all.
- Analyzes and weighs the potential social, economic, and environmental impacts and benefits of the plan.
- Is consistent with all applicable federal and State planning requirements.
- Is a performance-based plan establishing metrics to monitor and evaluate the SmartMoves 2045 ~~Go2040~~ goals and objectives.
- Provides a fiscally-constrained financial plan to meet future transportation needs through 204~~0~~45.

Development of the SmartMoves 2045 ~~Go2040~~ LRTP

The term "SmartMoves" is representative of all modes of transportation, such as pedestrians, bicyclists, transit riders, and motorists including automated, connected, electric, and shared-use (ACES) vehicle concepts. ACES vehicles are expected to make travel safer and more efficient, but most importantly, greatly improve mobility.

The growth of population and employment in the TPO area over the next 25 years is forecasted connecting the land use and development trends with the vision for the TPO area. Areas of high growth will have an impact on the future transportation needs. The future transportation projects to meet the travel needs are identified transportation projects are developed for improving quality of life and future economic development. Included in the development of the plan is an assessment of:

- Future travel demand estimated using the Treasure Coast Regional Planning Model
- St. Lucie Walk/Bike Network
- Bus service improvements in the form of expanded hours, more frequent service, and new bus routes
- Freight and goods movement
- Transportation related safety and security improvements
- Roadway congestion measures that do not require additional lanes

The plan also includes an assessment of the potential impacts transportation projects could have on the environment and established communities. In addition, an assessment of the costs of these needs is completed using standardized costs and other information available from more detailed project specific studies.

North St. Lucie County Roadway Needs Assessment

St. Lucie County has adopted the Towns, Villages and Countryside Element. Table 2-9 shows transportation capital improvements that are needed to facilitate ultimate build-out of the TVC plan.

Table 2-9 North St. Lucie County Special Area Plan
Long Term Transportation Capital Improvements Program

Roadway	From	To	Improvement
Koblegard Rd.	County Line	Taylor Dairy Rd.	Construct 2-lane road
King's Highway	Indrio Rd.	US-1	2 to 4
King's Highway	Angle Rd.	Indrio Rd.	2 to 4
I-95 North Flyover	Koblegard Rd.	New "C" Rd.	Construct 2-lane flyover
New E-W Russo Road	Koblegard Rd.	Seminole Rd.	Construct 2-lane road
New E-W Sebastian Rd.	Johnston Rd.	Emerson Ave.	Construct 2-lane road
New E-W Tobias Rd.	Johnston Rd.	Seminole Rd.	Construct 2-lane road
Johnston Rd./ Immokolee Rd.	County Line	Kings Highway	2 to 4
Airport Connector	Immokolee	I-95	Construct 4-lane road
New Russakis Rd.	Indrio Rd.	Johnston Rd.	Construct 2-lane road
New Seminole Rd.	Indrio Rd.	New Sebastian	Construct 2-lane road
SR 614 Indrio Rd.	I-95	Citrus Highway	Construct 4-lane road
New Transit Line (Indrio Rd.)	Emerson Ave.	I-95	Extend TCC Bus Service
25th St. SW	Johnston Rd.	Koblegard Ave.	Construct 4-land road
New E-W Road (Immokolee)	Johnston Rd.	Emerson Ave.	Construct 2-lane road
Emerson Ave.	Indrio Rd.	Angle Rd.	Construct 2-lane road
New E-W "A" Road	Koblegard Rd.	Taylor Dairy Rd.	Construct 2-lane road
New N-S "C" Road	Indrio Rd.	County Line	Construct 2-lane road
New N-S "C" Road	Angle Rd.	Indrio	Construct 2-lane road
New Citrus Highway	Indrio Rd.	County Line	Construct 4-lane road
New Citrus Highway	Indrio Rd.	Godwin Rd.	Construct 4-lane road
New E-W "E" Road	New "C" Rd.	Citrus Highway	Construct 2-lane flyover
New E-W "D" Road	New "C" Rd.	Citrus Highway	Construct 2-lane flyover
I-95 South Flyover	Koblegard Rd.	New "C" Rd.	Construct 2-lane flyover
I-95 / Turnpike Interchange	Immokolee Rd.	FL Turnpike	Construct interchange

Source: St. Lucie County Land Development Code Section 4.04.00

The countywide list of needed improvements as developed in SmartMoves 2045 ~~Go2040~~ LRTP is contained in Table 2-10.

Table 2-10 SmartMoves 2045 ~~2040~~ Roadway Needs Plan ~~Improvements~~

~~ON STREET~~	~~FROM~~	~~TO~~	~~PLANNED IMPROVEMENT~~
~~SR-9/I-95~~	~~MARTIN C.L.~~	~~N. OF GLADES CUTOFF~~	~~ADD AUXILLIARY LANES~~
~~SR-9/I-95~~	~~N. OF GLADES CUTOFF~~	~~S. OF SR 70~~	~~ADD AUXILLIARY LANES~~
~~KING'S HIGHWAY/SR-713~~	~~N. OF I-95 OVERPASS~~	~~INDRIO RD~~	~~ADD 2 LANES~~
~~KING'S HIGHWAY/SR-713~~	~~INDRIO RD~~	~~SR-5/US 1~~	~~ADD 2 LANES~~
~~GLADES CUTOFF RD~~	~~COMMERCE CTR DR~~	~~SELVITZ RD~~	~~ADD 2 LANES~~
~~SELVITZ RD~~	~~GLADES CUTOFF RD~~	~~EDWARDS RD~~	~~ADD 2 LANES~~
~~MIDWAY ROAD/CR-712~~	~~GLADES CUTOFF RD~~	~~SELVITZ RD~~	~~ADD 2 LANES~~
~~EAST TORINO~~	~~CASHMERE BLVD~~	~~MIDWAY RD~~	~~ADD 2 LANES~~
~~ST. LUCIE WEST BLVD~~	~~E. OF I-95~~	~~CASHMERE BLVD~~	~~ADD 2 LANES~~
~~SAVONA BLVD~~	~~GATLIN BLVD~~	~~CALIFORNIA BLVD~~	~~ADD 2 LANES~~
~~CALIFORNIA BLVD~~	~~SAVONA BLVD~~	~~CROSSTOWN PKWY~~	~~ADD 2 LANES~~
~~CALIFORNIA BLVD~~	~~CROSSTOWN PKWY~~	~~ST LUCIE WEST BLVD~~	~~ADD 2 LANES~~
~~PORT ST. LUCIE BLVD~~	~~BECKER RD~~	~~PAAR DR~~	~~ADD 2 LANES~~
~~PORT ST. LUCIE BLVD~~	~~PAAR DR~~	~~DARWIN BLVD~~	~~ADD 2 LANES~~
~~SOUTHBEND BLVD~~	~~BECKER RD~~	~~PORT ST. LUCIE BLVD~~	~~ADD 2 LANES~~
~~JENKINS RD~~	~~MIDWAY RD~~	~~EDWARDS RD~~	~~NEW 4 LANE RD~~
~~JENKINS RD~~	~~EDWARDS RD~~	~~ORANGE AVE~~	~~ADD 2 LANES~~
~~JENKINS RD~~	~~ORANGE AVE~~	~~ST. LUCIE BLVD~~	~~NEW 4 LANE RD~~
~~NORTH-MID COUNTY CONNECTOR~~	~~MIDWAY RD~~	~~FLORIDA'S TURNPIKE~~	~~NEW 4 LANE RD~~
~~AIRPORT CONNECTOR~~	~~FLORIDA'S TURNPIKE~~	~~I-95~~	~~NEW 4 LANE RD~~
~~AIRPORT CONNECTOR~~	~~I-95~~	~~KING'S HIGHWAY/SR-713~~	~~NEW 4 LANE RD~~
~~RANGE LINE RD~~	~~GLADES CUTOFF RD~~	~~MIDWAY RD~~	~~NEW 4 LANE RD~~
~~SHINN RD~~	~~GLADES CUTOFF RD~~	~~MIDWAY RD~~	~~NEW 4 LANE RD~~
~~MCCARTY RD~~	~~GLADES CUTOFF RD~~	~~MIDWAY RD~~	~~NEW 4 LANE RD~~
~~MCCARTY RD~~	~~WILLIAMS RD~~	~~MIDWAY RD~~	~~ADD 2 LANES~~
~~ARTERIAL A~~	~~GLADES CUTOFF RD~~	~~WILLIAMS RD~~	~~NEW 4 LANE RD~~
~~NEWELL RD~~	~~SHINN RD~~	~~ARTERIAL A~~	~~NEW 4 LANE RD~~
~~WILLIAMS RD~~	~~SHINN RD~~	~~MCCARTY RD~~	~~NEW 4 LANE RD~~
~~WILLIAMS RD~~	~~MCCARTY RD~~	~~GLADES CUTOFF RD~~	~~NEW 4 LANE RD~~

~~ON STREET~~	~~FROM~~	~~TO~~	~~PLANNED IMPROVEMENT~~
~~E-W RD 6~~	~~SHINN RD~~	~~GLADES CUTOFF RD~~	~~NEW 4 LANE RD~~
~~CROSSTOWN PKWY~~	~~RANGE LINE RD~~	~~VILLAGE PKWY~~	~~NEW 4 LANE RD~~
~~TRADITION PKWY~~	~~RANGE LINE RD~~	~~STONY CREEK WAY~~	~~NEW 4 LANE RD~~
~~STONY CREEK WAY~~	~~RANGE LINE RD~~	~~TRADITION PKWY~~	~~NEW 4 LANE RD~~
~~DISCOVERY WAY~~	~~RANGE LINE RD~~	~~COMMUNITY BLVD~~	~~NEW 4 LANE RD~~
~~DISCOVERY WAY~~	~~COMMUNITY BLVD~~	~~VILLAGE PKWY~~	~~ADD 2 LANES~~
~~E-W RD2~~	~~N-S RD A~~	~~VILLAGE PKWY~~	~~NEW 4 LANE RD~~
~~OPEN VIEW DR W~~	~~RANGE LINE RD~~	~~VILLAGE PKWY~~	~~NEW 4 LANE RD~~
~~PAAR DR W~~	~~RANGE LINE RD~~	~~VILLAGE PKWY~~	~~NEW 4 LANE RD~~
~~BECKER RD~~	~~RANGE LINE RD~~	~~VILLAGE PKWY~~	~~NEW 4 LANE RD~~
~~N-S RD A~~	~~BECKER RD~~	~~CROSSTOWN PKWY~~	~~NEW 4 LANE RD~~
~~N-S RD B~~	~~BECKER RD~~	~~DISCOVERY WAY~~	~~NEW 4 LANE RD~~
~~COMMUNITY BLVD~~	~~BECKER RD~~	~~DISCOVERY WAY~~	~~NEW 4 LANE RD~~
~~FLORIDA'S TURNPIKE~~	~~AT AIRPORT CONNECTOR~~		~~NEW INTERCHANGE~~
~~SR-9/I-95~~	~~AT AIRPORT CONNECTOR~~		~~NEW INTERCHANGE~~
~~FLORIDA'S TURNPIKE~~	~~AT MIDWAY RD~~		~~NEW INTERCHANGE~~

Roadway Name	From	To	E and C Lanes	Needs Plan Lanes	Project Type	Length (Miles)
Florida's Turnpike at Midway Rd					New Interchange	
Florida's Turnpike at Northern Connector					New Interchange	
I-95 at Northern Connector					New Interchange	
Willaims Road	Shinn Road	McCarty Road	0	2	New 2 Lanes	1.52
Airport Connector	Johnston Road	Kings Hwy	0	4	New 4 Lanes	1.42
Airport Connector	I-95	Johnston Road	0	4	New 4 Lanes	0.78
Northern Connector	Florida's Turnpike	I-95	0	4	New 4 Lanes	0.94
Arterial A	Glades Cut-Off Road	Midway Road	0	4	New 4 Lanes	2.34
Becker Road	Range Line Road	N-S Road B	0	4	New 4 Lanes	2.03
Community Boulevard	Becker Road	Discovery Way	0	4	New 4 Lanes	2.8
Crosstown Parkway	Range Line Road	Village Parkway	0	4	New 4 Lanes	2.72
Discovery Way	Range Line Road	N-S Road B	0	4	New 2 Lanes	1.99
E-W Road 2	Community Blvd	Village Parkway	0	4	New 2 Lanes	0.56
E-W Road 6	Shinn Road	Glades Cutt-Off Road	0	4	New 4 Lanes	2.3
Jenkins Road	N Jenkins Road	St Lucie Blvd	0	4	New 4 Lanes	2.26
Jenkins Road	Post Office Road	Glades Cut-Off Road	0	4	New 4 Lanes	0.37
Jenkins Road	Walmart Distribution Center	Altman Road	0	4	New 4 Lanes	0.81
McCarty Road	Glades Cut-Off Road	Williams Road	0	4	New 4 Lanes	1.98
Newell Road	Shinn Road	Arterial A	0	4	New 4 Lanes	2.54
North-Mid County Connector	Orange Avenue	Florida's Turnpike	0	4	New 4 Lanes	1.88
Tradition Parkway	Range Line Road	SW Stony Creek Way	0	4	New 4 Lanes	2.05
North-Mid County Connector	Okeechobee Road	Orange Avenue	0	4	New 4 Lanes	2.93

North-Mid County Connector	Midway Road	Okeechobee Road	0	4	New 4 Lanes	2.37
N-S Road A	Becker Road	Discovery Way	0	4	New 4 Lanes	5.13
N-S Road B	Becker Road	Discovery Way	0	4	New 4 Lanes	2.8
Open View Drive (West)	N-S Road A	Village Parkway	0	4	New 4 Lanes	2.97
Paar Drive (West)	N-S Road A	Village Parkway	0	4	New 4 Lanes	3.3
Range Line Road	Glades Cut-Off Road	Midway Road	0	4	New 4 Lanes	5.46
Shinn Road	Glades Cut-Off Road	Midway Road	0	4	New 4 Lanes	4.95
Westcliffe Lane	N-S Road A	SW Tremonte Avenue	0	4	New 4 Lanes	1.15
Williams Extension	McCarty Road	Glades Cut-Off Road	0	4	New 4 Lanes	1.65
Bayshore Blvd	St Lucie West Blvd	Selvitz Road	2	4	Widen 2L to 4L	1.46
California Blvd	Savona Blvd	Del Rio Blvd	2	4	Widen 2L to 4L	1.33
Discovery Way	N-S Road B	Village Parkway	2	4	Widen 2L to 4L	1.31
East Torino Parkway	NW Cashmere Blvd	Midway Road	2	4	Widen 2L to 4L	2.73
Glades Cut-Off Road	Arterial A	Selvitz Road	2	4	Widen 2L to 4L	5.39
Jenkins Road	Altman Road	Orange Avenue	2	4	Widen 2L to 4L	3.01
Jenkins Road	Orange Avenue	N Jenkins Road	2	4	Widen 2L to 4L	0.52
Jenkins Road	Midway Road	Post Office Road	2	4	Widen 2L to 4L	0.34
Jenkins Road	Glades Cut-Off Road	Walmart Distribution Center	2	4	Widen 2L to 4L	0.58
Kings Hwy	South of Indrio Road	US-1	2	4	Widen 2L to 4L	2.85
McCarty Road	Williams Road	Midway Road	2	4	Widen 2L to 4L	1.27
Midway Road	East Torino Parkway	Selvitz Road	2	4	Widen 2L to 4L	1.33
NW Cashmere Blvd	Swan Lake Circle	East Torino Parkway	2	4	Widen 2L to 4L	1.22
Savona Blvd	Gatlin Blvd	California Blvd	2	4	Widen 2L to 4L	1.08
Selvitz Road	Bayshore Drive	Milner Drive	2	4	Widen 2L to 4L	2.68
Southbend Blvd	Becker Road	Port St Lucie Blvd	2	4	Widen 2L to 4L	4.79
St Lucie West Blvd	E of I-95	Cashmere Blvd	4	6	Widen 4L to 6L	1.92
I-95	Martin/St Lucie County Line	SR-70	6	8	Widen 6Lto 8L	14.59

US-1	Martin County Line	Indian River County Line			Operational Improvement	21.42
Seaway Drive	Harbor Isle Marina	North of Blue Heron Blvd			Operational Improvement	3.87
Torino Parkway					Neighborhood Traffic Management	6.06
Indian River Drive	Martin/St Lucie County Line	Seaway Drive			Neighborhood Traffic Management	14.63
I-95 at Becker Road					ACES Network	
I-95 at Midway Rd					ACES Network	
Okeechobee Rd between Florida's Turnpike and I-95					ACES Network	
I-95 at Indrio Road					ACES Network	
Kings Hwy	St Lucie Blvd	South of Indrio Rd	2	4	Widen 2L to 4L	2.4
Port St Lucie Blvd	Becker Rd	Paar Drive	2	4	Widen 2L to 4L	1.2
California Blvd	Del Rio Blvd	Crosstown Parkway	2	4	Widen 2L to 4L	0.37
Midway Road	Arterial A	i-95	2	4	Widen 2L to 4L	0.88
Becker Road	N-S Road B	Village Parkway		6	New 6 Lanes	2.26
Paar Drive (West)	Range Line Road	N-S Road A	0	2	New 2 Lanes	0.94
Open View Drive (West)	Range Line Drive	N-S Road A	0	2	New 2 Lanes	0.95
Trade Center/ Tom Mackie	Village Parkway	Discovery Way	0	2	New 2 Lanes	0.36
Village Parkway	Becker Road	Discovery Way	4	6	Widen 4L to 6L	3.26
I-95 at Crosstown Parkway					ACES Network	

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Cost Feasible Roadway Projects:

Table 2-11 contains the Cost Feasible projects identified in the SmartMoves 2045 ~~Go 2040~~ LRTP. They are based on the results of analyses of financial alternatives and the consideration of factors, including technical criteria, policy input, citizen input, and available financial resources as summarized in the plan

Table 2-11A ~~2045 Cost Feasible Plan Projects~~ Multi-Modal Cost Feasibility Plan Projects 2026-2045

~~Map Identifier~~	~~On Street~~	~~From~~	~~To~~	~~Improvement*~~	~~Project Source~~	~~Total Cost (YOE)~~
~~2026-2030~~						
~~402a~~	~~Kings Hwy~~	~~N. of I-95 Overpass~~	~~St. Lucie Blvd~~	~~Add 2 lanes, bike lanes, sidewalks~~	~~2035 CFP, 2040 Needs Plan~~	~~$27,510,000~~
~~408~~	~~Port St. Lucie Blvd~~	~~Paar Dr.~~	~~Darwin Rd.~~	~~Add 2 lanes, bike lanes, sidewalks~~	~~2035 CFP, 2040 Needs Plan~~	~~$17,800,000~~
~~500~~	~~US 1 Corridor Retrofit~~	~~Indian River County Line~~	~~Martin County Line~~	~~Corridor Improvements~~	~~2035 CFP, 2040 Needs Plan~~	~~$6,750,000~~
~~-~~	~~Walk-Bike Network Improvements~~			~~Potential projects below~~	~~2040 Walk-Bike Network~~	~~$3,270,000~~
~~-~~	~~Congestion Management Program~~			~~Operational Improvements~~	~~2035 CFP, 2040 CMP Element~~	~~$4,410,000~~
					~~**Total:**~~	~~**$59,740,000**~~
~~2031-2035~~						
~~402b~~	~~Kings Hwy~~	~~St. Lucie Blvd~~	~~Indrio Rd~~	~~Add 2 lanes, bike lanes, sidewalks~~	~~2035 CFP, 2040 Needs Plan~~	~~$40,000,000~~
~~413~~	~~Midway Rd.~~	~~Glades Cut-Off Rd.~~	~~Selvitz Rd.~~	~~Add 2 lanes, bike lanes, sidewalks~~	~~2035 CFP, 2040 Needs Plan~~	~~$24,050,000~~
~~500~~	~~US 1 Corridor Retrofit~~	~~Indian River County Line~~	~~Martin County Line~~	~~Corridor Improvements~~	~~2035 CFP, 2040 Needs Plan~~	~~$17,600,000~~
~~-~~	~~Walk-Bike Network Improvements~~			~~Potential projects below~~	~~2040 Walk-Bike Network~~	~~$4,210,000~~
~~-~~	~~Congestion Management Program~~			~~Operational Improvements~~	~~2035 CFP, 2040 CMP Element~~	~~$9,870,000~~
					~~**Total:**~~	~~**$95,730,000**~~

~~* All roadway improvements shall incorporate an urban cross section that includes curbs, gutters, and closed drainage.~~

~~Map Identifier~~	~~On Street~~	~~From~~	~~To~~	~~Improvement*~~	~~Project Source~~	~~Total Cost (YOE)~~
~~2036-2045~~						
~~407~~	~~Port St. Lucie Blvd~~	~~Becker Rd~~	~~Paar Dr.~~	~~Add 2 lanes, bike lanes, sidewalks~~	~~2035 CFP, 2040 Needs Plan~~	~~$29,360,000~~

Map Identifier	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
450c	Jenkins Rd.	Angle Rd	St Lucie Blvd	New 4 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	$36,540,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	$35,000,000
-	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	$15,790,000
-	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	$51,810,000
					Total:	**$168,500,000**

Developer Roads (2031-2045)

Project ID	Project	From	To	Type	Revenue Source	Cost
142	McCarty Road	Williams Road	Midway Road	Widen 2L to 4L	Developer Funds	$25.38 M
107	Northern Connector	Florida's Turnpike	I-95	New 4 Lanes	Developer Funds	$219.16 M
113	E-W Road 2	Community Boulevard	Village Parkway	New 4 Lanes	Developer Funds	$15.76 M
134	Discovery Way	N-S Road B	Village Parkway	Widen 2L to 4L	Developer Funds	$26.18 M
104	Williams Road	Shinn Road	McCarty Road	New 2 Lanes	Developer Funds	$27.77 M
131	Williams Extension	McCarty Road	Glades Cut-Off Road	New 4 Lanes	Developer Funds	$46.44 M
118	McCarty Road	Glades Cut-Off Road	Williams Road	New 4 Lanes	Developer Funds	$55.73 M
112	Discovery Way	Range Line Road	N-S Road B	New 4 Lanes	Developer Funds	$56.01 M
109	Becker Road	Range Line Road	N-S Road B	New 4 Lanes	Developer Funds	$57.13 M
114	E-W Road 6	Shinn Road	Glades Cut-Off Road	New 4 Lanes	Developer Funds	$64.73 M
108	Arterial A	Glades Cut-Off Road	Midway Road	New 4 Lanes	Developer Funds	$65.86 M
119	Newell Road	Shinn Road	Arterial A	New 4 Lanes	Developer Funds	$71.49 M
111	Crosstown Parkway	Range Line Road	Village Parkway	New 4 Lanes	Developer Funds	$76.55 M
110	Community Boulevard	Becker Road	Discovery Way	New 4 Lanes	Developer Funds	$78.80 M

Map Identifier	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
125	N-S Road B	Becker Road	Discovery Way	New 4 Lanes	Developer Funds	$78.80 M
126	Open View Drive (West)	N-S Road A	Village Parkway	New 4 Lanes	Developer Funds	$83.59 M
127	Paar Drive (West)	N-S Road A	Village Parkway	New 4 Lanes	Developer Funds	$92.88 M
129	Shinn Road	Glades Cut-Off Road	Midway Road	New 4 Lanes	Developer Funds	$139.31 M
124	N-S Road A	Becker Road	Crosstown Parkway	New 4 Lanes	Developer Funds	$144.38 M
128	Range Line Road	Glades Cut-Off Road	Midway Road	New 4 Lanes	Developer Funds	$153.67 M
121	Tradition Parkway	Range Line Road	SW Stony Creek Way	New 4 Lanes	Developer Funds	$57.70 M
					Total:	**$2,115,960,000**
* All roadway improvements shall incorporate an urban cross section that includes curbs, gutters, and closed drainage.						

Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Total	Notes
Port St Lucie Blvd	Becker Road	Paar Drive	Widen 2L to 4L	Federal (TMA) Funds			$7.71 M	1.16 M	**$8.86 M**	TIP FY 2020/21 to 2024-25 funds the previous phases. In the previous LRTP, Go2040 CFP and advanced in time band.
California Blvd	Del Rio Blvd	Crosstown Prkwy	Widen 2L to 4L	Federal (TMA) Funds	$.56 M	1.27 M	2.55 M	$.38 M	**4.76 M**	New project since it is not in the previous LRTP, Go2040 CFP
Midway Road	Glades Cut-Off Road	Selvitz Road	2L to 4L	Federal (TMA) Funds			$3.06 M		**$3.06 M**	TIP FY 2020/21 to 2024-25 funds the previous phases. This assumes a Revenue Source mostly funded by 10% State OA and Federal (TMA). In the previous LRTP, Go2040 CFP and in the same time band
Midway Road	Glades Cut-Off Road	Selvitz Road	Widen 2L to 4L	10% State OA			$7.68 M	$1.61 M	**$9.29 M**	
Florida's Turnpike at Midway Road			New interchange/widen 2L to 4L	State other roads, construction and ROW	$7.17 M		$74.45 M	$7.45 M	**$89.07 M**	Assumes a tight diamond interchange concept and the assumption of the Revenue Source is from State Other Roads, Construction & ROW funds. New project since it is not in the previous LRTP, Go2040 CFP.

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11B Other Federally Funded Initiatives (2026-2030)

Project	Type	Revenue Source	PE ROW CST CEI	Total
TPO	Planning	Federal (TMA) Funds	$2.0 M	**$2.0 M**
St Lucie Advanced Transportation Management System	Congestion Management Process	Federal (TMA) Funds	$2.0 M	**$2.0 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11C Bicycle-Pedestrian Projects (2026-2030)

Project	Revenue Source	PE ROW CST CEI	Total
Bicycle and Pedestrian Facilities	Federal (TALU+ TALT) Funds	$3.28 M	**$3.28 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11D Transit projects (2026-2030)

Project	Type	Revenue Source	CST	Total
Continue Existing Paratransit Service (ADA and TD)/Fixed Route Service Routes 1-8)	Maintain existing service	Transit	$30.39 M	**$30.39 M**
Palm Beach Express	New transit services	Transit	$1.01 M	**$1.01 M**
Torino Parkway micro-transit	New transit services	Transit	$.41 M	**$.41 M**
Bus Stop/Shelter Program Improvements	Capital/Infrastructure		$.19 M	**$.19 M**
Improved sidewalk connections to bus stops	Capital/Infrastructure	Transit	$.50 M	**$.50 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11E Roadway Projects (2031-2035)

Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
Jenkins Road	Altman Road	Orange Ave	Widen 2L to 4L	Federal (TMA) Funds	$2.71 M				$53.08 M	**$55.78 M**	TIP FY 2020/21 to 2024/25 funds the PD&E phase. New project since it is not in the previous LRTP, GO2040 CFP.
Jenkins Road	Post Office Road	Glades Cut-Off Road	New 5 Lanes	Federal (TMA) Funds	$.49 M				$9.19 M	**$9.68 M**	TIP FY 2020/21 to 2024/25 funds the PD&E phase. New project since it is not in the previous LRTP, GO2040 CFP.
Jenkins Road	Glades-Cut Off Road	Walmart Distribution Center	Widen 2 L to 4L	Federal (TMA) Funds	$.52 M				$10.23 M	**$10.75 M**	TIP FY 2020/21 to 2024/25 funds the PD&E phase. New project since it is not in the previous LRTP, GO2040 CFP.
Kings Hwy	St Lucie Blvd	South of Indrio Rd	Widen 2L to 4 L	State Other Roads, Construction and ROW			$17.70 M	$2.65 M		**$20.35 M**	ROW phase for FM# 4383793 is included in the TIP FY 2020/21 to 2024/25. The CST has been shifted to 2031-2035 to prioritize State funds on the Midway Rd Interchange. In the previous LRTP, Go2040 CFP and shifted in time band.

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11F Other Federally-Funded Initiatives (2031-2035)

Project	Type	Revenue Source	PE	ROW	CST	CEI	Total
TPO Planning	Planning	Federal (TMA) funds	$2.0 M				**$2.0 M**
St Lucie Advanced Transportation Management System	Congestion Management Process	Federal (TMA) funds	$2.0 M				**$2.0 M**
Indian River Drive from Martin/St Lucie County Line to Seaway Drive	Neighborhood Traffic Management	Federal (TMA) funds	$1.8 M		$4.88 M		**$5.06 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11G Other State-Funded Initiatives (2031-2035)

Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Total
US-1	Martin County Line	Indian River County Line	Operational Improvement	State Other Roads, Construction & ROW	$7.09 M		$35.89 M	$5.38 M	**$49.17 M**
I-95 at Becker Road			ACES Network	State Other Roads, Construction & ROW	$1.19 M	$4.81 M	$5.41 M	$.81 M	**$12.23 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11H Bicycle-Pedestrian Projects (2031-2035)

Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Total
Bicycle and Pedestrian Facilities				Federal (TALU+TALT Funds, Federal (TMA) Funds, and 10 % State OA	$20.70 M				**$20.70 M**
US-1	Seaway Drive	Old US Hwy 1	Bicycle Facilities	State Other Roads, Construction & ROW	$.34M		$1.57 M	$24 M	**2.15 M**
25th Street	Orange Avenue	Avenue F	Bicycle Facilities	State Other Roads, Construction & ROW	$.20 M		$.91 M	$.14 M	**$1.24 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11l Transit Projects (2031-2035)

Project	Type	Revenue Source	CST	Total
Continue Existing Paratransit Service (ADA and TD)/Fixed-Route Service	Maintain new/existing service	Transit	$37.54 M	**$37.54 M**
Fort Pierce to South Hutchinson Island	New Transit Services	Transit	$1.18 M	**$1.18 M**
Port St Lucie Boulevard (Route 5 Split)	New Transit Services	Transit	$.92 M	**$.92 M**
Selvitz Road/Bayshore Boulevard	New Transit Services	Transit	$1.24 M	**$1.24 M**
Expand service hours on Route 7 to reflect the other schedules (currently 7 am-6 pm)	Improvements to Existing Services	Transit	$.09 M	**$.09 M**
Expand Saturday service hours on Route 7 to reflect weekday span of service (currently 8 am-12 pm/1 pm-4pm)	Improvements to existing service	Transit	$.40 M	**$.40 M**
Increase frequency from 60 minutes to 30 minutes on Route 2 & 3	Improvements to Existing Service	Transit	$2.18 M	**$2.18 M**
Crosstown Parkway	New Transit Services	Transit	$1.18 M	**$1.18 M**
Virginia Avenue	New Transit Services	Transit	$1.18 M	**$1.18 M**
Midway Road	New Transit Services	Transit	$1.18 M	**$1.18 M**
Gaitlin Boulevard (Route 5 split)	New Transit Services	Transit	$.04 M	**$.04 M**
Indian River Estates micro-transit	New Transit Services	Transit	$.48 M	**$.48 M**
Bus Stop/Shelter improvements	Capital/infrastructure	Transit	$.22 M	**$.22 M**
Improved sidewalk connections to bus stops	Capital/infrastructure	Transit	$.59 M	**$.59 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11J Roadway Projects (2036-2045)

Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Total	Notes
St Lucie West Blvd	E of I-95	Cashmere Blvd	Eiden 4L to 6L	State Other Roads, Construction & ROW	$4.14 M		$18.83 M	$2.82 M	**$25.79 M**	New project since it is not in the previous LRTP, Go2040 CFP
Airport Connector	Johnston Road	Kings Hwy	New 4 Lanes	State Other Roads, Construction & ROW	$4.70 M	$10.69 M	$21.37 M	$3.21 M	**$39.96 M**	Assumes a jurisdictional transfer and a Revenue Source form State and Other Roads, Construction & ROW funds. New project since its nor in the previous LRTP, GO2040 CFP.
Airport Connector	I-95	Johnston Road	New 4 lanes	State Other Roads, Construction & ROW	$2.58 M	$5.87 M	$11.74 M	$1.76 M	**$21.95 M**	Assumes a jurisdictional transfer and a Revenue Source form State and Other Roads, Construction & ROW funds. New project since its nor in the previous LRTP, GO2040 CFP.
Jenkins Road	Post Office Road	Glades Cut-Off Road	New 4 Lanes	10% State OA		$2.78 M	$3.96 M		**$2.44 M**	PE Phase is funded in 2031-2035. New project since it is not in the previous LRTP, Go2040 CFP.

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11K Other Federally-Funded Initiatives (2036-2045)

Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Total
TPO Planning			Planning	Federal (TMA) Funds	$4.0 M				**$4.0 M**
St Lucie Advanced Transportation Management System			Congestion Management Process	Federal (TMA) Funds	$4.0 M				**$4.0 M**
Torino Parkway			Operational Management	State Other Roads, Construction & ROW	$.08 M		$2.33 M		**$2.41 M**
Seaway Drive	Harbor Isle Dr	North of Blue Heron Blvd	Operational Management	State Other Roads, Construction & ROW	$2.0 M		$9.07 M	$1.36 M	**$12.43 M**
Okeechobee Rd between Florida's Turnpike and I-95			ACES Network	State Other Roads, Construction & ROW	$1.58 M	$6.36 M	$7.16 M	1.07 M	**$16.17 M**
I-95 at Midway Road			ACES Network	State Other Roads, Construction & ROW	$ 1.58 M	$6.36 M	$7.16 M	$1.07 M	**$16.17 M**
I-95 at Indrio Road			ACES Network	State Other Roads, Construction & ROW	$1.58 M	$6.36 M	$7.16 M	$1.07 M	**$16.17 M**
I-95 at Crosstown Parkway			ACES Network	State Other Roads, Construction & ROW	$1.58 M	$6.36 M	$7.16 M	$1.07 M	**$16.17 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table 2-11L Bicycle-Pedestrian Projects (2036-2045)

Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Total
Bicycle and Pedestrian Facilities				Federal (TALU+TALT) Funds, Federal (TMA) Funds, and 10% State OA	$18.18 M				**$18.18 M**
Orange Avenue	Kings Hwy	US-1	Bicycle Facilities	State Other Roads, Construction & ROW	$2.91 M		$13.22 M	$1.98 M	**$18.10 M**
US-1	Gardenia Ave	Orange Ave	Bicycle Facilities	State Other Roads, Construction & ROW	$1.08 M		$4.90 M	$.74 M	**$6.71 M**
Port St Lucie Blvd	Gatlin Blvd	US-1	Bicycle Facilities	State Other Roads, Construction & ROW	$3.64 M		$16.54 M	$2.48 M	**$22.66 M**
N 25th Street	Virginia Ave	Avenue E	Bicycle Facilities	State Other Roads, Construction & ROW	$1.04 M		$4.71 M	$.71 M	**$6.46 M**
US-1	Baysinger Ave	Edwards Ave	Bicycle Facilities	State Other Roads, Construction & ROW	$1.32 M		$5.98 M	$.90 M	**$8.20 M**
US-1	N Causeway Bridge	St. Lucie County/Indian River County Line	Sidewalks	State Other Roads, Construction & ROW	$.91 M		$4.12 M	$.62 M	**$5.64 M**
US-1	Traub Avenue	High Point Blvd	Sidewalks	State Other Roads, Construction & ROW	$.26 M		$1.19 M	$.18 M	**$1.63 M**
Old Dixie Hwy	US-1 Junction	Kings Hwy	Sidewalks	State Other Roads, Construction & ROW	$1.02 M		$4.64 M	$.70 M	**$6.35 M**
Indrio Road	Johnston Road	Kings Hwy	Bicycle Facilities	State Other Roads, Construction & ROW	$1.11 M		$5.04 M	$.76 M	**$6.91 M**
Indrio Road	Kings Hwy	Old Dixie Hwy	Sidewalks	State Other Roads, Construction & ROW	$.39 M		$1.77 M	$.27 M	**$2.42 M**
25th Street	Industrial Ave	US-1	Sidewalks	State Other Roads, Construction & ROW	$.06 M		$.27 M	$.04 M	**$.37 M**
Seaway Drive	US-1	St. Lucie County Aquarium	Bicycle Facilities	State Other Roads, Construction & ROW	$.44 M		$1.98 M	$.30 M	**$2.71 M**

Source: St. Lucie Transportation Planning Organization SmartMoves 2045, Adopted February 3, 2021

Table2-11M Transit Projects (2036-2045)

Project	Type	Revenue Source	CST	Total
Continue Existing Paratransit service (ADA and TD)/Fixed Route	Maintain New/existing service	Transit	$56.81 M	**$56.81 M**
New operational/maintenance/administrative facility (St Lucie Transit Operations Center)	Capital/infrastructure	Transit	$31.24 M	**$32.24 M**
Bus Stop/ Shelter Improvements	Capital/infrastructure	Transit	$.29 M	**$.29 M**
Improved sidewalk connections to bus stop	Capital/infrastructure	Transit	$.78 M	**$.78 M**

Source: St Lucie Transportation Planning Organization. Smart Moves 2045. St Lucie TPO Long Range Transportation Plan Adopted February 3,2021.

Future Level of Service Analysis:

The 2040 Future Level of Service Analysis is provided on Table 2-12. The 2040 AADT determined from the cost feasible roadway network was multiplied by the appropriate “K” and “D” factor to derive the peak hour, peak direction roadway volume and LOS. This data is from St. Lucie TPO Go2040 LRTP. The St. Lucie TPO SmartMoves 2045 LRTP dd not include an update to the future LOS analysis.

Table 2-12 Future 2040 Level of Service Analysis

ROADWAY NAME	FROM	TO	ROAD-WAY TYPE	ADOPT-ED LOS	2040 AADT	2040 PEAK HOUR VOL-UME	2040 LOS
10TH ST	DELAWARE AVE	ORANGE AVE	2U	D	2,044	103	C
10TH ST	ORANGE AVE	AVENUE C	2U	D	4,414	222	C
10TH ST	AVENUE C	AVENUE D	2U	D	1,476	74	C
13TH ST	GEORGIA AVE	DELAWARE AVE	2U	D	8,177	412	D
13TH ST	DELAWARE AVE	ORANGE AVE	2U	D	8,267	417	D
13TH ST	AVENUE I	AVENUE O	2U	D	6,976	352	D
13TH ST	AVENUE O	AVENUE Q	2U	D	1,099	55	C
13TH ST	ORANGE AVE	AVENUE B	2U	D	10,495	455	D
13TH ST	AVENUE B	AVENUE D	2U	D	9,030	455	D
13TH ST	NEBRASKA AVE	GEORGIA AVE	2U	D	8,762	442	D
13TH ST	VIRGINIA AVE	NEBRASKA AVE	2U	D	6,165	442	D
13TH ST	AVENUE D	AVENUE H	2U	D	7,881	397	D
13TH ST	AVENUE H	AVENUE I	2U	D	7,300	368	D
17TH ST	DELAWARE AVE	ORANGE AVE	2U	D	9,427	475	D
17TH ST	ORANGE AVE	AVENUE D	2U	D	6,844	345	D
17TH ST	AVENUE D	AVENUE Q	2U	D	4,765	240	C
17TH ST	GEORGIA AVE	DELAWARE AVE	2U	D	2,041	103	D
25TH ST	ORANGE AVE	AVENUE D	4D	D	18,491	932	D
25TH ST	ST LUCIE BLVD	US 1	4D	D	10,020	505	C
25TH ST	JUANITA AVE	ST LUCIE BLVD	4D	D	12,693	640	C
25TH ST	MIDWAY RD	BELL AVE	4D	E	18,890	952	C
25TH ST	VIRIGINIA AVE	NEBRASKA AVE	4D	D	14,578	735	C
25TH ST	BELL AVE	EDWARDS RD	4D	E	17,316	873	C
25TH ST	DELAWARE AVE	ORANGE AVE	4D	D	17,768	896	D
25TH ST	GEORGIA AVE	DELAWARE AVE	4D	D	17,952	905	D
25TH ST	OKEECHOBEE RD	GEORGIA AVE	4D	D	18,378	926	D
25TH ST	AVENUE Q	JUANITA AVE	4D	D	18,272	921	C
25TH ST	AVENUE D	AVENUE Q	4D	D	17,373	876	D
25TH ST	EDWARDS RD	CORTEZ BLVD	4D	D	21,244	1071	C
25TH ST	CORTEZ BLVD	VIRGINIA AVE	4D	D	19,160	966	C
25TH ST	NEBRASKA AVE	OKEECHOBEE RD	4D	D	17,518	883	C
29TH ST	AVENUE D	AVENUE Q	2U	D	1,412	71	C
29TH ST	ORANGE AVE	AVENUE D	2U	D	3,193	161	C

2ND ST	CITRUS AVE	ORANGE AVE	2U	D	1,365	69	C
2ND ST	ORANGE AVE	AVENUE A	2U	D	2,132	107	C
33RD ST	DELAWARE AVE	ORANGE AVE	2U	D	11,204	565	D
33RD ST	OKEECHOBEE RD	DELAWARE AVE	2U	D	7,656	386	D
35TH ST	KIRBY LOOP RD	CORTEZ BLVD	2U	D	3,896	196	D
35TH ST	CORTEZ BLVD	VIRGINIA AVE	2U	D	9,140	461	D
35TH ST	VIRGINIA AVE	OKEECHOBEE RD	2U	D	4,534	229	D
53RD ST	ANGLE RD	JUANITA AVE	2U	D	5,330	269	C
7TH ST	DELAWARE AVE	CITRUS AVE	2U	D	7,671	333	D
7TH ST	GEORGIA AVE	DELAWARE AVE	2U	D	6,195	312	C
7TH ST	CITRUS AVE	ORANGE AVE	2U	D	6,617	333	D
7TH ST	SUNRISE BLVD	GEORGIA AVE	2U	D	4,719	238	C
7TH ST	ORANGE AVE	AVENUE C	2U	D	6,067	285	D
7TH ST	AVENUE C	AE BACKUS AVE	2U	D	9,644	285	D
7TH ST	AE BACKUS AVE	AVENUE D	2U	D	5,656	285	D
7TH ST	AVENUE D	AVENUE H	2U	D	6,658	336	D
AE BACKUS AVE	7TH ST	US 1	2U	D	4,043	204	C
AE BACKUS AVE	US 1	INDIAN RIVER DR	2U	D	4,562	204	C
AIROSO BLVD	PRIMA VISTA BLVD	FLORESTA DR	4D	E	9,587	483	C
AIROSO BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	4D	E	18,087	912	C
AIROSO BLVD	FLORESTA DR	ST JAMES DR	4D	E	15,414	777	C
AIROSO BLVD	THORNHILL DR	CROSSTOWN PKWY	4D	E	16,044	809	C
AIROSO BLVD	PORT ST LUCIE BLVD	THORNHILL DR	4D	E	11,378	573	C
AIRPORT CONNECTOR	FL TURNPIKE W RAMP	I-95	4D	E	22,855	1152	C
ALCANTARRA BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	2U	D	5,654	280	C
ANGLE RD	ORANGE AVE	AVENUE D	2U	E	13,161	663	D
ANGLE RD	KEEN RD	KINGS HWY	2U	E	10,793	534	C
ANGLE RD	KINGS HWY	JOHNSTON RD	2U	D	4,302	213	C
ANGLE RD	AVENUE Q	53RD ST	2U	E	10,647	537	D
ANGLE RD	AVENUE D	AVENUE Q	2U	E	12,339	622	D
ANGLE RD	FLORIDAS TURNPIKE	1/2 MI E OF GODWIN RD	2U	D	250	12	B
ANGLE RD	1/2 MI E OF GODWIN RD	GODWIN RD	2U	D	250	12	B
ANGLE RD	53RD ST	KEEN RD	2U	E	12,827	534	C
ANGLE RD	JOHNSTON RD	FLORIDAS TURNPIKE	2U	D	2,101	104	C
ARTERIAL A	GLADES CUT-OFF RD	MIDWAY RD	4D	D	2,663	134	C

AVENUE A	7TH ST	US 1	2O	D	2,841	256	C
AVENUE A	US 1	INDIAN RIVER DR	2U	D	2,630	133	C
AVENUE B	13TH ST	10TH ST	2U	D	2,157	109	C
AVENUE C	10TH ST	7TH ST	2U	D	4,542	229	C
AVENUE D	17TH ST	13TH ST	2U	D	2,438	123	C
AVENUE D	25TH ST	17TH ST	2U	D	1,838	93	C
AVENUE D	7TH ST	US 1	2U	D	3,238	163	C
AVENUE D	ANGLE RD	29TH ST	2U	D	1,036	52	C
AVENUE D	13TH ST	10TH ST	2U	D	3,532	221	C
AVENUE D	10TH ST	7TH ST	2U	D	4,394	221	C
AVENUE D	29TH ST	25TH ST	2U	D	1,955	99	C
AVENUE H	13TH ST	7TH ST	2U	D	2,970	432	D
AVENUE H	7TH ST	US 1	2U	D	8,566	432	D
AVENUE I	25TH ST	17TH ST	2U	D	2,584	130	C
AVENUE I	17TH ST	13TH ST	2U	D	2,789	141	C
AVENUE O	13TH ST	US 1	2U	D	8,617	434	D
AVENUE Q	ANGLE RD	25TH ST	2U	D	3,947	199	C
AVENUE Q	17TH ST	13TH ST	2U	D	1,318	66	C
AVENUE Q	25TH ST	17TH ST	2U	D	2,158	109	C
BAYSHORE BLVD	THORNHILL DR	CROSSTOWN PKWY	4D	E	27,357	1379	C
BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	2U	E	16,127	798	C
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	4D	E	24,956	1258	C
BAYSHORE BLVD	PORT ST LUCIE BLVD	THORNHILL DR	4D	E	36,678	1849	C
BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	2U	E	11,692	579	C
BAYSHORE BLVD	SELVITZ RD	25TH ST	2U	E	4,318	218	C
BAYSHORE BLVD	MOUNTWELL ST	PORT ST LUCIE BLVD	2U	D	15,512	768	D
BEACH AVE	OLEANDER AVE	RIO MAR DR	2U	D	2,416	122	
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD	4D	E	20,266	1021	C
BECKER RD	I-95	SAVONA BLVD	4D	E	35,360	1782	C
BECKER RD	SOUTHBEND BLVD	GILSON RD	2U	E	16,797	831	D
BECKER RD	PORT ST LUCIE BLVD	ALBACORE ST	4D	E	17,752	895	C
BECKER RD	VILLAGE PKWY	I-95	6D	E	35,550	1792	C
BECKER RD	DARWIN BLVD	ATHENA DR	4D	E	19,022	959	C
BECKER RD	FLORIDAS TURNPIKE	SOUTHBEND BLVD	4D	E	15,909	802	C
BECKER RD	ALBACORE ST	DARWIN BLVD	4D	E	15,164	764	C

BECKER RD	ATHENA DR	FLORIDAS TURNPIKE	4D	E	21,917	1105	C
BECKER RD	N-S ROAD A	RANGE LINE RD	4D	E	3,332	168	C
BECKER RD	VILLAGE PKWY	COMMUNITY BLVD	4D	E	21,210	1069	C
BECKER RD	COMMUNITY BLVD	N-S ROAD B	4D	E	6,593	168	C
BECKER RD	N-S ROAD B	N-S ROAD A	4D	E	6,761	168	C
BELL AVE	25TH ST	SUNRISE BLVD	2U	D	5,023	253	C
BELL AVE	SUNRISE BLVD	OLEANDER AVE	2U	D	4,608	232	C
BINNEY DR	SR A1A S (SEAWAY)	SR A1A S (OCEAN)	2U	D	3,112	157	C
BLANTON BLVD	TORINO PKWY	VOLUCIA DR	2U	D	1,561	77	B
BLANTON BLVD	VOLUCIA DR	EAST TORINO PKWY	2U	D	4,546	225	B
BLUEFIELD RD	BLUEFIELD RANCH RD	OKEECHOBEE RD	2U	D	47	2	B
BUCHANAN DR	EASY ST	MIDWAY RD	2U	D	4,140	209	C
CALIFORNIA BLVD	UNIVERSITY BLVD	PEACOCK BLVD	2U	E	10,138	502	C
CALIFORNIA BLVD	ST LUCIE WEST BLVD	COUNTRY CLUB DR	2U	E	12,843	636	C
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	2U	E	10,239	507	C
CALIFORNIA BLVD	CAMEO BLVD	DEL RIO BLVD	2U	D	7,967	402	D
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	2U	E	17,434	863	E
CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	2U	E	15,076	746	C
CALIFORNIA BLVD	DEL RIO BLVD	SAVONA BLVD	2U	E	10,680	529	C
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	2U	E	7,988	863	E
CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	2U	E	16,942	839	C
CALIFORNIA BLVD	COUNTRY CLUB DR	UNIVERSITY BLVD	2U	E	14,604	723	C
CAMEO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	2U	D	5,968	301	D
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	2U	D	8,705	439	D
CAMPBELL RD	PICOS RD	ORANGE AVE	2U	D	317	16	C
CANE SLOUGH RD	US 1	LENNARD RD	4D	E	8,371	422	C
CARLTON RD	CARLTON RD (S)	OKEECHOBEE RD	2U	D	577	30	B
CARLTON RD	GLADES CUT-OFF RD	CARLTON RD (N)	2U	D	211	11	B
CASHMERE BLVD	ST LUCIE WEST BLVD	PEACOCK BLVD	2U	D	10,984	544	C
CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	2U	D	10,983	544	C
CASHMERE BLVD	DEL RIO BLVD	CROSSTOWN PKWY	2U	D	14,383	712	F

CASHMERE BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	2U	D	12,378	613	F
CASHMERE BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	2U	D	17,182	851	F
CITRUS AVE	7TH ST	US 1	2O	D	476	43	C
CITRUS AVE	US 1	2ND ST	4U	E	4,670	235	C
CITRUS AVE	2ND ST	INDIAN RIVER DR	2U	E	4,285	216	C
COMMERCE CENTER DR	CROSSTOWN PKWY	ST LUCIE WEST BLVD	4D	D	1,048	53	C
COMMERCE CENTER DR	ST LUCIE WEST BLVD	GLADES CUT-OFF RD	2U	D	10,450	517	C
COMMUNITY BLVD	WESTCLIFFE LN	TRADITION PKWY	4D	D	4,415	223	C
COMMUNITY BLVD	TRADITION PKWY	DISCOVERY WAY	2D	D	7,937	400	D
COMMUNITY BLVD	DISCOVERY WAY	OPEN VIEW (WEST)	4D	D	15,050	759	C
COMMUNITY BLVD	OPEN VIEW (WEST)	PAAR (WEST)	4D	D	5,066	255	C
COMMUNITY BLVD	PAAR (WEST)	BECKER RD	4D	D	4,000	202	C
CORTEZ BLVD	35TH ST	25TH ST	2U	D	3,728	188	C
CORTEZ BLVD	25TH ST	SUNRISE BLVD	2U	D	846	43	C
COUNTRY CLUB DR	ST LUCIE WEST BLVD	CALIFORNIA BLVD	4D	D	1,761	89	C
CROSSROADS PKWY	OKEECHOBEE RD	KINGS HWY	2U	D	3,255	164	C
CROSSTOWN PKWY	BAYSHORE BLVD	AIROSO BLVD	6D	E	29,568	1490	C
CROSSTOWN PKWY	CALIFORNIA BLVD	CASHMERE BLVD	6D	E	37,110	1870	C
CROSSTOWN PKWY	CASHMERE BLVD	CAMEO BLVD	6D	E	42,759	2155	C
CROSSTOWN PKWY	FLORESTA DR	CORAL REEF ST	6D	E	40,082	2020	C
CROSSTOWN PKWY	I-95	CALIFORNIA BLVD	6D	E	47,592	2399	C
CROSSTOWN PKWY	AIROSO BLVD	SANDIA DR	6D	E	26,886	1355	C
CROSSTOWN PKWY	SANDIA DR	MANTH LN	6D	E	26,886	1355	C
CROSSTOWN PKWY	MANTH LN	FLORESTA DR	6D	E	25,395	1280	C
CROSSTOWN PKWY	COMMERCE CTR DR	I-95	6D	E	38,318	1931	C
CROSSTOWN PKWY	CAMEO BLVD	BAYSHORE BLVD	6D	E	46,623	2350	C
CROSSTOWN PKWY	VILLAGE PKWY	COMMERCE CTR DR	4D	E	34,904	1759	C
CROSSTOWN PKWY	CORAL REEF ST	US 1	6D	E	40,293	2031	C

CROSSTOWN PKWY	RANGE LINE RD	N-S ROAD A	4D	E	7,263	366	C
CROSSTOWN PKWY	N-S ROAD A	VILLAGE PKWY	4D	E	21,639	1091	C
CURTIS ST	FLORESTA DR	PRIMA VISTA BLVD	2U	D	3,813	192	C
DARWIN BLVD	PAAR DR	TULIP BLVD	2U	D	9,481	535	C
DARWIN BLVD	BECKER RD	PAAR DR	2U	D	8,536	535	C
DARWIN BLVD	TULIP BLVD	PORT ST LUCIE BLVD	2U	D	10,806	535	C
DEL RIO BLVD	PORT ST LUCIE BLVD	CALIFORNIA BLVD	2U	D	12,067	597	C
DEL RIO BLVD	CASHMERE BLVD	CALIFORNIA BLVD	2U	D	8,929	442	C
DEL RIO BLVD	CALIFORNIA BLVD	CASHMERE BLVD	2U	D	9,741	482	C
DEL RIO BLVD	CALIFORNIA BLVD	MACKENZIE ST	2U	D	3,171	157	C
DELAWARE AVE	OKEECHOBEE RD	13TH ST	2D	E	5,170	261	C
DELAWARE AVE	25TH ST	OKEECHOBEE RD	4U	D	1,390	70	C
DELAWARE AVE	7TH ST	US 1	2U	E	1,294	65	C
DELAWARE AVE	33RD ST	25TH ST	4U	D	5,201	262	C
DELAWARE AVE	HARTMAN RD	33RD ST	2U	D	1,015	51	C
DELAWARE AVE	13TH ST	10TH ST	2U	E	4,127	208	C
DELAWARE AVE	10TH ST	7TH ST	2U	E	1,654	83	C
DISCOVERY WAY	VILLAGE PKWY	COMMUNITY BLVD	4D	D	20,228	1019	D
DISCOVERY WAY	COMMUNITY BLVD	N-S ROAD B	4D	D	1,240	62	C
DISCOVERY WAY	N-S ROAD B	N-S ROAD A	4D	D	380	19	C
DISCOVERY WAY	N-S ROAD A	RANGE LINE RD	4D	D	2,355	119	C
EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	2U	E	17,533	868	E
EAST TORINO PKWY	CASHMERE BLVD	BLANTON BLVD	2U	E	7,520	372	C
EAST TORINO PKWY	BLANTON BLVD	TORINO PKWY	2U	E	12,684	628	C
EASY ST	US 1	BUCHANAN DR	2U	D	5,043	254	C
EASY ST	BUCHANAN DR	YUCCA DR	2U	D	1,446	73	C
EDWARDS RD	OLEANDER AVE	US 1	4D	E	5,322	268	C
EDWARDS RD	25TH ST	SUNRISE BLVD	4D	E	15,617	787	C
EDWARDS RD	SELVITZ RD	25TH ST	2U	E	12,782	633	C
EDWARDS RD	JENKINS RD	MCNEIL RD	2U	E	12,300	609	C
EDWARDS RD	MCNEIL RD	SELVITZ RD	2U	E	15,990	792	C
EDWARDS RD	SUNRISE BLVD	OLEANDER AVE	4D	E	10,280	518	C
EMERSON AVE	FT PIERCE BLVD	NORTH BLVD	2U	D	10,915	540	C
EMERSON AVE	INDIRO RD	RUSSOS RD	2U	D	8,439	418	C
EMERSON AVE	RUSSOS RD	FT PIERCE BLVD	2U	D	10,794	534	C

E-W ROAD 2	VILLAGE PKWY	COMMUNITY BLVD	4D	D	10,037	506	C
E-W ROAD 2	COMMUNITY BLVD	N-S ROAD B	4D	D	10,145	511	C
E-W ROAD 2	N-S- ROAD B	N-S ROAD A	4D	D	7,202	363	C
E-W ROAD 6	MCCARTY RD	GLADES CUT-OFF RD	4D	D	183	9	C
E-W ROAD 6	SHINN RD	MCCARTY RD	4D	D	95	9	C
FARMERS MARKET RD	OLEANDER AVE	US 1	2U	D	2,466	124	C
FFA RD	ORANGE AVE	ANGLE RD	2U	D	1,314	65	B
FLORESTA DR	PRIMA VISTA BLVD	AIROSO BLVD	2U	E	10,914	540	C
FLORESTA DR	CROSSTOWN PKWY	PRIMA VISTA BLVD	2U	E	14,936	739	C
FLORESTA DR	AIROSO BLVD	SELVITZ RD	2U	D	5,844	289	C
FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	2U	E	16,487	816	D
FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	2U	E	11,060	547	C
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	2U	E	11,934	591	C
FLORESTA DR	SELVITZ RD	BAYSHORE BLVD	2U	D	5,300	262	C
FLORIDA'S TURNPIKE	BECKER RD	PORT ST LUCIE BLVD	4F	D	46,433	2286	C
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD	MIDWAY RD	4F	D	39,805	1960	B
FLORIDA'S TURNPIKE	AIRPORT CONNECTOR	INDIAN RIVER C.L.	4F	C	34,987	2039	C
FLORIDA'S TURNPIKE	MARTIN C.L.	BECKER RD	4F	D	50,989	2510	C
FLORIDA'S TURNPIKE	OKEECHOBEE RD	AIRPORT CONNECTOR	4F	C	11,265	656	B
FLORIDA'S TURNPIKE	MIDWAY RD	OKEECHOBEE RD	4F	D	39,805	1960	B
FT PIERCE BLVD	INDIRO RD	EMERSON AVE	2U	D	2,432	120	B
GARDENIA AVE	OLEANDER AVE	US 1	2U	D	1,419	72	C
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD	6D	E	44,150	2225	C
GATLIN BLVD	SAVONA BLVD	PORT ST LUCIE BLVD	6D	E	38,310	1931	C
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD	6D	E	47,282	2383	C
GATLIN BLVD	W OF I-95	E OF I-95	6D	E	55,177	2781	C
GATLIN BLVD	E OF I-95	SAVAGE BLVD	6D	E	52,218	2632	C
GEORGIA AVE	13TH ST	7TH ST	2U	E	2,071	92	C
GEORGIA AVE	7TH ST	US 1	2U	E	1,832	92	C
GEORGIA AVE	27TH ST	25TH ST	2U	D	3,279	165	C
GEORGIA AVE	25TH ST	OKEECHOBEE RD	2U	E	2,468	124	C
GEORGIA AVE	OKEECHOBEE RD	17TH ST	2U	E	3,086	194	C
GEORGIA AVE	17TH ST	13TH ST	2U	E	3,842	194	C

GEORGIA AVE	US 1	3RD ST	2U	D	531	27	C
GILSON RD	BECKER RD	LAKERIDGE DR	2U	D	3,630	183	C
GILSON RD	MARTIN C.L.	BECKER RD	2U	E	16,687	841	F
GLADES CUT-OFF RD	MIDWAY RD	JENKINS RD	2U	E	9,373	472	D
GLADES CUT-OFF RD	JENKINS RD	SELVITZ RD	2U	E	8,619	427	C
GLADES CUT-OFF RD	COMMERCE CTR DR	MIDWAY RD	2U	E	13,436	665	C
GLADES CUT-OFF RD	RANGE LINE RD	RESERVE BLVD	2U	E	11,769	583	C
GLADES CUT-OFF RD	RESERVE BLVD	COMMERCE CTR DR	2U	E	12,650	626	C
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD	2U	D	984	51	B
GRAHAM RD	KINGS HWY	JENKINS RD	2U	D	5,968	295	C
GRAND DR	LENNARD RD	WALTON RD	2U	D	1,822	90	C
GREEN RIVER PKWY	MARTIN C.L.	CHARLESTON DR	2U	E	12,838	635	C
GREEN RIVER PKWY	MELALEUCA BLVD	WALTON RD	2U	E	7,222	357	C
GREEN RIVER PKWY	CHARLESTON DR	MELALEUCA BLVD	2U	E	10,526	521	C
HARTMAN RD	OKEECHOBEE RD	PETERSON RD	2U	E	6,504	328	C
HARTMAN RD	DELAWARE AVE	ORANGE AVE	2U	E	7,755	391	C
HARTMAN RD	PETERSON RD	DELAWARE AVE	2U	E	7,604	391	C
HEADER CANAL RD	OKEECHOBEE RD	ORANGE AVE	2U	D	213	11	C
HEATHERWOOD BLVD	CALIFORNIA BLVD	CASHMERE BLVD	2D	D	7,204	357	C
HILLMOOR DR	US 1	LENNARD RD	2U	D	4,384	221	C
I-95	MARTIN C.L.	GATLIN BLVD	8F	D	94,601	4657	C
I-95	GATLIN BLVD	CROSSTOWN PKWY	8F	D	125,400	6173	D
I-95	ST LUCIE WEST BLVD	MIDWAY RD	8F	D	110,100	5420	C
I-95	MIDWAY RD	OKEECHOBEE RD	8F	D	106,600	5248	C
I-95	OKEECHOBEE RD	ORANGE AVE	8F	D	101,500	4997	C
I-95	ORANGE AVE	AIRPORT CONNECTOR	8F	D	86,302	4249	B
I-95	INDRIO RD	INDIAN RIVER C.L.	6F	D	54,409	2679	B
I-95	CROSSTOWN PKWY	ST LUCIE WEST BLVD	8F	D	136,300	6710	D
I-95	AIRPORT CONNECTOR	INDRIO RD	8F	D	66,336	3266	B
IMPORT DR	GATLIN BLVD	SAVAGE BLVD	2U	D	9,019	446	C
INDIAN RIVER DR	CITRUS AVE	ORANGE AVE	2U	D	10,598	534	F

INDIAN RIVER DR	SAVANNAH RD	CITRUS AVE	2U	D	7,790	393	D
INDIAN RIVER DR	MARTIN C.L.	WALTON RD	2U	D	11,043	547	C
INDIAN RIVER DR	MIDWAY RD	SAVANNAH RD	2U	D	8,210	406	B
INDIAN RIVER DR	WALTON RD	MIDWAY RD	2U	D	7,698	381	B
INDIAN RIVER DR	AVENUE A	AVENUE D	2U	D	11,915	675	F
INDIAN RIVER DR	ORANGE AVE	AVENUE A	2U	D	11,321	571	F
INDIAN RIVER DR	AVENUE D	SEAWAY DR	2U	D	13,383	675	F
INDRIO RD	SLASH PINE TRL	US 1	2U	E	8,758	434	C
INDRIO RD	SEMINOLE RD	KINGS HWY	2U	D	9,786	493	D
INDRIO RD	JOHNSTON RD	EMERSON AVE	4D	D	9,196	463	C
INDRIO RD	KOBLEGARD RD	JOHNSTON RD	4D	D	21,092	1063	C
INDRIO RD	I-95 E RAMP	KOBLEGARD RD	4D	D	24,601	1063	C
INDRIO RD	US 1	OLD DIXIE HWY	2U	D	289	15	C
INDRIO RD	PRIVATE RD	I-95 W RAMPS	2U	D	5,482	271	B
INDRIO RD	I-95 W RAMP	I-95 E RAMP	4D	D	7,600	383	C
INDRIO RD	EMERSON AVE	SEMINOLE RD	2U	D	9,487	470	C
INDRIO RD	KINGS HWY	SLASH PINE TRL	2U	E	4,566	230	C
JENKINS RD	OKEECHOBEE RD	GRAHAM RD	2U	E	7,270	360	C
JENKINS RD	EDWARDS RD	OKEECHOBEE RD	2U	E	12,360	612	C
JENKINS RD	PETERSON RD	ORANGE AVE	2U	E	2,268	112	C
JENKINS RD	GRAHAM RD	PETERSON RD	2U	E	2,441	112	C
JENNINGS RD	US 1	LENNARD RD	4D	D	8,302	418	C
JOHNSTON RD	MEADOWOOD DR	OLD JOHNSTON RD	2U	D	1,118	55	B
JOHNSTON RD	OLD JOHNSTON RD	INDRIO RD	2U	D	2,483	123	B
JOHNSTON RD	ANGLE RD	L20	2U	D	2,073	103	B
JOHNSTON RD	L20	MEADOWOOD DR	2U	D	2,073	103	B
JOHNSTON RD	INDIRO RD	RUSSOS RD	2U	D	15,173	751	C
JOHNSTON RD	RUSSOS RD	INDIAN RIVER C.L.	2U	D	15,682	776	C
JUANITA AVE	25TH ST	US 1	2U	D	4,430	223	C
JUANITA AVE	53RD ST	25TH ST	2U	D	4,737	239	C
KEEN RD	ANGLE RD	JUANITA AVE	2U	D	6,955	344	C
KEEN RD	JUANITA AVE	ST LUCIE BLVD	2U	D	6,955	344	C
KINGS HWY	ST LUCIE BLVD	INDRIO RD	4D	D	24,127	1216	C
KINGS HWY	N OF I-95 OVERPASS	ANGLE RD	4D	D	26,569	1339	C
KINGS HWY	ANGLE RD	ST LUCIE BLVD	4D	D	19,709	993	C
KINGS HWY	PICOS RD	ORANGE AVE	4D	D	12,663	638	C
KINGS HWY	INDRIO RD	INDIAN PINES BLVD	2U	D	20,362	1008	F

KINGS HWY	OKEECHOBEE RD	CROSSROADS PKWY	4D	D	8,822	445	C
KINGS HWY	CROSSROADS PKWY	GRAHAM RD	4D	D	12,212	638	C
KINGS HWY	GRAHAM RD	PICOS RD	4D	D	13,938	638	C
KINGS HWY	INDIAN PINES BLVD	KINGS HWY SB RAMP	2U	D	22,591	780	F
KINGS HWY	ORANGE AVE	N OF I-95 OVERPASS	4D	D	27,084	1365	C
KINGS HWY	KINGS HWY SB RAMP	US 1	2U	D	15,751	780	F
KINGS HWY SB RAMP	US 1	KINGS HWY	2O	D	12,868	1158	C
KIRBY LOOP RD	EDWARDS RD	35TH ST	2U	D	4,266	211	C
KITTERMAN RD	OLEANDER AVE	US 1	2U	E	3,320	167	C
KITTERMAN RD	US 1	LENNARD EXT RD	2U	D	452	23	C
LAKEHURST DR	BAYSHORE BLVD	AIROSO BLVD	2U	D	8,522	422	
LENNARD RD	MARIPOSA AVE	MELALEUCA BLVD	4D	E	19,373	976	C
LENNARD RD	TIFFANY AVE	WALTON RD	4D	E	5,035	254	C
LENNARD RD	US 1	MARIPOSA AVE	4D	E	17,019	858	C
LENNARD RD	WALTON RD	S OF SAVANNA CLUB BLVD	2U	D	330	17	C
LENNARD RD	KITTERMAN RD	PRIMA VISTA BLVD	2U	D	1,408	71	C
LENNARD RD	MELALEUCA BLVD	JENNINGS RD	4D	E	18,977	633	C
LENNARD RD	HILLMOOR DR	TIFFANY AVE	4D	E	7,120	359	C
LENNARD RD	JENNINGS RD	HILLMOOR DR	4D	E	12,568	633	C
LYNGATE DR	MORNINGSIDE BLVD	US 1	2D	D	13,858	686	C
LYNGATE DR	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	2D	D	7,066	350	C
MARIPOSA AVE	LENNARD RD	HALLAHAN ST	2U	D	3,460	171	C
MCCARTY RD	WILLIAMS RD	MIDWAY RD	4D	D	2,402	121	C
MCCARTY RD	MIDWAY RD	OKEECHOBEE RD	2U	D	537	27	C
MCCARTY RD	RESERVE BLVD EXT	WILLIAMS RD	4D	D	1,799	91	C
MCCARTY RD	GLADES CUT-OFF RD	RESERVE BLVD EXT	4D	D	3,970	200	C
MCNEIL RD	OKEECHOBEE RD	KIRBY LOOP RD	2U	D	8,462	426	D
MCNEIL RD	KIRBY LOOP RD	EDWARDS RD	2U	D	6,280	317	D
MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY	2U	D	9,301	460	C
MIDWAY RD	I-95	GLADES CUT-OFF RD	4D	E	23,854	1202	C
MIDWAY RD	SELVITZ RD	CHRISTENSEN RD	4D	E	22,903	1154	C
MIDWAY RD	SUNRISE BLVD	OLEANDER AVE	4D	E	25,407	1281	D
MIDWAY RD	OLEANDER AVE	US 1	4D	E	12,748	642	D
MIDWAY RD	25TH ST	SUNRISE BLVD	4D	E	24,035	1211	D

MIDWAY RD	OKEECHOBEE RD	SHINN RD	2U	E	5,442	269	B
MIDWAY RD	SHINN RD	MCCARTY RD	2U	E	9,070	449	C
MIDWAY RD	MCCARTY RD	I-95	2U	E	14,006	693	C
MIDWAY RD	GLADES CUT-OFF RD	EAST TORINO PKWY	4D	E	33,432	1685	C
MIDWAY RD	W OF SELVITZ RD	SELVITZ RD	4D	E	27,865	1404	C
MIDWAY RD	WALLACE ST	WEATHERBEE RD	2U	E	4,195	208	C
MIDWAY RD	WEATHERBEE RD	INDIAN RIVER DR	2U	E	4,170	206	C
MIDWAY RD	EAST TORINO PKWY	MILNER DR	4D	E	28,044	1413	C
MIDWAY RD	MILNER DR	W OF SELVITZ RD	4D	E	27,807	1404	C
MIDWAY RD	CHRISTENSEN RD	25TH ST	4D	E	22,925	1155	D
MIDWAY RD	US 1	WALLACE ST	2U	E	10,189	514	D
MORNINGSIDE BLVD	PORT ST LUCIE BLVD	LYNGATE DR	2D	D	7,914	392	C
MORNINGSIDE BLVD	WESTMORELAND BLVD	PORT ST LUCIE BLVD	2D	D	6,419	318	C
N KINGS HWY	KINGS HWY	NORTH BLVD	2U	D	4,231	213	C
NEBRASKA AVE	25TH ST	13TH ST	4D	D	1,847	93	C
NEWELL RD	SHINN RD	MCCARTY RD	4D	D	519	26	C
NEWELL RD	MCCARTY RD	ARTERIAL A	4D	D	223	11	C
NORTH BLVD	N KINGS HWY	EMERSON AVE	2U	D	1,321	67	C
N-S ROAD A	CROSSTOWN PKWY	TRADITION PKWY	4D	C	10,878	548	C
N-S ROAD A	TRADITION PKWY	STONY CREEK WAY	4D	C	1,611	112	C
N-S ROAD A	STONY CREEK WAY	DISCOVERY WAY	4D	C	2,736	112	C
N-S ROAD A	OPEN VIEW (WEST)	PAAR (WEST)	4D	C	892	45	C
N-S ROAD A	DISCOVERY WAY	OPEN VIEW (WEST)	4D	C	2,228	112	C
N-S ROAD A	PAAR (WEST)	BECKER RD	4D	C	2,898	146	C
N-S ROAD B	BECKER RD	PAAR DR (WEST)	4D	D	1,209	61	C
N-S ROAD B	PAAR DR (WEST)	OPEN VIEW (WEST)	4D	D	2,734	138	C
N-S ROAD B	OPEN VIEW (WEST)	E-W ROAD 2	4D	D	535	27	C
N-S ROAD B	E-W ROAD 2	DISCOVERY WAY	4D	D	860	43	C
OAKRIDGE DR	MOUNTWELL ST	OAKLYN ST	2U	D	10,043	497	D
OHIO AVE	SUNRISE BLVD	COLONIAL RD	2U	D	2,675	79	C
OHIO AVE	COLONIAL RD	US 1	2U	D	1,575	79	C
OKEECHOBEE RD	GEORGIA AVE	DELAWARE AVE	4D	E	14,155	713	D
OKEECHOBEE RD	25TH ST	GEORGIA AVE	4D	E	15,357	774	D
OKEECHOBEE RD	33RD ST	25TH ST	4D	E	16,739	844	D

OKEECHOBEE RD	IDEAL HOLDING RD	HEADER CANAL RD	4D	C	9,249	458	B
OKEECHOBEE RD	HEADER CANAL RD	MIDWAY RD	4D	C	9,876	489	B
OKEECHOBEE RD	MCCARTY RD	FLORIDAS TURNPIKE	4D	D	9,288	460	B
OKEECHOBEE RD	MIDWAY RD	SHINN RD	4D	D	4,448	220	B
OKEECHOBEE RD	FLORIDAS TURNPIKE	KINGS HWY	4D	D	11,094	549	B
OKEECHOBEE RD	CROSSROADS PKWY	I-95	8D	D	33,326	1680	C
OKEECHOBEE RD	VIRGINIA AVE	HARTMAN RD	4D	E	27,206	1371	D
OKEECHOBEE RD	I-95	JENKINS RD	8D	D	62,649	3158	C
OKEECHOBEE RD	35TH ST	33RD ST	4D	E	17,616	888	D
OKEECHOBEE RD	HARTMAN RD	35TH ST	4D	E	13,334	888	D
OKEECHOBEE RD	JENKINS RD	MCNEIL RD	8D	D	53,820	2713	C
OKEECHOBEE RD	MCNEIL RD	VIRGINIA AVE	6D	D	52,715	2657	C
OKEECHOBEE RD	OKEECHOBEE C.L.	BLUEFIELD RD	4D	C	6,596	345	B
OKEECHOBEE RD	BLUEFIELD RD	CARLTON RD	4D	C	6,698	350	B
OKEECHOBEE RD	CARLTON RD	SNEED RD	4D	C	7,349	364	B
OKEECHOBEE RD	SHINN RD	MCCARTY RD	4D	D	6,603	327	B
OKEECHOBEE RD	KINGS HWY	CROSSROADS PKWY	8D	D	26,436	1332	C
OKEECHOBEE RD	SNEED RD	IDEAL HOLDING RD	4D	C	8,757	433	B
OLD DIXIE HWY	SR A1A NORTH	ST LUCIE BLVD	2U	D	159	8	C
OLD DIXIE HWY	US 1	SR A1A NORTH	2U	D	6,694	337	C
OLD DIXIE HWY	INDRIO RD	INDIAN RIVER C.L.	2U	D	1,910	95	B
OLD DIXIE HWY	ST LUCIE BLVD	INDRIO RD	2U	D	182	9	C
OLEANDER AVE	BEACH AVE	KITTERMAN RD	2U	D	1,758	89	C
OLEANDER AVE	VIRGINIA AVE	SUNRISE BLVD	2U	E	5,252	265	C
OLEANDER AVE	BELL AVE	FARMERS MARKET RD	2U	E	7,681	430	D
OLEANDER AVE	FARMERS MARKET RD	EDWARDS RD	2U	E	8,540	430	D
OLEANDER AVE	EDWARDS RD	WISTERIA AVE	2U	E	9,543	481	D
OLEANDER AVE	GARDENIA AVE	VIRGINIA AVE	2U	E	10,837	546	D
OLEANDER AVE	KITTERMAN RD	MIDWAY RD	2U	E	5,551	280	C

OLEANDER AVE	MIDWAY RD	WEATHERBEE RD	2U	E	7,843	395	D
OLEANDER AVE	WEATHERBEE RD	BELL AVE	2U	E	7,765	430	D
OLEANDER AVE	WISTERIA AVE	GARDENIA AVE	2U	E	9,482	546	D
OPEN VIEW DR (WEST)	VILLAGE PKWY	COMMUNITY BLVD	4D	D	2,127	107	C
OPEN VIEW DR (WEST)	COMMUNITY BLVD	N-S ROAD B	4D	D	7,726	389	C
OPEN VIEW DR (WEST)	N-S ROAD B	N-S ROAD A	4D	D	3,980	69	C
OPEN VIEW DR (WEST)	N-S ROAD A	RANGE LINE RD	4D	D	1,371	69	C
ORANGE AVE	JENKINS RD	HARTMAN RD	4D	D	20,775	1047	C
ORANGE AVE	HARTMAN RD	ANGLE RD	4D	D	20,369	1027	C
ORANGE AVE	CAMPBELL RD	KINGS HWY	2U	E	11,329	561	C
ORANGE AVE	7TH ST	US 1	2U	D	3,504	177	C
ORANGE AVE	ANGLE RD	25TH ST	4D	D	16,546	834	D
ORANGE AVE	KINGS HWY	I-95	4D	D	31,554	1590	C
ORANGE AVE	I-95	JENKINS RD	4D	D	20,522	1034	C
ORANGE AVE	HEADER CANAL RD	SHINN RD	2U	E	4,015	199	B
ORANGE AVE	SNEED RD	HEADER CANAL RD	2U	E	3,724	195	B
ORANGE AVE	OKEECHOBEE C.L.	SNEED RD	2U	E	4,478	234	B
ORANGE AVE	2ND ST	INDIAN RIVER DR	2U	D	1,232	62	C
ORANGE AVE	US 1	2ND ST	2U	D	3,607	182	C
ORANGE AVE	25TH ST	17TH ST	4D	D	12,406	625	D
ORANGE AVE	17TH ST	13TH ST	4D	D	15,535	783	D
ORANGE AVE	13TH ST	10TH ST	2U	D	8,951	451	C
ORANGE AVE	10TH ST	7TH ST	2U	D	6,648	335	C
ORANGE AVE	SHINN RD	CAMPBELL RD	2U	E	5,734	284	B
PAAR DR	ROSSER BLVD	SAVONA BLVD	2U	D	5,142	255	C
PAAR DR	SAVONA BLVD	PORT ST LUCIE BLVD	2U	D	9,284	460	C
PAAR DR	PORT ST LUCIE BLVD	DARWIN BLVD	2U	D	4,714	233	C
PAAR DR	DARWIN BLVD	TULIP BLVD	2U	D	1,974	99	C
PAAR DR (WEST)	VILLAGE PKWY	COMMUNITY BLVD	4D	D	1,329	67	C
PAAR DR (WEST)	COMMUNITY BLVD	N-S ROAD B	4D	D	3,372	170	C
PAAR DR (WEST)	N-S ROAD B	N-S ROAD A	4D	D	580	54	C
PAAR DR (WEST)	N-S ROAD A	RANGE LINE RD	4D	D	1,073	54	C
PEACHTREE BLVD	SELVITZ RD	ST JAMES DR	2U	D	6,268	310	C
PEACOCK BLVD	CALIFORNIA BLVD	CASHMERE BLVD	2U	D	4,369	216	C
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	2U	D	12,048	596	C

PEACOCK BLVD	ST LUCIE WEST BLVD	UNIVERSITY BLVD	4D	D	22,364	1127	C
PETERSON RD	BENT CREEK DR	HARTMAN RD	2U	D	5,850	295	D
PICOS RD	CAMPBELL RD	KINGS HWY	2U	D	420	21	C
PORT ST LUCIE BLVD	DEL RIO BLVD	CAMEO BLVD	6D	E	63,062	3178	F
PORT ST LUCIE BLVD	GATLIN BLVD	DEL RIO BLVD	6D	E	61,357	3092	F
PORT ST LUCIE BLVD	MORNINGSIDE BLVD	US 1	6D	D	53,114	2677	C
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	6D	D	50,148	2527	C
PORT ST LUCIE BLVD	FLORESTA DR	VETERANS MEMORIAL PKWY	6D	D	71,764	3617	C
PORT ST LUCIE BLVD	DARWIN BLVD	GATLIN BLVD	4D	E	47,279	2383	C
PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	4D	E	26,951	1572	C
PORT ST LUCIE BLVD	FLORIDAS TURNPIKE	BAYSHORE BLVD	6D	D	66,592	3356	C
PORT ST LUCIE BLVD	BAYSHORE BLVD	AIROSO BLVD	6D	D	55,875	2816	C
PORT ST LUCIE BLVD	AIROSO BLVD	FLORESTA DR	6D	D	59,065	2977	C
PORT ST LUCIE BLVD	MARTIN C.L.	BECKER RD	2U	E	13,760	681	C
PORT ST LUCIE BLVD	BECKER RD	PAAR DR	4D	E	21,346	1076	C
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	4D	E	31,189	1572	C
PORT ST LUCIE BLVD	CAMEO BLVD	FLORIDAS TURNPIKE	6D	E	66,478	3350	F
PRIMA VISTA BLVD	BAYSHORE BLVD	AIROSO BLVD	4D	E	25,103	1265	C
PRIMA VISTA BLVD	RIO MAR DR	US 1	4D	E	19,238	970	C
PRIMA VISTA BLVD	AIROSO BLVD	FLORESTA DR	4D	E	29,398	1482	C
PRIMA VISTA BLVD	NARANJA AVE	RIO MAR DR	4D	E	30,424	1533	C
PRIMA VISTA BLVD	FLORESTA DR	NARANJA AVE	4D	E	31,041	1564	C
PRIMA VISTA BLVD	US 1	LENNARD RD	4D	E	3,711	187	C
RANGE LINE RD	MARTIN C.L.	BECKER RD	2U	E	8,284	410	C
RANGE LINE RD	BECKER RD	2 MI S OF GLADES CUT-OFF RD	2U	E	10,372	513	C
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD	GLADES CUT-OFF RD	2U	E	11,916	590	C
RANGE LINE RD	GLADES CUT-OFF RD	CANAL-24	4D	D	547	28	C
RANGE LINE RD	CANAL-24	MIDWAY RD	4D	D	545	27	C

RESERVE BLVD	COMMERCE CTR DR	W OF I-95	4D	D	23,250	1172	D
RIO MAR DR	BEACH AVE	US 1	2U	D	10,396	524	D
RIO MAR DR	PRIMA VISTA BLVD	BEACH AVE	2U	D	11,098	559	D
ROSSER BLVD	PAAR DR	ANDALUSIA RD	2U	D	5,508	273	C
ROSSER BLVD	ANDALUSIA RD	GATLIN BLVD	4D	D	12,268	618	C
SAEGER AVE	CITRUS AVE	US 1	2U	D	542	27	C
SAVAGE BLVD	GATLIN BLVD	GALIANO RD	2U	D	4,524	224	C
SAVANNAH RD	US 1	INDIAN RIVER DR	2U	D	4,656	235	C
SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	2U	E	14,622	737	E
SAVONA BLVD	PAAR DR	GATLIN BLVD	2U	E	9,923	500	D
SAVONA BLVD	BECKER RD	PAAR DR	2U	E	12,776	644	D
SELVITZ RD	GLADES CUT-OFF RD	EDWARDS RD	2U	E	15,653	789	F
SELVITZ RD	BAYSHORE BLVD	ST JAMES BLVD	2U	E	9,397	474	D
SELVITZ RD	MIDWAY RD	GLADES CUT-OFF RD	2U	E	9,865	488	C
SELVITZ RD	ST JAMES BLVD	MIDWAY RD	2U	E	10,637	536	D
SHINN RD	OKEECHOBEE RD	ORANGE AVE	2U	D	2,116	105	B
SHINN RD	MIDWAY RD	OKEECHOBEE RD	2U	D	3,633	180	B
SHINN RD	MIDWAY RD	WILLIAMS RD	4D	D	1,056	54	C
SHINN RD	E-W ROAD 6	GLADES CUT-OFF RD	4D	D	1,044	54	C
SHINN RD	WILLIAMS RD	E-W ROAD 6	4D	D	1,023	52	C
SNEED RD	OKEECHOBEE RD	ORANGE AVE	2U	D	1,546	81	B
SOUTHBEND BLVD	BECKER RD	FLORESTA DR	2U	E	11,475	578	D
SR A1A NORTH	SHOREWINDS DR	INDIAN RIVER C.L.	2U	D	6,495	322	B
SR A1A NORTH	OLD DIXIE HWY	N HWY A1A	2U	D	13,806	683	C
SR A1A NORTH	US 1	OLD DIXIE HWY	2U	D	9,252	458	C
SR A1A SOUTH	BLUE HERON BLVD	SEAWAY DR	2U	D	11,448	567	C
SR A1A SOUTH	MARTIN C.L.	NETTLES ISLAND	2U	D	14,323	709	C
SR A1A SOUTH	NETTLES ISLAND	FPL PLANT	2U	D	7,582	375	B
SR A1A SOUTH	INDIAN RIVER DR	US 1	4D	D	14,376	725	D
SR A1A SOUTH	FPL PLANT	BLUE HERON BLVD	2U	D	4,331	214	B
SR A1A SOUTH	OCEAN DR	BINNEY DR	2U	D	14,542	733	F
SR A1A SOUTH	SOUTH CAUSEWAY PARK	INDIAN RIVER DR	4U	D	17,654	890	D
SR A1A SOUTH	BINNEY DR	SOUTH CAUSEWAY PARK	2U	D	17,654	890	F
ST JAMES BLVD	SELVITZ RD	ST JAMES DR	2U	D	5,248	264	C
ST JAMES DR	TELFORD AVE	MIDWAY RD	4D	E	18,486	932	C

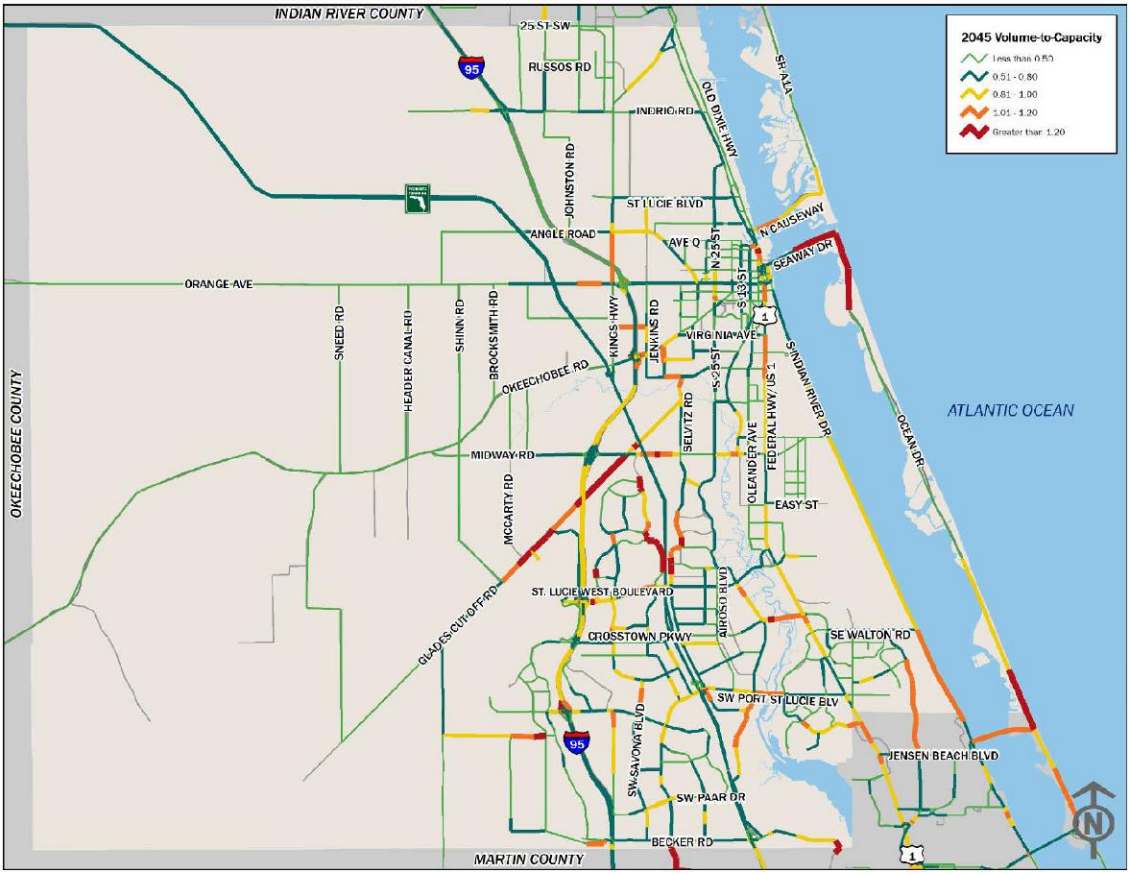
ST JAMES DR	AIROSO BLVD	ST JAMES BLVD	4D	E	18,110	913	C
ST JAMES DR	ST JAMES BLVD	PEACHTREE BLVD	4D	E	21,365	1077	C
ST JAMES DR	PEACHTREE BLVD	TELFORD AVE	4D	E	16,497	932	C
ST LUCIE BLVD	KINGS HWY	KEEN RD	2U	E	5,671	281	C
ST LUCIE BLVD	KEEN RD	25TH ST	2U	E	4,826	239	C
ST LUCIE BLVD	SENECA AVE	US 1	2U	D	3,360	169	C
ST LUCIE BLVD	25TH ST	SENECA AVE	2U	D	5,217	263	C
ST LUCIE BLVD	US 1	OLD DIXIE HWY	2U	D	145	7	C
ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD	6D	E	52,465	2644	C
ST LUCIE WEST BLVD	E OF I-95	CALIFORNIA BLVD	6D	E	55,599	2802	D
ST LUCIE WEST BLVD	COUNTRY CLUB DR	CASHMERE BLVD	6D	E	40,013	2017	C
ST LUCIE WEST BLVD	CALIFORNIA BLVD	COUNTRY CLUB DR	6D	E	37,450	1887	C
ST LUCIE WEST BLVD	W OF I-95	E OF I-95	4D	E	49,959	2518	F
STONY CREEK WAY	RANGE LINE RD	N-S ROAD A	4D	D	4,588	231	C
STONY CREEK WAY	N-S ROAD A	TRADITION PKWY	4D	D	5,712	288	C
SUNRISE BLVD	VIRGINIA AVE	OLEANDER AVE	2U	D	4,643	234	C
SUNRISE BLVD	BELL AVE	EDWARDS RD	2U	D	4,102	207	C
SUNRISE BLVD	EDWARDS RD	CORTEZ BLVD	2U	D	2,342	118	C
SUNRISE BLVD	MIDWAY RD	BELL AVE	2U	D	2,793	141	C
SUNRISE BLVD	OLEANDER AVE	7TH ST	2D	E	7,420	374	C
SUNRISE BLVD	CORTEZ BLVD	VIRGINIA AVE	2U	D	3,543	179	C
SUNRISE BLVD	7TH ST	US 1	2D	E	2,703	136	C
TAYLOR DAIRY RD	ANGLE RD	ST LUCIE BLVD	2U	E	704	35	C
THORNHILL DR	BAYSHORE BLVD	FLORESTA DR	2U	D	11,117	550	C
TIFFANY AVE	HILLMOOR DR	VILLAGE GREEN DR	4D	D	7,904	391	C
TIFFANY AVE	VILLAGE GREEN DR	LENNARD RD	4D	D	7,763	391	C
TIFFANY AVE	US 1	HILLMOOR DR	4D	D	10,467	528	C
TORINO PKWY	VOLUCIA DR	CALIFORNIA BLVD	2U	E	4,908	243	C
TORINO PKWY	CALIFORNIA BLVD	EAST TORINO PKWY	2U	D	3,510	174	C
TORINO PKWY	CASHMERE BLVD	VOLUCIA DR	2U	E	6,888	341	C
TRADITION PKWY	STONY CREEK WAY	COMMUNITY BLVD	4D	E	20,030	1200	D
TRADITION PKWY	VILLAGE PKWY	W OF I-95	6D	E	64,165	3234	C
TRADITION PKWY	COMMUNITY BLVD	VILLAGE PKWY	4D	E	23,815	1200	D

TRADITION PKWY	N-S ROAD A	STONY CREEK WAY	4D	E	13,030	657	D
TRADITION PKWY	RANGE LINE RD	N-S ROAD A	4D	E	5,886	657	D
TULIP BLVD	DARWIN BLVD	PORT ST LUCIE BLVD	2U	D	4,474	225	C
TULIP BLVD	PORT ST LUCIE BLVD	PAAR DR	2U	D	7,380	372	D
TULIP BLVD	PAAR DR	DARWIN BLVD	2U	D	2,974	150	D
US 1	AVENUE H	OLD DIXIE HWY	4D	D	29,115	1525	C
US 1	EASY ST	MIDWAY RD	6D	D	41,435	2088	C
US 1	TIFFANY AVE	WALTON RD	6D	D	52,214	2632	C
US 1	KINGS HWY	INDIAN RIVER C.L.	4D	D	38,035	1917	C
US 1	INDRIO RD	KINGS HWY	4D	D	27,485	1385	C
US 1	25TH ST	INDRIO RD	4D	D	35,694	1799	C
US 1	ST LUCIE BLVD	25TH ST	4D	D	25,654	1293	C
US 1	SR A1A NORTH	JUANITA AVE	4D	D	31,818	1354	C
US 1	JUANITA AVE	ST LUCIE BLVD	4D	D	26,872	1354	C
US 1	AVENUE D	SR A1A SOUTH	4D	D	13,269	669	C
US 1	ORANGE AVE	AVENUE A	4D	D	13,256	668	C
US 1	DELAWARE AVE	CITRUS AVE	4D	D	17,982	906	D
US 1	CITRUS AVE	ORANGE AVE	4D	D	14,314	721	D
US 1	GEORGIA AVE	DELAWARE AVE	4D	D	17,696	892	D
US 1	GARDENIA AVE	VIRGINIA AVE	4D	D	35,758	1802	C
US 1	EDWARDS RD	SAVANNAH RD	4D	D	34,503	1739	C
US 1	FARMERS MARKET RD	EDWARDS RD	4D	D	35,514	1790	C
US 1	MIDWAY RD	WEATHERBEE RD	4D	D	33,034	1665	C
US 1	WEATHERBEE RD	FARMERS MARKET RD	4D	D	35,011	1765	C
US 1	PRIMA VISTA BLVD	RIO MAR DR	6D	D	41,008	2067	C
US 1	RIO MAR DR	KITTERMAN RD	6D	D	48,407	2440	C
US 1	JENNINGS RD	TIFFANY AVE	6D	D	49,265	2483	C
US 1	PORT ST LUCIE BLVD	JENNINGS RD	6D	D	47,050	2371	C
US 1	LENNARD RD	PORT ST LUCIE BLVD	8D	D	73,784	3719	C
US 1	MARTIN C.L.	LENNARD RD	8D	D	79,851	4024	C
US 1	OLD DIXIE HWY	AVENUE O	4D	D	23,284	1525	C
US 1	AVENUE O	SR A1A NORTH	4D	D	30,251	1525	C
US 1	AE BACKUS AVE	AVENUE D	4D	D	14,175	714	C
US 1	AVENUE A	AE BACKUS AVE	4D	D	13,369	674	C
US 1	KITTERMAN RD	S OF SAEGER AVE	6D	D	46,252	2318	C

US 1	S OF SAEGER AVE	EASY ST	6D	D	45,991	2318	C
US 1	OHIO AVE	GEORGIA AVE	4D	D	17,170	865	D
US 1	VIRGINIA AVE	OHIO AVE	4D	D	16,573	835	C
US 1	WALTON RD	VILLAGE GREEN DR	6D	D	60,106	3029	C
US 1	VILLAGE GREEN DR	SPANISH LAKES BLVD	6D	D	50,099	2525	C
US 1	SPANISH LAKES BLVD	PRIMA VISTA BLVD	6D	D	49,632	2501	C
US 1	SAVANNAH RD	GARDENIA AVE	4D	D	35,929	1811	C
US 1	SR A1A SOUTH	AVENUE H	4D	D	24,747	1247	C
VETERANS MEMORIAL PKWY	LYNGATE DR	US 1	4D	E	7,552	381	C
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD	LYNGATE DR	4D	E	11,970	603	C
VILLAGE GREEN DR	US 1	WALTON RD	4D	D	16,443	829	C
VILLAGE GREEN DR	WALTON RD	TIFFANY AVE	2U	D	5,325	264	C
VILLAGE PKWY	OPEN VIEW (WEST)	DISCOVERY WAY	4D	E	20,046	1010	D
VILLAGE PKWY	TRADITION PKWY	WESTCLIFFE LN	4D	E	10,879	548	C
VILLAGE PKWY	WESTCLIFFE LN	CROSSROADS PKWY	4D	E	7,441	375	C
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY	6D	E	35,532	1791	D
VILLAGE PKWY	BECKER RD	PAAR (WEST)	4D	E	15,183	765	D
VILLAGE PKWY	PAAR (WEST)	OPEN VIEW (WEST)	4D	E	17,044	859	D
VIRGINIA AVE	SUNRISE BLVD	OLEANDER AVE	6D	D	32,653	1646	C
VIRGINIA AVE	25TH ST	13TH ST	6D	D	40,181	2025	C
VIRGINIA AVE	13TH ST	11TH ST	6D	D	39,341	1905	C
VIRGINIA AVE	11TH ST	SUNRISE BLVD	6D	D	37,807	1905	C
VIRGINIA AVE	OLEANDER AVE	COLONIAL RD	6D	D	23,424	1262	C
VIRGINIA AVE	COLONIAL RD	US 1	6D	D	25,047	1262	C
VIRGINIA AVE	HARTMAN RD	35TH ST	6D	D	37,249	1877	C
VIRGINIA AVE	35TH ST	25TH ST	6D	D	34,083	1718	C
VIRGINIA AVE	OKEECHOBEE RD	HARTMAN RD	6D	D	37,249	1877	C
VOLUCIA DR	TORINO PKWY	BLANTON BLVD	2U	D	5,469	276	C
WALTON RD	US 1	VILLAGE GREEN DR	4D	E	4,700	237	C
WALTON RD	VILLAGE GREEN DR	LENNARD RD	4D	E	13,152	663	C
WALTON RD	LENNARD RD	GREEN RIVER PKWY	2U	E	12,476	618	C
WALTON RD	GREEN RIVER PKWY	INDIAN RIVER DR	2U	E	9,594	475	C
WEATHERBEE RD	US 1	MIDWAY RD	2U	D	3,928	198	C
WEATHERBEE RD	OLEANDER AVE	US 1	2U	D	8,111	409	D

WESTCLIFFE LN	TREMONTE AVE	VILLAGE PKWY	4D	D	3,928	198	C
WESTMORELAND BLVD	MORNINGSIDE BLVD	PORT ST LUCIE BLVD	2D	D	10,894	539	C
WESTMORELAND BLVD	MARTIN C.L.	MORNINGSIDE BLVD	2D	D	12,739	631	C
WHITMORE DR	BAYSHORE BLVD	AIROSO BLVD	2U	D	4,384	217	
WILLIAMS EXT	ARTERIAL A	GLADES CUTOFF RD	4D	D	10	1	C
WILLIAMS EXT	MCCARTY RD	ARTERIAL A	4D	D	298	1	C
WINTER GARDEN PKWY	KINGS HWY	FT PIERCE BLVD	2U	D	3,488	176	C

The SmartMoves 2045 LRTP included a volume-to-capacity (V/C) ratios examination to identify roadway deficiencies resulting from the growth in travel demand model projections over the 25-year period. V/C ratios greater than 0.9 were considered to be deficient and V/C ratios above 1.0 indicate congested conditions and delays. Deficient roadways are candidates for potential roadway improvements or indicators that parallel network improvements are essential. The level of service (LOS) D was utilized when estimating the V /C ratio. The following figure from the SmartMoves 2045 LRTP illustrates the 2045 traffic demand projections with the capacity of LOS D.



The Towns, Villages and Countryside (TVC) Area Traffic Study:
St. Lucie County has adopted the Towns, Villages and Countryside Element as well as the development review requirements for the TVC area. The TVC area starts from east of the Turnpike to west of Kings Highway in the northern part of the county. A long term transportation analysis prepared in 2006 evaluated the roadway capacities and identified the required improvements to support the transportation infrastructure to meet the needs of proposed land uses.

The traffic analysis showed that the roadways will be operating at an acceptable level of service with the land use changes and related roadway improvements in future conditions. The study used the Treasure Coast Regional Planning Model (TCRPM) which also accounted for internal capture. In the study, the future TCRPM travel demand model was revised and additional Traffic Analysis Zone (TAZ) socioeconomic data was included to reflect future 2030 and 2050 conditions. The following roadways within the TVC area were identified as deficient roadways in 2030 conditions without improvements:

- CR 603/ Johnston Road from 25th Street to SR 614/ Indrio Road
- SR 713/ Kings Highway from US-1 to Angle Road
- SR 614/ Indrio Road from I-95 to CR 603/ Johnston Road
- Immokolee Road from CR 607/ Emerson Avenue to SR 713/ Kings Highway
- SR 608/ St. Lucie Boulevard from SR 713/ Kings Highway to CR 611

To address the deficiencies in the Year 2030, two new flyovers at I-95 north and south of Indrio Road were identified. Other roadway improvements identified for the 2050 conditions are listed below:

- New Connector Road from Emerson Road to I-95
- New Connector Road from I-95 to Florida Turnpike
- New Interchange at I-95 and New Connector Road
- New Interchange at Florida Turnpike and New Connector Road

The future travel demand model was run with the above proposed roadway improvements for future analysis in the study area and it was illustrated that all the deficient roadways will be operating within capacity.

Transit:
The St. Lucie County Transit Development Plan ~~FY 2015-FY2024~~ 2020-2029 was ~~adopted in August 2014~~ completed and adopted in 2019. This was a major update of St. Lucie County's 10-Year Transit Development Plan (TDP), branded "Bus Plus", and was initiated by St. Lucie County and the St. Lucie Transportation Planning Organization (TPO). The Bus Plus plan represents the community's vision and goals for public transportation, resulting in an implementation plan for actions to be taken through 2029. ~~A variety of transit projects have been initiated since that time including:~~

The four goals established as part of the TDP process are listed below with their associated objectives and are consistent with the community's vision and priorities regarding transit in the County.

1. A high-quality transit service that provides a high level of service and convenience.
    - Increase the number of one-way, fixed-route passenger trips by an average of five percent annually.
    - Maintain service reliability and on-time performance.
    - Develop a system-wide performance monitoring program
    - Form partnerships with public and private entities to develop innovative services, technology programs, and pilot projects.
    - Improve accessibility to transit services and facilities.

2. A financially-efficient and affordable transit service.
    - Maintain cost efficiencies and financial stability.
    - Identify and evaluate additional opportunities to enhance revenues.
3. Widespread knowledge and awareness of the transit system through marketing and education efforts.
    - Achieve regional and local support of transit initiatives.
    - Implement a marketing plan.
4. Transit-supportive land use and policies.
    - Review/update local development codes to enhance the ability to fund and develop new transit options in growing areas.

~~1. Fort Pierce Intermodal Center and Port St. Lucie Community Center bus interconnection facilities;~~
~~2. Extended weekday and Saturday service fixed route operating hours;~~
~~3. Route 7 Lakewood Park bus route interconnection with Indian River County Go-Lines.~~
~~4. Two-year fare free pilot program eliminating the fare box for the county's fixed route and paratransit bus services;~~
~~5. Delivery of a supplementary demand response off-hours TD pilot program providing evening and early morning weekday and Saturday, and all-day Sunday service; and~~
~~6. A countywide bike share providing enhanced access to the fixed-route bus system.~~

~~New service development initiatives are planned for FY18-FY20 including:~~

~~1. Route One improved frequency to thirty-minutes;~~
~~2. New Ft. Pierce/Port St. Lucie north-south express service; and~~
~~3. Port St. Lucie Flex-Microtransit demonstration for the GDC area.~~

~~St. Lucie County Transit and the St. Lucie TPO are currently preparing a major update to the county Transit Development Plan (TDP) with a programmed summer, 2019 completion target. This TDP major update comes at an important crossroad for the county public transit system for the following reasons:~~

~~1. Demand for public transit service has grown significantly. County transit ridership has more than doubled since the last TDP major update dramatically exceeding county population growth for the same time period;~~
~~2. New technological and transit operating systems are being deployed nationwide, including smart mobile device trip reservation and vehicle routing systems, enabling public transit agencies to deliver improved cost-effective and comprehensive mobility strategies;~~
~~3. Electric and Autonomous transit vehicles are now entering the public transportation ecosystem;~~
~~4. Changing public mobility preferences shifting from private vehicle ownership to transportation services; and~~
~~5. Transit agencies are required to identify new revenue sources as the federal government seeks to decrease its share of financial support for public transit as transit agencies work to expand the types of mobility services they deliver.~~

Figure 2-6 shows the ~~concept transit network~~ Area Regional Transit (ART) overall system and Fort Pierce Freebee Service Area.

Figure 2-6~~Concept Transit Network~~ ART Overall System and Fort Pierce Freebee Service Area

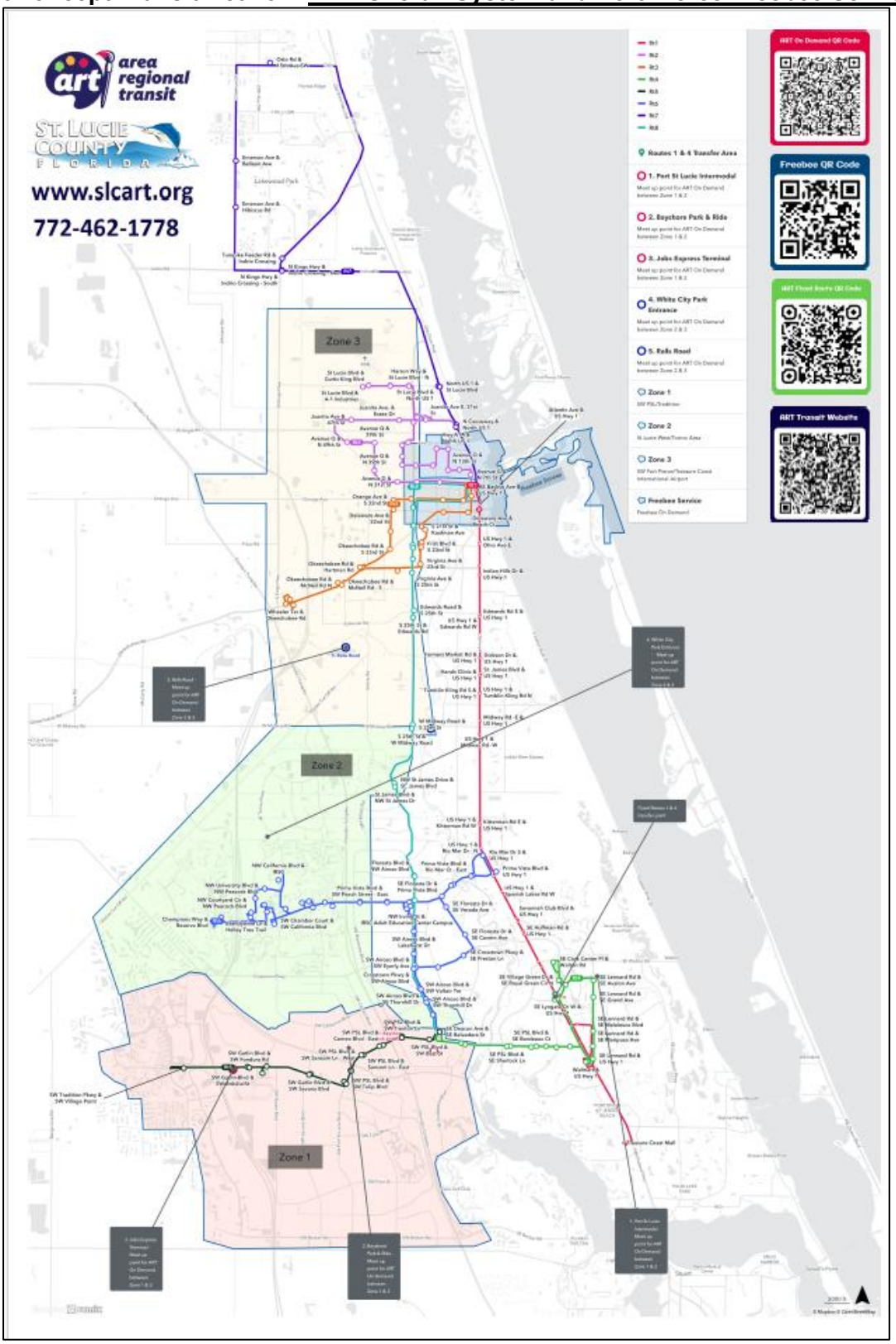
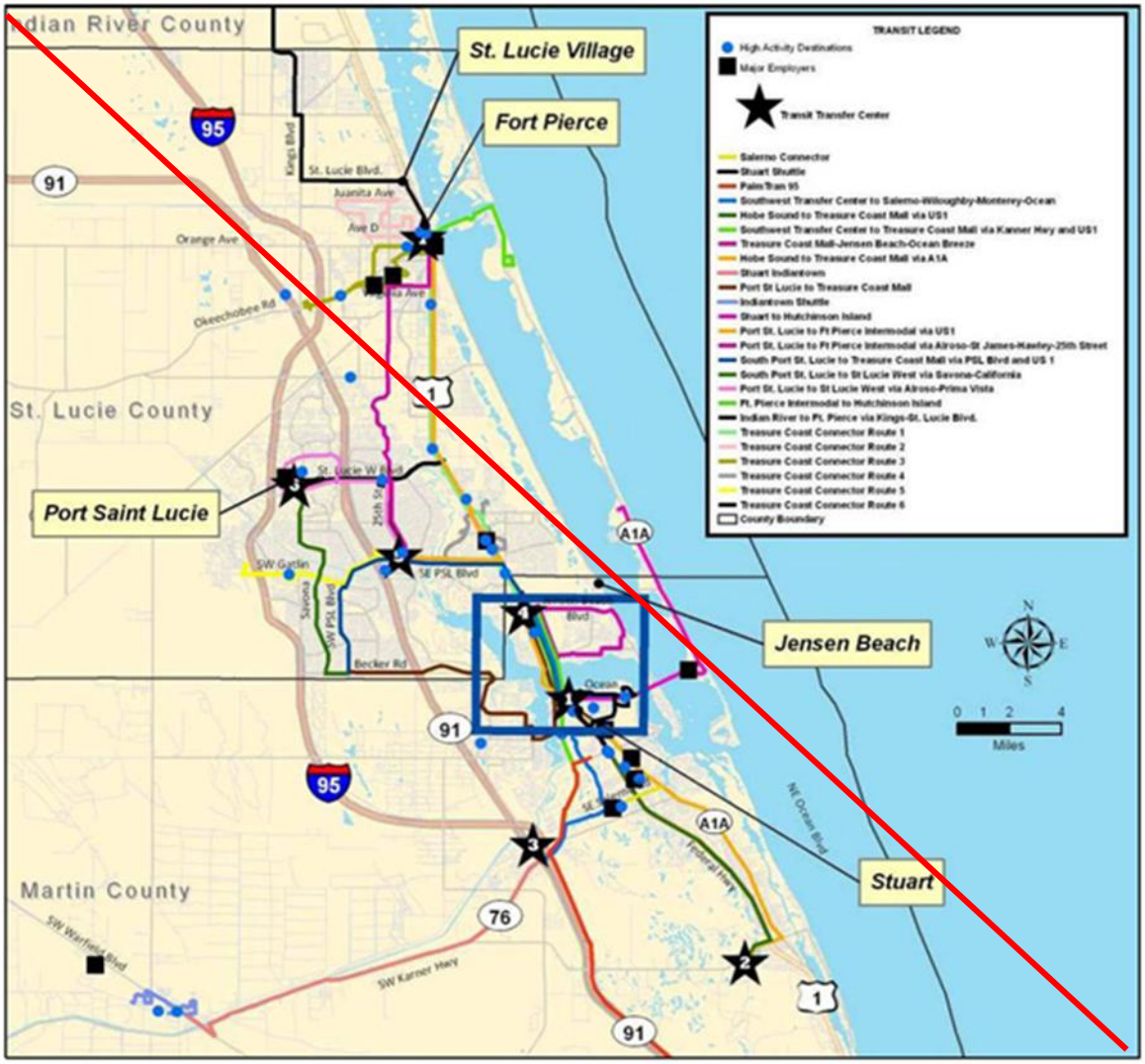


Figure 7 ART Overall System and Fort Pierce Freebee Service Area, St. Lucie County Planning & Development Services, 2025.



~~Source: FY 2015-FY 2024 Transit Development Plan Major update 2014~~

~~Transit Legen Number~~	~~Transit Center Name~~
~~1~~	~~Stuart Depot Center~~
~~2~~	~~Transit Transfer Center~~
~~3~~	~~Industrial Park Transit Station~~
~~4~~	~~Treasure Coast Mall Transit Station~~
~~5~~	~~Port St. Lucie Community Center Transfer Station~~
~~6~~	~~Saint Lucie West Transit Station~~
~~7~~	~~Fort Pierce Intermodal Transit Station~~

Paratransit Alternatives

In addition to the ~~alternatives relating to the expansion of the~~ fixed route services, ~~the TDP~~ Area Regional Transit (ART) also provides on-demand microtransit services and federally mandated complementary paratransit service to those eligible, as required by the Americans with Disabilities Act (ADA). Identified two alternatives for the paratransit services. ~~The two paratransit service alternatives are the "General Public Dial A Ride" and "Ride Request."~~

Advantage Ride

Funded by the State of Florida, Advantage Ride is a local and regional service that provides safe, reliable, and accessible services for individuals with intellectual or development disabilities. Those who are interested fill out a form that prompts staff to contact the individual to complete an applicant. Currently, those who qualify for the service can travel anywhere in Indian River, Martin, St. Lucie, or Okeechobee counties if the ride originates or ends in St. Lucie County.

Transportation Disadvantaged Paratransit

St. Lucie County is the designated CTC and is responsible for coordinating and/or providing transportation to individuals eligible under the Florida Transportation Disadvantaged (TD) program due to age, income, disability, or lack of access to other transportation options. TD service connects qualified individuals to medical, employment, educational, nutritional, or other life-sustaining trips.

Direct Connect

The Direct Connect program was developed in 2016 to help fixed-route and paratransit riders get to and from jobs, college classes, or medical appointments when fixed-route and paratransit services are not available, such as in early mornings, evenings, and weekends. To qualify for Direct Connect service, applicants must first be TD as defined in the Transportation Disadvantaged Service Plan and be 18 years or older.

~~General Public Dial A Ride~~

~~This alternative would devote all resources to providing door to door services to anyone who requests a ride. The advantage of this alternative is that it targets those individuals who want to use the transit system. The main disadvantage is that it is significantly more expensive that a fixed route cost per passenger trip. Additionally, since no trip request can be denied, the associated cost could be difficult to control as demand increases.~~

~~Ride Request~~

~~This alternative allows the public to request a ride to a local van stationed in a specific geographical zone. The customer can request a trip to a destination within the zone or a trip to a connecting point with a regional fixed route. The van operator can then negotiate a pickup and drop off time with the customer based on demand. The advantage of this alternative is that it can extend transit services into areas where there is not a fixed bus route, and it can bring in more customers to the regional transit network. The disadvantage of this alternative is that similarly to the "General Public Dial A Ride" alternative, this service can be expensive.~~

COMPREHENSIVE PLAN

EAR-Based Amendments

May 2026

~~**JUNE 2018**~~

CHAPTER 3

HOUSING ELEMENT

DATA, INVENTORY AND ANALYSIS

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

HOUSING ELEMENT

DATA INVENTORY AND ANALYSIS

Purpose

Florida's growth management statues require the inclusion of a housing element as part of a local government's comprehensive plan. The purpose of this element, as set forth in Section 163.3177(6)(f),~~Local governments are required to prepare and adopt a Housing Element consistent with the provisions of Chapter 163, Part III of the~~ Florida Statutes (F.S.),. ~~The purpose of the Housing Element~~ is to provide principles, guidelines, standards, and strategies to address issues as the following.

- Providing for housing for all current and anticipated future residents
- Providing for adequate sites for future housing, including affordable workforce housing
- Creating and preserving affordable housing
- Eliminating substandard housing conditions
- Increase supply and diversity of housing units (distribution of housing for a range of incomes and types, including mobile and manufactured homes)
- Improve housing affordability

~~guidance for development of appropriate plans and policies to meet identified or projected deficits in the supply of housing for moderate income, low income and very low income households, group homes, foster care facilities, and households with special housing needs, including rural and farmworker housing~~. These plans and policies address government activities, as well as provide direction and assistance to the efforts of the private sector.

~~To that end, this~~ This E~~e~~lement presents an overview of the existing and projected future conditions pertinent to the preparation of the housing goals, objectives and policies for the County's Comprehensive Plan. The best available data for unincorporated St. Lucie County was obtained from the U.S. Census Bureau, and the Florida Housing Data Clearinghouse (FHDC), maintained by the Shimberg Center for Housing Studies. Where appropriate, ~~these~~ this data ~~were~~ was supplemented by research into additional sources and local knowledge.

Population

The County Comprehensive Plan must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year and 20-year planning period**.** The current total population estimate for St. Lucie County is 385,746, with 80,340 within the unincorporated county and distributed between the municipalities as follows:

Table 3-1 Population Estimates

Places	Population Estimate April 1, 2024	Population Change 2020- 2024	Census County April 1, 2020
St. Lucie County	385,746	56,520	329,226
Fort Pierce	50,823	3,526	47,297
Port St. Lucie	253,959	49,108	204,851
St. Lucie Village	624	11	613
Unincorporated	80,340	3,875	76,465

Source: 2024 Bureau of Economic and Business Research Florida Estimates of Population 2024

By 2035, the St. Lucie County population is projected to grow from 385,746 (4/1/2024) to 456,800 (2035). This equates to a change in population of 71,054 over 11 years or an 18.4% increase. In 2045, the County's population is projected to be 508,800 which would be a 123,054 or 31.9% increase since 2024.

Table 3-2 Population Projections 2024-2050

Place	2024**	2025	2030	2035	2040	2045	2050
St. Lucie County	385,746	385,400	423,900	456,800	484,200	508,800	530,700
St. Lucie-Unincorporated*	80,340	78,755	80,459	81,432	81,740	81,285	80,592

Source: 2023 Bureau of Economic and Business Research Population Projections. (medium projections)
**2024 Bureau of Economic and Business Research - Florida Estimates of Population 2024 - April 1, 2024, Population Estimate,

Based upon the existing vacant land inventory in the Future Land Use Element Data and Analysis 178,195 people can be accomodated by future development over and above the existing population based on current future land use designations with 2.53 average household size based on the April 1, 2024 BEBR number of households and average household size in Florida.

St. Lucie County Housing Overview

~~In the years since the end of the Great Recession, St. Lucie County made great strides in the provision of new housing, increasing the number of dwelling units by more than 23 percent since 2009, according to information obtained from the Shimberg Center's FHDC. The diversity of housing types has expanded as well, with the share of multifamily housing increasing by 3.75 percent – in particular, multifamily buildings containing between 5 and 9 units, and those with 20 or more units.~~

When considering population in a region, analysis can determine what type of housing will be more likey needed in a 10-year and 20-year planning horizon. Table 3-3 shows St. Lucie County has 35% of its population between the ages of 25 to 54 years old. Within this demographic 25 to 35 years old are typically first time home buyers and they represent 11% of the County's population. They are looking for affordability and purchase smaller properties that are considered starter homes. The population aged 45 to 54 years old typically are looking to upgrade their housing and want bigger property and can afford a larger property. 21.9% of the County's population are aged 65 to 74 years old. This demographic tends to downsize their property as they are retiring and do not need or want to maintain a larger property. Looking at the data, it is understood that the county will need to diversify its housing options.

Table 3-3 Age Cohort Percentages of County Population

Age of County Population	St. Lucie County % of Population	Unincorporated St. Lucie % of Population
Under 5 Years	4.91%	2.90%
5 to 9 Years	4.98%	3.32%
10 to 14 Years	6.17%	4.48%
15 to 19 Years	5.58%	3.36%
20 to 24 Years	5.20%	4.33%
25 to 34 Years	11.43%	8.44%
35 to 44 Years	11.26%	8.16%
45 to 54 Years	11.98%	9.83%
55 to 59 Years	7.00%	7.41%
60 to 64 Years	7.07%	10.05%
65 to 74 Years	13.32%	19.81%
75 to 84 Years	8.60%	13.60%
85 Years and Over	2.43%	4.31%

Source: U.S. Census ACS 2022 5-Year Estimate DP05

Table 3-4 shows that the majority (70%) of the housing in St. Lucie County is detached single family residences.

Table 3-4 Types of Housing Units in St Lucie County

Units in Structure	St. Lucie County	% of Housing
1-Unit, Detached	105,617	70.40%
1-Unit, Attached	4,471	2.98%
2 Units	3,322	2.21%
3 or 4 Units	5,101	3.40%
5 to 9 Units	4,771	3.18%
10 to 19 Units	5,143	3.43%
20 or More Units	11,023	7.35%
Mobile Home	10,475	6.98%
Boat, RV, Van, Etc.	131	0.09%
Total Housing Units	**150,054**	**100%**

Source: Census ACS 2022 5-Year Estimate DP04

In 2022, St. Lucie County and the Cities of Fort Pierce and Port St. Lucie partnered to conduct a Housing Needs Assessment to develop a full understanding of the dynamics of the local and regional housing market and to develop a flexible long-term community housing plan with specific goals and objectives to address identified local and regional housing needs. In June 2024, the Board of County Commissioners accepted the Final Housing Needs Assessment and Implementation Plan, prepared by the consulting firm Thomas P. Miller and Associates (TPMA). The TPMA Housing Needs Assessment and Implementation Plan report is incorporated herein as referenced.

The three goals and top-level strategies identified in the plan are the following:

Goal 1: Regional governments have appropriate capacity, coordination, and resources to support housing initiatives

- Strategy 1.1: Ensure collaborative environment across jurisdictions throughout the county
- Strategy 1.2: Review the capacity of existing housing staff and departments to manage

and grow housing services and strategies
- Strategy 1.3: Commit resources to housing services and strategies
- Strategy 1.4: Advocate for changes to state-level housing strategies

Goal 2: Increased supply and diversity of housing units
- Strategy 2.1: Utilize overlay districts to incentivize targeted types of residential development
- Strategy 2.2: Prioritize middle- and high-density development
- Strategy 2.3: Expand permissions for smaller housing types
- Strategy 2.4: Activate small-scale developers
- Strategy 2.5: Increase supply of rental opportunities

Goal 3: Improved Housing Affordability
- Strategy 3.1: Implement Inclusionary Zoning
- Strategy 3.2: Promote public-private partnerships to provide workforce housing
- Strategy 3.3: Maintain existing affordable housing

This report notes that "St. Lucie County, Fort Pierce, and Port St. Lucie are experiencing dramatic growth, driving up demand for housing in the area. Port St. Lucie, the largest population center in the county, showed 4.13% year-over-year growth in 2022, its fourth consecutive year over 3% YoY growth."

"Since 2010, St. Lucie County's senior population has grown by nearly 25,000, from just over 55,000 to almost 80,000. Moreover, seniors represent a larger share of the total population. In 2022, seniors accounted for 23% of the total population. By 2050, this is expected to have grown to 27%. Likely, this will present specific needs for the County's housing stock moving forward…"

"A diverse housing mix is vital for the health and sustainability of a local economy. Whether a region is suburban or rural, affluent or low-income, a housing supply that meets a variety of needs for residents and workforce creates stability for the businesses and services that support the community. The housing life cycle is broken down into 6 stages, which provides a community and its residents the flexibility and mobility necessary to meet the needs of residents with varying incomes, lifestyles, and needs." This is depicted in below in Figure 1, from the Housing Life Cycle, in the Final Housing Needs Assessment and Implementation Plan.

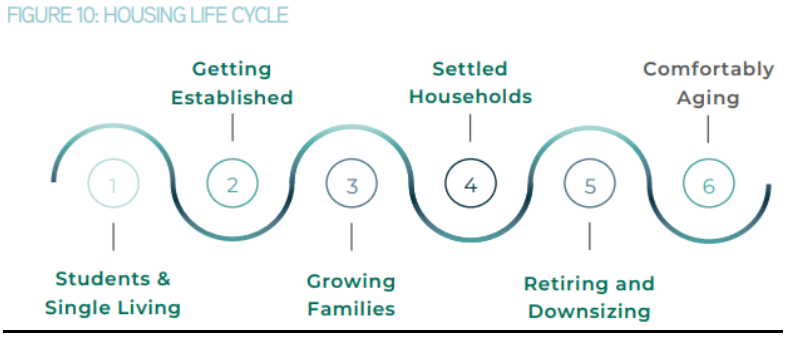


Figure 1: Figure 10 from the June 4, 2024 Housing Needs Assessment and Implementation Plan

Table 3.5- Housing Life Cycle

1. "Students and Single Living" Entry-level households		
Single or couples in their early 20s	No children, often living with roommates	Prefer inexpensive apartments
2. "Getting Established"- First-time homebuyers and move-up renters		
Often married or cohabitating couples; mid-20s to mid-30s	Some households include children	Purchase modestly priced single-family homes or relocate to upscale rental properties
3. "Growing Families" - Move-up homebuyers		
Mostly married or cohabitating families; late 30s through 40s	Many households include children	Often purchase newer, larger, and more expensive homes from previous stage
4. "Settled Households" - Mature families, emerging empty-nesters, and never-nesters		
Typically couples in their 50s and 60s	Couples whose children have left home or couples/individuals who never had children	Many prefer owning their homes, but some consider renting at this point. Prefer lower-maintenance
5. "Retiring and Downsizing" - Empty-nesters and younger independent seniors		
Typically couples and individuals in their late 60s and 70s	Couples and individuals who are able to live without significant health or lifestyle constraints	Many still prefer owning their homes, but are increasingly moving to low-maintenance options. Increasing preference for rental options
6. "Comfortably Aging" - Older seniors		
Increasing number of individuals living alone who are in their mid-70s or older	Higher percentage of females at this stage due to shorter life expectancy for males	Higher likelihood of the need to leave a single-family home due to health constraints or desire for very low-maintenance housing PAGE

Source: St. Lucie County Housing Needs Assessment and Implementation Plan.

"Ultimately, St. Lucie County offers limited options to residents across a number of these housing life cycle stages. For example, a combination of high purchase price and the prevalence of single-family detached homes limits much of the available housing stock to "growing families" and "settled households" from the table above. Younger residents who are looking for housing (those households represented above by "students and single living" and "getting established") are largely unable to find suitable accommodations for the needs of their household. St. Lucie County would benefit from the prioritization of different kinds of housing units that meet a wider variety of needs. In fact, the needs of residents at earlier and later stages of the housing life cycle can often be met with similar unit types. For example, expanding permissions for duplexes and smaller single-family homes can present new options for first-time homebuyers, downsizing seniors, and renters alike."

Data from the ~~U.S. Bureau of the Census~~ FDHC indicates that the overall homeownership rate in the County has ~~actually dropped from 75~~ increased to 77.1 percent in 2022 ACS 5-year estimates ~~2009, to 69.6 percent in 2016~~ . Ownership among occupied dwellings~~, however,~~ remains high at ~~81.5~~ 80.4 percent. But many households in the County, both homeowners and renters, struggle to cover their monthly housing expenses. These households spend 30 percent or more of their income

on rent or mortgage costs. In ~~2016~~ 2022, ~~34~~ 27.7 percent of unincorporated County households paid more than 30 percent for housing; ~~18~~ 14.2 percent of those households actually spent 50 percent or more for housing-related expenses.

At the same time, housing costs in unincorporated St. Lucie County have continued to increase during the past decade, with incomes not always keeping pace. Information from the Florida Department of Revenue shows ~~that~~ the average sales price for a single family home in ~~2016~~ 2022 was ~~$211,412~~ $423,904, with the median sales price at ~~$160,000~~ $336,119 (compared to ~~$105,000 in 2010~~ $160,000 in 2016). For condominiums, the median sales price in ~~2016~~ 2022 was ~~$235,000~~ $465,682 (compared to ~~$219,000 in 2010~~ $235,000 in 2016). The gross median monthly rent paid by renters for the same year was ~~$1,024~~ $1,363, compared to ~~$621~~ $1,024 in ~~2009~~ 2016. More than 33 percent of renter households in the County pay more between ~~$1,000~~ $1,707 and ~~$1,500~~ $2,062 per month in rent.

According to the National Low-Income Housing Coalition's (NLIHC) [1] ~~2018~~ 2024 *Out of Reach* report, renters working at minimum wage in the State of Florida need to work at least ~~104~~ 101 hours to be able to afford a 2-bedroom rental home in the state. ~~This ranks Florida as the state with the 16th widest housing/income gap~~. Florida represents the 10th highest housing wage.

In St. Lucie County specifically, renters need to earn a wage of ~~between~~ approximately ~~$17.88/hr and $28.27/hr~~ $30.25/hr in order to afford a modest 2-bedroom house. These housing wages for a two-bedroom home are ~~$10.63~~ $17.25 higher than the federal minimum wage of ~~$7.25~~ $13.00, and ~~$11.39~~ $7.07 higher than the estimated average hourly wage of ~~$16.88~~ $23.18 earned by renters nationwide. The report's information is derived on the U.S. Department of Housing and Urban Development's (HUD) Small Area Fair Market Rents (FMRs) and the U.S. Census ~~2012-2016~~ 2018-2022 American Community Survey (ACS).

Foreclosures and Affordable Housing

According to RealtyTrac data, as of ~~March 2018~~ October 2024 there were ~~785~~ 376 foreclosed properties in St. Lucie County available for sale. This represents less than 1% of residential units in the County. ~~a rate of one (1) foreclosure per every 1,664 units – a drastic drop since 2009, when the rate reached one per every 69 units, ranking the County 1st in foreclosure filings in the state. During the post-Great Recession years, foreclosed homes provided a source of affordable housing for St. Lucie County residents. According to reports filed with the U.S. Housing and Urban Development Department (HUD) Exchange (https://bit.ly/2s15wHx), in 2011, the County received approximately $1.95 million through the Neighborhood Stabilization Program, Round 3 Grantees (NSP3) to purchase of foreclosed homes for resale to St. Lucie County residents. Between 2011 and the grant project end date (2014), NSP3 funds were used to purchase, rehabilitate, and resell (to qualified homebuyers) homes in neighborhoods such as Lakewood Park, Indian River Estates, and River Park~~.

Housing Programs

The St. Lucie County Housing Division administers state and federal housing programs to preserve, maintain, and create affordable housing opportunities for very low to moderate (30%-120%) of the

[1] The National Low-Income Housing Coalition's (NLIHC) is a national non-profit dedicated to achieving socially just public policy that assures people with the lowest incomes can have affordable and decent homes. Every year, NLIHC publishes a report entitled *Out of Reach*, which documents the gap between renters' wages and the cost of rental housing. The report's Housing Wage is the hourly wage a full-time worker must earn to afford a modest rental home without spending more than 30% of his or her income on housing costs. It is based on HUD's Fair Market Rent (FMR), which is an estimate of what a family moving today can expect to pay for a modest rental home in the area. *Out of Reach* reports the housing gap at the state level; the online tool of NLIHC allows to dig into the research at the zip code level.

Area Median Income (AMI)) ~~income~~ of households. Yearly allocations of funding from the State Housing Initiative Partnership Program and HOME Investment Partnerships Program are relied on to provide services. The Housing Division actively seeks competitive grants in order to leverage its funding and expand its programs.

State Housing Initiative Partnership (SHIP) Program

SHIP funding is allocated to all 67 counties and ~~53~~ 55 cities in the State of Florida by the Florida Housing Finance Corporation. In the County Owner-Occupied Housing Rehabilitation and Demolition/New Construction are the most utilized strategies funded by the program. This is due to the age of the existing housing stock within unincorporated St. Lucie County and number of very low to moderate income households living in these units. Beginning with the FY 2009/2010 allocation, through 2021-2022 SHIP funding was drastically reduced ~~to $106,259 in comparison to the prior year's allocation of $731,610. Funding has continued to be distributed at a reduced amount at an average of $248,252 per allocation.~~ or not funded. Between 2009/2010-2021/2022, SHIP funding was drastically reduced or not funded by the Florida legislature. In 2021, Florida entitlement communities saw the return of SHIP annual allocations. St. Lucie County received an allocation of $892,601 in FY 2023-2024.

HOME Investment Partnerships Program

In 2007, St. Lucie, Martin, and Indian River counties joined forces to form the Treasure Coast HOME Consortium in an effort to bring much needed funding to residents within the unincorporated areas of their counties. Funding from HOME is allocated on a yearly basis by the U.S. Department of Housing and Urban Development (HUD). Individually, each jurisdiction does not have the population to receive direct funding from HUD. Collectively the Consortium meets the requirements and thus is awarded funding which is divided among each county based on population. St. Lucie County is the lead agency and is responsible for the administrative duties required by HUD. ~~Funding for the program was at its highest in FFY 2009 in the amount of $714,720 compared to the most recent allocation of $440,401 for FFY 2017. Programs funded utilizing HOME include Housing Rehabilitation, Purchase Assistance, and Tenant Based Rental Assistance~~.

Owner-Occupied Housing Rehabilitation provides assistance to eligible households to address repairs that pose a risk to the homeowner's health and safety or affect the ability of the homeowner to adequately utilize their home for basic day to day living. Examples of eligible repairs include but are not limited to the replacement of roofs, windows, HVAC systems, septic systems, wells, appliances and the repair of plumbing and electrical systems. Mitigating the home against future storm damage it also tied into the program.

Demolition/New Construction is considered when the cost to rehabilitate the property exceeds the value of the home. Newly built homes are constructed of concrete block and include features such as energy saving appliances and HVAC systems, hip roofs, impact resistant and energy efficient windows, and higher R-rated insulation.

Purchase Assistance provides eligible new homebuyers with the down payment and closing costs needed to purchase a home.

Tenant Based Rental Assistance (TBRA) assists eligible households at or below 50% of AMI to afford rental housing in the form of a rental subsidy. The subsidy assists the tenant with the difference between the monthly rent and 30% of the household's gross monthly income. Recipients of TBRA are encouraged to participate in programs offered by the Community Services Department that promote self-sufficiency and encourage self-reliance.

The Towns, Villages, and Countryside Element which provides for a new community in northern

St. Lucie County includes provisions for workforce housing: Per Policy 11.1.4.7, the TVC area is required to include 8 percent of the proposed number of residential units as workforce housing. Policy 11.1.4.9 provides that the affordability of workforce housing shall be maintained for a minimum of 8 years, or the period of affordability specified by the funding secured by the developer, whichever is longer.

HOUSING INVENTORY

The ~~2010~~ 2022 U.S. Census, the U.S. Census Bureau's American Community Survey and the latest datasets from the Shimberg Center for Housing Studies' Florida Housing Data Clearinghouse (FHDC) have been used to generate most of the following comparative characteristics between St. Lucie County's unincorporated area and the County as a whole. At the present time, this is the best available information for a detailed analysis of housing characteristics. ~~In order to ensure that affordable housing needs can be properly programmed and accounted for, the County may want to review housing data and inventory again after 2020 U.S. Census data is made available~~.

Housing Type: Residential use is a major development characteristic of St. Lucie County. The ~~2010 U.S. Census~~ 2022 ACS 5-year estimate reports a total of ~~137,029~~ 150,054 housing units in the County as a whole. Of that number, ~~44,795 (or 32.70 percent)~~ 45,133 (or 30.1 percent) were counted in unincorporated St. Lucie County ~~that year~~. This would represent an increase of ~~7,980~~ 338 units~~, or 21.68~~ which is less than one percent, since ~~2000~~ 2010.

~~The U.S. Census Bureau's 2012-2016 American Community Survey (ACS) 5-Year Estimates put the total number of housing units in the whole County at 137,649 with 45,382 of those in unincorporated St. Lucie County. as of July 2016.~~

GIS data indicates there are approximately ~~14,727~~ 20,436 acres that had an existing residential land use. This represents ~~5.23~~ 7.65 percent of unincorporated St. Lucie County's total land area of ~~281,873~~ 267,155.97 acres.

A review of the ~~2012-2016~~ 2018-2022 ACS, Selected Housing Characteristics, indicates ~~that approximately~~ ~~25.7~~ 24.2 percent (~~11,640~~ 10,966 units) of housing units in unincorporated St. Lucie County were multi-family (2 or more), while single-family homes made up ~~53.4~~ 56.5 percent (~~24,235~~ 25,501 units) of the housing stock. A total of ~~9,424~~ 8,535 mobile homes (or ~~20.8~~ 18.9 percent) were identified in the same dataset. These figures indicate a gradual declining trend in the number of mobile homes in the unincorporated portion of the County, as well as the County as a whole. The number of multifamily units has ~~increased~~ decreased by 5.7 since 2016. ~~particularly in the higher unit-count per structure range. In unincorporated St. Lucie County, the number of structures with 20 or more dwelling units is 59.8 percent of the total of such units in the County as a whole~~. A breakdown of dwelling units and the percentage of housing inventory by type of unit are shown in Table ~~3-1~~ 3.6

~~**Table 3-1**~~
~~**Dwelling Units by Structure Type, 2016**~~

~~Dwelling Units~~	~~Unincorporated St. Lucie County~~		~~St. Lucie County~~	
	~~Number~~	~~Percent~~	~~Number~~	~~Percent~~
~~**SINGLE FAMILY:**~~	~~**24,235**~~	~~**53.40**~~	~~**97,664**~~	~~**70.9**~~
~~*1, detached*~~	~~*23,652*~~		~~*93,201*~~	
~~*1, attached*~~	~~*835*~~		~~*4,463*~~	
~~**MULTI-FAMILY:**~~	~~**11,640**~~	~~**25.65**~~	~~**28,904**~~	~~**21.1**~~
~~*2*~~	~~*738*~~		~~*3,526*~~	

~~*3 or 4*~~	~~*836*~~		~~*3,658*~~	
~~*5 to 9*~~	~~*1,159*~~		~~*3,975*~~	
~~*10 to 19*~~	~~*1,375*~~		~~*5,141*~~	
~~*20 or more*~~	~~*7,537*~~		~~*12,604*~~	
~~**MOBILE HOMES**~~	~~**9,424**~~	~~**20.77**~~	~~**10,998**~~	~~**8.0**~~
~~**OTHER**~~	~~**83**~~	~~**0.18**~~	~~**83**~~	~~**0.1**~~
~~**TOTAL**~~	~~**45,382**~~	~~**100**~~	~~**137,649**~~	~~**100**~~

~~Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.~~

Table 3-6
Dwelling Units by Structure Type, 2022

Dwelling Units	Unincorporated St. Lucie County		St. Lucie County	
	Number	Percent	Number	Percent
Single Family	25,501	56.5	110,088	73.4
Multi-family	10,966	24.3	29,360	19.5
Mobile Homes	8,535	18.9	10,475	7.0
Other	131	0.3	131	0.1
Total	**45,133**	**100**	**150,054**	**100**

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Housing Tenure: Housing tenure refers to the occupancy of a unit, which can either be owner-occupied or renter-occupied. The Shimberg Center for Housing Studies estimates that ~~81.46~~ 80.4 percent of all occupied housing units in unincorporated St. Lucie County were owner-occupied in ~~2016~~ 2022. (Statewide, Florida's homeowner occupancy rate is ~~64.8~~ 66.9 percent.) The remaining ~~18.54~~ 19.6 percent of unincorporated St. Lucie County's occupied units were renter-occupied. Housing tenure characteristics are detailed in Table 3-~~2~~7.

~~**Table 3-2**~~
~~**Occupied Housing Units by Tenure, 2016**~~

~~Tenure~~	~~Unincorporated St. Lucie County~~		~~St. Lucie County~~	
	~~# of Units~~	~~Percent~~	~~# of Units~~	~~Percent~~
~~Owner Occupied~~	~~26,802~~	~~81.46~~	~~78,137~~	~~71.8~~
~~Renter Occupied~~	~~6,101~~	~~18.54~~	~~30,659~~	~~28.2~~
~~**Total Occupied Units**~~	~~**32,903**~~	~~**100%**~~	~~**108,796**~~	~~**100%**~~

~~Source U.S. Census Bureau's 2012-2016 American Community Survey (ACS) 5-Year Estimates.~~

Table 3-7
Occupied Housing Units by Tenure, 2022

Tenure	Unincorporated St. Lucie County		St. Lucie County	
	# of Units	Percent	# of Units	Percent
Owner Occupied	26,697	80.4	97,475	77.1
Renter Occupied	6,515	19.6	28,968	22.9
Total Occupied Units	**32,212**	**100**	**126,443**	**100**

Source U.S. Census Bureau's 2018-2022 American Community Survey (ACS) 5-Year Estimates.

Housing Vacancy: Table 3-~~3~~8 shows the housing vacancy characteristics for St. Lucie County as

reported in the ~~2010 U.S. Census~~ 2022 ACS (5-year estimate). At the time ~~of the Census~~, ~~13,024~~ 11,921 housing units in unincorporated St. Lucie County were vacant. This represents a vacancy rate of ~~28.70~~ 26.4 percent, which is statistically higher than the overall St. Lucie County rate of ~~20.7~~ 15.7 percent. This high vacancy rate is largely attributed to the area's seasonal residents. If units which had been rented or sold that were awaiting occupancy and units held for occasional/seasonal use were eliminated from this figure, the vacancy rate drops to ~~10.64~~ 4.8 percent as shown in Table ~~3-~~3-8.

~~**Table 3-3**~~
~~**Housing Vacancy, 2010**~~

~~Status~~	~~Unincorporated St. Lucie~~		~~St. Lucie County~~	
	~~# of Units~~	~~Percent~~	~~# of Units~~	~~Percent~~
~~For rent~~	~~1,839~~	~~14.12~~	~~5,008~~	~~17.6~~
~~For sale only~~	~~95~~	~~9.84~~	~~3,925~~	~~13.8~~
~~Other vacant~~	~~1,391~~	~~10.68~~	~~6,194~~	~~21.7~~
~~For migrant workers~~	~~1~~	~~0.01~~	~~1~~	~~0.01~~
~~Seasonal, recreational, occasional use~~	~~8,195~~	~~62.92~~	~~12,486~~	~~43.8~~
~~Rented or sold, not occupied~~	~~317~~	~~2.43~~	~~891~~	~~3.1~~
~~**TOTAL**~~	~~**13,024**~~	~~**100%**~~	~~**28,506**~~	~~**100%**~~

~~Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.~~

Table 3-8
Housing Vacancy, 2022

Status	Unincorporated St. Lucie		St. Lucie County	
	# of Units	Percent	# of	Percent
For rent	705	5.9	2,931	12.4
For sale only	655	5.5	1,544	6.5
Other vacant	1,826	6.4	1,826	7.7
For migrant workers	58	0.5	58	0.2
Seasonal, recreational, occasional use	8847	74.2	15,349	65.0
Rented or sold, not occupied	891	7.5	1,903	8.1
TOTAL	**11,921**	**100**	**23,611**	**100**

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

Housing Age: The number of existing housing structures by year built is distributed relatively evenly throughout the past several decades, with a noticeable increase in housing construction during the 1980s. Table 3-49 lists the age of housing structures according to the U.S. Census ~~2012-2016~~ 2018-2022 American Community Survey.

~~**Table 3-4**~~
~~**Age of Housing Structures**~~

~~Year Built~~	~~Unincorporated St. Lucie~~		~~St. Lucie County~~	
	~~# of Units (Estimated)~~	~~Share by Decade (%)~~	~~# of Units (Estimated)~~	~~Share by Decade (%)~~

2010-2014	459	1.0	1,770	1.3
2000-2009	8,998	19.8	43,257	31.4
1990-1999	8,965	19.8	25,151	18.3
1980-1989	13,475	29.7	34,453	25.0
1970-1979	8,853	19.5	19,077	13.9
1960-1969	2,807	6.2	6,550	4.8
1950-1959	1,923	4.2%	4,792	3.5
1940-1949	343	0.8	1,127	0.8
1939 or earlier	324	0.7	1,472	1.1
TOTAL	45,382	100%	137,649	100%

Source Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse,

Table 3-9
Age of Housing Structures

Year Built	Unincorporated St. Lucie		St. Lucie County	
	# of Units (Estimated)	Share by Decade (%)	# of Units (Estimated)	Share by Decade (%)
2010 or After	3,468	7.7	16,752	11.2
2000-2009	7,268	16.1	41,686	27.8
1990-1999	8,030	17.8	23,772	15.8
1980-1989	13,211	29.3	35,515	23.7
1970-1979	6,865	15.2	17,498	11.7
1960-1969	2,757	6.1	6,199	4.1
1950-1959	2,073	4.6	5,086	3.4
1940-1949	1,019	2.2	1,978	1.3
1939 or earlier	442	1.0	1,568	1.0
TOTAL	45,133	100	150,0564	100

Source Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse,

Monthly Housing Rent: Table 3-510 compares the monthly gross rents for specified renter-occupied housing units in St. Lucie County for the years 2011-2015 2018-2022. Countywide, the gross median rent paid by households during that period was $993 $1,363 per month, compared to a statewide median rent of $1,002 $1,444 per month. The 2012-2016 ACS figures indicate that the median cost to rent in St. Lucie County (at $1,024) continues to increase.

Table 3-5
Monthly Gross Rent, Renter-Occupied Housing Units, 2015

Contract Rent	St. Lucie - Unincorporated		St. Lucie County	
	# of Units	Percent	# of Units	Percent
Less than $200	--	--	354	1.2
$200-299	--	--	409	1.4
$300-499	--	--	1,270	4.3
$500-749	1,289	21.3	4,368	14.9
$750-999	2,097	34.7	7,457	25.7
$1000-1499	2,040	33.7	10,700	36.5
$1500-$1,999	--	--	2,309	7.9

$2,000-$2,499	--	--	175	0.6
$2,500-$2,999	--	--	71	0.2
$3,000-$3,499	--	--	115	0.4
$3,500 or more	--	--	--	--
No cash rent	623	10.3	2,038	7.0
TOTAL	**6,049**	**100%**	**29,318**	**100%**

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

Table 3-10
Monthly Gross Rent, Renter-Occupied Housing Units, 2022

Contract Rent	St. Lucie - Unincorporated		St. Lucie County	
	# of Units	Percent	# of Units	Percent
Less than $200	--	--	162	0.6
$200-299	--	--	464	1.6
$300-499	--	--	536	1.9
$500-749	--	--	1,401	4.8
$750-999	1,261	19.4	3,576	12.3
$1000-1499	2,189	33.6	10,483	36.2
$1500-$1,999	1,545	23.7	7,381	25.5
$2,000-$2,499	--	--	3,113	10.7
$2,500-$2,999	--	--	428	1.5
$3,000-$3,499	--	--	38	0.1
$3,500 or more	--	--	189	0.7
No cash rent	499	7.7	1197	4.1
TOTAL	**6,515**	**100**	**28,968**	**100**

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

In St. Lucie County and the surrounding metro area (Port St. Lucie MSA), the HUD Fair Market Rent in FY 2018 2024, representing rent for a typical modest apartment, was $786 $1,278 for a studio apartment, $825 $1,286 for a one-bedroom, $1,032 $1,573 for a two-bedroom, $1444 $2,175 for a three- bedroom, and 1,776 $2,433 for a four-bedroom unit. These prices are high compared to the national averages, being more expensive than 94% of other Fair Market Rent (FMR) areas. The Port St. Lucie FMR area is also more expensive than 83% of the state of Florida.

Housing Value: Based on figures derived from the St. Lucie County Property Appraiser, the average just value (fair market value) for a single family home in unincorporated St. Lucie County in 2016 2022 was $143,210 $336,119, which is a little bit more is lower than the countywide average ($142,827) (396,761). Statewide, the average value of a single family home in Florida in 2016 2022 was $219,681 $401,990. Condominiums also had a higher value in the unincorporated area of the County. In 2016 2022, the average value of condominiums in unincorporated St. Lucie was $198,785 $396,761, compared with the County average condominium value of $149,074 $284,585. Table 3-611 shows the of owner-occupied housing units in unincorporated St. Lucie County as summarized in the 2011-2015 2018-2022 ACS data provided by FHDC.

Table 3-6
Average Housing Value of Owner-Occupied Units, 2015

Value	St. Lucie – Unincorporated	
	# of Units	Percent
Less than $50,000	5,328	21.1
$50,000-99,999	6,610	26.2
$100,000-149,999	3,994	15.8

~~$150,000-199,999~~	~~2,598~~	~~10.3~~
~~$200,000-299,999~~	~~3,066~~	~~12.1~~
~~$300,000-499,999~~	~~2,425~~	~~9.6~~
~~$500,000-999,999~~	~~1,047~~	~~4.1~~
~~$1,000,000 or more~~	~~116~~	~~0.5~~
~~**TOTAL**~~	~~**25,240**~~	~~**100%**~~

~~Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse~~.

Table 3-11
Average Housing Value of Owner-Occupied Units, 2022

Value	St. Lucie - Unincorporated		St. Lucie County	
	# of Units	Percent	# of Units	Percent
Less than $50,000	3,218	12.1	5,100	5.2
$50,000-99,999	1,908	7.1	4,043	4.1
$100,000-149,999	3,128	11.7	6,148	6.3
$150,000-199,999	3,036	11.4	10,518	10.8
$200,000-299,999	5,979	22.4	30,632	31.4
$300,000-499,999	6,100	22.8	32,749	33.6
$500,000-999,999	2,903	10.9	7,230	7.4
$1,000,000 or more	314	1.2	1,055	1.1
TOTAL	**26,697**	**100**	**97,475**	**100**

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

Median Sales Price: The median sales price for a single-family home in unincorporated St. Lucie County was ~~$255,439~~ $336,119 in ~~2016~~ 2022 (latest year of full data available). ~~The median sales price that year was $187,500,~~ ~~c~~Compared to a countywide and statewide median sales price of ~~$203,583~~ $396,761 and ~~$229,031~~ $401,990 respectively. Table 3-~~7~~12 charts the median sales price for single family homes and condominiums in unincorporated St. Lucie and countywide from ~~2007-2017~~ 2013-2023. ~~The precipitous drop in home prices and subsequent recovery from the Great Recession is clearly reflected in this table.~~

~~**Table 3-7**~~
~~**Median Home (Nominal) Sales Prices, 2007-2017**~~

~~Year~~	~~Single Family~~		~~Condominium~~	
	~~St. Lucie - Unincorporated~~	~~St. Lucie County~~	~~St. Lucie - Unincorporated~~	~~St. Lucie County~~
~~2007~~	~~$205,700~~	~~$229,900~~	~~$229,000~~	~~$235,000~~
~~2008~~	~~$142,900~~	~~$148,000~~	~~$250,000~~	~~$180,000~~
~~2009~~	~~$125,000~~	~~$120,000~~	~~$220,000~~	~~$129,000~~
~~2010~~	~~$105,000~~	~~$107,000~~	~~$219,000~~	~~$121,000~~
~~2011~~	~~$103,000~~	~~$105,000~~	~~$195,000~~	~~$105,000~~
~~2012~~	~~$105,000~~	~~$110,000~~	~~$200,000~~	~~$119,000~~
~~2013~~	~~$115,000~~	~~$125,500~~	~~$200,000~~	~~$131,500~~
~~2014~~	~~$134,250~~	~~$148,300~~	~~$210,000~~	~~$140,200~~
~~2015~~	~~$143,000~~	~~$169,000~~	~~$230,000~~	~~$130,000~~
~~2016~~	~~$184,200~~	~~$200,000~~	~~$269,999~~	~~$186,750~~
~~2017*~~	~~$185,000~~	~~$196,250~~	~~$250,000~~	~~$165,000~~

~~Source: St. Lucie County Property Appraiser tax rolls and Florida Department of Revenue, Sales Data Files compiled by Shimberg Center for Housing Studies – Florida Housing Data Clearinghouse. Note 1: Sales figures for 2017 are based on 1st quarter and partial 2nd quarter data.~~

Table 3-12
Median Home (Nominal) Sales Prices, 2013-2023

Year	Single Family		Condominium	
	St. Lucie - Unincorporated	St. Lucie County	St. Lucie - Unincorporated	St. Lucie County
2013	$149,500	$163,150	$260,000	$170,950
2014	$172,117	$189,776	$268,733	$179,411
2015	$182,762	$215,992	$293,954	$166,148
2016	$232,350	$252,417	$340,761	$235,694
2017	$229,863	$262,180	$308,956	$191,552
2018	$235,227	$271,898	$307,605	$190,594
2019	$249,356	$284,183	$313,917	$198,419
2020	$274,342	$303,134	$371,895	$263,340
2021	$307,371	$341,405	$396,788	$256,236
2022	$336,119	$396,761	$465,682	$284,583
2023*	$330,000	$379,900	$435,000	$300,000

Source: St. Lucie County Property Appraiser tax rolls and Florida Department of Revenue, Sales Data Files compiled by Shimberg Center for Housing Studies – Florida Housing Data Clearinghouse. Note 1: Sales figures for 2023 are based on 1st quarter and partial 2nd quarter data.

Monthly Owner-Occupied Costs: Of the total number of owner-occupied housing units in St. Lucie County's unincorporated area in ~~2015~~ 2022, ~~35~~ 56.8 percent were reported as mortgaged and ~~50~~ 43.2 percent were reported as not mortgaged. Table 3-~~8~~13 shows the monthly owner costs of owner-occupied housing units in ~~2015~~ 2022~~.~~

~~**Table 3-8**~~
~~**Monthly Costs of Owner-Occupied Housing Units, 2015**~~

~~Mortgage Status and Elected Monthly Costs~~	~~St. Lucie - Unincorporated~~		~~St. Lucie County~~	
	~~# of Units~~	~~Percent~~	~~# of Units~~	~~Percent~~
~~Mortgaged Units~~	~~7,946~~	~~35.0~~	~~44,738~~	~~57.0~~
~~*Less than $300*~~	~~*74*~~	~~*0.3*~~	~~*106*~~	~~*0.13*~~
~~*$300-499*~~	~~*228*~~	~~*1.0*~~	~~*787*~~	~~*1.0*~~
~~*$500-699*~~	~~*438*~~	~~*1.9*~~	~~*2,090*~~	~~*2.7*~~
~~*$700-999*~~	~~*2,275*~~	~~*10.0*~~	~~*7,648*~~	~~*9.7*~~
~~*$1,000-1,499*~~	~~*2,948*~~	~~*13.0*~~	~~*16,705*~~	~~*21.2*~~
~~*$1,500-1,999*~~	~~*1,670*~~	~~*7.3*~~	~~*8,877*~~	~~*11.3*~~
~~*More than $2000*~~	~~*313*~~	~~*1.4*~~	~~*8,525*~~	~~*10.9*~~
~~Non-Mortgaged Units~~	~~14,787~~	~~65.0~~	~~33,829~~	~~43.0~~
~~*Less than $300*~~	~~*5,080*~~	~~*22.3*~~	~~*8,870*~~	~~*11.3*~~
~~*$300-499*~~	~~*3,534*~~	~~*15.5*~~	~~*10,587*~~	~~*13.5*~~
~~*$500-699*~~	~~*3,142*~~	~~*13.8*~~	~~*7,504*~~	~~*9.6*~~
~~*$700-999*~~	~~*2,341*~~	~~*10.3*~~	~~*4,908*~~	~~*6.2*~~
~~*More than $1,000*~~	~~*690*~~	~~*3.0*~~	~~*2,060*~~	~~*2.6*~~
~~TOTAL REPORTED UNITS~~	~~22,733~~	~~100%~~	~~78,567~~	~~100%~~

~~Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.~~

Table 3-13
Monthly Costs of Owner-Occupied Housing Units, 2018-2022

Mortgage Status and Elected Monthly Costs	St. Lucie County	
	# of Units	Percent
Mortgaged Units		
Less than $300	-	-
$300-499	530	1.0
$500-699	1,170	2.1
$700-999	3,687	6.7
$1,000-1,499	15,441	27.9
$1,500-1,999	16,804	30.4
More than $2000	17,649	31.9
Total	55,398	100
Non-Mortgaged Units		
Less than $300	7,089	16.8
$300-499	8,926	21.1
$500-699	10,198	24.2
$700-999	10,198	24.2
More than $1,000	5,773	13.7
Total	42,184	100
TOTALREPORTED UNITS	**97,582**	**100**

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

AFFORDABLE HOUSING NEEDS

Cost Burden: Cost-burdened households pay more than 30 percent of income for rent or mortgage costs. Using household information extrapolated from estimates and projections by the Shimberg Center for Housing Studies, and available through the Florida Housing Data Clearinghouse, the amount of income paid for housing is delineated below by tenure for ~~2016~~ 2022. The data indicates ~~11,161~~ 9,059 owner-occupied and renter-occupied households in unincorporated whereas in St. Lucie County – about ~~34~~ 27.7 percent – paid more than 30 percent of income for housing in ~~2016~~ 2022. This is ~~an increase~~ a decrease of ~~nearly~~ ~~9~~ seven (7) percent in the share of cost-burdened households since ~~2007~~ 2016. Of the total cost-burdened households, almost ~~18~~ 14 percent spend 50 percent or more of their income on housing-related costs.

~~**Table 3-9**~~
~~**Amount of Income Paid for Housing Household by Cost Burden, 2016**~~

~~A. Owner-Occupied Households~~								
	~~NO COST BURDEN~~		~~COST BURDEN~~					
	~~0% - 30%~~		~~30% - 50%~~		~~50% or more~~		~~Total Owners~~	
	~~Number~~	~~Percent~~	~~Number~~	~~Percent~~	~~Number~~	~~Percent~~	~~Number~~	~~Percent~~
~~St. Lucie - Unincorporated~~	~~18,951~~	~~70.1~~	~~3,863~~	~~14.4~~	~~3,988~~	~~14.9~~	~~26,802~~	~~100%~~
~~St. Lucie County~~	~~53,690~~	~~61.5~~	~~16,999~~	~~19.5~~	~~16,547~~	~~19.0~~	~~87,236~~	~~100%~~

~~B. Renter-Occupied Households~~				
	~~0% - 30%~~	~~30% - 50%~~	~~50% or more~~	~~Total Renters~~

	Number	Percent	Number	Percent	Number	Percent	Number	Percent
St. Lucie - Unincorporated	2,791	45.7	1,410	23.1	1,900	31.1	6,101	100%
St. Lucie County	11,673	40.1	7,641	26.2	9,804	33.7	29,118	100%

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse

Table 3-14
Amount of Income Paid for Housing
Household by Cost Burden, 2022

A. Owner-Occupied Households								
	NO COST BURDEN		COST BURDEN					
	0% - 30%		30% - 50%		50% or more		Total Owners	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
St. Lucie - Unincorporated	20,604	79.0%	3,198	12.3%	2,271	8.7%	26,073	100%
St. Lucie County	74,336	74.6%	14,200	14.2%	11,138	11.2%	99,674	100%

B. Renter-Occupied Households								
	NO COST BURDEN		COST BURDEN					
	0% - 30%		30% - 50%		50% or more		Total Renters	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
St. Lucie - Unincorporated	3,010	45.6%	1,221	18.5%	2,369	35.9%	6,600	100%
St. Lucie County	14,041	46.6%	8,079	26.8%	7,995	26.5%	30,115	100%

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse

As Table 3-914 indicates, households in unincorporated St. Lucie County share comparable cost burden rates as residents countywide.

Household Income: In Table 3-015, household income is measured as a percentage of the median income for the County or area, adjusted for family size. In St. Lucie County, the HUD-estimated median income for a family of four in 2017 2023 is $58,000 $87,800. Of the 32,903 33,212 households in unincorporated St. Lucie County in 2016 2022, 7,899 6,106 or 24 18.4 percent were households that were both cost-burdened and in the low or very-low income bracket. More than 8 5 percent of those households that carry a housing cost burden of 50 percent or more make 30 50 percent or less of Area Median Income (AMI).

Table 3-10
Households by Tenure, Income, and Cost Burden, 2016

A. Owner-Occupied Households				
	Household Income as a Percentage of Area Median Income (AMI)			
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 120% AMI	120.01%+ AMI
	Very Low	Low	Moderate	Above Moderate
No Cost Burden	1,605	3,022	4,308	10,016
At 30% 50% Cost Burden	767	1,114	982	1,000
At 50.1% or More Cost Burden	2,465	756	502	265

B. Renter-Occupied Households

	~~Very Low~~	~~Low~~	~~Moderate~~	~~Above Moderate~~
~~No Cost Burden~~	~~205~~	~~352~~	~~844~~	~~1,361~~
~~At 30%-50% Cost Burden~~	~~317~~	~~635~~	~~276~~	~~182~~
~~At 50% or More Cost Burden~~	~~1,544~~	~~304~~	~~32~~	~~20~~

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

Table 3-15
Households by Tenure, Income, and Cost Burden, 2022

A. Owner-Occupied Households- Unincorporated St. Lucie County				
	Household Income as a Percentage of Area Median Income (AMI)			
	0 – 50% AMI	**50.01 – 80% AMI**	**80.01 – 100% AMI**	**Greater than 100% AMI**
No Cost Burden	3,040	4,007	2,465	11,092
At 30%-50% Cost Burden	1,551	862	424	361
At 50.1% or More Cost Burden	1,822	316	79	54
B. Renter-Occupied Households				
	0 – 50% AMI	**50.01 – 80% AMI**	**80.01 – 100% AMI**	**Greater than 100% AMI**
No Cost Burden	371	661	525	1453
At 30%-50% Cost Burden	615	405	161	40
At 50% or More Cost Burden	2,118	188	63	0

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

Elderly Households: According to the same profile developed by the Shimberg Center, ~~16,637~~ 45,318 households (~~50.1~~ 37.0 percent) in ~~unincorporated~~ St. Lucie County were headed by a person age 65 or older in ~~2016~~ 2022. ~~In comparison, 30.1 percent of households statewide were headed by elderly persons. In unincorporated St. Lucie County, 15,311 (92 percent) of elderly households own their homes, while 5,054 (30 percent) of elderly households pay more than 30 percent of income for rent or mortgage costs.~~

HOUSING CONDITIONS

Substandard Housing: Individual housing units may be considered substandard if the unit lacks complete plumbing for exclusive use of the residents, lack of complete kitchen facilities, lack of central heating, and overcrowding. Table 3-~~1~~16 contains a summary of the measures of substandard housing conditions for St. Lucie County according to the FHDC county profile that summarizes data from the ~~2011-2015~~ 2018-2022 American Community Survey. In ~~2015~~ 2022, ~~the~~ 2 percent of units ~~that could be~~ were considered overcrowded in ~~unincorporated~~ St. Lucie County ~~was not statistically significant, but 1.6 percent of all units lacked complete plumbing facilities (more than the County as a whole).~~

~~**Table 3-11**~~
~~**Condition of Housing Stock Summary, 2015**~~

	~~St. Lucie - Unincorporated~~	~~St. Lucie County~~

Substandard Condition	# of Units	Percent	# of Units	Percent
Overcrowded (more than one person per room)	--	--	2,392	2.2
Lacking complete kitchen facilities	1,266	2.8	2,817	2.1
Lacking central heating	244	0.8	1,130	1.0
Lacking complete plumbing facilities	727	1.6	1,529	1.1

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

Table 3-16
Condition of Housing Stock Summary, 2018-2022

Substandard Condition	St. Lucie County	
	# of Units	Percent
Overcrowded (more than one person per room)	2,472	2.0%
Lacking complete kitchen facilities	1,126	0.8%
Lacking central heating	839	0.6%

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.

Subsidized Housing: The following table provides an inventory of federal, state, and/or local assisted rental housing within in the County. None of the facilities lie within unincorporated St. Lucie County. The table shows a total of 3,331 3,435 units with rent and/or income restrictions.

Table 3-12
Inventory of Federally- State- and Locally- Assisted Rental Housing

Development Name	Street Address	City	Units	Target Population
Bethany Court Apartments	501 Bethany Court	Fort Pierce	60	Family
Deleon Residential Facility	6607 Deleon Avenue	Fort Pierce	6	Persons with Disabilities
GARDEN TERRACE	2902 Avenue E	Fort Pierce	258	Elderly; Family
Jenkins Pointe Apts., Phase I	E of Jenkins Rd, N of Okeechobee Rd	Fort Pierce	14	Family
Jenkins Pointe Apts., Phase II	E of Jenkins Rd, N of Okeechobee Rd	Fort Pierce	43	Family
Jenkins Pointe Apts., Phase III	E of Jenkins Rd, N of Okeechobee Rd	Fort Pierce	14	Family
Live Oak Villas	919 S. 25th Street	Fort Pierce	104	Family
Live Oak Villas II	919 South 25th Street	Fort Pierce	80	Family
Madison Cay	1655 N 29th Street	Fort Pierce	132	Family
Madison Vines	4262 Oleander Avenue	Fort Pierce	92	Elderly; Family
Menendez Residential Facility	3404 Menendez Street	Fort Pierce		Persons with Disabilities
Orangewood Village	705 S 29th St	Fort Pierce	60	Family; Link
PARK TERRACE	601 Avenue B	Fort Pierce	284	Elderly; Family
Pine Creek Village	1110 N 29th St	Fort Pierce	107	Family; Link
SCATTERED SITES	904 Avenue H	Fort Pierce	282	Elderly ;Family
Sabal Chase	100 Corner Drive	Fort Pierce	340	Family; Link
Sands At St. Lucie	2750 South 4th St.	Fort Pierce	320	Family
Cove At Saint Lucie	4400 NW Cove Circle	Port St. Lucie	144	Elderly
Grove Park	9800 Lennard Road	Port St. Lucie	210	Family; Link
Peacock Run Apartments	5502 E. Torino Parkway	Port St. Lucie	264	Family; Link
Saint Andrews Pointe	2550 NW Hatches Harbor Rd	Port St. Lucie	184	Family
Sanctuary At Winterlakes	5410 Rabbit Run	Port St. Lucie	284	Family

~~Villa Seton~~	~~3300 SW Chartwell Street~~	~~Port St. Lucie~~	~~49~~	~~Elderly~~

~~Source: Shimberg Center for Housing Studies~~

Table 3-17
Inventory of Federally- State- and Locally- Assisted Rental Housing

Development Name	Street Address	City	Units	Target Population
Bethany Court Apartments	501 Bethany Court	Fort Pierce	61	Family
Blue Sky Landing	100 Blue Sky Circle	Fort Pierce	82	Family
Blue Sky Landing II	102 Blue Sky Circle	Fort Pierce	82	Family
Deleon Residential Facility	6607 Deleon Avenue	Fort Pierce	6	Persons with Disabilities
GARDEN TERRACE	2902 Avenue E	Fort Pierce	259	Elderly; Family
Live Oak Villas	919 S. 25th Street	Fort Pierce	104	Family and farmworker
Live Oak Villas II	919 South 25th Street	Fort Pierce	80	farmworker
Madison Cay	1655 N 29th Street	Fort Pierce	132	Family
Menendez Residential Facility	3404 Menendez Street	Fort Pierce	6	Persons with Disabilities
Orangewood Village	705 S 29th St	Fort Pierce	60	Family; Link
PARK TERRACE	601 Avenue B	Fort Pierce	284	Elderly; Family
Pine Creek Village	1110 N 29th St	Fort Pierce	107	Family; Link
Sabal Chase	100 Corner Drive	Fort Pierce	340	Family; Link
Sands At St. Lucie	2750 South 4th St.	Fort Pierce	320	Family
SCATTERED SITES	904 Avenue H	Fort Pierce	282	Elderly ;Family
Cove At Saint Lucie	4400 NW Cove Circle	Port St. Lucie	144	Elderly
Grove Park	9800 Lennard Road	Port St. Lucie	210	Family; Link
Peacock Run	5502 E. Torino Parkway	Port St. Lucie	264	Family; Link
Saint Andrews Pointe	2550 NW Hatches Harbor Rd	Port St. Lucie	184	Family
Sanctuary At Winterlakes	5410 Rabbit Run	Port St. Lucie	284	Family
Villa Seton	3300 SW Chartwell Street	Port St. Lucie	49	Elderly

Community Residential Facilities: A “community residential home" means a dwelling unit licensed to serve residents who are clients of the Department of Elderly Affairs, the Agency for Persons with Disabilities, the Department of Juvenile Justice, or the Department of Children and Family Services.

According to www.FloridaHealthFinder.gov, there are ~~74~~ 86 assisted living facilities, ~~1 residential treatment facility~~, ~~14~~ 11 adult family care homes in St. Lucie County, and a host of other facilities offering various types of treatment. Details of these facilities including the number of licensed beds for each, is detailed below.

~~**Table 3-13**~~
~~**Community Residential Facilities**~~

~~Facility Type~~	~~Facility Name~~	~~Address~~	~~City~~	~~Units~~
~~Adult Day Care Center~~	~~ADULT ACTIVITY CENTER OF THE TREASURE COAST INC~~	~~579 NW LAKE WHITNEY PL STE 104~~	~~PORT ST. LUCIE~~	~~22~~
~~Adult Day Care Center~~	~~ALZHEIMER'S COMMUNITY CARE INC~~	~~2900 SOUTH JENKINS RD~~	~~FORT PIERCE~~	~~45~~
~~Adult Day Care Center~~	~~ALZHEIMERS COMMUNITY CARE INC~~	~~295 NW PRIMA VISTA BLVD~~	~~PORT ST. LUCIE~~	~~39~~
~~Adult Day Care Center~~	~~COUNCIL ON AGING OF ST. LUCIE INC~~	~~2501 SW BAYSHORE BLVD.~~	~~PORT ST. LUCIE~~	~~55~~

Adult Family Care Home	ANTOINE FRANCOISE	1342 SW DEL RIO BLVD	PORT ST LUCIE	5
Adult Family Care Home	ARCHER ANJUILET	1160 SE PURITAN LN	PORT ST. LUCIE	5
Adult Family Care Home	COTIN-VALCIN CHARITE	238 NW FERRIS DR	PORT ST LUCIE	4
Adult Family Care Home	CUNNINGHAM MONICA	2366 SW WEBSTER LN	PORT ST LUCIE	5
Adult Family Care Home	HILAIRE EDOUARD SAINT	298 SW CARTER AVE	PORT ST. LUCIE	5
Adult Family Care Home	JOSEPH MARIE MARTHE	1737 SW BRADWAY LN	PORT ST LUCIE	5
Adult Family Care Home	LABATTE CLAIRE	281 SW BEDFORD RD	PORT ST. LUCIE	4
Adult Family Care Home	LEWIS JEWELL D	445 SW DALTON CIR	PORT ST. LUCIE	5
Adult Family Care Home	PETERSON MYRTLE MERINA	120 MAPLE AVE	FORT PIERCE	5
Adult Family Care Home	SALIEN JEAN MARIE	6817 NW GRANGER AVE	PORT ST LUCIE	5
Adult Family Care Home	SALMON CYNTHIA HOPWOOD	5348 NW ALAM CT	PORT ST. LUCIE	4
Adult Family Care Home	SMITH MARIA	5809 NW FALL FLOWER CT	PORT ST LUCIE	3
Adult Family Care Home	TURENNE WILNIQUE	4435 SW MASEFIELD ST	PORT ST LUCIE	5
Adult Family Care Home	WHITE MAVIS	600 S 10TH ST	FORT PIERCE	3
Assisted Living Facility	A BETTER CARE LLC	308 S 30TH ST	FORT PIERCE	9
Assisted Living Facility	A TOUCH OF CLASS #1 ADULT CARE LLC	658 NW AVENS ST	PORT ST LUCIE	5
Assisted Living Facility	A TOUCH OF CLASS ADULT CARE	537 SW WHITMORE DRIVE	PORT ST. LUCIE	10
Assisted Living Facility	ACADEMY ASSISTED LIVING FACILITY INC	1225 SOLTMAN AVENUE	FORT PIERCE	20
Assisted Living Facility	ALCIME ASSISTED LIVING LLC	450 SW VIOLET AVE	PORT ST. LUCIE	5
Assisted Living Facility	ALCIME PROFESSIONAL CARE LLC	2419 SW SANSOM LN	PORT ST. LUCIE	6
Assisted Living Facility	AURORA OF THE TREASURE COAST	6609 N US HIGHWAY 1	FORT PIERCE	16
Assisted Living Facility	BAXTER'S ADULT LIVING FACILITY INC	1092 SW MAJORCA AVE	PORT ST LUCIE	6
Assisted Living Facility	BAYAMO ASSISTED LIVING FACILITY INC	1199 SW BAYAMO AVENUE	PORT ST. LUCIE	6
Assisted Living Facility	BEACHLAND RETIREMENT HOME INC	462 HERNANDO STREET	FORT PIERCE	8
Assisted Living Facility	BEST LOVING CARE #1 LLC	448 SE JUSTINE TERR	PORT ST. LUCIE	6
Assisted Living Facility	BOWE'S RETIREMENT HOMES INC	2739 CHEROKEE AVE	FORT PIERCE	6
Assisted Living Facility	BRENNITY AT TRADITION THE	10685 SW STONY CREEK WAY	PORT ST LUCIE	97
Assisted Living Facility	BROOKDALE PORT ST LUCIE	9825 S US HIGHWAY 1	PORT ST LUCIE	120
Assisted Living Facility	CARING HANDS OF THE TREASURE COAST LLC	4022 SW BAMBERG ST	PORT ST. LUCIE	6
Assisted Living Facility	CENTER FOR INDEPENDENT LIVING (THE)	4700 BUCHANAN DR	FORT PIERCE	6
Assisted Living Facility	CIRCLE OF CARE (THE)	4161 SW TUMBLE ST	PORT ST. LUCIE	6
Assisted Living Facility	COMFORT CARE HOME ALF	2402 SW SANTANA AVE	PORT ST. LUCIE	6
Assisted Living Facility	COUNTRY LIVING ASSISTED CARE CENTER INC	1762 SW ARCH STREET	PORT ST. LUCIE	6
Assisted Living Facility	FABULOUS RESORT ALF LLC	1762 SE CARVALHO ST	PORT ST. LUCIE	6
Assisted Living Facility	HARBOR PLACE AT PORT ST LUCIE THE	3700 SE JENNINGS RD	PORT ST LUCIE	128
Assisted Living Facility	HARMONY CARE HOME II INC	372 SW TODD AVE	PORT ST. LUCIE	5
Assisted Living Facility	HEAVENLY ADULT CARE LLC	3934 SW KAKOPO ST	PORT ST. LUCIE	6
Assisted Living Facility	HOME SWEET HOME OF THE TREASURE COAST INC	3120 AVENUE Q	FORT PIERCE	8
Assisted Living Facility	JAMAICA SHORES	171 SW EULER AVE	PORT ST LUCIE	6
Assisted Living Facility	JOHANNA'S ASSISTED LIVING INC	1958 DORADO LANE	PORT ST. LUCIE	4
Assisted Living Facility	LAKE FOREST PARK RETIREMENT COMMUNITY	2909 S 25TH ST	FORT PIERCE	79
Assisted Living Facility	LESALDO HOUSE ALF	2073 SE RAINIER RD	PORT ST. LUCIE	5
Assisted Living Facility	LIVE LOVE LAUGH ASSISTED LIVING INC	1766 SW COLUMBIA ST	PORT ST. LUCIE	6

Assisted Living Facility	LOVING CARE HOME LLC (THE)	534 SE THANKSGIVING AVE	PORT ST LUCIE	6
Assisted Living Facility	LOVING CARE OF THE TREASURE COAST LLC	2102 SW LARCHMONT	PORT ST. LUCIE	5
Assisted Living Facility	LYNMOORE ST LUCIE LAWNWOOD (THE)	1550 N LAWNWOOD CIR	FORT PIERCE	140
Assisted Living Facility	MEADOW CARE ASSISTED LIVING FACILITY LLC	686 SW LUCERO DR	PORT ST. LUCIE	5
Assisted Living Facility	MORNINGSIDE ALF	2233 SE MORNINGSIDE BLVD	PORT ST. LUCIE	8
Assisted Living Facility	NELISHA FAMILY HOME LLC	3871 SW RAMSPECK ST	PORT ST LUCIE	6
Assisted Living Facility	NELISHA FAMILY HOME LLC II	1243 SW FOX CT	PORT ST. LUCIE	5
Assisted Living Facility	NEW DIMENSION FAMILY CARE INC	849 SW HAMBERLAND AVE	PORT ST. LUCIE	6
Assisted Living Facility	NEW LIFE ASSISTED LIV INC	1301 WYOMING AVENUE	FORT PIERCE	6
Assisted Living Facility	NEW LIFE ASSISTED LIVING FACILITY	2133 SE SHELTER DR	PORT ST LUCIE	6
Assisted Living Facility	PALMS OF ST LUCIE WEST (THE)	501 NW CASHMERE BLVD	PORT ST LUCIE	80
Assisted Living Facility	PARADISE CARE COTTAGE	2277 SE LENNARD RD	PORT ST LUCIE	50
Assisted Living Facility	PARAH ASSISTED LIVING FACILITY LLC	701 SW TULIP BLVD	PORT ST. LUCIE	6
Assisted Living Facility	PERSONAL TOUCH FAMILY HOME LLC	4702 NW EVER RD	PORT ST. LUCIE	5
Assisted Living Facility	RETREAT ON BYWOOD THE	990 SE BYWOOD AVE	PORT ST LUCIE	5
Assisted Living Facility	ROSE ASSISTED LIVING FACILITY LLC	256 SW MOSELLE AVE	PORT ST. LUCIE	5
Assisted Living Facility	ROSEWELL HOME AND RESIDENTIAL CARE LLC	3366 SW VENDOME ST	PORT ST. LUCIE	5
Assisted Living Facility	ROSIE'S MANOR ALF	1910 SE RAINIER RD	PORT ST. LUCIE	5
Assisted Living Facility	ROSIE'S PLACE ALF	1102 SW IVANHOE ST	PORT ST LUCIE	6
Assisted Living Facility	ROYAL CARE ACLF INC	5081 DUNN ROAD	FORT PIERCE	12
Assisted Living Facility	SAVORAH ALF II LLC	2369 SW FERN CIR	PORT ST. LUCIE	6
Assisted Living Facility	SAVORAH ALF INC	2314 SW RANCH AVE	PORT ST. LUCIE	5
Assisted Living Facility	SEMINOLE ACRES KANLAKE II INC	3562 SEMINOLE RD	FORT PIERCE	10
Assisted Living Facility	SENIOR PARADISE LLC	3650 SW VICEROY ST	PORT ST. LUCIE	5
Assisted Living Facility	SERENITY CARE CENTER	619 SW JAFFE AVE	PORT ST LUCIE	6
Assisted Living Facility	SERENITY SENIOR CARE LLC	2680 SE BREVARD AVE	PORT ST. LUCIE	5
Assisted Living Facility	SHARING FACILITY	2897 HARSON WAY	FORT PIERCE	6
Assisted Living Facility	SOARING EAGLE INVESTMENT ASSISTED LIVING FACILITY LLC	1568 SW CALIFORNIA BLVD	PORT ST LUCIE	5
Assisted Living Facility	SPRINGFIELD GARDENS ALF	588 SW RAY AVENUE	PORT ST. LUCIE	6
Assisted Living Facility	SUNNY DAYS ALF INC II	4645 SW VAHALLA ST	PORT ST. LUCIE	6
Assisted Living Facility	SUNNYDAYS ALF INC	169 NE PRIMA VISTA BLVD	PORT ST LUCIE	6
Assisted Living Facility	SUNSHINE FAMILY ALF LLC	5817 NW GERALD CIR	PORT ST. LUCIE	5
Assisted Living Facility	THE BROADMOOR ALF	200 DIXIELAND DRIVE	FORT PIERCE	55
Assisted Living Facility	THE GARDENS OF PORT ST LUCIE	1699 SE LYNGATE DRIVE	PORT ST. LUCIE	110
Assisted Living Facility	THE HOUSE OF CARES INC	1042 HALEYBERRY AVE	PORT ST. LUCIE	6
Assisted Living Facility	THE PERFECT PLACE ALF	3890 SW CHAFFIN STREET	PORT ST. LUCIE	5
Assisted Living Facility	THE PERFECT PLACE ALF 2 INC	2666 ACE RD	PORT ST. LUCIE	5
Assisted Living Facility	TONI MARY HOME ALF CORP	1662 SW ALVATON AVENUE	PORT ST. LUCIE	6
Assisted Living Facility	TOUCH OF GRACE ASSISTED LIVING FACILITY LLC	3425 SW RIVERA ST	PORT ST LUCIE	6
Assisted Living Facility	TRANSITION CARE ASSISTED LIVING FACILITY	1613 SW MERIDIAN AVE	PORT ST. LUCIE	5
Assisted Living Facility	TREASURE COAST ALF INC	642 SW JACOBY AVE	PORT ST. LUCIE	6
Assisted Living Facility	VEDA ASSISTED LIVING FACILITY	1538 SE FACULTY CT	PORT ST LUCIE	4
Assisted Living Facility	VITALITY RESORT ALF LLC	1258 SW ERMINE AVE	PORT ST. LUCIE	6
Assisted Living Facility	VITALITY STAR RESORT ALF LLC	591 SW BRADSHAW CIR	PORT ST. LUCIE	6
Assisted Living Facility	WATERCREST OF ST LUCIE WEST ASSISTED LIVING AND MEMORY CARE	279 NW CALIFORNIA BLVD	PORT ST. LUCIE	132

~~Crisis Stabilization Unit/ Short Term Residential Treatment Facility~~	~~NEW HORIZONS OF THE TREASURE COAST~~	~~4500 W MIDWAY ROAD~~	~~FORT PIERCE~~	~~30~~
~~Crisis Stabilization Unit/ Short Term Residential Treatment Facility~~	~~NEW HORIZONS OF THE TREASURE COAST~~	~~4500 W MIDWAY RD~~	~~FORT PIERCE~~	~~20~~
~~Crisis Stabilization Unit/ Short Term Residential Treatment Facility~~	~~NEW HORIZONS OF THE TREASURE COAST~~	~~4500 WEST MIDWAY ROAD~~	~~FORT PIERCE~~	~~20~~
~~Prescribed Pediatric Extended Care Center~~	~~BRIDGES PPEC CENTER LLC~~	~~378 SW PRIMA VISTA BLVD~~	~~PORT ST. LUCIE~~	~~35~~
~~Prescribed Pediatric Extended Care Center~~	~~PATCHES~~	~~4100-4300 OKEECHOBEE ROAD~~	~~FORT PIERCE~~	~~85~~
~~Residential Treatment Facility~~	~~NEW HORIZONS OF THE TREASURE COAST INC~~	~~4500 W MIDWAY RD~~	~~FORT PIERCE~~	~~16~~

~~Source: http://www.floridahealthfinder.gov, 2017.~~

Table 3-18
Community Residential Facilities

Facility Type	Facility Name	Address	City	Units
Adult Day Care Center	ADULT ACTIVITY CENTER OF THE TREASURE COAST INC	579 NW LAKE WHITNEY PL STE 104	PSL	22
Adult Day Care Center	ALZHEIMER'S COMMUNITY CARE INC	2900 SOUTH JENKINS RD	FP	45
Adult Day Care Center	ALZHEIMER'S COMMUNITY CARE INC	295 NW PRIMA VISTA BLVD	PSL	39
Adult Day Care Center	ALZHEIMER'S COMMUNITY CARE INC	555 SW CASHMERE BLVD	PSL	66
Adult Day Care Center	BRIGHTER CARE ADULT DAYCARE CENTER, LLC	415 AVE A, STE 100	FP	65
Adult Day Care Center	COUNCIL ON AGING OF ST. LUCIE INC	2501 SW BAYSHORE BLVD.	PSL	55
Adult Family Care Home	COTIN-VALCIN CHARITE	238 NW FERRIS DR	PSL	4
Adult Family Care Home	SCHAEFFER, JOYCE B	1160 SE PURITAM LN	PSL	5
Adult Family Care Home	TURENNE, WILNIQUE	4183 SW MACAD ST	PSL	5
Adult Family Care Home	ROBINSON, PAULINE	2766 SW SAVONA BLVD	PSL	3
Adult Family Care Home	DORSAINVIL, YVES CARMEN	631 SW SARDINIA AVE	PSL	5
Assisted Living Facility	A BETTER CARE LLC	308 S 30TH ST	FP	6
Assisted Living Facility	A KEE TO PARADISE LLC	5579 NW COMMODORE TERR	PSL	6
Assisted Living Facility	A LOVING HAND FACILITY CARE LLC	554 KILPATRICK AVE	PSL	6
Assisted Living Facility	A TOUCH OF CLASS #1 ADULT CARE LLC	658 NW AVENS ST	PSL	5
Assisted Living Facility	A TOUCH OF CLASS ADULT CARE	537 SW WHITMORE DRIVE	PSL	10
Assisted Living Facility	ACADEMY ASSISTED LIVING FACILITY INC	1225 SOLTMAN AVENUE	FP	20
Assisted Living Facility	ANGEL OF LIGHT ASSISTED LIVING FACILITY	613 HOMELAND ROAD	PSL	6
Assisted Living Facility	AVALON FAMILY RESORT ASSISTED LIVING, LLC	160 SW SARATOGA AVE	PSL	6
Assisted Living Facility	B & B ANGEL'S HOME LLC	150 SW PORT ST LUCIE BLVD	PSL	6
Assisted Living Facility	BAXTER'S ADULT LIVING FACILITY INC	1092 SW MAJORCA AVE	PSL	6
Assisted Living Facility	BAY ISLES SENIOR CARE	1792 SW WHIPPLE AVE	PSL	6
Assisted Living Facility	BAYAMO ASSISTED LIVING FACILITY INC.	1199 SW BAYAMO AVENUE	PSL	6
Assisted Living Facility	BLESSINGS ASSISTED LIVING	2449 SW HUMBER CT	PSL	6
Assisted Living Facility	BRIGHTEN ASSISTED LIVING FACILITY LLC	1931 SW MCALLISTER LANE	PSL	6
Assisted Living Facility	BRIGHTSTAR ASSISTED LIVING LLC	1613 SW MERIDIAN AVE	PSL	5
Assisted Living Facility	BROOKS MANOR LLC	2043 SE WATERCREST ST	PSL	6
Assisted Living Facility	BROWNS HOUSE ASSISTED LIVING FACILITY	2241 SE MELALEUCA BLVD	PSL	5
Assisted Living Facility	CARING ASSISTED LIVING LLC	2588 SW GROTTO CIRCLE	PSL	4
Assisted Living Facility	CENTER FOR INDEPENDENT LIVING (THE)	4700 BUCHANAN DR	FP	6
Assisted Living Facility	COASTAL QUALITY ASSISTED LIVING LLC	804 ANITA ST	FP	6

Assisted Living Facility	COMFORT CARE HOME ALF	2402 SW SANTANA AVE	PSL	6
Assisted Living Facility	COUNTRY LIVING ASSISTED CARE CENTER INC	1762 SW ARCH STREET	PSL	6
Assisted Living Facility	ELITE CARE ALF LLC	4702 NW EVER RD	PSL	6
Assisted Living Facility	ELLIE'S ASSISTED LIVING LLC	1840 SW JANETTE AVE	PSL	6
Assisted Living Facility	FABULOUS RESORT ALF LLC	1762 SE CARVALHO ST	PSL	6
Assisted Living Facility	FAITH CARE LLC	2562 SW CALDER ST	PSL	6
Assisted Living Facility	FUTURE SMILES SENIOR LIVING II, LLC	1514 SW LEISURE LN	PSL	8
Assisted Living Facility	FUTURE SMILES SENIOR LIVING LLC	4645 SW VAHALLA ST	PSL	8
Assisted Living Facility	GOOD NATURED HOME CARE LLC	337 SW GRIMALDO TERRACE	PSL	6
Assisted Living Facility	GRACE HOUSE	6755 NW MONOCO CT	PSL	6
Assisted Living Facility	GRACE MANOR	221 SW YAGER PL	PSL	6
Assisted Living Facility	GRANDPARENTS HOUSE ALF INC	3890 SW CHAFFIN STREET	PSL	5
Assisted Living Facility	GV FORT PIERCE OPCO LLC	2909 S 25TH ST	FP	79
Assisted Living Facility	HARBOR PLACE AT PORT ST LUCIE, THE	3700 SE JENNINGS RD	PSL	128
Assisted Living Facility	HEAVENLY ADULT CARE LLC	3934 SW KAKOPO ST	PSL	6
Assisted Living Facility	HELPING HANDS RESIDENTIAL CARE HOME LLC	494 SW HALIBUT AVE	PSL	6
Assisted Living Facility	HILLS CREEK INC	308 S 30TH ST	FP	9
Assisted Living Facility	HOME SWEET HOME OF THE TREASURE COAST INC	3120 AVENUE Q	PSL	5
Assisted Living Facility	JAMAICA SHORES	171 SW EULER AVE	PSL	6
Assisted Living Facility	JD TREASURE COAST ASSISTED LIVING FACILITY, LLC	1958 DORADO LANE	PSL	4
Assisted Living Facility	JJ MANOR ASSISTED LIVING LLC	2749 SE EAGLE DR	PSL	5
Assisted Living Facility	JUST LIKE HOME ALF LLC	2637 SW FAIR ISLE RD	PSL	5
Assisted Living Facility	K AND L LOVING CARE OF PORT SAINT LUCIE ALF INC	1342 SW DEL RIO BLVD	PSL	6
Assisted Living Facility	L & C CARE LLC	2048 SE HARDING ST	PSL	5
Assisted Living Facility	LINX LIVING LLC	552 SE VOLKERTS TERR	PSL	5
Assisted Living Facility	LIVE LOVE LAUGH ASSISTED LIVING INC	1766 SW COLUMBIA ST	PSL	6
Assisted Living Facility	LOVING CARE OF THE TREASURE COAST LLC	2102 SW LARCHMONT	PSL	6
Assisted Living Facility	LYNMOORE ST LUCIE LAWNWOOD (THE)	1550 N LAWNWOOD CIR	FP	140
Assisted Living Facility	MERCIFUL ASSISTED LIVING	4112 SW TUMBLE ST	PSL	6
Assisted Living Facility	NAINA'S ANGELIC HANDS ASSISTED LIVING LLC	6260 NW TOPAZ WAY	PSL	6
Assisted Living Facility	NATES HEALTH SERVICES LLC	742 SW SARAGOSSA AVE	PSL	6
Assisted Living Facility	NEW DIMENSION FAMILY CARE INC	849 SW HAMBERLAND AVE	PSL	6
Assisted Living Facility	NEW LIFE ASSISTED LIVING FACILITY	2133 SE SHELTER DR	PSL	6
Assisted Living Facility	PALMS OF ST LUCIE WEST (THE)	501 NW CASHMERE BLVD	PSL	80
Assisted Living Facility	PARADISE CARE COTTAGE	2277 SE LENNARD RD	PSL	50
Assisted Living Facility	PARAH ASSISTED LIVING FACILITY LLC	701 SW TULIP BLVD	PSL	6
Assisted Living Facility	RETREAT ON BYWOOD THE	990 SE BYWOOD AVE	PSL	5
Assisted Living Facility	ROSE ASSISTED LIVING FACILITY LLC	256 SW MOSELLE AVE	PSL	5
Assisted Living Facility	ROSEWELL HOME AND RESIDENTIAL CARE LLC	3366 SW VENDOME ST	PSL	5
Assisted Living Facility	ROSIE'S MANOR ALF	1910 SE RAINIER RD	PSL	5
Assisted Living Facility	ROSIE'S PLACE ALF	1102 SW IVANHOE ST	PSL	6
Assisted Living Facility	ROYALTY FIRST LLC	1733 SE MARIANA RD	PSL	6
Assisted Living Facility	ROYALTY FIRST TOO LLC	2341 SE GILLETTE AVE	PSL	6
Assisted Living Facility	SAVORAH ALF II LLC	2369 SW FERN CIR	PSL	6
Assisted Living Facility	SAVORAH ALF INC	2314 SW RANCH AVE	PSL	5

Assisted Living Facility	SEMINOLE ACRES KANLAKE II INC	3562 SEMINOLE RD	FP	10
Assisted Living Facility	SENIOR PARADISE LLC	3650 SW VICEROY ST	PSL	5
Assisted Living Facility	SERENITY GARDEN ASSISTED LIVING LLC	579 SW ASTER RD	PSL	5
Assisted Living Facility	SHARING FACILITY	2897 HARSON WAY	FP	6
Assisted Living Facility	SUNSHINE FAMILY ALF LLC	5817 NW GERALD CIR	PSL	5
Assisted Living Facility	SUPERIOR LIVING LLC	496 SE VERADA AVE	PSL	6
Assisted Living Facility	THE BRENNITY AT TRADITION	10685 SW STONY CREEK WAY	PSL	97
Assisted Living Facility	THE BROADMOOR ALF	200 DIXIELAND DRIVE	FP	55
Assisted Living Facility	THE LOVING CARE HOME LLC	1249 SW BYRON ST	PSL	110
Assisted Living Facility	THE MANOR OF FORT PIERCE	4201 S 25TH ST	PSL	33
Assisted Living Facility	THE PERFECT PLACE ALF 2 INC	2666 ACE RD	PSL	5
Assisted Living Facility	TONI MARY HOME ALF CORP	1662 SW ALVATON AVENUE	PSL	6
Assisted Living Facility	TOUCH OF GRACE ASSISTED LIVING FACILITY LLC	3425 SW RIVERA ST	PSL	6
Assisted Living Facility	TREASURE COAST ALF INC	642 SW JACOBY AVE	PSL	6
Assisted Living Facility	VEDA ASSISTED LIVING FACILITY	1538 SE FACULTY CT	PSL	4
Assisted Living Facility	VIOLET GARDENS ALF LLC	372 SW TODD AVE	PSL	6
Assisted Living Facility	VITALITY RESORT ALF LLC	1258 SW ERMINE AVE	PSL	6
Assisted Living Facility	VITALITY SPRING RESORT ALF LLC	121 SW OAKRIDGE DR	PSL	6
Assisted Living Facility	VITALITY STAR RESORT ALF LLC	591 SW BRADSHAW CIR	PSL	6
Assisted Living Facility	WATERCREST OF ST LUCIE WEST ASSISTED LIVING AND MEMORY CARE	279 NW CALIFORNIA BLVD	PSL	132
Assisted Living Facility	WICKSHIRE PORT ST LUCIE	9825 S US HIGHWAY 1	PSL	120
Crisis Stabilization Unit/ Short Term Residential Treatment Facility	NEW HORIZONS OF THE TREASURE COAST	4500 W MIDWAY ROAD	FP	30
Crisis Stabilization Unit/ Short Term Residential Treatment Facility	NEW HORIZONS OF THE TREASURE COAST	4500 W MIDWAY RD	FP	20
Crisis Stabilization Unit/ Short Term Residential Treatment Facility	NEW HORIZONS OF THE TREASURE COAST	4500 WEST MIDWAY ROAD	FP	20
Prescribed Pediatric Extended Care Center	BRIDGES PPEC CENTER LLC	378 SW PRIMA VISTA BLVD	PSL	35
Prescribed Pediatric Extended Care Center	PATCHES	4100-4300 OKEECHOBEE ROAD	FP	85
Residential Treatment Facility	NEW HORIZONS OF THE TREASURE COAST INC	4500 W MIDWAY RD	FP	16

Source: http://www.floridahealthfinder.gov, 2024.

Mobile Homes: Mobile home parks, lodging and recreational vehicle parks, and recreational camps are licensed annually by the Department of Health in accordance with Chapter 64E-15, Florida Administrative Code (F.A.C.), rules. The county health departments provide direct services in the operational aspect of the program through routine inspections, plan reviews, educational programs, and enforcement actions.

The following table lists all the licensed mobile home parks in the County.

Table 3-~~14~~19
Licensed Mobile Home Parks

~~Name~~	~~Address~~	~~City~~	~~MH Spaces~~	~~RV Spaces~~
~~Bennetts Mobile Home Park~~	~~3426 S 7th Street~~	~~FP~~	~~26~~	
~~Ft Pierce Bentonwood LLC~~	~~6143 S US Hwy. 1~~	~~FP~~	~~54~~	

~~Between Waters Mobile Home Pk.~~	~~13129 S Indian River Dr.~~	~~PSL~~	~~25~~	
~~Fort Pierce Colony LLC~~	~~2601 N US 1 Highway~~	~~FP~~	~~51~~	
~~Torpey Oaks Mobile Home Park~~	~~4185 John Cook Way~~	~~FP~~	~~9~~	
~~Country Cove MHP LLC~~	~~4113 N US 1 Highway~~	~~FP~~	~~149~~	
~~Sun Village Estates~~	~~3600 SE Mariposa Ave.~~	~~PSL~~	~~82~~	
~~Easy Livin' R.V. Park & Sales~~	~~4611 S US 1 Highway~~	~~FP~~		~~42~~
~~Fort Pierce Food & Gas~~	~~2840 N US 1 Highway~~	~~FP~~	~~21~~	
~~Glen Oaks Mobile Home Park~~	~~1350 Juanita Avenue~~	~~FP~~	~~38~~	
~~Golden Ponds, Inc.~~	~~10001 W Angle Road~~	~~FP~~	~~390~~	
~~H and H Mobile Home Park~~	~~6025 N US 1 Highway~~	~~FP~~	~~23~~	
~~Manatee Mobile Home & RV Park~~	~~3550 S US 1 Highway~~	~~FP~~	~~165~~	
~~Ocean Resorts Co-op~~	~~5101 N A1A~~	~~FP~~	~~400~~	
~~Cypress Mobile Home Park~~	~~6545 N US 1 Highway~~	~~FP~~	~~75~~	
~~Palm Vista Mobile Ranch~~	~~709 S 33rd Street~~	~~FP~~	~~22~~	
~~Pine View Mobile Home Park~~	~~3265 S US 1 Highway~~	~~FP~~	~~82~~	
~~Sandhill Shores~~	~~3200 S US 1 Highway~~	~~FP~~	~~375~~	
~~Ridgecrest Mobile Home Park~~	~~2251 N US 1 Highway~~	~~FP~~	~~184~~	
~~Road Runner Travel Resort~~	~~5500 St Lucie Boulevard~~	~~FP~~		~~452~~
~~Savannas Recreation Area~~	~~1400 E Midway Road~~	~~FP~~		~~61~~
~~Seminole Mobile Park~~	~~3318 Orange Avenue~~	~~FP~~	~~72~~	
~~Spanish Lakes~~	~~8200 S US 1 Highway~~	~~FP~~	~~1,350~~	
~~Spanish Lakes Country Club Village~~	~~1 Las Casitas~~	~~FP~~	~~1,300~~	
~~Spanish Lakes Fairways~~	~~6200 Nuevo Lagos~~	~~FP~~	~~1,573~~	
~~Spanish Lakes Golf Village~~	~~Village Green Drive~~	~~PSL~~	~~740~~	
~~Spanish Lakes Riverfront~~	~~7901 S US 1 Highway~~	~~PSL~~	~~621~~	
~~Sunnier Palms Members Lodge~~	~~8800 Okeechobee Road~~	~~FP~~	~~60~~	
~~Sunrise Trailer & RV Park, Inc.~~	~~1821 N US 1 Highway~~	~~FP~~		~~41~~
~~Tall Pines Mobile Home Community~~	~~314 S Erie Drive~~	~~FP~~	~~257~~	
~~Tangelo Village-Dixie Mobile Homes Inc.~~	~~3135 S US 1 Highway~~	~~FP~~	~~55~~	
~~Tanglewood Mobile Home Park~~	~~345 E Weatherbee Road~~	~~FP~~	~~158~~	
~~Tropical Isles~~	~~281 Tropical Isles Circle~~	~~FP~~	~~334~~	
~~Whispering Creek Co-Op~~	~~2023 St Lucie Boulevard~~	~~FP~~	~~245~~	
~~Windsong Mobile Village~~	~~3200 S 7th Street, Lot 70~~	~~FP~~	~~152~~	
~~Flying J Travel Plaza #622~~	~~100 N Kings Highway~~	~~FP~~		~~7~~
~~Port St. Lucie RV Resort~~	~~3703 Jennings Road~~	~~PSL~~		~~117~~
~~Treasure Coast RV Resort~~	~~2550 Crossroads Parkway~~	~~FP~~		~~165~~
~~**TOTAL SPACES**~~			~~**9,088**~~	~~**885**~~

~~Source: Florida Department of Health, 2017.~~

Name	Address	City	MH Spaces	RV Spaces
Bennetts Mobile Home Park	3426 S 7th Street	FP	26	
Torpey Oaks Mobile Home Park	4185 John Cook Way	FP	9	
Country Cove LLC	4113 N US 1 Highway	FP	149	
Port St. Lucie Mobile Village	3600 SE Mariposa Avenue, Lot B	PSL	82	
Easy Livin' R.V. Park & Sales	4611 S US 1 Highway	FP		50
Fort Pierce Food & Gas	2840 N US 1 Highway	FP	21	

Glen Oaks Mobile Home Park	1350 Juanita Avenue	FP	38	
Golden Ponds Inc.	10001 W Angle Road	FP	390	
H and H Mobile Home Park	6097 N US 1 Highway	FP	25	
Manatee Mobile Home & RV Park	3550 S US 1 Highway	FP	165	
Ocean Resorts Co-op	5101 N A1A	FP	400	
Cypress Mobile Home Park	6545 N US 1 Highway	FP	78	
Key Lime Estates Properties, LLC	709 S 33rd Street	FP	22	
Pine View Mobile Home Park	3265 S US 1 Highway	FP	82	
Sandhill Shores	3200 S US 1 Highway	FP	376	
Ridgecrest Mobile Home Park	2251 N US 1 Highway	FP	184	
Road Runner Travel Resort	5500 St Lucie Boulevard	FP		453
Savannas Recreation Area	1400 E Midway Road	FP	79	
Seminole Mobile Park	3318 Orange Avenue	FP	72	
Spanish Lakes	8200 S US 1 Highway	FP	1,350	
Spanish Lakes Country Club Village	1 Las Casitas	FP	1,300	
Spanish Lakes Fairways	6200 Nuevo Lagos	FP	1,573	
Spanish Lakes Golf Village	Village Green Drive	PSL	740	
Spanish Lakes Riverfront	7901 S US 1 Highway	PSL	621	
Sunnier Palms Members Lodge	8800 Okeechobee Road	FP	60	
Fort Pierce KOA	1821 N US 1 Highway	FP		40
Granite Tall Pines, LLC	314 S Erie Drive	FP	257	
Tanglewood Mobile Home Park	345 E Weatherbee Road	FP	158	
Tropical Isles	281 Tropical Isles Circle	FP	334	
Whispering Creek Co-Op	2023 St Lucie Boulevard	FP	245	
Windsong Mobile Village	3200 S 7th Street, Lot 70	FP	152	
Flying J Travel Plaza #622	100 N Kings Highway	FP		7
Port St. Lucie RV Resort	3703 Jennings Road	PSL		117
Treasure Coast RV Resort	2550 Crossroads Parkway	FP		165
McCarty Ranch Preserve	12525 Range Line Road	PSL		19
Fort Pierce West KOA	3180 S Jenkins Road	FP		121
Colony Club MHP LLC	2601 N US 1 Highway	FP	51	
Bentonwood MHP LLC	6143 S US 1 Highway	FP	54	
Fort Pierce Estates	3221 S US 1 Highway	FP	54	
Missionary Flights Hospitality Park	3163 Hammond Road	FP		48
Total Spaces			**9,147**	**1,020**

Source: Florida Department of Health, 2024.

Farmworker Housing The FHDC does not have recent data available on the need for farmworker units for unincorporated St. Lucie County.

Historically Significant Housing: Section 163.3177(f), F.S. requires local housing elements to provide an inventory of historically significant housing listed on the Florida Master Site File, National Register of Historic Places, or designated as historically significant by a local ordinance. Three historic homes on the National Register of Historic Places lie in unincorporated St. Lucie County: Casa Caprona, the Captain Hammond House, and the Dorothy Binney Palmer House on

Immokolee. There are 14 other potentially eligible residential structures located in unincorporated St. Lucie County which are listed in the Florida Master Site File. Appendix 1 A in the Future Land Use Element shows structures including residences in the Florida Master Site File.

NEEDS ASSESSMENT

Population Projections: Section 163.3177(f), F.S. requires that the principles, guidelines, standards and strategies of the housing element must be based on data and analysis prepared on housing needs. Projections for unincorporated St. Lucie County are detailed below, based on data available from the Shimberg Center's FHDC. By 2035, the St. Lucie County population is projected to grow from 385,746 (4/1/2024) to 456,800 (2035). This equates to a change in population of 71,054 over 11 years or an 18.4% increase. By 2050, St. Lucie County's population is projected to grow from 385,746 to 530,700. That equates to a change in population of 144,954 over 26 years or a 37.57% increase. ~~Overall, the data indicate modest growth of approximately 5.9 percent between 2020-2040 2025-2050.~~ Most of the projected growth occurs at top of the age pyramid (those 75 years old and up). ~~Extrapolating from the estimated 2016 average household size for unincorporated St. Lucie County (1.98), we can estimate a need for approximately 2,658 additional housing units by 2040 to serve the additional projected permanent and institutional population.~~

Table 3-~~16~~20
Population Projections by Age, ~~2016-2040~~ 2025-2050 (Permanent + Institutional)

~~Year~~ / ~~Age Group~~	~~2016~~	~~2020~~	~~2025~~	~~2030~~	~~2035~~	~~2040~~
~~0-14~~	~~8,021~~	~~7,614~~	~~7,229~~	~~6,855~~	~~6,635~~	~~6,350~~
~~15-24~~	~~6,141~~	~~5,573~~	~~5,217~~	~~4,926~~	~~4,740~~	~~4,657~~
~~25-34~~	~~5,792~~	~~5,782~~	~~5,511~~	~~4,875~~	~~4,630~~	~~4,480~~
~~35-44~~	~~6,216~~	~~6,159~~	~~6,065~~	~~6,091~~	~~5,923~~	~~5,373~~
~~45-54~~	~~8,187~~	~~7,368~~	~~7,044~~	~~7,066~~	~~7,170~~	~~7,473~~
~~55-64~~	~~11,485~~	~~11,929~~	~~11,158~~	~~9,913~~	~~9,693~~	~~10.055~~
~~65-74~~	~~12,773~~	~~13,449~~	~~14,622~~	~~15,685~~	~~15,102~~	~~13,972~~
~~75+~~	~~13,022~~	~~14,779~~	~~16,861~~	~~18,960~~	~~21,859~~	~~24,542~~
~~**TOTAL**~~	~~**71,639**~~	~~**72,653**~~	~~**73,707**~~	~~**74,371**~~	~~**75,752**~~	~~**76,902**~~

Source: Shimberg Center for Housing Studies Florida Housing Data Clearinghouse

Year / Age Group	2025	2030	2035	2040	2045	2050
0-14	10,579	11,333	11,681	11,760	11,483	11,204
15-24	7,063	7,342	7,511	8,004	8,102	8,023
25-34	8,052	7,630	7,874	8,010	7,702	7,732
35-44	8,220	9,476	9,495	8,772	8,572	8,300
45-54	7,920	8,399	9,338	10,602	10,834	10,190
55-64	11,439	10,203	10,184	10,661	11,112	11,723
65-74	13,811	14,545	13,429	11,893	11,617	11,958
75+	12,993	13,604	14,702	15,325	15,730	15,657
TOTAL	**80,077**	**82,532**	**84,214**	**85,027**	**85,152**	**84,787**

Source: Shimberg Center for Housing Studies Florida Housing Data Clearinghouse

Affordable Housing Demand: Table 3-~~17~~21 presents the very-low, low, and moderate income housing needs estimates and projections through ~~2040~~ 2050.

Table 3-2147
Projected Housing Affordability by Household Income St. Lucie-Unincorporated, ~~2016-2040~~ 2025-2050

~~Income~~	~~2016~~	~~2020~~	~~2025~~	~~2030~~	~~2035~~	~~2040~~
~~0-50% AMI~~	~~6,932~~	~~7,210~~	~~7,521~~	~~7,781,~~	~~8,058~~	~~8,282~~
~~50.01-80% AMI~~	~~6,183~~	~~6,496~~	~~6,852~~	~~7,170~~	~~7,470~~	~~7,700~~
~~80.01-120% AMI~~	~~6,944~~	~~7,226~~	~~7,521~~	~~7,770~~	~~8,040~~	~~8,255~~
~~120.01+ AMI~~	~~12,844~~	~~13,257~~	~~13,612~~	~~13,875~~	~~14,271~~	~~14,655~~

Income	2025	2030	2035	2040	2045	2050
0-50% AMI	9,016	9,221	9,388	9,436	9,497	9,501
50.01- 80% AMI	6,848	8,536	7,124	7,159	7,210	7,220
80.01- 100% AMI	4,275	4,373	4,449	4,469	4,500	4,507
100.01%+ AMI	14,492	14,827	15,078	15,145	15,259	15,285

Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse

Based on the United Way 2025 State of ALICE (which stands for *Asset Limited, Income Constrained, Employed*) Report, households that earn more than the Federal Poverty Level, but less than the basic cost of living for the county (the ALICE Threshold) can't afford the essentials, such as housing, childcare, food, transportation, health care, technology, and taxes . As of 2023, 72,887 households (50%) were below the ALICE Threshold in St. Lucie County, as depicted below in Figure 2.

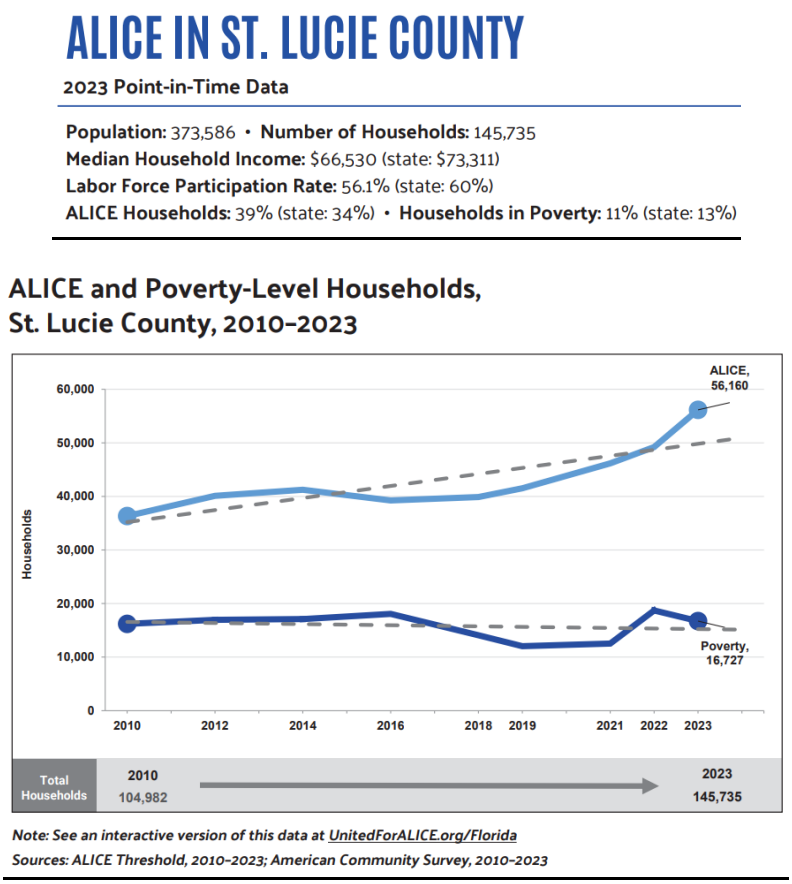
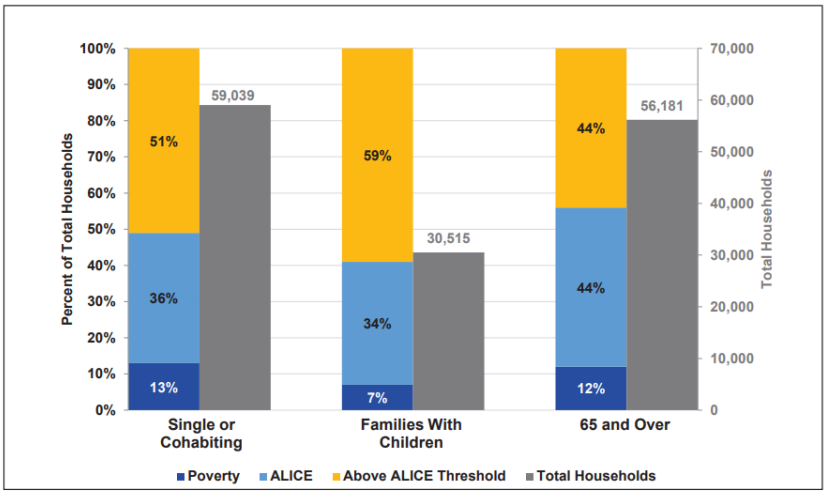


Figure 2 ALICE Threshold for St Lucie County, 2025.

Household Financial Status by Household Type, St. Lucie County, 2023



Note: Families with children include married-parent, single-female-headed, and single-male-headed households.
Sources: ALICE Threshold, 2023; American Community Survey, 2023

Figure 3 ALICE Threshold, 2023.

~~These projections indicate that 2,867 (48 percent) of the additional 5,989 households projected through 2040 will have an income that is 80 percent or less of the area median income.~~

The following tables detail the number of households that are projected to be both cost-burdened and make less than 80 percent of the area median income for the short term (~~2040~~ 2030) and long term (~~2040~~ 2050) planning timeframes, by tenure. In ~~2020~~ 2030 ~~7,628~~ 8,203 households (~~22.3~~ 24.0 percent) could fall into this category. By ~~2040~~ 2050, the number of households that are both cost-burdened and make less than 80 percent of the area median income jumps to ~~9,129~~ 8,376, ~~or 23.5~~ 24.3 percent of all households.

Table 3-22~~18~~
~~Projected Households by Tenure, Income, and Cost Burden, 2020~~

~~A. Owner-Occupied Households~~				
	~~Household Income as a Percentage of Area Median Income (AMI)~~			
	~~0 – 50% AMI~~	~~50.01 – 80% AMI~~	~~80.01 – 120% AMI~~	~~120.01%+ AMI~~
	~~Very Low~~	~~Low~~	~~Moderate~~	~~Above Moderate~~
~~No Cost Burden~~	~~1,711~~	~~3,226~~	~~4,536~~	~~10,379~~
~~At 30%-50% Cost Burden~~	~~823~~	~~1,175~~	~~1,016~~	~~1,030~~
~~At 50.1% or More Cost Burden~~	~~2,578~~	~~784~~	~~518~~	~~275~~
~~B. Renter-Occupied Households~~				
	~~Very Low~~	~~Low~~	~~Moderate~~	~~Above Moderate~~
~~No Cost Burden~~	~~238~~	~~363~~	~~842~~	~~1,370~~
~~At 30%-50% Cost Burden~~	~~322~~	~~637~~	~~282~~	~~183~~
~~At 50.1% or More Cost Burden~~	~~1,538 4~~	~~311~~	~~32~~	~~20~~

~~Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse.~~

Projected Households by Tenure, Income, and Cost Burden, 2030

A. Owner-Occupied Households- Unincorporated St. Lucie County				
	Household Income as a Percentage of Area Median Income (AMI)			
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 100% AMI	Greater than 100% AMI
No Cost Burden	3,185,	4,198	2,582	11,621
At 30%-50% Cost Burden	1,624	903	444	378
At 50.1% or More Cost Burden	1,908	331	82	57
B. Renter-Occupied Households				
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 100% AMI	Greater than 100% AMI
No Cost Burden	383	684	542	1,501
At 30%-50% Cost Burden	635	419	166	41
At 50% or More Cost Burden	2,189	194	65	-

Table 3-2319
~~Projected Households by Tenure, Income, and Cost Burden, 2040~~

~~A. Owner-Occupied Households~~				
	~~Household Income as a Percentage of Area Median Income (AMI)~~			
	~~0 – 50% AMI~~	~~50.01 – 80% AMI~~	~~80.01 – 120% AMI~~	~~120.01%+ AMI~~
	~~Very Low~~	~~Low~~	~~Moderate~~	~~Above Moderate~~
~~No Cost Burden~~	~~2,151~~	~~4,066~~	~~5,449~~	~~11,691~~
~~At 30%-50% Cost Burden~~	~~1,052~~	~~1,410~~	~~1,129~~	~~1,131~~
~~At 50.1% or More Cost Burden~~	~~3,020~~	~~896~~	~~576~~	~~312~~
~~B. Renter-Occupied Households~~				
	~~Very Low~~	~~Low~~	~~Moderate~~	~~Above Moderate~~
~~No Cost Burden~~	~~250~~	~~386~~	~~784~~	~~1,330~~
~~At 30%-50% Cost Burden~~	~~324~~	~~608~~	~~283~~	~~172~~
~~At 50.1% or More Cost Burden~~	~~1,485~~	~~334~~	~~34~~	~~19~~

~~Source: Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse~~

Projected Households by Tenure, Income, and Cost Burden, 2050

A. Owner-Occupied Households- Unincorporated St. Lucie County				
	Household Income as a Percentage of Area Median Income (AMI)			
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 100% AMI	Greater than 100% AMI
No Cost Burden	3,233	4261	2,621	11,795
At 30%-50% Cost Burden	1,649	917	451	384
At 50.1% or More Cost Burden	1,938	336	84	58
B. Renter-Occupied Households				
	0 – 50% AMI	50.01 – 80% AMI	80.01 – 100% AMI	Greater than 100%

No Cost Burden	383	683	542	1501
At 30%-50% Cost Burden	635	419	166	41
At 50% or More Cost Burden	2,288	194	65	-

Conclusion

While the County acknowledges the need for affordable housing, challenges persist in the effort to increase available units. ~~This is mainly due to a lack of financial resources stemming from slow recovery of the economic recession and the reduction of funding from federal and state resources.~~ The County will continue to utilize its existing funding and partnerships while exploring innovative ways to create opportunities and incentives for affordable housing development.

COMPREHENSIVE PLAN

EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 4

INFRASTRUCTURE ELEMENT

DATA, INVENTORY AND ANALYSIS

Calvin, Giordano & Associates, Inc.
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INFRASTRUCTURE ELEMENT

DATA INVENTORY AND ANALYSIS

Purpose

The purpose of the Infrastructure Element is to provide for necessary public facilities and services correlated to future land use designations. This element addresses general utilities which are provided by or managed by the County. These include:

- Potable Water
- Solid Waste
- Drainage and Natural Groundwater Recharge
- Sanitary Sewer

POTABLE WATER SUBELEMENT

Introduction

The Potable Water Sub element provides a summary of existing potable water supplies and treatment facilities in St. Lucie County. These facilities include municipal regional systems and area or development - specific systems, in addition to systems for individual residences. Portions of the unincorporated county area, including the North County, Central County, North Hutchinson Island and the County Airport are currently serviced through County owned treatment plants and distribution infrastructure. A bulk water agreement is in place with the Fort Pierce Utilities Authority (FPUA) to provide water to St. Lucie County Utilities (SLCU) which is served in portions of the County's service area. FPUA also serves customers within its retail service area. The Port St. Lucie Utility Systems Department provides service in the southeast portion of the County within their designated service area. The majority of the residential supply within the unincorporated county is provided by private wells, and treatment systems. The needs for the County's future are discussed, with goals, objectives and policies focusing on specific activities which will remedy those needs.

Existing Planning Documents

St. Lucie County ~~completed the Water and Wastewater Capital Improvement Plan in June 2016 and is anticipating completion of the 10~~ adopted a 20-Year Water Supply Facilities Work Plan in ~~September 2018~~ January 2022, which ~~will serve~~ serves as the overall planning documents for potable water facilities. The two (2) major municipalities within the County, Fort Pierce and Port St. Lucie, have regionalized potable water treatment and distribution systems.

St. Lucie County Utilities (SLCU) is currently developing a regional water treatment and distribution system to serve unincorporated areas of the County service area. North County Regional Water Treatment Plant (2MGD Taylor Dairy Site) is currently at 100% planned with a Construction Manager at Risk (CMAR) contract for 100% construction. Construction is scheduled to be complete in Q4 2026 with the plant being fully operational in Q1 2027. This plant will serve the Indrio Road Corridor, the TCR Airport and surrounding areas.

Holiday Pines Wastewater Treatment Plant (Holiday Pines site) was recently expanded to accept an additional 300,000 gallons per day (GPD). It currently has a capacity of 600,000 GPD. This plant is in the procurement stage for further design to increase capacity to 1.2MGD. This will be a traditional design-bid-build contract. This expansion will serve the Indrio Road Corridor, the TCR Airport and surrounding areas.

Central County Regional Water Treatment Plant (2 MGD Peacock Site) is currently at 60% of plans as part of a Progressive Design Build (PDB) contract. Long lead-time items have been purchased with one well drilled. Construction is scheduled to be completed in Q4 2026 with the plant being fully operational in Q1 2027. This plant will serve areas west of Rangeline Road, including the Oak Ridge Ranches (ORR) communities.

Central County Regional Wastewater Treatment Plant/Water Reclamation Facility (WRF) (2MGD Tropicana Site) is being expanded as part of a PDB contract. There is an existing industrial plant on the site, and it is being modified to accept 0.5MGD of domestic waste. Further, an adjacent 2MGD plant for domestic use only is being designed with plans currently at 60%. This plant will serve areas west of Range line Road, including the Oak Ridge Ranches (ORR) communities. ~~The City of Fort Pierce completed a master plan update for water and wastewater in September 2006. The Fort Pierce Utility Authority completed its Water Supply Facility Work Plan in December 2007 and the City of Port St. Lucie completed theirs in November 2007.~~

Geographic Service Area
Figure 2-1 in the Water Supply Facilities Work Plan outlines general areas of potable water service for the major regional facilities now operating in the County. The major regional facilities supplying unincorporated St. Lucie County are:

- St. Lucie County Utilities (SLCU)
- Fort Pierce Utilities Authority (FPUA)

Regional Facilities

St. Lucie County Water and Sewer District In July 1999, SLCU acquired the Holiday Pines Service Corporation. The service area for the St. Lucie County Water and Sewer District includes the Holiday Pines subdivision and some commercial and residential areas fronting Kings Highway and Indrio Road, as well as North Hutchinson Island. In August 2005, the North Hutchinson Island Utility District, Airport Utility District, North County (Holiday Pines) Utility District, Mid County District, Indian River Estates Municipal Services Benefit Unit (MSBU) District and H.E.W. Utility District were consolidated into the St. Lucie County Water and Sewer District. In 2017 the South Hutchinson Island Wastewater service area became a part of the St. Lucie County Water and Sewer District.

SLCU owns and operates a water treatment plant with a permitted ~~capacity~~ allocation of ~~0.288~~ 6.82 MGD (Holiday Pines WTP). ~~Average daily flow at this facility in 2017 was 0.105 MGD. Plans are currently underway to increase the Holiday Pines WTP capacity to 0.8 MGD.~~ There are three water supply projects that will increase potable water capacity in the County.

- North County WTP, 2.00 MGD RO (2026-2027) and expansion by 2.00 – 4.00 MGD (2028-2040). This WTP may eventually replace Holiday Pines WTP.
- Central County WTP, 2.00 MDG RO (2026-2027) and expansion by 2.00 – 4.00 MDG (2028-2040) to 4.00-6.00 MGD.

- ~~Central County WRF, 2.00 MGD WRF (2026-2027) and expansion by 2.00 – 4.00 MGD (2028-2037) to a total of 4.0 – 6.00 MGD.~~

North Hutchinson Island: In 1991, SLCU acquired the Bryn Mawr and North Hutchinson Island Water and Wastewater Utilities and expanded them to form a regional water and wastewater utility serving all of North Hutchinson Island. The North Hutchinson Utility District purchases potable water from FPUA and resells the water to its customers on North Hutchinson Island.

SLCU offers potable water to North Hutchinson Island from North A1A / Little Jim Bridge north to the County line.

South Hutchinson Island: SLCU owns and operates a 1.6 MGD water reclamation facility on SHI to serve the properties within the SLCU service area. Potable water service for this area is provided by FPUA.

***Fort Pierce Utilities Authority*:** The Fort Pierce Utilities Authority, (FPUA) maintains a ~~twenty (20)~~ 23.32 million gallon per day (MGD) potable water treatment plant referred to as the Henry A. Gahn Water Treatment Plant (WTP) located on 25th Street in Fort Pierce. This facility consists of two separate WTPs, one lime-softening and one reverse osmosis (RO), with a combined permitted ~~capacity~~ allocation of ~~18.99~~ 21.13 MGD. Raw water is obtained from several municipal wellfields consisting of both surficial aquifer and Floridan aquifer wells and is processed for potable water use at the WTP.

~~In 1999, the FPUA announced plans to complete a 4.0 MGD RO expansion to the existing facility, bringing the total plant capacity to 25.2 MGD. An additional 2.0 MGD filter system in the future will increase the permitted treatment capacity to 27.2 MGD.~~ The production capacity of this facility is presently permitted ~~17.9~~ 23.32 MGD by the South Florida Water Management District water use permit. ~~The first phase of expansion occurred in late 2000, with future expansion plans being adopted.~~

This facility currently provides water service to the City of Fort Pierce and adjacent unincorporated areas, including most of South Hutchinson Island to the Martin County line, and to areas north, west, and south of the City limits. The water service boundary is approximately bounded by Midway Road to the south (and, on South Hutchinson Island by the Martin County line); by the Turnpike to the west; by St. Lucie Boulevard to the north; and by the Atlantic Ocean to the east. FPUA has entered into a bulk agreement through an inter-local agreement with the County to provide up to 1.01 mdg of potable water to St. Lucie County Utilities. This agreement expires in 2028. ~~serve some of these adjoining properties.~~ Properties located adjacent to and nearby Fort Pierce are responsible for locating and maintaining their own water supplies. These on-site water supplies normally obtain their water from shallow aquifer wells.

Private Utilities with Capacities Greater than 0.1 MGD in Unincorporated St. Lucie County

***Spanish Lakes ~~Mobile Home Park~~ Country Club Village*:** The Spanish Lakes ~~Mobile Home Park~~ Country Club Village is owned by the Wynne Building Corporation. Potable water service is provided via an on-site RO WTP. ~~As of February 2008, t~~The RO system's ~~construction is not fully complete, but is operating with FDEP permission. R~~raw water is provided via four (4) surficial aquifer wells. The permitted capacity of the WTP is 0.~~33~~48 MGD. The existing population within the mobile home park is two thousand, eight hundred and seventy-three (2,873)~~four hundred and seventy (2,470) (1,300 lots), which is anticipated to increase to three thousand, forty (3,040) in 2010~~.

Spanish Lakes Fairways: Spanish Lakes Fairways is a private adult community located in the northwest portion of the County's mainland St. Lucie County Water and Sewer District service area. The sixteen hundred (1,600) unit development reached a build-out population of thirty-two hundred (3,200) people in 2004 and has no plans for further expansion. The development owns and operates a water treatment plant that provides potable water service via an on-site RO WTP with a permitted capacity of 0.57~~0~~ MGD. Raw water is supplied to the water treatment plant by four (4), eight (8)-inch wells constructed into the surficial aquifer. The maximum daily demands are 0.22 mgd, well within the plant's permitted capacity.

~~Panther Woods~~Meadowood Golf and Country Club: ~~Panther Woods, formerly~~ Meadowood Golf and Country Club, owns and operates a lime softening WTP that is permitted to produce up to 0.432 MGD of potable water. The historical peak day production is approximately 0.2 MGD. The WTP, fed by four 8-inch surficial aquifer wells, was ~~recently~~ refurbished and start-up took place in January 2008.

Harbour Ridge Yacht and County Club: Harbour Ridge Yacht and Country Club, located in south St. Lucie County, owns and operates its own on-site water treatment plant, providing potable water to the 885-acre private community.

The Reserve Community Development District (CDD): The Reserve CDD was formed in 1992, located west of I-95 in St. Lucie West, and provides potable water to 2,277 utility customers within the PGA Village Master Planned community. The Reserve CDD is transitioning its water and wastewater utility services to St. Lucie West Services District (SLWSD), which is expected to be completed by the end of 2027, prior to the expiration of the current Interconnect Agreement in November 2028. Under the old agreement, which was executed in 2003, the Reserve CDD was treated as a bulk customer, receiving 80% of their water from SLWSD.

St. Lucie West Services District (SLWSD): The SLWSD was established in 1990 under Florida Statute Chapter 190 and is a Master Planned Community Development District (CDD). SLWSD serves approximately 7,000 water consumers across 4,600-acres. Their service territory extends from the Florida Turnpike to I-95, and from the C-108 Canal near Torino to Crosstown Parkway. SLWSD operates a 3.6 mgd reverse osmosis water treatment plant.

Water Supply Wells

Raw water sources utilized in the county include the surficial aquifer and the upper Floridan aquifer. The Floridan aquifer wells are generally located in the coastal areas. The majority of the water supply wells in St. Lucie County presently draw water from the surficial aquifer. The wells located in the surficial aquifer range in size from one-inch, for the low demand systems, such as a home or small business, to twenty-four (24) inches for the larger demand regional systems. Also in service in the County are deeper wells which are fed from the Floridan aquifer.

The larger surficial wells are primarily used to supply water to package plants and regional facilities. A large number of the smaller surficial wells are concentrated in residential developments that are not served by any regional water or wastewater facility. Many of these wells exist on one quarter (1/4) - acre lots which generally also have on-site septic systems for their wastewater disposal.

The Floridan aquifer wells are generally located in the coastal areas. On South Hutchinson Island, Ocean Towers and Miramar condominiums use Floridan aquifer wells for their private WTPs. FPUA has recently received a water use permit from the SFWMD to construct Floridan aquifer

wells that will allow FPUA to blend treated water from the Floridan aquifer with water from the surficial aquifer. FPUA currently operates ~~thirty-five (35)~~twenty-nine (29) surficial aquifer wells and ~~nine (9)~~eleven (11) Floridan aquifer wells and is currently in the process of constructing two (2) additional Floridan aquifer wells. The City of Port St. Lucie has a combined system consisting of thirty-four (34) surficial aquifer wells, ~~eleven (11)~~nineteen (19) existing Floridan aquifer wells and ~~six (6)~~seventeen (17) proposed Floridan aquifer wells. St. Lucie County operates two (2) surficial aquifer wells that serve the Holiday Pines water treatment plant, and one (1) surficial aquifer well that serves the Lakewood Park (HEW) water treatment plan. The water use permit from the SFWMD will allow for up to twenty-five (25) future Floridan aquifer wells to supply three (3) to four (4) regional water treatment plants at build out of the unincorporated area. The first 2.0 MGD design of the North County Regional Water Treatment Plant is planned with four (4) new Upper Floridian Aquifer Wells. One (1) test well currently exists with two (2) others under design (2026-2027). The first 2.0 MGD design of the Central County Water Treatment plant is planned with four (4) new Upper Floridian Aquifer Wells. One (1) test well currently exists with two (2) others under design (2026-2027).

The County has a Wellfield Protection Ordinance in place for the protection of public water supply wells. The ordinance provides for required setbacks from supply wells and regulates land uses to prevent contamination of the water supply. See Map FLU-12 for the Wellfield Protection Zones.

Water Quality

Water quality ranges from fair in the southeast mainland part of the County to brackish in the northwestern part of the County. The poorer water quality has been associated with the use of the brackish artesian Floridan aquifer for irrigation of citrus. Drilling records indicate that there is also an area of naturally existing saltwater extending from the vicinity of St. Lucie Village to the northern and eastern shores of Lake Okeechobee. The concentration of minerals in the connate water increases with depth to the base of the shallow aquifer and at that point it exceeds the mineral content of the artesian aquifer.

The artesian aquifer system is part of an extensive carbonate rock aquifer system that underlies most of Florida. In St. Lucie County, the artesian Floridan aquifer has three distinct producing zones of different hydrologic properties and water quality separated by semi-permeable zones. The upper producing zone of Zone 1 has the best water quality, but it is too brackish for domestic or public water supply without proper treatment (i.e. RO membranes). The water from Zone 1 is suitable for stock watering and some crops, most notably citrus. Most of the artesian wells in the County are developed in Zone 1 of the Floridan aquifer. The water quality in the upper portion of this aquifer in St. Lucie County is fair to poor as potable water, without treatment via a membrane system (such as RO). With proper treatment, the Floridan aquifer water is ideal for potable use.

The surficial aquifer is recharged through local area rainfall. In periods of prolonged drought, water supplies can become a concern. There is no natural groundwater recharge to the Floridan aquifer in St. Lucie County. The Floridan aquifer in St. Lucie County is believed to be recharged in the regions of West Central Florida (Polk, Lake and Orange Counties). The quality of water in the surficial aquifer is generally good.

Needs Assessment

The County presently has potable water service provided by three major utilities, several medium sized utilities, small package plants, and domestic wells. This section examines the needs of those areas in the County which are not included in a major or medium-sized utility service area and which have been determined to be potential high growth areas or areas with identified problems.

The future land use plan for St. Lucie County identifies several higher density residential and commercial areas. Of the land uses identified, classifications which would be dense enough to require some form of regional or sub-regional public water supply are medium and high density residential, commercial, industrial and mixed use.

Much of the area east of I-95 is served by SLCU (the consolidated St. Lucie County Water and Sewer District), FPUA, Martin County (South Hutchinson Island) and Port St. Lucie Utility Systems Department (St. Lucie West). The far western area of the County is planned as agricultural. Much of the area just west of Interstate 95 has been acquired by developers. Proposed developments in this area are in various stages of approvals and several may require land use designation changes through the Department of Economic Opportunity. In anticipation of these areas being developed, SLCU is planning a series of three (3) to four (4) regional WTPs to provide service in the North, Central, and South County Service Areas. As mentioned previously, the SFWMD has these facilities listed in the 2021 UEC Plan.

Level of Service Analysis
The Level of Service and capacity analysis based upon future demand is contained in ~~Section 4 of~~ the 20 ~~10~~-Year Water Supply Facilities Work Plan. The analysis shows sufficient capacity for the short term and long-term planning periods.

~~St. Lucie County is currently working on the update to its 10-Year Water Supply Facilities Work Plan based on the SFWMD 2016 Upper East Coast Water Supply Plan Update.~~

Capital Improvement Projects
The CIE provides details of the planned capital improvement projects, the absence of which will impact the ability of the County to provide the required LOS.

SOLID WASTE SUBELEMENT

Introduction
St. Lucie County has been operating its present landfill since 1978. In 1990, the County retained the firm of CDM Smith, formerly Camp Dresser & McKee (CDM) to prepare a Solid Waste Management Master Plan and Build-Out Plan of the current Baling and Recycling Facility site. ~~An u~~Updated Class I Landfill Build-Out Plan was prepared by CDM Smith in ~~August 2005~~ June 2024. This plan along with the ~~2018~~2025 Baling and Recycling Facility Estimate of Remaining Life/Capacity Projections ~~Useful Life Projections~~ (CDM Smith, ~~2018~~2025) ~~was~~were used extensively for the preparation of this sub-element. ~~For planning purposes, a more conservative population growth rate of 5 percent until 2035 was assumed.~~

For the purpose of this element, the term solid waste excludes hazardous waste and has been used to include the following classifications which indicate general characteristics of the materials and their sources of generation. Residential wastes are mixed household wastes, including yard trash generated by the general population. Commercial wastes are generated by the commercial and institutional sectors. Physical characteristics of these wastes are similar to those of residential wastes, in that they consist largely of combustible materials in the form of paper and food waste from offices, restaurants, retail establishments, schools, hospitals, motels, and churches. Industrial wastes include wastes generated by industrial processes and manufacturing operations, excluding hazardous wastes. These wastes also include general industrial housekeeping and support activity wastes. Class I waste includes all residential/commercial solid waste. Construction and Demolition (C & D) debris is waste from construction sites.

The term landfill refers to the final disposal ~~site~~facility of solid wastes and, as it implies, involves the burial of the wastes in an area of land. Landfills/disposal facilites are classified for regulatory purposes in Florida according to the characteristics of the wastes they are permitted to receive.

Existing Solid Waste Disposal Facilities
Currently, solid wastes received by the County are disposed of at the St. Lucie County Baling and Recycling Facility, which is the only solid waste disposal facility currently permitted in the County. The County expects to continue to operate a landfill for the entire County indefinitely since the 1988 Solid Waste Management Act discourages municipalities from operating such facilities. The City of Port St. Lucie has an Interlocal Agreement which allows them to use the County facility. The County is desirous of establishing with the City of Fort Pierce a similar Interlocal Agreement. The current site, which was purchased with Federal Revenue Sharing Funds in 1977, is located between the Florida Turnpike and Interstate 95 in Sections 35 and 36, Range 39 East, Township 35 South.

In the past, private haulers operated a number of other landfills throughout the County which have since either closed or become non-operational.

Baling and Recycling Facility Site
The present location of all solid waste disposal in the County is a three hundred and thirty-three (333) - acre parcel of land located southwest of the City of Fort Pierce. The primary use of this landfill is as a municipal solid waste disposal (residential and commercial) and recycling facility. To determine the proportional capacity of the Baling and Recycling Facility that has been allocated to serve the City of Port St. Lucie, ~~City of Fort Pierce,~~ St. Lucie Village, and the unincorporated areas, ~~the~~ population estimates from the ~~2017~~2024 University of Florida Bureau of Economic and Business Research, Population Projections, along with the level of service (LOS) standard determined by a 5 year average generation rate as ~~3.88~~4.00 pounds/capita/day for Class I waste to estimate the amount of waste produced. The level of service provided for C&D (Construction & Demolition) debris was ~~0.81~~1.27 pounds/capita/day, which was calculated in a similar manner.

The Class I landfill area is currently planned in six primary phases in addition to other ancillary areas. The Baling and Recycling Facility Class I Landfill (existing and future) consists of ~~(~~Phase I~~)~~ (28-acres), ~~(~~Phase II~~)~~ (28-acres), ~~(~~Phases IIIA & IIIB~~)~~ (25-acres), ~~(~~Phases IVA & IVB~~)~~ (21-acres), ~~(~~Phases VA & VB~~)~~ (21-acres), ~~(~~and Phases VIA & VIB~~)~~ (9.9 – acres). The facility is ~~of fill area for Class I garbage that is~~ currently permitted by the Florida Department of Environmental Protection under Permit No. 0126814-~~018~~024-SO dated ~~December 12, 2014~~January 6, 2020. A summary of the acreage dedicated to each of the major land uses is shown in Table 4B-1.

Closure has been completed for all or some portions of Phases I, II, ~~and~~ IIIA, and IIIB ~~including~~which includes capping the ~~fill~~ waste with a polyethylene ~~liner~~geomembrane. Phase IIIB and Phase IVA are ~~is~~ currently active and accepting Class I waste. Phase ~~IVA~~VA is currently being constructed and it is anticipated to be ~~will be~~ ready to receive Class I waste in ~~January 2019~~2026.

~~Table 4B-1~~	
~~ST LUCIE COUNTY BALING AND RECYCLING FACILITY PLANNED LAND ALLOCATION~~	
~~Planned Use~~	**~~Size~~**
~~Class I Landfill - Phase I~~	~~28.0 acres~~

~~Class I Landfill - Phase II~~	~~28.0 acres~~
~~Class I Landfill - Phase III~~	~~25.0 acres~~
~~Class I Landfill - Phase IV~~	~~21.0 acres~~
~~Class I Landfill- Phase V~~	~~21.0 acres~~
~~Class I Landfill – Phase VI~~	~~9.9 acres~~
~~C&D Debris Landfill~~	~~35.0 acres~~
~~C&D Debris Processing Facility~~	~~3.5 acres~~
~~Stormwater~~	~~73.2 acres~~
~~Baling Facility~~	~~8.0 acres~~
~~Maintenance Facility~~	~~5.0 acres~~
~~Utilities Facility~~	~~5.0 acres~~
~~Leachate Management~~	~~10.0 acres~~
~~Roads, Drainage and Buffer Areas~~	~~60.3 acres~~
~~Landfill Gas Management~~	~~0.1 acres~~
~~**Total Proposed Area**~~	~~**333.0 acres**~~

~~Source: CDM Build-Out Plan, August 2005~~

Table 4B-1 St Lucie County Baling and Recycling Facility Planned Land Allocation

Planned Use	**Acres**
Class I Landfill-Phase I	28.0
Class I Landfill-Phase II	28.0
Class I Landfill-Phase III	25.0
Class I Landfill-Phase IVA	9.1
Class I Landfill-Phase IVB	11.0
Class I Landfill-Phase VA	14.5
Class I Landfill-Phase VIA	3.7
Class I Landfill-Phases VB and VIB	12.7
C&D Debris Disposal Facility	35.0
C&D Processing Facility	3.5
Stormwater	73.2
Baling Facility	8.0
Maintenance Facility	5.0
Utilities Facility	5.0
Leachate Maintenance	10.0
Roads, Drainage Buffer Areas	61.2
Landfill Gas Management	0.1
Total Proposed Area	**333.0**

Source: CDM Smith, Class I Landfill Build-Out Plan, June 2024.

Class I Development: The Phase I fill area was closed in 1987. The FDEP permitted finished height was ninety five (95) feet above existing grade in addition to a three (3)-foot access road dike on top of the fill area. Phases II and IIIA were closed in 2010. ~~and~~ Phase IIIB and Phase IVA are ~~is~~ active and currently receiving waste along with a reopened portion of Phase II. The useful

life of the Class I landfill at Baling and Recycling Facility is estimated to be exhausted in year ~~2050~~2065, assuming current operations continue and all phases are constructed. The remaining capacity of the Class I landfill is shown in Table 4B-2.

Commented [AD1]: Is this information still valid?

~~Table 4B-2~~	
~~BALING AND RECYCLING FACILITY SITE, CLASS I – BUILD OUT, REMAINING CAPACITY~~	
~~Remaining capacity (in cubic yards) of the Class I Landfill~~	~~13,886,728~~
~~Number of years of capacity remaining~~	~~34~~

~~Source: CDM Smith (with 5 percent population growth rate until 2035), 2018~~

Table 4B-2 Baling and Recycling Facility Site, Class I Buildout, Remaining Capacity

Remaining Capacity (in cubic yards) of the Class I Landfill	11,971,202
Number of Years of Capacity Remaining	40

Source: CDM Smith, 2025

C&D Debris Development: The C&D debris ~~landfill~~ disposal facility is currently active and receiving waste. The useful life of the C&D debris ~~landfill~~ disposal facility at the Baling and Recycling Facility site is estimated to be exhausted in year ~~2042~~2035, assuming current operations continue. As of January ~~2018~~2025, an estimated ~~1,838,603~~2,300,624 cubic yards of capacity was filled. The C&D debris ~~landfill~~ disposal facility is estimated to have a total capacity of 2,928,704 cubic yards. Co-disposal of C&D debris with Class I waste and/or reallocation of future landfill phases are options currently under investigation for future C&D debris disposal. The remaining capacity of the C&D debris ~~landfill~~ disposal facility is shown in Table~~s~~ 4B-3.

~~Table 4B-3~~	
~~BALING AND RECYCLING FACILITY, BUILD-OUT, C&D REMAINING CAPACITY~~	
~~Remaining capacity (in cubic yards) of the C&D Landfill~~	~~1,090,101~~
~~Number of years of capacity remaining~~	~~24~~

~~Source: CDM Smith (with 5 percent population growth rate until 2035) 2018~~

4B-3 Bailing and Recycling Facility, Buildout, C&D Remaining Capacity

Remaining Capacity (in cubic Yards) of the C&D Landfill	628,080
Number of Years of Capacity Remaining	10

Source: CDM Smith 2025

Needs Assessment

St. Lucie County currently has solid waste disposal facilities to satisfy the needs of the County for the short-term planning period~~.; however, The County will need to assess alternative disposal site between 2018 – 2022~~. The projected waste tonnages for the Class I landfill and C&D debris ~~landfill~~ disposal facility are ~~is~~ shown in Tables 4B-4 and 4B-5, respectively. ~~In~~Since 2012, waste from the City of Ft. Pierce started going to a different site. If this waste were to come back to the Baling and Recycling Facility, the capacity of the landfills would be reduced ~~by at least 5 years~~.

Commented [AD2]: Do we need to update this data with the recent population projections? Need the updated LOS in order to do so.

~~**Table 4B-4**~~
~~**PROJECTED WASTE TONNAGE FOR CLASS I WASTE, 2020-2040**~~

~~Fiscal Year~~	~~Population (A)~~	~~Incoming Class I Tonnage (B)~~	~~Class I Tonnage Adjusted for Recycling (C)~~	~~Annual Volume (CY) (D)~~
~~2020~~	~~344,549~~	~~212,843~~	~~208,586~~	~~205,270~~

2025	439,741	279,482	273,892	269,538
2030	561,233	364,731	357,436	351,754
2035	716,292	473,735	464,260	456,880
2040	779,973	517,993	507,633	499,563

(A) Population: University of Florida, Bureau of Economic and Business Research, High Projection with assumed 5 percent growth rate until 2035 for planning purposes.
(B) Class I tonnage: Based on the population projections in conjunction with per capita generation rates (LOS) of 3.88 /person/day.
(C) Equals tonnage reduced by 2 percent to account for recycling of metal and cardboard.
(D) Based on an in-place compacted density, including cover material, of 2,032 lbs/yd^3 (5-year average).

Source: CDM, Smith (with 5 percent population growth rate until 2035) 2018

Table 4B-4 Projected Waste Tonnage for Class I Waste 2025-2045

Fiscal Year	Population (A)	Incoming Class I Tonnage (B)	Class I Tonnage Adjusted for Recycling (C)	Annual Volume (CY)(D)
2025	385,400	233,620	228,947	210,914
2030	423,900	271,120	265,698	244,770
2035	456,800	294,164	288,280	265,573
2040	484,200	313,169	306,906	282,732
2045	508,800	330,106	323,504	298,023

(A) Population: University of Florida Bureau of Economic and Business Research, Medium Projection Through 2050. Values Beyond 2050 Assume the Same Annual Absolute Growth Rate From 2045-2050.
(B) Class I Tonnage: Based on Population Projections in Conjunction With Per Capita Generation Rates (LOS) of 4.00 lbs/person/day.
(C) Equals Tonnage Reduced By 2 percent to Account for Recycling of Metal and Cardboard.
(D) Based On an In-Place Compacted Density, Including Cover Material of 2,171 lbs/yd^3 (5-Year Average)
Source: CDM Smith, 2025.

Table 4-B-5
PROJECTED WASTE TONNAGE FOR C&D DEBRIS, 2020 -2040

Fiscal Year	Population (A)	Incoming C&D Tonnage (B)	C&D Tonnage Adjusted for Recycling (C)	Annual Volume (CY) (D)
2020	344,549	44,53	22,267	26,201
2025	439,741	58,478	29,239	34,404
2030	561,233	76,315	38,158	44,898
2035	716,292	99,123	49,562	58,317
2040	779,973	108,384	54,192	63,765

(A) Population: University of Florida, Bureau of Economic and Business Research, High Projection with assumed 5 percent growth rate until 2035 for planning purposes
(B) Incoming C&D tonnage is estimated based on population and the current C&D debris LOS of 0.81 lbs/person/day.
(C) Assumes 50 percent of the waste stream will be recycled.
(D) Values based on an in-place compacted density, including cover material, of 1,700 lbs/yd3 (5-year average).

~~Source: CDM Smith (with 5 percent population growth rate until 2035) 2018~~

Table 4B-5 Projected Waste Tonnage For C&D Debris 2025-2035

Fiscal Year	Population (A)	Incoming C&D Tonnage (B)	C&D Tonnage Adjusted for Recycling (C)	Annual Volume (CY)(D)
2025	385,400	74,459	37,229	52,554
2030	423,900	86,411	43,205	60,990
2035	456,800	93,755	46,878	66,174

(A) Population: University of Florida, Bureau of Economic and Business Research, Medium Projection through 2050. Values beyond 2050 assume the same annual absolute growth rate from 2045 to 2050.
(B) Incoming C&D tonnage is estimated based on population and the current C&D debris LOS of 1.27 lbs/person/day.
(C) Assumes 50 percent of the waste stream will be recycled.
(D) Values based on an in-place compacted density, including cover material, of 417 lbs/yd³ (5-year average).
Source: CDM Smith, 2025.

Future Waste Stream Reduction

The County ~~is exploring~~ has evaluated alternative waste conversion technologies to reduce the amount of ~~the~~ waste stream that is currently being landfilled and to extend the useful life of the Bailing and Recycling Facility but has not found a cost-effective and viable alternative. Currently, the County is evaluating ways to expand the ultimate buildout capacity of the current Class I landfill and plan for future relocation of facilities to their newly purchased property to the south of the Bailing and Recycling Facility. Alternative waste conversion technologies may be reevaluated in the future.

DRAINAGE AND NATURAL GROUNDWATER AQUIFER RECHARGE SUBELEMENT

Surface water

Prior to man's alteration, the areas that presently comprise St. Lucie County had drainage patterns that were controlled by the County's primary topographic feature, the Atlantic Coastal Ridge and the more subtle features such as the Green Ridge (south/central County), the Osceola Plain (southwest County), and Ten-Mile Ridge (north/central County). Overall, the County gently slopes from west to east. Elevations range from about 60 feet, in the western portion, to sea level along the Atlantic coastal beaches, with scattered peaks associated with the above-described ridges. The alignment of these surface ridges parallels the existing coastline and serves to impede east/west sheetflow.

The St. Johns Marsh, Allapattah Flats, and the Savanna areas are wetlands formed by these natural impediments. The Allapattah Flats area is located in the southwestern portion of the County. This area drains predominantly, to the south/southeast, discharging into the area now occupied by the C-23 Canal. Portions of the St. Johns Marsh drain to the south into what is now the C-25 Canal basin. Water entering the Savannas normally percolated through the Atlantic Coastal Ridge to the Indian River, but during extremely high water stages there could be overflow to the North Fork of the St. Lucie River (NFSLR), through Platts Creek and several small sloughs. These wetland marshes store water and are believed to provide recharge to the shallow aquifer. The remaining central portions of the County serve as the watershed for the upper reaches of the North Fork of the St. Lucie River.

There are other minor drainage ways where the Atlantic Coastal Ridge has been breached, such

as Moore's Creek in Fort Pierce, but the areas drained are not very large and of no major significance on the overall drainage system for the County. The areas east of the Atlantic Coastal Ridge and along the barrier island are not included within any of the major drainage basins of the County. Stormwater discharge in these areas is essentially direct to the primary receiving body, the Indian River Lagoon or Atlantic Ocean.

The stormwater detention time for most of St. Lucie County, prior to man's alteration, was extremely long. The natural features and drainage ways are still apparent on satellite imagery. However, today, the North Fork of the St. Lucie River still serves as the major, and least altered, natural drainage feature in the County.

Manmade drainage systems
Major surface drainage modifications to St. Lucie County commenced with the formation of the North St. Lucie River Water Control District (1917) and the Fort Pierce Farms Water Control District (1919). These Districts were created for the purpose of agricultural drainage and irrigation, with a secondary purpose being flood control activities.

During the 1940s, the U.S. Army Corps of Engineers (COE) channelized portions of the North Fork of the St. Lucie River in an effort to improve its water-carrying capacity and to accelerate its speed or discharge into the Atlantic Ocean. During the 1960s, the COE constructed Canals C-23, C-24, and C-25, along with their control structures. With the construction of this Primary Canal system for the South Florida Water Management District, the County was then divided into a series of Sub-Basins.

The C-25 Basin is located in the northwestern St. Lucie County and extends into parts of Okeechobee and Indian River County~~y~~ies. This area is dominated by agricultural uses consisting of ~~either citrus~~crop production or ranching activities. The canal system in this area was designed to support agricultural activities. Although not the case in St. Lucie County, the western portions of this overall basin do not have any significant flood control protection, which could in times of extreme rainfall have detrimental effects in the downstream areas. With the absence of any significant urban development, local flooding is not presently a major problem in that on-site design requirements meet the current need. However, as elaborated further in this element, there are multiple stormwater treatment areas/reservoirs (STA's) planned or under construction within the C-23/24 and the C-25 basins that are components of the Comprehensive Everglades Restoration Plan's (CERP) Indian River Lagoon-South (IRL-S) Restoration Project, designed to reverse the damaging effects of pollution and the unnaturally large freshwater discharges into the areas canal system. ~~there is a need for a countywide review of this community's future drainage management requirements and this review will have to include the portions of this that lie outside of the County~~.

The C-24 Basin is located in the Central and West-Central portions of the County. This basin may further be divided into three subgroups: emerging urban (east one-third), citrus (central one-third) and ranching (west one-third). One of the primary purposes of this basin is to regulate the level of ground water, through the controlling effects of the S-49 control structure and to prevent the intrusion of saltwater into the local groundwater supplies. When initially constructed, this basin was designed to accommodate the agricultural needs of the area. The emergence of significant urban development may possibly cause a negative downstream impact, affecting the ability to efficiently move the water from the upper reaches of the Basin.

The C-23 Basin is located in the south and southwestern portion of the County. This basin serves the agricultural needs of the southwest area. However, a significant portion of the basin is located

in Martin County. This area ~~is, at present,~~was historically used for agricultural purposes, although~~, it's~~the eastern ~~edges face the~~ area has seen significant urban development within the incorporated area of Port St. Lucie, creating potential impacts ~~of~~as additional future urban development pressures the natural systems. These emerging areas will have to be accommodated for through the development of interlocal agreements between all affected parties addressing the issue of urban discharge.

The North Fork of the St. Lucie River Drainage Basin is located in the most populous part of St. Lucie County. This drainage basin includes within it the North St. Lucie River Water Control District, along with portions of the City of Port St. Lucie. As mentioned previously, in the 1940's the main river course was channelized by the Army Corps of Engineers. This channelization was effective in increasing the rate of water removal from the basin, but it also allowed for the increased collection and transmission of silt and other debris, affecting not only the long-term carrying capacity of the North Fork itself, but also contributing to the accelerated siltation of the lower reaches of the St. Lucie River.

The North Fork basin can be characterized as dominated by urban uses. What agricultural activities remain are in the western reaches of the district. However, it should be noted that although the basin serves an urban environment, the drainage design of this basin is based upon agricultural needs. This area has been the focus of several studies, evaluations and demonstration projects in recent years, attempting to improve upon its overall efficiency. As discussed later in this element, these efforts need to be continued and expanded.

The Taylor Creek-Nubbins Slough (C-59 Basin) basin area is located in extreme southwestern St. Lucie County. This basin affects only 9.5 square miles of the County. Activities in this area are ranching with the remaining property being undeveloped/ vacant. There is effectively no impact upon the balance of the County by this basin since its flows are to the west and the Lake Okeechobee area. However, as addressed in the goals, objectives and policies portion of this element, attention to this area is needed on water-quality issues.

Except for those efforts in Fort Pierce and Port St. Lucie, almost all of the surface drainage modifications that have taken place have been designed for agricultural land uses, or approximately a ten-year-24-hour storm event. As these agricultural lands have become more urbanized, the volumes of stormwater have increased and runoff times have decreased, resulting in more frequent periodic local flooding.

~~Because~~As the more urbanized areas of the community ~~are located in the~~ expand beyond the historically developed downstream areas of much of the drainage system, the potential for urban area flooding ~~has~~will increase~~d~~.

Groundwater

There are two distinct sources of groundwater in St. Lucie County: the shallow unconfined or semiconfined aquifer, and the deep artesian Floridan Aquifer. These aquifer systems are separated by a layer of relatively impermeable green clay known as the Hawthorne Formation, which is about 400 feet thick and starts at approximately 150 to 180 feet below the average land surface.

The shallow aquifer system is comprised of one to five feet of fine-grained sands and silts of the Pimlico Sand that overlie the Anastasia Formation. The Anastasia Formation consists of interbedded layers and lenses of sand, shell beds, sandy limestone, and sandstone. Beds and lenses tend to be elongated in a direction that parallels the coast. Most of the permeable zones,

which are primarily shell beds, are thin and, as a result, well yields are low to moderate. (USGS, 1972).

Water quality is variable in the shallow aquifer due to natural and artificial causes. Water quality ranges from fair in the southeast mainland part of the County to brackish in the northwestern part of the County. The poorer water quality has been associated with the use of the brackish artesian aquifer for irrigation of citrus. However, drilling records and well water analysis indicate that there is also an area of connate saltwater that extends from the vicinity of St. Lucie Village to the northern and eastern shores of Lake Okeechobee. The concentration of minerals in the connate water increases with depth to the base of the shallow aquifer and at that point it exceeds the mineral content of the artesian aquifer.

The artesian aquifer system is part of an extensive carbonate rock aquifer system that underlies most of Florida. In St. Lucie County, the artesian Floridian Aquifer has three distinct producing zones of different hydrologic properties and water quality separated by semipermeable zones. The upper producing zone, or Zone I, has the best water quality, but it is too brackish for domestic or public water supply. The water from Zone I is suitable for stock watering and some crops, most notably citrus. Most of the estimated 1,300 artesian wells in the County are developed in Zone I of the Floridan Aquifer. There is no natural groundwater recharge to the Floridan Aquifer in St. Lucie County. Producing zones, water quality, and other technical data are more extensively described in the SFWMD Technical Map Series 70-1. (SFWMD, 1979)

Agricultural drainage projects between the urbanized coastal areas and Canals C-23 and C-24 have impacted the major sources of groundwater recharge to the shallow aquifer and lowered the water table. Areas such as the St. Johns Marsh and the Allapattah Flats, which previously stored a large amount of water above the land surface to provide the hydraulic gradient needed to recharge the slightly permeable surficial aquifer have been drained for agricultural purposes. The Allapattah Flats west of the SFWMD canals and the remaining portions of the St. Johns Marsh still provide some degree of recharge, but the major sources for St. Lucie County are the St. Johns Marsh in Indian River County and the Orlando Ridge extension of the Osceola Plain (a marine terrace) in southwestern St. Lucie County and eastern Okeechobee County. The impacts of the construction of the canal drainage system on the groundwater contour levels in the County are illustrated.

From inspection of these diagrams it can be seen that the groundwater flow from the western half of the County is effectively being intercepted by these major canals. This interception is then depriving the wellfields in the central and eastern regions of the County from a source of replenishment. As a result, recharge areas will need to be located and protected near the centers of the drainage basins to optimize their effects.

The distance between water-level contours, when matched with the hydraulic gradient of topographic relief, indicates the relatively permeability of the surficial aquifer: the greater the distance between contours, the higher the permeability. This is exemplified in the area bounded by SFWMD C-23 and C-24 canals, where the land surface has little relief and the water level contours are miles apart.

Many secondary drainage systems have been constructed for agricultural drainage. However, most of these secondary systems are shallow and are designed to prevent ponding. This impacts the groundwater recharge. Because of the lack of recharge and the low permeability of the soils, the shallow aquifer provides insufficient water for irrigation during the extended dry season. SFWMD Canals C-23, C-24 and C-25 serve as linear storage reservoirs and provide irrigation

supply for many areas although, in extreme periods of drought, they too may only be used in a minimal capacity due to the lack of surface water.

To compensate for this, many agricultural operations will use the Floridan Aquifer for much of their irrigation demand. The problem associated with the use of this aquifer area is irrigation return (excess) flows from the Floridan Aquifer water are mineralized. These flows in turn mineralize the receiving canals.

Natural Groundwater Recharge

In the 2021 UEC Plan, water storage is recognized as an "essential component of any supply system that experiences fluctuation in supply and demand." In St. Lucie County SFWMD is utilizing ASR (Aquifer Storage and Recovery) which stores surface water, stormwater, fresh groundwater, drinking water, and reclaimed water in an aquifer that has appropriate characteristics; modest transmissivity, intergranular porosity, overlain by a competent confining unit, and low ambient water salinity. The aquifer acts as an underground aquifer. The injected water is stored underground and then pumped back out when needed.

~~Currently, there are no defined aquifer recharge areas in the County. The South Florida Water Management District through the Upper East Coast Water Supply Plan, is attempting to identify the aquifer recharge areas in the County, in addition to identifying the areas where existing problems are occurring and area that may have future problems. The County will continue to monitor the Water Management District as they work to define these areas.~~

Additionally, the Floridan Aquifer is not recharged within St. Lucie County, but rather primary recharge of that aquifer occurs in the more central portions of the State.

Local Drainage Issues

On the average, St. Lucie County receives about 53 inches of rain per year primarily during the period from June to October. It is recognized that from time to time, portions of the County will experience flooding problems as a result of heavy rainfall. Much of the local flooding that occurs can be attributed to development carried out before the advent of contemporary stormwater management practices. Most of the drainage problem areas are located in the North Fork Drainage Basin. However, there are documented problems in other parts of the County as well.

St. Lucie County has continued to work on drainage improvement projects that are designed to provide relief to small areas of the community. These improvements are not intended to be a comprehensive cure for the problem because they are limited in the areas they impact. The improvements are not system-wide and as such will have little wide-ranging impact. However, if successful, they should provide a degree of intermediate relief of limited scope and duration to the afflicted area.

Drainage Improvements

Ten Mile Creek Regional Attenuation Facility

The Ten Mile Creek Water Preserve Area attenuates summer stormwater flows into the North Fork of the St. Lucie River Estuary which originate in the Ten Mile Creek basin by capturing and storing the passing stormwater. The sedimentation of suspended solids that occurs in the storage reservoir reduces sediment loads delivered to the estuary. In addition, the captured stormwater is passed through a polishing cell for additional water quality treatment before being released into the North Fork. Stored water can be released in the drier winter months to augment current insufficient flows. Stabilizing the salinity concentration will greatly enhance the Estuary's ability to

support sea grasses, oysters, and nursery grounds for marine fish.

Ten Mile Creek is the largest sub-basin delivering water to the North Fork of the St. Lucie River Estuary, which has been established as an Outstanding Florida Water (OFW). The St. Lucie Estuary discharges into the Indian River Lagoon, which is also an OFW. The Indian River Lagoon is the most biologically diverse estuary in North America. The entire Lagoon is endangered from increased runoff from watershed drainage enhancements. Excess stormwater due to drainage improvements is causing radical fluctuations of the salinity concentration in the St. Lucie Estuary. Storage of excess water will allow its measured release, and hence a more natural salinity regime.

This project is a critical restoration project, which was authorized by Congress under the Water Resources Development Act of 1996. The project was implemented by the U.S. Army Corps of Engineers, with the South Florida Water Management District acting as the local project sponsor. St. Lucie County ~~is contributing~~ pledged local matching funds and assisted~~ing~~ with coordination of local issues and permitting.

The reservoir is located immediately west of the Gordy Road spillway on the south side of the Ten Mile Creek. The site is just west of the Florida Turnpike, about one-half mile south of Okeechobee Road (State Road 70).

The footprint of the reservoir is approximately 526 acres in size, with the remaining acreage of approximately 190 acres being utilized as a polishing cell. Based upon existing topography, ultimate stored water depths average ten feet. Total storage capacity is approximately 5,000 acre-feet at full build-out.

The project was built by the U.S Army Corps of Engineers in 2006 but did not operate as intended. In 2016, the SFWMD initiated a project to repair and improve the security of the reservoir's embankments. Once complete, the 526-acre reservoir will be able to store 2,500 acre-feet of local stormwater.

Indian River Lagoon – South

As a component of the Comprehensive Everglades Restoration Plan (CERP), the Indian River Lagoon-South (IRL-S) Restoration Project is now under way to reverse the damaging effects of pollution and unnaturally large freshwater discharges into the ecologically vital water bodies located within St. Lucie County. The delicate balance of fresh and salt water in the lagoon and estuary will be restored, polluted water will be treated, and degraded habitats will be revitalized.

The Indian River Lagoon-South Project employs a regional approach restore the St. Lucie Estuary and the southern portion of the Indian River Lagoon. Based on the Project Implementation Report approved by Congress in 2007, the IRL-S project is expected to include the following components that will work together to protect and restore the lagoon and estuary:

Construction and operation of new aboveground reservoirs and their connecting canals, control structures, levees, and pumps to capture water from the C-23, C-24 and C-25 canals for storage of water runoff.

The C23/24 north reservoir is 2,005 acres in size and intended to store over 32,000 acre-feet of water with a maximum impoundment depth of 16.5 feet. The C23/24 south reservoir has a footprint of 3,540 acres in size and is intended to store over 57,000 acre-feet of water with a maximum impoundment depth of 16.5 feet.

The C25 reservoir includes a 741-acre aboveground impoundment with a maximum depth of 8 feet, and a 163-acre STA. The reservoir will capture the first 0.4 inches of runoff from both the C-25 Basin and the Ft. Pierce Farms Basin (approximately 147,225 acres). The STA will treat 80 percent of the phosphorus load entering the STA from the reservoir. The reservoir and STA are north of and adjacent to C-25 at the S-99 structure. Their combined storage capacity is approximately 5,392 acre-feet.

Construction and operation of new stormwater treatment areas (STA) to reduce sediment, phosphorus, and nitrogen going to the St. Lucie River Estuary and the southern portion of the Indian River Lagoon. STAs are planned for each of the C-23/24, and C-25 basins.

Upper East Coast Water Supply Plan

The Upper East Coast (UEC) Water Supply Plan (WSP) was completed by the South Florida Water Management District and accepted by the Board of County Commissioners in February 1998. The Upper East Coast Plan includes Martin, St. Lucie, and a small portion of Okeechobee County. The District updated the UEC WSP in 2004. In 2006 the District issued the 2006 UEC Plan Amendment, then updated the Plan again in 2016 and 2022. The purpose of the Plan is to provide a framework for future water use decisions to provide adequate water supply for urban areas, agriculture, and the environment through year ~~2040~~ 2045.

The plan estimates the future water supply needs of urban areas and agriculture, weighs those demands against historically used water sources, and identifies areas where demands cannot be met without harming the resource and environment, including wetlands. The plan evaluates the potential of several alternative water source options to meet any unmet demand and makes recommendations for their development.

The Plan developed the following regional objectives to ensure that the Water Supply Plan would address the specific needs of the Upper East Coast:

1. **Water Supply:** Quantify sufficient volumes of water and water supply projects to meet reasonable-beneficial consumptive uses ~~Identify sufficient sources of water to meet~~ projected through ~~2040~~ 2045 under ~~water demands during a~~ 1-in-10-year drought event conditions.~~, without causing harm to natural resources.~~
2. **Natural Systems:** Protect and enhance natural systems and water resources including the St. Lucie River and Estuary, the Indian River Lagoon, the Northwest Fork of the Loxahatchee River, and other federal, state, and locally identified natural areas.
3. **Conservation and Alternative Source Development:** Encourage water ~~Increase levels of~~ conservation measures to improve ~~to increase the~~ efficiency of water use. Continue to encourage development of the FAS as ab alternative water supply (AWS) and monitor the aquifers to enhance understanding of the relationships among water use, water levels, and water quality. Develop water storage options, including aquifer storage and recovery (ASR) systems and reservoirs, and promote projects that increase use of reclaimed water. ~~; and, increase the use of alternatives sources to reduce dependency on drought susceptible water sources.~~
4. **Linkage with Local Governments:** Provide information to support local government Comprehensive Plans. Promote compatibility of the plan update with local government land use decisions.
5. **Compatibility and Linkage with Other Efforts:** Achieve compatibility and integration with the following planning related activities:
    - Other state and federal water resource initiatives in the planning area;
    - Existing and proposed environmental projects;

- Modifications to operating schedules for regional systems, including Lake Okeechobee; and
- Water use permitting process, minimum flow and minimum water level (MFL) criteria, water reservations, and restricted allocation areas (RAAs).

6. ~~**Floridan Aquifer:** Encourage development of the Floridan Aquifer as an option to sources that depend on local rainfall for recharge. Establish a monitoring program to collect data to better understand the relationship between water use, water levels and water quality.~~
7. ~~**Estuarine and Riverine Systems:** Protect and enhance the Loxahatchee River, the St. Lucie River and Estuary and the Indian River Lagoon through effective water deliveries and management of the water resources.~~
8. ~~**Water Resource Protection:** Protect wetland systems and the water resources from harm due to water use, including drawdowns and harmful movement of saline water.~~
9. ~~**Compatibility with Local Governments:** Coordinate the UEC Water Supply Plan with the water supply related elements of local government.~~
10. ~~**Other Regional Planning Efforts:** Achieve compatibility with other related regional water resource planning efforts. These include the Indian River Lagoon (IRL) Surface Water Improvement and Management (SWIM) Plan, Comprehensive Everglades Restoration Plan (CERP), CERP IRL – South Project, CERP North Palm Beach County Project Part 1, Lake Okeechobee SWIM Plan, Lower East Coast and Kissimmee Basin Water Supply Plans, IRL National Estuary Program Comprehensive Conservation and Management Plan, St. Johns River Water Management District (SJRWMD) District wide Water Supply Assessment and Northern Palm Beach County Comprehensive Water Management Plan (source 2004 UEC WSP).~~

~~The 2004 Update identified eight water source options to address the needs of the Upper East Coast region, including:~~

1. ~~Surface Water.~~
2. ~~Aquifer Storage and Recovery.~~
3. ~~Floridan Aquifer System.~~
4. ~~Surficial Aquifer System.~~
5. ~~Conservation.~~
6. ~~Reclaimed Water.~~
7. ~~Reservoirs.~~
8. ~~Seawater.~~

~~Specific goals or strategies were identified for each of the eight options to be implemented as part of the implementation of the UEC Water Supply Plan. Responsible agencies to carry out the goals were identified, along with probable sources of funding.~~

Natural Lands Storage

The South Florida Water Management District has been working with a coalition of agencies, environmental organizations, ranchers and researchers to enhance opportunities for storing excess surface water on private and public lands.

St. Lucie County is researching the ability to store water on conservation lands currently owned by the County and purchased using the Environmentally Sensitive Lands (ESL) program. Storing this water can assist to restore habitat damaged by excessive draining due to development. If water levels are higher than normal during the annual rainy season, this storage can be utilized. Holding water on these lands is one tool to help reduce the amount of water discharged to the St. Lucie estuary during high water conditions.

The SFWMD Dispersed Water Management Program encourages private property owners to retain water on their land rather than drain it, accept and detain regional runoff for storage or do both. Landowners typically become involved in the program through cost-share cooperative projects, easements or payment for environmental services.

Managing water on these lands is one tool to reduce the amount of water delivered into Lake Okeechobee during the wet season and discharged to coastal estuaries for flood protection. Dispersed water management offers many other environmental and economic benefits to the region.

Water Farming

The SFMWD has approved ~~contracts for three water farming pilot~~ permits for water farming projects in the St. Lucie River watershed to ~~test the concept of~~ store~~ing~~ excess surface water on privately owned fallow citrus lands.

The Ideal 1000 Water Farm (ERP No. 56-00025-S), owned by Evans Properties, Inc., is located south of the C-24 Canal, east of Carlton Rd. in western St. Lucie County. This project is aimed at addressing water quality impoundment issues caused by excess, nutrient-rich surface water discharges from the C-24. This project diverts water, retains rainwater, and keeps them from being released into the C-24 Canal.

The Caulkins Water Farm Project (ERP No. 43-101966-P), part of the SFWMD's Dispersed Water Management Program, is constructed and operational in Martin County. The project helps meet the intent of the Northern Everglades and Estuaries Protection Program (F.S. 373.4595), by retaining stormwater on private property, reducing flows and nutrient loads to the St. Lucie Estuary.

The Bluefield Dispersed Water Management Project (ERP No. 56-00116-S), also owned by Evans Properties, Inc. is a 6,104-acre project that is part of the SFWMD's Dispersed Water Management Program. This site is located south of Okeechobee Road (SR70) and west of the C-23 canal in St. Lucie County. The project is designed within internal and discharge riser/culverts and gated culverts and perimeter pumps for inflow from and discharge to the C-23 Canal. The project represents a net improvement in water quality resulting from the change in land use and additional attenuation of stormwater.

~~The first two pilot projects are operational on lands owned by Caulkins Citrus Company and Spur Land & Cattle/Bull Hammock Ranch. Under the program, water is pumped onto these properties in Martin County, capturing a combined average of 7,650 acre-feet of water a year that would otherwise flow from Lake Okeechobee and surrounding basins into the St. Lucie River and Estuary.~~

~~The third pilot project owned by Evans Properties will provide up to 1,750 acre-feet of additional water storage in the St. Lucie watershed.~~

Indian River Lagoon Comprehensive Plan

In July 1996, the Board of County Commissioners adopted the Indian River Lagoon Comprehensive Conservation & Management Plan (CCMP). The Plan was published in May of 1996 by the members of the Indian River Lagoon National Estuary Program (NEP) Management Conference, in cooperation with SJRWMD, SFWMD, and the U.S. EPA. This document was updated in 20~~08~~19.

In February of 2015, the Indian River Lagoon Council was established as a special district of Florida. The IRL Council sponsors the Indian River Lagoon National Estuary Program.

With the publication of the Plan (IRLCCP) more than 100 agencies and local governments with management responsibilities for the Lagoon agreed on a unified strategy to preserve and restore the Lagoon. The Plan was formally adopted by the governor and the Environmental Protection Agency (EPA).

The 1996 Plan containeds more than 69 recommended actions addressing critical problems such as the preservation of wetlands, sea grass restoration, endangered species protection, water and sediment quality improvement, land acquisition needs, and the means of funding preservation and restoration activities. All of these actions have the express purpose of protecting the integrity, diversity and productivity of the Indian River Lagoon. The 2098819 update revised the actions to either remove, amend or replace each action as necessary.

According to the Indian River Lagoon (CCMP) Plan, "Freshwater and stormwater discharges represent the largest nonpoint source of pollution to the Indian River Lagoon." The IRL experienced a dramatic shift from a system where benthic aquatic vegetation was expanding to one dominated by planktonic microalgae following an unprecedented algal bloom in 2011 (now referred to as the “2011 superbloom”). The post-2011 IRL is characterized by intense, recurring, and long-lasting algal blooms; widespread loss of seagrasses; and episodic wildlife mortality events.

Concurrently with these stress-response issues, the southern IRL is impacted seasonally by freshwater releases from Lake Okeechobee during times of high water. During the summers of 2013, 2016, and 2018, billions of gallons of freshwater were released through the St. Lucie Estuary to the southern IRL. As a result, the St. Lucie Estuary and southern IRL experienced dramatic salinity shifts including sustained freshwater conditions. The combination of freshwater, high nutrients, sediments, and an inoculant of the cyanobacteria Microcystis from Lake Okeechobee, in addition to nutrients from the IRL watershed, fueled harmful algal blooms (HABs) in portions of the southern IRL. In 2013, 2016, and again in 2018, these releases initiated an intense Microcystis HAB, with reported concentrations of the toxin microcystin exceeding World Health Organization standards. These freshwater releases and HAB events highlight the importance of connections between the watersheds of the IRL and the Everglades.

Over the years, these discharges have resulted in muck (or "ooze") deposits and sedimentation in the Lagoon and its tributaries. This deposition and sedimentation has caused the loss of seagrass beds with resulting impacts to fisheries and shellfish populations. On occasions, increased loadings of nutrients from freshwater discharges have caused algae blooms and resulted in fish kills.

The formation of a Stormwater Management Program by St. Lucie County is an important first step in implementing the goals of the IRLCCMP PlanCounty is currently updating the stormwater master plan, originally authored in 1992. This local government program forms the basis for fundingidentifying, categorizing, and ranking and implementing improvements to ourthe County’s stormwater management system for the purposes of enhancing drainage level of service and for increasing protections of water resources within the County.

Basin Management Action Plans

A Basin Management Action Plan (BMAP) is the “blueprint” for restoring impaired waters by

reducing pollutant loadings to meet the allowable loadings established in a Total Maximum Daily Load (TMDL). A BMAP represents a comprehensive set of strategies designed to implement the pollutant reductions established by the TMDL. These broad-based plans are developed with local stakeholders, they rely on local input and local commitment, and they are adopted by Secretarial Order to be enforceable.

The St. Lucie River and Estuary Basin is located in southeast Florida in Martin, St. Lucie, and Okeechobee Counties. The St. Lucie Estuary is a major tributary to the Southern Indian River Lagoon (IRL-S). The basin is an economically important area where water quality is affected by freshwater runoff from agricultural and urban sources in the watershed and Lake Okeechobee. To address the nutrient impacts in this important basin, the Florida Department of Environmental Protection adopted Total Maximum Daily Loads to reduce the watershed nutrient inputs to the river and estuary.

In June of 2013, the Florida Department of Environmental Protection (DEP) adopted a BMAP for the St. Lucie River and Estuary. The DEP identified the St. Lucie River and Estuary as impaired due to excessive amounts of total phosphorus (TP), total nitrogen (TN), and biochemical oxygen demand (BOD). In March 2009, DEP adopted the nutrient and dissolved oxygen (DO) TMDL for the St. Lucie Basin. For the St. Lucie River and Estuary Basin, the total required reductions ~~are~~were originally spread over a 15-year timeframe. Reductions will be implemented in three five-year BMAP iterations, and the DEP will evaluate basin health every five years. Executive Order 19-12 required an update to this BMAP in 2020. In 2023, House Bill 1379 added the additional requirement that BMAPs be assessed and updated every five years. The most recent 5-Year Review was completed in 2023. The BMAP includes management strategies or projects to be implemented by the responsible stakeholders that aim to reduce elevated levels of nitrogen and phosphorus in the estuary

The Central Indian River Lagoon (CIRL) Basin Management Action Plan was adopted in February 2013 to implement the total nitrogen (TN) and total phosphorus (TP) TMDLs in the watershed. The BMAP includes management strategies or projects to be implemented by the responsible stakeholders during the first phase of implementation. The restoration activities aim to reduce elevated levels of nitrogen and phosphorus inputs that can cause algal blooms and negatively impact the growth of seagrass in the lagoon basin. The Central Indian River Lagoon (CIRL) BMAP was updated in October 2021 to incorporate allocations to all parts of the CIRL.

Capital Improvement Projects
The CIE provides details of the planned drainage projects, the absence of which will impact the ability of the drainage systems to provide the required LOS.

Stormwater Management Master Plan
In 1992, a Stormwater Management Master Plan was completed and adopted for the unincorporated areas of the County. The Master Plan addressed the needs of the major canals of the primary and secondary stormwater management system. The canals, which were analyzed, are owned and operated by either North St. Lucie River Water Control District (NSLRWCD), Fort Pierce Farms Water Control District (FPFWCD), or South Florida Water Management District (SFWMD).

The Master Plan concluded that generally the secondary stormwater management system serves the County well for the ten-year, 24-hour storm event. The Master Plan recommended that the County continue to use the ten-year, 24-hour storm event (approximately 6.5 inches of rainfall in a 24-hour period) as the Level of Service standard for flood protection for roadways. This Level

of Service standard is incorporated in the County's Land Development Code.

The Master Plan recommended several capital improvement projects for the secondary stormwater management system, including: mechanically operated gates, electrically operated gates, upsizing and lowering selected culvert pipes, and installing fixed-crest weirs at selected locations to improve water quality of stormwater discharge from the secondary drainage canals into the St. Lucie River. All of the improvements recommended by the plan fall within the secondary canals owned by the North St. Lucie River Water Control District or the Fort Pierce Farms Water Control District. Many of these recommendations have already been implemented.

The Master Plan confirmed, "Flooding is far more prevalent in the secondary and local network systems that drain into the primary drainage canal system. A few examples include, but are not limited to: the Carlton Road area, portions of White City, Sunland Gardens, Paradise Park, and large agricultural ownerships in the western portion of the County. Although the primary drainage system could accommodate stormwater from these areas, the secondary or local network systems have not been improved (or do not exist) to transport the runoff from these troubled areas to the primary canal system." The Plan recognizes that "throughout unincorporated St. Lucie County, many isolated areas have little or no real drainage improvements and no access to a primary or secondary drainage system." Much of this was created when land was subdivided without proper planning of drainage and drainage outfalls. Other problem areas lie within the floodplain of natural creeks or streams.

~~Many of the existing secondary and local network drainage systems in the County were constructed many years ago, prior to permitting requirements for water quality treatment of stormwater discharges. Consequently, there were no provisions made for treatment of stormwater for water quality improvement prior to discharge to the primary canal system.~~

~~The 1992 Master Plan document and the County staff have compiled a listing of problem areas that are known to be flood prone historically. More details are available in the Master Plan document.~~ To address these chronic flooding and stormwater management issues, the County is preparing an update to the Stormwater Master Plan. The County's current stormwater master plan was developed in 1992 and, since then, there has been increased development, changes in water management practices, and increasing frequency of intense rainfall events and tidal flooding. The Stormwater Master Plan update consists of multiple phases including data collection, modeling, capital improvement projects identification, implementation plan development, ordinances and resiliency evaluation, and public engagement.

~~**Comprehensive Everglades Restoration Program (CERP)**~~
~~The Conservation Element provides details on CERP programs including the IRL South Plan. The CERP IRL projects will provide benefits to the primary drainage system and water quality. The County's Capital Improvements projects will provide benefits to the secondary and local drainage systems.~~

Levels of Service
The Level of Service standard ~~as defined by the 1992 Stormwater Master Plan~~ is outlined in Policy 4C.1.1.2, in the Capital Improvement Element, in the Land Development Code and tied to the rules of the SFWMD.

SANITARY SEWER SUB ELEMENT

Introduction

The Sanitary Sewer Sub-element provides a complete summary of the wastewater treatment facilities in St. Lucie County. Sanitary sewer services are provided in only a small portion of the unincorporated County. Central utility services are provided by the Fort Pierce Utilities Authority (FPUA), the Port St. Lucie Utility Systems Department, St. Lucie County Utilities, or St. Lucie West Utility District. Generally, St. Lucie County Utilities provides sanitary sewer service to those properties located on North and South Hutchinson Island and within the Holiday Pines neighborhood on the mainland. The County also owns and operates ~~a~~ small wastewater treatment facility, the Sampson subdivision located within Lakewood Park and the Fairwinds Golf Course. Those multi-family residential developments and Planned Unit Developments in the unincorporated County that are not serviced by St. Lucie County Utilities are serviced by their own on-site wastewater treatment plants (WWTP). Most of the single-family home sites in the unincorporated County are served with individual septic tanks. The importance of the municipal regional systems and on-site treatment facilities is noted.

Existing Planning Documents

St. Lucie County completed the Capital Improvement Plan in June 2016 and ~~is anticipating completion of~~ adopted the ~~10~~20-Year Water Supply Facilities Work Plan in ~~September 2018~~ January 2022 which will serves as the overall planning documents for potable water facilities. The two (2) major urban areas of the County, Fort Pierce and Port St. Lucie, have regionalized potable water treatment and distribution systems.

St. Lucie County Utilities (SLCU) is currently developing a regional wastewater treatment and collection system to serve unincorporated areas of the County within their service area. The North County Regional Water Treatment Plant 2 MGD is currently 100% planned with a Construction Manager at Risk (CMAR) contract for 100% construction. Construction is scheduled to be complete in Q4 2026 with the plant being fully operational in Q1 2027. This plant will serve the Indrio Road Corridor, the TCR Airport and surrounding areas.

Holiday Pine Wastewater Treatment Plant was recently expanded to accept an additional 300,000 gallons per day (GPD). It currently has a capacity of 600,000 GPD. This plant is in the procurement stage for further design to increase capacity to 1.2 MGD. This plant will serve the Indrio Road Corridor, the TCR Airport and surrounding areas.

Central County Regional Wastewater Plant (2 MGD Peacock Site) is currently at 60% of plans as part of a Progressive Design Build (PDB) contract. Long lead-time items have been purchased with one well drilled. Construction is scheduled to be completed in Q4 2026 with the plant being fully operational in Q1 2027. This plant will serve areas west of Rangeline Road, including the Oak Ridge Ranches (ORR) communities.

Central County Regional Wastewater Treatment Plant/Water Reclamation Facility (WRF) (2MGD Tropicana Site) is being expanded as part of a PDB contract. There is an existing industrial plant on the site, and it is being modified to accept 0.5MGD of domestic waste. Further, an adjacent 2MGD plant for domestic use only is being designed with plans currently at 60%. This plant will serve areas west of Rangeline Road, including the Oak Ridge Ranches (ORR) communities.

~~The City of Fort Pierce completed a master plan update for water and wastewater in September 2006.~~

Geographic Service Area

Figure 2-1 in the Water Supply Facilities Work Plan outlines general areas of sanitary sewer service for the major regional facilities now operating in the County. The regional facilities servicing unincorporated St. Lucie County are:

- St. Lucie County Utilities (SLCU)
- Fort Pierce Utilities Authority (FPUA)

These facilities are described below.

Other sub-regional franchises also operate in the County, but their area is usually limited to a single development or a relatively small area.

Regional Facilities

St. Lucie County Water and Sewer District*:* The service area of the St. Lucie County Water and Sewer District water and wastewater utilities lies within the St. Lucie County Utilities (SLCU) service area. The St. Lucie County Water and Sewer District service area includes the Holiday Pines subdivision and some additional commercial and residential areas fronting Kings Highway and Indrio Road, North Hutchinson Island, South Hutchinson Island, Central County and South County.

In August 2005, the North Hutchinson Island Utility District, the Airport Utility District, the North County (Holiday Pines) Utility District, the Mid County District, the Indian River Estates MSBU District and the H.E.W. Utility District were consolidated into a single utility district now known as the St. Lucie County Water and Sewer District. As such, the below mentioned North Hutchinson Island Utility District service area is now included in this District. In 2017 the South Hutchinson Island Wastewater District was incorporated in to, and is part of, the Utility District.

The St. Lucie County Water and Sewer District (Holiday Pines) WWTP is a field-erected, precast package plant with a design capacity of ~~0.3 MGD~~ 0.6 MGD. The WWTP is located on a 9.8-acre utility site near the Indian Pines Golf Course. The plant produces reclaimed water which is pumped to the Indian Pines Golf Course and utilized for irrigation purposes. Concentrate from the St. Lucie County Water and Sewer District water treatment plant is also discharged into ~~these~~ ponds at this plant. Sludge from the facility is lime stabilized and hauled to land application sites.

This plant will be expanded by ~~0.3~~ 0.6 mgd, to ~~0.6~~ 1.2 mgd, in 2026-2027. Additional expansions may be considered to provide capacity for anticipated growth. ~~Upon completion of the North County Regional Water Reclamation Facility (WRF), the Holiday Pines WWTP will be decommissioned and replaced with a master lift station to redirect flow to the new facility~~.

North Hutchinson Island: The North Hutchinson Island Utility District was consolidated into the St. Lucie County Water and Sewer District in August 2005. St. Lucie County Utilities owns and operates the North Hutchinson Island wastewater collection system and a 0.85 MGD WWTP. This plant produces reclaimed water that is made available to nearly all of the larger developed parcels on the island.

The upgraded WWTP was placed into service in January 1996. This facility was permitted through the FDEP for 0.50 MGD of treatment capacity. This upgraded WWTP replaced two (2) smaller sub-regional package treatment plants, one at the Bryn Mawr utility site and one at the Sands utility site, in addition to a number of individual WWTPs that served individual residential developments.

South Hutchinson Island: In 1996/1997, the South Hutchinson Island wastewater collection and treatment system was constructed by St. Lucie County to provide central sewer service for the portion of South Hutchinson Island located outside of the City of Fort Pierce. Just as with the North Hutchinson Island service area, this system was intended to eliminate all of the numerous individual wastewater package treatment plants that had been constructed in the absence of a centralized treatment network. Many of these existing WWTPs and all existing lift stations were upgraded or replaced to meet St. Lucie County Utility standards and a force main system was constructed to connect these lift stations to the new WWTP. The WWTP was designed to accommodate build out flows for South Hutchinson Island (based on a build out population of 15,150 residents. The primary method of effluent disposal is reclaimed water irrigation, with backup disposal provided by discharge to the FPL Nuclear Power Plant cooling canal.

This WWTP was permitted for 1.6 MGD and utilizes a conventional plug flow, extended aeration, activated sludge process followed by filtration and high-level disinfection to produce reclaimed water for irrigation. The plant is located on a 19.2 acre, county-owned site approximately two (2) miles south of the FPL Nuclear Power Plant on the west side of A-1-A.

Fort Pierce Utilities Authority (FPUA): According to the September 2006 FPUA Water and Wastewater Master Plan, FPUA operates the Island Water Reclamation Facility with a permitted capacity of twelve (12) MGD (max month average daily flow) on the barrier island. This facility provides service to approximately 49,029 residents throughout their service area and treats an average of 5.62 MGD, less than half of the permitted capacity. FPUA produces reclaimed water which is almost exclusively provided to the Florida Municipal Power Agency for use in cooling towers at the Treasure Coast Energy Center. The Island Water Reclamation Facility also utilizes approximately 300,000 gpd of reclaimed water for wash down and irrigation purposes.

FPUA is in the ~~planning~~ construction process for ~~the construction of~~ a mainland water reclamation facility located in the proximity of the County's landfill. Reclaimed water from the proposed facility may be allocated to the proposed Plasma Arc Gasification Facility planned at the landfill.

The FPUA, via a bulk user agreement with the County, has extended its wastewater service beyond the boundaries of the City of Fort Pierce, and presently serves areas in unincorporated St. Lucie County including the Central Service Area through bulk service.

Privately Owned Utilities with Capacities Greater Than 0.1 MGD Located Within the Unincorporated Area

~~Panther Woods~~Meadowood: ~~Panther Woods~~Meadowood Golf & Country Club owns and operates an on-site WWTP with a permitted capacity of 0.18 MGD but is limited to 0.105 MGD due to the size of the existing chlorine contact basins. The facility serves a current population of approximately 1,040 residents. Treated effluent is supplemented with well water and used to irrigate the 120-acre Panther Woods Golf Course.

Spanish Lakes Country Club: Spanish Lakes Country Club is an adult mobile home community with approximately 1,300 mobile home lots. The community is built out and is home to 3,040 residents. The WWTP serving the Spanish Lakes Country Club is a field-erected, precast concrete package plant with a permitted capacity of 0.160 MGD. Average daily flow is 0.121 MGD. This plant utilizes the extended aeration process to produce a secondary effluent. Effluent disposal facilities include a one-cell percolation pond and a three-cell drainfield. Sludge from this facility is lime stabilized on-site and hauled to land application sites.

The WWTP is adequately sized for the development it serves but is has no excess capacity. There is minimal area available for expansion on the WWTP site.

Spanish Lakes Fairways: Spanish Lakes Fairways is a 1,600-unit (3,200 residents) adult community located in the northwest portion of the St. Lucie County Water and Sewer District service area. The Spanish Lakes Fairways WWTP is a field-erected, precast concrete package plant with a permitted capacity of 0.250 MGD. Average daily plant flow is 0.116 MGD. The plant utilizes the extended aeration process to produce reclaimed water that meets FDEP standards for public access irrigation. The plant consists of two (2) separate treatment trains which include: two (2) 0.127 mg aeration basins with mechanical surface aerators, two (2) rectangular clarifiers, two (2) sand filters, two (2) 0.025 mg digesters and a baffled chlorine contact tank. The primary means of effluent disposal is irrigation on the development's private golf course. A lined pond is provided adjacent to the WWTP for reclaimed water storage. Backup effluent disposal capacity is provided by three (3) percolation ponds at the WWTP site. Sludge from the facility is lime stabilized on-site and hauled to land application sites.

The WWTP is designed to accommodate the community to build out. The maximum flow is 0.142 MGD, or approximately fifty-six (56) percent of the plant's permitted capacity. The excess capacity will be utilized to serve additional phases of the development. There is limited area available for expansion of the wastewater treatment plan.

Package Treatment Plants

There are numerous package treatment plants within the County that make up a significant portion of the wastewater treatment capacity in the County. Many of these package plants are concentrated in the White City and Indrio Road areas. Some of these plants have experienced difficulties in effluent disposal, where disposal systems have failed. The majority of the package plants within the County are under consent order and the Florida Department of Environmental Protection (FDEP) has urged each facility (through their permit renewal process) to seek connection to a central sewer system where available and feasible. As such, these facilities are slowly being connected to the public sewer systems available within the County.

Septic Tanks

Septic tank systems are used principally for the treatment of wastewater from individual residences. In rural areas they are also used for establishments such as schools, motels, rural hotels, trailer parks, housing projects, camps and others. It is impossible to determine the current number of septic tanks in the County since, prior to 1984, the rules and regulations were different and some septic tanks were installed without permits. With the expansion and availability of public utility in the Port St Lucie area, the concentration of septic system use is being decreased by attrition as systems reach the end of their useful life and connection to sewer is mandated by Statute and city policy.

Effluent from septic tanks is normally discharged to a drainfield where it is allowed to percolate into the ground. Soil permeability and depth to the wet season water table are limiting factors on septic tank drainfield performance and may require construction of elevated drainage field grounds to ensure adequate performance. Figures FLU 3a and FLU 3b indicate the general soil types present in St. Lucie County as identified in the Soil Survey of St. Lucie County (U.S. Department of Agriculture, 1980). As this figure indicates, virtually all soils within the County (98.4 percent), excluding a small area located on the Atlantic Coastal Ridge west of the Intracoastal Waterway, have moderate or severe limitations for septic tank drainage fields. Due to the unsuitability of the soil, the St. Lucie County Health Department, which permits all septic tank

system installations in the County, requires 95 percent excavation of the drainfield area and backfilling with acceptable material.

Needs Assessment
The unincorporated County presently has wastewater service provided by three (3) major municipal utilities (FPUA, Port St. Lucie Utilities and SLCU), several medium sized utilities (St. Lucie West and private utilities), small package plants, and septic tanks. This section examines the needs of those areas in the County which are not included in the major or medium sized utilities or in the service areas now identified by those wastewater utilities.

The area of growth in the unincorporated County directly corresponds to the urban service areas for water and sewer service. The area west of this growth area of the County is planned as agricultural.

The most intense development in these areas is expected to occur along the I-95 corridor with concentrations at the Gatlin Boulevard I-95 Intersection, mid-County, and the north County area. Other areas of the unincorporated County exhibiting needs include the Savannah Club area extending north past Tilton Road to Easy Street.

With a few exceptions, all of the package plants were designed to serve a small community, condominium, or commercial area. These plants are designed with a specific capacity in mind, determined by the proposed size of the development and the standards set by the FDEP for flow per unit. Therefore, these developments neither have appreciable excess capacity, nor do they exhibit appreciable needs beyond their initial design capacity. FDEP has urged each of the remaining facilities to seek connection to a central sewer system where available and feasible.

Because these smaller plants require daily attention, tend to wear out with time, and occupy increasingly valuable land, many are candidates for connection to a regional system within the next 20 years. With areas of proliferation of the small plants a County supported regional system would be a viable improvement in the future.

Level of Service Analysis
The St. Lucie County utilities service area is separated into several sub-service area: North Hutchinson Island Service Area from the Fort Pierce Inlet north to the Indian River County Line on the barrier island; South Hutchinson Island Service Area from the Martin County Line north to the Fort Pierce City Limits on the barrier island; the St. Lucie County Water and Sewer District from the Indian River Lagoon to the east, the Indian River County Line to the north, Interstate 95 to the west and St. Lucie Boulevard to the south; and the unincorporated County service areas (north, central and south) as illustrated on Figure 2-1 of the Water Supply Facilities Work Plan. The service areas for FPUA and the City of Port St. Lucie are also depicted on the same Figure.

A level of service for wastewater facilities has been defined by the FDEP at 100 gallons per day per capita (gpcd) of capacity. This makes some allowance for infiltration. Treatment facilities should be planning for expansion when they reach 80 percent of their flow capacity, and under construction at 90 percent of their flow capacity.

The level of service standard for sanitary sewer systems other than those owned and operated by FPUA shall be 100 gpcd.

The LOS standard for those areas of the unincorporated County served by FPUA shall be 110 gpcd (FPUA Master Plan, September 2006).

The population projections for each of the service areas indicates that as St. Lucie County grows there will be a need for additional service capacity within the existing wastewater service facilities. Table 4D-1 provides the projected population within the Service Areas for the years 2020, 2025 2030, and 2040. As this table indicates a significant portion of the County's overall population resides in an area located outside the service area of the St. Lucie County Utilities. Those areas lying outside of the County's service area will be provided wastewater service via the following methods: one (1) of the other two (2) public utility providers - FPUA or City of Port St. Lucie Utilities; an on-site package wastewater treatment plant or via an on-site septic system.

Table 4D-1
St. Lucie County Utilities Service Area - Connected Population Projections, 2020 to 2040

[1]Connected population refers to Equivalent Residential Connections (ERC) connected to North Hutchinson Island wastewater system and assumes 2.2 people per ERC.

Service Area	2020	2025	2030	2040
North County Service Area	1.547	1.944	2.321	2.75
Central County Service Area	1.051	1.277	1.482	1.75
South County Service Area	0.434	0.983	1.165	1.5
North Hutchinson Island	0.788	0.883	0.966	0.85[2]

[1]Wastewater Demand based on Population projections and an assumed per capita flow of 100 gpd/person.

[2]The North Hutchinson Island Wastewater Treatment Plant has adequate capacity for anticipated buildout of the Island and septic to sewer conversions.

~~Table 4D-2 shows the connected wastewater flows, which were Wastewater flow will increase as the population increases within the service delivery area.~~

Capacity Assessment
Many of the WWTPs in St. Lucie County are small package plants intended to serve individual communities, businesses, and condominiums. This type of facility has no significance in a capacity assessment, since it is not large enough to provide service to an expanded service area. The following particular observances are made:

- The FPUA is capable of receiving flow from their expanded service area.
- The South Hutchinson Island WWTP is capable of handling flows at the projected build out conditions (district south of the FPL nuclear power plant).
- ~~Panther Woods~~Meadowood Country Club is underutilized, but is designed to serve a specific development at build out. Although continued development has not been significant, future use of this plant as additional development does take place is likely.
- Reserve Utility Corporation is adequate for present needs, and is planning to expand as development takes place inside The Reserve.
- St. Lucie West is capable of handling growth in its service area and planned to grow with the development.
- Spanish Lakes Country Club Village is built out.
- Spanish Lakes MHP is built out.
- Port St. Lucie Utility Systems Department has adequate capacity for incoming flows and for growth.

The above analysis indicates in general a capacity for growth in the municipal service areas, newer planned developments in the unincorporated County (e.g., The Reserve), and some of the Hutchinson Island communities. Growth in all of the other unincorporated areas of the County will require additional wastewater transport and treatment facilities.

Northern Service Area: The current Holiday Pines facility is an extended aeration concrete package plant with a permitted capacity of ~~0.3~~ 0.6 MGD. Reclaimed water is produced and pumped to the Indian Pines Golf Course for use as irrigation. Onsite ponds are ~~also~~ permitted to dispose up to 0.120 MGD of Reverse Osmosis brine from the Holiday Pines Water Treatment Plant.

Current wastewater flows at the Holiday Pines Wastewater Treatment Facility are nearing capacity. In order to accommodate the population growth needs and wastewater demands into the year 2030 and anticipated growth in the North County area, the following wastewater facility needs and improvements were identified:

- Expansion of the Holiday Pines WWTP to ~~0.6~~ 1.2 MGD ~~with decommissioning upon completion of the new regional facility~~.
- Construct and operate, at a future time to be determined, expansions to the Holiday Pines WWTP in 0.3 – 0.6 MGD phases. ~~a new North County Regional Water Reclamation Facility to be located south of Indrio Road and east of Taylor Dairy Road.~~ This facility shall at construction contain:
  ~~a) Initial capacity of 2 MGD to be determined.~~
  b) Increase capacity to 4 MGD when growth dictates, with provisions to expand to 6 MGD as needed.
  c) Provide equipment capable of treating the wastewater product to unrestricted public access irrigation.
  d) ~~Potentially construct~~ a deep injection well for wet weather disposal of reclaimed water, or implementation of identified alternative beneficial reuse project for disposal of reclaimed water.
  e) Construct a bio-solids dewatering facility at the ~~North~~ Central County Regional Water Reclamation Facility (WRF).
- Provide service to the existing and future developments within the St. Lucie County Water and Sewer District Service Area.

Central Service Area: The County has begun constructing a wastewater treatment plant on County-owned property adjacent to the County Landfill. ~~The 0.035 mgd is ready for operation upon connection of future growth.~~ This Central County Regional Wastewater Treatment Plant/Water Reclamation Facility (WRF) (2MGD Tropicana Site) is being expanded (2026-2027). There is an existing industrial plant on the site and it is being modified to accept 0.5MGD of domestic waste. Further, an adjacent 2MGD plant for domestic use only is being designed with plans currently at 60%. As a backup to this plant an interconnect to FPUA will be constructed to provide service to this area. FPUA has sufficient capacity for the connection during the planning period. The future capacity needs will either be addressed by a future FPUA mainland WWTP or a SLCU WWTP.

South Service Area: The St. Lucie County Parks and Recreation Department owns and operates a wastewater collection and treatment system serving the St. Lucie County Fairgrounds and the County's Emergency Operations Center. The facility has a capacity of 0.0314 MGD. The County is planning to expand and utilize the ~~WWTP at the County Landfill~~ Central County

Regional Wastewater Treatment Plant/Water Reclamation Facility (WRF) (2MGD Tropicana Site) for wastewater in this area.

North Hutchinson Island: SLCU owns and operates a wastewater collection and treatment system that serves the majority of North Hutchinson Island with the exception of approximately 383 single-family homes and the Fort Pierce Inlet State Park. This WWTP has been expanded to accommodate buildout of the Island including those properties currently served through onsite treatment.

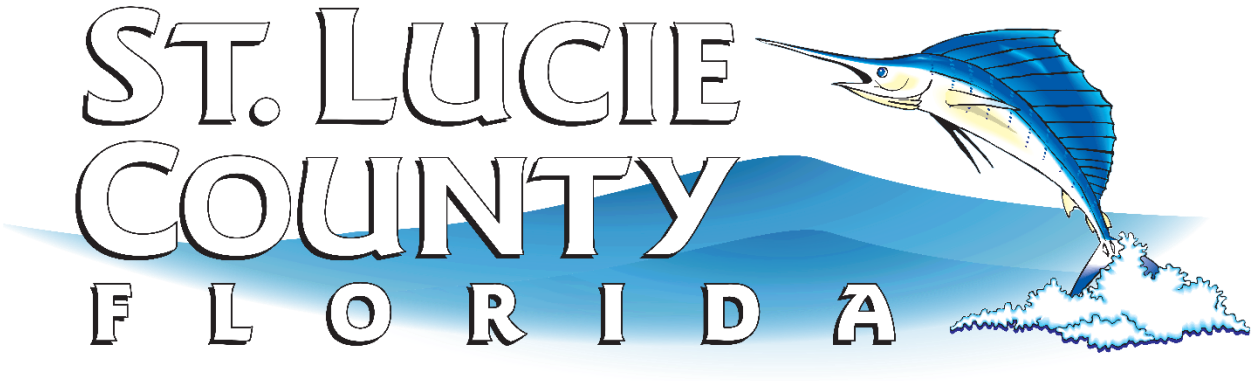
South Hutchinson Island: South Hutchinson Island is serviced by St. Lucie County Utilities. The South Hutchinson Island District Wastewater Utility was created under Resolution 07-208. In 1995, St. Lucie County constructed a 1.6 MGD wastewater and reclaimed water facility. This facility is designed to accommodate build out of South Hutchinson Island. The County maintains a bank of capacity that can be transferred to properties within the service area to accommodate development. The County has adopted a policy to transfer capacity through the County Utility Office.

Currently over ninety (90) percent of the total wastewater flow from the South Hutchinson Island District Wastewater Utility service area is collected and treated. The only area not currently connected to the system includes five condominiums in the Island Dunes Complex. This condominium complex is serviced by a private WWTP that produces reclaimed water for irrigation of the golf course. As the overall system on South Hutchinson Island was designed to accommodate the maximum build out within the County's service area on the island, no additional expansions are required or planned within the twenty (20) - year planning cycle. FPUA serves all wastewater customers on South Hutchinson Island within their service area. SLCU serves the Island from FPUA's service boundary south to the Martin County line.

Sanitary Sewer Facility Replacement, Expansion and New Facility Siting: Because of the importance that the provision of sanitary sewer service will play in the development of the County and also significant pressures for the County to enter into the provision of such services, St. Lucie County Utilities adopted a Water and Wastewater Capital Improvement Plan for the unincorporated County in 1992. The Plan was updated in August, 2000, February 2004, and October, 2008. The 2008 Water and Wastewater Capital Improvement Plan Update is used in conjunction with the Comprehensive Plan as a planning tool. These plans address the need for renewal, replacement, facility expansions and siting of new and proposed facilities.

Capital Improvement Projects
The CIE provides details of the planned capital improvement projects, the absence of which will impact the ability of the County to provide the required LOS.

ST. LUCIE COUNTY FLORIDA



EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 5

COASTAL MANAGEMENT ELEMENT

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

DATA INVENTORY AND ANALYSIS

Purpose

The purpose of the Coastal Management Element is to protect human life and to limit public expenditures in areas that are subject to destruction by natural disaster. It is also to plan for, and where appropriate, restrict development activities where such activities would damage or destroy coastal resources.

COASTAL PLANNING AREA

The Coastal Planning Area for St. Lucie County includes unincorporated areas abutting the ocean and estuarine shorelines and the shoreline of the North Fork of the St. Lucie River and its tributaries. Map CST-1 Coastal Planning Area delineates the coastal planning area of the County.

For the oceanic and estuarine systems the eastern boundary is the Atlantic Ocean and the northern and southern boundaries are the respective county lines. The western boundary is delineated at U.S. 1 north of the A1A south causeway and by the Florida East Coast Railroad south of the causeway. Lands within these boundaries that fall within the corporate limits of St. Lucie Village and the Cities of Fort Pierce and Port St. Lucie are not components of the County Coastal Planning Area.

The boundary for the riverine system is the area along the North Fork of the St. Lucie River and its tributaries that falls within the "Coastal High Hazard Area." Pursuant to Chapter 163.3178(2)(h) of the Florida Statutes, the "Coastal High Hazard Areas" (also referred to as "high-hazard coastal areas") is the area below the elevation of the category 1 storm surge line as established by a Sea, Lakes, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. And again, lands within this boundary that fall within the corporate limits of the Cities of Fort Pierce and Port St. Lucie are not components of the County Coastal Planning Area.

Land Use in the Coastal Area

The existing land uses within the coastal planning area are also shown on Map CST-1. Table 5-1 Coastal Planning Area Existing Land Uses identifies the number of parcels within or containing a portion of the coastal planning area and identifies the existing use on the parcel and the parcel acreage. Overall, the uses can be broadly categorized as commercial (including agriculture), residential, institutional, governmental, Conservation and miscellaneous. Of the total acreage of the parcels, commercial comprises ~~9~~ 7% of the total area, residential is ~~40~~ 31%, institutional is 3%, governmental is ~~40~~ 33%, and there is ~~9~~ 3.9% miscellaneous. ~~At this time nearly 32% of the total area still remains vacant land, the bulk of which is allocated for residential development.~~ 21% of the coastal planning area is conservation.

The future land uses within the coastal planning area identified on Map FLU-1. Future Land Use.

TABLE 5-1 Coastal Planning Area Existing Uses

~~USE~~	~~# PARCELS~~	~~ACRES~~
~~Agricultural~~	~~13~~	~~124.62~~
~~Commercial~~	~~82~~	~~597.79~~
~~Vacant Commercial~~	~~64~~	~~164.41~~
~~Industrial~~	~~15~~	~~29.51~~

~~Vacant Industrial~~	~~11~~	~~39.63~~
	~~Commercial Uses Subtotal~~	~~955.96~~
	~~% of Total Acreage~~	~~9.14%~~

~~Residential~~	~~6,044~~	~~1,613.65~~
~~Vacant Residential~~	~~2,124~~	~~2,474.48~~
	~~Residential Uses Subtotal~~	~~4,088.13~~
	~~% of Total Acreage~~	~~39.07%~~

~~Institutional~~	~~29~~	~~113.06~~
~~Vacant Institutional~~	~~12~~	~~160.83~~
	~~Institutional Uses Subtotal~~	~~273.89~~
	~~% of Total Acreage~~	~~2.62%~~

~~Government/Exempt~~	~~186~~	~~3,689.00~~
~~Vacant Governmental~~	~~78~~	~~491.11~~
	~~Government Uses Subtotal~~	~~4,180.11~~
	~~% of Total Acreage~~	~~39.95%~~

~~Miscellaneous~~	~~169~~	~~964.42~~
	~~Miscellaneous Uses Subtotal~~	~~964.42~~
	~~% of Total Acreage~~	~~9.22%~~

~~Total # Parcels~~	~~8,827~~	
~~Total Acreage~~		~~10,462.51~~

USE	# PARCELS	ACRES
Agricultural	16	146.99
Commercial	75	504.49
Vacant Commercial	53	181.56
Industrial	11	32.35
Vacant Industrial	10	16.15
	Commercial Uses Subtotal	881.54
	% of Total Acreage	7.40%

Residential	6431	2410.67
Vacant Residential	2297	1334.58
	Residential Uses Subtotal	3,745.25
	% of Total Acreage	31.42%

Institutional	24	215
Vacant Institutional	11	153.01
	Institutional Uses Subtotal	368.01

	% of Total Acreage	3.08%

Government/Exempt	226	3307.57
Vacant Governmental	63	647.13
	Government Uses Subtotal	3,954.70
	% of Total Acreage	33.18%

Miscellaneous	45	464.167
	Miscellaneous Uses Subtotal	464.167
	% of Total Acreage	3.89%

Conservation	68	2504.548
	Conservation Uses Subtotal	2504.548
	% of Total Acreage	21.01%
Total # Parcels	9,330	
Total Acreage		11,918.30

Source: St. Lucie County Planning and Development, ~~2018~~ 2025

St. Lucie County has twenty-one miles of Atlantic Ocean shoreline, much of which is currently undeveloped. Through the efforts of the residents of St. Lucie County and the State of Florida, approximately seven miles of this unincorporated oceanfront are under public ownership. Another two miles of oceanfront property are owned by the Florida Power & Light Company and are to be maintained in their present natural state in conjunction with the operation of the St. Lucie Power Plant facilities. The balance of the remaining oceanfront properties is held in private ownership and available for development activities, which have historically been residential in character. Presently, approximately ~~56%~~ 64.8% of this privately held frontage is developed.

The County has not officially designated any areas as having conditions of slum and blight, but is continuing to monitor aging areas and implementing needed programs and improvements. The County has no Community Redevelopment Agency.

Natural Resources in the Coastal Area

Immediately interior to the coastal barrier island, located between the barrier island and the Atlantic Coastal Ridge, is the Indian River Lagoon (IRL). The IRL is a linear estuarine system that extends along more than a third of Florida's east coast, over 155 miles, from Ponce de Leon Inlet in Volusia County south to Jupiter Inlet in Palm Beach County. Numerous freshwater wetlands and sloughs undergo a transition into riverine systems that connect directly to the IRL. The lagoon interacts with the saline waters of the Atlantic Ocean through the inlets, providing tidal exchange with fresh water discharged into the lagoon from the inland rivers. Along the IRL the associated mangrove and salt marsh communities provide valuable filtration, stabilization and habitat and the seagrass beds provide foraging for manatees. The Conservation Element provides additional details on IRL characteristics and restoration programs.

The St. Lucie River (SLR) is divided into four sections: North Fork, South Fork, Middle Estuary and Lower Estuary. The North Fork of the St. Lucie River falls almost exclusively within the St. Lucie County. The creation of St. Lucie Inlet in 1892 connected the Indian River Lagoon to the Atlantic Ocean at the mouth of the SLR. This project ultimately converted this freshwater tributary to a riverine estuary (freshwater in the upper reaches and saltwater in the middle and lower sections). This unique salinity

gradient changed the natural resources found in the SLR. Because of its geographic location and tidal connection through the St. Lucie Inlet, the North Fork supports high species diversity and serves as an important nursery ground for a variety of fish and wildlife. The Conservation Element provides additional details on SLR characteristics and restoration programs.

Along the ocean shoreline the barrier island contains beach, dune, and coastal strand. The U.S. Fish and Wildlife Service (FWS) *Southeast Florida Multi-Species Recovery Plan* describes the characteristics of these habitats as follows:

> **Beach Dune, Coastal Strand –** The Beach dune and coastal strand communities are the closest communities to the high-energy shoreline. The coastal dune and coastal scrub habitat occupies the immediate Atlantic coast on Hutchison Island. Within this high-energy zone, there are a number of daily, naturally occurring events such as wave action, sand burial, and salt spray. Closest to the coast, the upper beach is regularly disturbed by waves of high tides or storms and regularly re-colonized by driftline annuals and trailing perennials such as railroad vine (*Ipomoea pes-caprae*). Above the reach of annual wave action is the foredune, built by coarse, rhizomatous grasses; primarily sea oats (*Uniola paniculata*), that thrive under constant burial from sand blown off the beach. Beyond the zone of constant sand burial are the dwarfed trees and shrubs of the coastal strand. The species growing in this zone are kept at a low stature by salt spray, which kills the upward-growing leader shoots. Species composition within the coastal strand communities that are located on the Gulf and Atlantic coasts differ. Maritime hammocks are low forests of evergreen broadleaved trees found inland from coastal strand communities on the Atlantic coast. The canopy may be composed of trees with either temperate affinities (*Quercus virginiana, Sabal palmetto, Persea borbonia*) or (usually on more calcareous substrates) of trees with tropical affinities (*Bursera simarouba, Ficus aurea, Coccoloba uvifera*).

Hutchinson Island is recognized as one of the major nesting beaches in South Florida for the federally listed marine turtles. Marine turtles typically nest at night from March through November, with incubation lasting approximately 55 days. Threats to marine turtle nests are both man-made and naturally occurring. Detrimental activities include: physical disturbance of dune systems by development; the placement of physical obstructions on the beach entrapping adults and hatchlings; high raccoon predator populations; the encroachment of the invasive Australian pine trees, whose root mats interfere with nest excavation; or the disorientation of hatchlings from direct lighting of the beaches at night. Natural occurring coastal erosion causing cliffing and, although not frequent, hurricanes causing serious beach erosion or accretion are also detrimental.

The federally listed southeastern beach mouse, which is restricted to sea oats dunes, was formerly abundant from Ponce de Leon (Mosquito) Inlet, Volusia County to Hollywood Beach, Broward County. In South Florida, this species is now restricted to scattered localities in Indian River and St. Lucie counties. Many shorebirds use beaches in South Florida for nesting or wintering or both. Florida is the main wintering ground of the federally threatened piping plover which breeds in northern North America. Formerly seen wintering in all South Florida counties except Martin, this species is now absent from Indian River, Palm Beach, and Broward counties and has become rare in Miami-Dade and Sarasota counties.

The St. Lucie County Mosquito Control District contains 301 square miles. The District manages ~~4000~~ 4,400 acres of coastal mangrove swamps and salt marshes to abate saltmarsh mosquitoes and sandflies. The District staff manages the saltmarsh impoundment areas, conducts research, provides public education and has an acquisition/mitigation/donation program. The District land acquisition and preservation efforts have been successful at helping to acquire Bear Point Sanctuary, Vitolo Family Park, Middle Cove, Blind Creek Park, Oceans Bay, Kings Island, Queens Island, Pepper Park Addition, Harbor Branch Preserve, Wildcat Cove, and the Indian River Lagoon Blueway.

The Bear Point ~~Impoundment~~ Mitigation Bank is an approved 317-acre mitigation bank that is located on County-owned wetlands adjacent to the Indian River Lagoon. ~~It is located within Mosquito Control District Impoundment 1.~~The Bear Point Mitigation Bank offers secure and beneficial environmental credits that help to improve the health of the Indian River Lagoon. It is a St. Lucie County mangrove saltwater marsh that has operated successfully along the Lagoon near Fort Pierce since 2003.

Water Access Facilities

The Recreation and Open Space Element provides specific details on the all public park and recreational facilities. The following table provides a list of those facilities that provide water access.

Table 5.2 Public Facilities Providing Water Access

Facility Name	Location
Avalon Beach	5290 N SR Highway A1A
Blind Creek Beachside	5460 S Ocean Dr
Blind Creek Riverside South	5101 S Ocean Dr
Blue Heron Beach	2101 Blue Heron Blvd
DJ Wilcox Riverside	399 Wilcox Rd
Dollman Park Beachside	9200 S Ocean Dr
Dollman Park Riverside	9101 S Ocean Dr
Frederick Douglass Memorial Park	3600 S Ocean Dr
Harbour Pointe Park	350 Avenue M
Hermans Bay Beach	7880 S Ocean Dr
Indrio Savannahs Preserve	5275 Tozour Rd
John Brooks Park Beachside	3300 S Ocean Dr
John Brooks Park Riverside	2601 S Ocean Dr
Middle Cove Beach	4600 S Ocean Dr
Museum Pointe Park	414 Seaway Dr
Normandy Beach	8550 S Ocean Dr
Ocean Bay Beachside	7600 S Ocean Dr
Pepper Park Beachside	3302 N SR Highway A1A
Pepper Park Riverside	3375 N SR Highway A1A
River Park Marina	500 SE Prima Vista Blvd
St Lucie County Marine Center	420 Seaway Dr
Stan Blum Boat Ramp	613 N Causeway Dr
Walton Rocks Beach and Dog Park	6700 S Ocean Dr
Waveland Beach Park	10350 S Ocean Dr
White City Park	2801 W. Midway Rd.
Avalon State Park	5601 N A1A Hwy
Blind Creek Riverside North	4651 S Ocean Dr
Captain Hammond's Hammock	Canoe Access only
Citrus Hammock	Canoe Access only
DJ Wilcox Preserve	300 Michigan St
Ft Pierce Inlet State Recreation Area	905 Shorewinds Dr
George Lestrange Preserve	4911 Ralls Rd
~~Gordy Road Recreation Area~~	~~3650 Gordy Rd~~
~~Indrio Scrub Preserve~~	~~5100 Old Dixie Hwy~~
Jack Island State Preserve	900 Jack Island Access Rd

Facility Name	Location
Jones Hammock	2051 Bell Ave
Kings Island Preserve	900 Jack Island Access Rd
Ocean Bay Riverside	6851 S Ocean Dr
Oxbow Eco Center	5400 NE St James Dr
Petravice Preserve	5445 Palmetto Ave
Queens Island Preserve	4653 SR N Highway A1A
Richard E. Becker Preserve	3398 Selvitz Rd
Savannas Preserve State Park	9551 Gumbo Limbo Lane
Savannas Recreation Area	1400 E Midway Rd
Spruce Bluff Preserve	611 SE Dar Ln
St. Lucie Village Heritage Preserve	305 Torpey Rd
Sweetwater Hammock Preserve	4100 S 25th St
Ten Mile Creek Preserve	3401 Gordy Rd
Wildcat Cove	3399 N SR Highway A1A
North Fork Parcels	Various sites along the North Fork

Source: St. Lucie County Planning Division, 2025

Estuarine Pollution Conditions

Overall, the natural hydrologic regime of the IRL has been heavily influenced over the years by human activities. Residential and commercial construction in the late 1800s and early 1900s increased the need for inlets to increase commerce. Local interests in 1921 originally constructed the Fort Pierce Inlet. In 1935, the Federal Government took over operation and maintenance responsibility. Since 1978, maintenance dredging of the entrance channel has been conducted on a periodic basis with disposal of the beach compatible dredged material on the adjacent downdrift beach south of the inlet. Construction of a spur jetty attached to the south jetty was completed in 1997. Maintenance dredging of the channel occurred in 1998, ~~then more recently in~~ 2014, and most recently in Spring 2025. During the 1880's a shallower inlet known as the Indian River Inlet previously existed approximately 2.7 miles north of the present Fort Pierce Inlet.

In the 1930s and 1950s much of the lagoon salt marsh was impounded for mosquito control purposes and the Atlantic Intracoastal Waterway was expanded and deepened to allow for more navigable waterways, both of which further altered the hydrology of the IRL. Over 40,000 acres of the salt marsh acreage in the Indian River have been impounded for mosquito control. Many of the 192 impoundments are still isolated from the lagoon. Over 40 percent of the impoundments are privately-owned, another 40 percent are federally-owned and the rest are county-owned. The St. Lucie County Mosquito Control District operates 24 impoundments that cover 4,400 acres of mangrove salt marsh. Most of the impoundments in ~~Indian River and~~ St. Lucie County ~~can~~have been reconnected to the Indian River Lagoon through an intricate series of culverts throughout the perimeter dikes ~~restored through reconnection with the lagoon~~. The ~~County continues to evaluate the~~ St. Lucie County Mosquito Control District continuously monitors the topography, water quality, and the functionality of the managed and unmanaged impoundments.

In the early 1900s, extensive drainage canals were constructed for agricultural purposes, and flood control projects were initiated in the 1930s following several destructive hurricanes. The County has three major primary drainage and flood control canals, the C-23, C-24 and C-25 which are part of the Central and South Florida Flood Control project and are managed by the South Florida Water Management District (SFWMD). In addition, the Fort Pierce Farms Water Control District and the St. Lucie River Water Control District manage numerous secondary canal systems. These canals are solely dependent on rainfall as a source of inflow and are important sources of agricultural irrigation water. Canals C-23, C-24 and the North Fork of the St. Lucie River Water Control District canals drain into the

North Fork of the St. Lucie River and its major tributaries. The C-25 Canal and Fort Pierce Farms Water Control District (Basin 1) canals empty directly into the Indian River lagoon nearly opposite the Fort Pierce Inlet. At this time, all but a small area in southwestern and northeastern St. Lucie County is drained by these primary and secondary canal systems.

Another flood control and navigation project was conducted from the 1920s to the 40s to straighten portions of the North Fork of the St. Lucie River. In the process of straightening the river, the dredged spoil was piled into berms (mounds) along the banks of the new channel. These spoil piles, which can measure up to 50 feet wide and 25 feet tall, block former river bends and oxbows as well as isolate a large portion of the North Fork floodplain. Historically, the slow and meandering path of the North Fork allowed suspended solids to settle out of the water and nutrients to be filtered by vegetation, but the direct river-course does not, which now affects the water quality and sediment loads reaching the estuary.

The North Fork is located in the Eastern Valley region which is composed of long, low narrow ridges ranging from 15 to 30 feet in elevation. The natural topography of the watershed is generally flat with few natural rises. The hydrology of the North Fork and its headwaters was altered in the early to mid 1900s to support the growing demands of development and navigation. This began with a network of agricultural and residential canals and drainages. The canals were primarily designed to address flood control and drainage for land reclamation. Prior to these drainage efforts, the North Fork St. Lucie River (SLR) watershed encompassed 187 square miles. Construction of these drainage canals expanded the watershed to 821 square miles by diverting flows from other areas to the North Fork.

Alteration and expansion of the historic watershed coupled with ecologically-degrading land use practices have set the stage for the current impaired condition of the North Fork and most other SLR watershed basins. Prior to these manmade alterations, wet season rains pooled broadly across the SLR watershed and moved toward the naturally lower elevations surrounding the river. Historic wetland ecosystems facilitated dynamic watershed storage and sheet flow. Reduced movement through natural features kept wetlands flooded and provided for movement of groundwater to the river during the dry season. This made historic wetlands and estuaries less vulnerable to Florida's variable rainfall. Today, much of the watershed runoff from the North Fork drainage basins flows quickly from smaller, residential canals into large canals that cross the coastal ridge instead of being detained, evaporated, cleansed, and held by natural systems. Since most of the development in the County pre-dates the required Best Management Practices for stormwater run-off, un-pretreated run-off is still a non-point source water quality issue for the lagoon

Through the cooperative efforts by a variety of federal, state, county and local governments, as well as non-governmental organizations, efforts have begun to address the long term health and viability of the estuarine lagoon and associated wildlife. A variety of organizations have monitoring and research underway in the IRL and its watershed. The Indian River Lagoon Surface Water Improvements and Management (SWIM) Program has been designed to develop and execute a combination of research and practical implementation projects to protect or restore the environmental resources of the Indian River Lagoon. This joint program, administered cooperatively through the St. John's River Water Management District (SJWMD) and the South Florida Water Management District (SFWMD), has three goals:

- Attain and maintain water and sediment of sufficient quality to support a healthy, seagrass-based estuarine ecosystem;
- Attain and maintain a functioning seagrass ecosystem which supports endangered and threatened species, fisheries and wildlife; and
- Achieve heightened public awareness and coordinated interagency management.

Ten Mile Creek Water Preserve Area. A feature of the *IRL – SWIM Plan* is construction of the Ten Mile Creek Water Preserve Area (WPA). This is one of the largest stormwater and restoration improvement projects to impact the St. Lucie Estuary and River in advance of the federal Comprehensive Everglades Restoration Program (CERP) *IRL - South Plan* proposed projects. The purpose of the Ten Mile Creek WPA is the seasonal or temporary storage of stormwater from the Ten-Mile Creek Basin. The Ten-Mile Creek Basin is the largest sub-basin and contributes the second largest volume of stormwater to the St. Lucie River Estuary. Stormwater is captured in the reservoir and then passed through a polishing cell for additional water quality treatment before being released into the North Fork. Stored water can be released in the drier winter months to augment current insufficient flows. Additional project details are contained in the Conservation Element.

Indian River Lagoon-South Plan. The component of the federal Comprehensive Everglades Restoration Program (CERP), referred to as the *IRL - South Plan* proposes various projects designed for stormwater attenuation to the estuary to control salinity and reduce nutrient and sediment loads, and to provide an additional source of agricultural water supply. Additional project details are contained in the Conservation Element on the following IRL-South projects proposed within St. Lucie County:

- C-23/24 North Reservoir
- C-23/24 South Reservoir
- C-23/24 Stormwater Treatment Area (STA)
- Cypress Creek Complex - Natural Storage and Treatment Area
- C-25 Reservoir and Stormwater Treatment Area
- North Fork Floodplain Restoration
- Muck Remediation
- C-44 Reservoir and Stormwater Treatment Area
- Palmar Natural Storage and Water Quality Area

Spoil Islands

The Atlantic Intracoastal Waterway (ICW), which runs off the mainland coast of the County, runs within the IRL. The ICW is managed and maintained by the Florida Inland Navigation District (FIND), a Special State Taxing District. Maintenance dredging has created spoil islands that run along the eastern edge of the ICW and there are a series of spoil islands in the IRL at the northern end of the County. The Spoil Island Working Group (SIWG), which consists of 12 Federal, State, and County government agencies and 6 non-governmental organizations, was created to implement the Indian River Lagoon Spoil Island Management Plan put forth by the Florida Inland Navigation District (FIND). The Spoil Island Project is a coordinated effort for managing the spoil islands for recreational and environmental interests. Within St. Lucie County, the Indian River Aquatic Preserve office and the St. Lucie County Mosquito Control District have partnered with the SIWG to initiate a full-island enhancement on St. Lucie County spoil island SL3. SL3 is immediately adjacent to the Florida Atlantic University facility at the Harbor Branch Oceanographic Institution.

St. Lucie County has partnered with the Indian River Lagoon Aquatic Preserve, the Florida Oceanographic Society, and Florida SeaGrant to restore an approximately 0.75-acre oyster reef on spoil island SL 18B. This island is south of the Fort Pierce Inlet. The County Erosion District was also a component of a non-federal project that addressed severely deteriorated conditions of the South County shoreline for a renourishment project.

Historic Resources

The Bureau of Archaeological Research within the Florida Office of Cultural and Historic Preservation maintains the Florida Master Site File (MSF); a database that contains information on archaeological and historic resources in Florida. The state MSF also contains those sites listed on the National Register that are located in the County's coastal planning area.

Infrastructure in the Coastal Area
Significant infrastructure in the coastal planning area includes A1A and A1A the north and south causeways, U.S. 1, Indian River Drive and Old Dixie Highway north of the Port of Fort Pierce. The County provides potable water to North Hutchinson Island, but the Martin County and the Fort Pierce Utility Authority (FPUA) provides potable water to South Hutchinson Island. The County operates a regional wastewater treatment plant on North Hutchinson Island and one on South Hutchinson Island; they provide wastewater treatment service for approximately 75% of North Hutchinson Island and for all of South Hutchinson Island except the Island Dunes residential development that maintains their own private plant. The Infrastructure Element of this plan provides greater detail on these facilities.

Although not publicly owned, it must be noted that the Florida Power and Light (FPL) nuclear power plant is located in the coastal planning area on South Hutchinson Island. This facility provides a significant amount of the power to the region.

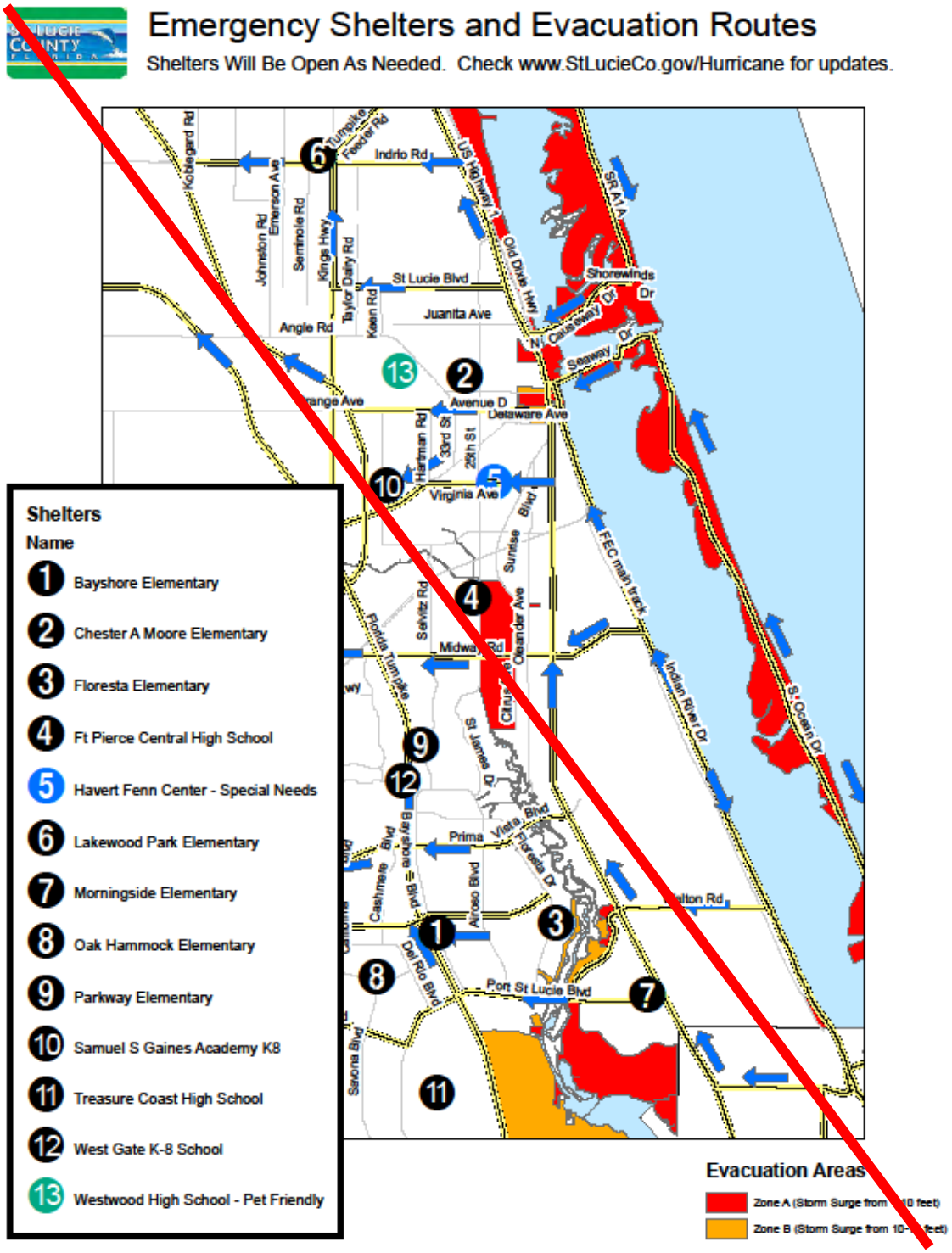
CBRA Zone
The Coastal Barrier Resources Act (CBRA) of 1982 and later amendments, removed the Federal government from financial involvement associated with building and development in undeveloped portions of designated coastal barriers. The County has conveyed concerns to the U.S. Department of Interior as it pertains to their digital mapping pilot project of the CBRA zones within St. Lucie County. The pilot project maps were prepared in 2009 using digital technology and were revised in 2016 to incorporate changes from public input and CBRA criteria. The revised maps will take effect only if they are adopted by Congress through legislation.

COASTAL HIGH HAZARD AREA
Pursuant to Section 163.3178(2)(h), F.S. the “Coastal High Hazard Areas” (also referred to as “high-hazard coastal areas”) means the area below the elevation of the category 1 storm surge line as established by a Sea, Lakes, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Map CST-2, Coastal High Hazard Area identifies the Coastal High Hazard Area (CHHA) within the County.

Infrastructure in the Coastal High Hazard Area
The significant infrastructure in the CHHA is the same as in the coastal planning area and includes A1A and A1A north and south causeways, U.S. 1, Indian River Drive and Old Dixie Highway north of the Port of Fort Pierce, as well as the potable water and waste water infrastructure servicing the existing development. The County operates a regional wastewater treatment plant on North Hutchinson Island and one on South Hutchinson Island. The Infrastructure Element of this plan provides greater detail on these facilities.

NATURAL DISASTER PLANNING
As identified in the County’s Local Mitigation Strategy (LMS), the following natural hazards pose a risk to the County: floods, hurricanes/tropical storms, tornadoes, severe thunderstorms/lightning, drought, temperature extremes, muck fires, wildfire/urban interface fires geologic hazards, tsunami, sea level rise, agricultural pest and disease, and erosion. Hurricanes/tropical storms and floods are given the highest priority.

Hurricanes. Hurricanes have the potential to occur from June through November; heavy rainfall, high winds, storm surge and widespread flooding may accompany these storms, as well as a potential for associated tornadoes. During a hurricane evacuation, a significant number of vehicles will have to be moved across the local and regional road network. The quantity of evacuating vehicles will vary depending upon the magnitude of the hurricane, publicity and warnings provided about the storm, and particular behavioral response characteristics of the vulnerable population. The County must be prepared to evacuate highly vulnerable populations on critical routes, often concurrently with evacuees from outside the County. Map CST-3 Evacuation Routes identifies the designated evacuation routes and Figure ~~5~~ 1 Emergency Shelters, identifies the locations of the shelters within the County.



Source: St. Lucie Planning and Development Services, 2018

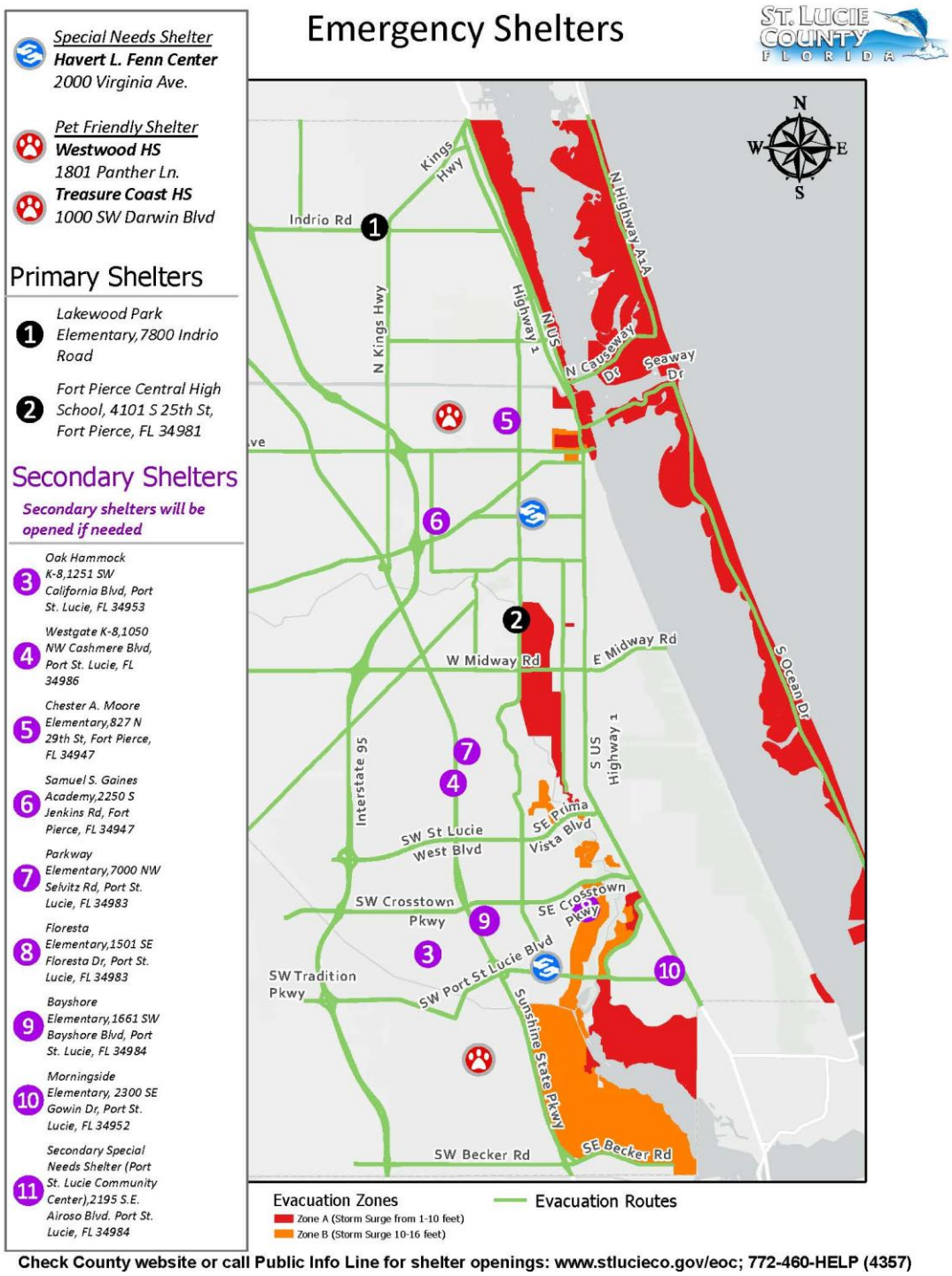


Figure 1 Map of St. Lucie County Emergency Shelters. St. Lucie Public Safety Division, 2025

The St. Lucie County Division of Emergency Management, under the auspices of the Public Safety Department, provides a coordinating point for the effective and efficient management of emergencies that range from minor to catastrophic disasters within St. Lucie County. The Division of Emergency Management coordinates disaster preparedness response, recovery and mitigation programs for County agencies, as well as local, state and federal partners of the Emergency Operations Center (EOC). The Public Safety Department coordinates recovery planning and financial assistance from the State of Florida and FEMA for County agencies. The Public Safety Department and its Divisions conduct outreach efforts to educate EOC stakeholders and residents regarding flood prone areas, evacuation and sheltering through the dissemination of disaster preparedness materials, community presentations, and posting information on the County website and social media platforms.

The County also coordinates sheltering and evacuation operations in partnerships with the School Board, Department of Health-St. Lucie, Community Services, American Red Cross, as well as other agencies. The County maintains 13 shelters which include special needs. The County also strives to maintain or improve hurricane evacuation processes in compliance with State and Federal guidelines.

The County has developed and has in place a Comprehensive Emergency Management Plan (CEMP). The CEMP outlines the framework for St. Lucie County's agencies and whole community partners to prepare for, prevent, respond to, recover from, and mitigate against all hazards that may severely affect the vital community. It is the intent of the CEMP to provide a structure for standardizing plans countywide and to facilitate interoperability among local, state, and federal governments within spans of administration. The County also has in place mutual aid agreements with local, regional, and State agencies. The County participates in the Unified Local Mitigation Strategy and the National Flood Insurance Program. The CEMP addresses recovery processes through a Recovery Plan and a Post-Disaster Redevelopment Plan (PDRP).

The Florida Division of Emergency Management, Florida State Emergency Response Team, Department of Economic Opportunity Bureau of Community Planning, and Department of Transportation in coordination with the Treasure Coast Regional Planning Council have developed the Statewide Regional Evacuation Study for the Treasure Coast Region. This report updates the region's evacuation population estimates, evacuation clearance times and public shelter demand. The study covers Indian River, Martin, Palm Beach and St. Lucie Counties and their municipalities.

The study is revised periodically with the latest updates in 2016. The Technical Data Report (TDR) is the primary document of the Statewide Regional Evacuation Study Program and contains the summary analysis of all other supporting research, survey data and modeling, including St. Lucie County Evacuation Clearance Times for various evacuation levels and scenarios.

Overall the County population grew by 41% between 2000 and 2009 and by ~~10.3% between 2010 and 2016~~ 38.8% between 2010 and 2024 according to BEBR. The County's population includes the City of Port St. Lucie which was the fastest growing City in the nation in 2003. In 2005, the County was the second fastest growing County in Florida. During the same period, the unincorporated population grew by 10% even with numerous annexations of unincorporated areas by the City of Fort Pierce. The County and unincorporated County population will continue grow and reflect development for approved DRIs, the Towns, Villages and Countryside designated area, and infill development. To address the current conditions, the Regional Planning Councils across the State are periodically re-evaluating the assessment methodologies of the evacuation reports

Flooding: The County experiences flooding on a regular basis from severe thunderstorms and tropical storms. The 1992 Stormwater Master Plan document and the County staff have compiled a listing of problem areas that are known to be flood-prone historically. Details are available in the Master Plan document. Overall, the Master Plan confirmed that flooding is far more prevalent in the secondary and local network systems that drain into the primary drainage canal system. The Plan also recognizes that

"throughout unincorporated St. Lucie County, many isolated areas have little or no real drainage improvements and no access to a primary or secondary drainage system." Much of this was created when land was subdivided without proper planning of drainage and drainage outfalls. The County began the process to update the Stormwater Master Plan in 2022, the contract with the County's consultant is ending in December of 2026. However, the County anticipates completion before this date.

Other problem areas lie within the floodplain of natural creeks or streams. Solutions to these types of problems will require extensive engineering analysis and expensive capital improvements, thus establishing a need for a dedicated funding source for Stormwater Management in the unincorporated areas of the County which is established through an MSTU.

Fire and Sinkhole: Fire hazards can be addressed through public education, by requiring fire-wise design concepts, and ensuring water sources are readily available for development in vulnerable areas. In karst-sensitive areas the County can require geotechnical evaluations prior to development approvals.

St. Lucie Nuclear Power Plant

The Florida Power and Light (FPL) St. Lucie Nuclear Power Plant is located in the County on south Hutchinson Island. The population closest, within the 10 mile emergency planning zone (EPZ), to the nuclear power plant is considered at greatest risk of exposure to radiation and radioactive materials in the unlikely event of an emergency. State and local officials, together with FPL, have prepared a detailed emergency plan for people within the 10 mile EPZ of the plant.

Nuclear energy production is monitored closely by the Nuclear Regulatory Commission (NRC), a federal agency. Daily inspections are conducted at the St. Lucie Plant to guarantee compliance. Several identical safety systems are in place so that if one fails, others automatically go to work. The purpose of radiological emergency preparedness is to protect people from the effects of radiation exposure after an accident at a nuclear power plant. Evacuation is the most effective protective measure because it protects the whole body (including the thyroid gland and other organs) from all radionuclides and all exposure pathways. However, in situations when evacuation is not feasible, in-place sheltering is substituted as an effective protective action. In addition, administering potassium iodide is a reasonable, prudent, and inexpensive supplement to both evacuation and sheltering. When the population is evacuated out of the area, and potentially contaminated foodstuffs are interdicted, the risk from further radioactive iodine exposure to the thyroid gland is essentially eliminated.

In the unlikely event of radiation contamination, the environmental impacts could range from modest to catastrophic on a wide ranging, long term scale. Long term commitments at the federal level will be required in the event of a significant emergency. At the local level, the County should continue to endorse the beach nourishment efforts to repair and stabilize the segment of critically eroded beach that is recognized as a threat to the power plant and should consider all current technological advances to address radiation exposure when periodically updating their CEMP.

Port of Fort Pierce

The Port of Fort Pierce Master Plan establishes the St. Lucie County Board of County Commissioners as the overall Port Authority, ensuring compliance with applicable state laws that guarantee the financial feasibility of any publicly funded infrastructure within the port. The Port Sub-Element provides objectives, goals and policies for the Master Plan.

Updates of the Port of Fort Pierce Master Plan continue to be reviewed by the St. Lucie County Board of County Commissioners as the vision for the future development of the Port adapts to changing market conditions and the potential for sustainable economic development in St. Lucie County. Updates to the Port of Fort Pierce Master Plan were most recently approved by the Board of County Commissioners in 2020. The plan update provides a roadmap for future port development that could adapt to changing market conditions while promoting sustainable economic development. The Master Plan provides

general goals, objectives and policies to encourage commercial and industrial uses. The plan was also written to strengthen local control over the port uses, and provide flexibility to ensure governmental coordination. The Port Master Plan reflects a vision of how the Port could capitalize on its unique potential for diversified maritime and other waterfront uses.

ADAPTATION PLANNING

Florida is one of the most vulnerable areas to the consequences of climate change, particularly rising seas, storm surge ~~and increased hurricane activity~~ and storm severity. Anthropogenic emissions of greenhouse gases through activities such as burning of fossil fuels, land use and land use changes have increased the amount of greenhouse gasses (GHG) into the atmosphere and GHGs are increasing the rate of global temperatures and leading to warming oceans and global glacial melting which is causing sea level rise. ~~Regardless of the underlying causes of climate change, global glacial melting and expansion of warming oceans are causing sea level rise ; although, its extent or rate cannot yet be predicted with certainty.~~ There are many agencies and international organizations that have taken the lead to study, project and report on Sea Level Rise (SLR) and the impacts on coastal communities. The National Oceanic and Atmospheric Administration (NOAA), The United Nations Intergovernmental Panel on Climate Change (IPCC), and NASA are working to inform policy makers at all levels on the potential risks of SLR. The most recent report from NOAA was issued in 2022, *Global and Regional Sea Level Rise Scenarios for the United States,* uses scenario planning to project SLR up to the year 2150 by decade. One of the key findings from this report is the East Coast and Gulf Coast will have the highest SLR compared to the West Coast and Hawaii. Land subsidence is combining "with other coastal factors, such as storms surge, wave effects, rising coastal water tables, river flows, and increased rainfall. The net result will be a dramatic increase in the exposure and vulnerability of the growing population, as well as the critical infrastructure related to transportation, water, energy, trade, military readiness, and coastal ecosystems and the supporting services they provide."

The Southeast Florida Climate Compact, which consists of Monroe, Miami-Dade, Broward, and Palm Beach counties created a Unified Sea Level Projection in 2019 for Southeast Florida.

- Short term: by 2040, sea level is projected to rise 10 to 17 inches above 2000 mean sea level.
- Medium term: by 2070, sea level is projected to rise 21 to 54 inches above 2000 mean sea level.
- Long term: by 2120, sea level is projected to rise 40 to 136 inches above 2000 mean sea level.

Figure 2 shows a graph of the Unified Sea Level Rise Projection with the planning scenarios of Median, Intermediate High, NOAA high, and NOAA extreme.

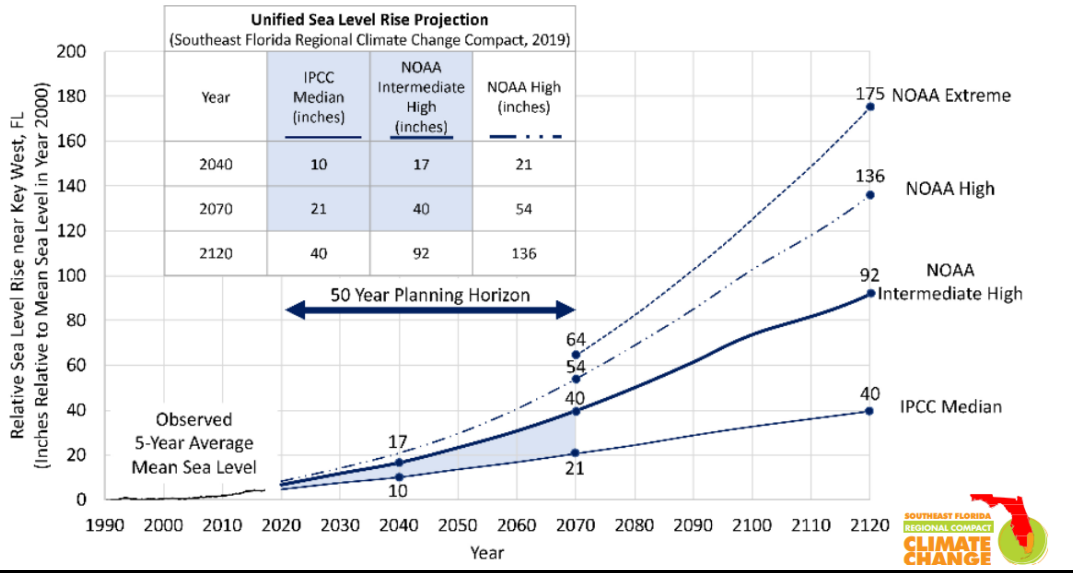


Figure 2 Southeast Florida Climate Compact Unified Sea Level Rise Projections, 2019 Update.

South Florida is prone to ~~both Atlantic and Caribbean~~ hurricanes. ~~The three primary climatic effects of hurricanes are high wind, storm surge, and heavy rain.~~ A changing climate is likely to ~~worsen~~ increase the intensity of hurricanes, leading to stronger winds and heavier rainfall. ~~but precise effects are uncertain. Higher water temperatures in the Gulf of Mexico and Atlantic Ocean may cause more intense hurricanes, which may cause more damage.~~ Damage will multiply as the effects from more intense hurricanes are added to more severe storm surges resulting from higher sea levels.

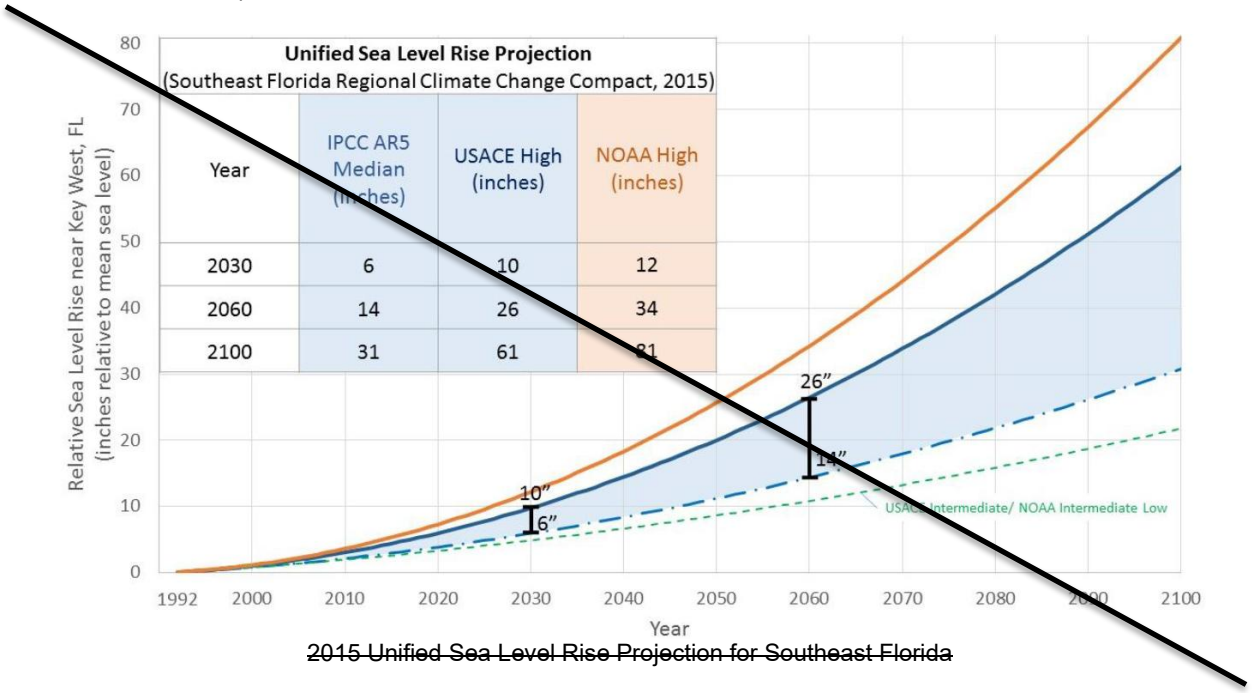
To plan for and address some of these potential vulnerabilities~~, on May 21, 2015, Governor Rick Scott signed SB 1094 into law, which is known as~~ the "Peril of Flood" was signed into State law in 2015 ~~Statute~~. This law requires the consideration of future flood risk from storm surge and sea level rise in the coastal management element of local government comprehensive plans. As a result of SB 1094, Section 163.3178(2)(f)1, Florida Statute, now requires the following:

> *(f) A redevelopment component that outlines the principles that must be used to eliminate inappropriate and unsafe development in the coastal areas when opportunities arise. The component must:*
>
> *1. Include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.*
>
> *2. Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.*
>
> *3. Identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this state.*
>
> *4. Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.*
>
> *5. Require that any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 be consistent with chapter 161.*
>
> *6. Encourage local governments to participate in the National Flood Insurance Program Community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.*

As noted, the statute includes sea level rise as one of the causes of flood risk that must be addressed in the "redevelopment principles, strategies, and engineering solutions" to reduce flood risk.

~~Adaptation planning is the process of analyzing, selecting and prioritizing measures in response to changing conditions, such as sea level rise. While there is uncertainty in the rate of projected sea level rise, it is anticipated to affect St. Lucie County in the future long-term planning horizon. The National Aeronautics and Space Administration (NASA) Jet Propulsion Laboratory (2015) has reported the average global sea level has risen almost 3 inches between 1992 and 2015 based on satellite measurements.~~

~~The National Oceanic and Atmospheric Administration (NOAA) estimates that sea level rise will increase at a rate of about one-eighth of an inch each year. The Southeast Florida Regional Climate Compact Unified Sea Level Rise Projection for Southeast Florida, suggests that by 2030 the sea level rise could increase by 6 to 10 inches, and by 2060 increases could reach 14 to 26 inches (above the 1992 mean sea level).~~



~~2015 Unified Sea Level Rise Projection for Southeast Florida~~

~~The Treasure Coast Regional Planning Council's 2005 Sea Level Rise in the Treasure Coast Region report estimates that by 2050 the sea level rise could increase by 5 inches (90 % probability).~~

Sea Level Projection by Year*												
Probability (%)	2025		2050		2075		2100		2150		2200	
	cm	inches	cm	inches	cm	inches	cm	inches	cm	inches	cm	inches
90	7	2.8	13	5.0	20	7.7	26	10.4	40	15.7	53	21.0
80	9	3.6	17	6.6	26	10.1	35	13.9	53	20.8	71	28.1
70	11	4.4	20	7.8	30	11.6	41	16.3	63	24.7	85	33.6
60	12	4.7	22	8.6	34	13.2	45	17.8	72	28.3	99	39.1
50	13	5.1	24	9.4	37	14.4	50	19.8	80	31.4	112	44.2
40	14	5.5	27	10.6	41	16.0	55	21.8	90	35.4	126	49.7
30	16	6.3	29	11.3	44	17.1	61	24.1	102	40.1	146	57.6
20	17	6.7	32	12.5	49	19.1	69	27.3	117	46.0	173	68.2
10	20	7.9	37	14.5	57	22.3	80	31.6	143	56.2	222	87.5
5	22	8.7	41	16.1	63	24.6	91	35.9	171	67.2	279	110.0
2.5	25	9.9	45	17.6	70	27.4	103	40.7	204	80.2	344	135.6
1	27	10.6	49	19.2	77	30.1	117	46.2	247	97.2	450	177.3
Mean	13	5.1	25	9.8	38	14.8	52	20.6	88	34.6	129	50.9

*The results of this table is based on using Tables 9-1 and 9-2 of the EPA Report "The Probability of Sea Level Rise" (Titus and Narayanan 1995). Basically, the formula is multiplying the historic sea level rise (2.3 mm/yr) in Southeast Florida (closest point used is Miami Beach, FL, Table 9-2) by the future number of years from 1990 plus the Normalized Sea Level Projections in Table 9-1. In summary, the EPA Report has relied on various scientific opinions regarding sea level changes affected by factors such as radiative forcing caused by both greenhouse gases and sulfate aerosols, global warming and thermal expansion, polar temperatures and precipitation, and the contributions to sea level from Greenland, Antarctica, and small glaciers.

~~Estimated Sea Level Rise for the Treasure Coast Region~~

~~The consequences associated with sea level rise include direct physical impacts such as coastal inundation of inland areas, increased extent of storm surge, increased frequency of flooding in vulnerable coastal areas, increased flooding in interior areas due to impairment of stormwater infrastructure, saltwater intrusion into the aquifer and local water supply wells, and contamination of the land and ocean with pollutants and debris and hazardous materials released by flooding.~~

~~The County's adaptation planning involves reviewing the existing research and data on sea level rise projections and considering its application to scenarios specific to St. Lucie County. The goal is to be better prepared for future changes, to recover quickly from disasters and to adapt to future conditions such as sea level rise.~~

~~The County will need to seek the support of agencies [such as the National Oceanic and Atmospheric Administration (NOAA), U.S. Geological Survey (USGS), Environmental Protection Agency (EPA), Federal Emergency Management Agency (FEMA), the U.S. Department of Interior, the U.S. Army Corps of Engineers (ACOE), Florida Department of Environmental Protection (DEP)] as well as universities and not-for-profit organizations to coordinate the updating and the analyzing of data regarding potential changes in climate change vulnerability.~~

~~Another important effort will include, promoting public awareness of addressing climate impacts, so the community will become more resilient, and the economic benefits derived from these actions. Actions taken to reduce risk may lead to a reduction in storm-related business interruption across a variety of important coastal industries such as vessel maintenance and repair, tourism, recreation, seaports and ocean transportation, and fishing industries. Additionally, the actions taken to reduce risk may also lead to a reduction in potential future residential property damage and public infrastructure damage.~~

~~Sea level rise projections are being reviewed for planning purposes and can aid in understanding potential vulnerabilities and to provide a basis for developing risk informed adaptation strategies for the county.~~

~~Using data from sources such as the NOAA, the Treasure Coast Regional Planning Council, the EPA, Sea Grant Florida, and other Federal and State resources, St. Lucie County is assessing the possible scenarios and concerns involving sea level rise. Specifically, the County reviewed the Florida Sea Level Scenario Sketch Planning Tool viewer which was created by the University of Florida GeoPlan Center.~~

In 2021, the State of Florida established the Resilient Florida program through Florida Statute (F.S.) Section 380.093 acknowledging "the State is particularly vulnerable to adverse flooding resulting from increases in frequency and duration of rainfall events, storm surge from more frequent and severe weather systems, and sea level rise, and that such adverse impacts pose economic, social, environmental and public health and safety challenges to the State" (St. Lucie County Regional Resilience Vulnerability Assessment, 2025). This program set statewide requirements for sea-level rise and Flooding Vulnerability Assessment. The state statute also requires the Florida Department of Environmental Protection (FDEP) and the regional Water Management Districts to develop annual sea-level rise and Flood Resilience plans.

St. Lucie County was awarded a Resilient Florida grant to develop a short- and long-term Resilience Plan. The plan starts with a Resilience Vulnerability Assessment (RVA) that is still underway and takes "a local, data-driven approach to evaluate the vulnerability of community-wide assets to the risks posed by flood impacts from sea-level rise, and extreme rainfall and storm surge events" (SLC RVA, 2025). The RVA will form the foundation for the Regional Resilience Plan which will outline how the region can become more resilient in the face of weather-related stressors and identify funding sources to harden critical infrastructure, community resources and cultural and historic resources.

The flood hazards that the RVA focuses on per F.S. Section 380.093

- Extreme rainfall – focusing on flash flooding caused by increased intensity and duration of precipitation events in low lying areas.
- Sea-level rise – Due to warming of the climate and the oceans melting the ice caps.
- High tide flooding – a consequence of rising sea levels, involves the recurrent inundation of low-lying areas by tidal water during high tides.
- Storm surge – an abnormal water level rise generated by a storm over and above the predicted astronomical tide.
- Compounding flooding – occurs when multiple causes of flooding coincide simultaneously or subsequently within a short period of time, such as tidal, storm surge, and rainfall induced flooding, intensified by sea level rise.

~~The current Comprehensive Plan update has two planning periods: a 5~~ 10-year period, ~~ending FY 2023 (short term), and a 20-year period, ending FY 2040 (long term). Through the University of Florida GeoPlan Center GIS mapping tool, the County reviewed ACOE and NOAA high sea level rise projections for the year 2040 for consistency with the comprehensive plan long term planning horizon.~~

~~The Florida Sea Level Scenario Sketch Planning Tool viewer was used to provide the following depictions of potential sea level rise scenarios. The depictions compiled for this document are provided for informational and discussion purposes only. This information is not intended, nor can it be relied upon, to create any rights enforceable by any party in litigation with the United States.~~

~~In reviewing the resulting map outputs, it appears the County has to date, effectively implemented development and redevelopment principles to guide development from potential inundation areas along the river. Additionally, the County and State have acquired significant lands along the barrier islands~~

~~which provide protection from the impacts of sea level rise and limit the private exposure to the future potential vulnerabilities. The barrier islands are some of the most vulnerable lands subject to impacts of sea level rise. These narrow areas have significant value and development resulting from both public and private investment, and are of local, regional and state importance in terms of tourism, recreation, and marine industries. These areas may be the focus for future vulnerability analysis and adaptation and protection strategies.~~

~~It should be noted that~~ there ~~may be~~ ~~portions of SR A1A on the barrier islands that may be~~ are ~~impacted by rising seas. The County will need to continue to coordinate with Florida Department of Transportation to identify vulnerable/at risk transportation infrastructure in the County. The County will need to exchange data regarding locally specific vulnerable areas and land use strategies/policies with the Florida Department of Transportation, the~~
~~U.S. Department of Transportation and the Federal Highway Administration to plan for future transportation system improvements. This may include enhanced stormwater management requirements and resurfacing requirements for certain transportation segments.~~

~~Future efforts may include applying to Florida Department of Environmental Protection for funding and technical assistance to assess the vulnerabilities to projected increases in coastal flooding and erosion and to develop strategies to make affected areas more resilient.~~

According to St. Lucie County's RVA, the methodologies used conform with Section 380.093, F.S., the RVA modeled multiple future scenarios utilizing GIS-based methods and St. Lucie County's multiple assets. The modeling contains present day conditions and planning scenarios for 2040, 2070, and 2100 and incorporates assessments of 25- and 100-year storm events. When assessing exposure to high tides, "a coastal hydrology SLR modeling approach (NOAA 2017b) also known as the Bathtub Model was used to evaluate vulnerability to SLR inundation with an added two feet to account for SLR in combination with the latest version of ArcGIS Pro which mapped the extent of tidal flooding. These maps also identify low lying areas with similar elevation that are not tidally connected according to elevation surface but may still be vulnerable to flooding, especially if they connect to other tidal systems via stormwater conveyance or some other type of groundwater/surface water connection not captured within elevation data." (SLC RVA, 2025).

The results from the scenario modeling presented in Figures 3-10 below show that the County is projected to see between 1-4 feet of inundation by 2040 during a 25-year storm with 24hr of rainfall. Compound this flooding with a Category 3 storm surge and the County could potentially see 8 feet of inundation on the coast and around the St. Lucie River.

This information from the RVA, can now be used to inform a regional Resiliency Plan and grant applications to help fund infrastructure projects in improve the County's resiliency to flooding and storm surge.

2040 NOAA Intermediate Low Inundation

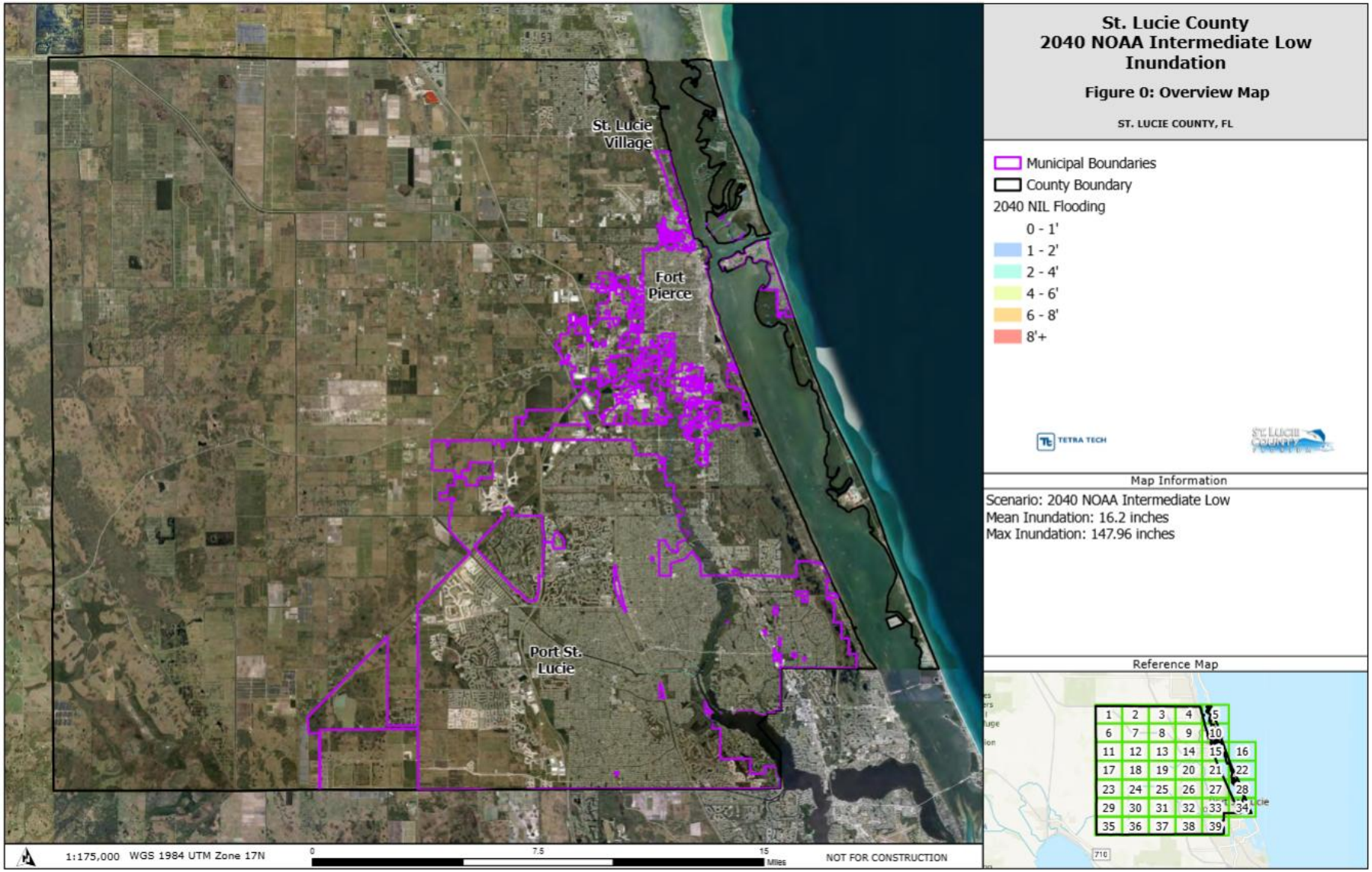


Figure 3 2040 NOAA Intermediate Low Inundation. 2025 St. Lucie County Regional Resilience Vulnerability Assessment.

2070 NOAA Intermediate Low Inundation

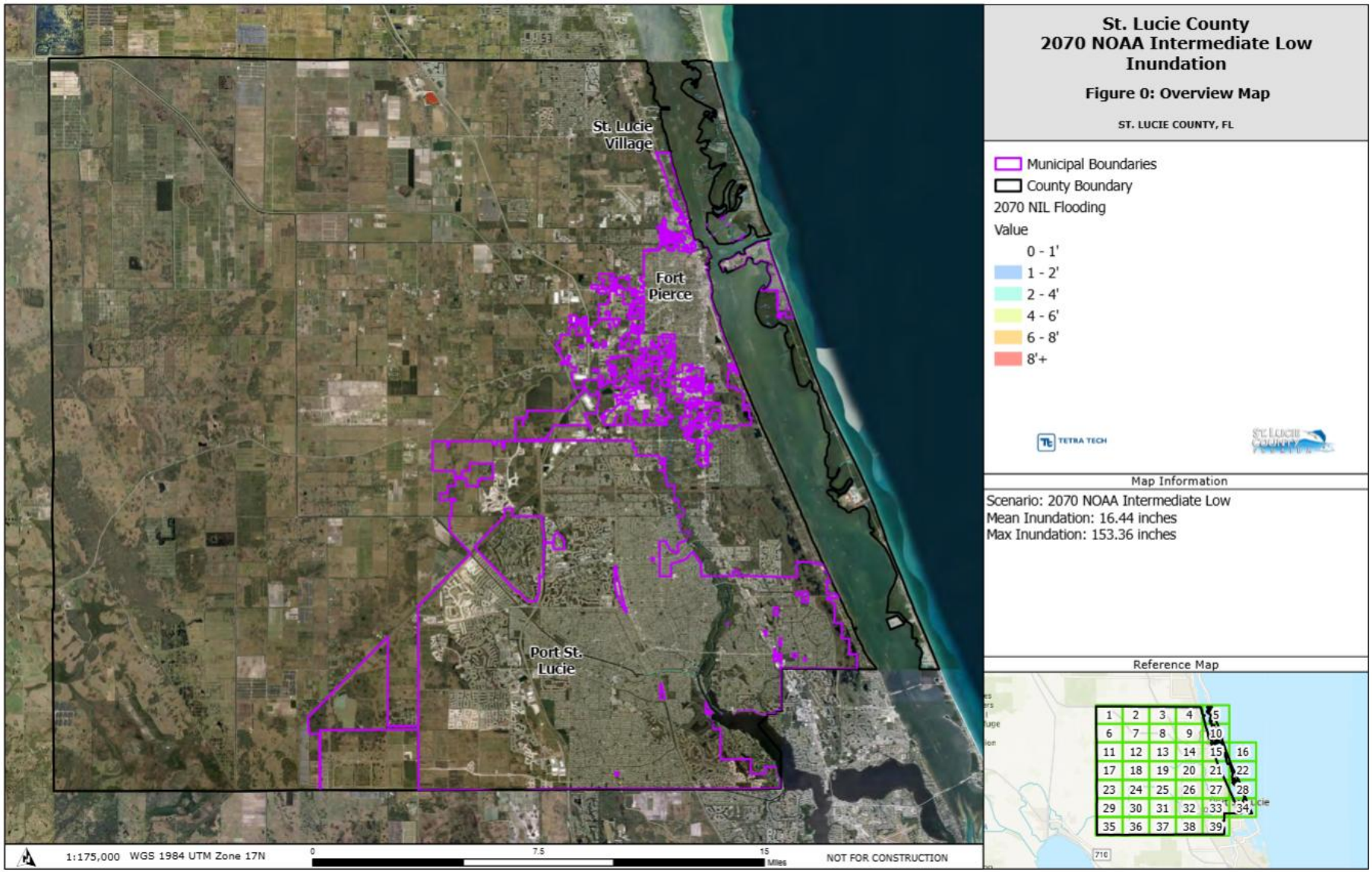


Figure 4 2070 NOAA Intermediate Low Inundation. 2025 St. Lucie County Regional Resilience Vulnerability Assessment.

2040 25yr. 24hr. Rainfall + 2040 NOAA Intermediate Low Inundation

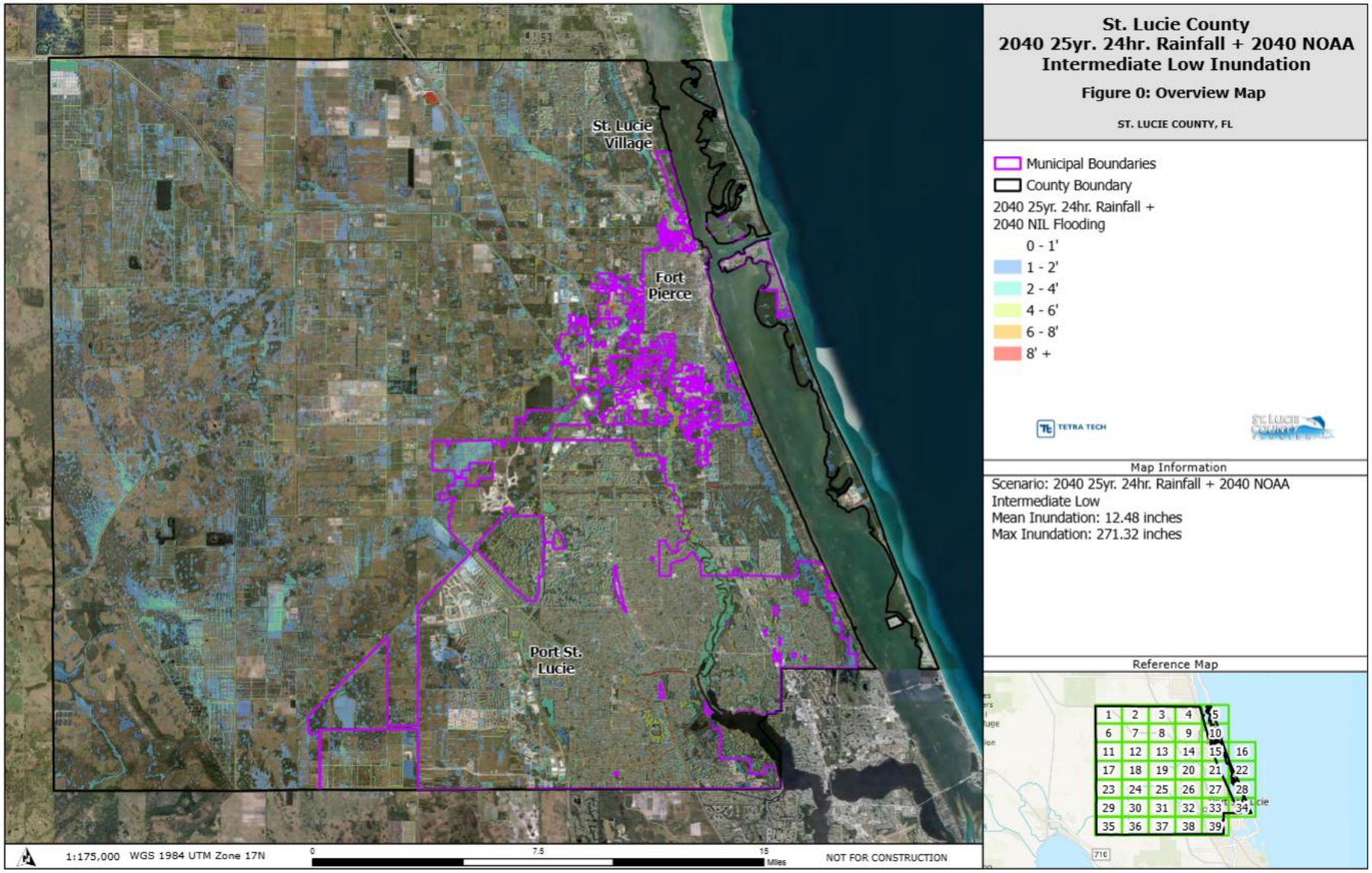


Figure 5 2040 25yr. Rainfall & 2040 NOAA Intermediate Low Inundation. 2025 St. Lucie County Regional Resilience Vulnerability Assessment.

2070 25yr. 24hr. Rainfall + 2070 NOAA Intermediate Low Inundation

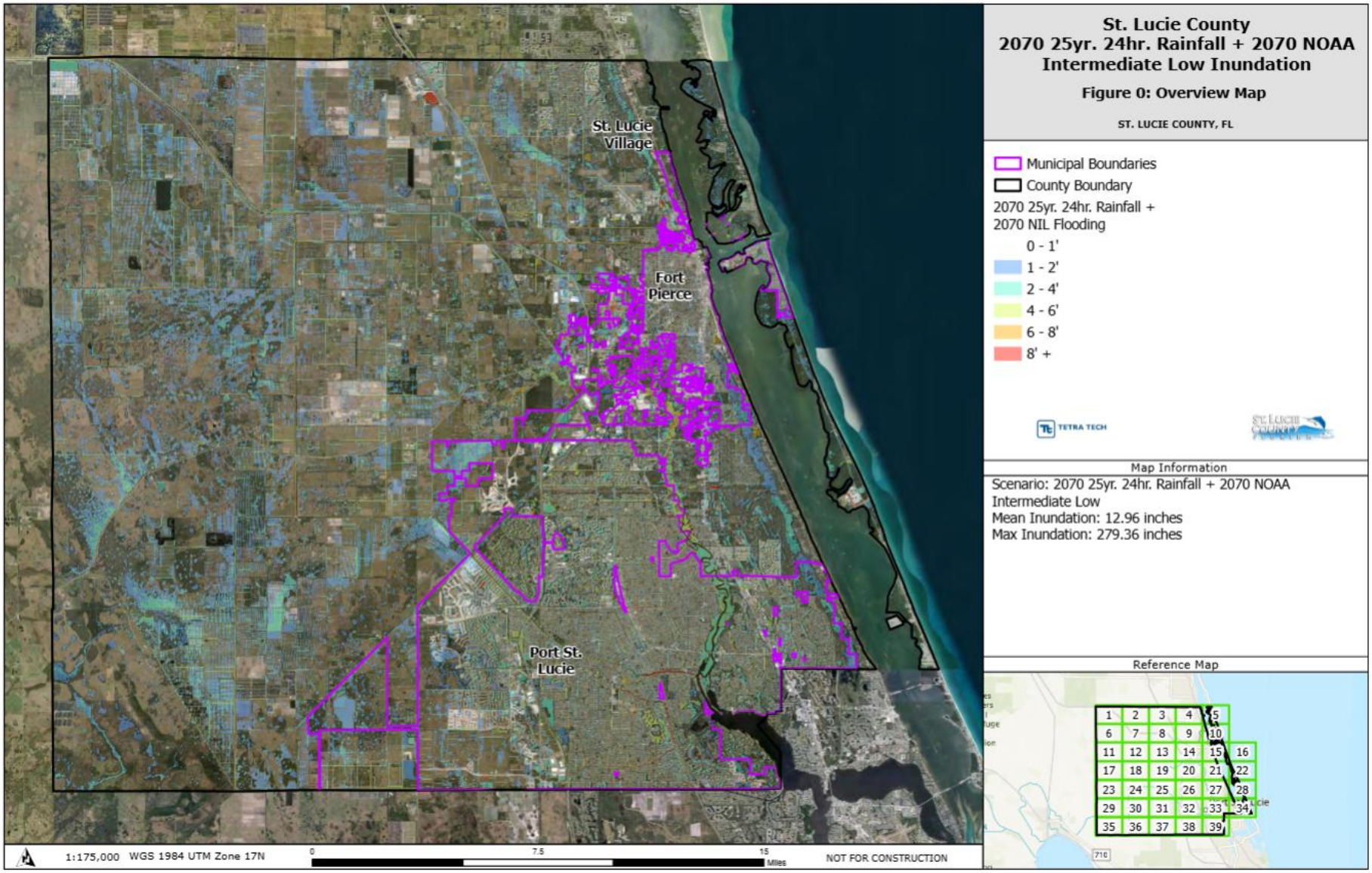


Figure 6 2070 25yr. 24hr. Rainfall & 2070 NOAA Intermediate Low Inundation. 2025 St Lucie Regional Resilience Vulnerability Assessment.

2040 NIL Projected High Tide Flooding

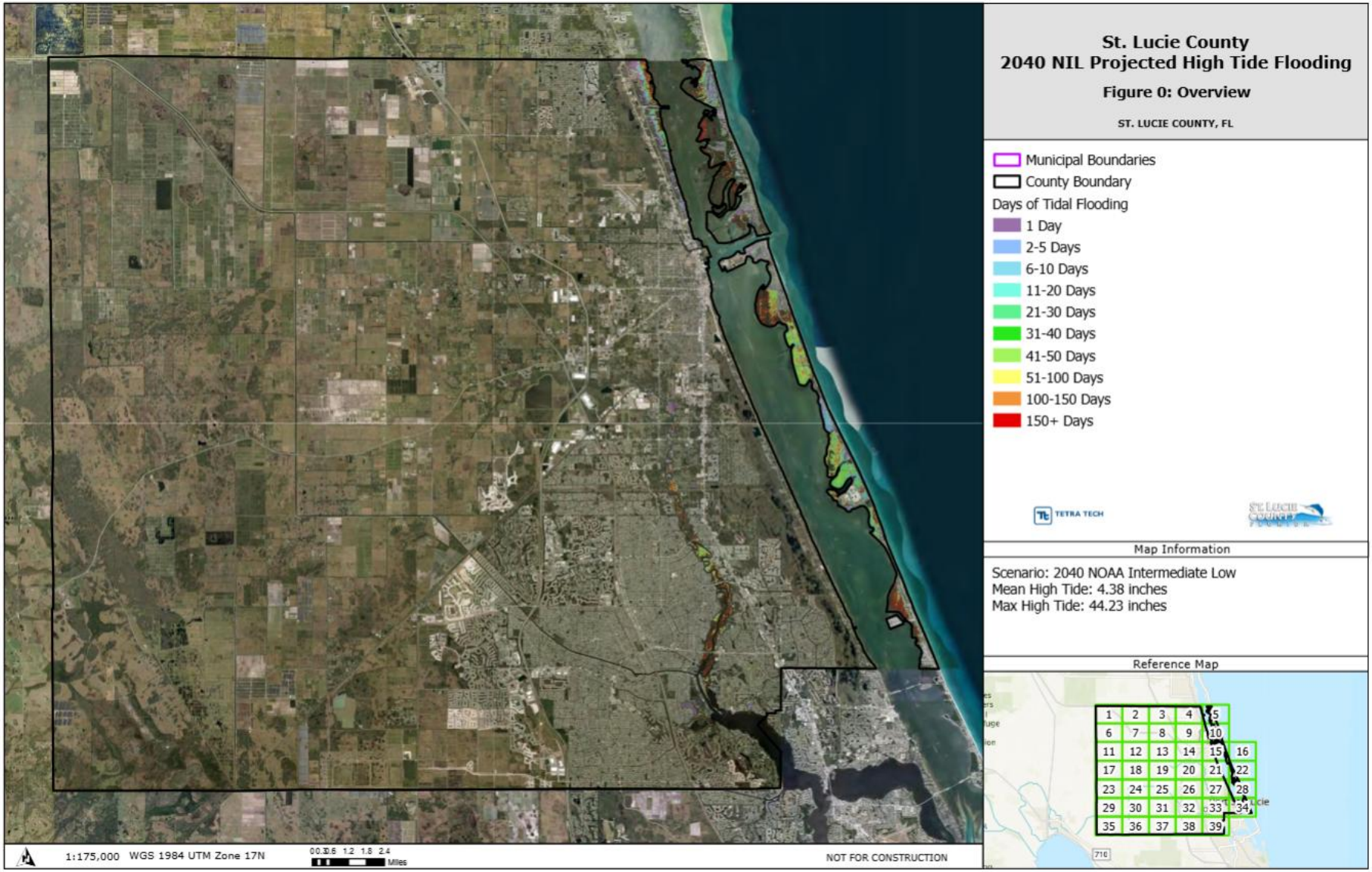


Figure 7 2040 NIL Projected High Tide Flooding. 2025 St. Lucie County Regional Resilience Vulnerability Assessment.

2070 NIL Projected High Tide Flooding

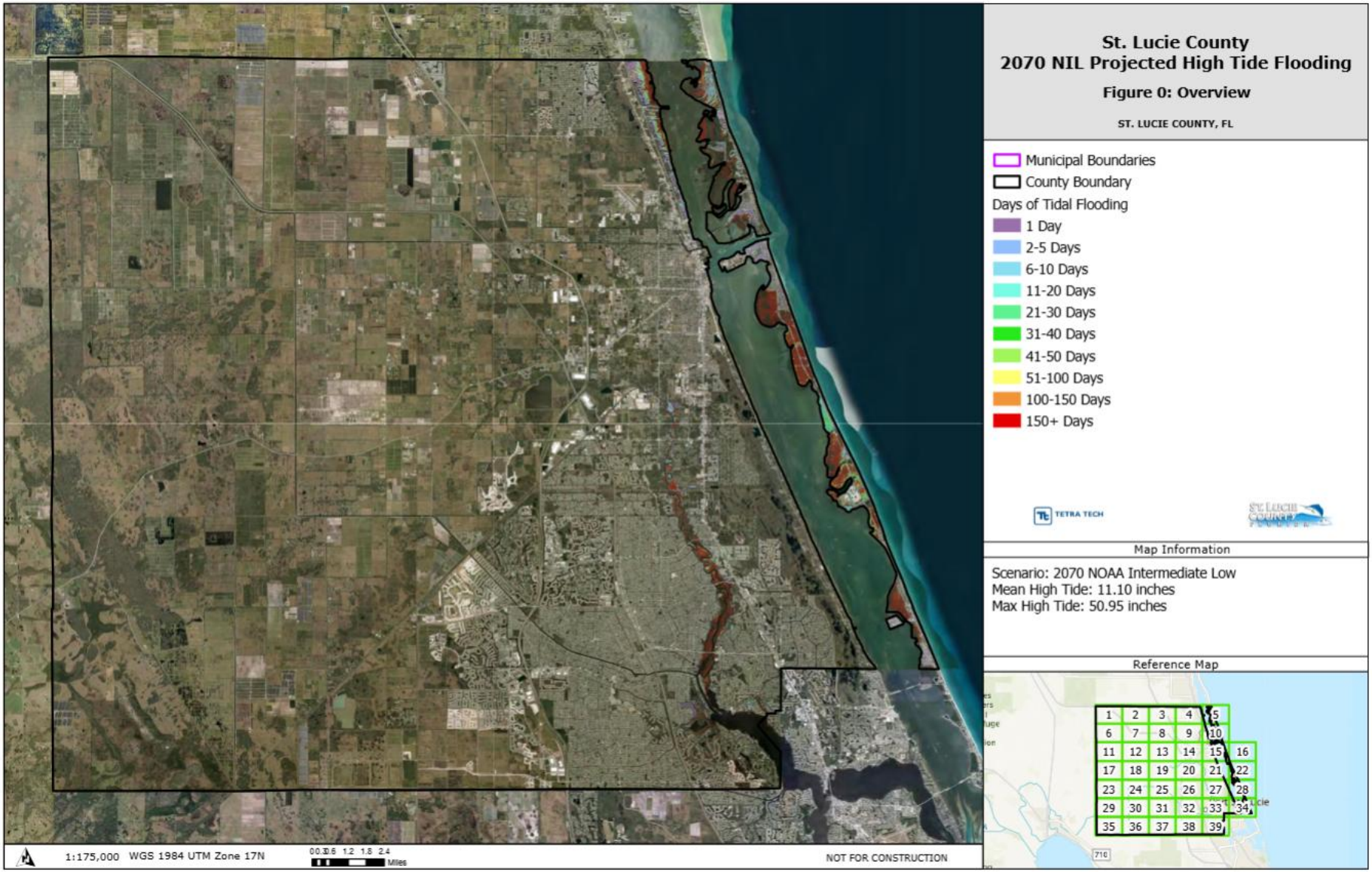


Figure 8 2070 NIL Projected High Tide Flooding. 2025 St. Lucie Vulnerability Assessment.

2040 25yr. 24hr. Rainfall + Category 3 Storm Surge + 2040 NOAA Intermediate Low Inundation

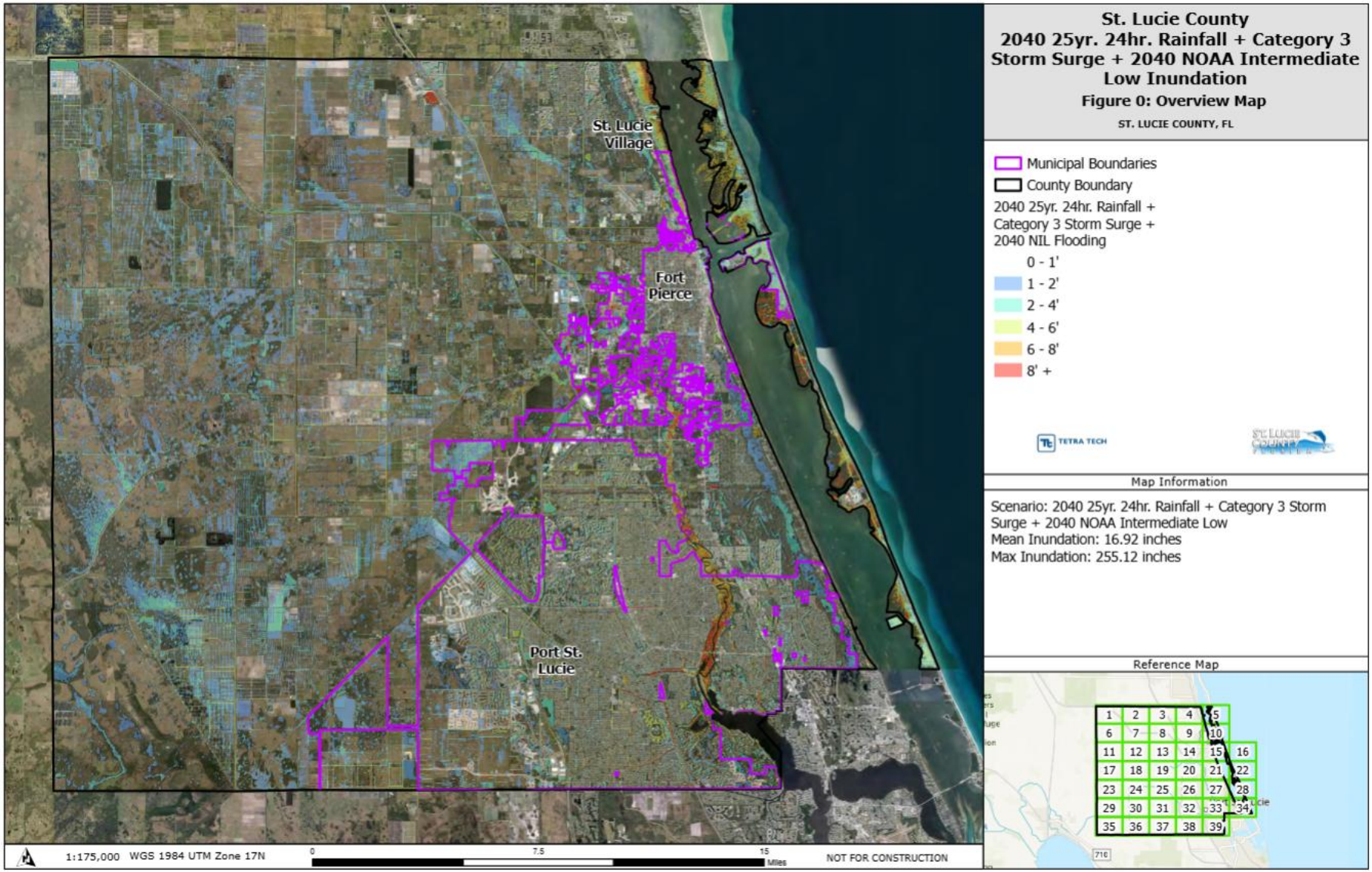


Figure 9 2040 25yr 24hr Rainfall & Category 3 Storm Surge & 2040 NOAA Intermediate Low Inundation. 2025 St. Lucie County Regional Resiliene Vulnerability Assessment.

2070 25yr. 24hr. Rainfall + Category 3 Storm Surge & 2070 NOAA Intermediate Low Inundation

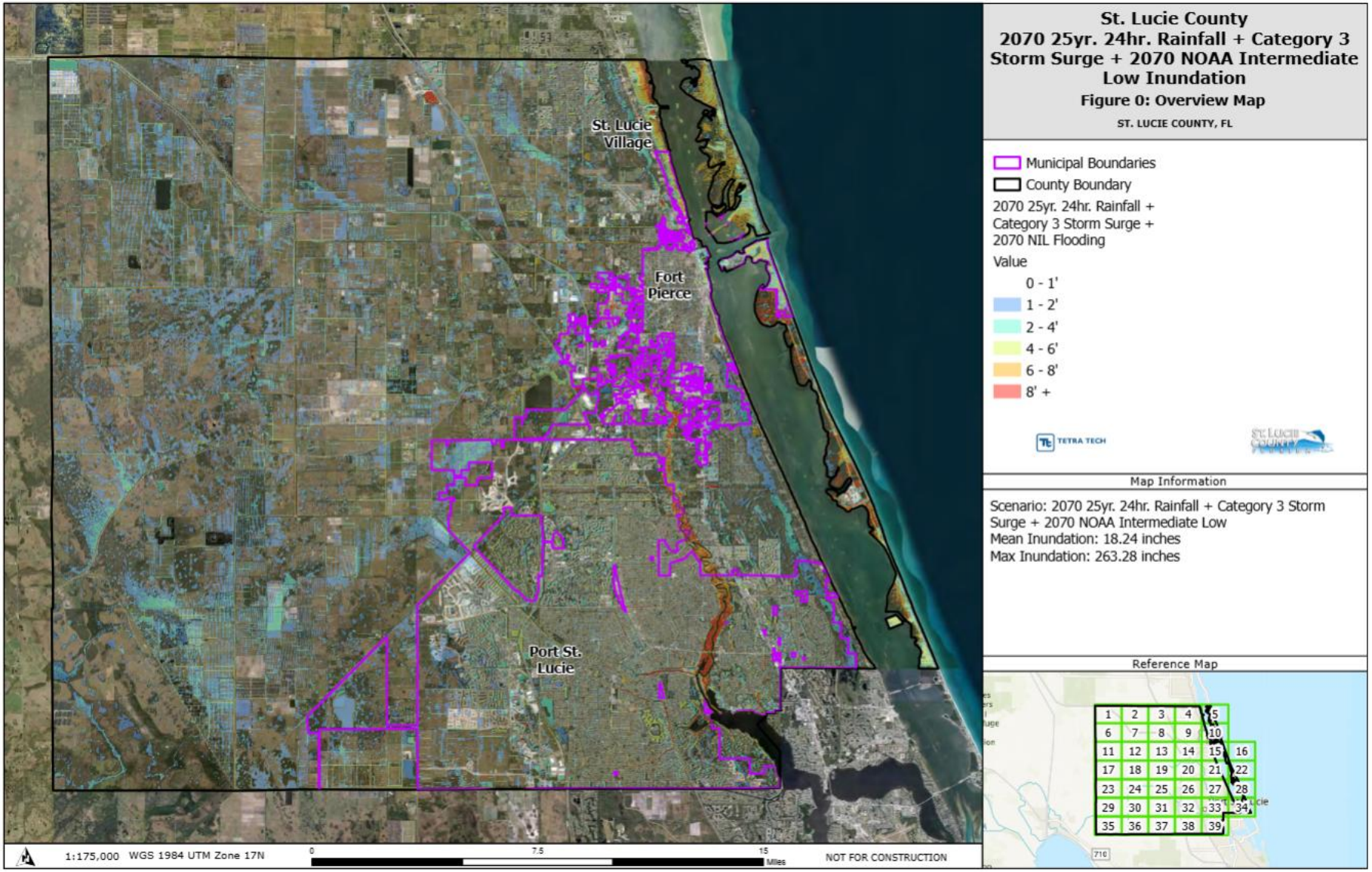
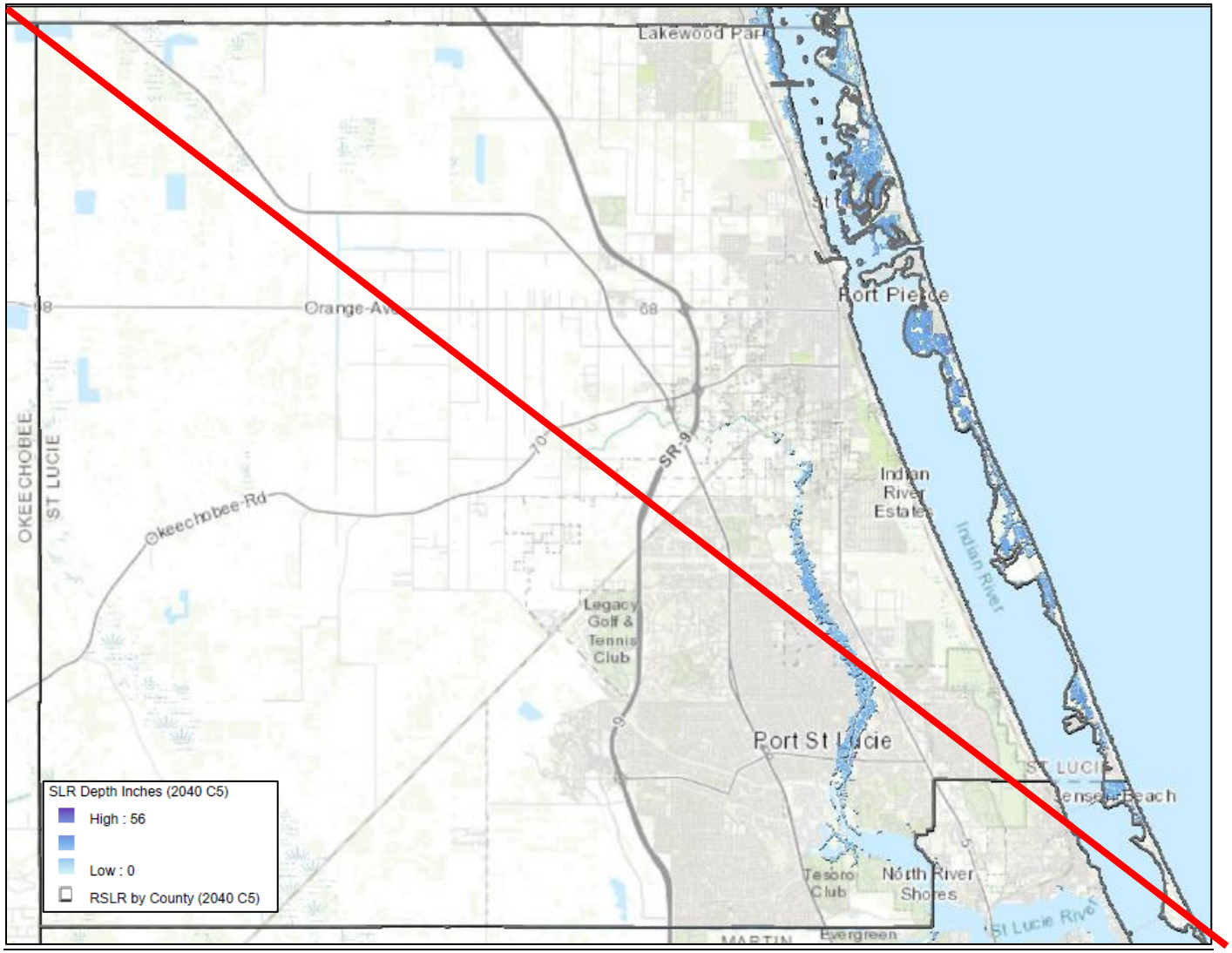
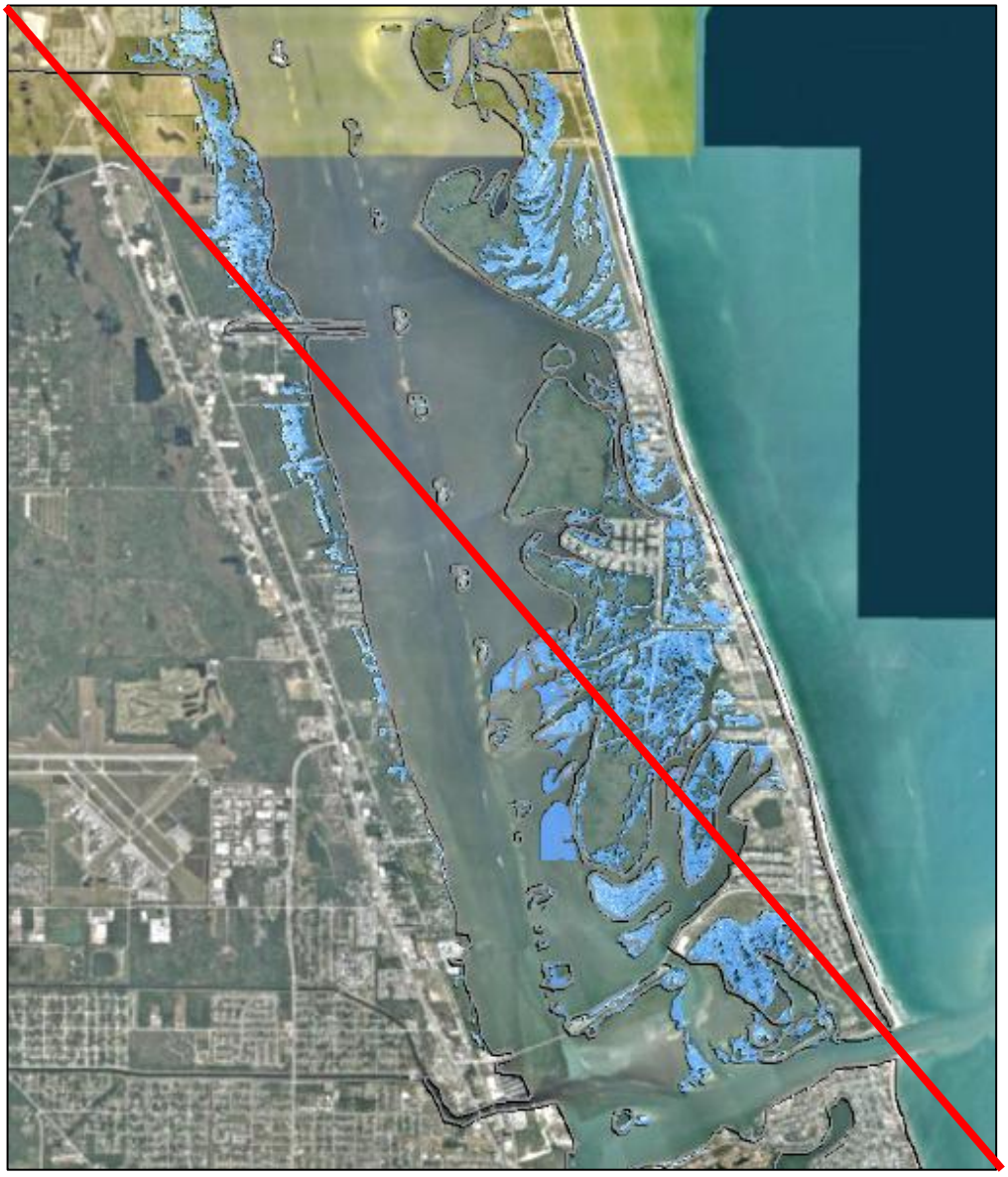


Figure 10 2070 25yr 24hr Rainfall & Category 3 Storm Surge & 2070 NOAA Intermediate Low Inundation. 2025 St. Lucie County Regional Resilience Vulnerability Assessment.

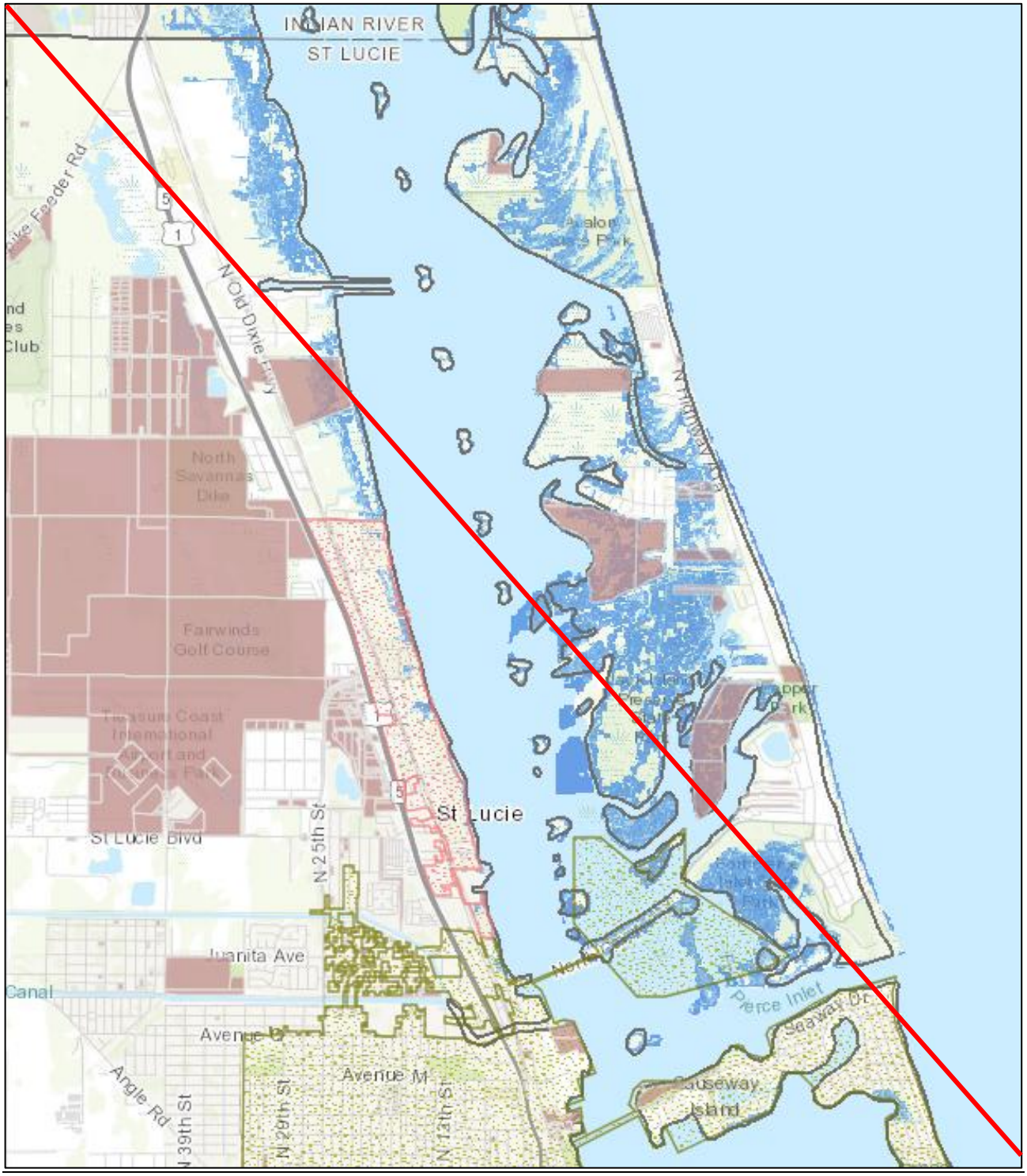
~~SLR 2040 NOAA High, MHHW~~



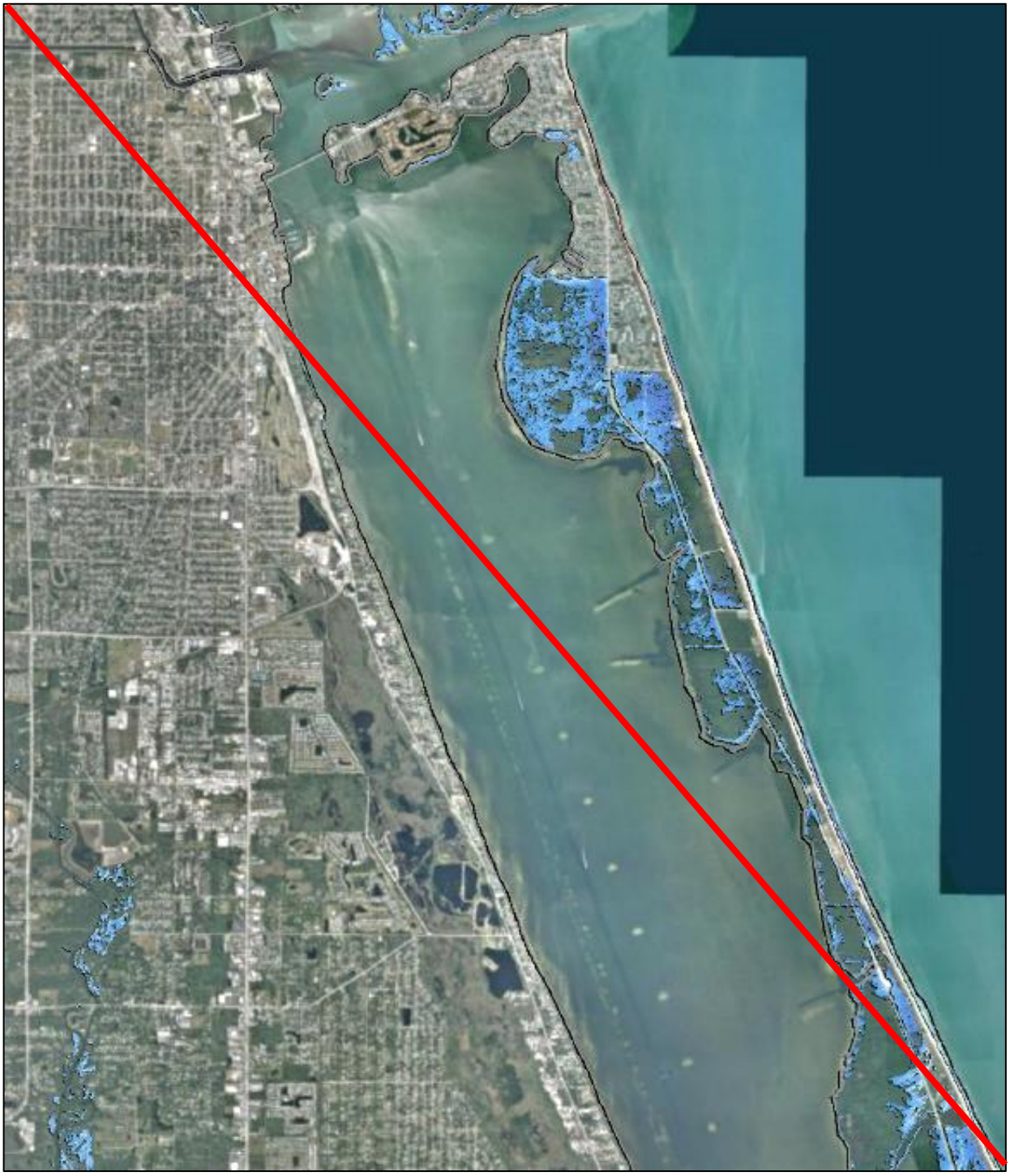
~~*Blue shading indicates potential sea level rise.*~~



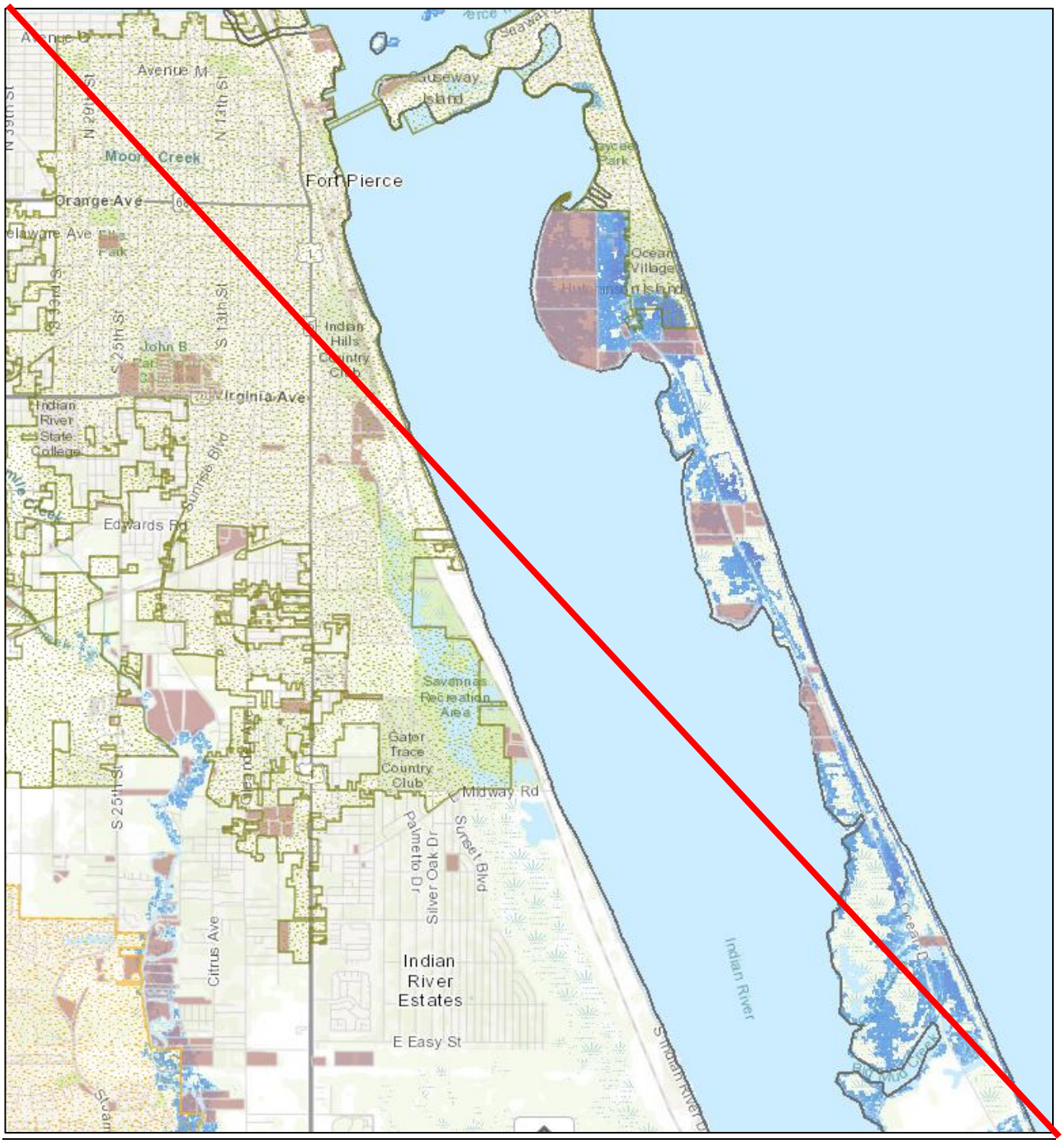
~~SLR 2040 NOAA High (aerial - northern county)~~
~~*Blue shading indicates potential sea level rise.*~~



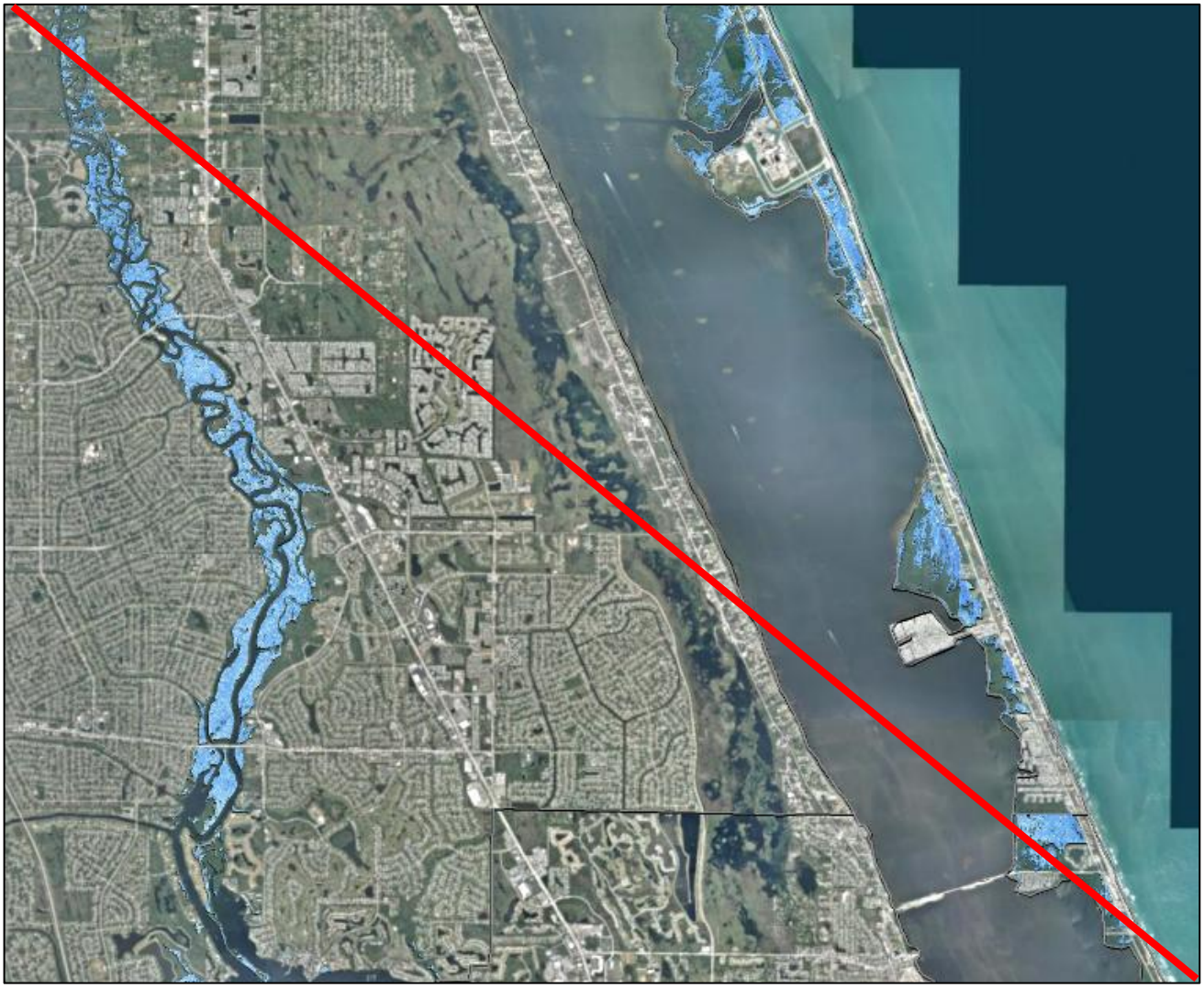
~~SLR 2040 NOAA High - northern county~~
~~*Blue shading indicates potential sea level rise.*~~
~~*Pink shading indicates County Owned Property.*~~
~~*Pink dotted area is St. Lucie Village.*~~
~~*Green dotted area is the City of Fort Pierce.*~~



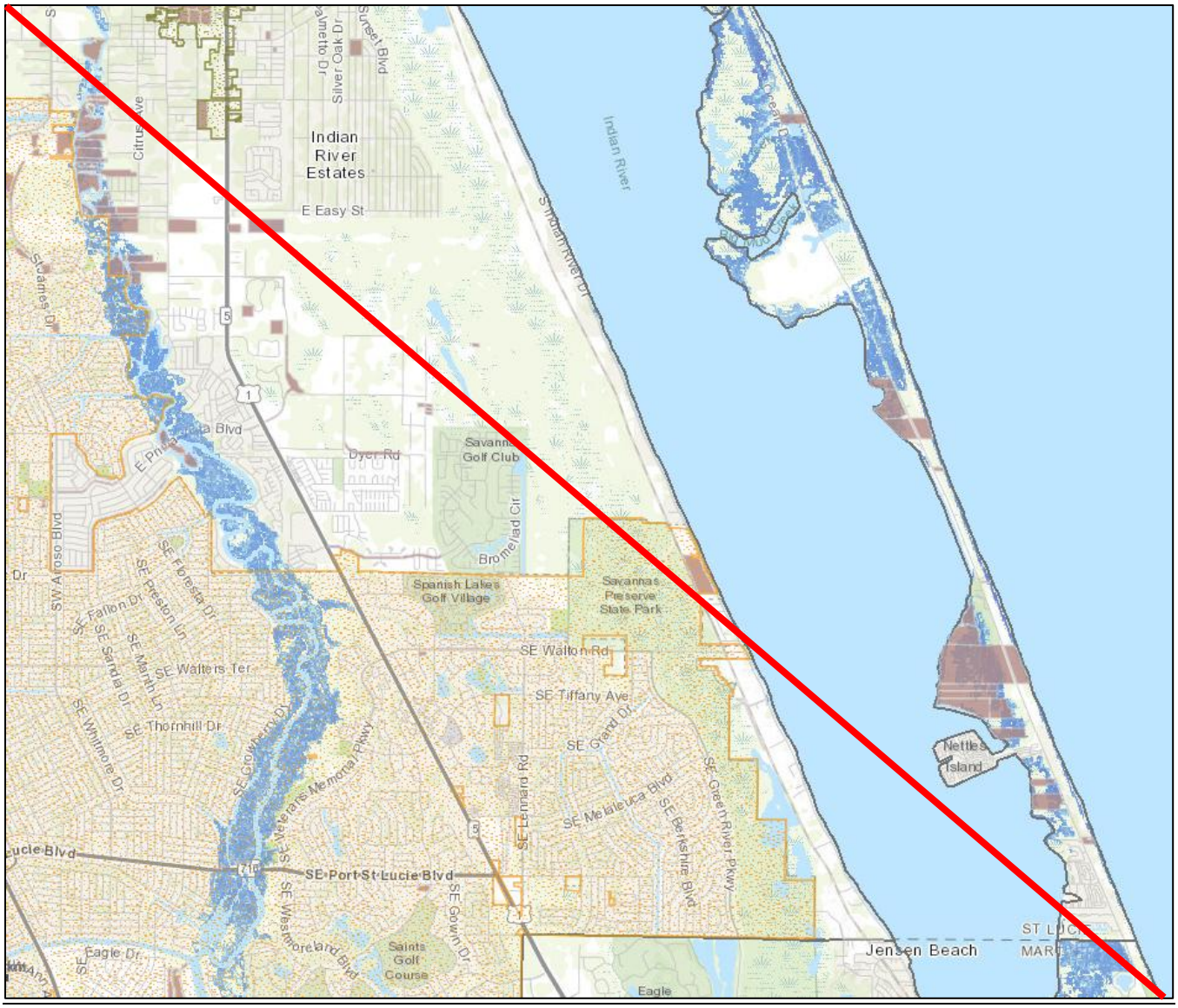
~~SLR 2040 NOAA High (aerial - mid county)~~
~~*Blue shading indicates potential sea level rise.*~~



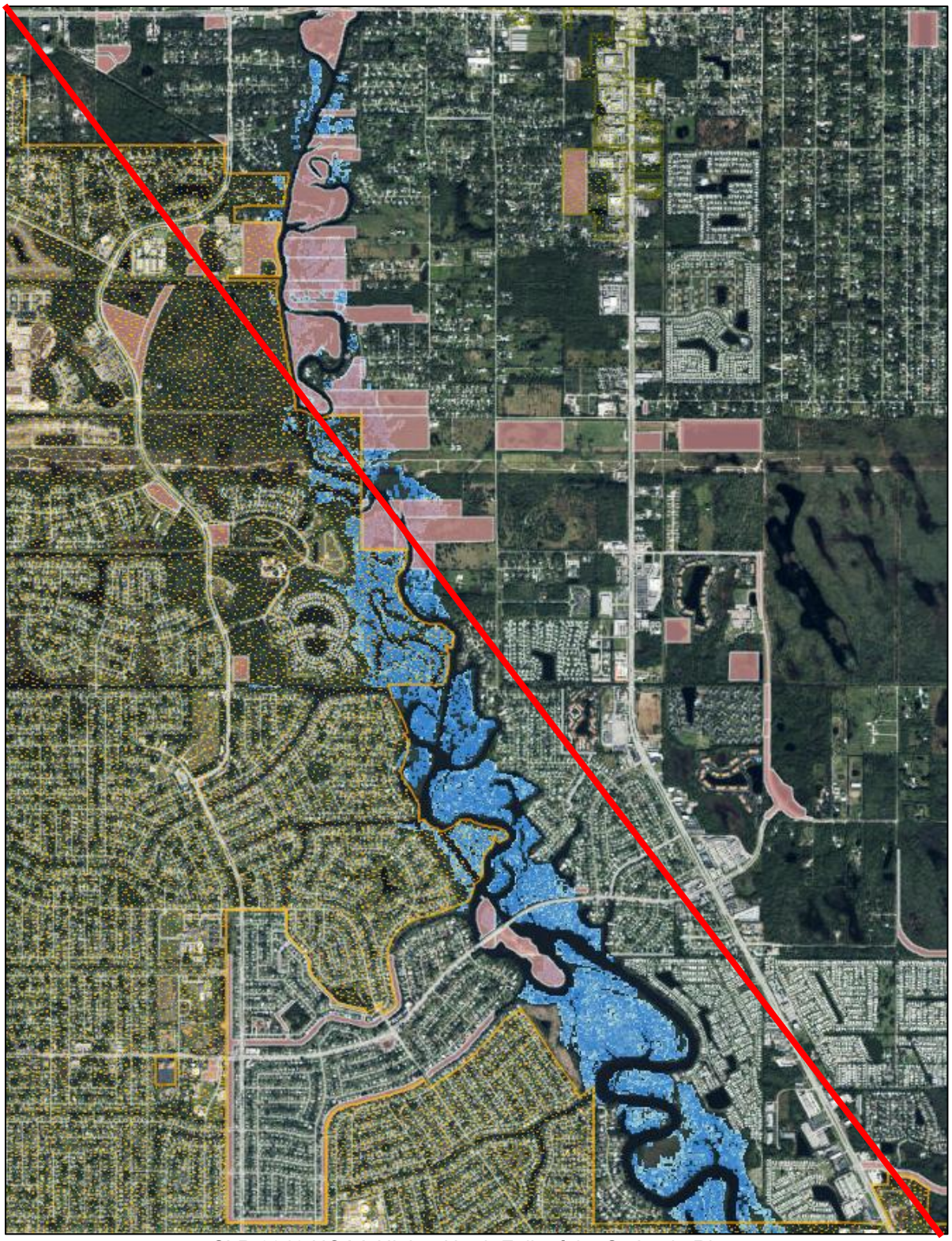
~~SLR 2040 NOAA High - mid county~~
~~*Blue shading indicates potential sea level rise.*~~
~~*Pink shading indicates County Owned Property.*~~
~~*Green dotted area is the City of Fort Pierce.*~~
~~*Orange dotted area is the City of Port St. Lucie*~~.



~~SLR 2040 NOAA High (aerial - southern county)~~
~~*Blue shading indicates potential sea level rise.*~~



~~SLR 2040 NOAA High - southern county~~
~~*Blue shading indicates potential sea level rise.*~~
~~*Pink shading indicates County Owned Property.*~~
~~*Green dotted area is the City of Fort Pierce.*~~
~~*Orange dotted area is the City of Port St. Lucie.*~~



~~SLR 2040 NOAA High – North Folk of the St. Lucie River~~
~~*Blue shading indicates potential sea level rise.*~~
~~*Pink shading indicates County Owned Property.*~~
~~*Green dotted area is the City of Fort Pierce.*~~
~~*Orange dotted area is the City of Port St. Lucie.*~~

COMPREHENSIVE PLAN

EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 6

CONSERVATION ELEMENT

DATA, INVENTORY AND ANALYSIS

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

CONSERVATION ELEMENT

DATA INVENTORY AND ANALYSIS

PURPOSE

The purpose of the Conservation Element is to promote the conservation, appropriate use, and protection of natural resources in the County. A conservation Element is required by Florida Statute (section 163.3177, F.S.). This analysis will cover the general characteristics of the climate and the land, air quality and the atmosphere, local ecosystems, water resources, natural flood plains, important resources for commercial and recreational uses and climate resilience planning.

NATURAL ENVIRONMENT

Climate

~~For St. Lucie County, the Southeast Regional Climate Center has data collected from the City of Fort Pierce that identifies from 1901 to 2012, the~~ The average annual maximum temperature is 82.1 F° and the average annual minimum temperature is 64.7 F°. The average annual total precipitation is 52.36 inches. Precipitation is not distributed evenly throughout the year. Precipitation ranges from an average monthly low of 2.17 inches in December, to 7.79 inches in September. Precipitation is heaviest from June through September; with nearly half of the annual rainfall occurring during these four months. No snowfall has been reported during this recording period.

Thunderstorms are common during the summer months and many of these thunderstorms are accompanied by intense lightening. Hurricanes~~, much less frequent occurrences,~~ have the potential to occur from June through November; heavy rainfall, high winds, ~~and~~ widespread flooding, and tornadic activity can accompany hurricane events. ~~may accompany these storms. Records identify that major events occurred in 1928 and 1949. This was followed by a relatively inactive period during the 1950s when Hurricane King, a minor event, occurred~~. These average conditions are not expected to remain constant. South Florida, St Lucie County included is now experiencing impacts of extreme weather events caused by an upward trend of global surface temperature which has been dramatically accelerated by carbon emissions from manmade sources. These impacts include sea-level rise, storm intensification, increased frequency and longer lengths of days with extreme heat, rain bombs, and inland inundation. Since 2022, South Florida has been breaking high temperature records and 2023 was one of the hottest on record across the globe. ~~In 2004 Hurricane Francis with 105 MPH winds made land fall on September 5th which was followed by Jeanne with 120 MPH winds on September 26th; both storms caused significant damage to the area. Hurricane Wilma, with 105 MPH winds, passed to the south on October 25, 2005, causing moderate damage. Tropical Storm Fay passed to the northwest on August 20, 2008 with heavy rainfall causing flooding to many locations. In October of 2016 Hurricane Matthew passed offshore impacting shorelines and on September10th of 2017 Hurricane Irma passed 80 miles to the west while moving north with 85 MPH hour winds and heavy rainfall.~~

Soils

Map FLU-3a and 3b Soils, provides the general distribution of soils in the County as presented in the U.S. Department of Agriculture, Natural Resources Conservation Service, Soil Survey Geographic (SSURGO) Database for Florida - November 2017.

Table 6-1 Soils, provides a list of the soils mapped by the NRCS. Please note, the table and map do not include water bodies, frequently flooded areas, and urban lands or other areas where natural soil coverage is not evident or present.

TABLE 6-1. SOILS
ANCLOTE SAND
ANKONA AND FARMTON SANDS
ANKONA-URBAN LAND COMPLEX
ARCHBOLD SAND
ARENTS
ARENTS, ORGANIC SUBSTRATUM
ASTATULA SAND
BASINGER AND PLACID SOILS, DEPRESSIONAL
BASINGER FINE SAND
BASINGER SAND
CANAVERAL FINE SAND
CANOVA MUCK
CHOBEE LOAMY FINE SAND
CHOBEE LOAMY SAND
CHOBEE MUCKY LOAMY FINE SAND, DEPRESSIONAL
EAUGALLIE FINE SAND
ELECTRA FINE SAND
FLORIDANA MUCKY FINE SAND
FLORIDANA SAND
FLORIDANA, RIVIERA, AND PLACID SOILS, DEPRESSIONAL
FLUVAQUENTS, FREQUENTLY FLOODED
GATOR AND TEQUESTA MUCKS
HALLANDALE SAND
HILOLO LOAMY SAND
HOBE FINE SAND
HOBE SAND
HONTOON MUCK
IMMOKALEE FINE SAND
JONATHAN SAND
JUPITER FINE SAND
KALIGA MUCK
KESSON MUCK
KESSON-TERRA CEIA COMPLEX, TIDAL
LAWNWOOD AND MYAKKA FINE SANDS
LAWNWOOD AND MYAKKA SANDS
LAWNWOOD-URBAN LAND COMPLEX
MALABAR FINE SAND
MANATEE LOAMY FINE SAND
MANATEE MUCKY LOAMY FINE SAND, DEPRESSIONAL
MCKEE MUCKY CLAY LOAM
MCKEE SANDY CLAY LOAM, TIDAL
MYAKKA FINE SAND
NETTLES AND OLDSMAR SANDS
OKEELANTA MUCK

OLDSMAR FINE SAND
OLDSMAR SAND, DEPRESSIONAL
PALM BEACH FINE SAND
PALM BEACH SAND
PAOLA AND ST. LUCIE SANDS
PAOLA SAND
PARKWOOD FINE SAND
PENDARVIS AND POMELLO SANDS
PENDARVIS-URBAN LAND COMPLEX
PEPPER AND EAUGALLIE SANDS
PEPPER SAND
PINEDA AND RIVIERA FINE SANDS
PINEDA FINE SAND
PINEDA SAND
PITS
POMELLO FINE SAND
POMELLO SAND
POMPANO SAND
POPLE SAND
QUARTZIPSAMMENTS
RIVIERA FINE SAND
RIVIERA SAND
SALERNO AND PUNTA SANDS
SALERNO SAND
SAMSULA MUCK
SATELLITE SAND
ST. JOHNS FINE SAND
ST. LUCIE SAND
SUSANNA AND WAUCHULA SANDS
TANTILE AND POMONA SANDS
TERRA CEIA MUCK
UDORTHENTS
URBAN LAND
VALKARIA FINE SAND
WABASSO FINE SAND
WABASSO SAND
WAVELAND AND IMMOKALEE FINE SANDS
WAVELAND AND LAWNWOOD FINE SANDS, DEPRESSIONAL
WAVELAND-LAWNWOOD COMPLEX, DEPRESSIONAL
WAVELAND-URBAN LAND COMPLEX
WINDER FINE SAND
WINDER LOAMY SAND
WINDER SAND, DEPRESSIONAL
WINDER SAND, SHELL SUBSTRATUM

Physiography
St. Lucie is an Atlantic Ocean coastal County located slightly south of the middle of the Florida peninsula. The County is composed of a mainland component, an estuarine lagoon, and a barrier island that is intersected by the Fort Pierce inlet. The U.S. Fish and Wildlife Service (FWS) identifies the County as a part of an Upper East Coast sub-region, which includes Indian River, Martin and the northern portion of Palm Beach County. This sub-region covers approximately 2,174 square miles and has an average elevation of 20 feet. The rise and fall of changing sea levels formed this area which is characterized by three east to west physiographic zones: (1) the Atlantic Coastal Ridge, (2) the Eastern Valley, and (3) the Osceola Plain. The Atlantic Coastal Ridge, bordered on the east by the Atlantic Ocean and on the west by the Eastern Valley, consists of relic dune ridges formed by wind and wave action along the coastline. Paralleling the east coast, the Ridge varies in width from a few hundred yards to a mile or two, and ranges in elevation from sea level to approximately 100 feet in Jonathan Dickinson State Park, the highest coastal elevation within this sub-region. In general, U.S. Highway 1 and the F.E.C. Railway run along the Atlantic coastal ridge.

Map FLU-4 Topography, identifies the topography of the County. The County is relatively flat with elevations ranging from 0 to 30 feet. The vast majority of the County is at 20 feet. The lowest elevation is found along the coastlines and the St. Lucie River. The highest elevation is along the Atlantic Coastal Ridge and the westernmost lands.

Soil Erosion
Due to the relatively flat topography of the County, and the protection the Barrier Island provides, soil erosion from typical geophysical conditions is generally not a problem in the mainland component of the County. However, soil erosion and sedimentation can be a problem with large scale mining and agricultural operations if recommended Best Management Practices are not followed.

In the 1920's the headwaters of the North Fork the St. Lucie River were dredged for flood control and navigation. Spoil deposited along the newly-created channel isolated both floodplain habitat and oxbows from the original river course. This left canals with steep banks and narrow remains of floodplain habitats degraded by dense stands of non-native vegetation. These altered shorelines with diminished and degraded floodplain are susceptible to erosion and have created sedimentation problems along the North Fork of the St. Lucie River. Restoration projects along the North Fork are proposed within a component of the federal Comprehensive Everglades Restoration Program (CERP) identified as the *Indian River Lagoon - South Plan*.

Beach Erosion. A barrier island is by nature a migrating system and is subject to erosion, especially during storm events. ~~Significant beach erosion occurred in 2004 with the land fall of two major hurricanes in St. Lucie County and erosion occurred along the Atlantic Coast in 2016 from Hurricane Matthew even though it remained offshore.~~ The *Critically Eroded Beaches in Florida Report, ~~2017~~ 2024 Update*, produced by the Florida Department of Environmental Protection (FDEP) Bureau of Beaches and Coastal Systems, identifies 7.6 miles of critically eroded and 7.9 miles of non-critically eroded ocean shoreline in St. Lucie County. The St. Lucie County Summary from the DEP report states:

> There are three critically eroded areas (7.6 miles) and two non-critically eroded areas (7.9 miles) in St. Lucie County. The 2.3 miles of Ft. Pierce Beach (R34-R46) extending south from Ft. Pierce Inlet is critically eroded threatening recreation and development interests. Most of this area is a beach restoration project.
>
> Along central Hutchinson Island is a 6.4-mile segment of non-critically eroded shoreline (R46-R80), which lacks any current threat. Immediately to the south is a 1.9-mile eroded segment (R80-R90.3) that threatens the St. Lucie Nuclear Power Plant facilities, limited development, and recreation interests at the Walton Rocks Park. Continuing to the south

from this location is another 1.5-mile eroded segment (R90.3-R98) with no current threat. The southern 3.4 miles of the county shoreline (R98-R115+1000) is critically eroded with development interests threatened.

The Bureau defines critically eroded as a segment of the shoreline where natural processes or human activity have caused or contributed to erosion and recession of the beach or dune system to such a degree that upland development, recreational interests, wildlife habitat, or important cultural resources are threatened or lost. Critically eroded shoreline may also include peripheral segments or gaps between identified critically eroded areas which, although they may be stable or slightly erosional now, their inclusion is necessary for continuity of management of the coastal system or for the design integrity of adjacent beach management projects.

The construction of the Fort Pierce Inlet, a federally maintained deep-water inlet, and subsequent construction of the jetty interrupted the natural migration patterns of the barrier island and exacerbated soil erosion and accretion problems particularly within the City of Fort Pierce along Fort Pierce Beach. This portion of the shoreline is part of the ongoing beach nourishment program authorized by the US Army Corp of Engineers (USACE).

The federal inlet creates a long-term sand deficit south of the inlet; which (if not abated) negatively impacts all of the County's southern beaches.

Currently, the County performs active beach management within the 4.7 miles of FDEP's critically eroded shoreline. The federal Fort Pierce Shore Projection Project includes actively nourishing the initial 1.3 miles of beach immediately south of the Fort Pierce Inlet, and the federal St. Lucie County, Florida, Coastal Strom Risk Management Project (CSRM) includes nourishing the southern 3.4 miles of St. Lucie County's Atlantic shoreline.

Commercially Valuable Minerals

Many areas of central and southern Florida have been utilized to mine sand and lime rock materials for road building and development activities. Other than sand or lime rock substrate, there are no commercially valuable minerals in the County.

Floodplains

The National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA) has identified the following flood zones within the County. Table 6-2 Federal Emergency Management Agency Flood Zones, identifies and describes the flood zones.

Table 6-2 Federal Emergency Management Agency Flood Zones

Zone	Description
A	An area inundated by 1% annual chance flooding, for which no base flood elevations (BFE's) have been determined.
AE	An area inundated by 1% annual chance flooding, for which BFEs have been determined.
AH	Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AO	River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. Average flood depths derived from detailed analyses are shown within these zones.

Table 6-2 Federal Emergency Management Agency Flood Zones	
VE	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
X	Areas determined to be outside the 500-year floodplain, determined to be outside the 1% and 0.2% annual chance floodplains. Areas of minimal flood hazard from the principal source of flood in the area.
X Shaded	Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood. An area inundated by 0.2% annual chance flooding.

Map FLU-5 FEMA Flood Zones, locates the boundaries of the flood zones within the County. Nearly all the mainland components of the County is an X zone, and the majority of the barrier island is an AE and VE zone. Existing land uses found within the floodplain and flood zones are illustrated in the Future Land Use Element.

Map FLU 5a locates the Base Flood Elevations (BFE) throughout the County in conjunction with the FEMA Flood Zones. The lowest elevations are located in the Coastal Region and along The St Lucie River.

Land use as it relates to the discharge of stormwater and the use of natural drainage are regulated through the South Florida River Water Management District. The Florida Building Code regulates construction as it relates to flood zones along with the County Flood Damage Prevention regulations.

Air

Based upon ambient air quality monitoring, conducted by the Florida Department of Environmental Protection (FDEP) and documented in the *2012 Florida Air Monitoring Report*, St. Lucie County, is an attainment area for the six major air contaminants: carbon monoxide (CO), lead (Pb), ozone (O_3), nitrogen dioxide (NO_2), particulate matter (PM), and sulfur dioxide (SO_2). The attainment area designation indicates that the concentrations of major pollutants are within the acceptable limits set by the Florida Department of Environmental Protection and the U.S. Environmental Protection Agency. Air quality is a matter that must be addressed at a regional level requiring the local, County and regional entities to coordinate air quality maintenance and improvement efforts. St. Lucie County does not have an air monitoring program, the County relies on the State monitoring program mentioned above.

Water Resources

Map FLU-6 Water Bodies, locates the significant natural water bodies within the County. The County has significant marine, estuarine and freshwater resources. Along the east coastline is the Atlantic Ocean.

Indian River Lagoon. Immediately interior to the coastal barrier island, located between the barrier island and the Atlantic Coastal Ridge, is the Indian River Lagoon (IRL). The IRL is a linear estuarine system that extends along more than a third of Florida's east coast, over 155 miles, from Ponce de Leon Inlet in Volusia County south to Jupiter Inlet in Palm Beach County. Numerous freshwater wetlands and sloughs undergo a transition into riverine systems that connect directly to the IRL. The lagoon interacts with the saline waters of the Atlantic Ocean through the inlets, providing tidal exchange with fresh water discharged into the lagoon from the inland rivers.

The IRL provides a higher species diversity than any other estuary in North America. Due to the distinct characteristics of this system, portions of the IRL have been designated as Aquatic Preserves. The *Vero Beach to Fort Pierce Aquatic Preserve* extends from the southern Vero Beach corporate limit

(Indian River County) to the north A1A bridge at Fort Pierce (St. Lucie County), and the *Jensen Beach to Jupiter Inlet Aquatic Preserve* extends from the southern corporate limits of Fort Pierce (St. Lucie County) south (through Martin County) to Jupiter Inlet (West Palm Beach County). The *Vero Beach to Fort Pierce Aquatic Preserve* is 12 miles long and encompasses 11,000 acres. The *Jensen Beach to Jupiter Inlet Aquatic Preserve* is 37 miles long and encompasses 22,000 acres. Both Aquatic Preserves were adopted under Florida Statutes, Sections 258.35 – 258.46 by the State of Florida on October 21, 1969 and are managed by the Florida Department of Environmental Protection, Office of Coastal and Aquatic Managed Areas. The Preserves are listed in the Aquatic Preserve Rule, Chapter 18-20 Florida Administrative Code, and have also been designated as Outstanding Florida Water pursuant to Chapter 62.302.7 F.A.C. Additionally, a portion of the *Vero Beach to Fort Pierce Aquatic Preserve* designated as Class II waters afforded protection for shellfish propagation or harvesting. The IRL is one of only twenty-eight estuaries in the country in the Environmental Protection Agency's National Estuary Program.

A variety of organizations have monitoring and research underway in the IRL and its watershed. The Indian River Lagoon Surface Water Improvements and Management (SWIM) Program has been designed to develop and execute a combination of research and practical implementation projects to protect or restore the environmental resources of the Indian River Lagoon. This joint program, administered cooperatively through the St. John's River Water Management District (SJWMD) and the South Florida Water Management District (SFWMD), has three goals:

- Attain and maintain water and sediment of sufficient quality to support a healthy, seagrass-based estuarine ecosystem;
- Attain and maintain a functioning seagrass ecosystem which supports endangered and threatened species, fisheries and wildlife; and
- Achieve heightened public awareness and coordinated interagency management.

St. Lucie River. The St. Lucie River (SLR) is divided into four sections: North Fork, South Fork, Middle Estuary and Lower Estuary. The North Fork of the St. Lucie River falls almost exclusively within the St. Lucie County. The creation of St. Lucie Inlet in 1892 connected the Indian River Lagoon to the Atlantic Ocean at the mouth of the SLR. This project ultimately converted this freshwater tributary to a riverine estuary (freshwater in the upper reaches and saltwater in the middle and lower sections). This unique salinity gradient changed the natural resources found in the SLR. Because of its geographic location and tidal connection through the St. Lucie Inlet, the North Fork supports high species diversity and serves as an important nursery ground for a variety of fish and wildlife. The river now serves as an important brooding and nursery ground for migratory fish, such as snook (*Centropomus spp.*), snapper (*Lutjanus spp.*), and opossum pipefish (*Microphis brachyurus lineatus*) that require estuarine and freshwater to complete their lifecycle. The river is also an especially important habitat for the juvenile phases of commercially important species such as blue crabs, snook, snapper, drum and shrimp. Rare tropical peripheral fish species, such as gobies, sleepers, and pipefishes, are also found in the upper reaches of the North Fork and the two headwaters - Five Mile Creek and Ten Mile Creek.

The North Fork St. Lucie River is part of Florida's Save Our Rivers Program. Additionally, a portion of the North Fork was designated as an aquatic preserve in 1972 and is also designated as Outstanding Florida Water pursuant to Chapter 62-302 F.A.C. The North Fork Aquatic preserve is bounded on the north by Midway Road and extends from Coconut Point in Stuart to Jenkins Point in Palm City just west of the Roosevelt Bridge in Martin County. The eastern and western boundaries of the preserve encompass the state-owned sovereign submerged lands occurring below the mean high-water line to which the state holds title. The preserve is approximately 16 miles long through the natural riverbends and contains approximately 5,000 acres.

The North Fork is located in the Eastern Valley region, which is composed of long, low narrow ridges ranging from 15 to 30 feet in elevation. The natural topography of the watershed is generally flat with few natural rises. The hydrology of the North Fork and its headwaters were altered in the early to mid-1900s to support the growing demands of development and navigation. This began with a network of agricultural and residential canals and drainages. The canals were primarily designed to address flood control and drainage for land reclamation. Prior to these drainage efforts, the North Fork St. Lucie River (SLR) watershed encompassed 187 square miles. Construction of these drainage canals expanded the watershed to 821 square miles by diverting flows from other areas to the North Fork.

Another flood control and navigation project was conducted from the 1920s to the 40s to straighten portions of the North Fork. In the process of straightening the river, the dredged spoil was piled into berms (mounds) along the banks of the new channel. These spoil piles, which can measure up to 50 feet wide and 25 feet tall, block former river bends and oxbows as well as isolate a large portion of the North Fork floodplain. Historically, the slow and meandering path of the North Fork allowed suspended solids to settle out of the water and nutrients to be filtered by vegetation, but the direct river-course does not, which now affects the water quality and sediment loads reaching the estuary.

Drainage Canals. The County has three major primary drainage and flood control canals, the C-23, C-24 and C-25 which are part of the Central and South Florida Flood Control project and are managed by the South Florida Water Management District (SFWMD). In addition, the Fort Pierce Farms Water Control District and the St. Lucie River Water Control District manage numerous secondary canal systems. These canals are solely dependent on rainfall as a source of inflow and are important sources of agricultural irrigation water. Canals C-23, C-24 and the North Fork of the St. Lucie River Water Control District canals drain into the North Fork of the St. Lucie River and its major tributaries. The C-25 Canal and Fort Pierce Farms Water Control District (Basin 1) canals empty directly into the Indian River lagoon nearly opposite the Fort Pierce Inlet. At this time, all but a small area in southwestern and northeastern St. Lucie County is drained by these primary and secondary canal systems.

Alteration and expansion of the historic watershed coupled with ecologically-degrading land use practices have set the stage for the current impaired condition of the North Fork and most other SLR watershed basins. Prior to these manmade alterations, wet season rains pooled broadly across the SLR watershed and moved toward the naturally lower elevations surrounding the river. Historic wetland ecosystems facilitated dynamic watershed storage and sheet flow. Reduced movement through natural features kept wetlands flooded and provided for movement of groundwater to the river during the dry season. This made historic wetlands and estuaries less vulnerable to Florida's variable rainfall. Today, much of the watershed runoff from the North Fork drainage basins flows quickly from smaller, residential canals into large canals that cross the coastal ridge instead of being detained, evaporated, cleansed, and held by natural systems.

The Savannas. A unique freshwater ecosystem is located in a shallow catchment area between the steeper western slope of the Atlantic Ridge and the gentler slope to the eastern uplands. A large portion of this habitat is under public ownership and is referred to as The Savannas. The Savannas Recreation Area, located within the City of Fort Pierce, is utilized as an outdoor recreation area providing camping, hiking, wildlife observation, paddling, boating, fishing, picnic facilities, a greenway trail, and a dog park. The recreation area, managed by the St. Lucie County Parks and Recreation Department, covers 550 acres and contains five distinct biological communities: including pine flatwoods, wet prairie, marsh, freshwater lake and scrub. The 6,877 acre Savannas Preserve State Park is adjacent to the recreation area. The northern extent of this system is bordered by the Indian Hills Recreation Area, which is cooperatively owned and managed by St. Lucie County and the City of Fort Pierce. The 24-acre stormwater pond within the area provides treatment for a 1,242-acre watershed of urban and commercially developed land west of the site, including much of Virginia Avenue. This project implements numerous Best Management Practices (BMPs) to improve the water quality of stormwater

runoff that discharges into the Indian River Lagoon. All three areas provide essential connectivity for St. Lucie County including wetlands and water resources, wildlife and ecotoursim. ~~Future plans for this corridor include the construction of~~ A total of seven (7) segments of the East Coast Greenway, a 3,000-mile greenway trail that runs the Eastern Seaboard from Maine to Key West~~.~~, have been funded by FDOT SUNTrail and are at various stages of development. The St. Lucie Beach Trail (6.3 miles) has been completed along N A1A. The Savannas Recreation Trail Phase 1 (2.61 miles) has been completed The Green River Parkway Trail (5.7 miles) has been completed and the Savannas State Park Trail Gap connecting Midway Road to Walton Road is under construction. Outside of the Savannas, inland freshwater wetlands and swamps also occur throughout the County. Map FLU-7. Wetlands, locates the wetland habitat in the County.

Ten Mile Creek Water Preserve Area. One feature of the *IRL – SWIM Plan* is the Ten Mile Creek Water Preserve Area (WPA). This is one of the largest stormwater and restoration improvement projects to impact the St. Lucie Estuary and River in advance of the federal Comprehensive Everglades Restoration Program (CERP) *IRL - South Plan* proposed projects. This project is situated at the headwaters of the North Fork of the St. Lucie River Aquatic Preserve and the total site is 910 acres. Ten-Mile Creek runs west to east across the northern portion of the site. ~~This project involves the construction of an above ground reservoir with a pump station for filling the reservoir from Ten-Mile Creek and a gated water level control structure for the release of water back to the creek. The total project will consist of a 500-acre reservoir, a polishing cell of roughly 110 acres and an adjoining natural preserve area consisting of scrub habitat and a borrow pit. Based upon existing topography, stored water depths in the reservoir will average ten feet. Total storage capacity will be approximately 5,000 acre-feet. The height of the reservoir levee will range from about 12 to 15 feet above surrounding natural ground.~~

The project was built by the U.S. Army Corps of Engineers in 2006 but did not operate as intended. The project was ultimately deauthorized by the US Army Corps of Engineers and ~~I~~in 2016, the SFWMD initiated a project to repair and improve the security of the reservoir's embankments. ~~Once complete, the 526-acre reservoir will be able to store 2,500 acre-feet of local stormwater.~~ The 526-acre reservoir is able to hold up to 4-feet of water and on average treats 17,444-acre feet of water.

The purpose of the Ten Mile Creek WPA is the seasonal or temporary storage of stormwater from the Ten-Mile Creek Basin. The Ten-Mile Creek Basin is the largest sub-basin and contributes the second largest volume of stormwater to the St. Lucie River Estuary. Stormwater is captured in the reservoir and then passed through a polishing cell for additional water quality treatment before being released into the North Fork. Stored water can be released in the drier winter months to augment current insufficient flows.

Indian River Lagoon-South Plan. The component of the federal Comprehensive Everglades Restoration Program (CERP), referred to as the *IRL - South Plan* proposes the following projects within St. Lucie County. The IRL-South Final Project Implementation Report describes these projects as follows:

> **C-23/24 North Reservoir.** This feature is located on the west side of C-24 between control structures G-81 and G-79 and includes a 4,399-acre aboveground reservoir with a maximum depth of 12-feet. The total storage capacity of the reservoir is approximately 48,500 acre-feet. The purpose of this component is to capture local runoff from the C-23 and C-24 Basins. The pump station will be designed to provide up to 900-cubic feet per second (cfs) removal rate from C-24 canal. This water can then be routed to the C-23/24 STA or returned to C-23 or C-24 when there is a need to reclaim storage capacity or meet a water supply demand. The component is designed for stormwater attenuation to the estuary to control salinity and to provide an additional source of agricultural water supply. This component is also expected to provide incidental water quality benefits by

reducing loads of nutrients, pesticides, and other pollutants. This project is in the design phase and has been fully funded through construction under the Infrastructure Investment and Jobs Act.

C-23/24 South Reservoir. This feature is located north and west of C-23 between control structures G-78 and G-79 and includes a 4,155-acre aboveground reservoir with a maximum depth of 12-feet. The total storage capacity of the reservoir is approximately 43,400 acre-feet. This component functions very much like the C-23/24 North reservoir. The pump station will be designed to remove up to 900 cfs from the C-23 canal. Approximately 10,560 feet of Canal C-23 will be re-routed around the reservoir levee as part of the seepage canal system. The abandoned section of the canal will be left in place as an approach to the drawdown structure S-413 and as a fish refuge area. Once constructed, the project will also provide important connectivity for ecotourism, wildlife and the County's western greenways and trails program. The project provides linkage between Steven J. Fousek Preserve (Paleo, Teague, and Hackberry Hammocks), Pinelands Preserve, Bluefield Ranch Preserve, and Cypress Creek Preserve. This project is ongoing through the South Florida Water Management District.

C-23/24 Stormwater Treatment Area (STA). The STA is located east of C-24 between control structures G-81 and G-79. It is designed to remove 80% of the phosphorus from stormwater entering the C-23/24 reservoirs. This facility will be a multi-cell STA covering approximately four-square miles. The primary discharge from the STA will be into the header canal of the North SLR Water Control District. A 250-cfs pump station will transfer water from the C-23/24 North Reservoir into the STA. It is expected that the STA will be operated to discharge primarily into the header canal and then directed toward Ten Mile Creek. Other discharge options include C-25 and C-24. Approximately one mile of Sneed Road (State Road 613) will be abandoned**.** This component of the recommended plan includes water quality features considered essential to Everglades restoration. This STA is currently under construction and set to be completed in 2026.

Cypress Creek Complex - Natural Storage and Treatment Area. The Cypress Creek Complex - Natural Storage and Treatment Area, is located in St. Lucie and Okeechobee Counties and includes 32,639 acres of primarily pastureland, along with some of the last remaining large tracts of forested wetland habitat in St. Lucie County. This land has been identified for use as alternative storage, rehydration, habitat restoration, and water quality improvements. The parcels consist primarily of the VBar-2 Ranch, lands around Cypress Creek and remnants of Bluefield Ranch. By rehydrating these drained pastures, large volumes of water will be attenuated on-site during the rainy season, providing a low-cost alternative to reservoir storage. St. Lucie County currently owns and manages approximately 4,800 acres of this Complex, including Bluefield Ranch Preserve, Cypress Creek Preserve, and Pinelands Preserve. In 2023, St. Lucie County was awarded legislative appropriation funding in the amount of $1.6 million to design, permit, and construct a restoration, rehydration, and natural storage project under the State of Florida's water quality initiatives. The now completed project promotes natural area storage, groundwater recharge, rehydration of the historic creek, wetland restoration, habitat enhancement and improve water quality. The project complements projects within the Indian River Lagoon South (IRL-S) and the Comprehensive Everglades Restoration Plan (CERP).

C-25 Reservoir and Stormwater Treatment Area. This feature includes a 741-acre aboveground reservoir with a maximum depth of 8-feet and a 163-acre STA. The Reservoir will capture the first 0.4 inches of runoff from both the C-25 Basin and the Fort Pierce Farms Basin (approximately 147,225 acres). The STA was sized to treat 80% of the phosphorus load entering the STA from the reservoir. The total storage capacity of the reservoir and STA is approximately 5,392 acre-feet and is located north of and adjacent to C-25 at the S-99 structure. The purpose of this component is to capture and treat local runoff from the C-25 Basin and from the Fort Pierce Farms Water Control District (FPFWCD). Stormwater will be pumped into the reservoir from the C-25 Basin and from a new canal connection to the FPFWCD. The pump station will be designed to remove up to 250 cfs from the C-23 canal. Water will be released from the reservoir through the STA where sediment, nutrient and other pollutant loads will be reduced. Water from the STA will be released into C-25, and from C-25 into the IRL. Water captured in the reservoir will also be available to augment water supply following the end of the summer rainy season. This project is in design phase with an anticipated completion year of 2028.

North Fork Floodplain Restoration The North Fork of the St. Lucie River was dredged during the 1920's as a part of early drainage improvements in the region. The dredging operation cut off many oxbows and created berms that disconnected the river channel from the adjacent floodplain. This feature includes acquisition and preservation of approximately 3,100 acres of floodplain and adjacent lands, which will receive an additional 64,500 acre-feet of flow via the northern diversion efforts. The majority of public land within this feature is held by St. Lucie County, SFWMD and the Florida Department of Environmental Protection. Preserving lands within the North Fork corridor provides significant environmental improvement in the health of this portion of the river by preventing such degradation as increased stormwater runoff, increased turbidity, and increased influence of exotic plants and animals from the surrounding areas that are under significant development pressure. The North Fork lands are extremely important in linking the estuary to the watershed. Preservation will provide such water quality and environmental benefits as removing nutrients, maintaining valuable wading bird habitat, and serving as a nursery for many of the recreationally and commercially important fish species that spend certain life stages in this area. In 2024, the ACOE began a feasibility study and preparation of a National Environmental Policy Act (NEPA) assessment for the North Fork St. Lucie River Continuing Authorities Program (CAP) Section 1135 project. The project will focus on oxbow and floodplain restoration on the North Fork of the St. Lucie River.

Muck Remediation. Muck remediation involves the removal of accumulated muck within the St. Lucie Estuary from areas that are effectively "dead zones." Muck accumulation has covered substrate that once supported healthy submerged aquatic vegetation and oyster communities. Removal of this sediment would greatly improve estuarine conditions by exposing this substrate making it suitable for colonization by target species. Removing the muck would also improve water quality conditions for target species by improving the clarity of the water and reducing sunlight attenuation, especially critical for re-colonization and growth of submerged aquatic vegetation. Two of the four areas targeted for remediation are located in the North Fork. On April 6, 2021, the St. Lucie County Board of County Commissioners accepted grant funds in the amount of $2,488,180.00 from the Florida Inland Navigation District (FIND) administered through the South Florida Water Management District Governmental Agreement to construct the Taylor Creek Muck Removal Project. The completed project addressed the muck

sediments that accumulated in the navigation channel of Tayor Creek, since it was last dredged in July 2004. This project removed muck sediments from migrating on to the seagrass beds in the Indian River Lagoon and provide navigational benefits to surrounding Marinas and the Port of Ft. Pierce.

LAND COVER The Future Land Use Element discusses in detail and identifies the existing land uses and vacant lands in the County, it also contains the wetlands and waterbodies maps. Nearly 70% of the County is identified as agriculture, much still in a natural state.

Natural Habitats
Listed and other animal species depend on native vegetative communities for refuge, foraging, nesting, and denning. The size, quality and connectivity of native communities all influence wildlife utilization. ~~Appendix 6-A~~ The Florida's Endangered and Threatened Species, identifies those federal and state listed wildlife species that may be found within the County. The Florida Fish and Wildlife Conservation Commission maintains and updates the species lists as required by new legislation, the most current list can be found at http://myfwc.com/imperiledspecies/ and is utilized by the County.

Appendix 6-~~B~~A Native Plant Species, provides a list of native plant species having the potential to occur in the County, and identifies those that are listed as either threatened or endangered by federal and State agencies.

~~Appendix 6-C~~ The Florida Invasive Species Council maintains the invasive species list, ~~Invasive/Exotic Pest Plant Species,~~ which provides a list of the invasive ~~exotic~~ pest plant species that may occur in the County. Invasive exotic plant species have the capacity to disrupt, disturb and displace native plant communities and associated dependent wildlife. The Florida Invasive Species Council (formerly the Florida Exotic Pest Plant Council) maintains and updates the list of pest plant species, the most current list can be found at ~~http://fleppc.org/~~ https://www.floridainvasives.org/plant-list/2023-invasive -plant-species/ and is utilized by the County.

Conservation Opportunities
Conservation opportunities are enhanced through the public ownership of land. In 1991, the St. Lucie Board of County Commissioners formed the Land Acquisition Selection Committee (LASC), which was charged with the task of preparing a proposal for public acquisition or protection of significant natural areas in the County. The LASC still serves as an advisory body to the Board of County Commissioners. In November 1994, St. Lucie County voters approved a bond referendum authorizing issuance of ad valorem tax bonds, not to exceed $20 million, to participate in state and federal land acquisition programs targeting the protection of natural areas. The St. Lucie County Environmental Lands project began in 1994 with the passage of this local bond program. On December 7, 1995, Spruce Bluff, a 97-acre site along the North Fork of the St. Lucie River, was the first site acquired through the Environmentally Significant Lands (ESL) program. Since that time, the County leveraged the $20 million bond with State funding programs, such as Florida Communities Trust and Florida Forever, to acquire nearly 10,000 acres and over $75 million worth of Public Conservation Lands. The County Environmental Resources Department oversees the ESL program, as well as the management of the preserve system. The program continues to pursue lands selected by the LASC with limited funding resources and partners. As such, much of the focus has shifted to meeting grant obligations and providing public passive recreation elements, land management, restoration and nature-based programming within the system.

The *IRL-South SWIM Plan* identifies that restoration of 2,984 acres along the North Fork St. Lucie River is proposed and that nearly 2,300 acres were purchased and are managed by local, state, and regional agencies. Since 1994, the Conservation and Recreation Lands Program, the SFWMD Save Our River's Program, Florida Communities Trust, and the County's ESL program combined have spent about $25

million on land acquisition along the North Fork. The Recreation and Open Space Element provides greater detail and lists the recreation and preservation lands within the County.

The FFWCC Upland Invasive Plant Management Program provides competitive funding assistance to local agencies for invasive plant management. ~~Over the past ten years (since 2008), the program has provided nearly $4 million in funding assistance to the County and the Savannas Preserve State Park for invasive plant management. Approximately 40% of this funding has been spent on managing invasive plants on public lands surrounding the North Fork.~~ From 2015-~~2018~~2024, St. Lucie County received ~~nearly $2.5~~over $3.9 million (approximately $~~625~~660,000/year on average) from this program to manage invasive plants within the preserve system County-wide. In general, these funds treated less than 50% of the acreage annually, of the land held in public ownership within St. Lucie County.

WATER RESOURCES

Potable Water

On a regional level, St. Lucie County is located within the South Florida Water Management District (SFWMD). More specifically it is located in the Upper East Coast (UEC) Planning Area consisting of St. Lucie and Martin counties and eastern Okeechobee County with boundaries encompass over 1,230 square miles and generally reflecting the watersheds of the C-23, C-24, C-25 and C-44 canals. The ~~*2016*~~ *2021 Upper East Coast Water Supply Plan Update* provides details on the current and projected water supply for this planning area. The Executive Summary of the ~~2016~~ 2021 UEC Plan Update states:

> The UEC Planning Area relies on groundwater (fresh and brackish), and reclaimed water to meet urban and agricultural demands. Public supply (PS) relies on fresh groundwater from the SAS and brackish groundwater from the FAS. Groundwater sources can meet 2045 PS demands. There are 15 PS utilities within the UEC Planning Area. One PS utility will need to construct new projects to meet its projected 2045 demands. Six (6) other utilities have proposed 23 new projects through 2045. These projects will increase water supply capacity and distribution through expanded use of the FAS, extension of reclaimed water lines and construction of reservoirs. ~~from the surficial aquifer system (SAS) and Floridan aquifer system (FAS) for urban uses. In 2013, the SAS accounted for approximately 40 percent of public water supply (PWS) use in the UEC Planning Area, and the FAS accounted for the remaining 60 percent. SAS use for PWS is projected to increase very little if at all as the use of alternative water sources such as brackish water from the FAS increases.~~
>
> ~~Recreation and landscape irrigation, including golf courses is accomplished through a combination of water from surface water, the SAS, and reclaimed water. Additionally, the FAS is used as a supplemental source for some landscape and golf course irrigation. Development of the SAS has been maximized in many portions of the UEC Planning Area.~~
>
> Agriculture is a substantial part of the economy. However, agricultural irrigated acres are projected to decrease 26% from 107,383 acres in 2019 to 79,004 acres in 2045, due to citrus crop loss from greening disease and a transition of agriculture lands to residential developments. ~~and the single largest water use category in the UEC Planning Area. Surface water from the C-23, C-24, C-25, and C-44 canals serve as the primary water source for agricultural uses. Additional use of water from these canals is restricted above existing allocations.~~
>
> Total water demand is projected to increase by 38 percent, from 257.5 million gallons per day (MGD) in 2013 to 354.7 MGD by ~~2040~~ 2045. AGR is projected to use ~~52.6~~ 46

percent of the planning area's total water demand with PWS using ~~20.6~~ 29% percent in ~~2040~~ 2045. The remaining four categories: domestic (residential) self-supply, recreation and landscaping, industrial, and power generation, account for the remaining ~~26.8~~ 25% percent.

The Potable Water Sub-Element focuses on the public and domestic self-supply demand for the County and provides specific data on the public water sources, treatment and distribution systems. Detailed information can also be found in the St. Lucie County 10-Year Water Supply Facilities Work Plan. St. Lucie County also has an adopted Wellfield Protection Ordinance.

Ground Water

The South Florida Water Management District identifies that agriculture is the major land use in the Upper East Coast (UEC) Planning Area, with citrus being the dominant crop. Water for urban and agricultural uses in the UEC Planning Area comes from three main sources: the Floridan Aquifer System (FAS), the Surficial Aquifer System (SAS) and surface water. Surface water from the C-23, C-24, C-25 and C-44 canals is used primarily for agricultural irrigation, with the FAS used as a backup source during periods of low rainfall. The SAS has been the principal source for public water supply and urban irrigation. Withdrawals from the SAS have been maximized along the coast and alternative water supplies are being developed to meet the growing water needs. These include the FAS as a source of drinking water and reclaimed water for irrigation water. The SAS and surface water are dependent upon rainfall for recharge.

There are four primary drainage canals in the UEC Planning Area that are part of the Central and Southern Florida Flood Control Project. These canals (C-23, C-24, C-25 and C-44) have also become important sources of irrigation water within their respective drainage basins. The C-44 Canal was constructed as a navigable flood control outlet for Lake Okeechobee. The C-44 is the only one of the four canals that receives inflow from outside its drainage basin. The C-23, C-24 and C-25 canals, by contrast, are solely dependent on rainfall as a source of inflow. As a result of the large demand for this limited surface water supply, there are prohibitions for any new or expanded water supply uses of these three canals.

The Floridan Aquifer is used by growers as a supplemental source when surface water availability is limited, and as a primary irrigation source when surface water is not available. In most cases, water from the Floridan Aquifer has a high salinity (relative to surface water) and has to be blended with surface water or water from the Surficial Aquifer before it is used for irrigation.

Currently, most of the public water supply for the region comes from the shallower Surficial Aquifer as it has better quality water. The Floridan Aquifer in the UEC Planning Areas is a relatively unused water source for public water supply, as it located approximately 900 feet below land surface. However, the use of the Floridan Aquifer by utilities is increasing and most coastal utilities in the region plan to use the Floridan Aquifer to meet their future needs. Utilities either blend the Floridan water with fresh water or treat it using reverse osmosis.

Because of its diffuse and intermittent nature, stormwater is not generally considered a viable option for direct public-supply applications where reliability is a major consideration. Stormwater management practices that provide for increased soil infiltration and groundwater recharge opportunities should be considered as a means to protect and possibly enhance existing groundwater resources.

Following is a summary of water supply issues in the UEC Planning Area.

- Increased withdrawals from the Surficial Aquifer System are limited due to potential impacts on wetlands, as well as the increased potential for saltwater intrusion.

- Surface water availability in the C-23, C-24 and C-25 canals is not sufficient to meet existing and projected agricultural demands.
- Freshwater discharges (minimums and maximums) are affecting the health of the St. Lucie River and Estuary, southern Indian River Lagoon and the Northwest Fork of the Loxahatchee River.

Surface Water
Compared to most groundwater sources, surface water sources generally are of lower quality. Surface waters tend to contain silts and suspended sediments, algae, dissolved organic matter from topsoil, and chemical and microbiological contaminants from municipal wastewater discharges, stormwater runoff, and industrial and agricultural activities. The quality of surface water may vary seasonally with variation in flow rates or water levels. Traditionally, surface water has not been used for public supply in the SFWMD.

Pollutants
Waste generators, solid waste facilities, above and underground storage tanks, and dry cleaning facilities are licensed and regulated by the Florida Department of Environmental Protection (FDEP). Current information on these facilities is available through the Florida Department of Environmental Protection Division of Waste Management. Information on contaminated sites is also available through the U.S. Environmental Protection Agency (EPA) Resource Conservation Recovery Act (RCRA), Superfund, National Priorities List and Brownfield databases.

~~A May 2018~~ An August 2024 database search identifies that at this time there are no sites in the County listed on the U.S. Environmental Protection Agency's (EPA) Federal Superfund list or the National Priorities List (NPL). There are f~~our~~ six brownfield areas in the County that all fall within the City of Fort Pierce. There are no Brownfield sites (BSE). Currently there are ~~seven~~ five sites within the County registered in the State Dry Cleaning Solvent Clean-up Program. FDEP maintains the database and map of all DEP licensed facilities and facilities undergoing cleanup, the map of current information is at https://ca.dep.state.fl.us/mapdirect/?focus=waterdatacentral

The County can discourage residential source contamination through close coordination with the Florida Department of Environmental Protection and by providing public information regarding the safe disposal of chemicals. Specifically, information can be made available on free disposal of household hazardous wastes, information on disposal contractors available to small businesses and the special waste programs available for landfill disposal of non-typical materials, such as spill clean-ups and contaminated soils.

Nuclear Power Plant. The Florida Power and Light (FPL) St. Lucie Nuclear Power Plant is located on South Hutchinson Island in the southern portion of the County. Nuclear energy production is monitored closely by the Nuclear Regulatory Commission, (NRC) a federal agency. Daily inspections are conducted at the St. Lucie Plant to guarantee compliance. Several identical safety systems are in place so that if one fails, others automatically go to work. In the unlikely event of an emergency, that could potentially result in the release of nuclear contamination, the environmental impacts could range from modest to catastrophic on a wide-ranging, long-term scale. Long term commitments at the federal level will be required in the event of the release of nuclear contaminants.

The Coastal Management Element provides details on evacuation and protection plans.

Resiliency Planning
St. Lucie County has a long, established history of leadership and strong public support for creating a sustainable community.

In 1994, the Board of County Commissioners established the Land Acquisition and Selection Committee, who advises and recommends to the Board on the acquisition and selection of Environmentally Sensitive and Open Space and Greenways. Since the committee's creation, they have been instrumental in the County's efforts of acquiring and preserving thousands of acres of sensitive habitats, environmentally significant lands, and floodplains within the County.

The County has implemented a variety of sustainable land use programs and policies. The 2002 update of the County's Comprehensive Plan incorporated smart growth policies and an economic element to promote a sustainable tax base while protecting against loss of open space and natural systems. ~~More recently, the~~ The Board implemented a specific model of sustainable development in the North County area, called Towns, Villages and Countryside (TVC). The process included numerous public meetings and resulted in criteria consistent with smart growth and sustainable development, including transect-based neighborhood planning with grid transportation networks, interconnected greenways and blueways, and low impact development standards. The TVC regulations were approved by the Board of County Commissioners in May 2006.

In 2006, the Board of County Commissioners created an Environmental Resources Department and passed the Sustainability Resolution (06-272), establishing sustainability as a primary goal of the County. The Board also created the Sustainability Ad Hoc Committee, made up of citizens, and government and business representatives, to make policy recommendations on sustainable practices. The Sustainability Advisory Committee reviewed and approved the St. Lucie County Greenprint document.

~~The Board created the Smart Growth Committee and Environmental Advisory Committee to recommend changes to the County's Comprehensive Plan and Land Development Codes consistent with smart growth principles and environmental protection. These committees continue to review and make recommendations that foster sustainable practices on a variety of revisions to St. Lucie County's policies and regulations.~~

The Board created the Blueway Advisory Committee to provide input in the development of individual management plans for the state-leased conservation and recreation lands managed by the County, all of which are connected to the Indian River Lagoon. On October 4, 2022, pursuant to section 253.034(5) and 259.032(8)(a), Florida Statutes, the Board of County Commissioners updated the Blueway Advisory Committee to meet current applicable statutes.

St. Lucie County became the catalyst for sustainability by hosting the Treasure Coast Green Conference in 2007 and 2008. The conference brought together representatives from a six-county area including the development community, state and local government entities, business leaders, and key stakeholders.

St. Lucie County adopted a Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008 to develop alternative transportation systems and walkable, people-friendly communities. The County also completed the Evaluation and Appraisal Report, an 18-month evaluation of the Comprehensive Plan, which included numerous recommendations to strengthen the County's regulations in support of sustainable development and resource protection. In addition, the Land Development Code was updated to provide more stringent protection of native trees and other vegetation. The County commissioned a comprehensive study of wetlands to further protect and improve wetland functions by the University of South Florida in 2011.

In 2009 – 2010 the County conducted a comprehensive Western Lands Study with the agricultural industry, landowners, and the public to identify strategies to preserve prime agricultural lands. The study concluded with policy amendments to the Future Land Use Element that help to protect

agricultural lands from large-scale residential development and to ensure that when development in the agricultural areas occurs that it is consistent with utility needs as identified in the Infrastructure Element.

Another outstanding example of the Board's vision for sustainability is the Treasure Coast Research Park. Situated on 1,650 acres, it is one of the largest research parks in the nation. The park is dedicated to aiding in the economic development of the Treasure Coast by supporting industries invested in innovation and commercialization of scientific research, with a special emphasis on "clean" alternative energies and agricultural biosciences. A neighborhood charrette process ~~is also being initiated to~~ identif~~y~~ied land uses and transportation networks needed to support the Research Park.

St. Lucie County Government has incorporated sustainability by using industry approved green building standards in new construction. In 2008, the Havert L. Fenn Center was built to U.S. Green Building Council (USGBC) standards. This 62,575 square foot facility serves as a community center throughout the year but is specifically built and equipped to provide shelter from hurricanes for citizens with special needs. In addition, the new 57,000 square foot Clerk of Courts building was constructed to USGBC standards and includes a single-ply membrane roof, movable walls, low flow plumbing fixtures, and raised flooring for higher air conditioning efficiency.

St. Lucie County Greenprint. In 2008, the St. Lucie County Board of County Commissioners unanimously approved the recommendation by the Sustainability Committee to pursue Green Local Government Certification through the Florida Green Building Coalition, Inc. (FGBC). The Florida Green Local Government Certification process provides a systematic way for local governments to assess its level of sustainability and to incorporate multiple environmental, ecological and sustainability features throughout its operations to reduce consumption and increase efficiency; saving taxpayer dollars and the environment.

The application for the "Green Local Government" adopted certification by the Board of County Commissioners in July 2009 has become St. Lucie County's 'Greenprint', defining and outlining the County's vision for a sustainable future. The St. Lucie County 'Greenprint' contains the following goals for achieving a sustainable community:

Goal I: Conserve, Protect and Restore Natural Resources;
Goal II: Implement Sustainable Development and Building Standards;
Goal III: Improve Community Transportation and Mobility;
Goal IV: Support Energy Conservation and Clean Energy Alternatives;
Goal V: Develop a Sustainable Green Economy
Goal VI: Promote Sustainable Communities and Social Equity;
Goal VII: Strengthen Green Government Policies and Practices

Specific actions as part of FGBC's Green Local Government certification, including:

- Establishing the U.S. Green Building Council (USGBC) Leadership in Energy Efficient Design (LEED), and the Florida Green Building Coalition (FGBC) standards as officially recognized 'green' standards within the County;
- Establishing policy to construct and renovate county buildings to USGBC or FGBC standards to the extent feasible;
- Utilizing Florida Friendly Landscaping™ standards, Integrated Pest Management principles, and Best Management Practices or similar/greater standard for all county owned and maintained properties;
- Requiring all county facilities have recycling programs in place;
- Utilizing street design standards such as "Street Design Guidelines for Healthy Neighborhoods" as described by Walkable Communities Inc.;

- Adopting Environmentally Preferred Purchasing policies to the extent feasible; and
- Adopting green cleaning and green maintenance techniques such as those described by the Florida Department of Environmental Protection to the extent feasible.

These practices and additional policies that enhance energy efficiency and reduced greenhouse gas emissions have been incorporated into the Future Land Use, Transportation, Conservation, and Housing Elements, and continue to be updates to reflect local priorities. In 2010, St. Lucie County was certified as a Florida Green Local Government (Gold Level). In 2017 St. Lucie County successfully renewed its "Green County" designation from the Florida Green Building Coalition (FBGC), earning the silver level. This certification is expires in 2027.

Solar and Energy Loan Fund. In 2010, the County received a $2.9 million energy block grant from the U.S. Department of Energy to develop a $20 million solar and energy loan fund. The program is intended to reduce the upfront cost of installing energy efficiency and conservation measures as well as renewable energy technology in homes and businesses. The Solar and Energy Loan Fund (SELF) continues to be a successful self-sustaining independent agency that provides financing mechanisms for many types of energy-efficiency improvements for homes and businesses. SELF's mission is to rebuild and empower underserved communities by providing access to affordable and innovative financing for sustainable property improvements, with the focus on energy efficiency, renewable energy, and climate resilience in low and moderate income (LMI) neighborhoods. In FY 2023, 94% of loans went to LMI customers, providing for 3,933 metric tons of CO2 avoided, with an average annual savings of 23% in energy bills through the reduction of energy consumption.

The County (2025) is presently completing a Regional Resilience Vulnerability Assessment, which received funding from the Florida Department of Environmental Protection (FDEP) through a Resilient Florida Planning Grant. The county-wide assessment includes the County, the City of Port St. Lucie, City of Fort Pierce and St. Lucie Village. The assessment seeks to evaluate present day and future flood risk based on State criteria and includes the following Objectives:

- Develop a comprehensive strategy to identify flood risks
- Evaluate types and levels of flood hazards
- Evaluate assets at risk to hazards now and in the future
- Begin developing guiding strategies for adaptation and infrastructure design

The Resilient Florida Program was created by State Statute 380.093, F.S. The program includes the requirement for the Florida Flood Hub (USF) to develop a statewide assessment every five years, and FDEP, Florida Department of Environmental Protection, to develop an annual Sea Level Rise and Flooding Resilience Plan. St. Lucie County's Regional Resilience Vulnerability Assessment can be found online.

COMPREHENSIVE PLAN

EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 7

RECREATION AND OPEN SPACE ELEMENT

DATA, INVENTORY & ANALYSIS

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

RECREATION AND OPEN SPACE ELEMENT

DATA INVENTORY AND ANALYSIS

INTRODUCTION

The Recreation and Open Space Element presents a review of the current recreation facilities and opportunities in St. Lucie County, and includes Level of Service Standards and Goals, Objectives and Policies designed to assist the County in meeting the future recreation needs of its residents and visitors.

Recreation facilities are important components of a community's physical development pattern. They contribute to the attractiveness of the area, as well as the health and well-being of its citizens. St. Lucie County's location along the Atlantic Ocean provides abundant water-oriented recreational opportunities. The County would like to continue providing for diverse recreational interests with an emphasis on community and regional park creation in the future.

OVERVIEW OF CURRENT CONDITIONS

The St. Lucie County Parks and Recreation Services Services Department, Environmental Resources Department, and Mosquito Control ~~and Coastal Management Services~~ Departments operate facilities and conducts programs throughout the County. These activities are conducted at County-owned or leased recreational facilities which are under the management or use of several departments. Several park facilities within the City of Fort Pierce are under the maintenance responsibility of the City; however, program administration has, through an interlocal agreement, been delegated to the County. The City of Port St. Lucie operates and maintains their own park facilities and programs. In addition to the local facilities, the State of Florida owns/ operates/ administers over 7,750 acres of recreational and open space lands within the County.

Community Parks System Master Plan and Classification System

The St. Lucie County Community Parks System Master Plan adopted in ~~2002~~2022, clarified the County's Parks & Recreation Mission to enhance the quality of life in St. Lucie County by providing memorable, positive experiences for citizens and visitors at our parks, recreational facilities, athletic fields, and event venues. ~~indicates that the provision of larger parks such as community and urban district (generally called "regional") parks should be the main emphasis of the County's parks and recreation system.~~ The Parks and Recreation ~~Services~~ Department ~~revised its~~ utilizes a parks classification system ~~in 2010 based upon an extensive review of other Florida Comprehensive Plan Recreation and Open Space Elements. The current framework~~ that includes the following categories:

Neighborhood Parks

This classification of parks includes those that typically serve neighborhoods and mixed use centers in suburban or urban areas of the county. These parks are within walking or biking distance of the neighborhood or center they serve and amenities such as restrooms and parking may or may not be provided. These parks are typically used by the residents in the immediate area. The amenities in these parks may include playgrounds, picnic areas, small community centers, open space play and walking trails.

No level of service standard has been set for Neighborhood Parks and these parks are encouraged to be provided and maintained by the cities or homeowner associations.

Community Parks

This classification includes parks that serve larger geographic areas of the County and provide a variety of passive and/or active recreation activities conveniently located for short-term visits. The park size will vary greatly but is distinguished primarily by the patrons using the park who are local residents from different neighborhoods. The service area for community parks generally extends up to 20 miles; they may be located in residential areas or be adjacent to schools or other community facilities to maximize use and share costs. Parking is provided on the site or at a shared location. Facilities may include restrooms, picnic tables and pavilions, athletic fields and courts (tennis, basketball, softball, baseball) and a recreation center. Community parks on the water may have trails, piers, observation towers and canoe launches but do not have boat ramps.

Regional Parks

This classification includes parks that primarily serve the needs of an entire county or region. These parks vary in size but are characterized by frequent use by visitors from outside the county. The use by residents and visitors from outside the county is generally due to the type(s) of facilities available and/or the activities which occur in these parks. These parks may be athletic complexes which host a variety of scheduled, organized sports such as baseball, softball, football and soccer. The fields are typically lighted and include restrooms and adequate parking for large crowds. The regional parks may also contain a variety of recreational facilities such as picnic pavilions, trails, athletic fields, swimming pool and tennis or basketball courts but are differentiated from community parks because of the size, number and requirement for scheduling use. Regional parks on the water provide access to major water bodies (St. Lucie River, Indian River and Atlantic Ocean) for swimmers, boaters and fishermen from within and from outside the county. These parks include the beaches as well as boat ramps with restrooms and parking for autos and trailers.

Resource-based Parks (ESL and Preserves)

This classification includes parks that primarily preserve and protect environmentally sensitive lands, and interpret natural and/or cultural resources. The location for Resource-based Parks is determined by the location of the specific resources. Size and access can take many forms depending on the setting and type of resources. Management plans should give consideration to the resource and allow public use only as it is compatible with resource protection.

Resource-based Parks are selected for inclusion in the park system because of their exemplary natural and/or cultural features and are acquired, identified and preserved for stewardship and protection. Protection and stewardship of unique natural and cultural resources provide a variety of public benefits. These parks provide educational and interpretative opportunities relative to environmental and cultural resources. These lands may offer opportunities to restore degraded areas and to protect, increase, and restore biodiversity of species that may inhabit these areas. In addition, passive recreation opportunities and facilities are also appropriate at these parks. Development which does not adversely affect resources and which enhances awareness of the resource values is appropriate. Development of public sites should include opportunities for public education and enjoyment. Interpretive (educational) facilities and structures may include visitor centers, nature centers, orientation kiosks, nature watching stations, demonstration areas, preserved buildings and gardens, hiking, biking, and equestrian trails as designated. To the extent

that they do not adversely impact the resources themselves, support amenities may also be developed such as camping, picnicking areas, restrooms, signs, benches and parking. Trails and trail connections are a significant feature at these parks.

Inventory of Existing Facilities

The following tables 7-1a through 7-1c summarizes existing recreation and open space facilities owned, operated, and/or maintained by St. Lucie County. The location of the facilities is indicated on Map REC-1. Many of the existing parks continue historic Comprehensive Plan categorizations.

~~**TABLE 7-1**~~

~~**SLC Neighborhood Parks (Unincorporated County)**~~

~~Name~~	~~Address~~	~~Acres~~
~~**SLC Neighborhood Parks (Unincorporated St. Lucie**~~	~~**County)**~~	
~~Collins Park~~	~~341 Barraclough St.~~	~~0.67~~
~~Lakewood Neighborhood Park~~	~~6106 N Kings Hwy~~	~~7.14~~
~~Lincoln Park Community Center~~	~~1306 Avenue M~~	~~2.71~~
~~Palm Lake Park~~	~~5000 Seagrape Dr~~	~~8.91~~
~~Paradise Park~~	~~2020 Juanita Avenue~~	~~1.72~~
~~Walton Community Center~~	~~11090 Ridge Ave~~	~~0.76~~
~~White City School Recreation~~	~~905 W. 2nd Street~~	~~2.00~~
		~~**23.86**~~
~~**SLC Community Parks**~~		
~~Blind Creek Riverside North~~	~~5101 S Ocean Dr~~	~~35.12~~
~~Blind Creek Riverside South~~		~~245.10~~
~~DJ Wilcox Riverside~~	~~399 Wilcox Rd~~	~~38.65~~
~~Dollman Park Riverside~~	~~9101 S Ocean Dr~~	~~242.19~~
~~Elks Park~~	~~2501 Delaware Ave~~	~~11.86~~
~~Harbour Pointe~~	~~1 Avenue M Ext~~	~~19.98~~
~~Indrio Road Park and School House~~	~~8850 Indrio Rd~~	~~7.75~~
~~John Brooks Park Riverside~~	~~2601 S Ocean Dr~~	~~142.21~~
~~Lincoln Park Recreation Area~~		~~22.12~~
~~Little Jim Bridge Park~~	~~601 N. Causeway Dr~~	~~1.67~~
~~Museum Pointe Park~~	~~414 Seaway Dr~~	~~9.30~~
~~Pepper Park Riverside~~	~~3375 N SR Highway A1A~~	~~20.38~~
~~Ravenswood Community Pool & Shuffleboard Courts~~	~~200 Ravenswood Lane~~	~~1.59~~
~~St Lucie Village Heritage Park~~	~~305 Torpey Rd~~	~~75.58~~
~~Vitolo Family Preserve North~~	~~3701 S Ocean Dr~~	~~77.21~~
~~Vitolo Family Preserve South~~	~~4101 S Ocean Dr~~	~~25.09~~
~~Weldon B Lewis Park~~	~~4650 Oleander Ave~~	~~47.60~~
		~~**1,023.40**~~

Table 7-1: Parks Inventory

Neighborhood Parks (Unincorporated County)		
Name	**Address**	**Acres**
Collins Park	341 Barraclough St.	0.67
Lakewood Neighborhood Park	6106 N Kings Hwy	7.9
Lincoln Park Community Center	1306 Avenue M	2.05
Palm Lake Park	5000 Seagrape Dr	9.5
Paradise Park	2020 Juanita Avenue	1.79
Walton Community Center	11090 Ridge Ave	0.76
Subtotal		**22.67**
Community Parks		
Airport Greenway Park	N 25th St.	3.8
Blind Creek Riverside North	5101 S Ocean Dr	35.12
Blind Creek Riverside South		245.1
DJ Wilcox Riverside	399 Wilcox Rd	38.65
Dollman Park Riverside	9101 S Ocean Dr	242.19
Elks Park	2501 Delaware Ave	11.86
Harbour Pointe	1 Avenue M Ext	18.39
Indian Hills Recreation	52 Savannah Road	63.68
Indrio Road Park and School House	8850 Indrio Rd	8.58
John Brooks Park Riverside	2601 S Ocean Dr	142.21
Kings Island Riverside	901 Jack Island Access Rd.	5.1
Little Jim Bridge Park	601 N. Causeway Dr	1.6
Museum Pointe Park	414 Seaway Dr	10.21
North Ocean Drive Beach		11.8
Queens Island Riverside	4653 N SR A1A	67.14
Ravenswood Community Pool & Shuffleboard Courts	200 Ravenswood Lane	1.61
Sheraton Planza Recreation Area	2508 Juanita Ave	5.0
St Lucie Village Heritage Park	305 Torpey Rd	71.95
Vitolo Family Preserve North	3701 S Ocean Dr	77.21
Vitolo Family Preserve South	4101 S Ocean Dr	25.09
Weldon B Lewis Park	4650 Oleander Ave	48.66
Subtotal		**1,134.95**

Regional Parks

Name	Address	Acres
Adventure Park	6050 Peacock Rd.	197
Blind Creek Beachside/South & North	5460 S Ocean Dr	124.9
Blue Heron Beach	2101 Blue Heron Blvd	1.5
Byrn Mawr Beach Access	5056 N SR Highway A1A	1.4
St Lucie County Sports Complex	525 NW Peacock Dr	97.48
Dollman Park Beachside	9200 S Ocean Dr	21.83
Fairwinds Gold Course	4400 Fairwinds Dr	323.16
Frederick Douglass Beach	3600 S Ocean Dr	19.98
Hermans Bay Beach	7880 S Ocean Dr	1.22
John Brooks Park Beachside	3300 S Ocean Dr	211.5
Lakewood Park Regional Park	5990 Emerson Ave	155.47
Lincoln Park Regional Park/ Ilous Ellis	1211 Avenue M	14.77
Lincoln Park Regional Park/ Horatio Grisby	1506 Avenue M	7.48
John B. Parks/Lawnwood Regional Park	1302 Virginia Ave	90.47
Middle Cove Beach	4600 S Ocean Dr	3.81
Midway & 25th (Land)	0 TBD 25th St.	17
Normandy Beach	8550 S Ocean Dr	0.66
North Causeway Island Park	500 N Causeway Dr	5.57
Ocean Bay Beachside	7600 S Ocean Dr	14.05
Pepper Park Beachside	3302 N SR Highway A1A	32.16
Pepper Park Riverside	3375 N SR A1A Highway	22.81
Queens Island Beachside	4653 N SR A1A	7.76
River Park Marina	500 SE Prima Vista Blvd	14.1
Savannas Recreation Area	1400 Midway Rd	569.59
SLC Fairgrounds	15601 W Midway Rd.	224.84
South County Regional Sports Complex	560 NW University Blvd	10.31
Stan Blum Boat Ramp	316 N Causeway	12.23
Walton Rocks Beach and Dog Park	6700 S Ocean Dr	91.87
Waveland Beach Park	10350 S Ocean Dr	3.02
White City Park	1801 Midway Rd	16.78
Subtotal		**2,314.72**

Source: St. Lucie Planning and Development Services Department, St. Lucie Parks and Recreation Services, 2012.

Name	Address	Acres
SLC Regional Parks		
Blind Creek Beachside	5460 S Ocean Dr	150.14
Blue Heron Beach	2101 Blue Heron Blvd	1.20
Byrn Mawr Beach Access	5056 N SR Highway A1A	1.16
Digital Domain Sports Complex	525 NW Peacock Dr	97.48
Dollman Park Beachside	9200 S Ocean Dr	21.28
Fairwinds Golf Course	4400 Fairwinds Dr	323.16
Frederick Douglass Beach	3600 S Ocean Dr	19.40
Hermans Bay Beach	7880 S Ocean Dr	1.37
John Brooks Park Beachside	3300 S Ocean Dr	210.88
Lakewood Park Regional Park	5990 Emerson Ave	155.47
Lawnwood Regional Park	1302 Virginia Ave	90.47
Middle Cove Beach	4600 S Ocean Dr	4.42
Normandy Beach	8550 S Ocean Dr	1.04
North Causeway Island Park	500 N Causeway Dr	6.24
Ocean Bay Beachside	7600 S Ocean Dr	14.30
Pepper Park Beachside	3302 N SR Highway A1A	20.53
River Park Marina	500 SE Prima Vista Blvd	13.14
Savannas Recreation Area	1400 Midway Rd	14.00
South Causeway Island Park	Seaway Dr	4.58
South County Regional Sports Complex	560 NW University Blvd	10.31
Stan Blum Boat Ramp	613 N Causeway Dr	11.06
Walton Rocks Beach and Dog Park	6700 S Ocean Dr	96.57
Waveland Beach Park	10350 S Ocean Dr	3.36
White City Park	1801 W Midway Rd	15.37
	1,286.93	

Name	Address	Acres
Resource-Based Park (ESL & Preserves)		
Adams & Eaves Preserve	Okeechobee Road	151.03
Ancient Oaks	4650 Oleander Avenue	47.74
Bear Point Sanctuary	2601 S Ocean Dr	341.64
Blind Creek Riverside North	4651 S Ocean Dr	35.12
Bluefield Preserve	30501 Bluefield Ranch Rd	3,276.93
Captain Hammonds Hammock	Canoe Access Only	34.31
Citrus Hammock	Canoe Access Only	46.82
Cypress Creek Preserve	Okeechobee Road	783.41
DJ Wilcox Preserve	300 Michigan St	66.71
George Lestrange Preserve	4911 Ralls Rd	96.65
Germany Canal Recreation Area	Germany Rd	640.00
Goat Island	Canoe Access Only	21.40
Gordy Road Recreation Area	3650 Gordy Rd	40.96
Greene Swamp		513.00
Harbor Branch Preserve		250.00
Indrio Savannas Preserve	5275 Tozour Road	297.00
Indrio Scrub Preserve	5501 Old Dixie Hwy	13.23
Jack Island State Preserve	900 Jack Island Access Rd	414.32
Jones Hammock Preserve	2051 Bell Avenue	7.12
Kings Island Preserve	900 Jack Island Access Rd	166.25
Lake Indrio Preserve	US Highway 1	6.94
Myers Stickel	Oleander Avenue	24.25
Ocean Bay Riverside	6851 S Ocean Dr	88.14
Oxbow Eco Center	5400 NE St James Dr	254.15
Petravice Preserve	5445 Palmetto Avenue	24.77
Pinelands Preserve	7601 VPI Grove Rd	750.79
Platt's Creek	North Fork of the St. Lucie River	100.00
Queens Island Preserve	4653 SR N Highway A1A	389.55
Racoon Island Park	Indian River Lagoon	2.92
Richard E. Becker Preserve	3398 Selvitz Road	12.36
Sheraton Scrub Preserve	2222 N 41st St	65.12
Spruce Bluff Preserve	611 SE Dar Ln	88.27
Steven J. Fousek Preserve	8551 Carlton Road	194.80
St. Lucie Village Heritage Park	305 Torpey Road	71.95
Sweetwater Hammock Preserve	4100 S 25th St	8.32
Teague Hammock Preserve	8550 Carlton Rd	300.38
Ten Mile Creek Preserve	3401 Gordy Rd	8.63
Walton Scrub Preserve	10809 S Indian River Dr	31.25
Wildcat Cove	3399 N SR Highway A1A	114.68
Zorc Preserve	6301 Citrus Blvd	20.25
		9,801,16

Table 7-1b Inventory of Resource Based Parks

Resource Based Park (ESL & Preserves)		
Name	**Address**	**Acres**
Adams & Eaves Preserve	Okeechobee Road	151.03
Ancient Oaks	4650 Oleander Avenue	47.74
Bear Point Sanctuary	2601 S Ocean Dr	341.64
Blind Creek Riverside North	4651 S Ocean Dr	35.12
Bluefield Preserve	30501 Bluefield Ranch Rd	3,276.93
Captain Hammonds Hammock	Canoe Access Only	34.31
Citrus Hammock	Canoe Access Only	46.82
Cypress Creek Preserve	Okeechobee Road	783.41
DJ Wilcox Preserve	300 Michigan St	66.71
George Lestrange Preserve	4911 Michigan St	96.65
Germany Canal Reclamation Area	Germany Road	640.00
Goat Island	Canoe Access Only	21.40
Gordy Road Recreation Area	3650 Gordy Road	40.96
Greene Swamp	-	513.00
Harbor Branch Preserve	-	250.00
Indrio Savannas Preserve	5275 Tozour Road	297.00
Indrio Scrub Preserve	5501 Old Dixie Hwy	13.23
Jack Island State Preserve	900 Jack Island Access Rd	414.32
Jones Hammock Preserve	2051 Bell Avenue	7.12
Kings Island Preserve	900 Jack Island Access Rd	166.25
Kitterman/Lennard Savanna Trailhead Preserve	300 Kitterman Road	29.02
Lake Indrio Preserve	US Highway 1	6.94
Myers Stickel	Oleander Avenue	24.25
Ocean Bay Riverside	6851 S Ocean Drive	88.14
Oxbow Eco Center	5400 NE St James Dr	254.15
Petravice Preserve	5445 Palmetto Avenue	24.77
Pinelands Preserve	7601 VPI Grove Rd	750.79
Platt's Creek	North Folk of the St Lucie River	100.00
Pursuit Preserve		10.00
Queens Island Preserve	4653 SR N Highway A1A	389.55
Racoon Island Park	Indian River Lagoon	2.92
Ragoobar	3433 Gordy Road	6.95
Richard E Becker Preserve	3398 Selvitz Road	12.36
Sheraton Scrub Preserve	2222 N 41st Street	65.12
Spruce Bluff Preserve	611 SE Dar Ln	88.27
Steven J. Fousek Preserve	8551 Carlton Road	194.80
St Lucie Village Heritage Park	305 Torpey Road	71.95
Sweetwater Hammock Preserve	4100 S 25th Street	8.32
Teague Hammock Preserve	8550 Carlton Road	300.38

Ten Mile Creek Preserve	3401 Gordy Road	8.63
Tighe		10.09
Turnpike Feeder Lots		21.68
Walton Scrub Preserve	10809 S Indian River Dr	31.25
Wildcat Cove	3399 N SR Highway A1A	114.68
Zorc Preserve	6301 Citrus Blvd	20.25
25th and Midway		27.74
Sub Total		**9,906.64**

Source: St. Lucie Planning and Development Services Department, St. Lucie Parks and Recreation Services, 2012.
~~Note: The County is evaluating public access and potential future acquisition for its Greenways & Trails Program.~~

~~Other County Facilities~~		
~~Fairgrounds and Equestrian Center~~	~~15601 W Midway Rd~~	~~245.85~~
~~Havert L Fenn Center~~	~~2000 Virginia Ave~~	~~5.06~~
~~Lawnwood Skate Park~~	~~2100 Virginia Ave~~	~~5.10~~
~~National Navy UDT SEAL Museum~~	~~3300 N Highway A1A~~	~~11.55~~
~~St Lucie County Marine Center~~	~~420 Seaway Dr~~	~~0.20~~
~~St Lucie County Regional History Center~~	~~414 Seaway Dr~~	~~0.77~~

Table 7-1c Other County Facilities

~~Other County Facilities~~		
Name	**Address**	**Acres**
Fairgrounds and Equestrian Center	15601 W Midway Rd	230
Havert L. Fenn Center	2000 Virginia Ave	5.60
Lawnwood Skate Park	2100 Virginia Ave	1.72
National Navy UDT SEAL Museum	3300 N Highway A1A	11.80
St Lucie County Marine Center	420 Seaway Dr	0.21
St Lucie County Regional History Center	414 Seaway Dr	0.81
Sub Total		**250.14**

Source: St. Lucie Planning and Development Services Department, St. Lucie Parks and Recreation Services, 2012

As Table 7-1a-7-1c indicates, St. Lucie County contains approximately 3,190 ~~2,602~~ acres of neighborhood, community, and regional parks, and other County facilities. Resource- based parks, including Environmentally Significant Lands and preserves, comprise over 9,900 ~~9,212~~ acres. Ownership of and responsibility for the management of the recreational lands in St. Lucie County falls to a mixture of state and local agencies.

Additionally, the State of Florida operates four major parks in St. Lucie County. These are:

- Jack Island State Preserve (414.32 acres)
- Ft. Pierce Inlet State Recreation Area (355.38 acres)
- Avalon State Park (673.62 acres)
- Savannas Preserve State Park (6,311.33 acres)

Private Recreation Facilities

In addition to public facilities, St. Lucie County has a number of large developments that have private recreational facilities such as golf courses, tennis courts, pools, and trails. Most residential development projects that use the Planned Unit Development zoning furnish some type of recreational facilities for their residents. These facilities satisfy some proportion of the total recreation demand for the residents of these communities.

NEEDS ANALYSIS

Level of Service: Community Parks

The current inventory identifies 1,134.95 ~~1,023~~ acres of Community Parks. The LOS standard for publicly-owned Community Parks in St. Lucie County is 5 acres per one thousand (1,000) residents in the County's unincorporated area. As a comparison, Martin County and Palm Beach County have Community Park levels of service of 2 acres and 2.5 acres per 1,000 residents respectively. St. Lucie County's LOS for this recreation category is projected through 2040~~2030~~. As the following ~~t~~Table 7-2 shows, the County will have sufficient Community Park acreage in the short and long term planning periods.

Community Parks LOS Projections

	~~2009~~	~~2010~~	~~2011~~	~~2015~~	~~2020~~	~~2025~~	~~2030~~
~~Population (unincorporated area)~~	~~72,925~~	~~74,983~~	~~75,961~~	~~79,874~~	~~83,974~~	~~87,796~~	~~91,201~~
~~Community Park Acreage~~	~~1,023~~	~~1,023~~	~~1,023~~	~~1,023~~	~~1,023~~	~~1,023~~	~~1,023~~
~~Acreage needed to maintain LOS~~	~~365~~	~~375~~	~~380~~	~~399~~	~~420~~	~~439~~	~~456~~
~~Surplus/deficit acreage~~	~~685~~	~~648~~	~~643~~	~~624~~	~~603~~	~~584~~	~~567~~

Table 7-2 Community Parks LOS Projections

	2025	2030	2035	2040	2045	2050
Population (unincorporated area)	78,755	80,459	81,432	81,740	81,285	80,592
Community Park Acreage	1,049	1,049	1,049	1,049	1,049	1,049
Acreage needed to maintain LOS	394	402	407	409	406	403
Surplus/deficit acreage	655	647	642	640	643	646

Source: St. Lucie Planning and Development Services Department, St. Lucie Parks and Recreation Services, 2025.

Level of Service: Regional Parks

The current inventory identifies 2,314.72~~1,286.93~~ acres of Regional Parks. The LOS standard for Regional Parks in St. Lucie County is 2.5 acres per one thousand (1,000) residents Countywide. As the following ~~t~~Table 7-3 shows, the County has sufficient Regional Park acreage in the short- and long-term planning periods.

	~~2009~~	~~2010~~	~~2011~~	~~2015~~	~~2020~~	~~2025~~	~~2030~~
~~Population (County Wide)~~	~~272,864~~	~~276,700~~	~~283,980~~	~~313,100~~	~~354,300~~	~~395,200~~	~~434,100~~
~~Regional Park Acreage~~	~~1,287~~	~~1,287~~	~~1,287~~	~~1,287~~	~~1,287~~	~~1,287~~	~~1,287~~

~~Acreage needed to maintain LOS~~	~~682~~	~~692~~	~~710~~	~~783~~	~~886~~	~~988~~	~~1,085~~
~~Surplus/deficit acreage~~	~~605~~	~~595~~	~~577~~	~~504~~	~~401~~	~~299~~	~~202~~

Table 7-3 Regional Parks: LOS Projections

	2025	2030	2035	2040	2045	2050
Population (County Wide)	385,400	423,900	456,800	484,200	508,800	530,700
Regional Park Acreage	1,868	1,868	1,868	1,868	1,868	1,868
Acreage needed to maintain LOS	964	1,060	1,142	1,070	1,211	1,327
Surplus/deficit acreage	904	808	726	798	657	541

Source: St. Lucie Planning and Development Services Department, St. Lucie Parks and Recreation Services, 2025.

Level of Service: Resource-based Parks

The current inventory identifies 9,905 ~~9,212.69~~ acres of Resource-based Parks. The LOS standard for Resource-based Parks in St. Lucie County is 21.2 acres per one thousand (1,000) residents Countywide. As the following ~~t~~Table 7-4 shows, the County will have sufficient Resource-based Park acreage in the short- and long-term planning periods. It should be noted most counties do not provide a resource-based park level of service. However, because these parks are such an important part of St. Lucie County's overall recreational amenities, they have been included.

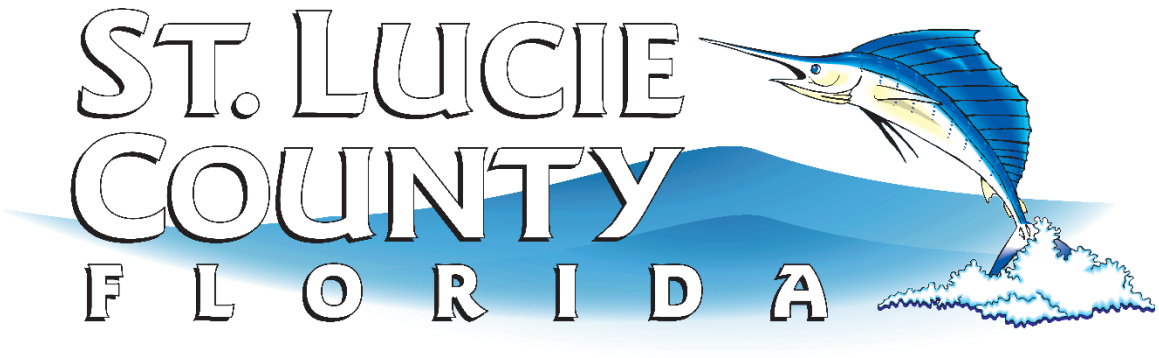
~~Resource-based Parks LOS projections~~

	~~2009~~	~~2010~~	~~2011~~	~~2015~~	~~2020~~	~~2025~~	~~2030~~
~~Population (Countywide)~~	~~272,864~~	~~276,700~~	~~283,980~~	~~313,100~~	~~354,300~~	~~395,200~~	~~434,100~~
~~Resource Based Park Acreage~~	~~9,213~~	~~9,213~~	~~9,213~~	~~9,213~~	~~9,213~~	~~9,213~~	~~9,213~~
~~Acreage needed to maintain LOS~~	~~5,785~~	~~5,866~~	~~6,020~~	~~6,638~~	~~7,511~~	~~8,378~~	~~9,203~~
~~Surplus/deficit acreage~~	~~3,428~~	~~3,347~~	~~3,192~~	~~2,575~~	~~1,702~~	~~834~~	~~10~~

Table 7-4 Resource Based Parks LOS Projections

	2025	2030	2035	2040	2045	2050
Population (Countywide)	385,400	423,900	456,800	484,200	508,800	530,700
Resource Based Park Acreage	9,801	9,801	9,801	9,801	9,801	9,801
Acreage needed to maintain LOS	8,170	8,987	9,684	10,265	10,787	11,251
Surplus/deficit acreage	1,631	814	117	464	986	1,450

Source: St. Lucie Planning and Development Services Department, St. Lucie Parks and Recreation Services, 2025.



COMPREHENSIVE PLAN

EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 8

INTERGOVERNMENTAL COORDINATION ELEMENT

DATA, INVENTORY & ANALYSIS

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

INTERGOVERNMENTAL COORDINATION ELEMENT

DATA INVENTORY AND ANALYSIS

PURPOSE

The purpose of the Intergovernmental Coordination Element is to identify and resolve incompatibilities between St. Lucie County's comprehensive planning processes and those of other governmental entities with interests in or related to the County's area of concern. The areas of concern for St. Lucie County include municipalities within the County, adjacent counties, the St. Lucie County School Board, the South Florida Water Management District, Fort Pierce Farms Water Control District, North St. Lucie River Water Control District, Treasure Coast Regional Planning Council, state government, federal government, and utility companies.

Specific coordination needs within each of the elements of the St. Lucie County comprehensive plan that would benefit from improved or additional intergovernmental coordination and mechanisms for satisfying these needs are also identified, as appropriate.

EXISTING DATA AND CONDITIONS

St Lucie County currently has either formal or informal coordination agreements, or interacts through standard operating procedures under statutory authority, with the following agencies or jurisdictions:

Municipal Government

City of Fort Pierce
City of Port St. Lucie
Village of St. Lucie

Adjacent County Government

Indian River County
Martin County
Okeechobee County

County Government

St. Lucie County Fire District
St. Lucie County Health Department
St. Lucie County Property Appraiser
St. Lucie County Sheriff
St. Lucie County Supervisor of Elections
St. Lucie County Tax Collector

Education

Bureau of Economic and Business Research (University of Florida)
Harbor Branch Oceanographic Institution (Florida Atlantic University)
Indian River State College
Institute of Food and Agricultural Sciences (UF/IFAS) (University of Florida)
St. Lucie County District School Board

Other

19th Judicial Circuit of Florida
Economic Development Council of St. Lucie County
~~Enterprise Florida~~
Fort Pierce Farms Water Control District
North St. Lucie River Water Control District
North St. Lucie Hospital District
Office of the Medical Examiner--19th Judicial District of Florida
Rupert J. Smith Law Library of St. Lucie County Florida
Smithsonian Institution
St. Lucie Chamber of Commerce
St. Lucie Transportation Planning Organization (TPO)
Treasure Coast Education, Research and Development Authority
Treasure Coast Regional Planning Council

Florida Departments and Agencies

Department of Business and Professional Regulation
Department of Children and Family Services
Department of ~~Economic Opportunity~~ Commerce
Department of Emergency Management
Department of Environmental Protection (DEP)
Department of Highway Safety and Motor Vehicles
Department of Revenue
Department of Transportation
Department of Veterans' Affairs
Division of Emergency Management
Division of Historic Resources
Florida Housing Finance Corporation
Fish and Wildlife Conservation Commission
South Florida Water Management District
State Attorney's Office

United States Departments and Agencies

Army Corps of Engineers
Commerce, Census Bureau
Environmental Protection Agency
Federal Emergency Management Agency
Federal Aviation Administration
Housing and Urban Development
U.S. Fish and Wildlife Service
U.S. Postal Service
U.S. Department of Veterans Affairs
Transportation

Regulated Utilities

AT&T
Florida Cablevision
Florida Power & Light
Fort Pierce Utility Authority

EVALUATION OF EXISTING COORDINATION MECHANISMS

For each agency previously listed, Table 8-1 briefly describes the existing coordination mechanisms indicating the subject, nature of the relationship and the office with primary responsibility for coordination.

JOINT PLANNING AREAS

Comparison with Regional Policy Plan

The Strategic Regional Policy Plan for the Treasure Coast Region (1995) has been reviewed and considered during the process of revising this Comprehensive Plan. The Comprehensive Plan conforms to the Regional Policy Plan.

Specific Coordination Issues in Each Element

Following is a summary the interagency coordination needs associated with each element of this Comprehensive Plan.

Future Land Use

Significant issues that warrant coordination include review of the western rural lands, annexations, and reduction of sprawl and greenhouse gases. The County will continue to coordinate with the municipalities on population growth and annexations, utility service areas and maintenance of roads and drainage facilities. The County ~~will~~ coordinated with the Department of ~~Economic Opportunity~~ Commerce, the Treasure Coast Regional Planning Agency and local stakeholders on the Western Land Study. The County will continue to coordinate with the City of Fort Pierce on annexation through an interlocal agreement and pursue a similar agreement with the City of Port St. Lucie.

Starting in 2021, the Board of County Commissioners reviewed the original Urban Service Boundary (USB) for expansion in response to significant growth in the county and anticipating more growth in the next twenty years. The County saw 38.8% of population growth between 2010-2024. 13% of population growth in unincorporated St Lucie County and the majority of the population growth from the City of Port St. Lucie. In August of 2022, the Board of County Commissioners adopted Ordinance 2022-15 to expand the USB in the southwest area in the County.

The County, with Calvin Giordano & Associates, completed an assessment of the Urban Service Boundary (USB) with the updated data associated with the 2024 Evaluation and Appraisal Review and determined there is sufficient land within the USB to accommodate growth through 2035 (10-year planning period).

Coastal Management

In order to implement the goals of this element, the County works with various agencies including the Florida Department of Environmental Protection (FDEP), Fish and Wildlife Service, National Marine Fisheries Commission, Federal Emergency Management Administration (FEMA) and the U.S. Army Corps of Engineers. With the assistance of the FDEP the County continues to protect reefs and sea grass beds, West Indian Manatees, Sea Turtles, and other listed species, and marine turtles and turtle nesting habitats. The County works with a variety of state and regional agencies to create a system of natural area greenways and wildlife corridors that will protect ecological communities in the coastal area. Coordination with FEMA includes monitoring FEMA's regulations and updating the County's adopted flood protection regulations accordingly.

Port of Fort Pierce Sub-Element

~~Efficient transportation to the Port is essential for movement of cargo. The County continues to coordinate with FDOT and the Florida East Coast Railroad on transportation issues related to the Port.~~

The vision for the Port of Fort Pierce encourages economic redevelopment of the port under well-defined land use and planning guidelines and streamlined port governance, with sufficient flexibility to merge market demand with marine industrial, marine commercial, marine research, and maritime academic/vocational uses. The County Port Authority works in coordination with the City of Fort Pierce to implement the Goals, Objectives and Policies of the Port Sub-element and 2020 Port Master Plan. An interlocal agreement between the County and the City of Fort Pierce further defines the responsibilities of each entity.

Transportation

The County works with City of Port St. Lucie, City of Fort Pierce, the St. Lucie Transportation Planning Organization, Martin County and the Florida Department of Transportation to coordinate and implement regular updates to the regional transportation plan, including improvements to all mobility infrastructure. Most recently, the ~~Go2040~~ SmartMoves 2045 Long Range Transportation Plan was adopted February 3, ~~2016~~ 2021. Interagency coordination with FDOT is required for the development of FDOT's annual Work Program; intergovernmental coordination on the airport involves Florida FDOT, the Federal Aviation Administration, and the Florida Aviation System; and planning for and funding improvements to the Port of Fort Pierce includes the City of Fort Pierce, St. Lucie County serving as the Port Authority, the Florida Seaport Transportation and Economic Development (FSTED) Council, and the Florida Ports Council.

Housing

The County continues coordination with U.S. Housing and Urban Development, the Florida Housing Finance Corporation for affordable and workforce housing programs. Additionally, the County shall dialogue with the Florida Housing Finance Corporation to ensure an accurate inventory for any subsidized rental housing, group homes, or mobile home parks that may exist within the County. An inventory of historically significant housing is required for the Comprehensive Plan, and therefore periodic coordination and communication with the State's Division of Historic Resources, Florida Master Site File is necessary.

Infrastructure

The Infrastructure Element provides for potable water, sewer, drainage, and solid waste facilities to meet the needs of existing and future development. The County shall continue to coordinate with the South Florida Water Management District and potable water providers on implementation of the 10-Year Water Supply Facilities Work Plan and development of alternate water supplies. The County will coordinate with the Florida Department of Environmental Protection to encourage these areas served by package plants to connect to a central sewer system. In coordination with the South Florida Water Management District, the County will continue to support projects related to the Comprehensive Everglades Restoration Program (CERP)/IRL-South Plan in order to improve water quality in the Indian River Lagoon and St. Lucie River Estuary.

Recreation and Open Space

The intergovernmental coordination needs within this element include the ongoing work with the Florida Department of Environmental Protection and its oversight of four state parks located within the County. Further, through an interlocal agreement, program administration for many City of Fort Pierce parks has been delegated to the County. Finally, the County and the St. Lucie County School Board have informal arrangements that allow for shared recreational facilities.

Conservation

The County shall continue to coordinate with the Florida Department of Environmental Protection, South Florida Water Management District (SFWMD), and the U.S. Army Corps of Engineers to protect wetlands, native habitats, and create greenways.

Capital Improvements
The County shall continue to coordinate with non-County entities that provide and monitor public facilities affecting concurrency such as the Florida Department of Transportation, the St. Lucie Transportation Planning Organization, the Florida Department of Environmental Protection, and the South Florida Water Management District. As part of the County's overall economic development strategy, continued coordination with the Federal Aviation Administration and Florida FDOT on investment in the Treasure Coast International Airport and with Florida Seaport Transportation and Economic Development (FSTED) Council on infrastructure improvements at the Port of Fort Pierce, which shall continue to be a priority for the County.

Economic Development
Economic development is a high priority ~~in the County~~ and the County works continuously with the Economic Development Council and ~~Enterprise Florida~~ the Florida Department of Commerce on attracting new businesses and encouraging the expansion of ~~new~~ existing businesses in St. Lucie County. In order to encourage economic development, the County continues to focus on working with local higher education providers. ~~In particular, the County will coordinate with the University of Florida through the Treasure Coast Education, Research and Development Authority to develop an agriculturally-and-biotechnologically-focused research park (TCERDA).~~

Towns, Villages, and Countryside (TVC)
The County is coordinating with the St. Lucie Transportation Planning Organization and the Florida Department of Transportation-on-transportation improvements to accommodate the TVC area.

Public School Facilities Element
The County continues to coordinate with the ~~St. Lucie School Board~~ St. Lucie Public Schools on school concurrency through implementation of the interlocal agreement.

Areas of Critical State Concern
There are no areas of critical state concern in St. Lucie County.

The following abbreviations are used in Table 8-1.

AE - Advise and Encourage
AP - Approval, Permit
CA - County Agency
FA – Formal Agreement
FN - Formal Notice
IN - Informal Notice
OA - Outside Agencies
PM - Periodic Meetings to Coordinate Programs
TA - Technical Assistance

TABLE 8-1
COORDINATING AGENCIES

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
MUNICIPALITIES:					
City of Fort Pierce	Annexation, Port of Fort Pierce, Transportation	PM	Interlocal Agreement Informal Coordination	Effective	Planning and Development Services County Administrator
City of Port St. Lucie	Annexation, Economic Development	PM	Interlocal Agreement Informal Coordination	Effective	Planning and Development Services County Administrator
Village of St. Lucie	Airport	AE	Informal Coordination	Effective	Planning and Development Services County Administrator
ADJACENT COUNTY:					
Indian River County	Comprehensive Planning	PM	Informal Coordination	Effective	Planning and Development Services
Martin County	Regional Transportation Plan Economic Development	PM	Informal Coordination	Effective	Planning and Development Services
Okeechobee County	Comprehensive Planning	AE	Informal Coordination	Effective	Planning and Development Services
COUNTY AGENCIES:					
St. Lucie County Fire District	Fire Rescue services	FA	Interlocal Agreement	Effective	County Administrator
St. Lucie County Health Department	Public Health Services	OA	Informal Coordination	Effective	County Administrator
St. Lucie County Property Appraiser	GIS Data Tax Revenues	CA	Informal Coordination	Effective	Planning and Development Services Management and Budget
St. Lucie County Sheriff	Criminal Justice	OA	Informal Coordination	Effective	County Administrator

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
St. Lucie County Supervisor of Elections	Elections	OA	Informal Coordination	Effective	County Administrator
St. Lucie County Tax Collector	Revenue	CA	Informal Coordination	Effective	County Administrator
SCHOOLS:					
Harbor Branch Oceanographic Institution (Florida Atlantic University)	Economic Development Education	OA	Informal Coordination	Effective	County Administrator
Indian River State College	Economic Development Education	OA	Informal Coordination	Effective	County Administrator
Institute of Food and Agricultural Sciences (UF/IFAS) (University of Florida)	Economic Development Education	OA	Informal Coordination	Effective	County Administrator
St Lucie County School Board	Public Education	OA	Informal Coordination	Effective	County Administrator
OTHER:					
19th Judicial Circuit of Florida	Justice System	OA	Informal Coordination	Effective	County Attorney
Bureau of Economic and Business Research (University of Florida)	Population Projections	OA	Informal Coordination	Effective	Planning and Development Services
Economic Development Council of St. Lucie County	Economic Development	OA	Informal Coordination	Effective	County Administrator
~~Enterprise Florida~~	~~Economic Development~~	~~OA~~	~~Informal Coordination~~	~~Effective~~	~~County Administrator~~
Fort Pierce Farms Water Control District	Stormwater	OA	Informal Coordination	Effective	Public Works
North St. Lucie River Water Control District	Stormwater	OA	Informal Coordination	Effective	Public Works
North St. Lucie Hospital District	Public Health Services	OA	Informal Coordination	Effective	County Administrator
Office of the Medical Examiner--19th Judicial District of Florida	Justice System	OA	Informal Coordination	Effective	County Attorney
Rupert J. Smith Law Library of St. Lucie County Florida	Justice System	OA	Informal Coordination	Effective	County Attorney
Smithsonian Institution	Economic Development	OA	Informal Coordination	Effective	County Administrator
St. Lucie Chamber of Commerce	Economic Development	OA	Informal Coordination	Effective	County Administrator

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
St. Lucie Transportation Planning Organization (TPO)	Transportation	OA	Informal Coordination	Effective	Planning and Development Services
Treasure Coast Education, Research and Development Authority	Economic Development	OA	Informal Coordination	Effective	County Administrator
Treasure Coast Regional Planning Council	Comprehensive Planning Economic Development	OA	Informal Coordination	Effective	~~Growth Management~~ Planning and Development Services
FLORIDA DEPARTMENTS AND AGENCIES:					
Department of ~~Economic Opportunity~~ Commerce	Comprehensive planning	AP, TA	Oversight of Comprehensive Plan, EAR, Regulation of Land Development Code	Effective	Planning and Development Services
Division of Emergency Management	Mutual Aid Agreement	OA, TA	Informal coordination	Effective	Public Safety
Department of Children and Family Services	Group homes, foster care facilities	FN, OA	Informal coordination	Effective	Community Services
Department of Environmental Protection	Water management, water quality, air quality, beaches/land, solid waste, septic tanks, water facility development, water use permits, wastewater management	AP	Permitting, informal coordination	Effective	Environmental Resources Public Works
Department of Highway and Motor Vehicles	Roadway safety	OA	Informal Coordination	Effective	Transportation Planning Organization
Department of Revenue	Tax Administration	OA	Informal Coordination	Effective	Management and Budget
Division Of Historic Resources	Historic lands and buildings	TA, AE	Informal coordination	Effective	Planning and Development Grants Resource/Disaster Recovery
Department of Transportation	Transportation planning, highway construction, right of way, alignments, access control transit	AE, TA	Informal coordination	Effective	Airport Port Transportation Planning Organization

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
Department of Veterans' Affairs	Veterans affairs	OA, TA	Informal coordination	Effective	County Administration
Fish and Wildlife Conservation Commission	Conservation issues	AE, TA	Permitting, informal coordination	Effective	Environmental Resources Protection of state listed species
Florida Housing Finance Corporation	Affordable housing funds	FA	Grant agreement	Effective	Housing
South Florida Water Management District	Stormwater management, wetlands mitigation impacts, water use	TA, AE, AP	Permitting, Informal coordination	Effective	Environmental Resources Wetland Impacts and Mitigation Public Works
State Attorney's Office	Justice System	OA	Informal Coordination	Effective	County Attorney
UNITED STATES DEPARTMENTS AND AGENCIES:					
Army Corps of Engineers	Wetland Mitigation	TA, AP	Permitting, Informal coordination	Effective	Environmental Resources Public Works
Commerce, Census Bureau	Decennial Census	TA	Informal coordination	Effective	Planning and Development
Environmental Protection Agency	Wetland Mitigation/impacts	TA, AP	Permitting, Informal coordination	Effective	Environmental Resources Public Works
Federal Aviation Agency	Airport	TA	Informal coordination	Effective	Airport
Federal Emergency Management Agency	Hurricane mitigation	TA	Informal coordination	Effective	Public Safety
U.S. Department of Housing and Urban Development	Affordable housing	FA	Formal coordination	Effective	Housing
U.S. Department of Veterans Affairs	Veterans affairs	OA, TA	Informal coordination	Effective	County Administrator
U.S. Fish and Wildlife Service	Habitat /wildlife conservation	TA, AP	Permitting, Informal coordination	Effective	Environmental Resources Federal listed species and habitat Public Works
U.S. Postal Service	Address development, mail delivery	OA	Informal Coordination	Effective	County Administrator
Transportation	Transportation planning	TA	Informal coordination	Effective	Port Airport

Agency	Subject Coordination	Nature of Relations	Existing and Anticipated Coordination Mechanisms	Effectiveness of Existing Coordination Mechanisms	St Lucie Office with Primary Responsibility For Coordination
					Transportation Planning Organization
REGULATED UTILITIES:					
AT&T	Telephone service	OA	Informal coordination	Effective	Public Works
Hometown Cable	Cable services, underground utilities	OA	Informal coordination	Effective	Public Works
Florida Power & Light	Underground utilities	OA	Informal coordination	Effective	Public Works
Fort Pierce Utility Authority	Electric, water and sewer service	OA	Informal coordination	Effective	Public Works

Source: County of St Lucie County, ~~2009~~ 2024

COMPREHENSIVE PLAN

EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 9

CAPITAL IMPROVEMENTS ELEMENT

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

CAPITAL IMPROVEMENTS ELEMENT

DATA INVENTORY AND ANALYSIS

Purpose
The purpose of the capital improvements element is to evaluate the need for public facilities as identified in the other comprehensive plan elements and as defined in the applicable definitions for each type of public facility, to estimate the cost of improvements for which the local government has fiscal responsibility, to analyze the fiscal capability of the local government to finance and construct improvements, to adopt financial policies to guide the funding of improvements and to schedule the funding and construction of improvements in a manner necessary to ensure that capital improvements are provided when required based on needs identified in the other comprehensive plan elements. The element shall also include the requirements to ensure that an adequate concurrency management system will be implemented by local governments pursuant to Section 163.3180, F.S.~~, of this chapter~~.

Relationship to the other Elements of the Comprehensive Plan

The Capital Improvements Element summarizes the needed capital facilities as identified in the other elements of the County's Comprehensive Plan. These needs include those necessary to correct existing deficiencies in meeting Level of Service Standards while providing for future needs. Deficiencies ~~were~~ are determined by comparing the current facilities to the currently adopted/proposed Level of Service Standard.

Public Facility Needs
Per Section 163. 3180, F.S., sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. If concurrency is applied to other public facilities, the comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide its application. The comprehensive plan must demonstrate, for required or optional concurrency requirements, that the levels of service adopted can be reasonably met. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule. Additionally, if concurrency is applied to transportation facilities, the comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service to guide its application.

The determination of facility needs within each Element considers the level of service, required repairs or renovations that reflect new system capacity, and new growth demands for projects. A relative priority of need among facility types has been indicated through the extent of improvements scheduled within this CIE update.

The projects summarized in the Schedule of Capital Improvements have been previously identified in the following Elements within the adopted St. Lucie County Comprehensive Plan: drainage, potable water, sanitary sewer, solid waste, parks & recreation, transportation/roads and schools. Each project has been prioritized in consideration of available 5-year funding. The analysis of needs for each public facility is analyzed here.

The County classified public facilities according to their relationship with the Concurrency Management System. Used in conjunction with the adopted Level of Service Standards for the various parts of the

Comprehensive Plan, these classifications are to be a guide in determining the need for, and then the development of, any capital improvement projects needed to meet the growth demands of the community. The classification of facilities is as follows:

A. Category A Public Facilities are transportation/roads, ~~mass transit,~~ stormwater management, potable water, sanitary sewer, solid waste, parks/recreational facilities and schools used for concurrency all of which are addressed in other elements of this Comprehensive Plan.

B. Category B Public Facilities are libraries, corrections, courthouse, administration, mosquito control, and Treasure Coast International Airport as owned, operated or developed by St. Lucie County. Category B Public Facilities are not used for concurrency purposes as provided for in the Concurrency Management System.

Category A Public Facilities

Transportation/Roads: In addition to the maintenance or achievement for traffic on county roadways being based upon a peak hour/direction level of service, consideration of growth demand includes addressing multimodal needs such as pedestrian and bicycle facilities and transit service. The County also works to address both vehicular and nonvehicular modes of transportation in development proposals and community design to provide adequate levels of mobility.

~~Due to recent reductions in motor fuel tax receipts from the increasing fuel efficiency of motor vehicles, the programming of transportation projects will be affected. As such, transportation projects have been prioritized in consideration of available funding.~~

The St. Lucie County Transportation Element provides additional details on roadway level of service and multimodal needs. The County's primary funding source for capacity adding projects, such as new road construction and lane addition improvements, is transportation impact fees/multimodal fees. To develop transportation fees, the County uses a systemwide approach, including demand/travel, costs and credits associated with County and State roads within the county. This approach is appropriate since the County and State roads jointly provide regional access as well as connecting neighborhoods to other areas. State and County roads that are parallel to each other alleviate traffic by providing travel options. County roads tend to play a greater role in connecting neighborhoods to State roads, which then provide a higher level of regional access.

The County also works to secure federal and state funding to ensure that the adopted level-of-service standards are achieved and maintained. As required by Section 163.3180, F.S., the County also provides for binding agreements for proportionate share contributions of required improvements from proposed development. The proportionate-share contribution is calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service. The County has accepted proportionate-share contributions for various roads to mitigate transportation impacts by applicants and to maintain level of service standards.

The Schedule of Capital Improvements in Tables 9-1a and 9-1b include ~~indicates if a~~ projects scheduled that ~~will~~ affect level of service standards and/or address multimodal needs.

Table 9-1a Capital Improvement Revenue for Roads

Revenue	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029

Available Major Project Reserves	$12,888,982	$13,919,238	$16,243,458	$18,763,125	$17,001,677
Residential Impact Fees	$8,368,249	$8,016,956	$7,831,272	$7,831,272	$7,831,272
Commercial Impact Fees	$629,868	$581,368	$555,749	$555,749	$555,749
Reimbursement	$5,000,000	$5,000,000	$5,000,000		
Interest	$175,196	$208,789	$265,259	$285,139	$295,372
Less 5 Percent	$(658,672)	$(688,507)	$(682,614)	$(433,608)	$(434,120)
Total Budgeted Revenues	**$26,403,623**	**$27,037,843**	**$29,213,125**	**$27,001,677**	**$25,249,951**

Table 9-1b Capital Improvement Expenditures for Roads

Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Arterial A (Midway Road to Orange Avenue)	Impact fees				$1,000,000		$2,000,000
Glades Cut Off Rd Widening & Improvements	Impact fees		$3,500,000	$6,000,000	$6,000,000	$7,600,000	$85,500,000
Jenkins Road Phase 2 (from Glades Cut Off Rd to Orange Ave)	Impact fees						$69,000,000
Jenkins Road Phase 3 (from Orange Ave to St Lucie Blvd)	Impact fees						$49,000,000
Lennard Rd / Tilton Rd Drainage	Impact fees	$1,500,000					
Tilton Rd Watershed Bypass Culvert Project Phase 2	Impact fees	$2,000,000					
Midway Rd (Glades Cut Off to Jenkins) Includes Tpk Interchange	Impact fees						$75,250,000
Selvitz Rd and Glades Cut Off Rd Intersection Improvements	Impact fees	$5,294,385	$5,294,385				
Walton Road Sidewalk (Lennard Rd to Green River Pkwy)	Impact fees	$400,000					
North County Airport Connector (I-95 to King's Hwy)	Impact fees			$2,000,000	$2,000,000	$2,000,000	$50,000,000
Oleander Ave Sidewalk (South Market Ave to Edwards Rd)	Impact fees	$150,000		$450,000			
Edwards Rd Widening (Jenkins Rd to 25th St)	Impact fees	$2,000,000	$2,000,000	$2,000,000	$1,000,000	$1,000,000	$15,000,000
Edwards Road Widening (Selvitz Road to Jenkins Road)	Impact fees	$1,000,000					$15,000,000
Impact Fee Study/ Mobility Plan	Impact fees	$140,000					
Total Budgeted Expenses		**$12,484,385**	**$10,794,385**	**$10,450,000**	**$10,000,000**	**$10,600,000**	**$360,750,000**

Source: St Lucie County Office of Management & Budget 2025.

Stormwater/Drainage: Fort Pierce Farms Water Control District and North St. Lucie Water Control Districts provide stormwater services for a portion of unincorporated St. Lucie County.

The drainage improvement needs as identified and prioritized within the CIE schedule are determined through an analysis of the required storm-water management resources necessary to maintain a 10-year/24-hour storm event within adjacent primary basin and outfall areas. This analysis is consistent with the County's involvement in maintaining National Pollutant Discharge and Elimination System (NPDES) standards administered by the United States Environmental Protection Agency (EPA) and the State Department of Environmental Protection (FDEP), which is directly linked to the impacts of land development activity upon the adjacent surface water system. ~~As shown on the project schedule for drainage, the County is emphasizing project funding for capacity improvements on Orange Avenue, Indian River Estates and White City.~~

~~The~~ Tables 9-2a and 9-2b are the capital projects reflected within the schedule that will allow the 10-year/24-hour storm event level of service to be maintained in areas where current surface water management practices are in place and achieved in areas where storm water/drainage projects are programmed over the next 5 years. The cost to provide services by the water control districts to the unincorporated parts of the County are not included in this Capital Improvement Element.

Table 9-2a Capital Improvement Revenue for Stormwater Drainage

Revenue	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**
Stormwater MSTU	$1,700,000	$2,000,000	$1,950,000	$1,500,000	$1,500,000
Total Budgeted Revenues	**$1,700,000**	**$2,000,000**	**$1,950,000**	**$1,500,000**	**$1,500,000**

Table 9-2b Capital Improvement Expenditures for Stormwater Drainage

Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Stormwater Master Plan Projects TBD	MSTU			$150,000		$1,000,000	tbd
25th @ Edwards Pond Repairs	MSTU						
Fort Capron Ditch	MSTU		$250,000				
Melville Road Phase 3 Stormwater	MSTU		$150,000	$400,000	$400,000		
Outfall Baffle Box Program	MSTU	$350,000	$350,000	$350,000	$350,000	$350,000	tbd
Petravice/Palmetto Stormwater Treatment Train	MSTU						
Sheraton Plaza STA	MSTU	$500,000					
Sheraton Plaza Outfall @C25	MSTU	$700,000	$1,000,000				
Sunland Gardens Stormwater Improvement Phase 1 & 2	MSTU		$250,000	$750,000	$750,000	$150,000	
Palm Gardens Neighborhood Improvement	MSTU	$150,000		$300,000			
Total Budgeted Expenses		**$1,700,000**	**$2,000,000**	**$1,950,000**	**$1,500,000**	**$1,500,000**	

Source: St Lucie County Office of Management & Budget 2025.

***Potable Water*:** Unincorporated areas of the County are served by St. Lucie County Utilities or the Fort Pierce Utility Authority. The improvement needs for potable water is consistent with the ~~10~~20-Year Water Supply Facilities Work Plan for St. Lucie County adopted in January 2022, in concurrence with the South Florida Water Management District, which serves as the overall planning document for potable water facilities. The analysis for potable water demand is based upon the need to provide ~~110~~ 100 gallons per capita/per day of capacity in consideration of population growth. Fort Pierce Utility Authority (FPUA) provides finished bulk water to SCLU and their existing and adopted projected potable water level of service standard is 151 gpcd. As shown on the project schedule for potable water, the County is emphasizing project funding for capacity improvements related to the North and Central County service areas.

Currently, the County is maintaining Level of Service (LOS) for Potable Water facilities. The Water Supply Facilities Work Plan 2022 indicates there is sufficient capacity to serve unincorporated St. Lucie County residents in the short-term and long-term planning timeframes. See the St. Lucie Comprehensive Plan, Infrastructure Element.

As described further in the Infrastructure Element, St. Lucie County presently provides limited water and wastewater services to three areas of the County. The City of Port St. Lucie and the City of Fort Pierce provide some limited utility services outside of their municipal limits, but for the most part the~~se~~ City of Port St. Lucie utility limits its ~~utilities limit their~~ service areas to properties within their corporate boundaries. Because the County Commission does not provide any direct or indirect funding support to these municipal utility providers, the cost to provide their services to the unincorporated parts of the County are not included in this Capital Improvement Element. Funding for any such expansion is to be borne by the particular utility or individuals seeking to obtain those services.

Sanitary Sewer: Unincorporated areas of the County are served by St. Lucie County Utilities or the Fort Pierce Utility Authority. The improvement needs for sanitary sewer considers the ~~10~~-20-Year Water Supply Facilities Work Plan for St. Lucie County. The demand for each project directly correlates to the need to provide 100 gallons per capital/per day of capacity for each Equivalent Residential Connection (ERC)) and 110 MGD in the unincorporated areas by (FPUA). As shown on the project schedule for sanitary sewer, the County is emphasizing project funding for capacity improvements related to the North and Central County service areas ~~North Hutchinson Island waste water treatment plant~~.

Currently, the County is maintaining Level of Service (LOS) for Sanitary Sewer facilities. The Water Supply Facilities Work Plan 2022 indicates wastewater utility providers have sufficient capacity to serve unincorporated St. Lucie County residents in the short-term and long-term planning timeframes. See the St. Lucie Comprehensive Plan, Infrastructure Element.

The County currently provides sewage collection, treatment and disposal, and potable water services to three ~~limited~~ areas of the County. The City of Port St. Lucie and the City of Fort Pierce provide some limited services outside of their municipal limits, but for the most part these utilities limit their service areas to properties within their corporate boundaries. Should unincorporated areas seek to obtain services from Fort Pierce, they are required to enter into an annexation agreement to annex into the municipality once their property is contiguous. If unincorporated areas seek service from Port St. Lucie they may pay a surcharge. Those areas served by the County with water and sewer services have been so serviced through the establishment of local special taxing districts for that purpose. No general tax funds have been used to develop, operate or maintain these systems. Future expansion of these systems will be done in a similar manner and through bonding. Tables 9-3a and 9-3b list the capital improvement revenue and expenditure for the water and sewer facilities.

Table 9-3a Water and Sewer Facility Capital Improvement Revenue

Revenue	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**
Available Major Project Reserves	$802,991	$839,445	$(6,057)	$1,123,401	$2,810,241
Residential Impact Fees	$4,250,000	$4,750,000	$4,750,000	$4,750,000	$4,750,000
Commercial Impact Fees	$10,000	$10,000	$10,000	$10,000	$10,000
Loan Proceeds					
Interest	$12,045	$12,592		$16,851	$42,154
Less 5 Percent	$(213,602)	$(238,630)	$(238,000)	$(238,843)	$(240,108)
Total Budgeted Revenues	**$4,861,434**	**$5,373,407**	**$4,515,943**	**$5,661,409**	**$7,372,287**

Table 9-3b Water and Sewer Facilities Capital Improvement Expenditures

Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
NHI Infrastructure	Fund 479	$250,000	$250,000	$250,000	$250,000	$250,000	tbd
SHI Infrastructure	Fund 479	$250,000	$250,000	$250,000	$250,000	$250,000	tbd
SHI Infrastructure - Increase	Fund 479	$30,000					
County Wide Lift Station Infrastructure	Fund 479	$200,000	$200,000	$200,000	$200,000	$200,000	tbd
North Hutchinson Island WWTP Clarifier	Fund 479	$125,000					
Oakridge Road Water Main & Force Main	Fund 479						$10,000,000
Kings Highway Force Main & Water Main	Fund 479	$300,000	$2,500,000	$500,000			
Fairwinds Wastewater Treatment Plant	Fund 479	$200,000					
Oakridge Community - Lift Station Installation	Fund 479						$1,000,000
Water storage Tank and Repump Station	Fund 479						$3,000,000
NHI Septic to Sewer	Fund 479						$2,750,000
Indrio Road 24-Inch Water Main	Fund 479						$1,400,000
Rangeline Rd Water Main Interconnect	Fund 479						$500,000
NHI Water Main Replacement	Fund 479						$5,000,000
Holiday Pines Wastewater Treatment Plant Expansion	Fund 479						$10,000,000
Lift Station Improvements	Fund 479	$160,000	$160,000	$160,000	$160,000	$160,000	tbd
Other Maintenance Improvement Projects	Fund 479	$120,000	$120,000	$120,000	$120,000	$120,000	tbd
Professional Services	Fund 479	$1,584,775	$1,084,775	$1,084,775	$1,034,775	$1,034,775	

Utilities Fleet Budget	Fund 479	$160,000	$160,000	$160,000	$160,000	$160,000	tbd
Machinery & Equipment	Fund 479	$170,000	$170,000	$170,000	$170,000	$170,000	tbd
General & Administrative Charges	Fund 479	$58,872	$58,872	$58,872	$58,872	$58,872	tbd
Equipment <$5,000	Fund 479	$94,000	$94,000	$94,000	$94,000	$94,000	tbd
Licenses & Fees	Fund 479	$300	$300	$300	$300	$300	tbd
Salaries and Benefits	Fund 479	$319,042	$331,517	$344,595	$353,221	$362,109	tbd
Range Line Road Water Main & Force Main	2025 A Project Bond proceeds		$6,000,000	$4,000000			
Taylor Dairy Water Treatment Plant	2025 A Project Bond proceeds	$5,336,119	$38,318,500				
Peacock Site Water Treatment Plant	2025 A Project Bond proceeds		$25,931,748	$24,202,497			
Midway Road Force Main/Brine Line	2025 A Project Bond proceeds		$21,000,000				
Tropicana Expansion	2025 A Project Bond proceeds	$5,000,000	$14,134,245				
Central County and Taylor Dairy Construction CEI Services	2025 A Project Bond proceeds	$2,500,000	$2,500,000	$2,000,000			
Central County Brine Line and Water Transmission Line	2025 A Project Bond proceeds	$500,000	$6,000,000				
Holiday Pines Wastewater Treatment Plant Expansion	2025 A Project Bond proceeds	$250,000	$250,000				$20,000,000
Total Budgeted Expenses		**$17,608,108**	**$119,513,957**	**$33,595,039**	**$2,851,168**	**$2,860,056**	**$53,650,000**

Source: St Lucie County Office of Management & Budget 2025.

Solid Waste: The existing Class I landfill/Solid Waste Baling and Recycling Facility has sufficient capacity to meet the ~~4.69~~5.27 pounds per capita per day (~~3.88~~ 4.00 pounds per capita per day for Class 1 waste and ~~0.81~~1.27 pounds per capita per day for C+D debris) demand over the next five years. The County has completed several construction and operation phases at the landfill to expand the landfill capacity.

St. Lucie County currently has solid waste disposal facilities to satisfy the needs of the development potential for the subject site and the County is actively assessing alternative disposal strategies and capacity renewal programs. Based upon University of Florida, medium BEBR population projections and a 5-year average per capita generation rate of 4.04 pounds per person per day, the capacity is estimated to last through 2066 (42 years). Presently, the St. Lucie County Bailing & Recycling facility has nearly three quarters of one-million cubic yard capacity remaining in the current cells/phases, with ultimate facility capacity of over twelve million cubic yards remaining, correlating to a multiple decade service period, without accounting for waste reduction or capacity renewal programs that may be

implemented.

The Florida Department of Environmental Protection (FDEP) Tons Municipal Solid Waste (MSW) Collected in Florida Counties report indicates the County facility collected 578,465 tons in 2024 and presented in Table 9-4a, with the following management and annual per capita disposal rates in Table 9-4b below.

Table 9-4a Solid Waste Management and Annual Per Capita Disposal Rates

County	Total MSW Managed 2019	Total MSW Managed 2020	Total MSW Managed 2021	Total MSW Managed 2022	Total MSW Managed 2023	Total MSW Managed 2024
St Lucie	545,264	550,835	587,909	571,270	526,788	578,465
St Lucie	Landfilled Tons 2019	Landfilled Tons 2020	Landfilled Tons 2021	Landfilled Tons 2022	Landfilled Tons 2023	Landfilled Tons 2024
	294,062	318,944	357,321	366,906	358,247	408,450

Source: Florida Department of Environmental Protection Total Tons Managed & Land Filled Over the Last 5 Years.

Table 9-4b St. Lucie Annual per Capita Disposal Rates

County	Population	2018	2019	2020	2021	2022	2023	2024
St Lucie	385,746	1.10	0.92	0.99	1.05	1.05	0.97	1.06

Source: Florida Department of Environmental Protection.

The County has constructed a Single Stream Recyclables Processing Facility. The Single Stream Recyclables Processing Facility is projected to increase the County recycling rate in order to reach Florida's recycling goal of 75 percent by 2020, as specified in Section 403.706(2), F.S. There is no provision in the statute for the goal to sunset after 2020. As reported by FDEP, as of 2024 the County has attained an overall 36% recycling rate and indicates the following in Table 9-5.

Table 9-5 St. Lucie Recycling Rates

County	Population	Total Yard Trash Collected Tons	Total Yard Trash Recycled[1] Tons	Total Yard Trash Recycled[1] %	Yard Trash used as Landfill Cover Tons	Yard Trash used as Landfill Cover %	Yard Trash Beneficially Disposed in a Landfill using Gas to Generate Electricity[2] Tons	Yard Trash Beneficially Disposed in a Landfill using Gas to Generate Electricity[2] %	Yard Trash Beneficially Disposed in a Landfill using Gas for something other than Electricity Tons	Yard Trash Beneficially Disposed in a Landfill using Gas for something other than Electricity %	Total Yard Trash Recycling Credits Tons	Total Yard Trash Recycling Credits %
St. Lucie	385,746	72,981	39,011	53%	39,011	53%	0	0%	0	0%	39,011	53%

Source: Florida Department of Environmental Protection

Further, the County has and will continue to consider opportunities for a waste-to-energy facility. Increasing the County recycling rate and exploring other innovative solutions will effectively extend the life of the landfill. Currently, the County is maintaining Level of Service (LOS) for Solid Waste facilities. See the St. Lucie Comprehensive Plan, Infrastructure Element. Tables 9-6a and 9-6b are the 5-Year Capital Improvement revenue and expenditures of solid waste in the County.

Table 9-6a Solid Waste 5-Year Capital Improvement Revenue

Revenue	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Landfill Fees	$245,000	$2,610,250	$960,250	$110,250	$245,000

Total Budgeted Revenues	**$245,000**	**$2,610,250**	**$960,250**	**$110,250**	**$245,000**

Table 9-6b Solid Waste 5- Year Capital Improvement Expenditures

Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Landfill Gas Compression System O&M	Fees	$140,000	$840,000	$840,000			
Landfill Gas Sys Extension for Cell V	Fees	-	$660,000	$10,000			$10,000
Cell V Landfill Expansion	Fees						$500,000
Cell V Landfill Expansion - Increase	Fees						$1,500,000
Fiber Optic Line	Fees						
Design, Permitting, Cell V Expansion	Fees		$1,000,000				$1,000,000
Liftstation Upgrades	Fees	$105,000	$110,250	$110,250	$110,250		
Total Budgeted Expenses		**$245,000**	**$2,610,250**	**$960,250**	**$110,250**	**$-**	**$3,010,000**

Source: St Lucie County Office of Management & Budget 2025.

Parks and Recreation: Currently the County is required to provide a minimum level of service standard of 2.5 acres of regional park land area for every 1,000 residents. The analysis needs to take into consideration the parkland area (in acres) available for both active and passive recreational activities. As such, many of the projects within the County's capital improvements program shown on the project schedule include the expansion of recreation opportunities at existing parks and recreational facilities. Park impact fees are intended primarily to provide adequate capital facilities and equipment for existing regional parks.

~~Many of the projects within the County's capital improvements program include the expansion of recreation opportunities at existing parks and recreational facilities.~~ ~~No projects~~ Projects affecting level of service have been scheduled in Tables 9-7a and 9-7b, including land acquisition and expansion projects.

Table 9-7a Parks and Recreation 5-Year Capital Improvement Revenue

Revenue	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**
Available Major Project Reserves	$12,571,797	$11,312,711	$10,857,220	$10,949,796	$11,293,691
Residential Impact Fees	$8,003,299	$8,216,449	$8,326,510	$8,326,510	$8,326,510
Interest	$188,577	$169,691	$162,858	$164,247	$169,405
Less 5 Percent	$(413,636)	$(419,307)	$(424,468)	$(424,538)	$(424,796)
Total Budgeted Revenues	**$20,430,880**	**$19,360,385**	**$19,002,961**	**$19,096,856**	**$19,445,651**

Table 9-7b Park and Recreation 5-Year Capital Improvement Exenditures

Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**Future Anticipated**
Parks Master Plan Land Banking South	Impact fees	$400,000	$400,000	$400,000			tbd
Security Cameras for Various Park Locations	Impact fees	$20,000	$20,000	$20,000	$20,000	$20,000	tbd

Savannas Wilderness Cabins	Impact fees	$300,000					
Lawnwood Regional New Lighting Project	Impact fees	$750,000	$750,000				
Golf Course Expansion	Impact fees						$4,500,000
Lincoln Park Pool Splash Pad	Impact fees	$50,000	$50,000	$50,000			
Outdoor Fitness Courts	Impact fees	$300,000		$300,000			$600,000
South County Beach New & Expanded Entry Road Program	Impact fees	$200,000	$200,000	$200,000	$200,000	$200,000	
Beach Parks Restroom Expansion Program	Impact fees	$483,165	$483,165	$483,165	$483,165	$483,165	tbd
New & Expanded Beach Parks Program	Impact fees	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$5,000,000
New & Expanded Regional Parks Program	Impact fees	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$25,000,000
Adventure District	Impact fees	$2,000,000	$2,000,000	$1,000,000			$10,000,000
Regional Aquatics Center and Recreation Center	Impact fees			$1,000,000	$2,500,000	$2,500,000	$24,000,000
Oxbow Eco-Center & Preserve Expansion Project	Impact fees	$250,000	$150,000	$100,000	$50,000		
Richard E. Becker Greenway and Trail Connector	Impact fees					$200,000	
Bluefield Ranch Preserve Recreation Improvements	Impact fees	$110,665	$50,000	$110,000	$152,500	$250,000	
Canal 22 Greenway and Linear Stormwater Park	Impact fees	$100,000	$182,500	$100,000	$100,000		$100,000
Citrus Hammock Preserve	Impact fees					$ 250,000	
Captain Hammonds Hammock Facility Improvements	Impact fees		$80,000	$80,000			
Cypress Creek Preserve Public Access Improvements	Impact fees	$475,000	$475,000	$275,000	$200,000		
DJ Wilcox Preserve Recreation Improvements	Impact fees		$162,500	$162,500			
Indrio Savannas and Lake Indrio Preserve Improvements	Impact fees	$200,000	$200,000	$200,000	$100,000		
North Fork Greenway	Impact fees	$100,000	$100,000	$100,000	$500,000	$600,000	$2,950,000
Savannas Greenway Trailhead	Impact fees					$300,000	
Spruce Bluff Preserve - South District	Impact fees	$100,000	$100,000	$50,000	$75,000		
Teague Hammock Preserve Recreation Improvements	Impact fees			$322,500	$322,500		

Walton Scrub Preserve Recreation Improvements	Impact fees	$50,000	$50,000	$50,000	$50,000		
Myers Stickle Inclusion Access Facilities	Impact fees	$214,335	$50,000	$50,000	$50,000		$50,000
Old Dixie Highway Greenway & Trails	Impact fees						$1,525,000
Impact Fee Study/ Mobility Plan	Impact fees	$15,003	$				
Total Budgeted Expenses		**$9,118,168**	**$8,503,165**	**$8,053,165**	**$7,803,165**	**$7,903,165**	**$73,737,500**

Source: St Lucie County Office of Management & Budget 2025.

Schools. The St. Lucie Public Schools ~~District~~ provides for public school facilities in the County. *S*chool facility needs-as reflected within the schedule for the 5-year time frame-are consistent with the requirement to provide sufficient classroom and school site facility to maintain and achieve the 100% capacity level of service standard required for all schools, as determined by the Florida Department of Education. The capital projects shown in ~~the schedule~~ Table 9-8 below will provide the school facility capacity to meet current student enrollment projections for the 5-year window and is consistent with the St. Lucie Public Schools ~~County School District's~~ 5-Year Work Program.

Table 9-8 St. Lucie Public Schools 2024-2025 5-Year Work Plan

Expenditures for Maintenance, Repair and Renovation from 1.50 Mills and PECO						
Item	**2024-2025 Budget**	**2025-2026 Budget**	**2026-2027 Budget**	**2027-2028 Budget**	**2028-2029 Budget**	**TOTAL**
HVAC	4,850,000	18,397,943	4,397,943	21,397,943	4,397,943	53,441,772
Flooring	1,050,000	1,906,057	1,906,057	1,906,057	1,906,057	8,674,228
Roofing	2,685,000	438,664	4,938,664	438,664	438,664	8,939,656
Safety to Life	1,052,650	962,272	962,272	962,272	962,272	4,901,738
Fencing	100,000	131,469	131,469	131,469	131,469	625,876
Parking	382,815	0	0	0	0	382,815
Electrical	2,065,000	1,554,000	1,554,000	1,554,000	1,554,000	8,281,000
Fire Alarm	225,000	150,000	150,000	150,000	150,000	825,000
Telephone/intercom System	810,000	384,933	384,933	384,933	384,933	2,349,732
Closed Circuit TV	1,415,756	1,359,423	1,359,423	1,359,423	1,359,423	6,853,448
Paint	600,000	597,635	597,635	597,635	597,635	2,990,540
Maintenance/Repair	4,800,000	1,110,096	1,110,096	1,110,096	1,110,096	9,240,384
Sub Total	**20,036,221**	**26,992,492**	**17,492,492**	**29,992,492**	**12,992,492**	**107,506,189**
	2025-2025 Budget	**2025-2026 Budget**	**2026-2027 Budget**	**2027-2028 Budget**	**2028-2029 Budget**	**TOTAL**
PECO Maintenance Expenditure	0	0	0	0	0	0
1.50 Mill Sub Total	24,192,967	30,674,882	21,174,882	33,674,882	12,992,492	122,710,105
Local 1.50 Mill Expenditure for Maintenance, Repair and Renovation						

Item	2024-2025 Budget	2025-2026 Budget	2026-2027 Budget	2027-2028 Budget	2028-2029 Budget	TOTAL
Remaining Maint and Repair from 1.5 Mills	24,192,967	30,674,882	21,174,882	33,674,882	12,992,492	122,710,105
Maintenance and Repair Salaries	9,830,379	9,830,379	9,830,379	9,830,379	9,830,379	49,151,895
School Bus Purchases	11,570,524	4,985,519	4,985,519	4,985,519	4,985,519	31,512,600
Other Vehicle Purchases	0	0	0	0	0	0
Capital Outlay Equipment	6,351,470	5,079,238	5,079,238	5,079,238	5,079,238	26,668,422
Rent/Lease Payments	519,737	919,313	919,313	919,313	919,313	4,196,989
COP Debit Service	23,157,707	24,225,582	24,122,607	22,573,238	22,509,881	116,589,015
Rent/Lease Relocatables	0	0	0	0	0	0
Environmental Problems	478,468	442,223	442,223	442,223	442,223	2,247,360
s. 1011.14 Debt Service	0	0	0	0	0	0
Special Facilities Construction Account	0	0	0	0	0	0
Premiums for Property Casualty Insurance 1011.71 (4a,b)	7,896,360	7,896,360	7,896,360	7,896,360	7,896,360	39,481,800
Qualified School Construction Bonds (QSCB)	0	0	0	0	0	0
Qualified Zone Academy Bonds (QZAB)	0	0	0	0	0	0
Local Expenditure Totals:	**83,997,612**	**84,053,496**	**74,450,521**	**85,401,152**	**64,655,405**	**392,558,186**

Total Revenue Summary						
Item	2024-2025 Budget	2025-2026 Budget	2026-2027 Budget	2027-2028 Budget	2028-2029 Budget	Five year Total
Local 1.5 Mill Discretionary Capital Outlay Revenue	64,824,199	69,686,014	74,912,465	80,530,900	86,570,718	376,524,296
PECO and 1.5 Mill Maint and Other 1.5 Mill Expenditures	-83,997,612	-84,053,496	-74,450,521	-85,401,152	-64,655,405	-392,558,186
PECO Maintenance Revenue	0	0	0	0	0	0

Available 1.50 Mill for New Construction	-19,173,413	-14,367,482	461,944	-4,870,252	21,915,313	-16,033,890
CO & DS Revenue	1,889,771	1,889,771	1,889,771	1,889,771	1,889,771	9,448,855
PECO New Construction Revenue	0	0	0	0	0	0
Other/Additional Revenue	40,194,264	40,000,000	40,000,000	40,000,000	40,000,000	200,194,264
Total Additional Revenue	**42,084,035**	**41,889,771**	**41,889,771**	**41,889,771**	**41,889,771**	**209,643,119**
Total Available Revenue	**22,910,622**	**27,522,289**	**42,351,715**	**37,019,519**	**63,805,084**	**193,609,229**

Source: St Lucie Public Schools 5-Year 2024-2025 Work Plan

The analysis of needs for school facilities were determined using a 100% capacity for all schools level of service standard required by the Florida Department of Education. The St. Lucie Public Schools provides a 10-Year Utilization Projections (10-Year FISH utilization projection) as shown in the Table 9-9 below. This includes an analysis of current student enrollments at each school and a review of total facility classroom space district-wide divided by the number of students that attend schools within the district. Projects are no longer being identified within the schedule; instead the County is adopting the St. Lucie Public Schools ~~County School District's~~ 5-Year Work Program by reference per Policy 9.1.1.19.

Table 9-9 St. Lucie Public Schools 10-Year Utilization Projections

Grade Level Projections	FISH Student Stations	Actual 2023-2024 FISH Capacity	Actual 2023-2024 COFTE	Actual 2023-2024 Utilization	Actual 2024-2025/2033-2034 New Student Capacity to be Added/Removed	Projected 2033-2034 COFTE	Projected 2033-2034 Utilization
Elementary District Totals	13,806	13,806	10,860.11	78.66%	960	11,820	80.05%
Middle District Totals	21,930	19,730	15,312.08	77.60%	480	15,792	78.14%
High District Totals	12,518	11,835	11,313.78	95.60%	2,000	13,314	96.23%
Other-ESE. Etc	3,787	1,227	216.51	17.69%	0	236	19.23%
Totals	**52,041**	**46,598**	**37,702.48**	**80.91%**	**3,440**	**41,162**	**82.26%**

Source: St Lucie Public Schools 5-Year 2024-2025 Work Plan

~~**Health Care Facilities**~~

~~The St. Lucie County Health Department provides individualized health care services to St. Lucie County residents at affordable rates. These services are provided by highly qualified and experienced family practice doctors, pediatricians, nurse practitioners, nurses, nutritionists, and case managers. They offer a wide range of health care services to the community including clinical services, health issue~~

~~monitoring, and environmental health issues. The County has no financial oversight of the St. Lucie County Health Department.~~

Category B Facilities

Category B Public Facilities are libraries, administration, mosquito control, and Treasure Coast International Airport as owned, operated or developed by St. Lucie County. Category B Public Facilities are not used for concurrency purposes as provided for in the Concurrency Management System.

County Library: Two level of service standards are applied to evaluate the Level of Service provided by the library system. The first method is measuring the amount of library space at a Level of Service of 0.525 square feet per capita. The second method is measuring the book volume at a Level of Service of 1.45 books per capita.

~~The County operates six libraries. Additionally, St. Lucie County, in conjunction with Indian River State College, financially supports a joint-use facility, the Pruitt Campus Library. All St Lucie County residents have full access to this facility. Total square footage of library space including the Pruitt campus Library is 111,900. The joint-use facility currently constitutes 25,000 square feet (21%) of the overall library space available to county residents~~.

~~The following table shows that the County will be deficient in the Level of Service for the five-year and ten-year planning periods.~~

~~Table 9-14: Level of Service Analysis – County Library Space (in square feet)~~

~~Fiscal Year~~	~~Population Projection~~	~~Declared LOS~~	~~Existing Space~~	~~Space Needed for LOS~~	~~Actual LOS~~	~~Surplus or Deficit~~
~~2016~~	~~292,828~~	~~0.525~~	~~111,900~~	~~153,735~~	~~0.382~~	~~-41,835~~
~~2020~~	~~318,600~~	~~0.525~~	~~111,900~~	~~167,265~~	~~0.351~~	~~-55,365~~
~~2025~~	~~349,901~~	~~0.525~~	~~111,900~~	~~183,698~~	~~0.320~~	~~-71,798~~
~~2030~~	~~377,998~~	~~0.525~~	~~111,900~~	~~198,449~~	~~0.296~~	~~-86,549~~
~~2035~~	~~404,100~~	~~0.525~~	~~111,900~~	~~212,153~~	~~0.277~~	~~-100,253~~
~~2040~~	~~428,198~~	~~0.525~~	~~111,900~~	~~224,804~~	~~0.261~~	~~-112,904~~

~~Source; St. Lucie County, Calvin Giordano & Associates, 2018 2009~~

~~Table 9-2: Level of Service Analysis – County Library Volume (in books/materials)~~

~~Fiscal Year~~	~~Population Projection~~	~~Declared LOS~~	~~Existing Books~~	~~Books Needed for LOS~~	~~Actual LOS~~	~~Surplus or Deficit~~
~~2016~~	~~292,828~~	~~1.45~~	~~324,470~~	~~424,601~~	~~1,108~~	~~-100,131~~
~~2020~~	~~318,600~~	~~1.45~~	~~324,470~~	~~461,970~~	~~1.018~~	~~-137,500~~
~~2025~~	~~349,901~~	~~1.45~~	~~324,470~~	~~507,356~~	~~0.927~~	~~-182,886~~
~~2030~~	~~377,998~~	~~1.45~~	~~324,470~~	~~548,097~~	~~0.858~~	~~-223,627~~
~~2035~~	~~404,100~~	~~1.45~~	~~324,470~~	~~585,945~~	~~0.803~~	~~-261,475~~
~~2040~~	~~428,198~~	~~1.45~~	~~324,470~~	~~620,887~~	~~0.758~~	~~-296,417~~

Source; St. Lucie County~~, Calvin Giordano & Associates 2018~~

~~Table 9-3 County Administrative and Maintenance Space~~

~~Total inventory of administrative and maintenance space = 576,509 square feet~~	~~Square Feet~~
~~Emergency Operations Center~~	~~214,256~~

~~Havert L. Fenn Center (offices only)~~	~~32,000~~
~~SLC Administration Annex~~	~~152,568~~
~~Hayslip Data Complex~~	~~12,847~~
~~Board of County Commissioners Leased Spaces~~	~~29,851~~
~~SLC Central Services Complex~~	~~25,525~~
~~SLC Logistics Center~~	~~114,365~~
~~SLC Public Works Complex~~	~~10,579~~

~~The County does not have a numerical level of service standard for County Administrative and Maintenance Space; however, County intends to maintain the provision of Administrative and Maintenance space as the county grows.~~

Mosquito Control: The St. Lucie County Mosquito Control District is a dependent taxing district, overseen by its own board and by the Mosquito Control Section of the Florida Bureau of Entomology and Pest Control (Department of Agriculture and Consumer Services). The District is fully authorized to do and perform all things necessary to carry out the intent and purposes of Chapter 388, F.S., and Chapter 5E-13, Florida Administrative Code. District services also include: reduction of mosquito breeding habitat, control of mosquito larvae where possible, monitoring of mosquitoes and viruses they sometimes carry, measurement and analysis of environmental information, environmental education, and public use of impounded wetland parks.

~~State regulations require the confirmed presence of 25 or more adult mosquitoes in a trap overnight as a justification of adulticide chemical spraying. The Level of Service for Mosquito Control is maintaining state standards for controlling adult mosquitoes when they exceed 25 per night.~~

Airport: The Treasure Coast International Airport (FPR) is located north of Fort Pierce, at 3000 Curtis King Blvd. It is currently operating as a general aviation airport that serves dozens of tenants including aeronautic businesses such as aircraft maintenance, storage, and manufacturing as well as a flight training school, air taxi and charter services, medical transport, and a missionary flights operation. Users experience a well-equipped airport offering a full-service fixed-based operator with fuel services, oxygen and a restaurant. The airport also houses a U.S. Customs and Border Protection office and Aircraft Rescue & Fire Fighting Services (ARFF). The airport is also designated within Foreign Trade Zone 218.

On October 4, 2024, Treasure Coast International Airport received its Part 139 Commercial Service Certification from the FAA. It is anticipated by the end of 2025 that the airport will be offering commercial passenger service, after completion of a terminal renovation and a parking lot expansion. This certification also positions the airport as a competitive player in the aviation industry, ready to meet the demands of growing air travel. With more commercial flights, residents and businesses in the Treasure Coast region will enjoy greater access to destinations, facilitating travel and commerce.

~~It is a general aviation airport that serves several flight schools, an airplane manufacturer, and several businesses ancillary to airport and flight operations. It serves charter flights to and from the Bahamas, as well as, flights throughout the continental United States. Federal Express and United Parcel Services have flight operations from here.~~ The Airport Industrial Park, just to the east of the airport, also benefits from the proximity to the airport and its services. The vast 3,844~~,660~~ acre airport property is owned by the St. Lucie County Board of County Commissioners (BOCC), and is managed by the County's Airport Department. ~~Because of~~ With the availability of developable airport property, a strong potential for both aviation and non-aviation related growth exists at the airport.

Local Policies and Practices

Timing and Location of Capital Improvements.

Timing and location of public facilities is determined by needs projected by the various departments of the County, and in the case of multi-jurisdictional facilities such as State roads or potable water, by coordination with the affected agencies. Capital facilities will be planned and constructed in accordance with the established Schedule of Capital Improvements. This program is a five year schedule of improvements which is supported by a projection of revenues to ensure its feasibility. Improvements included in the 5-year program include those items called for by the various departments of the County.

The following criteria are applied for determining the need for capital improvements:

- Regard for the Urban Service Area and provision facilities in the most efficient and compact manner so as to discourage the proliferation of urban sprawl.
- Anticipated demand through growth.
- Coordination of County plans with those of State agencies and water management districts, school district, and other outside agencies.
- Demand for improvements created by facility breakdown or by life expectancy of the facility.
- Maintenance of level of service standards.

REVENUE AND EXPENSE PROJECTIONS

Florida law states that a county must have a balanced budget. Therefore, the budgeted expenditures and reserves of each fund (including reserves for contingencies, cash flow and all other purposes) will equal the sum of projected fund balance at the beginning of the fiscal year and all revenues and receipts which reasonably can be expected to be received during the fiscal year.

A summary of the total project expenditures for all of the capital projects identified within this CIE update is represented below in Tables 9-10a and 9-9b. The expenditures are funded through various local, state and federal revenue sources.

Table 9-10a ~~Expenditure Projections~~ St. Lucie County 5-Year Capital Improvement Plan Revenue

~~Projects~~	~~FY 2017/18~~	~~FY 2018/19~~	~~FY 2019/20~~	~~FY 2020/21~~	~~FY 2021/22~~	~~Future~~	~~Total~~
~~Drainage~~	~~$6,032,458~~	~~$2,055,000~~	~~$2,215,000~~	~~$2,430,000~~	~~$2,340,000~~	~~$62,576,223~~	~~$77,648,681~~
~~Water & Sewer~~	~~$1,131,467~~	~~$286,300~~	~~$34,064,700~~	~~$35,412,000~~	~~$200,000~~	~~$0~~	~~$71,094,467~~
~~Solid Waste~~	~~$7,735,133~~	~~$1,720,842~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$9,455,975~~
~~Parks & Rec.~~	~~$58,049,783~~	~~$535,000~~	~~$280,000~~	~~$0~~	~~$0~~	~~$0~~	~~$58,864,783~~
~~Airport~~	~~$10,359,076~~	~~$149,500~~	~~$129,500~~	~~$359,586~~	~~$0~~	~~$0~~	~~$10,997,662~~
~~Port~~	~~$6,710,369~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$6,710,369~~
~~Roads~~	~~$23,966,113~~	~~$3,950,000~~	~~$2,760,000~~	~~$3,000,000~~	~~$11,901,790~~	~~$228,800,000~~	~~$274,377,903~~
~~Transit~~	~~$423,136~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$423,136~~
~~Facilities~~	~~$4,215,829~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$4,215,829~~
~~Environmental Lands~~	~~$2,740,368~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$2,740,368~~
~~Mosquito Control & Coastal Management~~	~~$457,900~~	~~$200,000~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$657,900~~
~~**Total**~~	~~**$121,821,630**~~	~~**$8,896,642**~~	~~**$39,449,200**~~	~~**$41,201,586**~~	~~**$14,441,790**~~	~~**$291,376,223**~~	~~**$517,187,071**~~

~~Source: St. Lucie County Board of County Commissioners, Fiscal Year 2017-2018 Budget [Office of Management and Budget]~~

Revenue	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**
Available Major Project Reserves	$3,199,549	$1,900,000	$408,017	$1,099,288	$6,511,567
Reimbursements (Florida Municipal Power Agency)	$75,000	$75,000	$0	$0	$0
Local Govt Half Cent Sales Tax	$5,534,038	$5,534,038	$5,534,038	$5,534,038	$5,534,038
Transfer In from Erosion	$52,325	$0	$0	$0	$0
Transfer In from Fine & Forfeiture	$3,448,147	$1,750,000	$1,750,000	$1,750,000	$1,000,000
Transfer from General Fund	$4,899,535	$6,549,535	$6,549,535	$6,549,535	$7,299,535
Electric Privilege	$4,316,540	$4,316,540	$4,316,540	$4,316,540	$4,316,540
Electric Franchise	$691,835	$691,835	$691,835	$691,835	$691,835
County Revenue Sharing Proceeds	$3,515,878	$3,515,878	$3,515,878	$3,515,878	$3,515,878
Interest	$47,993	$28,500	$6,120	$16,489	$97,674
Less 5 Percent	$(792,398)	$(708,090)	$(703,221)	$(703,739)	$(707,798)
Total Budgeted Revenues	**$24,988,442**	**$23,653,237**	**$22,068,742**	**$22,769,865**	**$28,259,268**

Table 9-10b St. Lucie County 5-Year Capital Improvement Plan Expenditures

Expenditures	**Funding Source**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY2029**	**Future Anticipated**
Light Fleet Replacement Program	General Fund	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	tbd
Sheriff Admin Roof Replacement (using FY25 Facilities Out Yrs)	General Fund	$1,500,000					
Facilities Out Year CIPs	General Fund		$965,000	$590,000			tbd
Rock Road Jail - Phase 4 RTU Replacement	General Fund	$2,700,000					
Rock Road Jail - Perimeter Fence Replacement 5yr recurring plan	General Fund	$750,000	$750,000	$750,000	$750,000		
EOC Chiller Purchase for replacement in 2025	General Fund	$450,000					
Capital Maintenance Projects	General Fund		$2,000,000	$2,000,000	$6,000,000	$8,000,000	tbd
Sunshine Kitchen Chiller Plant (5 Building Coverage)	General Fund	$250,000	$4,250,000				
Roger Poitras Generator	General Fund	$200,000	$500,000				
911 EOC Liebert Air Handlers (2)	General Fund	$375,000					
Port Inlet & Beaches Vehicle Replacement	General Fund	$52,325					
IT Data Center at Lyngate	General Fund	$1,000,000	$2,000,000	$4,000,000			
Inmate Medical Facility	General Fund	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	
Airport	General Fund	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	
Aerowest Taxiway Construction	General Fund	$2,000,000	$2,000,000	$2,400,000	$2,400,000		

Airport Projects and Commercial Service Readiness	General Fund	$500,000	$500,000	$500,000	$500,000		
Taxiway Realignment Project	General Fund	$1,500,000					
Airport Parking Lot - Commercial Service Readiness	General Fund	$500,000	$500,000				
Taxiway Alpha Runway 14/32 - FDOT Match	General Fund	$30,000					
Computer Replacement Project	General Fund	$382,000	$482,000	$517,000			
IT Switches Replacement Project	General Fund	$567,343	$143,220	$124,950	$20,794		
Harbour Pointe Regional Boat Ramp Construction	General Fund		$1,000,000	$2,000,000			
Regional Stormwater - Design and Permitting	General Fund	$600,000					
Port & Harbor Street Roadway and Drainage Improvements	General Fund	$300,000	$1,500,000	$1,500,000			
Anchoring Limitations	General Fund	$100,000					
Harbour Pointe	General Fund	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,000,000	
PSL Library Expansion (Initial Capacity)	General Fund	$1,000,000					
Morningside Branch Library- Renovation of Building A (Roof)	General Fund	$125,000					
Transit	General Fund	$500,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	
Transit HQ & Maintenance Facility - 25% Local Match	General Fund	$1,416,000					
Transfer to AIPP	General Fund	$130,250	$80,000	$87,504	$87,504		tbd
Lands Division Crawler Dozer (Capital Lease)	General Fund	$67,378	$67,378				tbd
FMPA Reserves	General Fund	$7,622	$7,622				tbd
Animal Shelter	General Fund	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	
Lifeguard Replacement Towers - Pepper Park & Waveland	General Fund	$334,660					
Flooring EOC	General Fund	$200,000					
Vehicle for Public Safety for Radio Communications Tower	General Fund	$48,147					
Road & Bridge Fuel Truck - Cost Increase	General Fund	$2,717					
Total Budgeted Expenses		**$23,088,442**	**$23,245,220**	**$20,969,454**	**$16,258,298**	**$14,000,000**	**tbd**

Source: St Lucie County Office of Management & Budget 2025.

The following table 9-11 lists the Florida Department of Transportation 2024 adopted Capital Improvement projects in St Lucie County. This is a five-year work plan for fiscal years 2024/2025-2028/2029.

Table 9-11 Florida Department of Transportation FY Year 2025-2029 Five-Year Work Plan.

Item Description	Category Description	Funding Source	2025	2026	2027	2028	2029	Grand Total
A1A/SHOREWINDS DR FR 0.2 MILES W OF BR 940046 TO ATLANTIC BEACH BLVD	CONSTRUCT INSPECT CONSULT	State 100%				$257,685		**$257,685**
	PRELIMINARY ENGR CONSULT	State 100%				$73,625		**$73,625**
	RESURFACING	State 100%				$3,061,800		**$3,061,800**
FEC OVERPASS FROM SAVANNAS RECREATION AREA TO SOUTH OF SAVANNAH RD	ARTERIAL HIGHWAY CONSTR	State 100%	$60,000		$4,404,562			**$4,464,562**
	CONSTRUCT INSPECT CONSULT	State 100%			$281,393			**$281,393**
	PRELIMINARY ENGR CONSULT	State 100%	$125,000		$147,153			**$272,153**
	RIGHT-OF-WAY LAND ACQ	State 100%	$15,181	$28,036				**$43,217**
	RIGHT-OF-WAY SUPPORT	State 100%	$19,000					**$19,000**
I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70	PRELIMINARY ENGR CONSULT	Federal	$2,100,000					**$2,100,000**
JENKINS ROAD FROM CR-712/MIDWAY ROAD TO SR-68/ORANGE AVENUE	PRELIMINARY ENGR CONSULT	Federal	$1,640,000					**$1,640,000**
MIDWAY ROAD FROM SELVITZ ROAD TO US-1	ARTERIAL HIGHWAY CONSTR	Federal		$326,500	$269,448			**$595,948**
	CONSTRUCT INSPECT CONSULT	Federal		$18,478				**$18,478**
	NOT STATE BUDGET	Local		$143,190				**$143,190**
NB SR-9/I-95 EXIT RAMP TO WB SR-68/ORANGE AVENUE	CONSTRUCT INSPECT CONSULT	Federal		$82,851				**$82,851**
	HIWAY SAFETY CONSTR/GRANTS	Federal		$554,820				**$554,820**
	PRELIMINARY ENGR CONSULT	Federal		$23,672				**$23,672**
NEBRASKA AVENUE FROM SOUTH LAWNWOOD CIRCLE TO SOUTH 13TH STREET	ARTERIAL HIGHWAY CONSTR	Federal		$202,725	$100,000			**$302,725**
	CONSTRUCT INSPECT CONSULT	Federal		$9,376				**$9,376**
	NOT STATE BUDGET	Local		$134,800				**$134,800**

OUTFALL FOR SR-70/VIRGINIA AVENUE	CONSTRUCT INSPECT CONSULT	Federal			$548,526			**$548,526**
		State 100%			$558,756			**$558,756**
	INTRASTATE HIGHWAY CONSTR	Federal			$8,575,234			**$8,575,234**
	PRELIMINARY ENGR CONSULT	Federal			$121,896			**$121,896**
PORT OF FT. PIERCE OVERPASS CONNECTOR	PRELIMINARY ENGR CONSULT	State 100%	$1,100,000					**$1,100,000**
PSL INTERMODAL CENTER CAPITAL IMPROVEMENTS	INTERMODAL DEVELOPMENT/GRANTS	State 100%	$900,000					**$900,000**
PSL UZA - ST. LUCIE COUNTY SECT 5339 CAPITAL FOR BUS & BUS FACILITIES	NOT STATE BUDGET	Federal	$2,679,114	$275,000	$275,000			**$3,229,114**
	PUBLIC TRANSIT DEV/GRANTS	Federal				$275,000	$275,000	**$550,000**
PSL UZA - ST. LUCIE COUNTY SECTION 5307 FORMULA FUNDS	NOT STATE BUDGET	Federal	$32,066,078	$2,420,000	$2,420,000			**$36,906,078**
	PUBLIC TRANSIT DEV/GRANTS	Federal				$2,420,000	$2,420,000	**$4,840,000**
SAVANNAS PRESERVE STATE PARK FR LENNARD RD TO SAVANNAS RECREATION AREA	PRELIMINARY ENGR CONSULT	State 100%	$110,000					**$110,000**
SR-5/US-1 FR S OF MARTIN/ST LUCIE COUNTY LINE TO SE PORT ST LUCIE BLVD	CONSTRUCT INSPECT CONSULT	State 100%	$379,216					**$379,216**
	PRELIMINARY ENGR CONSULT	State 100%	$49,590					**$49,590**
	RESURFACING	Local	$452					**$452**
		State 100%	$2,917,050					**$2,917,050**
SR-5/US-1 FROM EDWARDS ROAD TO TENNESSEE AVE	CONSTRUCT INSPECT CONSULT	Federal			$329,459			**$329,459**
		State 100%			$1,155,308			**$1,155,308**
	INTRASTATE HIGHWAY CONSTR	Federal			$12,053,117			**$12,053,117**
	PRELIMINARY ENGR CONSULT	Federal			$74,877			**$74,877**
		State 100%			$297,904			**$297,904**

	RESURFACING	Federal			$1,897,645			**$1,897,645**
SR-5/US-1 FROM JUANITA AVE TO NORTH OF KINGS HWY	CONSTRUCT INSPECT CONSULT	State 100%				$1,646,380		**$1,646,380**
	PRELIMINARY ENGR CONSULT	State 100%				$189,966		**$189,966**
	RESURFACING	Federal				$4,891,411		**$4,891,411**
		State 100%				$16,034,327		**$16,034,327**
SR-5/US-1 FROM MIDWAY ROAD TO SOUTH OF EDWARDS ROAD	HIWAY SAFETY CONSTR/GRANTS	Federal		$1,043,395				**$1,043,395**
SR-5/US-1 FROM NORTH OF SR-70/VIRGINIA AVE TO SUNNY LANE	RESURFACING	Federal	$134,065					**$134,065**
SR-607/EMERSON AVE FR NORTH OF SR-614/INDRIO RD TO SOUTH OF 25TH ST SW	CONSTRUCT INSPECT CONSULT	State 100%	$593,421					**$593,421**
	PRELIMINARY ENGR CONSULT	State 100%	$65,198					**$65,198**
	RESURFACING	Federal	$3,145,890					**$3,145,890**
		State 100%	$3,501,426					**$3,501,426**
SR-608/ST. LUCIE BLVD FROM EAST OF SR-615/N 25 ST TO WEST OF US-1	CONSTRUCT INSPECT CONSULT	State 100%				$84,410		**$84,410**
	PRELIMINARY ENGR CONSULT	State 100%				$23,370		**$23,370**
	RESURFACING	State 100%				$856,608		**$856,608**
SR-68/ORANGE AVE FROM KINGS HIGHWAY TO US-1	PRELIMINARY ENGR CONSULT	Federal			$320,627			**$320,627**
SR-68/ORANGE AVE FROM LAMONT RD TO N 32ND ST	CONSTRUCT INSPECT CONSULT	State 100%				$363,427		**$363,427**
	PRELIMINARY ENGR CONSULT	State 100%	$527,215			$82,597		**$609,812**
	RESURFACING	State 100%				$3,303,884		**$3,303,884**
SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	CONSTRUCT INSPECT CONSULT	Federal					$713,815	**$713,815**
	INTRASTATE HIGHWAY CONSTR	Federal					$6,407,083	**$6,407,083**
	PRELIMINARY ENGR CONSULT	Federal	$2,680				$172,066	**$174,746**
	RIGHT-OF-WAY LAND ACQ	Federal	$311,386					**$311,386**

		State 100%		$182,368				**$182,368**
	RIGHT-OF-WAY SUPPORT	Federal	$53,000					**$53,000**
		State 100%	$56,000	$13,000				**$69,000**
SR-68/ORANGE AVENUE FROM N 32ND ST TO WEST OF SR-5/US-1	RESURFACING	Local	$7,318					**$7,318**
SR-70 FROM IDEAL HOLDING RD TO W OF KINGS HWY	CONSTRUCT INSPECT CONSULT	State 100%	$971,077	$825,049				**$1,796,126**
	PRELIMINARY ENGR CONSULT	State 100%	$204,461					**$204,461**
	RESURFACING	Federal	$2,968,488					**$2,968,488**
		State 100%	$20,148,279					**$20,148,279**
SR-70 FROM MEDIAN CROSSING AT BMP 6.351 TO IDEAL HOLDING RD	CONSTRUCT INSPECT CONSULT	State 100%				$1,869,207		**$1,869,207**
	PRELIMINARY ENGR CONSULT	State 100%	$1,657,098			$215,678		**$1,872,776**
	RESURFACING	Federal				$8,665,014		**$8,665,014**
		State 100%				$5,713,497		**$5,713,497**
SR-713 @ SR-614	COUNTY TRANSPORTATION PROGRAMS	Local	$2,128,046					**$2,128,046**
	RIGHT-OF-WAY LAND ACQ	Local	$45,000					**$45,000**
	RIGHT-OF-WAY SUPPORT	Local	$23,261					**$23,261**
SR-713/KINGS HIGHWAY N OF SR-9/I-95 OVERPASS TO SOUTH OF ANGLE RD	CONSTRUCT INSPECT CONSULT	State 100%			$973,286	$1,972,725		**$2,946,011**
	INTRASTATE HIGHWAY CONSTR	Federal			$6,992,694			**$6,992,694**
		State 100%			$19,063,534			**$19,063,534**
	PRELIMINARY ENGR CONSULT	State 100%			$381,743			**$381,743**
SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD	INTRASTATE HIGHWAY CONSTR	Federal	$891					**$891**
SR-713/KINGS HWY FR N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	RIGHT-OF-WAY LAND ACQ	Federal	$2,374,172	$458,529				**$2,832,701**
		State 100%	$1,004,269	$2,812,937				**$3,817,206**
	RIGHT-OF-WAY SUPPORT	Federal	$11,302					**$11,302**

SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD	RIGHT-OF-WAY LAND ACQ	Federal	$4,102,178	$380,000				**$4,482,178**
		State 100%		$4,432,414				**$4,432,414**
	RIGHT-OF-WAY SUPPORT	Federal	$39,160					**$39,160**
SR-713/KINGS HWY FROM N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	CONSTRUCT INSPECT CONSULT	State 100%				$93,754		**$93,754**
	INTRASTATE HIGHWAY CONSTR	State 100%				$770,251		**$770,251**
	PRELIMINARY ENGR CONSULT	State 100%		$141,293		$26,787		**$168,080**
SR-713/KINGS HWY FROM NORTH OF ST LUCIE BLVD TO INDRIO ROAD	RIGHT-OF-WAY LAND ACQ	Federal					$500,000	**$500,000**
		State 100%			$500,000			**$500,000**
	RIGHT-OF-WAY SUPPORT	State 100%			$2,128,890		$42,750	**$2,171,640**
SR-713/TURNPIKE FEEDER ROAD FROM INDRIO ROAD TO US-1	CONSTRUCT INSPECT CONSULT	Federal			$299,945			**$299,945**
	HIWAY SAFETY CONSTR/GRANTS	Federal			$4,061,068			**$4,061,068**
	PRELIMINARY ENGR CONSULT	Federal			$63,146			**$63,146**
SR-9 (I-95) ST LUCIE SOUTHBOUND REST AREA	CONSTRUCT INSPECT CONSULT	State 100%					$2,657,878	**$2,657,878**
	INTRASTATE HIGHWAY CONSTR	State 100%					$26,242,122	**$26,242,122**
	PRELIMINARY ENGR CONSULT	State 100%		$3,560,917	$1,200,000			**$4,760,917**
SR-9/I-95 @ ST LUCIE WEST BLVD.	CONSTRUCT INSPECT CONSULT	State 100%	$107,821					**$107,821**
	INTRASTATE HIGHWAY CONSTR	State 100%	$892,176					**$892,176**
	PRELIMINARY ENGR CONSULT	State 100%	$30,806					**$30,806**
SR-9/I-95 N OF GLADES CUT-OFF RD TO N OF FLORIDA TURNPIKE/SR-91	CONSTRUCT INSPECT CONSULT	State 100%		$1,179,829				**$1,179,829**
	PRELIMINARY ENGR CONSULT	State 100%		$129,401				**$129,401**
	RESURFACING	Federal		$9,277,647				**$9,277,647**

SR-A1A AT BIG MUD CREEK AND BLIND CREEK BRIDGES #940003/940004	BRIDGE CONSTRUCTION	Federal	$100,000	$14,251,076				**$14,351,076**
	CONSTRUCT INSPECT CONSULT	Federal		$1,890,068				**$1,890,068**
	PRELIMINARY ENGR CONSULT	Federal		$173,853				**$173,853**
SR-A1A FROM FT PIERCE INLET STATE PARK TO SLC/INDIAN RIVER COUNTY LINE	CONSTRUCT INSPECT CONSULT	State 100%				$1,003,661		**$1,003,661**
	INTRASTATE HIGHWAY CONSTR	State 100%				$6,475,226		**$6,475,226**
	PRELIMINARY ENGR CONSULT	State 100%	$442,540			$44,839		**$487,379**
SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045	PRELIMINARY ENGR CONSULT	Federal	$1,029,000					**$1,029,000**
	RIGHT-OF-WAY LAND ACQ	Federal	$8,676,339					**$8,676,339**
	RIGHT-OF-WAY SUPPORT	Federal	$366,729					**$366,729**
ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS	TRAFFIC ENGR CONSULTANTS	State 100%	$273,337	$289,737	$307,121			**$870,195**
ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT	HIGHWAY MAINTENANCE CONTR	State 100%	$250,000	$250,000	$250,000	$250,000		**$1,000,000**
ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE	NOT STATE BUDGET	Local	$962,641	$991,520	$817,389	$841,911	$841,911	**$4,455,372**
	PUBLIC TRANSIT DEV/GRANTS	State 100%	$962,641	$991,520	$817,389	$841,911	$841,911	**$4,455,372**
ST. LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	HIGHWAY MAINTENANCE CONTR	State 100%				$390,928	$515,346	**$906,274**
ST. LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS	NOT STATE BUDGET	Local	$81,206	$85,029	$89,038	$93,058	$93,058	**$441,389**
	PUBLIC TRANSIT DEV/GRANTS	Federal	$81,206	$85,029	$89,038	$93,058	$93,058	**$441,389**
ST. LUCIE FY 2024/2025-2025/2026 UPWP	TRANSPORT PLANNING GRANTS	Federal	$1,215,293	$1,212,581				**$2,427,874**
ST. LUCIE FY 2026/2027-2027/2028 UPWP	TRANSPORT PLANNING GRANTS	Federal			$1,212,581	$1,212,581		**$2,425,162**
ST. LUCIE TRANSIT CORRIDOR LAKEWOOD PARK REGIONAL ROUTE	PUBLIC TRANSIT DEV/GRANTS	State 100%	$300,000	$300,000				**$600,000**

ST. LUCIE UPWP FY 2028/2029-2029/2030	TRANSPORT PLANNING GRANTS	Federal					$1,212,581	**$1,212,581**
TREASURE COAST INTERNATIONAL AIRPORT - ¦TAXIWAY ECHO REHAB - DESIGN	AVIATION DEV/GRANTS	State 100%		$100,000				**$100,000**
	NOT STATE BUDGET	Local		$25,000				**$25,000**
TREASURE COAST INTERNATIONAL AIRPORT - ALP AND MASTER PLAN UPDATE	AVIATION DEV/GRANTS	State 100%			$400,000			**$400,000**
	NOT STATE BUDGET	Local			$100,000			**$100,000**
TREASURE COAST INTERNATIONAL AIRPORT - ARFF TRUCK REPLACEMENT	AVIATION DEV/GRANTS	State 100%		$640,000				**$640,000**
	NOT STATE BUDGET	Local		$160,000				**$160,000**
TREASURE COAST INTERNATIONAL AIRPORT - ILS REPLACEMENT 10R/28L	AVIATION DEV/GRANTS	State 100%		$400,000				**$400,000**
	NOT STATE BUDGET	Local		$100,000				**$100,000**
TREASURE COAST INTERNATIONAL AIRPORT - MAINTENANCE AND OPERATIONS	AVIATION DEV/GRANTS	State 100%			$280,000			**$280,000**
	NOT STATE BUDGET	Local			$70,000			**$70,000**
TREASURE COAST INTERNATIONAL AIRPORT - TAXIWAY ALPHA RWY 14/32	AVIATION DEV/GRANTS	State 100%	$120,000					**$120,000**
	NOT STATE BUDGET	Local	$30,000					**$30,000**
TREASURE COAST INTERNATIONAL AIRPORT - WEST GA RAMP REHAB - DESIGN	AVIATION DEV/GRANTS	State 100%		$200,000				**$200,000**
	NOT STATE BUDGET	Local		$50,000				**$50,000**
TREASURE COAST INTERNATIONAL AIRPORT AEROWEST TAXIWAY (CONSTRUCTION)	AVIATION DEV/GRANTS	State 100%	$1,200,000					**$1,200,000**
	NOT STATE BUDGET	Local	$300,000					**$300,000**
TREASURE COAST INTERNATIONAL AIRPORT -WEST GA RAMP REHAB - CONSTRUCTION	AVIATION DEV/GRANTS	State 100%			$600,000			**$600,000**
	NOT STATE BUDGET	Local			$150,000			**$150,000**

TREASURE COAST INTERNATIONAL AIRPORT-10R SAFETY AREA DITCH RELOCATION	AVIATION DEV/GRANTS	State 100%		$2,020,475				**$2,020,475**
	NOT STATE BUDGET	Federal		$368,550				**$368,550**
		Local		$520,475				**$520,475**
W MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD	RIGHT-OF-WAY LAND ACQ	Federal		$80,188	$468,500			**$548,688**
	RIGHT-OF-WAY SUPPORT	Federal		$10,018				**$10,018**
W MIDWAY/CR-712/FROM JUST WEST OF JENKINS RD TO SELVITZ RD	ARTERIAL HIGHWAY CONSTR	Local	$5,410,561					**$5,410,561**
	COUNTY TRANSPORTATION PROGRAMS	Local	$340,099					**$340,099**
		State 100%	$267,459					**$267,459**
	LOCAL GOVERNMENT REIMBURSE	Federal		$7,560,349				**$7,560,349**
		State 100%		$11,810,044				**$11,810,044**
W. MIDWAY RD/CR-712/GLADES CUT OFF ROAD TO JUST WEST OF JENKINS RD	MFF - WP	State 100%		$100,000	$57,818,774			**$57,918,774**
PAINT BRIDGES - TPK MAINLINE OVER CR 709 (MP 150.7) (940076, 940951)	PRELIMINARY ENGR CONSULT	Toll/Turnpike	$50,000					**$50,000**
PSL/FTP SERVICE PLAZA PARKING IMPROVEMENTS (MP 142)	PRELIMINARY ENGR CONSULT	Toll/Turnpike				$270,000		**$270,000**
RESURFACE TPK MAINLINE IN ST LUCIE COUNTY, MP 169.3 - 173	RESURFACING	Toll/Turnpike	$67,459					**$67,459**
SR70 / TPK(SR91) INTCHG IMPROVEMENTS (MP 152)	PRELIMINARY ENGR CONSULT	Toll/Turnpike		$2,643,562				**$2,643,562**
TPK (SR91) MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150) ST LUCIE CNTY	CONSTRUCT INSPECT CONSULT	Toll/Turnpike			$1,111,957			**$1,111,957**

	INTRASTATE HIGHWAY CONSTR	Toll/Turnpike			$15,911,965			**$15,911,965**
	PRELIMINARY ENGR CONSULT	Toll/Turnpike			$277,989			**$277,989**
	RIGHT-OF-WAY LAND ACQ	Toll/Turnpike	$5,500,000	$8,492,048				**$13,992,048**
	RIGHT-OF-WAY SUPPORT	Toll/Turnpike	$210,101	$127,751				**$337,852**
TPK(SR91) INTERCHANGE IMPROVEMENTS AT SW PORT ST LUCIE BLVD (MP 143)	PRELIMINARY ENGR CONSULT	Toll/Turnpike	$4,302,271					**$4,302,271**
WIDEN TPK(SR91) FROM CROSSTOWN PKWY TO SR70 (MP144.58-153.19)	PRELIMINARY ENGR CONSULT	Toll/Turnpike		$18,660,293				**$18,660,293**
WIDEN TPK(SR91) FROM MARTIN C/L TO BECKER RD (MP138.08-138.5) (4TO8)	PRELIMINARY ENGR CONSULT	Toll/Turnpike	$2,500,000					**$2,500,000**
WIDEN TPK(SR91), SW BECKER RD TO CROSSTOWN PKWY (MP138.5-144.58)(4TO8)	PRELIMINARY ENGR CONSULT	Toll/Turnpike	$6,000,000					**$6,000,000**
		Grand Total	**$130,305,647**	**$103,245,393**	**$150,266,952**	**$64,408,576**	**$43,028,579**	**$491,255,147**

Source: FDOT Adopted Five Year Work Program July 1, 2024 through June 30, 2029.

Revenue Sources
St. Lucie County shall use the following revenue sources in order to meet the demands for projects identified within each facility Element:

- ad valorem taxes
- impact fees
- utility connection fees and user rates
- state revenue sharing
- one-half cent sales tax
- franchise fees
- gas taxes (constitutional gas tax, local option gas tax, county gas tax, motor fuel rebate)
- state and federal revenues
- bond proceeds
- MSBU and MSTU

State and federal revenue sources for transportation improvements and mass transit include the state transportation trust fund, state TRIP funds, the Federal Highway Administration (FHWA) highway trust fund, and Federal Transit Administration (FTA) trust funds.

Debt Capacity and Obligations
One of the ways in which capital needs are provided is through debt. The primary rationale for becoming obligated for such facilities through indebtedness is that it spreads the cost of the facility over its useful life and thus is indeed paid for by those who are there to use it. St. Lucie County has ~~historically~~ used debt for providing capital facilities and it is quite likely to do so in the future. A key factor in determining how debt can be factored into the provision of necessary infrastructure is to examine the County's capacity to handle debt.

The County strives to maintain a minimum underlying bond rating equivalent to 'Upper Medium Grade' (Moody Rating Service A or Standard & Poor's A).

Moody's

- In April 2025, Moody's Ratings assigned a Aa2 to St. Lucie County's Non-Ad Valorem Revenue Bonds, Series2025A and Non-Ad Valorem Revenue Bonds, Series 2025B. Concurrently, they affirmed the county's outstanding Aa2 issuer and non-ad valorem ratings. In addition, they assigned a stable outlook.
- In December 2017, Moody's Investors Service assigned a rating of Aa3 to St. Lucie County FL's $25.2 million Taxable Non-Ad Valorem Revenue Bonds, Series 2017A. Moody's maintained the Aa3 rating on approximately $46.9 million of rated parity non-ad valorem debt, as well as the county's Aa2 Issuer Rating.

Standard and Poor's (S&P)

- In April 2025, S&P Global Ratings affirmed their previous 'AA' long-term issuer credit rating. They also assigned their 'AA' long-term rating to St. Lucie County, Fla.'s series 2025A and 2025B non-ad valorem revenue bonds. In addition, they assigned a stable outlook.
- In December 2017, S&P Global Ratings assigned its 'AA-' long-term rating to St. Lucie County, FL's Series 2017A taxable non-ad valorem revenue bonds. At the same time, they affirmed their 'AA-' long-term rating on the county's non-ad valorem debt outstanding. They also affirmed their 'AA' long-term issuer credit rating on the county's general obligation (GO) debt outstanding. In February 2018, they subsequently increased St. Lucie County's credit rating on the series 2017A taxable non-ad valorem revenue bonds from AA- to AA.

~~Moody's and S&P evaluated St. Lucie County's issuer credit rating in December of 2017. Moody's rated the County at Aa2. S&P affirmed their 'AA-' long-term rating on the county's non-ad valorem debt outstanding. They also affirmed their 'AA' long-term issuer credit rating on the county's general obligation (GO) debt outstanding. These ratings indicate that the County is exceeding its goal of 'Upper Medium Grade' of investment quality.~~

Neither the Florida Constitution, Florida Statutes, nor the St. Lucie Board of County Commissioners places limits on the amount of debt the voters may approve by referendum. As of September 30, 2025, the County anticipates $91,068,700 government funds bonds. Based on June 1 assessed valuation of $42.8 billion for the fiscal year commencing October 1, 2025, the County's general obligation and voted debt ratio currently equals 0.23 percent (0.23%).

As of September 30, 2024, the County anticipated $100,043,700 governmental funds bonds. Based on the July 1st assessed valuation of $40.0 billion for the fiscal year commencing October 1, 2024, the County's general obligation and voted debt ratio currently equaled 0.25 percent (0.25%).

~~As of September 30, 2017 the County anticipates $125,555,000 government funds bonds. Based on the assessed valuation of $18.7 billion for the fiscal year ending September 30, 2017 the County's general obligation and voted debt ratio currently equals 0.67 percent (0.67%).~~

St. Lucie County has established a fund balance policy at 5 percent of operating expenses as recommended by Bond rating agencies. The County Debt Policy also outlines several key indicators designed to keep direct debt at the lowest possible level:

Outstanding Indebtedness
~~The County's total outstanding debt as of September 30, 2017 is estimated to be $189,319,938. None of the total County debt is repaid with property tax revenues. The debt is repaid with pledged revenues, including sales tax, tourist tax and special taxing units.~~ The County's total outstanding debt as of September 30, 2025, is approximately $295,168,335. None of the County's debt is pledged from property tax revenues. The debt is repaid with pledged revenues, including sales tax, tourist tax and special taxing units.

The County maintains an AA Bond Rating and although the County faces some future debt needs related to major project improvements, its debt capacity remains healthy.

~~Debt Service~~

~~The following table provides debt service projections.~~

~~Table 9-5 Debt Service Projections~~

~~Year Ending September 30~~	~~Total Combined Debt~~		
	~~Principal~~	~~Interest~~	~~Total P&I~~
~~2018~~	~~$ 11,848,534~~	~~$ 7,814,429~~	~~$ 19,662,963~~
~~2019-2023~~	~~$ 63,235,244~~	~~$ 31,206,220~~	~~$ 94,441,464~~
~~2024-2029~~	~~$ 60,105,767~~	~~$ 22,887,647~~	~~$ 82,993,414~~
~~2030-2034~~	~~$ 32,315,393~~	~~$ 7,862,728~~	~~$ 40,178,121~~
~~2035-2039~~	~~$ 12,305,000~~	~~$ 3,371,165~~	~~$ 15,676,165~~

~~Total Debt~~	~~$ 179,809,938~~	~~$ 73,142,189~~	~~$ 252,952,127~~

~~Source: St. Lucie County Board of County Commissioners, Fiscal Year 2017-2018 Budget [Office of Management and Budget]~~

Schedule of Capital Improvements

Capital Improvement projects that increase or maintain Category A level of service standards shall be included in the regular Schedule of Capital Improvements contained in this Capital Improvements Element.

~~Financial Feasibility~~

St. Lucie County has prepared this CIE annual update for its adopted five-year capital improvements plan. This update is being transmitted to State Department of ~~Economic Opportunity~~ Commerce in accordance with Section 163.3177 (3)(b), F.S. ~~Sufficient revenue has been committed in the first three (3) years to provide for the expenditure of project funding during FY 2017/18–2019/20. Funding for FY 2020/21-2021/22 includes both committed and planned revenues.~~

Each capital project identified within this CIE shall have a minimum cost of $25,000 as referenced within the adopted and revised Capital Improvements Element ~~(2002)~~. However, most of the capital project costs that add system capacity from new development demand will exceed $50,000 based upon current day costs.

A public facilities capital improvement may include design and land acquisition as part of the total project construction cost. The adopted County Capital Improvements Program (CIP) and State DOT Work Program representing FY ~~2017/18 – 2021/22~~ 2024/25 – 2028/29 may contain non-capacity enhancing projects necessary for the continuation of on-going infrastructure priorities. As such, there is not an equivalent total project cost comparison between the CIE, CIP and State DOT Work Program.

~~*Committed Years 1-3* - funding under the first three years of the CIE represents the funding that is committed and currently available from specific funding sources and is included as part of the first three years of the St. Lucie County Capital Improvement Program (CIP) or the State's Five Year Work Program.~~

~~*Committed and/or Planned Years 4-5* - funding during years four and five represents both committed (currently available and programmed) funding and/or planned funding (currently not available but will be committed once the specific revenue source has been secured during the 5 years of this CIE update).~~

MONITORING AND EVALUATION

The adoption of a Comprehensive Plan requires that procedures be established to evaluate and monitor the intended capital improvements addressed in the Plan. These procedures must be in place and clearly identified. In order to accomplish this, the County will annually review the Capital Improvement Element and other relevant portions of the Plan to assure that the capital needs are being met.

The review will also determine if adequate revenues are available to meet the needs. The data regarding the listed improvements will be updated and revised as needed in order to meet current and future capital improvement needs as they relate to the County's adopted Levels of Service.

COMPREHENSIVE PLAN

EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 10

ECONOMIC DEVELOPMENT ELEMENT

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

ECONOMIC DEVELOPMENT ELEMENT

DATA INVENTORY AND ANALYSIS

Purpose
The Economic Development Element is an optional element of the St. Lucie County Comprehensive Plan. The Element provides direction for the future to: assist government and developers in informed investment decision-making; diversify and promote a more sustainable tax base; protect the integrity of real estate investments; protect against overbuilding and urban sprawl; and stimulate job growth in the targeted industries.

The Economic Development Element recognizes that St. Lucie County needs to act in coordination with neighboring municipalities and private enterprise, because of the economic relationships that exists between geographic areas and the private sector. This Element is a starting point and the base of the economic development toolbox. The Economic Development Element describes the current conditions in the county, selects a direction for economic development and develops goals, objectives, and policies to advance the plan for economic development.

ECONOMIC DEVELOPMENT HISTORY AND BENCHMARKS
In 1993, the U.S. Economic Development Administration awarded St. Lucie County a grant to fund a countywide economic plan. The result of this effort was the St. Lucie County Economic Development Base Study, which was completed in 1995. This document quantified local economic conditions to more effectively set a course of action. Subsequently, the County went through a visioning process, which resulted in a document called Vision St. Lucie, from which benchmarks emerged to measure the progress of economic development in the country through 2010, such as an increase in high tech jobs and increases in average earnings per job and per capita income.

In April 2009, the Economic Development Council (EDC) and the St. Lucie Chamber of Commerce hosted the St. Lucie Economic Roundtable to discuss the County's transition to a knowledge-based economy and to create a vision for the future, which resulted in a series of actions to be taken in the next three to five years.

As a result of this action plan, in ~~2009~~ by 2023 St. Lucie County in partnership with the Economic Development Council of St. Lucie County was able to create ~~a 3,000~~ more than 10,000 new, high wage jobs; ~~a thousand~~ many of which are ~~also high wage,~~ high skill positions. ~~By 2010, St. Lucie County became the new home of prestigious biotechnology institutions such as the Torrey Pines Institute for Molecular Studies, and the Mann Research Center, LLC.~~ In addition to an increase in jobs in the County's core industries such as boating manufacturing, agribusiness and construction related occupations, new jobs were created in manufacturing, advanced manufacturing, life sciences, aviation, and logistics.

The Economic Strategy Center of the National Community Development Services presented to the St. Lucie Economic Development Council in ~~January 2018~~ September 2021 their report titled Economic Impact Analysis Return on Investment, 2017-June 2021 summarizing the more recent successes of the EDC's partnerships with local governments. During the period the EDC worked on ~~29~~ 46 projects that retained and created ~~2,867~~ 3,847 jobs, the largest of which are represented

by ~~Maverick Boat Group's current expansion~~ Pursuit Boats and Tradition ~~Medical Center phase I and phase II expansions.~~ Hospital and Lawnwood Regional Medical Center expansions, plus FedEx Ground's new regional distribution facility.

GEOGRAPHIC SETTING

Located on Florida's east coast, about 120 miles south of Orlando and 60 miles north of West Palm Beach, St. Lucie County lies at the heart of the Treasure Coast. The current St. Lucie County population is 385,746. Population of the Treasure Coast (St. Lucie, Indian River and Martin counties) stands at 706,696, with a regional workforce of 315,000+.

One of the greatest influences upon the mobility and economic development of St. Lucie County is the highway network. The proximity of Interstate 95 and the Florida Turnpike combined with US Highway 1, SR A-1-A, Treasure Coast International Airport, and the Port of Ft. Pierce provide access to markets throughout Florida, the United States, South America, and the world. As economies globalize, St. Lucie County's linkages with other geographic areas become more evident and more important. It is therefore necessary to view the County's economy not as an isolated unit, but within a broader context.

~~St. Lucie County also enjoys a reputation as vacation destination with the theme: "Stay Tranquil." Among the many attractions for residents and visitors alike are 21 miles of beach, the Indian River Lagoon, the 500-acre Harbor Branch Oceanographic Institution, Smithsonian Marine Institution, canoeing on the St. Lucie River, or visiting one of the many museums in the County.~~
This competitive location also provides a spectacular setting in which to work and play. St. Lucie County's natural resources are enviable, with more than 21 miles of pristine coastline and beaches, more than 20,000 acres of public parks and natural preserves, and miles of rivers and waterways.

Locations Suitable for Economic Development

Depending on their individual requirements, businesses may find that their immediate needs for property can be met in areas already developed for commercial or industrial activities. The Economic Development Council keeps a database of properties available and suitable for development.

In 2022, the County extended its Urban Service Boundary (USB) to include properties on the west side of Range Line Road along the southern County line, extending north, generally to NSLRWCD Canal No. 73, then east to SR 70 and south to Midway Road, and the north set the stage for utilities and other facilities to provide for growth. The USB was first depicted on the Comprehensive Plan Land Use Map in 1990 to distinguish the area where urban development may occur from areas where it should not occur. At the time of the initial establishment of the USB, the total population of St. Lucie County was 150,171 (1990 Census). The 2020 Census total population count for St. Lucie County was 329,226, a 119% increase in 30 years. The expanded USB encompasses the ongoing growth areas for unincorporated St. Lucie County, and western Port St. Lucie, where public facilities and services including, but not limited to, central water, sewer capacity and roads, are already in place or are in the planning stage. This growth area includes the lands targeted for development by investments in infrastructure (e.g., roads, water and sewers), incentives for targeted industries, promotion of redevelopment and infill development within urbanized areas and the land needed to accommodate population growth projected for the 2040-year planning timeframe.

Priority should be given to renovating existing and creating new locations for economic development and businesses. Land use planning, zoning, infrastructure planning, and fiscal policy should encourage patterns of development that will foster redevelopment and infill of existing commercial and industrial areas and encourage new areas to form in a way that will increase the number and availability of good locations for economic development. Criteria for good business locations include a good transportation network, available infrastructure, close proximity to neighborhoods (employees), high density of customers and support businesses, and proximity to cultural, recreational, and educational opportunities.

Treasure Coast International Airport

~~The Treasure Coast International Airport (FPR) is located north of Fort Pierce. It is a general aviation airport that serves several flight schools, an airplane manufacturer, and several businesses ancillary to airport and flight operations. It serves charter flights to and from the Bahamas, as well as flights throughout the continental United States. Federal Express and United Parcel Services have flight operations from here. The Airport Industrial Park, just to the east of the airport, also benefits from the proximity to the airport and its services. The vast 3,660-acre airport property is owned by the St. Lucie County Board of County Commissioners (BOCC) and is managed by the County's Airport Department. Because of the availability of developable airport property, a strong potential for both aviation and non-aviation related growth exists at the airport.~~

~~Within St. Lucie County, much of the airport property and surrounding area is designated as a Foreign Trade Zone (FTZ). The Florida Aviation System Plan (FASP) 2025 identifies two types of airports: commercial service and community airports – the FDOT selected the term "community airport" rather than "general aviation" to emphasize the importance of the airport to the community it serves. Since FPR only serves general aviation activity at this time, it is classified as a community airport. However, the FASP 2025 indicates that FPR may attract future commercial airline services associated with tourism, business, and international passengers. (Source: Draft St. Lucie County International Airport Master Plan Update, March 2009).~~

Treasure Coast International Airport (FPR) is a commercial airport located in St. Lucie County on Florida's Treasure Coast, approximately four miles northwest of downtown Fort Pierce. The airport recently obtained its Part 139 Commercial Service Certification on October 2, 2024. The airport is publicly owned and operated by the St. Lucie County Board of County Commissioners. The airport offers three paved runways, the longest of which (Runway 10R/28L) measures 6,492 feet long by 150 feet wide. FPR primarily supports business/ corporate aviation, emergency medical operations, and flight training. Aviator College and independent instructors regularly conduct flight training operations at the airport. FPR provides index B Aircraft Rescue and Fire Fighting (ARFF) service. The Treasure Coast International Airport is also a Foreign Trade Zone with an on-site U.S. Customs and Border Protection facility. This designation offers tax relief for manufacturers exporting goods through the facility—bringing high-wage jobs into the county and driving economic growth. Future plans include a terminal renovation, parking lot expansion, and runway extension.

Port of Ft. Piece

The Port of Fort Pierce is the region's only deep-water port. The County incorporated a Port Sub-element in the Comprehensive Plan in 2002 as required by Florida Statutes and most recently updated it in 2022.. Much of the Port Planning Area lies within the City of Fort Pierce and the Fort Pierce Community Redevelopment Area. A small portion of the Port Planning Area lies within unincorporated St. Lucie County and development of this portion is governed by the County's Future Land Use Element, the Port Sub-element, and the County's Land Development Code

Foreign Trade Zones

~~St. Lucie also has a number of sites classified as Foreign Trade Zones (FTZs). The FTZs are secure industrial parks and specialized warehouses considered to be outside of the US Customs territory, typically located close to a port of entry such as the Crossroads Park of Commerce. The following are FTZs in St. Lucie County.~~

- ~~Kings Highway Industrial Park~~
- ~~Airport North~~
- ~~St. Lucie West Commerce Park~~
- ~~Airport Industrial Park~~
- ~~Airport South~~

On February 22, 2022, the Foreign-Trade Zones Board approved the County's application for reorganization of Foreign Trade Zone (FTZ) No. 218 under the Alternative Site Framework. On June 7, 2022, the Board of County Commissioners adopted the new Zone Schedule as follows:

Foreign-Trade Zone No. 218 has:

- Site 1 located at the St. Lucie County International Airport that consists of 1,063 acres located at 300 Curtis King Boulevard in Fort Pierce, Florida;
- Site 2 located at the King's Highway Industrial Park that consists of 102 acres located at King's Highway and Commercial Circle in Fort Pierce, Florida;
- Site 3 located at the St. Lucie West Commerce Park that consists of 315 acres located at 590 N.W. Peacock Boulevard, Port St. Lucie, Florida; and
- Site 4 located at the Crossroads Commerce Park that consists of 15 acres located at State Rd. 70 and I-95 in Fort Pierce, Florida

~~Economic Clusters~~

~~Tradition~~

~~The Tradition Area in Port St. Lucie has become a technology cluster with three prestigious biotechnology institutions Torrey Pines Institute for Molecular Studies. Other technology companies such as an upcoming digital animation studio may complement the technology cluster in Tradition.~~

~~Treasure Coast Education, Research and Development Authority (TCERDA)~~

~~In 2005, the St. Lucie Board of County Commissioners and the University of Florida collectively created this agriculturally and biotechnologically focused Research Park in unincorporated St. Lucie County including renewable energy and alternative fuel companies. This Research Park is governed by the Treasure Coast Education, Research and Development Authority (TCERDA), pursuant to Chapter 159, Part V, Florida Statutes and the enabling Resolution and Ordinance of the Board of County Commissioners of St. Lucie County, Florida. It is envisioned as a home to multi-disciplinary scientists, researchers and educators.~~

~~The initial master plan calls for over 350 developed acres of buildings and wet labs to house research, development and educational institutions, businesses and incubators, with an additional 700 acres for agricultural fields and for future Research Park expansion. USDA's 170,000 square foot Horticultural Research Laboratory and the 90,000 square foot University of Florida's Institute of Food and Agricultural Sciences' Research and Education Center will anchor the TCERDA's~~

~~Research Park.~~

TOURISM

~~St. Lucie County's Tourism Division's mission is to improve the overall economic condition of St. Lucie County through activities, special events, marketing and expanding tourism within St. Lucie County as a year-round destination.~~

~~St. Lucie County's Tourist Development Council (TDC) is represented by local elected officials, hospitality professionals and tourism-related community members and the TDC serves as an advisory committee to the St. Lucie County's Board of County Commissioners. The TDC appointed seats are comprised of three elected officials, three representatives from accommodations collecting the tourist tax, and three representatives from tourism-related industries, as directed by Section 125.0104, F.S.~~

~~St. Lucie County has many natural assets and planned activities to offer visitors. In addition to the round balmy weather other attractions include:~~

- ~~Water activities, 21 miles of beaches, fishing and boating~~
- ~~Sporting events and activities: St. Lucie County is the spring training home to the New York Mets. In addition to baseball, St. Lucie also offers world class golfing opportunities~~
- ~~Ecotourism: The County is blessed with a variety of natural resources and habitats including the Indian River Lagoon, the St. Lucie River and other natural waterways. Water activities are unlimited through exploration by canoe, kayak, stand-up paddle board or on an eco-boat tour. It is also home of numerous natural resources as well as the Heathcote Botanical Gardens, Port St. Lucie Botanical Gardens, the Manatee Education & Observation Center, the St. Lucie County Aquarium featuring the Smithsonian Ecosystems Exhibit, Harbor Branch Oceanographic Institute at FAU and the Oxbow Eco-Center. Land conservation efforts are prominent with over 20,000 acres of nature preserves with great amenities and access available to the public, all of which are free.~~
- ~~Arts and Culture: St. Lucie County is home to the legendary Florida landscape painters A.E. "Bean" Backus and the Florida Highwaymen and renowned African-American author Zora Neale Hurston, inspiration for the Dust Tracks Heritage Trail that follows her life in Fort Pierce in St. Lucie County. The St. Lucie Regional History Center highlight's the County's history and St. Lucie is home to the one and only National Navy SEAL Museum located on the grounds where the men first trained during WWII.~~

~~*Visitor Origination*~~

~~St. Lucie, like many other south Florida communities, experiences a significant influx of seasonal residents during the winter months. Many of these seasonal visitors come from the Northeast and Midwest as well as southeast Canada, and Europe to escape the cold and enjoy St. Lucie's perfect weather and the many activities and opportunities described above. With relatively undeveloped beaches, a quaint small-town feel, a slower-paced Florida lifestyle, the County is also a haven for instate travelers looking to get away from more metro areas in south and central Florida. St. Lucie also attracts a number of international visitors, but succinct data is not available.~~

~~*Targeted Visitor Market and Approach*~~

~~Targeted markets include the Northeast (specifically New York and New Jersey) and Canada. Marketing to Florida residents is prominent, especially during the shoulder and low season months (May – November). Tourism has shifted from a print- heavy media schedule to more digital marketing such as native advertising, storytelling in relevant content environments, social media and email marketing. Due to a relatively small advertising budget, the County is very~~

~~active in establishing and maintaining partnerships with industry partners (VISIT FLORIDA, local hotels, etc.) and nearby destinations partners (Indian River & Martin Counties) to leverage its exposure and budget.~~

~~This data was updated during an economic recession during the late 2000's. Like most Florida destinations, travel had decreased as well as hotel tax revenues. Since the recession, tourist tax revenues have seen a healthy comeback primarily due to increasing demand and rates. St. Lucie attributes this to its ongoing effort to increase its awareness and exposure in key markets and the ability to attract amateur and youth sporting events to our area that take advantage of the numerous sports venues and facilities. Sports tourism is one of the tourism segments that is continuing to thrive.~~

St. Lucie County's Tourism Division's mission is to market St. Lucie County and its cities as a destination and to promote activities and assets that will generate new or repeat visitors, thereby creating a positive economic impact for St. Lucie County.

St. Lucie County's Tourist Development Council (TDC) is represented by local elected officials, hospitality professionals and tourism-related community members and the TDC serves as an advisory committee to the St. Lucie County's Board of County Commissioners. The TDC appointed seats are comprised of three elected officials, three representatives from accommodations collecting the tourist tax, and three representatives from tourism-related industries, as directed by Section 125.0104, F.S.

The County collects a 5% tourist tax (bed tax) on accommodations (hotels, motels, vacation rentals, RV sites, etc.) rented for six (6) months or less. In 2024, the Tourist Development Tax collections totaled $6.1 million, which is a 47% increase from the 2019 fiscal year.

About St. Lucie County as a Tourist Destination

St. Lucie is home to the historic city of Fort Pierce, the vibrant city of Port St. Lucie & the beautiful beaches of Hutchinson Island. It is located on the Atlantic Ocean along the east coast of Florida, 120 miles southeast of Orlando and 115 miles north of Miami with direct access from Florida's Turnpike and Interstate 95 – making it a perfect geographic location for Florida visitors that travel between these two international destinations. St. Lucie offers an array of visitor activities including 21 miles of uncrowded, natural beaches, championship golf, excellent outdoor, nature and water-based adventures, a thriving arts and cultural scene, world class fishing and dozens of unique attractions. It is also home to New York Mets spring training. A variety of affordable accommodations such as hotels, motels, bed & breakfasts, RV parks & campsites, private vacation rentals and an all-inclusive resort are available for visitors to stay overnight.

Downtown Fort Pierce is a destination within the destination. This charming, waterfront city is where history and nature unite. It's been regarded as a "hidden gem" waiting to be uncovered by travel enthusiasts seeking a unique Old Florida experience. It's known as the "Sunrise City" and has been the hub of St. Lucie County for over 100 years – as it is one of the oldest communities on the east coast of Florida. It is a diverse, yet neighborly, community that embraces both the richness of its heritage and the promise of the future. In Fort Pierce, visitors discover a historic, small-town lifestyle with miles and miles of unspoiled shores and gorgeous waterways ideal for boaters and water recreation. Fort Pierce also boasts fascinating marine research centers and museums, a rich history, and a wealth of cultural and recreational attractions. Fort Pierce, especially the historic downtown, is a charming experience that offers art, cultural and a growing culinary scene ranging from casual seafood shacks to fine dining. St. Lucie's southernmost city, Port St. Lucie is a thriving and fast-growing city receiving national accolades regularly. Visitors flock to explore its award-winning neighborhoods, active lifestyle, its family-friendly energy and

for its proximity to south Florida. Port St. Lucie is best known amongst visitors as the Spring Training home of the New York Mets. The NY Mets have called Port St. Lucie is spring training home since the mid-1980s. The city is also home to PGA Village, where three PGA courses are open to the public. Pickleball enthusiasts are also enthralled with Port St. Lucie's impressive facilities that play host to national pickleball tournaments. The outdoor activities in Port St. Lucie go beyond just golf, pickleball and baseball. The picturesque St. Lucie River winds through the heart of the city providing peaceful scenery featuring lush canopies of trees along the shores. Water recreation on the river includes kayaking, paddleboarding, fishing, watersports, airboating, and guided wildlife boat tours to observe native wildlife such as turtles, alligators, manatees and hundreds of species of birds. The burgeoning dining scene is also an attractor to Port St. Lucie. The culinary talent moving into the area is just one more reason why visitors choose Port St. Lucie. Even Guy Fieri, famous for hosting Food Network shows such as Diners, Drive Ins & Dives and Guy's Grocery Games chose Port St. Lucie as his pilot show location for a new series called "Best Bite in Town."

The beaches are the destination's most important asset in attracting visitors. The barrier island just off the mainland of Fort Pierce and Port St. Lucie is known as Hutchinson Island. It boasts 21 miles of coastline and offers more public access per square mile than any other coastal community in Florida. All County and City beaches are free – no parking or admission fees – a rare trait for a Florida coastal destination. Visitors to the beach on Hutchinson Island enjoy an uncrowded, well-preserved experience, as nearly half of the coastline is nature conservation and undeveloped. Hutchinson Island is also home to the only place in south Florida that allows horseback riding on the beach.

St. Lucie is a year-round destination, but visitation is quite seasonal with peak visitation occurring January through March annually (i.e. "snowbird season"). During other months, visitor origins and visitor attractors change. In 2023, Visit St. Lucie commissioned a year-long visitor tracking and economic impact study that provides visitors insights and data to help guide the data-driven decisions for developing an effective marketing strategy. Visit St. Lucie also collects and analyzes data from other sources to help guide marketing decisions.

As of 2024, the number of overnight commercial properties (hotels, motels, bed & breakfast, RV parks, etc.) was approximately 61 totaling nearly 5,000 units available for rent. Additionally, the destination's private vacation rental inventory (i.e. rentals listed on AirBnB, VRBO, etc.) continues to grow year over year fluctuating between 900 and 1,100 listings depending on availability and seasonality.

Visitor Origin

St. Lucie, like many other south Florida communities, experiences a significant influx of seasonal residents during the winter months. Many of these seasonal visitors come from the Northeast and Midwest as well as southeast Canada to escape the cold and enjoy St. Lucie's perfect weather and the many activities and opportunities described above. With relatively undeveloped beaches, a quaint, small-town feel, a slower-paced Florida lifestyle, the County is also a haven for instate travelers looking to get away from more metro areas in south and central Florida.

Top states of visitor origin are New York, New Jersey, Pennsylvania, Michigan, Ohio, Massachusetts, Georgia, Connecticut and Delaware. Toronto Canada is the top place of origin in Canada. Visitors from within the state of Florida remain the destination's top state of origin, therefore marketing to Florida residents is prominent, especially during the low season months (May – November). Tourism's marketing approach has shifted from a print-heavy media plan to primarily digital marketing such as native advertising, storytelling in relevant content

environments, social media and email marketing. Due to a relatively small advertising budget, the County is very active in establishing and maintaining partnerships with industry partners (VISIT FLORIDA, local hotels, etc.) and nearby destinations partners (Indian River & Martin Counties) to leverage its exposure and budget.

Tourism as an Economic Driver

Tourism is a key driver of the St. Lucie County economy, it provided over $1 billion dollars in economic impact in 2023, supporting nearly 8,520 jobs and $287,231,300 in wages and salaries. Tourism generates tax revenue to fund projects and services that benefit local residents such as the construction and maintenance of roads & bridges, public safety, and environmental programs. *(Source – 2023 Visitor Tracking & Economic Impact Study).*

Visit St. Lucie is committed to growing and sustaining the tourism industry through:

- Increasing overnight stays to St. Lucie
- Increasing visitor spending per trip

TARGETED INDUSTRIES

St. Lucie County maintains a Targeted Industry list to provide direction in its economic development programming. New development or expansion projects identified as Targeted Industries may qualify for certain economic incentive offerings from the County. The County intends to focus on industries that have potential for high skill, high paying, long-term employment that will contribute to the overall quality of life of County residents. As of ~~May 2018~~ January 2025, the targeted industry list, by NAICS Code ~~is as follows:~~ are listed in Table 10-1.

Manufacturing Facilities	**Clean Energy**
Chemical Manufacturing	Solar Energy
Pharmaceutical Manafacturing	Biomass Energy and Biofuels
Computer and Electronic Product Manufacturing	Fuel Cell and Hydrogen Technologies
Computer and Electronic Component Manufacturing	Ocean Energy
Electromedical Apparatus Manufacturing	Other Renewables
Laser Manufacturing	
Software Reproducing	**Professional, Scientific, and Technical Services**
Transportation Equipment Manufacturing	Professional, Scientific, & Technical
Aviation & Aerospace Manufacturing	Computer Programming/Software
Machinery Manufacturing	Computer System Design
Instruments for Measuring & Testing Elec.	Management, Scientific, & Tech Services
Lens Manufacturing	Research & Development
Power Distribution, Generation & Technology	Scientific & Technical Consulting Services
Electrical Equipment Manufacturing	Simulation Training
Appliance Component Manufactuing	Testing Laboratories
Fiber Optic Cable Manufacturing	Bio-Medical & Bio-Science
Surgical & Medial Instruments Manufacturing	Nano Technology
Food & Beverage Products Manufacturing	
Wood & Paper Product Manufacturing	**Management & Distribution**
Printing & Related Support Activities	Management Services
Aquaculture	National, International & Regional Headquarters
Boat and Allied Products Mfg	Distribution Centers
Finance & Insurance Services	**Administrative & Support Services**
Funds, Trusts, & Other Finacial Vehicles	Technical Support
Information Industries	
Film, Video/Electronic Media Production	
Information Services & Data Processing	
Data Processing Services	
Software Publishing	
Music Publishing	
Telecommunications	
Satellite Communications	

~~Source: St. Lucie County, 2018~~

Table 10-1 Targeted Industry List NAICS

Manufacturing	
Name of Industry	**NAICS Code**
Food & Beverage Products Manufacturing	311, 312
Textile Mills & Textile Product Mills	313, 314
Apparel Manufacturing	315
Wood & Paper Product Manufacturing	321, 322
Printing and Related Support Activities	323
Petroleum and Coal Products Manufacturing	324
Chemical & Pharmaceutical Manufacturing	325
Plastics & Rubber Products Manufacturing	326
Nonmetallic Mineral Product Manufacturing	327
Primary Metal Manufacturing	331
Fabricated Metal Manufacturing	332
Machinery Manufacturing	333
Computer and Electronic Product Manufacturing	334
Electronic Equipment, Appliance, and Component Manufacturing	335
Transportation Equipment Manufacturing, including Aerospace, Aviation, Boat & Marine	336
Furniture and Related Product Manufacturing	337
Miscellaneous	339

Energy & Renewables	
Name Of Industry	**NAICS Code**
Solar and Cell Manufacturing	334413
Biomass & Biofuels	325193, 325199
Fuel Cell & Hydrogen	334413, 335999
Global Logistics	
Wholesale Trade	42
Merchant Wholesalers, Durable Goods	423
Merchant Wholesalers, Nondurable Goods	424
Wholesale Electronic Markets and Agents and Brokers	425
Transportation and Warehousing	48-49
Information Technology	
Publishing Industries (Except internet)	511
Motion Picture & Sound Recording Industries	512
Telecommunications	517
Data Processing, Hosting & Related Services	518
Other Information Services	519

Finance & Insurance	
Name of Industry	**NAICS Code**
Credit Intermediation and Related Activities	522
Securities, Commodities Contracts, and other Financial Investments and Related Activities	523

Insurance Carriers and Related Activities	524
Funds, Trusts, and Other Financial Vehicles	525
Professional, Scientific, & Technical Services	
Computer Programming/Software and Computer System Design	541511, 541513
Management Scientific & Tech Services	5416
Research & Development	5417
Testing Laboratories	541380
Simulation Training	611420
Corporate Headquarters	
Corporate, Subsidiary and Regional Management Offices	551114
Other	
Aquaculture	112511, 112512, 112519
Administrative Support Services	561
Professional Development & Management Training	611430, 611710
Space Research & Technology	927

Note: Includes all industries listed under the expanded NAICS Codes for each industry included above, unless otherwise noted. All projects are evaluated on an individual basis, and therefore operating in a target industry does not automatically indicate eligibility. Other industries may be considered by the Board of County Commissioners if the company can improve the quality of life within the community by creating new jobs and/or high wages

~~Other industries may be considered by the Board of County Commissioners if the company can improve the quality of life within the community by creating new jobs and/or high wages.~~

EMPLOYMENT

Major Employers

~~Major employers in St. Lucie County are as follows:~~ Table 10-2 identifies the major employers in St Lucie county.

Table 10-2 Major Employers in St. Lucie County

~~Company Name~~	~~Employees~~	~~Product / Service~~	~~Location~~
~~St. Lucie Public Schools~~	~~5,471~~	~~Education~~	~~Fort Pierce~~
~~Indian River State College*~~	~~2,338~~	~~Higher education~~	~~Fort Pierce~~
~~Lawnwood Regional Medical Center & Heart Institute~~	~~1,455~~	~~Healthcare services~~	~~Fort Pierce~~
~~Teleperformance~~	~~1,200~~	~~Call center~~	~~Port St. Lucie~~
~~City of Port St. Lucie~~	~~1,157~~	~~City government~~	~~Port St. Lucie~~
~~Walmart Distribution Center~~	~~890~~	~~Dry goods distribution center~~	~~Fort Pierce~~
~~Martin Health System~~	~~850~~	~~Healthcare services~~	~~Port St. Lucie~~
~~St. Lucie Medical Center~~	~~850~~	~~Healthcare services~~	~~Port St. Lucie~~
~~St. Lucie County~~	~~778~~	~~County government~~	~~Countywide~~
~~Florida Power & Light. Co~~	~~774~~	~~Electric utility~~	~~Port. St. Lucie~~
~~McKesson / Change Healthcare~~	~~549~~	~~Call center~~	~~Fort Pierce.~~
~~Convey Healthcare Solutions~~	~~450~~	~~Call center~~	~~Fort Pierce.~~
~~St. Lucie County Fire District~~	~~434~~	~~Fire protection~~	~~Countywide~~
~~Treasure Coast Hospice~~	~~425~~	~~Healthcare services~~	~~Countywide~~
~~New Horizons of the Treasure Coast~~	~~408~~	~~Healthcare services~~	~~Countywide~~

~~Blue Goose Growers / Construction~~	~~400~~	~~Agriculture / Contractors~~	~~Fort Pierce~~
~~Pursuit Boats~~	~~367~~	~~Boat manufacturer~~	~~Fort Pierce~~
~~MAXIMUS~~	~~354~~	~~Call Center~~	~~Fort Pierce~~
~~City of Fort Pierce~~	~~335~~	~~City government~~	~~Fort Pierce~~
~~Maverick Boat Company~~	~~296~~	~~Boat manufacturer~~	~~Fort Pierce~~
~~Fort Pierce Utilities Authority~~	~~265~~	~~Utilities~~	~~Fort Pierce~~
~~Tropicana Products Inc.~~	~~265~~	~~Fruit juice manufacturer~~	~~Fort Pierce~~
~~PGA Golf Club~~	~~250~~	~~Recreation~~	~~Fort Pierce~~
~~United States Postal Service~~	~~235~~	~~Post Office~~	~~Countywide~~
~~Tamco~~	~~222~~	~~Manufacturer~~	~~Port St. Lucie~~
~~USDA, US Horticultural Research Lab~~	~~220~~	~~Agriculture research~~	~~Fort Pierce~~
~~A-1 Roof Trusses~~	~~219~~	~~Truss manufacturer~~	~~Fort Pierce~~
~~Treasure Coast Newspapers~~	~~215~~	~~Newspaper publishing~~	~~Port St. Lucie~~
~~FAU Harbor Branch Oceanographic Institute~~	~~188~~	~~Research organization~~	~~Fort Pierce~~
~~Club Med Sandpiper Bay~~	~~180~~	~~Resort hotel~~	~~Port St. Lucie~~
~~Southern Eagle Distributing~~	~~163~~	~~Beer distributor~~	~~Fort Pierce~~
~~Natalie's Orchid Island Juice Company~~	~~150~~	~~Fruit juice manufacturer~~	~~Fort Pierce~~
~~Keiser University~~	~~139~~	~~Higher education~~	~~Port St. Lucie~~
~~Remetronix~~	~~123~~	~~Medical equipment installation / de-installation~~	~~Port St. Lucie~~
~~Waste-Pro of Florida, Inc.~~	~~121~~	~~Waste disposal~~	~~Fort Pierce~~
~~Torrey Pines Institute for Molecular Studies~~	~~117~~	~~Research / life sciences~~	~~Port St. Lucie~~
~~CareNow Urgent Care~~	~~92~~	~~Healthcare services~~	~~Countywide~~
~~Silver Line Plastics~~	~~88~~	~~Manufacturer plastic pipes~~	~~Fort Pierce~~
~~Riteway Linens~~	~~86~~	~~Linen services and textiles sales~~	~~Port St. Lucie~~
~~Southern Truss Company~~	~~70~~	~~Truss manufacturer~~	~~Fort Pierce~~
~~JJ Taylor Distributing Florida, Inc.~~	~~66~~	~~Beer distributor~~	~~Fort Pierce~~
~~Advanced Machine and Tool, Inc.~~	~~65~~	~~Contract manufacturing~~	~~Fort Pierce~~
~~Ranger Construction~~	~~60~~	~~Asphalt paving, road construction & excavation~~	~~Fort Pierce~~

~~Indian River State College* = 2,338 employees includes 819 FT and 1,519 PT.~~
~~Source: Employers (Economic Development Council of St. Lucie County December 2017)~~

Company Name	**Number of Employees**	**Product/Sales**	**Location**
St. Lucie Public Schools	5,253	Education	Port St. Lucie
HCA Florida Lawnwood Hospital	1,896	Healthcare Services	Fort Pierce
Cleveland Clinic Martin Health	1,544	Healthcare Services	St. Lucie County
City of Port St. Lucie	1,157	City Government	Port St. Lucie
Walmart Distribution Center	1,275	Dry Goods Distribution Center	Fort Pierce
HCA Florida St. Lucie County	937	Healthcare Services	Port St. Lucie
St. Lucie County	791	County Government	St. Lucie County

Indian River State College	2338*	Education	Countywide
Pursuit Boats	652	Boat Manufacturer	Fort Pierce
Florida Power & Light	610	Electric Utility	Port St. Lucie
Maverick Boat Group	470	Boat Manufacturer	Fort Pierce
FedEx Ground	469	Warehouse/Distribution	Port St. Lucie
St Lucie County Fire District	539	Fire Protection	Countywide
City of Fort Pierce	358	City Government	Fort Pierce
Southern Eagle Distribution	304	Beverage Distribution	Fort Pierce
A-1 Industries of Florida	365	Truss Manufacturer	Fort Pierce
Fort Pierce Utilities Authority	275	Utilities	Fort Pierce
St. Lucie Battery & Tire	260	Auto Services	Countywide
Natalie's Orchard Island Juice Company	215	Fruit Juice Manufacturer	Fort Pierce
FAU's Harbor Beach Oceanographic Institute	233	Research Organization	Fort Pierce
Cheney Brothers	201	Warehouse/Distribution	Port St. Lucie
PGA Golf Club	200	Recreation	Port St. Lucie
City Electric Supply/TAMCO	221	Manufacturer	Port St. Lucie
Twin Vee Powercats	120	Boat Manufacturer	Port St. Lucie
Precast Specialties	173	Manufacturer	Fort Pierce
Amazon	300	Distribution	Port St. Lucie
Tropicana Products Inc.	170	Fruit Juice Manufacturer	Fort Pierce
UESI/Underwater Engineering Services	153	Commercial Diving, Civil Marine Contractor	Fort Pierce
Silver-Line Plastics	101	Manufacturing, F	Fort Pierce
Builders First Source	143	Manufacturer	Fort Pierce
Keiser University	100	Higher Education Services	Port St. Lucie
ABC Home Medical Supply	119	Headquarters	Port St. Lucie
A&G Concrete Pools	69	Manufacturing	Port St. Lucie
Ranger Construction	91	Asphalt Paving, Road Construction & Excavation	Fort Pierce
Waste-Pro of Florida, Inc	91	Waste Disposal	Fort Pierce
Cleveland Clinic's FL Research & Innovation	97	Life Sciences	Port St. Lucie
D &D Welding	40	Manufacturing	Fort Pierce
Freshco/Indian River Select	95	Fresh Juice Manufacturer	Fort Pierce
Contender Boats	131	Boat Manufacturer	Fort Pierce
Expert Shutter Services	76	Shutter Manufacturing	Port St. Lucie
Treasure Coast Food Bank	71	Nonprofit/Distribution	Fort Pierce
East Coast Truss	60	Truss Manufacturing	Fort Pierce
Bee Electronics	52	Electronics Manufacturing	Fort Pierce
FIU Center for Translational Services	75	Life Sciences	Port St. Lucie
Radical Cosmetics	50	Manufacturing, Cosmetics	Fort Pierce
OCULUS Surgical	47	Manufacturing	Port St. Lucie
Porch Factory	52	Manufacturing	Fort Pierce

Source: Updates provided by employers to the Economic Development Council of St. Lucie County 2022-2023

~~The following tables show employment by major industry and average wages.~~ Table 10-3 shows number of businesses, estimated sales, and estimated total of employees. This information provides estimated business taxes.

Table ~~10-1~~ 10-3 Business Report St. Lucie County

~~Business Type~~	~~Total Businesses~~	~~%~~	~~Estimated Sales~~	~~# Est. Employees~~
~~Accommodation and Food Services~~	~~527~~	~~6.58%~~	~~$331,251,000~~	~~7,481~~
~~Administrative and Support and Waste Management and Remediation Services~~	~~501~~	~~6.25%~~	~~$220,195,000~~	~~2,406~~
~~Agriculture, Forestry, Fishing and Hunting~~	~~38~~	~~0.47%~~	~~$91,144,000~~	~~495~~
~~Arts, Sports, Entertainment, and Recreation~~	~~171~~	~~2.13%~~	~~$148,851,000~~	~~1,739~~
~~Banking, Finance and Insurance~~	~~332~~	~~4.14%~~	~~$405,571,000~~	~~1,535~~
~~Construction~~	~~911~~	~~11.37%~~	~~$838,428,000~~	~~5,228~~
~~Education~~	~~169~~	~~2.11%~~	~~$19,418,000~~	~~10,312~~
~~Health Care and Social Services~~	~~768~~	~~9.59%~~	~~$1,448,318,000~~	~~12,460~~
~~Holding Companies and Managing Offices~~	~~8~~	~~0.10%~~	~~$7,281,000~~	~~44~~
~~Information~~	~~126~~	~~1.57%~~	~~$239,677,000~~	~~1,078~~
~~Manufacturing – Chemical, Fuel, Paper, Plastic, Wood~~	~~36~~	~~0.45%~~	~~$57,011,000~~	~~268~~
~~Manufacturing – Electronics, Furniture, Machinery, Metal, Transportation, Misc.~~	~~140~~	~~1.75%~~	~~$235,864,000~~	~~1,782~~
~~Manufacturing – Processed Food, Textiles, Clothing~~	~~35~~	~~0.44%~~	~~$189,006,000~~	~~375~~
~~Mineral, Oil and Gas Extraction~~	~~5~~	~~0.06%~~	~~$10,677,000~~	~~67~~
~~Other Services – Repair, Personal Care, Laundry, Religious, etc.~~	~~1127~~	~~14.07%~~	~~$181,005,000~~	~~5,055~~
~~Professional, Scientific and Technical Services~~	~~717~~	~~8.95%~~	~~$404,401,000~~	~~4,046~~
~~Public Administration~~	~~214~~	~~2.67%~~	~~$7,872,000~~	~~6,540~~
~~Real Estate and Rentals~~	~~521~~	~~6.50%~~	~~$336,001,000~~	~~3,169~~
~~Retail: Hobby, Media, General Merchandise~~	~~316~~	~~3.95%~~	~~$1,044,424,000~~	~~8,140~~
~~Retail: Home, Food, Automobiles, Personal Care~~	~~859~~	~~10.72%~~	~~$2,563,345,000~~	~~8,983~~
~~Transportation and Warehousing: Couriers and Messengers, Warehousing and Storage~~	~~20~~	~~0.25%~~	~~$4,599,000~~	~~502~~
~~Transportation and Warehousing: Private and Public Transportation, Oil and Gas Pipelines, Sightseeing~~	~~168~~	~~2.10%~~	~~$139,826,000~~	~~1,081~~
~~Unclassified~~	~~18~~	~~0.22%~~	~~$586,000~~	~~586~~
~~Utility Services: Power, Gas, Steam, Water, and Sewage~~	~~11~~	~~0.14%~~	~~$34,955,000~~	~~91~~
~~Wholesalers~~	~~272~~	~~3.40%~~	~~$3,909,830,000~~	~~3,510~~

~~Source: Economic Development Council of St. Lucie County, InfoUSA February 2018 (Poweringflorida.com)~~

Industry	Total Businesses	%	Sales (est)	Employees (est)
Accommodation and Food Services	778	5.11%	$377,746,000	9,178
Administrative and Support and Waste Management and Remediation Services	708	4.65%	$229,803,000	2,639
Agriculture, Forestry, Fishing and Hunting	55	0.36%	$189,042,000	723
Arts, Sports, Entertainment, and Recreation	284	1.86%	$ 122, 934,000	1,679
Banking, Finance and Insurance	544	3.57%	$509,399,000	1,944
Construction	1,309	8.59%	$1,072,466,000	6,474
Education	241	1.58%	$13,788,000	6,579
Health Care and Social Services	3,365	22.08%	$1,904,904,000	20,197
Holding Companies and Managing Offices	48	0.32%	$50,242,000	99
Information	170	1.12%	$334,285,000	1,296
Manufacturing- Electronics, Furniture, Machinery, Metal, Transportation, Misc.	195	1.28%	$477,779,000	2,083
Manufacturing-Processed Food, Textiles, Clothing	77	0.51%	$224,056,000	761
Mineral, oil, and Gas Extraction	10	0.07%	$17,441,000	81
Other Services-Repair, Personal Care, Laundry, Religious, etc	1,865	12.24%	$317,040,000	8,255
Professional, Scientific, and Technical Services	1,380	9.06%	$540,076,000	5,960
Public Administration	215	1.41%	$23,487,000	5,647
Real Estate and Rentals	670	4.40%	$324,951,000	3,246
Retail: Hobby, Media, General Merchandise	911	5.98%	$2,350,930,000	6,214
Transportation and Warehousing: Couriers and Messengers, Warehousing and Storage	21	0.14%	$4,107,000	514
Transportation and Warehousing: Private and Public Transportation, Oil and Gas Pipelines, Sightseeing	286	1.88%	$166,463,000	1,524
Unclassified	921	6.04%	Unknown	345
Utility Services: Power, Gas, Steam, Water, and Sewage	8	0.05%	15,869,000	425
Wholesalers	348	2.28%	$2,669,469,000	2,578

Source: Lightcast (EMSI), 2024

Table 10-4 shows employment by major industry and average wages and the number of jobs.

Table 10-~~2~~ 4
Average Wage Report

~~Industry (NAICS)~~	~~# of Jobs~~	~~Average Wages~~	~~# of Establishments~~
~~Agriculture, Forestry, Fishing and Hunting (11)~~	~~2,008~~	~~$35,124~~	~~92~~
~~Mineral, Oil and Gas Extraction (21)~~	~~131~~	~~$33,493~~	~~4~~
~~Utility Services: Power, Gas, Steam, Water, and Sewage (22)~~	~~820~~	~~$87,886~~	~~12~~
~~Construction (23)~~	~~6,928~~	~~$29,909~~	~~899~~
~~Manufacturing – Processed Food, Textiles, Clothing (31)~~	~~714~~	~~$31,727~~	~~33~~
~~Manufacturing – Chemical, Fuel, Paper, Plastic, Wood (32)~~	~~1,176~~	~~$40,806~~	~~56~~
~~Manufacturing – Electronics, Furniture, Machinery, Metal, Transportation, Misc. (33)~~	~~1,834~~	~~$43,037~~	~~110~~
~~Wholesalers (42)~~	~~3,337~~	~~$55,343~~	~~283~~
~~Retail: Home, Food, Automobiles, Personal Care (44)~~	~~8,415~~	~~$26,155~~	~~594~~
~~Retail: Hobby, Media, General Merchandise (45)~~	~~5,081~~	~~$19,920~~	~~218~~
~~Transportation and Warehousing: Private and Public Transportation, Oil and Gas Pipelines, Sightseeing (48)~~	~~1,712~~	~~$37,741~~	~~141~~
~~Transportation and Warehousing: Couriers and Messengers, Warehousing and Storage (49)~~	~~1,615~~	~~$31,855~~	~~17~~
~~Information (51)~~	~~1,025~~	~~$25,585~~	~~57~~
~~Banking, Finance and Insurance (52)~~	~~4,356~~	~~$72,814~~	~~263~~
~~Real Estate and Rentals (53)~~	~~6,488~~	~~$38,358~~	~~291~~
~~Professional, Scientific, and Technical Services (54)~~	~~6,027~~	~~$35,078~~	~~642~~
~~Holding Companies and Managing Offices (55)~~	~~275~~	~~$44,156~~	~~24~~
~~Administrative and Support and Waste Management and Remediation Services (56)~~	~~8,073~~	~~$29,598~~	~~480~~
~~Education (61)~~	~~1,924~~	~~$20,391~~	~~56~~
~~Health Care and Social Services (62)~~	~~14,338~~	~~$40,197~~	~~718~~
~~Arts, Sports, Entertainment, and Recreation (71)~~	~~2,413~~	~~$20,214~~	~~91~~
~~Accommodation and Food Services (72)~~	~~8,059~~	~~$18,935~~	~~429~~

~~Other Services – Repair, Personal Care, Laundry, Religious, etc. (81)~~	~~8,417~~	~~$24,027~~	~~519~~
~~Unclassified (99)~~	~~60~~	~~$32,317~~	~~76~~

~~Source: Economic Development Council of St. Lucie County, EMSI 2016 (PoweringFlorida.com)~~

Occupation	NAICS	Total Labor Force	Average Annual Wage	Total Businesses
Agriculture, Forestry, Fishing and Hunting	11	911	$50,822.96	55
Mineral, Oil and Gas Extraction	21	10	$96,729.40	10
Utility Services: Power, Gas, Steam, Water, and Sewage	22	1,131	$144, 150.43	8
Construction	23	8,674	$59,550.80	1,309
Manufacturing-Processed Food, Textiles, Clothing	31	4,911	$71,545.16	77
Manufacturing-Chemical, Fuel, Paper, Plastic, Wood	32	1,678	$78,490.00	48
Manufacturing-Electronics, Furniture, Machinery, Metal, Transportation, Misc.	33	4,246	$69,765.00	195
Wholesalers	42	2,878	$80,632.20	348
Retail: Home, Food, Automobiles, Personal Care	44	13,348	$44,630.66	780
Retail: Hobby, Media, General Merchandise	45	12,763	$50,311.00	911
Transportation and Warehousing: Private and Public Transportation, Oil and Gas Pipelines, Sightseeing	48	4,525	$52,269.88	286
Transportation and Warehousing: Couriers and Messengers, Warehousing and Storage	49	2,971	$51,578.00	21
Information	51	624	$82,526.01	170
Banking, Finance, and Insurance	52	1,768	$83,198.37	544
Real Estate and Rentals	53	1,989	$69,091.44	670
Professional, Scientific, and Technical	54	4,879	$75,905.58	1,380
Holding Companies and Managing Offices	55	235	$78,525.03	48
Administrative and Support and Waste Management and Remediation Services	56	7,160	$48,390.91	708
Education	61	1,710	$45,135.69	241
Health Care and Social Services	62	14,134	$70,233.94	3,365
Arts, Sports, Entertainment, and Recreation	71	1,970	$52,477.20	284
Accommodation and Food Services	72	9,587	$28,753.18	778
Other Services-Repair, Personal Care, Laundry, Religious, etc.	81	5,863	$44,456.32	1,865
Unclassified	99	277	$56,122.63	921

Source:Lightcast (EMSI), 2024

Financial Health and Cost of Living

The following table compares St. Lucie County's cost of living to ~~other~~ state of Florida. ~~counties and the nation.~~

Table 10-~~3~~ 5
St. Lucie County and State of Florida per Capital Income

	~~2014~~	~~2015~~	~~2016~~	~~Rank in State~~	~~% Change 2015~~	~~% Change 2016~~	~~Rank in State Change from Preceding Period~~
~~Florida~~	~~43,064~~	~~45,441~~	~~45,953~~		~~5.5~~	~~1.1~~	
~~St. Lucie County~~	~~34,394~~	~~35,829~~	~~36,196~~	~~35~~	~~4.2~~	~~1.0~~	~~35~~

~~Source: Release 17-60 Local Area Personal Income~~

	2020	2021	2022	Rank in State	% Change 2021	% Change 2022	Rank in State
Florida	$53,888	$57,746	$54,746		6.10%	-4.30%	
St. Lucie County	$45,416	$50,856	$52,363	31	12.00%	3.00%	17

Source: Bureau of Economic Analysis

Unemployment

St. Lucie County unemployment rates continue to be slightly higher than the average in the State of Florida, further highlighting the urgency for local efforts in sustainable job creation.

Table 10-6 Unemployment Rate ~~(5 Year Trend)~~

~~Year~~	~~St. Lucie County~~	~~Florida~~
~~December 2017 January 2023~~	~~4.6%~~	~~3.7%~~
~~December 2016 January 2022~~	~~5.5%~~	~~4.5%~~
~~December 2015 January 2021~~	~~5.5%~~	~~4.9%~~
~~December 2014 January 2020~~	~~6.4%~~	~~5.6%~~
~~December 2013 January 2019~~	~~8.6%~~	~~6.3%~~

Source: ~~Department of Economic Opportunity Local Area Unemployment Statistics~~ ~~U.S. Bureau of Labor Statistics~~

Year	St. Lucie County	Florida
2019-01-01	4.0%	3.5%
2020-01-01	8.1%	3.0%
2021-01-01	5.0%	5.9%
2022-01-01	3.5%	3.5%
2023-01-01	3.5%	2.8%
2024-01-01	3.8%	3.2%
2025-01-01	4.4%	3.7%

Source: U.S. Bureau of Labor Statistics

Jobs Housing Balance
In an ideal world, there would be one job per resident. More realistically, a standard of 1.5 jobs to each housing unit could be developed and a range of 1.3 to 1.7 or 1.4 to 1.6 could be adopted as a target. (Weitz, Jerry, "Jobs-Housing Balance" Planning Advisory Service, American Planning Association, 2003.) The jobs/housing balance for ~~2017~~ 2023 is ~~1.13~~ 0.42 based upon the number of households and labor force totals according to the U.S. Census Bureau QuikFacts.~~. [Consider why the large difference since 2017?]~~

EDUCATION
The public school system is countywide and is governed by the School Board consisting of five members each elected for a four-year term. The school system is comprised of ~~twenty~~ seventeen elementary schools (grades K-5), ~~eleven~~ nine schools that combine grades K-8, five middle schools (grades 6-8) and six high schools (grades 9-12). Of the total 42 schools in St. Lucie County, there are ~~five~~ six Magnet Schools: three elementary, one combined K-8, and ~~one~~ two high school.

Higher educational resources within the County include: Indian River State College (IRSC) (formally Indian River Community College), Keiser University, and extension campuses of Florida Atlantic University, University of Florida, Nova Southeastern University, and Barry University. Each of these institutions offer four-year degree programs.

The following table shows educational attainment rates in comparison to the state and the nation.

Table 10-~~5~~ 7
Educational Attainment ~~(2007 Level of Education)~~ Trends

St. Lucie County, population 25 years and over

~~Education Level~~	~~1990~~	~~2000~~	~~2010~~	~~2014~~
~~Less than 9th grade~~	~~9,582~~	~~9,190~~	~~10,481~~	~~10,973~~
~~9th to 12th grade, no diploma~~	~~20,082~~	~~21,273~~	~~20,735~~	~~18,050~~
~~High school graduate (includes equivalency) or higher~~	~~75,016~~	~~105,985~~	~~156,813~~	~~171,861~~
~~Bachelor's degree of higher~~	~~13,674~~	~~20,562~~	~~33,541~~	~~38,222~~

Source: ~~Treasure Coast Regional Planning Council Statewide Regional Evacuation Study, 2016 Supplemental Summary~~ Lightcast (Emsi), 2024

Educational Level	2010	2016	2023
Less than 9th Grade	11,025	12,318	11,533
9th to 12th Grade	21,814	19,622	19,080
High School Graduate (includes equivalency) or Higher	127,333	143,349	172,305
Bachelor's Degree or Higher	34,703	43,826	69,723

Source: Lightcast (EMSRI), 2024

ECONOMIC DEVELOPMENT PROGRAMS

~~St. Lucie County has embraced two popular economic development tools, namely branding and cluster development. Along with Indian River and Martin County, St. Lucie County now promotes itself as part of Florida's "Research Coast". This branding highlights the region's desire to shift its image from an agricultural and tourist-based economy (Treasure Coast) to an area that is invested in recruiting businesses that offer high-skilled, high-paying, long-term employment opportunities.~~ St. Lucie County is poised for economic growth. The County's location, hospitality and a large "Suite of Services" partnership with local businesses, key public and private agencies all working together to help move St. Lucie County forward in the right direction.

~~Business Retention and Expansion~~

~~One of the EDC's key programs is the development of a Business Retention and Expansion program (BRE) for businesses located in St. Lucie County through a collaborative effort between St. Lucie County's Workforce Development Board of the Treasure Coast, St. Lucie County's Chamber of Commerce and the Economic Development Council of St. Lucie County.~~

~~The BRE Program tries to identify the following:~~

- ~~Companies at risk.~~
- ~~Companies ready for expansion.~~
- ~~Company business needs - Uncover business needs, local factors, or trends that might lead a company to shutdown, relocate or expand.~~
- ~~Communication - Establish an on-going communication between the public and private sector, and build a pro-business attitude for local businesses.~~
- ~~Knowledge - Build a knowledge base of how the local economy works.~~

Economic Development Incentives

St. Lucie County has a number of incentives for business to relocate in St. Lucie County. They include:

- Job Growth Investment Grant
- Ad Valorem Tax Exemption
- Expedited Review and Permitting
- Waivers, Deferrals and Alternatives
- Industrial Development Revenue Bonds
- Economic Development Impact Fee Mitigation
- Foreign Trade Zone
- Brownfield Site
- Franchise Fee Rebate

Local Utility Programs

- Florida Power and Light Economic Development Rate
- Florida Power and Light Commercial Industrial Service Rider
- Fort Pierce Utilities Authority Electric Economic Development Discount Program
- Fort Pierce Utilities Authority Sales Tax Exemption on Electric

Local Workforce Assistance Programs

- On-the-Job Training Grant
- Employed Worker Training Program

These County programs complement the following State of Florida economic development incentives:

- Sales and Use Tax Exemptions
- Qualified Targeted Industry Grant
- Capital Investment Tax Credit

State of Florida Workforce Assistance Programs

- Incumbent Worker Training Program
- Quick Response Training Program

COMPREHENSIVE PLAN

EAR-Based Amendments

~~**JUNE 2018**~~

May 2026

CHAPTER 11

TOWNS, VILLAGES AND THE COUNTRYSIDE ELEMENT

DATA, INVENTORY AND ANALYSIS

Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS™

TOWNS, VILLAGES AND THE COUNTRYSIDE ELEMENT

DATA INVENTORY AND ANALYSIS

The landscape in St. Lucie County is changing rapidly. As land values escalate and the availability of undeveloped land decreases in counties to the south, St. Lucie County has become increasingly attractive both for people relocating from congested areas in South Florida and for retirees from the northern states and throughout Florida. At the same time, the viability of utilizing lands in unincorporated St. Lucie County for citrus production has declined due to the devastating effects of citrus greening disease and impacts from hurricanes. According to the UF/IFAS Citrus Research and Education Center, St. Lucie County has seen the largest net decrease in citrus acreage among Florida counties, with a loss of over 60,000 acres.~~to international competition, uncertain harvests, the threat of citrus canker and severe price fluctuations~~. In addition, the relatively high residential densities already designated for agricultural lands in portions of the County have encouraged some landowners to undergo a transition from agricultural to residential uses.

The wave of development that has impacted many areas of Florida over the past several decades has obscured or destroyed the defining characteristics of many communities. Agriculture, natural habitat, and rural communities have been replaced by homogenous, sprawling development characterized by limited access, congested roadways, inadequate or non-functional open spaces, and housing that is segregated from the civic, office, and retail uses that residents depend on in their everyday lives. Without a focused redirection, St. Lucie County will likely succumb to a similar growth pattern.

The principles set forth in the Towns, Villages and Countryside Element (TVC) constitute a pro-active plan for future growth in St. Lucie County. The planning approach outlined in this element contains a strategy for development in the existing rural agricultural areas that will ensure that future growth is sustainable, predictable, protects and enhances the natural environment, and improves the citizens' quality of life. The TVC preserves and enhances existing private property rights while providing incentive-based options to landowners intended to achieve these goals.

The TVC encourages a pattern of development that will preserve the rural character while still providing for future growth. Using the principles of Traditional Neighborhood Design (TND), the strategy for new settlement in the undeveloped areas requires a sustainable growth pattern characterized by a mix of uses, building types and income levels as well as a pedestrian-friendly block and street network. The TVC preserves a significant amount of public open space, promotes strategies for viable agriculture, and helps mitigate the environmental impact of new development in the area. The TVC Element applies only to the Special Area Plan for North St. Lucie County.

Definitions for use in the TVC:

Accessory Unit: an ancillary unit, limited in size, sharing ownership and utility connections with a principal residence, typically located in the rear of the lot.

Alley: a right-of-way that affords a secondary means of access, typically in the back of the property.

Affordable: Monthly rents or mortgage payments, including taxes, insurance, and utilities do not

exceed 30% of the monthly income of the family.

Affordable Housing: ~~Rental or for sale housing that is affordable to people earning 50%-80% of Area Median Income.~~ Rental or for sale housing where monthly rents or monthly mortgage payments including taxes, insurance, and utilities do not exceed 30 percent (30%) of that amount which represents the percentage of the median adjusted gross annual income for the households.

Agricultural Research & Education Facilities: The agricultural uses and the associated facilities including green houses, laboratories and field offices related to agricultural research activities such as, but not limited to USDA, the Institute of Food and Agriculture Services (IFAS), the St. Lucie Agricultural Research and Education Park and Harbor Branch.

Agriculture: The science, art, and business of cultivating soil, producing crops, and raising livestock; farming.

Civic Use: The use of land or buildings by not-for-profit organizations primarily for governmental, educational, artistic, cultural, social or religious purposes. Civic uses may take place in outdoor civic spaces or in civic buildings.

Convenience Center: A collection of small stores servicing a range of daily needs from dry cleaning to baked goods, ranging between 3,000 – 80,000 square feet in size, located along an important thoroughfare, between two neighborhoods, serving the daily needs of two to three neighborhoods.

Community Development District (CDD): A unit of the government classified as an independent special district run by a board composed of landowners within the district. A CDD has the power to assess ad valorem taxes upon the lands in the district, or other special assessments, in order to provide services required to develop the land, such as road building, water and sewer facilities, drainage, conservation and mitigation areas, parks and other recreational facilities.

Community Stewardship Organization (CSO): A not-for-profit organization dedicated to education and conservation efforts that benefit both development and the community.

Countryside: Land, including natural habitat, agriculture, recreation parks and similar uses, required to be set aside as open and unobstructed to the sky in perpetuity, but not including rights-of-way dedicated for streets, roads or alleys.

Development: The carrying out of any building activity, the making of any significant change in the use or appearance of land.

Eco, Heritage and Cultural Tourism: Direct-guided tours of natural, historic or cultural sites, along with education about the resources, without threatening the viability of the resources. Activities may include backpacking, bird watching, horseback riding, canoeing, camping and fishing.

Environmentally Significant Land: Land identified as Environmentally Significant and/or ranked as A, B or C on the County's Native Habitat Inventory Map.

Farm Store: An enterprise located in or near the Countryside providing goods and services needed by farms, such as seed, fertilizer, tools, tool repair. Such stores may also offer farmers markets for the sale of produce grown in the surrounding Countryside.

Farmer's Market: An area set aside within a farm store or a Neighborhood Center to enable farmers to sell produce, dairy products and other products of their farms directly to consumers**Fiscal Neutrality:** A result wherein the net effect of the tax revenue, impact fees and other financial contributions received from new development added to the public spending for infrastructure for the development is neutral so as not to negatively affect the fiscal budget.

Greenway: A narrow or wide corridor of open space managed for natural resource conservation and/or recreation.

Gross Developable Area: The land area including both the Net Developable Area and the Countryside land.

Higher Education: Education institutions operated by the state university system, state department of education or private accredited institutions providing postsecondary, vocational or other specialized forms of learning.

Highway Service Retail: Vehicular-oriented retail such as gas stations, motels and fast food restaurants.

Local Store: Typically a single proprietor establishment, the average size is 500 – 2,000 square feet. Local Stores are located in either the middle or edge of a neighborhood and typically serve one neighborhood. Either residential or office uses are appropriate above the ground level retail. The Local Store is not expected to expand in size over time.

Minimum Average Density: The average number of dwelling units per acre within the Net Developable Area. This number is an average to allow more dense development in the Neighborhood Center area with development becoming gradually less dense through the Neighborhood General to the Neighborhood Edge zone.

Mixed use: Combining two or more of the following uses: retail, commercial and residential within the same building or on the same site.

Mixed-Use Business District: An area that due to its location has the development potential to specialize in terms of accommodating significant business functions. A Mixed-Use Business District should include a variety of uses and is encouraged to provide a place for large offices that may be too intense for the Neighborhood as well as for regional commercial uses, targeted industry, higher education/research facilities, other office uses, and residential uses. Land located within the Mixed-Use Business District may also develop pursuant to the density and intensity established by the Transferable Development Value Map (Figure 11-3) and otherwise in accordance with the Goals, Objectives and Policies of the TVC.

Neighborhood: The basic building block of all new development within the TVC, generally ranging in size from 80 to 150 acres (not including land set aside for the Countryside component), scaled upon a radius of approximately ¼ mile and containing a mix of uses that include residential, retail, office, civic and recreation spaces to support the daily needs of its residents within walking/bicycling/wheelchair distance.

Neighborhood Center: Larger than a Convenience Center, the Neighborhood Center averages 100,000 square feet in size and is anchored with a grocery store. The Neighborhood Center is located at the intersection of two important roads and serves the daily needs of three to four neighborhoods.

Net Developable Area: The land area available for development once the Countryside/Open Space requirement has been achieved.

Open Space: Land that is dedicated to Countryside including natural habitat, agriculture, and recreational parks, or used to fulfill other County objectives (See Policy 11.1.5.4).

Settlement Principles: The guidelines for development established in Policy 11.1.4.2.

Targeted Industry: Businesses identified by the St. Lucie County Planning and Development Services Department in conjunction with the Economic Development Council as desirable to promote job growth in the County. Such businesses are set forth every two years as eligible for the Job Growth Investment Grant Program and include a wide range of commerce; approval by the Board of County Commissioners is required when proposed in the TVC area.

TDR Credits: Credits that are created when the unused Transferable Density of a property receives a multiplier. One credit may be eligible to secure one additional dwelling unit of density when applied to a qualified development.

Transferable Density: The amount achieved by multiplying the size of the property by the residential Transferable Development Value, less any existing dwellings on the property.

Transferable Development Value: The density and intensity designated on a property by the Transferable Development Value Map.

Town: Two or more neighborhoods in the Countryside.

Town Center: Town Centers are an open-air collection of core retailers, typically a minimum of 200,000 square feet, serving approximately 25,000 persons with a primary trade area of 6 to 10 miles. Tenants include multiple anchors, shops, movie theaters, a grocery store, department store, bookseller, restaurants, boutiques, residential units and possibly a hotel. A Town Center distinguishes itself from conventional open-air centers by including a variety of residential types, office and civic uses. The Town Center could ultimately evolve into areas served by mass transit with higher densities. Appropriate locations are along major thoroughfares close to an interstate interchange or within downtown areas.

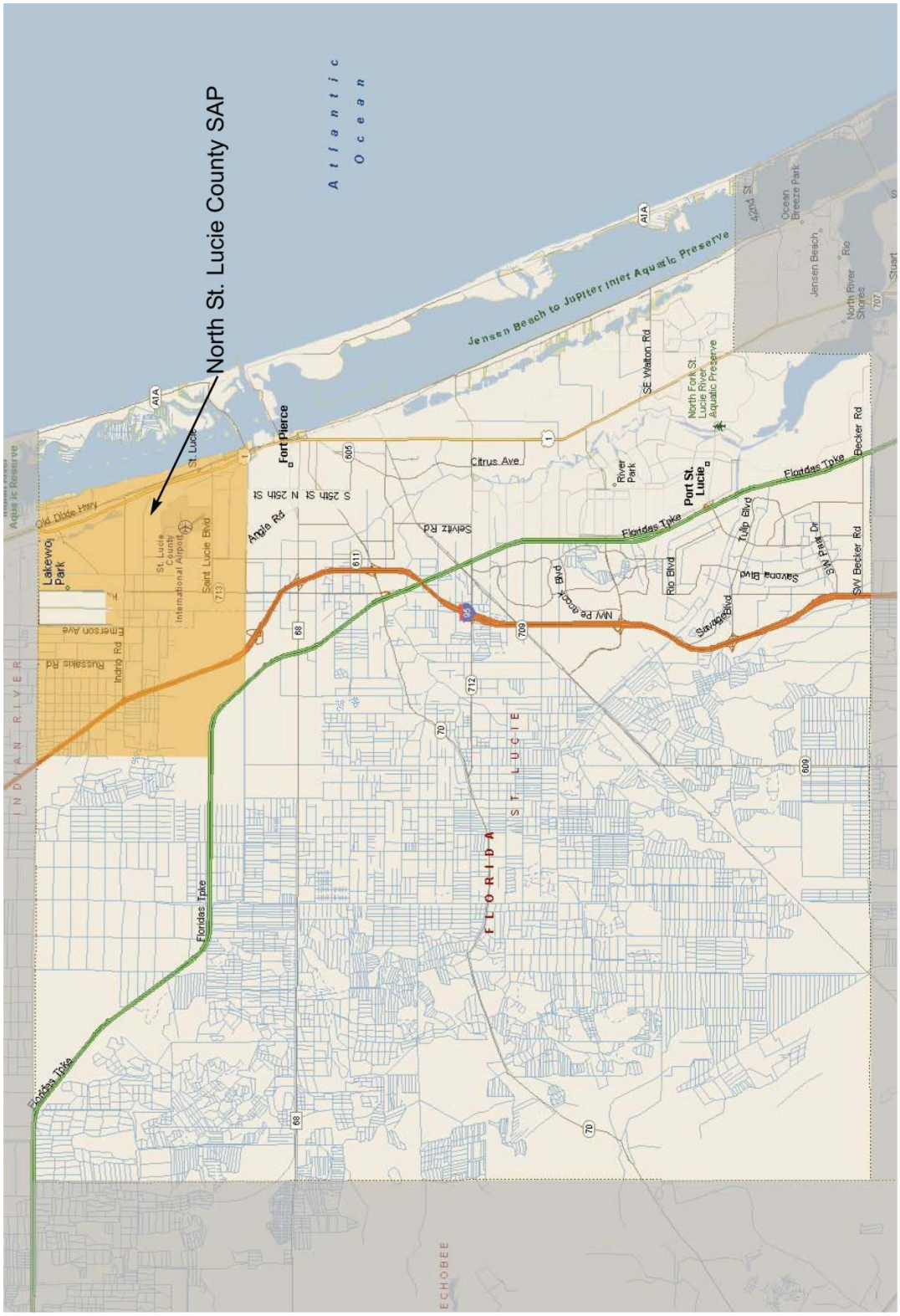
Urban Services: Potable water supply and distribution; sanitary sewer collection, treatment and disposal.

Village: One neighborhood in the Countryside**.**

Village Center: A Village Center is 80,000 - 140,000 square feet and has tenants similar to those in a Neighborhood Center and may include lodging. The Village Center is located at an intersection of two important thoroughfares and serves four to five adjacent neighborhoods.

Warehouse Type: Usually associated with discount or home improvement retail, typically averages in size from 100,000 – 150,000 square feet. Appropriate locations are along heavily traveled roads or rail corridors. May be a form of land banking that may evolve into another appropriate mixed-use in the future.

Workforce Housing: Housing that is attainable to people earning between 80%-120% of the Area Median Income.



SPECIAL AREA PLANS - GENERAL LOCATION MAP

NO PROPOSED CHANGES

TO THE DATA, INVENTORY AND ANALYSIS FOR

THE PUBLIC SCHOOL FACILITIES ELEMENT,

RURAL LANDS STEWARDSHIP AREA ELEMENT, OR

PROPERTY RIGHTS ELEMENT

September 10, 2025

RESPONSE VIA EMAIL ONLY

Mr. Benjamin Balcer, AICP
Planning & Development Director
St. Lucie County
Planning and Development Services
Planning Division
2300 Virginia Avenue
Fort Pierce, Florida 34982

RE: Ear Based Amendment

Dear Mr. Balcer:

Thank you for submitting the proposed comprehensive plan amendment package for St. Lucie County. The reference number for this amendment is 25-02ER**.**

The submission package appears to be complete, and your proposed plan amendments will be reviewed pursuant to Chapter 163.3184(4)(d), Florida Statutes. Once the review is underway, you may be asked to provide additional supporting documentation by the review team to ensure a thorough review. The State Land Planning Agency's Objection, Recommendation and Comment (ORC) report will be mailed to you on or about November 9, 2025.

Pursuant to 163.3184(4)(e)1. If the local government fails to hold the second hearing and adopt the amendments with 180 days after receipt of the state land planning agency's report, the amendments shall be deemed withdrawn unless extended by agreement with notice to the state land planning agency and any affected person that provided comments on the amendment.

Pursuant to 163.3184(4)(e)2. All comprehensive plan amendments adopted by the governing body, along with the supporting data and analysis, shall be transmitted within 10 working days after the final adoption hearing to the state land planning agency and any other agency or local government that provided timely comments under subparagraph (c). If the local government fails to transmit the comprehensive plan amendments within 10 working days after the final adoption hearing, the amendments are deemed withdrawn.

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If you have any questions, please contact Terri Stoutamire, Plan Processor at (850) 717-8513 or by email at terri.stoutamire@commerce.fl.gov. You may also contact James Stansbury, Bureau Chief, who will be overseeing the review of the amendments, at (850)717-8512.

Sincerely,

Donna Harris, Senior Plan Processor
Bureau of Community Planning and Growth

DH/ts

cc: External Agencies

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Vice Chair

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DISTRICT 4
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Cathy Townsend
DISTRICT 5

Administration

George Landry
COUNTY ADMINISTRATOR

Katherine Barbieri
INTERIM COUNTY ATTORNEY

September 9, 2025

James D. Stansbury
Chief, Bureau of Community Planning & Growth
Florida Department of Commerce
107 East Madison Street, MSC 160
Tallahassee, FL 32399-4120

RE: St. Lucie County – Proposed EAR Based Amendments

Dear Mr. Stansbury,

In accordance with Section 163.3191, F.S., St. Lucie County is submitting an amendment package consisting of the proposed EAR-based amendments to the St. Lucie County Comprehensive Plan which is subject to the state coordinated review process pursuant to Section 163.3184(4), F.S. The amendment package is complete with supporting data and analysis.

The Local Planning Agency (St. Lucie County Planning & Zoning Commission) held a public hearing on August 20, 2025, and voted unanimously to recommend approval of the amendments. The Board of County Commissioners held a transmittal hearing on September 2, 2025, and voted unanimously to transmit the proposed amendments to the Department of Commerce and corresponding reviewing agencies.

All proposed text is in a strike-through/underline format within the amendment package. St. Lucie County is updating its Comprehensive Plan in accordance with Florida Statute requirements and has included amendments to address issues of local concern. A copy of the amendment package has been sent to all required reviewing agencies.

The proposed amendment is available for public inspection online at https://stluciecofl.portal.civicclerk.com/event/3154/overview and during normal business hours in the St. Lucie Planning & Development Services Department, 2300 Virginia Ave, Fort Pierce, FL 34982.

The County anticipates holding an adoption hearing within 180 days after receipt of the Florida Commerce Objection, Recommendations, and Comments Report.

If you have any questions or require additional information, please contact me.

We appreciate your time and deliberation on the proposed EAR-based amendments to the St. Lucie County Comprehensive Plan. Thank you for your assistance.

PLANNING & DEVELOPMENT SERVICES DEPARTMENT
Benjamin.Balcer@stlucieco.org | 2300 Virginia Avenue | Fort Pierce, FL 34982 | (772) 467 - 2822 | (772) 462 – 1589
www.stlucieco.gov

Sincerely,

Benjamin Balcer

Benjamin Balcer, AICP
Planning & Development Services Director

cc: Complete Package
Donna Harris, FloridaCommerce, Bureau of Comprehensive Planning
Department of Agriculture and Consumer Services, Comprehensive Plan Review
Department of Education, Office of Education Facilities
Department of Environmental Protection, Plan Review
Alissa S. Lotane, Department of State
Scott Sanders, Florida Fish and Wildlife Conservation Commission
Cesar Martinez, P.E., Department of Transportation, District Four
Stephanie Heidt, AICP, Treasure Coast Regional Planning Council
Mark Elsner, South Florida Water Management District
Kev Freeman, Director, City of Ft. Pierce Planning
Mary Savage-Dunham, AICP, CFM, Director, City of Port St. Lucie Planning
William Thiess, Mayor of St. Lucie Village

cc: Letter only
St. Lucie County Board of County Commissioners
George Landry, County Administrator
Mayté Santamaria, Deputy County Administrator II
Katherine D. Barbieri, Esq., Interim County Attorney

September 30, 2024

RESPONSE VIA E-MAIL ONLY
REVISED

Mr. Ben Balcer, Director
St. Lucie County
Planning and Development Services
2300 Virginia Avenue
Fort Pierce, Florida 34982

Subject: Evaluation and Appraisal Notification Acknowledgment Letter

Dear Mr. Balcer:

This is to acknowledge receipt of your Evaluation and Appraisal Notification Letter, which was due on October 1, 2024 and received by FloridaCommerce on September 30 2024.

Please note that your proposed comprehensive plan amendments based on your Evaluation and Appraisal should be transmitted to FloridaCommerce by September 30, 2025, within one year of your notification, pursuant to Section 163.3191(2), Florida Statutes (F.S.). The amendments are subject to the State Coordinated Review Process as outlined in Section 163.3184(4), F.S. Please also be aware that Section 163.3191, F.S., was amended to read in part "updates to the required elements and optional elements of the comprehensive plan must be processed in the same plan amendment cycle."

Jana Williams of FloridaComerce's staff is available to assist and provide technical guidance to your questions concerning the contents of the Evaluation and Appraisal based comprehensive plan amendments and may be reached at (805)717-8483.

If you have any questions concerning the processing of the Evaluation and Appraisal based amendment, please contact Donna Harris, Plan Processor, at (850)717-8491 or by email at Donna.Harris@Commerce.fl.gov.

Sincerely,

James D. Stansbury, Bureau Chief
Bureau of Community Planning and Growth

JDS/dh

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ST. LUCIE COUNTY FLORIDA

ST. LUCIE WORKS

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Linda Bartz
DISTRICT 3

Jamie Fowler
DISTRICT 4

Cathy Townsend
DISTRICT 5
Chair

Administration

George Landry
COUNTY ADMINISTRATOR

Dan McIntyre
COUNTY ATTORNEY

September 19, 2024

James D. Stansbury
Florida Department of Commerce
107 East Madison Street, Caldwell Bldg., MSC 160
Tallahassee, Florida 32399-4120

RE: 2024 St. Lucie County Evaluation and Appraisal Notification Letter

Dear Mr. Stansbury:

Pursuant to Chapter 163.3191, Florida Statutes, this letter hereby provides notice to the State Land Planning Agency that St. Lucie County has determined that amendments are necessary to reflect changes to Chapter 163, Part II of Florida Statutes since the last Comprehensive Plan update. Additional amendments may also be required to reflect changed conditions within and current priorities of St. Lucie County. The Board of County Commissioners will prepare and transmit the appropriate amendments within one year of this letter in accordance with the requirements of Chapter 163.3184, Florida Statutes.

For additional information or clarification regarding this Evaluation and Appraisal Notification Letter, please contact Ben Balcer, Planning & Development Services Director at 772-462-1589 or balcerb@stlucieco.org.

Sincerely,

Cathy Townsend
Board of County Commissioners Chair

CC: Board of County Commissioners
George Landry, County Commissioners
Mayté Santamaria, Deputy County Administrator II
Ben Balcer, Planning & Development Services Director

PLANNING & DEVELOPMENT SERVICES DEPARTMENT

Balcerb@stlucieco.org 2300 Virginia Avenue | Fort Pierce, FL 34982 (772) 462 - 2822 (772) 462 - 1589 (772) 462 - 1581
www.stlucieco.gov

September 30, 2024

RESPONSE VIA E-MAIL ONLY

Mr. Ben Balcer, Director
St. Lucie County
Planning and Development Services
2300 Virginia Avenue
Fort Pierce, Florida 34982

Subject: Evaluation and Appraisal Notification Acknowledgment Letter

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This is to acknowledge receipt of your Evaluation and Appraisal Notification Letter, which was due on October 1, 2024 and received by FloridaCommerce on September 30 2024.

Please note that your proposed comprehensive plan amendments based on your Evaluation and Appraisal should be transmitted to FloridaCommerce by September 19, 2025, within one year of your notification, pursuant to Section 163.3191(2), Florida Statutes (F.S.). The amendments are subject to the State Coordinated Review Process as outlined in Section 163.3184(4), F.S. Please also be aware that Section 163.3191, F.S., was amended to read in part "updates to the required elements and optional elements of the comprehensive plan must be processed in the same plan amendment cycle."

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Sincerely,

James D. Stansbury, Bureau Chief
Bureau of Community Planning and Growth

JDS/dh

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ST. LUCIE COUNTY FLORIDA

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September 19, 2024

James D. Stansbury
Florida Department of Commerce
107 East Madison Street, Caldwell Bldg., MSC 160
Tallahassee, Florida 32399-4120

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Dear Mr. Stansbury:

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For additional information or clarification regarding this Evaluation and Appraisal Notification Letter, please contact Ben Balcer, Planning & Development Services Director at 772-462-1589 or balcerb@stlucieco.org.

Sincerely,

Cathy Townsend
Board of County Commissioners Chair

CC: Board of County Commissioners
George Landry, County Commissioners
Mayté Santamaria, Deputy County Administrator II
Ben Balcer, Planning & Development Services Director

PLANNING & DEVELOPMENT SERVICES DEPARTMENT

Balcerb@stlucieco.org 2300 Virginia Avenue | Fort Pierce, FL 34982 (772) 462 - 2822 (772) 462 - 1589 (772) 462 - 1581
www.stlucieco.gov

ST. LUCIE COUNTY FLORIDA

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September 19, 2024

James D. Stansbury
Florida Department of Commerce
107 East Madison Street, Caldwell Bldg., MSC 160
Tallahassee, Florida 32399-4120

RE: 2024 St. Lucie County Evaluation and Appraisal Notification Letter

Dear Mr. Stansbury:

Pursuant to Chapter 163.3191, Florida Statutes, this letter hereby provides notice to the State Land Planning Agency that St. Lucie County has determined that amendments are necessary to reflect changes to Chapter 163, Part II of Florida Statutes since the last Comprehensive Plan update. Additional amendments may also be required to reflect changed conditions within and current priorities of St. Lucie County. The Board of County Commissioners will prepare and transmit the appropriate amendments within one year of this letter in accordance with the requirements of Chapter 163.3184, Florida Statutes.

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Sincerely,

Cathy Townsend

Cathy Townsend
Board of County Commissioners Chair

CC: Board of County Commissioners
George Landry, County Commissioners
Mayté Santamaria, Deputy County Administrator II
Ben Balcer, Planning & Development Services Director

PLANNING & DEVELOPMENT SERVICES DEPARTMENT

Balcerb@stlucieco.org | 2300 Virginia Avenue | Fort Pierce, FL 34982 | (772) 467 - 2822 | (772) 462 - 1589 | (772) 462 - 1581
www.stlucieco.gov

August 8, 2024

Mr. Benjamin Belcher, AICP
Director
St Lucie County
Planning and Development Services
2300 Virginia Avenue
Fort Pierce, Florida 34982

RE: St Lucie Couty Evaluation and Appraisal Notification Letter Due Date

Dear Mr. Belcher:

As you know each local government in the State of Florida is required to regularly review its comprehensive plan pursuant to Section 163.3191, Florida Statutes (F.S.).

The purpose of this letter is to remind you that your Evaluation and Appraisal Notification Letter is due on **October 1, 2024;** as well as remind you of the 2023 requirements for submitting your EAR Notification Letter. Section 163.3191, F.S., states that at least once every 7 years, each local government shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect a minimum planning period of at least 10 years as provided in s. 163.3177(5) or to reflect changes in state requirements, or changes in local conditions since the last update of the comprehensive plan and notify the state land planning agency as to its determination. If the local government determines that no updates are necessary **the notification must include a separate affidavit, signed by the chair of the governing body of the county or the mayor of the municipality, attesting that all elements of its comprehensive plan comply with this subsection. The affidavit must also include a certification that the adopted comprehensive plan contains the minimum planning period of 10 years, as provided in s. 163.3177(5), and must cite the source and date of the population projections used in establishing the 10-year planning period. Updates to the required elements and optional elements of the comprehensive plan must be processed in the same plan amendment cycle.**

Section 163.3191(4) F.S., provides that a local government will be prohibited from initiating or adopting any publicly initiated amendment to its comprehensive plan if it fails to timely submit its notification letter or transmit the necessary amendment to update its plan, within one year of notification. This prohibition on plan amendments does not apply to privately initiated plan amendments.

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It is important to complete the Evaluation and Appraisal notification process and you are encouraged to comprehensively evaluate and, as necessary, update your comprehensive plan to reflect changes in local conditions. Department staff is available to assist and provide technical guidance to your questions concerning this new process.

If you have any questions concerning the processing of the Evaluation and Appraisal Notification Letter or the submittal of proposed Evaluation and Appraisal based amendments, please contact me at, (850) 717-8491 or by email at donna.harris@commerce.fl.gov. You can also contact Jana Williams, Regional Planning Administrator at (850)717-8483, or by email at jana.williams@commerce.fl.gov.

Sincerely,

Donna Harris, Senior Plan Processor
Bureau of Community Planning and Growth

DH/

Attachment-Section 163.3191, F.S.

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

Select Year: 2023 Go

The 2023 Florida Statutes

Title XI	Chapter 163	View Entire Chapter
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS	INTERGOVERNMENTAL PROGRAMS	

163.3191 Evaluation and appraisal of comprehensive plan.—

(1) At least once every 7 years, each local government shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect a minimum planning period of at least 10 years as provided in s. 163.3177(5) or to reflect changes in state requirements in this part since the last update of the comprehensive plan, and notify the state land planning agency as to its determination. The notification must include a separate affidavit, signed by the chair of the governing body of the county or the mayor of the municipality, attesting that all elements of its comprehensive plan comply with this subsection. The affidavit must also include a certification that the adopted comprehensive plan contains the minimum planning period of 10 years, as provided in s. 163.3177(5), and must cite the source and date of the population projections used in establishing the 10-year planning period.

(2) If the local government determines amendments to its comprehensive plan are necessary to reflect changes in state requirements, the local government must prepare and transmit within 1 year such plan amendment or amendments for review pursuant to s. 163.3184.

(3) Local governments shall comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions. Plan amendments transmitted pursuant to this section must be reviewed pursuant to s. 163.3184(4). Updates to the required elements and optional elements of the comprehensive plan must be processed in the same plan amendment cycle.

(4) If a local government fails to submit the letter and affidavit prescribed by subsection (1) or to transmit the update to its plan pursuant to subsection (3) within 1 year after the date the letter was transmitted to the state land planning agency, it may not initiate or adopt any publicly initiated plan amendments to its comprehensive plan until such time as it complies with this section, unless otherwise required by general law. This prohibition on plan amendments does not apply to privately initiated plan amendments. The failure of the local government to timely update its plan may not be the basis for the denial of privately initiated comprehensive plan amendments.

(5) If it is determined that a local government has failed to update its comprehensive plan pursuant to this section, the state land planning agency must provide the required population projections that must be used by the local government to update the comprehensive plan. The local government shall initiate an update to its comprehensive plan within 3 months following the receipt of the population projections and must transmit the update within 12 months. If the state land planning agency finds the update is not in compliance, it must establish the timeline to address the deficiencies, not to exceed an additional 12-month period. If the update is challenged by a third party, the local government may seek approval from the state land planning agency to process publicly initiated plan amendments that are necessary to accommodate population growth during the pendency of the litigation. During the update process, the local government may provide alternative population projections based on professionally accepted methodologies, but only if those population projections exceed the population projections provided by the state land planning agency and only if the update is completed within the timeframe set forth in this subsection.

(6) The state land planning agency may not adopt rules to implement this section, other than procedural rules or a schedule indicating when local governments must comply with the requirements of this section.

163.3191 Evaluation and appraisal of comprehensive plan.—

(1) At least once every 7 years, each local government shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect a minimum planning period of at least 10 years as provided in s. 163.3177(5) or to reflect changes in state requirements in this part since the last update of the comprehensive plan, and notify the state land planning agency as to its determination. The notification must include a separate affidavit, signed by the chair of the governing body of the county or the mayor of the municipality, attesting that all elements of its comprehensive plan comply with this subsection. The affidavit must also include a certification that the adopted comprehensive plan contains the minimum planning period of 10 years, as provided in s. 163.3177(5), and must cite the source and date of the population projections used in establishing the 10-year planning period.

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(3) Local governments shall comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions. Plan amendments transmitted pursuant to this section must be reviewed pursuant to s. 163.3184(4). Updates to the required elements and optional elements of the comprehensive plan must be processed in the same plan amendment cycle.

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(6) The state land planning agency may not adopt rules to implement this section, other than procedural rules or a schedule indicating when local governments must comply with the requirements of this section.

History.—s. 11, ch. 75-257; s. 10, ch. 85-55; s. 11, ch. 86-191; s. 10, ch. 92-129; s. 13, ch. 93-206; s. 6, ch. 95-322; s. 29, ch. 96-410; s. 5, ch. 96-416; s. 4, ch. 98-146; ss. 6, 14, ch. 98-176; s. 5, ch. 98-258; s. 17, ch. 2000-158; s. 9, ch. 2002-296; s. 905, ch. 2002-387; s. 4, ch. 2004-230; s. 8, ch. 2005-290; s. 12, ch. 2005-291; s. 13, ch. 2007-196; s. 5, ch. 2007-198; s. 4, ch. 2007-204; s. 5, ch. 2010-205; s. 20, ch. 2011-139; s. 8, ch. 2012-96; s. 9, ch. 2012-99; s. 2, ch. 2023-31.

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MEMORANDUM

TO: St Lucie County Planning and Administration

FROM: Dave Dixon, AICP
Calvin, Giordano & Associates, Inc.

SUBJECT: Future Land Use Element Goals Objectives and Policy 1.1.6.13 Vacant Land and Urban Service Boundary Analysis

DATE: August 21, 2025

Building Code Services
Civil Engineering / Roadway & Highway Design
Coastal Engineering
Code Enforcement
Construction Engineering & Inspection (CEI)
Construction Services
Data Technologies & Development
Electrical Engineering
Engineering
Environmental Services
Facilities Management
Grant Management & Writing
Geographic Information Systems (GIS)
Governmental Services
Indoor Air Quality (IAQ)
Landscape Architecture
Planning
Project Management
Redevelopment & Urban Design
Surveying & Mapping
Transportation & Mobility
Transportation Planning
Water / Utilities Engineering
Website Development

311 Park Place Blvd.
Suite 630
Clearwater, FL 33759
Tel: 727-394-3825

www.cgasolutions.com

I. SUMMARY

Policy 1.1.6.13 of the Future Land Use Element shall be updated with an assessment of the Urban Service Boundary to help the County determine if the boundary should be adjusted to support urban growth through the 2050 planning horizon. The following assessment includes:

- Population growth projections through 2050;
- Review of the existing land use patterns and land use designations;
- Inventory of vacant land within the current USB;
- Forecast of the land needed to accommodate the projected population growth;
- Employment forecasts;
- Growth trends, market conditions and growth pressures along the Treasure Coast region;
- Forecast of the land needed to accommodate the commercial and industrial projected growth;
- Inventory of public facilities and services;
- Review of existing infrastructure capacity and the projected needs through 2050; and
- Inventory of lands intended to be protected from encroachment of urban development to preserve natural resources, rural communities; agricultural uses, etc.

As part of the initial data and existing conditions analysis required to complete an Evaluation and Appraisal Report and Comprehensive Plan update, CGA analyzed land availability for potential residential unit development inside and outside the Urban Service Boundary (USB).

Methods:

- Determine population and housing unit projections countywide from BEBR.
- Determine total acreage of land required to meet medium growth projections.
- Determine available vacant lands inside and outside USB. Optimize lands zoned Vacant Residential and Undeveloped Land, or County-owned land near or adjacent to existing services, near transportation corridors, or adjacent to recent development projects/approvals.
- Determine the amount of vacant land available/developable for residential units within and outside the current USB for 10- and 20-year projections.

The analysis found vacant available lands inside the 2025 USB, if built-out, could accommodate **123% of the 10-year projected housing growth**. Using the same projection the USB may require expansion when the 20-year housing unit growth projection is fully built.

DRAFT

II. BACKGROUND

- BEBR provides a medium-range 10-year population growth projection estimate for St Lucie County (including incorporated jurisdictions) of **88,172** people and 20-year projection of **140,172** people.
- Using a BEBR estimate of 2.53 people per housing unit 10-year unit growth is projected at **34,851** units, and a 20-year projection of **55,404** units.

BEBR Projections	**2025**	**2035**	**2045**	**10 Year Growth**	**20 Year Growth**
Population	368,628**	456,800	508,800	88,172	140,172
Dwelling Units*	N/A	180,553	201,107	34,851	55,404

** Based on BEBR est. of 2.53 people per dwelling unit.*

*** Closest actual population figures used are from 2023 US Census ACS, population only.*

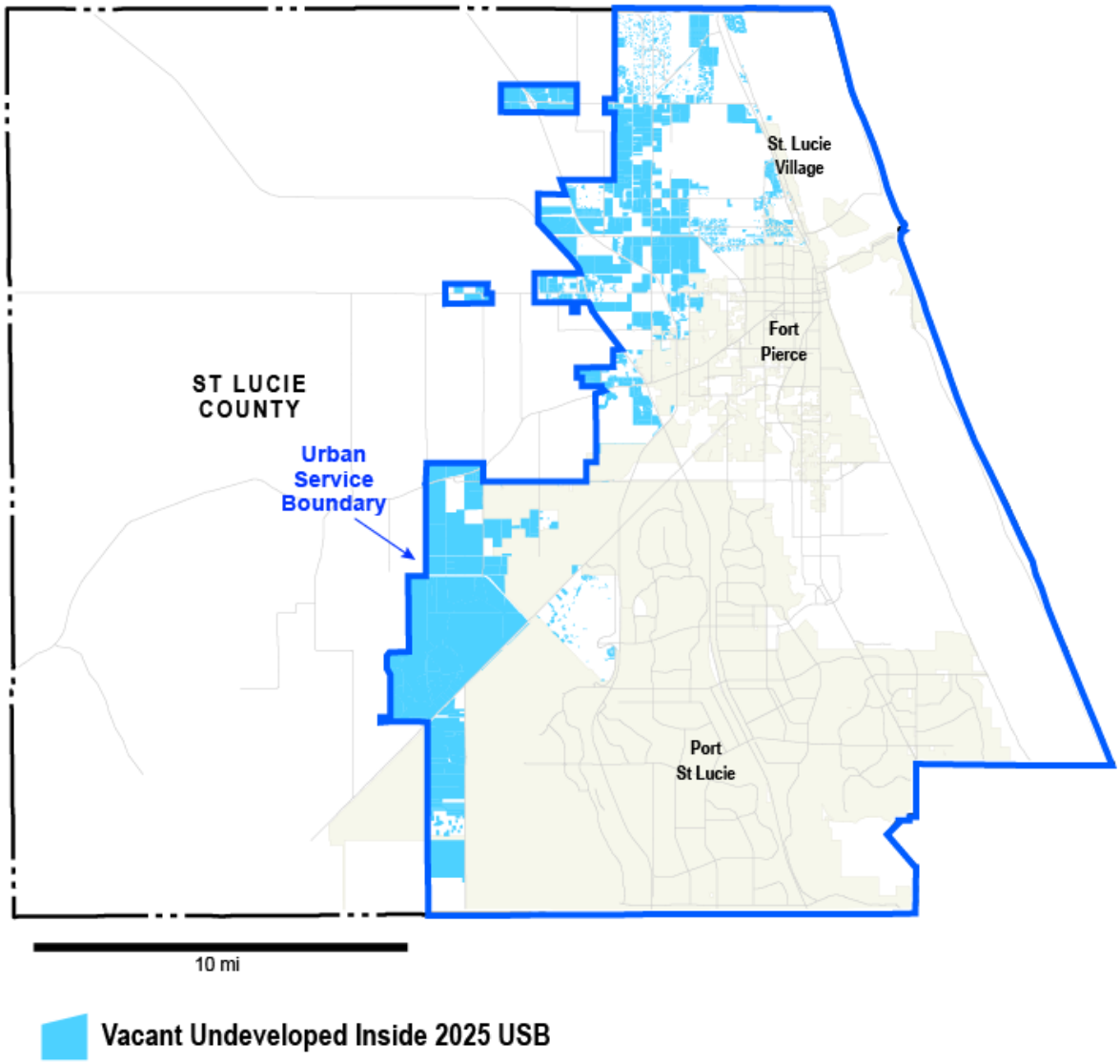
III. ANALYSIS

Unincorporated Areas Inside 2025 USB (No USB expansion)

INSIDE USB	**Developable Acres**	**Projected Units**	**Projected Population**	**% of 10Y Projected Units Accommodated by Developable Land**
Vacant Residential (1)	1,335	2,670	6,755	7.7%
Undeveloped Lands (Grazing/Ag/Crop Land) (1)	19,519	39,038	98,766	112%
County Lands (2)	1,216	1,216	3,078	3.5%
Total	**22,070**	**42,924**	**108,599**	**123%**

Source: Urban Service Boundary Vacant Lands Analysis, Calvin, Giordano & Assoc. 2025, BEBR.
(1) @ 2 DU/AC
(2) @ 1 DU/AC

FIGURE 1 – UNDEVELOPED LAND FOR FUTURE DEVELOPMENT (BLUE PARCELS)



Blue parcels represented in Figure 1 are broken down into Vacant Residential and Undeveloped Agricultural and Grazing Lands, and County-owned Lands.

Vacant Residential

- Vacant Residential lands may accommodate roughly **2,670 units** at a projected density of 2.0 units/acre over **1,335 acres** within the USB.

- These lands may absorb an estimated **7.7% of 10-year unit growth**.
- Selection methods:
    - All vacant parcels with residential zoning that have not been built out.
- Estimated density of 2.0 units/acre due to current minimum lots sizes and existing infrastructure and access to the parcels. New units only require a building permit.
- Factors including landowners purchasing several adjacent properties as investments, or to preserve privacy/views, may contribute to these lands being slow to fully build out.

Undeveloped Agricultural and Grazing Lands

- Undeveloped Lands may accommodate roughly **39,038 units** at a density between 1.0 unit/acre over **19,519 acres** inside the USB.
- These lands may absorb an estimated **112% of 10-year unit growth**.
- Undeveloped Lands selection methods:
    - Proximity to major roads.
    - Proximity to existing or recently approved subdivisions/residential developments or rezonings.
    - Proximity to infrastructure/services or extensions.
    - Private ownership.

County-owned Lands

- County-owned Lands may accommodate roughly **1,216 units** at a density between 1.0 and 2.0 units/acre over **1,216 acres** inside the USB.
- County-owned Lands occupies a very small portion of lands inside the USB that meet the selection criteria and are not held in conservation status.
- These lands may absorb an estimated **3.5% of 10-year unit growth**.
- County-owned Lands selection methods:
    - Proximity to major roads.
    - Proximity to existing or recently approved subdivisions/residential developments or rezonings.
    - Proximity to infrastructure/services or extensions.
    - Public ownership.

DRAFT

IV. USB EXPANSION AREAS OF FOCUS

The prior comprehensive plan EAR highlighted two specific areas for future analysis:

- North County Expanded Service Area
- Agricultural Limited-Service Area

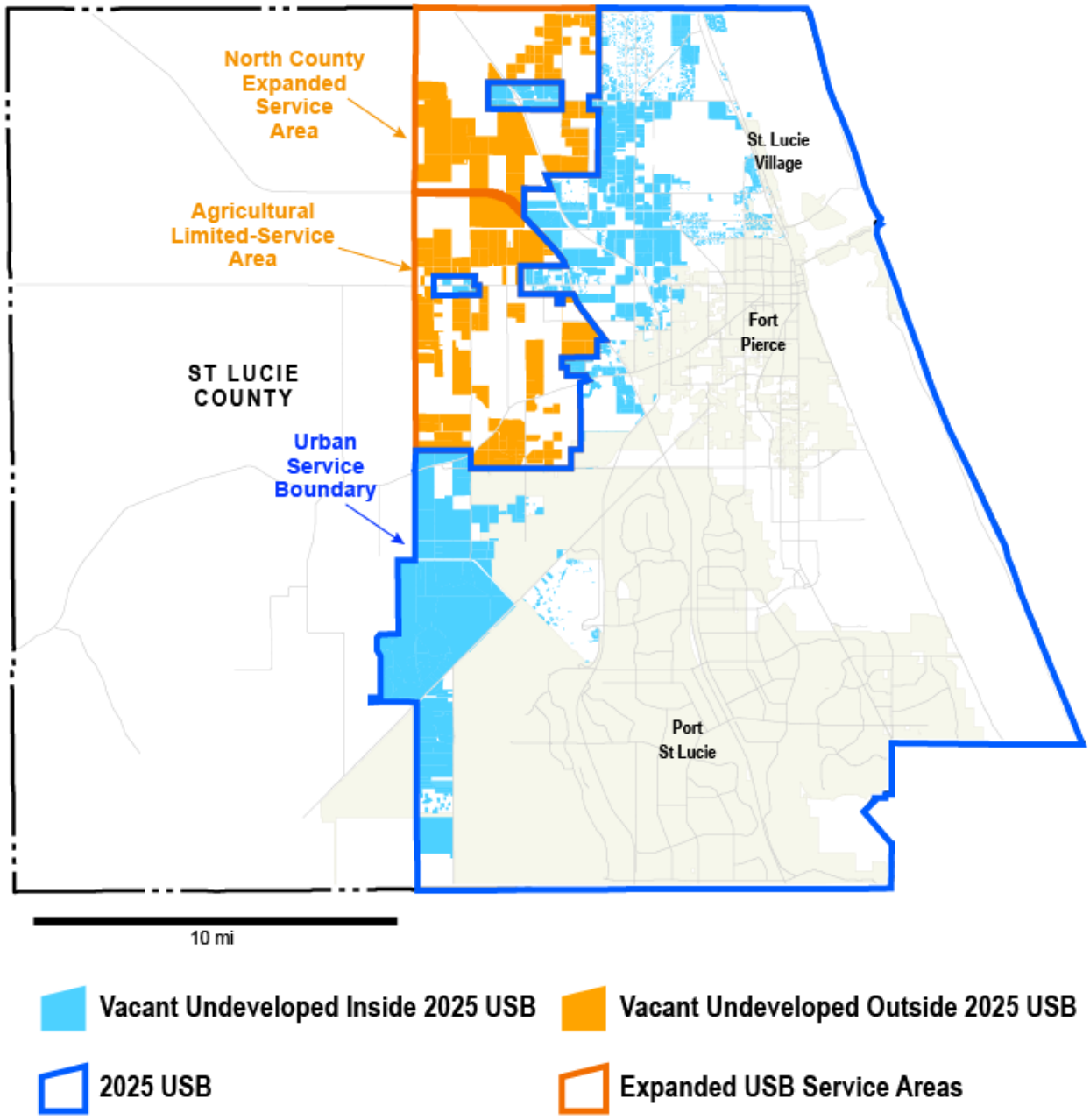
Unincorporated Areas Outside 2025 USB (Expansion required)

OUTSIDE USB: Target Expansion Areas	**Developable Acres**	**Projected Units**	**Projected Population**	**% of Remaining 20Y Projected Units Accommodated by Developable Land**
North Couty Expanded Service Area (1)	5,818	11,635	29,437	50%
Agriculture Limited-Service Area (2)	8,073	2,018	5,106	69%
Total	**13,890**	**13,653**	**34,142**	**119%**

Source: Urban Service Boundary Vacant Lands Analysis, Calvin, Giordano & Assoc. 2025, BEBR.
(1) @ 2 DU/AC
(2) @ 0.25 DU/AC

DRAFT

FIGURE 2 – UNDEVELOPED LANDS IN EXPANDED SERVICE AREAS



Undeveloped Lands Outside USB in Expanded USB Areas

- Vacant Undeveloped Lands outside the USB may accommodate roughly **13,653 units** at a density between 0.25 and 2.0 units/acre over **13,890 acres.**
- These lands have potential to accommodate **119% of the 20-year growth** in housing units that remains after 10-year growth projections are met. Orange areas in Figure 2 illustrate vacant undeveloped lands within the two targeted expansion areas identified in the comprehensive plan: North Couty Expanded Service Area, and Agriculture Limited-Service Area.
- Vacant Undeveloped Lands outside the USB selection methods:
    - Proximity to major roads.
    - Proximity to existing or recently approved subdivisions/residential developments or rezonings.
    - Proximity to most recent USB extensions or infrastructure/services extensions.
    - Continuous single-owner private ownership.
    - Non-ranch ownership.
    - Single-use agricultural or grazing lands with lack of permanent structures.
- Undeveloped Lands selected from the following Future Land Uses, in priority:
    - TVC
    - Ag 2.5
    - Ag 5
    - SD
    - RE
- Undeveloped Lands selected from the following Zoning districts, in priority:
    - AG-1
    - AG-2.5
    - AG-5

V. FINDINGS

1. Available land inside the USB and in Expanded Service Areas may accommodate an estimated **56,577 units** based on this scenario.
2. The same available lands under current Future Land Use designations and densities would accommodate **90,771 units**.

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3. Vacant undeveloped lands inside the USB have capacity to accommodate 123% of the 10-year medium growth projection.
4. Residentially zoned lands are unlikely to accommodate substantial amount of projected units.
5. Ranching/grazing lands likely most likely to transition into housing development under previous 5 years if a "business-as-usual" scenario continues.
6. Optimal lands outside the USB but within the two identified USB expansion areas can accommodate 20-year growth and beyond.

VI. CONSIDERATIONS

1. Consider the North County Expanded Service Area and Agricultural Limited-Service Area for future USB expansion to accommodate 20-year projected growth.
2. Create interjurisdictional maps to illustrate future annexations between incorporated limits and the County's USB.
3. As part of any future strategic planning efforts, create and model scenario planning alternatives that consider growth along major transportation corridors, in direct proximity to existing infrastructure, or in designated areas as defined by the Comprehensive Plan (i.e. TVC future land uses).

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BUSINESS IMPACT ESTIMATE

Before the enactment of a proposed ordinance, the County shall prepare or cause to be prepared a business impact estimate in accordance with Section 125.66(3), Florida Statutes. This Business Impact Estimate may be revised following its initial posting.

BOCC Meeting Dates: permission to advertise _N/A_ 1st hearing 9/2/2025_2nd hearing 5/5/2026

Proposed Ordinance Title/Reference:
AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA AMENDING THE TEXT OF THE COMPREHENSIVE PLAN AND UPDATES TO THE MAP SERIES IN ACCORDANCE WITH THE EVALUATION AND APPRAISAL REVIEW (EAR) BASED AMENDMENTS; PROVIDING FINDINGS; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR APPLICABILITY; PROVIDING FOR FILING WITH THE FLORIDA DEPARTMENT OF STATE; PROVIDING FOR FILING WITH THE FLORIDA DEPARTMENT OF COMMERCE; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR ADOPTION.

The Proposed Ordinance ☒ does ☐ does not fall under one of the following enumerated exceptions:[1]

- ☒ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the county government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:
  a. Development orders and development permits, as those terms are defined in s. 163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220-163.3243;
  b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the county;
  c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
  d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
  e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

A business impact estimate is not required for the above exceptions.

Summary of Proposed Ordinance and Statement of Public Purpose to be Served:
Section 163.3191(1), Florida Statutes directs local governments to conduct an Evaluation and Appraisal Review (the "EAR") every seven (7) years to determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last time the comprehensive plan was updated. The proposed ordinance adopts EAR-based amendments to the St. Lucie County Comprehensive Plan to comply with statutory requirements..

Estimate of Direct Economic Impact on Private/For Profit Businesses:
a. Estimate of Direct Business Compliance Costs: N/A
b. New Charges/Fees on Businesses Impacted: N/A
c. Estimate of Regulatory Costs: N/A

Good Faith Estimate of Number of Businesses Likely Impacted: None.

Any Additional Information: None

[1] F.S. 125.66(3)(c)(2023)

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA

May 5, 2026

NOTICE OF THE PROPOSED EVALUATION AND APPRAISAL REVIEW (EAR) BASED AMENDMENTS TO THE ST. LUCIE COUNTY COMPREHENSIVE PLAN

The St. Lucie County Board of County Commissioners proposes to consider the adoption of the following to the State Land Planning Agency:

ORDINANCE

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA AMENDING THE TEXT OF THE COMPREHENSIVE PLAN AND UPDATES TO THE MAP SERIES IN ACCORDANCE WITH THE EVALUATION AND APPRAISAL REVIEW (EAR) BASED AMENDMENTS; PROVIDING FINDINGS; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR APPLICABILITY; PROVIDING FOR FILING WITH THE FLORIDA DEPARTMENT OF STATE; PROVIDING FOR FILING WITH THE FLORIDA DEPARTMENT OF COMMERCE; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR ADOPTION.

DATE AND TIME: TUESDAY, MAY 5, 2026, AT 6:00 P.M.

PLACE: COUNTY COMMISSION CHAMBERS, ST. LUCIE COUNTY ADMINISTRATION BUILDING, ROGER POITRAS ANNEX, 2300 VIRGINIA AVENUE, FORT PIERCE, FLORIDA

APPLICANT: BOARD OF COUNTY COMMISSIONERS, ST. LUCIE COUNTY

PURPOSE: St. Lucie County is undertaking an update to its Comprehensive Plan in accordance with Florida Statute requirements and is seeking input on those changes from the Public and the Board of County Commissioners. The Board of County Commissioners will consider transmittal of these proposed changes to the Department of Commerce. The Comprehensive Plan update (called "EAR-based Comprehensive Plan Amendments") provides direction for land development, infrastructure, transportation, conservation, economic development, and is the basis for the implementing the Land Development Code. Updates are proposed to the data and analysis, updates are proposed to the mandatory and optional elements of the Comprehensive Plan (as needed) as well as the map series to reflect changes in state requirements and data since the last update of the Comprehensive Plan, updates are proposed to include the required minimum planning period of at least 10 years, and updates are proposed for out dated references and clarification.

The Board of County Commissioners will hold the second of two (2) **PUBLIC HEARINGS** on this item in the Commission Chambers, Roger Poitras Annex, 3rd Floor, 2300 Virginia Avenue, Fort Pierce, FL on **Tuesday, May 5, 2026, beginning at 6:00 pm** or as soon thereafter as possible.

All interested persons will be given an opportunity to be heard. Written comments received in advance of the public hearing will also be considered. Written comments to the Board should be received by the Planning and Development Services Department - Planning Division at least three (3) days prior to the scheduled hearing. Comments will be distributed to the Board members in advance of the meeting and included in the record provided the comments comply with the County's rules. The petition file is available for review at the Planning and Development Services Department – Planning offices located at 2300 Virginia Avenue, Fort Pierce, FL during regular business hours. Please call (772) 462-1562 or TDD (772) 462-1428 if you have any questions or require additional information about this petition.

The St. Lucie County Board of County Commissioners has the power to review and approve or disapprove any applications within their area of responsibility.

The proceedings of the Board of County Commissioners are electronically recorded. **PURSUANT TO Section 286.0105, Florida Statutes**, if a person decides to appeal any decision made by the Commission with respect to any matter considered at a meeting or hearing, he or she will need a record of the proceedings. For such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Upon the request of any party to the proceeding, individuals testifying during a hearing will be sworn in. Any party to the proceeding will be granted an opportunity to cross-examine any individual testifying during a hearing upon request. If it becomes necessary, a public hearing may be continued to a date certain.

Anyone with a disability requiring accommodation to attend this meeting should contact the St. Lucie County Community Risk Manager at least forty-eight (48) hours prior to the meeting at (772) 462-1546 or T.D.D. (772) 462-1428. Any questions about this agenda may be referred to St. Lucie County Planning Division at (772) 462-2822.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
/S/ JAMIE FOWLER, CHAIR
PUBLISH DATE: THURSDAY, APRIL 23, 2026

TR-43898465

10.A.6.
RES-2026-76
PUBLIC HEARINGS - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*RESOLUTION ITEM - CONDITIONAL USE
QUASI-JUDICIAL ITEM? YES

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Morgan Phelps, Associate Planner

SUBMITTED BY: Planning & Development Services

SUBJECT: Pitstop Mini Market, Inc. Conditional Use Permit for Packaged Alcohol Sales within the Commercial Neighborhood Zoning District - **THIS ITEM IS QUASI-JUDICIAL**

BACKGROUND:

The applicant, William Fagan, on behalf of the property owner Aghapy Properties, LLC, is seeking a Conditional Use Permit in accordance with the Land Development Code (LDC) Section 11.07.03, to allow the sale of packaged alcoholic beverages for off-site consumption at a convenience store within the CN (Commercial, Neighborhood) Zoning District, at 5061 Turnpike Feeder Road, in St. Lucie County.

PREVIOUS ACTION:

On April 16, 2026, the Planning and Zoning Commission voted unanimously to forward a recommendation of approval to the Board of County Commissioners.

FINANCIAL IMPACT:

N/A

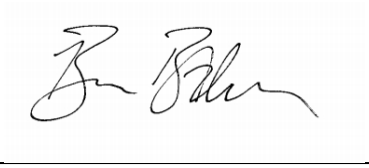
RECOMMENDATION:

Staff recommends the Board approve the Conditional Use Permit and allow the Chair to sign the Resolution as approved by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 24, 2026

Benjamin Balcer, Planning & Development Services Director



Date: April 26, 2026

Katherine Barbieri, County Attorney



Date: April 28, 2026

Mayte Santamaria, Deputy County Administrator

Planning and Development Services Department
Planning Division
M E M O R A N D U M

TO:	Board of County Commissioners
THROUGH:	Benjamin Balcer, AICP, Planning & Development Services Director Kori Benton, AICP, Planning & Zoning Manager
FROM:	Morgan Phelps, AICP Candidate, Associate Planner
DATE:	April 17, 2026
SUBJECT:	Pitstop Mini Market, Inc. - Conditional Use (CU-2603-000103)

The applicant, William Fagan, on behalf of the property owner, Aghapy Properties, LLC, is seeking a Conditional Use Permit in accordance with St. Lucie County Land Development Code (LDC) Sections 3.01.03.Q.7.d.(2) and 11.07.00, to allow the sale of packaged alcoholic beverages (non-distilled) for off-site consumption at a convenience store within the CN (Commercial, Neighborhood) Zoning District, at 5061 Turnpike Feeder Road, in St. Lucie County.

GENERAL INFORMATION:

Property Owner:	Aghapy Properties, LLC. 445 21st Court SW, Vero Beach, FL 32962-2192
Applicant:	William Fagan 7806 Lakeside Way, Fort Pierce, FL 34951
Location:	5061 Turnpike Feeder Road, Fort Pierce, FL 34951
Zoning District:	CN (Commercial, Neighborhood)
Future Land Use:	RU (Residential Urban)
Parcel ID Number:	1301-615-0226-000-5
Site Size:	+/-1.79-acres
Building Size:	4,481 sq. ft. (finished)
Existing Use:	Unoccupied Building Suite – Application underway for Pitstop Conv. Store
Urban Service Boundary (USB):	Located inside the Urban Service Boundary (USB)
Fire/EMS:	Station #7, located at 4900 Fort Pierce Boulevard, Fort Pierce, FL 34951, and is approximately 0.8 miles southwest of the subject property.

Exhibit 1 - Aerial Map



BACKGROUND:

The applicant is requesting a Conditional Use Permit to allow the sale of packaged, undistilled alcoholic beverages for off-site consumption at a convenience store.

The Pitstop Mini Market Convenience Store (SIC Code 5411) is permitted within the Commercial Neighborhood (CN) Zoning District for buildings under 6,000 sq. ft. However, the sale of alcoholic beverages requires Conditional Use approval.

The applicant proposes alcohol sales between the hours of 7:00 a.m. – 11:30 p.m., consistent with the St. Lucie County Code of Ordinances Chapter 4 - Alcoholic Beverages, which prohibits alcohol sales between 2:00 a.m. and 7:00 a.m.

The Pitstop Mini Market Convenience Store operated across the street, at 5101 Turnpike Feeder Road until recently. Their prior site held a license for packaged alcohol sales.

Previous Action

- On May 4, 2012, the Planning and Development Services Director approved a Use Determination allowing Hometown News, a local newspaper, to operate in the Commercial Neighborhood (CN) Zoning District.

**STANDARDS FOR CONDITIONAL USE REVIEW
AS SET FORTH IN SECTION 11.07.03 OF THE
ST. LUCIE COUNTY LAND DEVELOPMENT CODE**

The St. Lucie County Land Development Code (LDC) Section 11.07.03 establishes the Standards for Review for Conditional Use Permits. In reviewing an application for a Conditional Use Permit, the Board of County Commissioners shall consider the following:

A. Consistency with Local Ordinances and Comprehensive Plan

The Development Review Committee has reviewed the proposed Conditional Use, finding it to be consistent with the general purpose and standards of the St. Lucie County Land Development Code (LDC) and the Comprehensive Plan Goals, Objectives and Policies.

Land Development Code:

Pursuant to LDC Section 3.01.03.Q.2.g.(8), the Pitstop Mini Market is classified under the Standard Industrial Classification (SIC Code 5411) Grocery Stores, a Permitted Use within the Commercial Neighborhood (CN) Zoning District. The retail sale of (packaged) alcoholic beverages is allowed as a Conditional Use in the CN Zoning District, for beer and wine only, pursuant to LDC Section 3.01.03.Q.7.d(2) Undistilled alcoholic beverages accessory to retail of food. (5921 - Except for liquor).

The Institute of Transportation Engineers (ITE) Parking Generation 6th Edition advises that convenience stores have 3.17 parking spaces for every 1,000 sq. ft. of indoor space. The proposed location is 4,481 sq. ft., therefore it would need at least fourteen (14) parking spaces. The commercial center where Pitstop is locating provides thirty two (32) vehicular parking spaces, including three (3) handicapped accessible parking spaces, and a loading area. The store proposes alcoholic beverage sales between 7:00 a.m. – 11:30 p.m., complying with the St. Lucie County Code of Ordinances Chapter 4 – Alcoholic Beverages which precludes sales between 2:00 a.m. and 7:00 a.m. No alcohol is permitted to be consumed on site.

Exhibit 2 – Highlighted Loading Zone and Dumpster



Zoning:

The zoning of the subject property is **CN (Commercial, Neighborhood)**. *"The purpose of this district is to provide and protect an environment suitable for limited retail trade and service activities covering a relatively small area and that is intended to serve the population living in surrounding neighborhoods."*

Future Land Use:

The Future Land Use designation of the subject property is **RU (Residential Urban).** *"The Residential Urban (RU) classification is the predominant residential land use category in the County. This residential land use category provides for a maximum density of five (5) dwelling units per gross acre. The RU designation is generally found between the identified urban service areas and the transitional RS areas."*

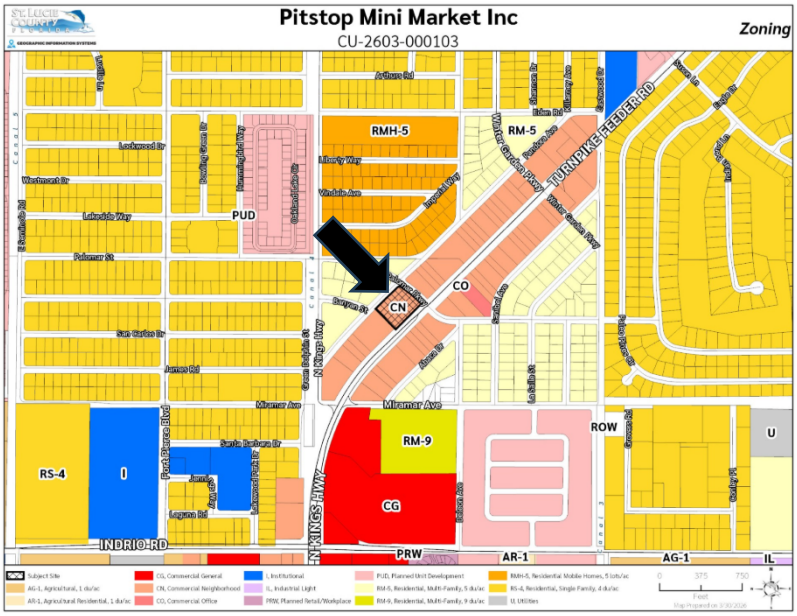
"Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code."

> ***Objective 1.1.13:*** *Economic Sustainability. To enhance the quality of life of St. Lucie County and promote a sound and resilient local economy, St. Lucie County shall continue to work with the interested groups and agencies to increase and broaden the County's economic base while expanding existing business and industrial opportunities.*

The proposed use supports neighborhood-serving commercial activity consistent with the intent of the CN Zoning District and is compatible with the Residential Urban (RU) Future Land Use designation, which allows limited nonresidential uses subject to applicable standards. The request promotes access to goods and services for surrounding residents and is consistent with Comprehensive Plan Objective 1.1.13 related to economic sustainability.

The proposed Conditional Use complies with all requirements, and is consistent with the general purpose, goals, objectives, and standards of this St. Lucie County Land Development Code, Code of Ordinances, and the Comprehensive Plan.

Exhibit 3 - Future Land Use Map



B. Effect on Nearby Properties

The proposed Conditional Use is not anticipated to have adverse impacts upon adjacent or nearby properties.

> *1. The proposed conditional use will not have an undue adverse effect upon nearby property.*
> *2. The proposed conditional use is compatible with the existing or planned character of the neighborhood in which it would be located.*
> *3. All reasonable steps have been taken to minimize any adverse effect of the proposed conditional use on the immediate vicinity through building design, site design, landscaping, and screening.*
> *4. The proposed conditional use will be constructed, arranged, and operated so as not to interfere with the development and use of neighboring property, in accordance with applicable district regulations.*

For the last 13 years, Pitstop Mini Market was located across Palomar Parkway at 5101 Turnpike Feeder Road, which is also zoned CN, Commercial Neighborhood. Pitstop Mini Market retained a Conditional Use Permit during the time that they occupied that space, and they would like to move to a larger space across the street.

The subject site is established within the CN zoning district and features appropriate access, parking, and orientation to provide general compatibility with the character of the neighborhood. The site includes parking lot lighting and is within walking distance for local residents, despite limited sidewalks in nearby residential blocks. The proposed hours of operation are 5:30am to 11:30pm. Established landscape areas provide buffering between the site, bordering roadways and nearby residences, although it has been identified that screening needs to be provided for the on-site dumpster.

The St. Lucie County Land Development Code (LDC) contains Distance Restrictions for Persons Selling or Transferring Alcoholic Beverages.

> *LDC Section 7.10.11 states: "No sales or transfers of alcoholic beverages for on-premises consumption shall be permitted except as noted below, within one thousand six hundred (1,600) feet of an existing religious facility, school, public park, or public playground. This section shall not be applicable to sales or transfers by any license holder whose use of his premises for such sale existed before the establishment of the use of the religious facility, school, public park, or public playground, or when the religious facility is located in a CG (Commercial General) zoning district."*

This section of the code is not applicable to this project as proposed, as the market will only provide packaged alcohol sales for off-premise consumption. The proposed Conditional Use will not interfere with the development and use of neighboring property, in accordance with applicable district regulations.

Adjacent Zoning & Future Land Uses:

Location		Zoning District	Future Land Use	Existing Land Use
Subject Property		*CN (Commercial, Neighborhood)*	*RU (Residential Urban)*	Vacant
Adjacent Parcels	**North**	*RM-5 (Residential, Multi-Family - 5)*	*RU (Residential Urban)*	Vacant
	South	*CN (Commercial, Neighborhood)*	*RU (Residential Urban)*	Restaurant
	East	*CN (Commercial, Neighborhood)*	*RU (Residential Urban)*	Vacant
	West	*RM-5 (Residential, Multi-Family - 5)*	*RU (Residential Urban)*	Residential Neighborhood

C. Adequacy of Public Facilities

The proposed use is not expected to create additional demand on public facilities beyone existing capacity.

Water/Wastewater

The subject property is served by central water through St. Lucie County Utilites (SLCU) and an existing septic system. No additional services are needed to support the proposed use.

Transportation System

The proposed Conditional Use is not anticipated to adversely impact transportation capacity on Turnpike Feeder Road. Primary access to the site is provided via Palomar Parkway, with regional access from Turnpike Feeder Road, a Florida Department of Transportation (FDOT) facility equipped with turn lanes and sidewalks.

Law Enforcement

The Convenience Store is located within the unincorporated county and is served by the St. Lucie County Sheriff's Office.

D. Adequacy of Fire Protection

The site will be served by Fire Station #7 (4900 Fort Pierce Boulevard, Fort Pierce, FL 34951), located next to the Lakewood Park Elementary School, approximately 0.8 miles southwest of the subject property. No Fire Protection related impacts or concerns are anticipated with this proposal.

E. Environmental Impact

Background

The Environmental Resources Department (ERD) is in receipt of the March 13, 2026, date-stamped submittal, transmitted March 16, 2026, from Planning and Development Services with comments due April 9, 2026. The applicant is seeking approval of a Conditional Use Permit to allow for the issuance of an alcoholic beverage license for an existing business. The project is located at 5061 Turnpike Feeder Rd in Fort Pierce. The 1.79-acre parcel (Parcel ID: 1301-615-0226-000-5) is zoned Commercial Neighborhood (CN) with a Future Land Use of Residential Urban (RU).

Findings

The proposed Conditional Use Permit is not anticipated to result in any adverse environmental impacts. If site development activities are proposed in the future, ERD will conduct further review through the site plan or building permit review process.

Recommendation

ERD has no objection to the approval of the Conditional Use application with the conditions outlined below.

PUBLIC PARTICIPATION MEETING

Mailed notice of a neighborhood meeting was provided by the applicant on March 12, 2026 to property owners within 1,000 feet of the proposed Conditional Use. The meeting was held on Friday, March 27, 2026 at 6:00pm at the Lakewood Park Community Center, and approximately 20 residents attended to express their support.

PUBLIC NOTICE

A Display Ad was published in the St. Lucie News, a sign was posted on the property, and mailed notice was provided to owners of property within 500 feet of the proposed Conditional Use.

PLANNING & ZONING COMMISSION RECOMMENDATION

The Planning and Zoning Commission held a public hearing for the Conditional Use petition on April 16, 2026, and voted 6-0 to forward a recommendation of approval to the Board of County Commissioners, subject to the conditions outlined in the staff report.

STAFF RECOMMENDATION

Staff has determined the Conditional Use Permit to meet the standards for review outlined in LDC Section 11.07.03, and is consistent with the Goals, Objectives, and Policies of the Comprehensive Plan. Therefore, staff recommends approval of the Conditional Use Permit, subject to the following conditions:

1. A boundary and topographic survey shall be required for any exterior site alterations or expansion of alterations related to the Conditional Use, with the exception of landscaping and signage.

2. The hours of operations shall comply with the Code of Ordinances of St. Lucie County and State of Florida Statutes, Chapter 561 (Beverage Law: Administration).

3. All alcoholic beverages sold on-site shall be packaged for off-premise consumption only. No on-site consumption shall be permitted.

4. Pitstop Mini Market, Inc. shall implement procedures to ensure that no alcohol is sold to persons under 21, including employee training and ID verification policies.

5. Alcohol-related signage shall comply with County sign regulations and shall not be excessive or directed toward minors.

6. The applicant shall obtain and maintain a valid license from the Florida Division of Alcoholic Beverages and Tobacco (ATB) prior to commencing alcohol sales.

7. Within 60 days of approval, an enclosure and screening shall be provided for the dumpster on site.

RESOLUTION NO. 2026-076

File No.: CU-2603-000103

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, GRANTING A CONDITIONAL USE PERMIT TO ALLOW FOR THE SALE OF PACKAGED ALCOHOLIC BEVERAGES FOR OFF-SITE CONSUMPTION AT A CONVENIENCE STORE LOCATED AT 5061 TURNPIKE FEEDER ROAD, WITHIN THE CN (COMMERCIAL, NEIGHBORHOOD) ZONING DISTRICT FOR A PROPERTY LOCATED IN ST. LUCIE COUNTY, FLORIDA.

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, based on the testimony and evidence, including but not limited to the staff report, has made the following determinations:

1. Pitstop Mini Market, Inc. presented a petition for a Conditional Use Permit to allow the sale of packaged alcoholic beverages for off-site consumption within the CN (Commercial, Neighborhood) Zoning District for a project to be known as “Pitstop Mini Market” located at 5061 Turnpike Feeder Road, Fort Pierce, FL, 34951 as legally described in Paragraph “B” and depicted on the attached map as Exhibit “A”.

2. On April 16, 2026, the St. Lucie County Planning and Zoning Commission held a public hearing on the petition after publishing notice in the St. Lucie News Tribune at least ten (10) days prior to the hearing, installing a sign on the property and notifying by mail all owners of property within five hundred (500) feet of the subject property, and recommended that the Board of County Commissioners approve the request for a Conditional Use Permit with conditions.

3. On May 5, 2026, the Board of County Commissioners held a public hearing on the petition, after publishing notice in the St. Lucie News Tribune at least 10 days prior to the hearing, installing a sign on the property and notifying by mail all owners of property within 500 feet of the subject property, at which all interested persons were given an opportunity to be heard.

4. The proposed Conditional Use **will/will not** have an undue adverse effect on adjacent property, the character of the neighborhood, traffic conditions, parking, utility facilities, or other matters affecting the public health, safety, and general welfare.

5. The proposed Conditional Use **will/will not** be served by adequate public facilities and services.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

A. Pursuant to Section 11.07.03 of the St. Lucie County Land Development Code, a Conditional Use Permit for Pitstop Mini Market, that allows the sale of packaged alcoholic beverages for off-site consumption within the CN (Commercial, Neighborhood) Zoning District is hereby **approved/denied** for the property described below, subject to the following condition as outlined below:

1. A boundary and topographic survey shall be required for any exterior site alterations or expansion related to the Conditional Use, excluding landscaping and signage.
2. The hours of operations shall comply with the Code of Ordinances of St. Lucie County and State of Florida Statutes, Chapter 561 (Beverage Law: Administration).
3. All alcoholic beverages sold on-site shall be packaged for off-premise consumption only. No on-site consumption shall be permitted.
4. Pitstop Mini Market, Inc., shall implement procedures to ensure that no alcohol is sold to persons under 21, including employee training and ID verification policies.
5. Alcohol-related signage shall comply with County sign regulations and shall not be excessive or directed toward minors.
6. The applicant shall obtain and maintain a valid license from the Florida Division of Alcoholic Beverages and Tobacco (ABT) prior to commencing alcohol sales.
7. Within 60 days of approval, the applicant shall install an enclosure and screening for the on-site dumpster.

B. The subject property is described as follows:

Legal Description:

LAKEWOOD PARK-UNIT 12A- BLK 179 LOTS 15, 16, 17, 18 AND 19 (MAP 13/13N)

Parcel ID: 1301-615-0226-000-5

ADDRESS: 5061 Turnpike Feeder Road, Fort Pierce, FL 34951

C. The approvals and authorizations granted by this Resolution are for the purpose of obtaining a Zoning Compliance from St. Lucie County and are not assigned to any other party or institution. Should the petitioners choose or decide to assign this business to another entity or individual, a minor adjustment to the Conditional Use Permit shall be required.

D. The conditions set forth in Paragraph “A” are an integral non-severable part of the approval

granted by this Resolution. If any condition set forth in Part "A" is determined to be invalid or unenforceable for any reason and the applicant or property owner declines to comply voluntarily with that condition, the Conditional Use approval granted by this Resolution shall become null and void.

E. Pursuant to Section 11.07.05(I) of the St. Lucie County Land Development Code, approvals and authorizations granted by this Resolution shall expire after twelve (12) months from the date of approval, unless a Certificate of Zoning Compliance is obtained for the uses described in Paragraph "A" above, or an extension has been granted in accordance with Section 11.07.05(F).

F. The St. Lucie County Planning and Development Services Director is hereby authorized and directed to cause the notation of this resolution to be made on the Official Zoning Map of St. Lucie County, Florida, and to make notation of reference to the date of adoption of this resolution.

G. A copy of this Resolution shall be mailed to the owner and agent of record as identified on the application.

H. This Resolution shall be recorded in the Public Records.

After motion and second, the vote on this resolution was as follows:

Jamie Fowler, Chair	XX
Larry Leet, Vice-Chair	XX
James Clasby, Commissioner	XX
Erin Lowry, Commissioner	XX
Cathy Townsend, Commissioner	XX

PASSED AND DULY ADOPTED This___ th day of _____ 2026.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY _____
Chair

ATTEST:

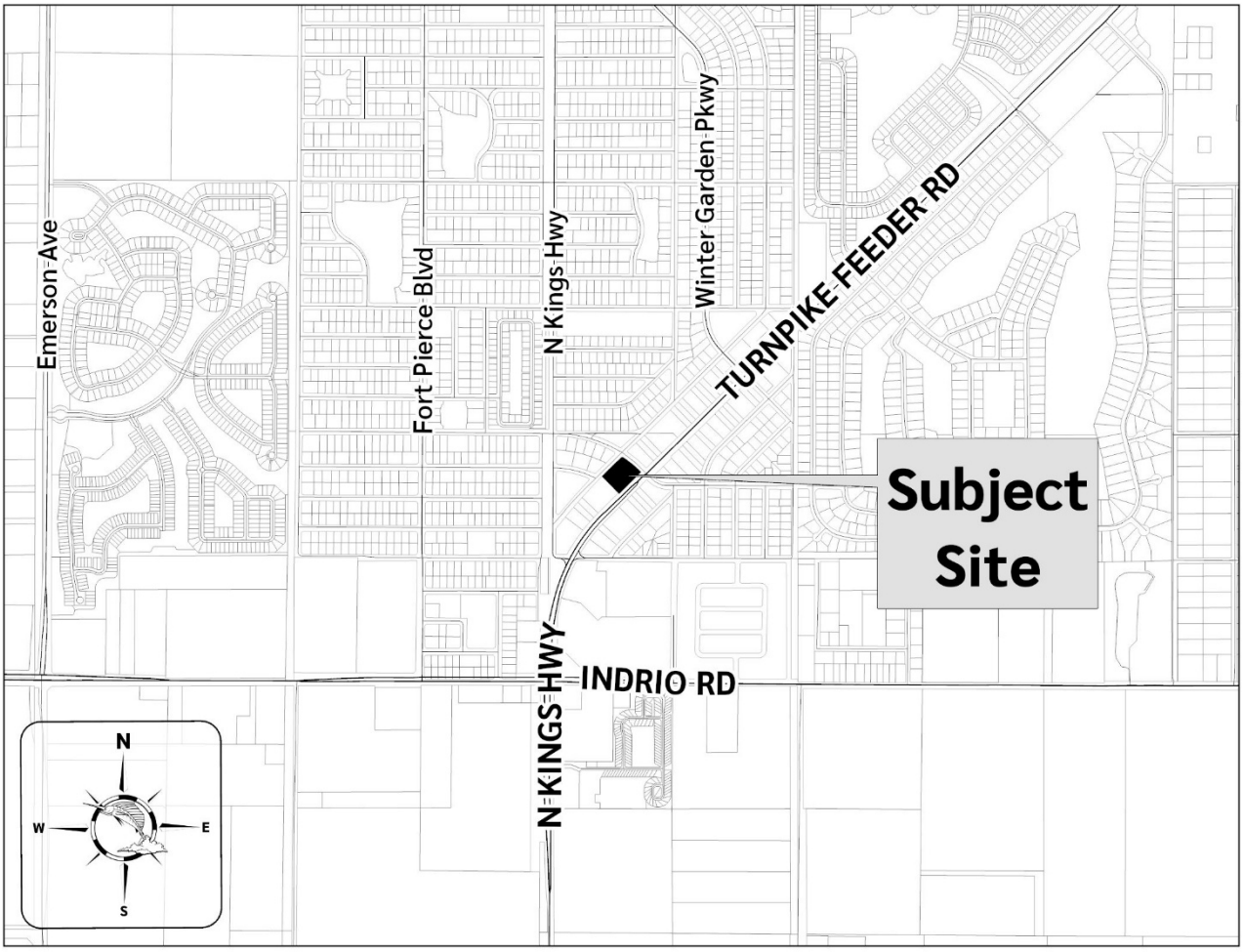
_____
Deputy Clerk

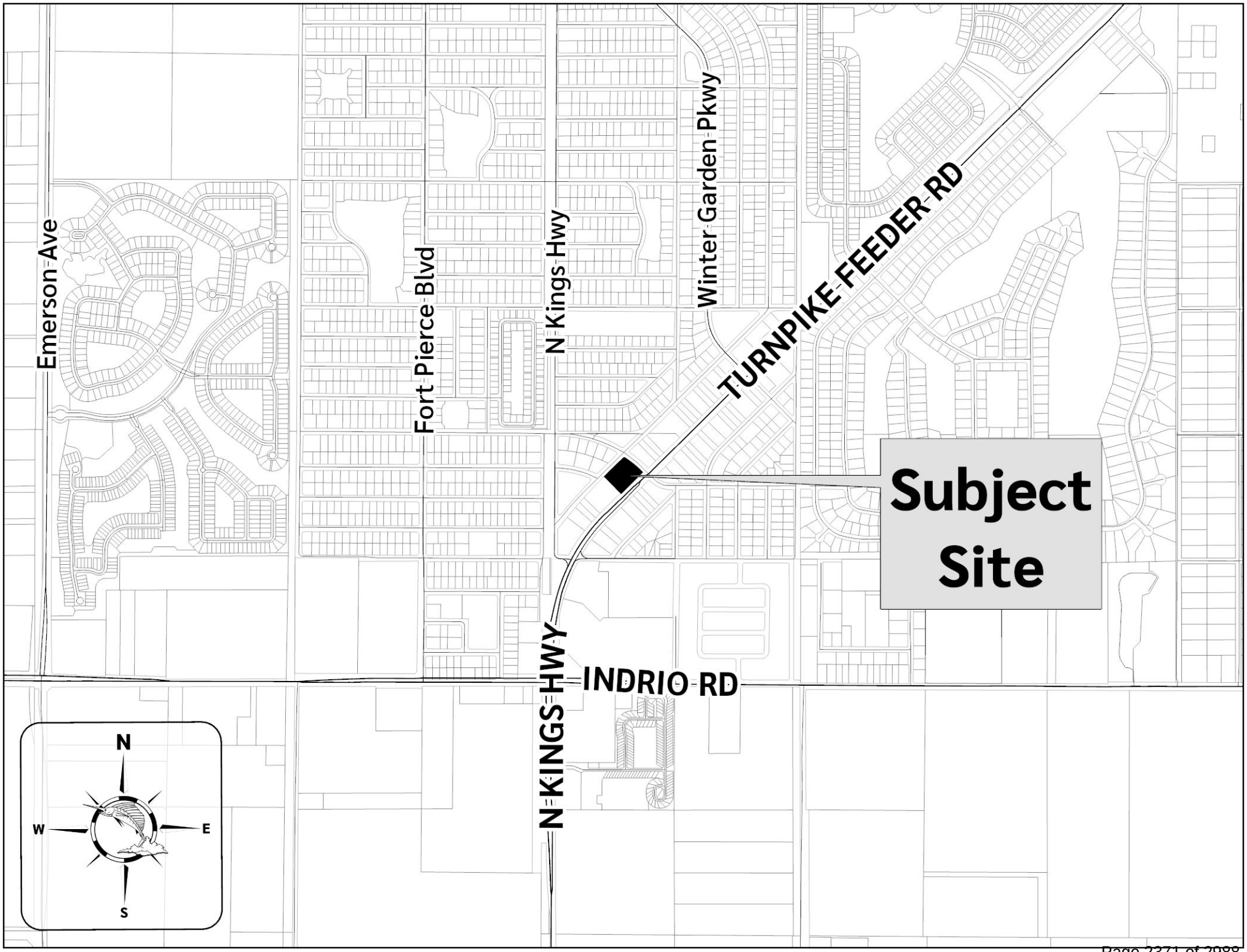
APPROVED AS TO FORM
AND CORRECTNESS:

_____
County Attorney

Exhibit “A”

(Location Map)




Emerson Ave
Fort Pierce Blvd
N Kings Hwy
Winter Garden Pkwy
TURNPIKE FEEDER RD
Subject Site
N KINGS HWY
INDRIO RD
N
W
E
S

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Pitstop Mini Market Inc

CU-2603-000103

Aerial



Subject Site Parcel Boundaries

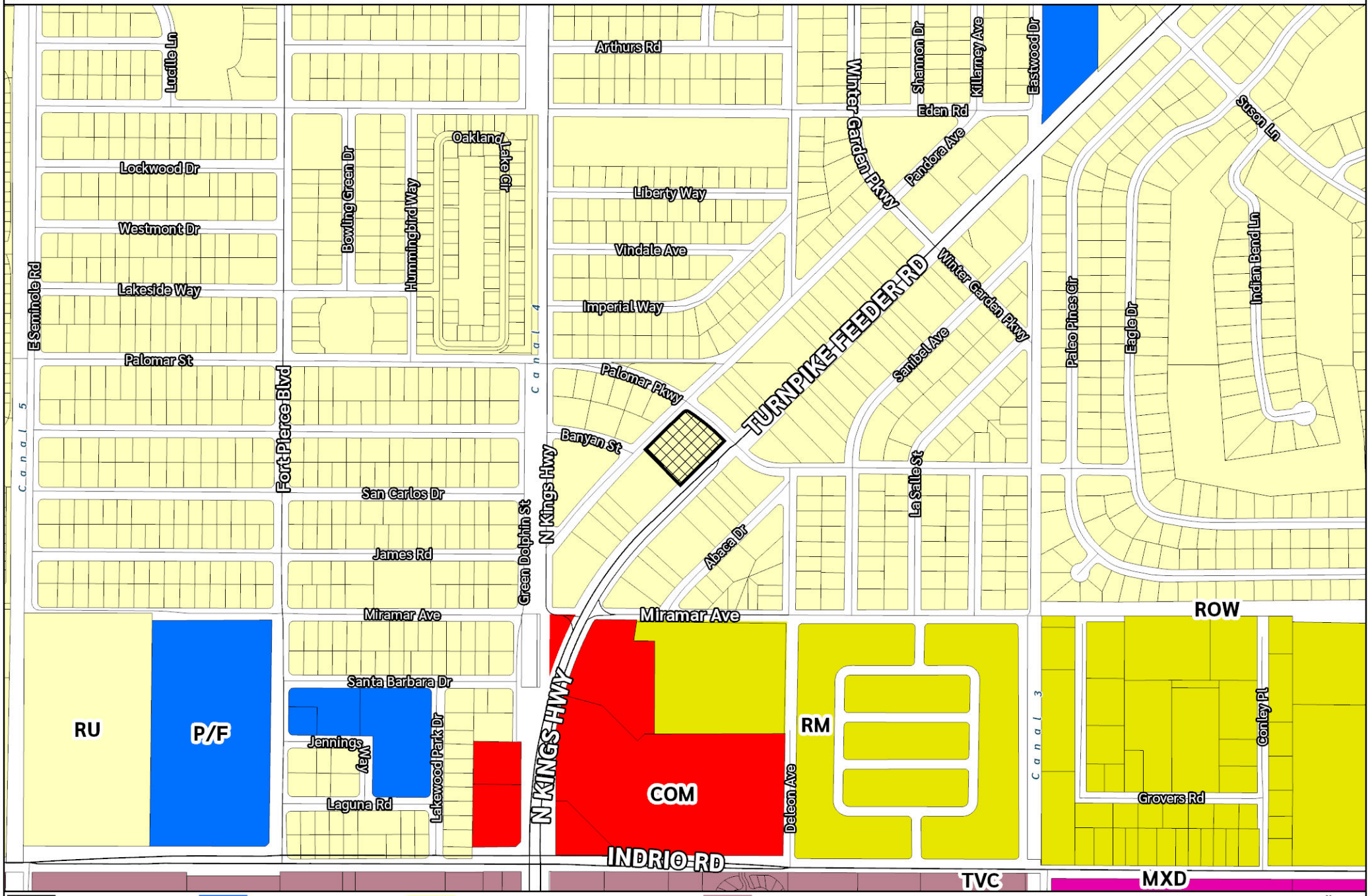
0 25 50 100
Feet

N W E

Pitstop Mini Market Inc

CU-2603-000103

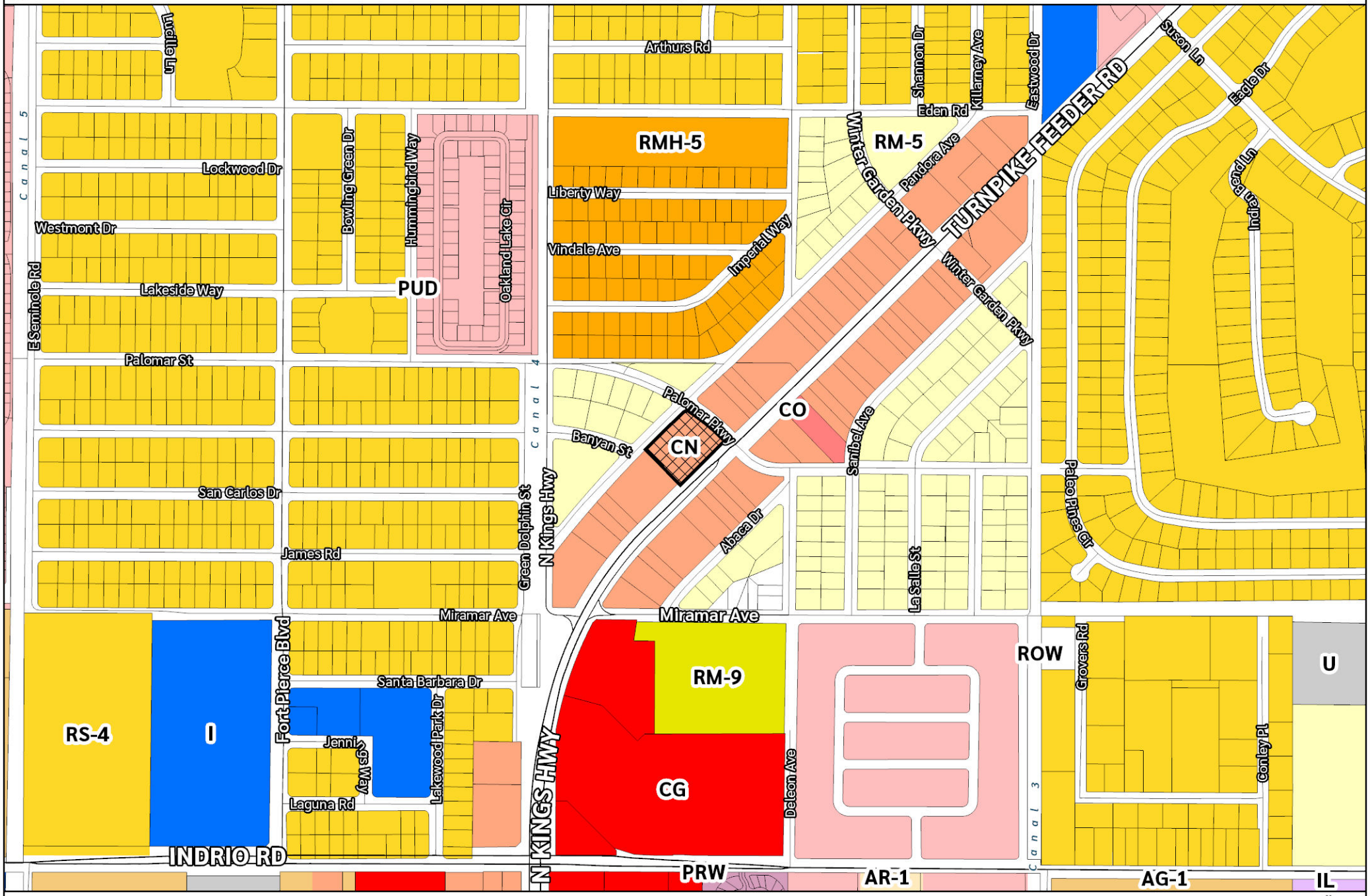
Future Land Use



Pitstop Mini Market Inc

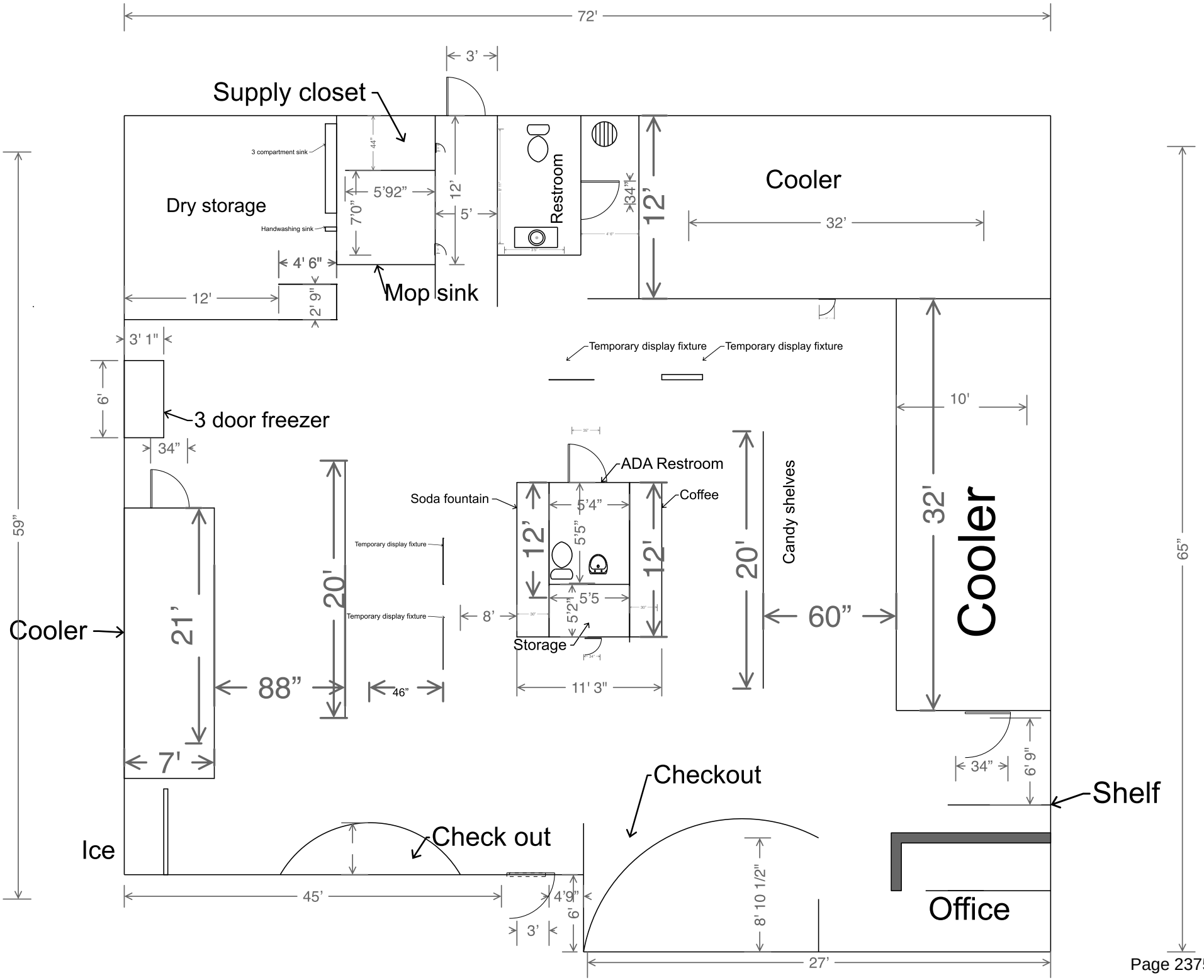
CU-2603-000103

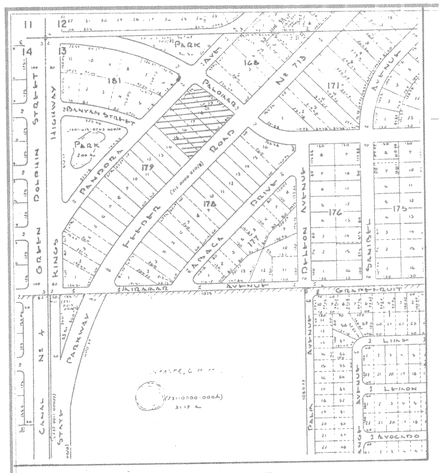
Zoning



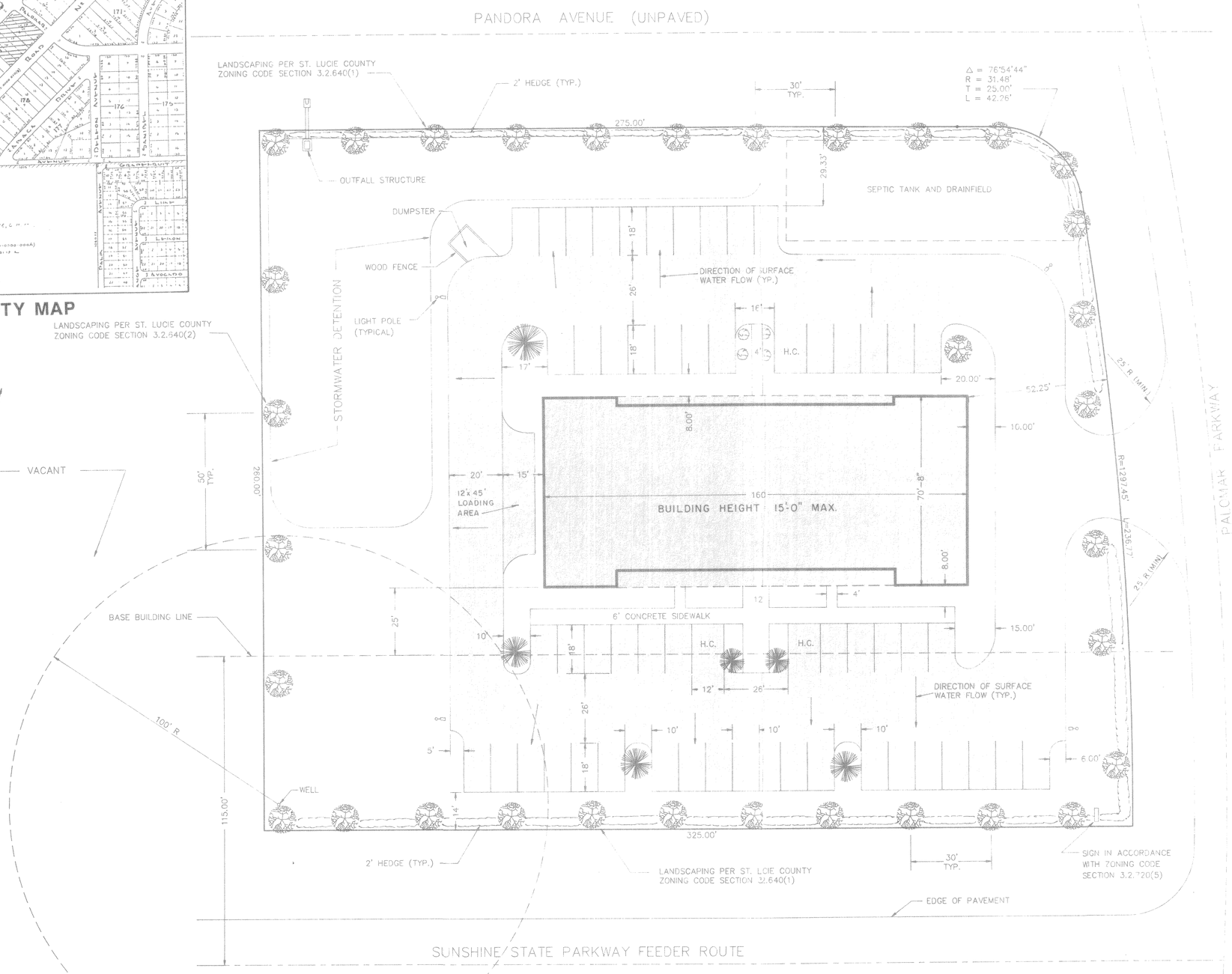
Subject Site
AG-1, Agricultural, 1 du/ac
AR-1, Agricultural Residential, 1 du/ac
CG, Commercial General
CN, Commercial Neighborhood
CO, Commercial Office
I, Institutional
IL, Industrial Light
PRW, Planned Retail/Workplace
PUD, Planned Unit Development
RM-5, Residential, Multi-Family, 5 du/ac
RM-9, Residential, Multi-Family, 9 du/ac
RMH-5, Residential Mobile Homes, 5 lots/ac
RS-4, Residential, Single Family, 4 du/ac
U, Utilities

0 375 750
Feet


72'
3'
Supply closet
3 compartment sink
Dry storage
Handwashing sink
5'92"
7'0"
44"
12'
5'
4' 6"
Mop sink
12'
2' 9"
Restroom
34"
12'
Cooler
32'
3' 1"
6'
3 door freezer
34"
Temporary display fixture
Temporary display fixture
10'
ADA Restroom
Soda fountain
Coffee
5'4"
5'5"
12'
12'
20'
Candy shelves
32'
Cooler
Temporary display fixture
Temporary display fixture
8'
5'5
5'2"
Storage
60"
59"
Cooler
21'
88"
20'
46"
11' 3"
65"
7'
34"
6' 9"
Shelf
Checkout
Ice
Check out
45'
4'9"
6'
3'
8' 10 1/2"
Office
27'



VICINITY MAP



NOTES:
1. ALL LANDSCAPING TO BE PROVIDED WITH AN IRRIGATION SYSTEM.
2. ALL OPEN SPACE AREAS TO BE PROVIDED WITH SOD.
3. ALL LANDSCAPING SHALL CONFORM TO SECTION 3.2.640 OF THE ST. LUCIE COUNTY ZONING ORDINANCE
4. TREES TO BE LIVE OAK, LAUREL OAK, CRAPE MYRTLE OR CHERRY LAUREL.
5. HEDGES TO BE VIBURNUM OR EUGENIA.

GENERAL NOTES

1. PROJECT NAME: Lakewood Professional Centre
2. LOCATION: Turnpike Feeder Road and Palomar Parkway (Lots 15-19, Block 179, Lakewood Park Unit Twelve-A) Section 13, Township 34 South, Range 39 East
3. APPLICANT: West Star Development, Inc. 3300 SW 34th Avenue, Suite 124 Ocala, FL 32674
4. ENGINEER: Culpepper & Terpening, Inc. P.O. Box 1449 Fort Pierce, FL 34954-1449 FL P.E. Reg. 15823 FL P.E. Reg. 24275
5. SURVEYOR: James A. Kirby III 1919 Orange Avenue Fort Pierce, FL 34947
6. TYPE OF PROJECT: Professional Office Building
7. GROSS PROJECT SIZE: 82,410 SF (1.89 AC)
8. BUILDING SIZE: 10,244 SF
9. EXISTING GMPP LAND USE: RL
10. EXISTING ZONING: CN
11. SITE COVERAGE:

	Acreage	Square Footage	Percentage of site
Building	0.26 AC	10,244 SF	12.4%
Parking	0.66 AC	28,798 SF	31.9%
Miscl.	0.06 AC	2,493 SF	3.0%
Total Impervious	0.95 AC	41,525 SF	50.4%
Total Open Space	0.94 AC	40,885 SF	49.6%
Total Site Area	1.89 AC	82,410 SF	100.0%

12. PARKING:

Required (5 spaces/1,000 sf)	52 spaces
Provided	56 spaces
Handicapped Spaces Required	3 spaces
Handicapped Spaces Provided	3 spaces
Loading Spaces Required	0 spaces
Loading Spaces Provided	0 spaces

13. DEVELOPMENT SCHEDULE:

Construction to begin: Upon Receipt of Permits
Construction to be completed: 180 days

14. UTILITY SERVICE:

Water Service: On-site Well
Sewage Treatment: Septic Tank

15. Site Drainage:

The stormwater management system will consist of on-site dry detention discharging excess runoff to adjacent roadside drainage swales.

#361

SITE PLAN APPROVED
DATE 10-25-88
BOARD OF COUNTY COMMISSION
Chairman

RECEIVED
OCT 21 1988
COMMUNITY DEVELOPMENT
ST. LUCIE CO., FL

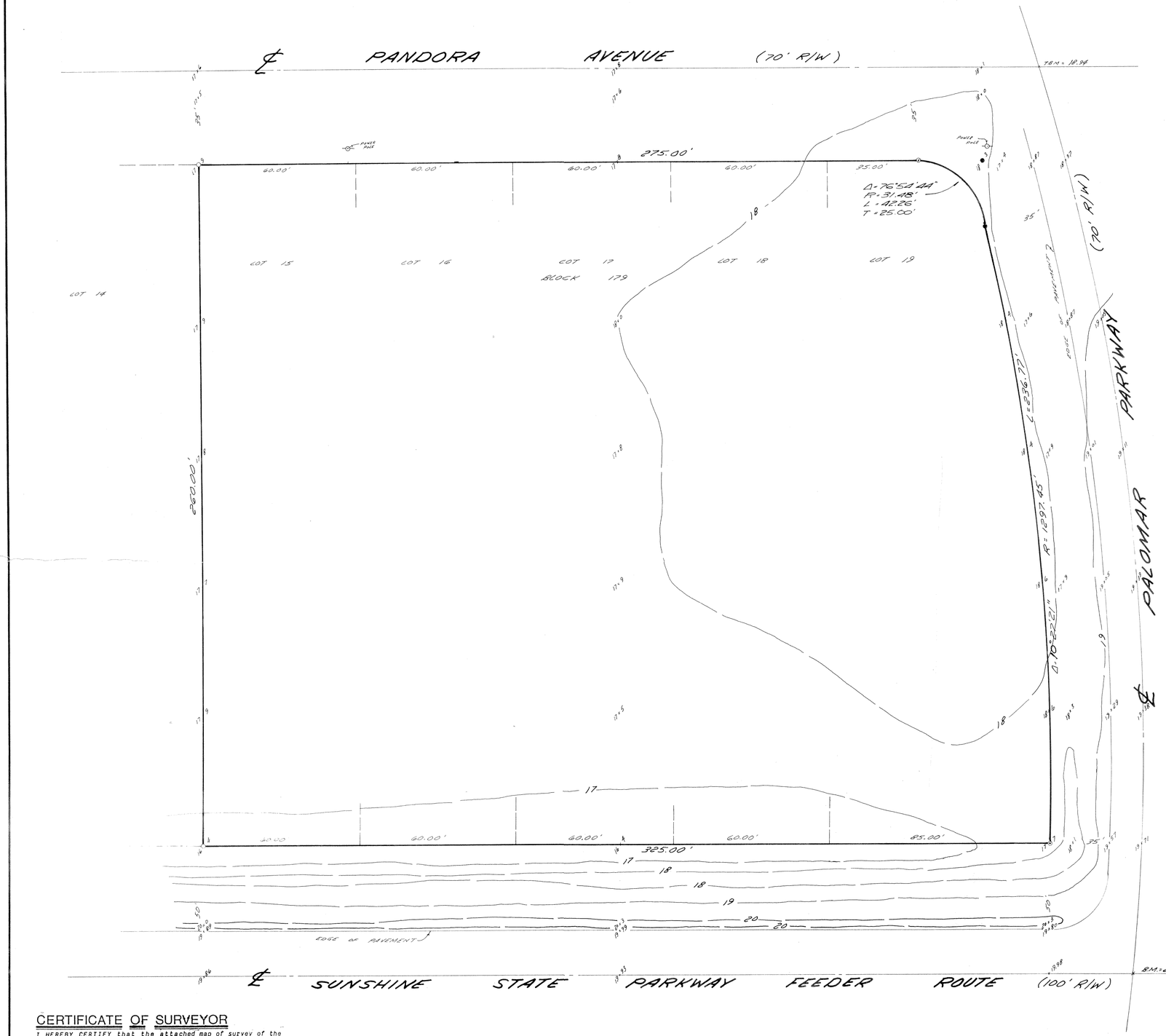
DATE	REVISION
10-7-88	BLDG. HEIGHT 25'R MIN & LOADING AREA

CULPEPPER & TERPENING INC
CONSULTING ENGINEERS & LAND SURVEYORS
FORT PIERCE, FLORIDA

LAKEWOOD PROFESSIONAL CENTRE

SITE PLAN

DESIGNED BY	DETAILED BY	CHECKED BY	DRAWING NO
DATE	SCALE	JOB NO	
9-27-88	1"=20'	88-55	1 OF 1



SURVEYOR'S NOTES:

1. Reproductions of this sketch are not valid unless sealed with an embossed Surveyor's Seal.
2. Lands shown hereon were not abstracted by this office for Rights-of-way, easements of record, ownership, Murphy Act Deeds or adjoining deeds.
3. Legal description shown hereon was provided by the client.
4. Bearings shown hereon are relative to assumed datum.

NOTICE:
There may be additional restrictions that are not recorded on this Plat that may be found in the Public Records of this County.

RECEIVED
SEP 27 1988
COMMUNITY DEVELOPMENT
ST. LUCIE COUNTY

NORTH

SCALE: 1" = 60'

LEGEND:
○ = IRON ROD W/CAP (SET)
● = IRON ROD (FND)
⊙ = IRON PIPE (FND)

BOUNDARY & TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION

LOTS 15, 16, 17, 18 & 19, BLOCK 179
LAKEWOOD PARK - UNIT 12-A
PLAT BOOK 11, PAGE 37
ST. LUCIE COUNTY, FLORIDA

PREPARED FOR:
WEST STAR DEVELOPMENT INC.

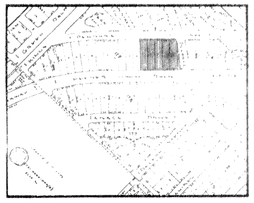
CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY that the attached map of survey of the hereon described property is true and correct to the best of my knowledge and belief as surveyed in the field under my direction on 8-/-88. I further certify that this survey meets the minimum technical standards set forth in rule 21HH-6 adopted by the Florida Board of Land Surveyors, pursuant to Florida Statute 472.027. There are no above ground encroachments other than those shown hereon, subject to the qualifications noted hereon.

Dated this 27th day of SEPTEMBER 1988.

James A. Kirby, II
Professional Land Surveyor
Florida Registration No. 2391

#361



LOCATION MAP

LOCATED IN:
FLOOD ZONE "B"

SITE PLAN APPROVED
DATE 10-25-88
BOARD OF COUNTY COMMISSION
Chairman

JAMES A. KIRBY III
REGISTERED LAND SURVEYOR
JAK
1921 ORANGE AVENUE
P.O. BOX 1826
FT. PIERCE, FLA. 34954
(305) 464-9621

FIELD BOOK 88-8, PAGE 43 & 44

DRAWING NO: 88-225

PLAN SNAPSHOT REPORT CU-2603-000103
FOR ST LUCIE COUNTY

Plan Type:	Conditional Use	**Project:**	Pitstop Mini Market Inc (PR-001694-2026)	**App Date:**	03/12/2026
Work Class:	Conditional Use	**District:**	1	**Exp Date:**	07/10/2026
Status:	Fees Paid	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Benton, Kori	**Approval Expire Date:**	
Description:	adding sale of unstilled alcohol beverages				

Parcel:	130161502260005 Main	**Address:**	5061 Turnpike Feeder Rd Fort Pierce, FL 34951	**Zone:** CN(CN)
			5061 Turnpike Feeder Rd Main Fort Pierce, FL 34951	

Applicant	Tenant
william fagan	william fagan
5061 Turnpike Feeder Rd	5061 Turnpike Feeder Rd
Fort Pierce, FL 34951	Fort Pierce, FL 34951
Home: (772) 519-2467	Home: (772) 519-2467
Business: (772) 971-3705	Business: (772) 971-3705

Plan Custom Fields

Project Name	Pitstop Mini Market Inc	Acres	1.79063	Zoning District	
Legal Description	LAKEWOOD PARK-UNIT 12A- BLK 179 LOTS 15, 16, 17, 18 AND 19 (MAP 13/13N)	Existing Use of Property	OFCE BLDG	Project Category	Commercial
Type of Use Proposed	Commercial	Description of Specific Use if "Other":		Change in Zoning	No
Future Land Use	No	Site Plan Approval	Yes	Reason	Request approval of a conditional use permit for the sale of unstilled alcoholic beverage (beer and wine only) as an accessory use to a retail convenance store. Alcohol sales are incidental and subordinate to the primary retail use and are limited to packaged products for off premises only.
In Conflict LDC	no	Existing Uses	all convenance stores in the area sell alcohol beverages	Changed Condition	winn dixie is closing
Anticipated Impacts	none. same amount of traffic and use in the area not bringing more traffic to the area attracting existing people living in the area	Environmental Impacts	The proposed accessory sale of unstilled alcoholic beverages will not adversely impact surrounding properties. The use is compatible with nearby commercial uses and will not increase traffic, noise, or parking demand beyond that of a typical convenance store. All alcohol sales will comply with approved operating conditions and applicable laws.	Additional Information	The convenience store will be open from 530 am to 1130 pm normal deliveries daily with 8-10 employees. lighting will not need to be changed. This will allow customers to continue to shop here locally and not travel.

11.07.03. Standards for Review of Conditional Use Permits.

A conditional use permit shall be granted only if the applicant demonstrates the following:

A. *Consistency With Local Code and Comprehensive Plan.* The proposed conditional use is in compliance with all requirements, and is consistent with the general purpose, goals, objectives, and standards of this Code, the St. Lucie County Comprehensive Plan, and the Code of Ordinances of St. Lucie County; and is in compliance with all additional standards imposed on it by the particular provisions of this Code authorizing such use.

B. *Effect on Adjacent Properties.*

1. The proposed conditional use will not have an undue adverse effect upon nearby property.
2. The proposed conditional use is compatible with the existing or planned character of the neighborhood in which it would be located.
3. All reasonable steps have been taken to minimize any adverse effect of the proposed conditional use on the immediate vicinity through building design, site design, landscaping, and screening.
4. The proposed conditional use will be constructed, arranged, and operated so as not to interfere with the development and use of neighboring property, in accordance with applicable district regulations.

C. *Adequacy of Public Facilities.* The proposed conditional use will be served by adequate public facilities and services, including roads, police protection, fire protection, solid waste disposal, water, sewer, drainage structures, parks and mass transit.

D. *Adequacy of Fire Protection.* The applicant for the proposed conditional use has obtained from the St. Lucie County - Fort Pierce Fire Prevention Bureau written confirmation, or has otherwise demonstrated by substantial credible evidence, that water supply, evacuation facilities, and emergency access are satisfactory to provide adequate fire protection.

E. *Environmental Impact.* For developments required to provide an environmental impact report under Section 11.02.09(A)(5), the proposed conditional use will not contravene any applicable provision of the St. Lucie County Comprehensive Plan, or of Chapter VIII, "Natural Environment Analysis", of the St. Lucie County Barrier Island Study Analysis of Growth Management Policy Plan, Kimley-Horn and Associates, Inc. (August 1982).

Q. *CN COMMERCIAL, NEIGHBORHOOD.*

1. *Purpose.* The purpose of this district is to provide and protect an environment suitable for limited retail trade and service activities covering a relatively small area and that is intended to serve the population living in surrounding neighborhoods. The number in "( )" following each identified use corresponds to the SIC code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC code but may be further defined in Section 2.00.00 of this code.

2. *Permitted Uses:*

   a. Beauty and barber services. (723/724)

   b. Membership organizations subject to the provisions of Section 7.10.31. (86)

   c. Depository institutions. (60)

   d. Laundering and dry cleaning (self service). (7215)

   e. Real estate. (65)

   f. Repair services:

      (1) Electrical repair. (762)

      (2) Shoe repairs. (725)

      (3) Watch, clock, jewelry, and musical instrument repair. (7631)

   g. Retail trade (each building shall be less than 6,000 square feet gross floor area, all uses inclusive):

      (1) Antiques. (5932)

      (2) Apparel an accessories. (56)

      (3) Books and stationery. (5942/5943)

      (4) Cameras and photographic supplies. (5946)

      (5) Drugs and proprietary. (5912)

      (6) Eating places. (5812)

      (7) Florists. (5992)

      (8) Food stores. (54)

      (9) Gifts, novelties, and souvenirs. (5947)

      (10) Hobby, toy and game shops. (5945)

      (11) Household appliances. (572)

      (12) Jewelry. (5944)

      (13) Newspapers and magazines. (5994)

      (14) Optical goods. (5995)

      (15) Nurseries, lawn and garden supplies. (526)

      (16) Radios, TV's, consumer electronics and music supplies. (573)

      (17) Sporting goods and bicycles. (5941)

      (18) Tobacco products. (5993)

   h. Video tape rental. (784)

3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Section 7.04.00.

4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Section 7.04.00.

5. *Off-street Parking and Loading Requirements.* Off-street parking and loading requirements are subject to Section 7.06.00.

6. *Landscaping Requirements.* Landscaping requirements are subject to Section 7.09.00.

7. *Conditional Uses:*

   a. Car washes (self service only) -subject to the provisions of Section 7.10.22. (999)

   b. Day care - adult. (8322)
   - child. (8351)

   c. Postal services. (4311)

   d. Retail trade:

      (1) Gasoline services - accessory to retail food stores under SIC-5411. (999)

      (2) Undistilled alcoholic beverages accessory to retail sale of food. (5921-Except for liquor)

   e. Telecommunication towers - subject to the standards of Section 7.10.23. (999)

8. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00 and include the following:

   a. Drinking places (undistilled alcoholic beverages) accessory to an eating place. (999)

   b. One dwelling unit contained within the commercial building, for on-site security purposes. (999)

Planning and Development Services Department 772.462.2822

BOARD OF COUNTY COMMISSIONERS

Meeting Time:
6:00 PM (or soon thereafter)

«CuO2FirstName»«CuO2LastName»
«CuO1FirstName» «CuO1LastName»
«CuOStreet1» «CuOStreet2»
«CuOCity», «CuOState» «CuOPostal»

Meeting Location:
BOCC Chambers
SLC Administration Annex,
2300 Virginia Avenue,
Fort Pierce, FL 34982

Property Owner
Aghapy Properties, LLC.
445 21st Court SW
Vero Beach, FL 32962-2192

Applicant
William Fagan
7806 Lakeside Way
Fort Pierce, FL 34951

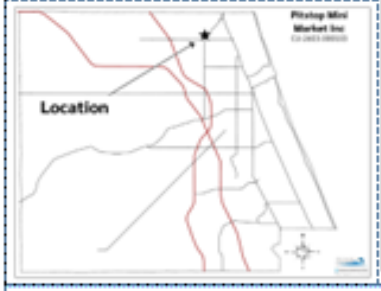
Project Location
5061 Turnpike Feeder Road
Fort Pierce, FL 34951

Parcel ID#
1301-615-0226-000-5

Future Land Use
Residential Urban (RU)

Zoning
Commercial Neighborhood (CN)

Staff's Recommendation
Forward this petition to the Board of County Commissioners with a recommendation for approval with conditions.



Public Hearing Notice
Tuesday, May 5, 2026

Notice of Proposed Conditional Use Permit



This notice is provided because you are an owner of property within 500 feet of the proposed petition.

Project Description
The petitioner, William Fagan, is requesting approval for a Conditional Use Permit to allow the sale of packaged alcoholic beverages for off-site consumption at a convenience store within the CN (Commercial, Neighborhood) Zoning District in St. Lucie County, to be known as Pitstop Mini Market, Inc.

Board of County Commissioners
The St. Lucie County Board of County Commissioners has the power to approve or disapprove any applications within their area of responsibility.

The Board of County Commissioners strongly encourages your input and comment at the public hearing. You may also mail or email written comments regarding this proceeding in advance of the public hearing for inclusion in the official record.

Anyone with a disability requiring accommodations to attend this meeting may contact the SLC Community Risk Manager at least 48 hours in advance at 772-462-1546 or TDD 772-462-1428. Public comment for the upcoming meeting can be submitted by:

Further details are available in the Planning and Development Services Department — Planning Division please contact:

Staff	Morgan Phelps
Tel	(772) 462-1610
Email	Morgan.Phelps@stlucieco.gov
Mail	2300 Virginia Avenue, Fort Pierce, Florida 34982

Date Mailed April 22, 2026

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA

Tuesday, May 5, 2026

NOTICE OF PROPOSED CONDITIONAL USE PERMIT

The St. Lucie County Board of County Commissioners is scheduled to review and consider the adoption of the following by Resolution:

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA GRANTING A CONDITIONAL USE PERMIT FOR THE SALE OF PACKAGED ALCOHOLIC BEVERAGES FOR OFF-SITE CONSUMPTION AT A CONVIENIENCE STORE WITHIN THE CN (COMMERCIAL, NEIGHBORHOOD) ZONING DISTRICT FOR A PROPERTY LOCATED IN ST. LUCIE COUNTY, FLORIDA.

APPLICANT: Pitstop Mini Market, Inc.

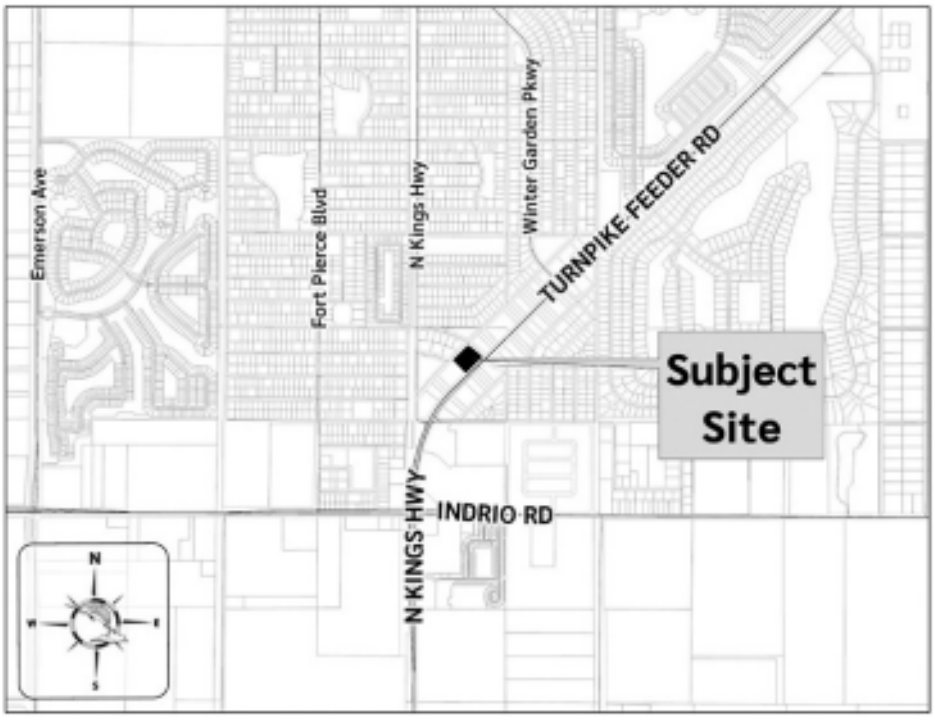
OWNER: Aghapy Properties, LLC.

PURPOSE: To allow the sale of packaged alcoholic beverages for off-site consumption at a convenience store within the CN (Commercial, Neighborhood) Zoning District in St. Lucie County.

ADDRESS: 5061 Turnpike Feeder Road, Fort Pierce, FL 34951 (see map below)

PARCEL ID: 1301-615-0226-000-5

FILE NUMBER: CU-2603-000103



The Board of County Commissioners' **PUBLIC HEARING** on this item will be held in the Commission Chambers, Roger Poitras Annex, 3rd Floor, 2300 Virginia Avenue, Fort Pierce, Florida on **Tuesday, May 5, 2026, beginning at 6:00 pm** or as soon thereafter as possible.

All interested persons will be given an opportunity to be heard. Written comments received in advance of the public hearing will also be considered. Comments must be submitted by noon the day prior to the meeting. Comments will be distributed to the Board in advance of the meeting and included in the record provided the comments comply with the County's rules.

The petition file is available for review at the Planning and Development Services Department – Planning offices located at 2300 Virginia Avenue, Fort Pierce, Florida during regular business hours. Please call (772) 462-2822 or TDD (772) 462-1428 if you have any questions or require additional information about this petition.

The St. Lucie County Board of County Commissioners has the power to approve or disapprove, any applications within their area of responsibility.

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Anyone with a disability requiring accommodation to attend this meeting should contact the St. Lucie County Community Risk Manager at least forty-eight (48) hours prior to the meeting at (772) 462-1546 or T.D.D. (772) 462-1428. Any questions about this agenda may be referred to St. Lucie County Planning Division at (772) 462-2822.

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
JAMIE FOWLER, CHAIR
PUBLISH DATE: Wednesday, April 22, 2026

TP-13889344


NOTICE OF PUBLIC HEARING
Petition of William Fagan for a Conditional Use Permit, to allow the sale of packaged alcoholic beverages for consumption off-site, in the CN, Commercial Neighborhood, Zoning District.
The first Public Hearing for this request is to be held before the Planning and Zoning Commission on Thursday, April 16, 2026 at 6:00 pm or as soon thereafter as possible.
The second Public Hearing for this request is to be held before the Board of County Commssioners on May 5, 2026 or as soon therafter as possible.
The Hearings will be held in the Commission Chambers, Roger Poitras Annex, 3rd Floor, St. Lucie County Administration Building, 2300 Virginia Avenue Fort Pierce, FL
If you have any questions, please call the Planning and Development Services Department at 772-462-2822 File #CU-2603-000103

March 12, 2026

Subject: Proposed Conditional Use Permit for Pit Stop to establish Packaged Beer & Wine Sales at 5055 Turnpike Feeder Road

Billy
5055 Turnpike Feeder Rd.
Fort Pierce, FL 34951

Dear Property Owner,

The owners of Pit Stop invite you to a Community Participation meeting to discuss the proposed Conditional Use Permit necessary for our business, Pit Stop to establish Packaged Beer & Wine Sales at our new location, 5055 Turnpike Feeder Road, Fort Pierce, FL.

The purpose of this meeting is to provide information and discuss the project prior to upcoming public hearings. You have been identified as a property owner within 1,000 feet of the property.

The proposed date, time, and location for the Community Participation Meeting are listed below:

Date: Friday, March 27, 2026
Time: 6:00 PM – 7:00 PM
Location: Lakewood Park Community Center, 7508 Jennings Way, Fort Pierce, FL 34951

The subject property is located within Unincorporated St. Lucie County, Florida, is within the County's Commercial Neighborhood, CN, Zoning District.

We are requesting the Conditional Use Permit to continue packaged beer and wine sales upon relocating to our new location, which intends to continue to serve the general convenience and niche grocery needs for Lakewood Park and guests traveling by.

The planned hours of operation are 5:30 AM to 11:30 PM Monday through Saturday and 6:00 AM to 10:30 PM Sunday and holidays. If you have any questions or concerns, please contact us at 772-465-8270.

Thank you,
Pit Stop

March 12, 2026

Subject: Proposed Conditional Use Permit for Pit Stop to establish Packaged Beer & Wine Sales at 5055 Turnpike Feeder Road

Billy
5055 Turnpike Feeder Rd.
Fort Pierce, FL 34951

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Thank you,
Pit Stop

ENVIRONMENTAL RESOURCES
FINAL REPORT

TO:	Morgan Phelps, Planning and Development Services
THROUGH:	Aimee L. Cooper, Environmental Regulations Manager Amy E. Griffin, Environmental Resources Director
FROM:	Bryan-James Redden, Environmental Planner
DATE:	April 1, 2026
SUBJECT:	Pitstop Mini Market Inc CU-2603-000103

Background

The Environmental Resources Department (ERD) is in receipt of the March 13, 2026, date-stamped submittal, transmitted March 16, 2026, from Planning and Development Services with comments due April 9, 2026. The applicant is seeking approval of a Conditional Use Permit to allow for the issuance of an alcoholic beverage license for an existing business. The project is located at 5061 Turnpike Feeder Rd in Fort Pierce. The 0.72-acre parcel (Parcel ID: 1301-615-0226-000-5) is zoned Commercial Neighborhood (CN) with a Future Land Use of Residential Urban (RU).

Findings

The proposed Conditional Use Permit is not anticipated to result in any adverse environmental impacts. If site development activities are proposed in the future, ERD will conduct further review through the site plan or building permit review process.

Recommendation

ERD has no objection to the approval of the Conditional Use application with the conditions outlined below.

Please contact Bryan-James Redden at 772-462-3862 if you have any questions.

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING AGENDA

Tuesday, May 5, 2026

NOTICE OF PROPOSED CONDITIONAL USE PERMIT

The St. Lucie County Board of County Commissioners is scheduled to review and consider the adoption of the following by Resolution:

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA GRANTING A CONDITIONAL USE PERMIT FOR THE SALE OF PACKAGED ALCOHOLIC BEVERAGES FOR OFF-SITE CONSUMPTION AT A CONVIENIENCE STORE WITHIN THE CN (COMMERCIAL, NEIGHBORHOOD) ZONING DISTRICT FOR A PROPERTY LOCATED IN ST. LUCIE COUNTY, FLORIDA.

APPLICANT: Pitstop Mini Market, Inc.

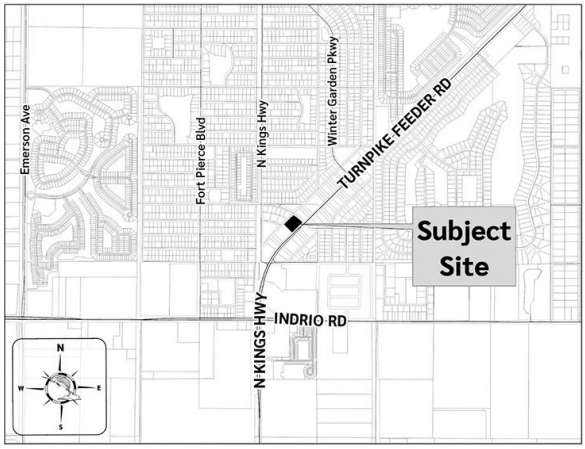
OWNER: Aghapy Properties, LLC.

PURPOSE: To allow the sale of packaged alcoholic beverages for off-site consumption at a convenience store within the CN (Commercial, Neighborhood) Zoning District in St. Lucie County.

ADDRESS: 5061 Turnpike Feeder Road, Fort Pierce, FL 34951 (see map below)

PARCEL ID: 1301-615-0226-000-5

FILE NUMBER: CU-2603-000103



The Board of County Commissioners' **PUBLIC HEARING** on this item will be held in the Commission Chambers, Roger Poitras Annex, 3rd Floor, 2300 Virginia Avenue, Fort Pierce, Florida on **Tuesday, May 5, 2026, beginning at 6:00 pm** or as soon thereafter as possible.

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ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
JAMIE FOWLER, CHAIR
PUBLISH DATE: Wednesday, April 22, 2026

TR-43889344

AGENDA REQUEST

10.A.7.
RES-2026-82
PUBLIC HEARINGS - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*RESOLUTION ITEM - BOARD APPROVAL
QUASI-JUDICIAL ITEM? YES

TO: **Board of County Commissioners**

PRESENTED BY: Morgan Phelps, Associate Planner

SUBMITTED BY: Planning & Development Services

SUBJECT: Linda Vista Trails (and 21st Street) Road Paving Waiver - **THIS ITEM IS QUASI-JUDICIAL**

BACKGROUND:

Mr. Scott & Mrs. Jessica Mosher own a 1.25 acre parcel, containing five (5) lots and portions of two (2) additional lots, located between Linda Vista Ave and South 21st St. and approximately 900 feet south of Edwards Rd. The owner wishes to subdivide (via a Replat) the property into five (5) lots, to create four (4) new parcels, with two (2) featuring frontage on Linda Vista Ave. and two (2) featuring frontage on 21st St. A proposed site plan has been reviewed by the Development Review Committee (DRC) and deemed appropriate for continued processing towards site plan approval for subdivision into the 5 parcels, each with a minimum of 8,000 square-feet (0.18 ac) in size.

PREVIOUS ACTION:

This proposal has been evaluated and approved by the Development Review Committee.

FINANCIAL IMPACT:

If the waiver is partially denied, the County would accept the funds for the fair share of the roadway improvements. The prorated contribution for this site is $234,903.00.

RECOMMENDATION:

Staff recommends the Board approve the paving waiver, and waiver of the prorated proportionate share contribution for this site is $234,903.00. Consistent with previous St Lucie County Board of County Commissioners actions, staff recommends a condition that the current and future owners and their heirs/assigns agree to participate and shall be a “yes” vote in any lawfully established MSTU, MSBU or other special assessment district created for the purpose of providing paving and/or drainage improvements to Linda Vista Ave. and South 21st St.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures



Date: April 24, 2026

Benjamin Balcer, Planning & Development Services Director



Date: April 28, 2026

Patrick Dayan, Public Works Director



Date: April 29, 2026

Katherine Barbieri, County Attorney



Date: April 29, 2026

Mayte Santamaria, Deputy County Administrator

ST. LUCIE COUNTY FLORIDA

Public Works Department

MEMORANDUM

TO: Board of County Commissioners

THROUGH: Patrick Dayan, PE, Public Works Director
Kori Benton, AICP, Planning & Zoning Manager

FROM: Steven Frink, PE, Project Engineer

DATE: April 20, 2026

SUBJECT: Paving Waiver Request – Proposed Linda Vista Trails Subdivision

GENERAL INFORMATION:

Agent of Record:	Brickley Land Surveying, LLC Scott Mosher 801 NE Whistling Duck Way Port St Lucie, FL 34983
Property Owner:	Scott & Jessica Mosher 3301 Matthews Rd Ft Pierce, FL 34945
Requested Action:	Road Paving Waiver request in accordance with Section 7.05.07.B.2. Provisions for access to new development

Background:

Mr. Scott & Mrs. Jessica Mosher own a 1.25 acre (ac) parcel of land located west of Linda Vista Trail east South 21st St to the west and approximately 900 feet (ft) south of Edwards Rd. The owner wishes to subdivide the property into 5 parcels. A proposed site plan has been reviewed by the Development Review Committee (DRC) and has been deemed appropriate for continued processing towards a minor site plan approval and for subdividing into the 5 parcels, each with a minimum of 8,000 square-feet (sf) (0.18 ac) in size, as eligible in the RS-4 Zoning District, where central water connections are achieved. The DRC has advised the applicant than both central water and wastewater connections are required as conditions of site plan approval, and sidewalk installation or a fee in-lieu of installation may be required.

Linda Vista Ave and South 21st St are currently unimproved (substandard) St Lucie County owned and maintained roadways, with Exhibits B1 & B2, further below highlighting recent roadway conditions. The existing rights-of-way (ROW) widths along the sites frontage meet the minimum width requirements.

Per St Lucie County Land Development Code, projects on unimproved roadways seeking site plan approval are required to provide paved access to the project. The definition of paved access includes construction to County roadway standards, in other words, an improved roadway.

> *7.5.07.B.1. Access Roads.*
>
> *Provisions for the paving of unpaved access roads that access the development shall be required as specified below under general requirements.*

The site is a small traffic generator on an unimproved County roadway. Per St Lucie County code 7.05.07.B.4. – General Requirements, the applicant is required to pay a proportionate fair share amount for future paving, pave the access road, or seek a waiver from the Board of County Commissioners.

The applicant has provided a prorated fair share cost analysis and is requesting a waiver for the paving and fair share cost contribution based on criteria listed in section 7.05.07.B.2. of the St Lucie County's Land Development Code. If the Board does not waive the requirements and accepts a fair share contribution, the County must pave the road utilizing the funds within a 10-year period or the money is returned to the applicant at the end of the 10-year period.

> *7.05.07.B.2. Waiver.*
>
> *a. Paving requirements and provisions shall be waived by the Board of County Commissioners, following a public hearing, if the Board determines:*
>
> *(1) That the road paving is not essential to provide adequate access to the proposed development and through the surrounding area, or*
>
> *(2) That the road will be paved as part of the County's five-year road program or an approved municipal service taxing or benefit unit, or*
>
> *(3) That the access road does not have adequate right-of-way in which to construct the necessary paving improvements in accordance with County standards.*

This request falls under item number 1. Paving is not essential to provide adequate access. Linda Vista Ave. and South 21st St. are currently maintained in its existing condition for access to surrounding properties. The corresponding Site Plan for re-division of the parcel (replat) would provide for two (2) new homes and their respective driveways on each of the two (2) roadways as displayed in Exhibit A, further below.

At this time, the County does not have either roadway in its 5-year road program for paving, and the existing right-of-way width is sufficient in meeting the County standards.

Exhibit A: Proposed Site Plan

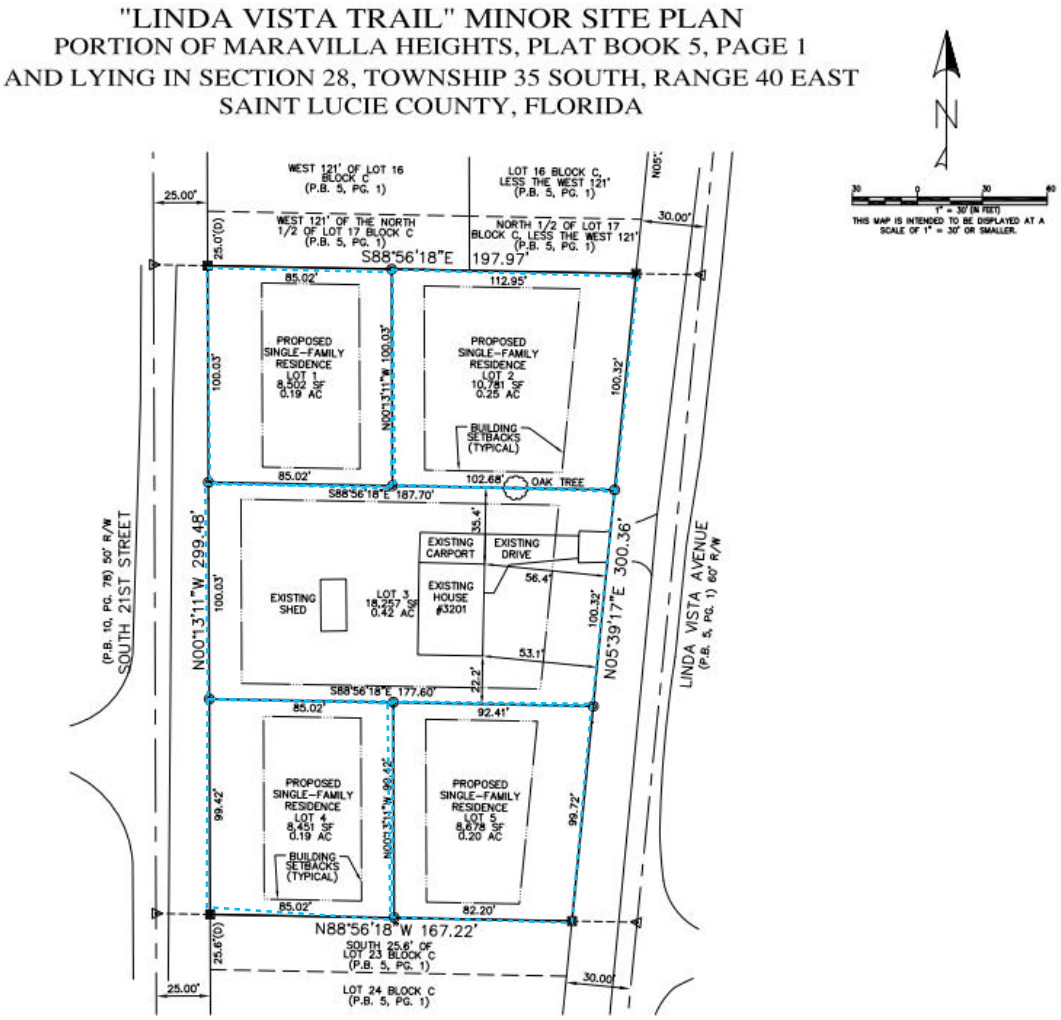


Exhibit B1: Linda Vista Ave. (Google Earth 2022)



Exhibit B2: 21st St. (Google Earth 2024)



Previous Action:

None.

Financial Impact:

If the waiver is denied, the County would accept the funds for the fair share of the improvements. The prorated fair share contribution for this site is $234,903.00.

Recommendation:

St Lucie County Staff has reviewed the request and recommends providing a conditional waiver for the paving requirements and provision of fair share contribution. Consistent with previous St Lucie County Board of County Commissioners actions, staff recommends a condition that the current and future owners and their heirs/assigns agree to participate and shall be a "yes" vote in any lawfully established MSTU, MSBU or other special assessment district created for the purpose of providing paving and/or drainage improvements to Linda Vista Ave. and South 21st St.

RESOLUTION NO. 2026-082

File No.: RPW-2601-000001

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY FOR A WAIVER FROM THE REQUIREMENTS OF SECTION 7.05.07 OF THE LAND DEVELOPMENT CODE REQUIRING PAVED ACCESS TO NEW DEVELOPMENTS.

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, based on the testimony and evidence, including but not limited to the staff report, has made the following determinations:

1. Steve Brickley of Brickley Land Surveying, Inc., on behalf of Scott and Jessice Mosher, submitted a waiver request regarding the fair share contribution requirements for the proposed development located at 3201 Linda Vista Avenue, between Linda Vista Avenue and South 21st Street and approximately 900 ft. south of Edwards Road.

2. The applicant desires to subdivide (replat) a 1.25-acre parcel into five (5) lots, three (3) of which will have access from Linda Vista Ave. and two (2) via 21st St. which are unpaved. A proposed site plan has been reviewed by the Development Review Committee (DRC) and deemed appropriate for continued processing towards a site plan approval, generally as exhibited in Exhibit B, below, proposing to subdivide into five (5) lots, each with a minimum of 8,000 sq. ft. (0.18 acre) in size.

3. Staff has performed a detailed analysis of the project and determined it to not be consistent with the St. Lucie County Land Development Code and Comprehensive Plan. The analysis is found in the Public Works Memorandum titled "*Paving Waiver Request – Proposed Linda Vista Trails Subdivision*, dated April 20, 2026.

4. On May 5, 2026, the Board held a public hearing on the petition, after publishing notice at least 10 days prior to the hearing and notifying by mail all owners of property within 500 feet of the subject property.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

A. Pursuant to Section 7.05.07 of the St. Lucie County Land Development Code, the Board of County Commissioners **approved/denied** the requested Paving Waiver and elected to **waive/require** the fair share contribution based on the minimum traffic impacts generated by the proposed development subject to the following condition:

> 1. The current and future owners and their heirs/assigns agree to participate and shall be a "yes" vote in any lawfully established MSTU, MSBU or other special assessment district created for the purpose of providing paving and/or drainage improvements to Linda Vista Ave. and 21st St. adjacent to the project's respective frontage.

B. The property for which this paving waiver is *approved/denied* is located as displayed in Exhibit A, below, and described as follows:

LEGAL DESCRIPTION

LOT 23, LESS THE SOUTH 25.6 FEET;
LOT 17, LESS THE NORTH 1/2 OF SAID LOT;
AND ALL OF LOTS 18, 19, 20, 21 AND 22, BLOCK C, MARAVILLA HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 5, PAGE 1 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
CONTAINING +/- 54,670 SQUARE FEET, 1.25 ACRES, MORE OR LESS.

ADDRESS: 3201 Linda Vista Avenue, Fort Pierce, FL 34982

PARCEL I.D. NO(s).: 2428-601-0146-000-0

C. A copy of this Order shall be placed on file with the St. Lucie County Planning and Development Services Department and mailed to the developer and agent of record as identified on the paving waiver application.

D. This Resolution shall be recorded in the Public Records.

After motion and second, the vote on this Resolution was as follows:

Jamie Fowler, Chair	XXX
Larry Leet, Vice-Chair	XXX
James Clasby, Commissioner	XXX
Erin Lowry, Commissioner	XXX
Cathy Townsend, Commissioner	XXX

PASSED AND DULY ADOPTED This 5th day of May 2026.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY _____
Chair

ATTEST:

_____
Deputy Clerk

APPROVED AS TO FORM
AND CORRECTNESS:

_____
County Attorney

Exhibit A

Location Map

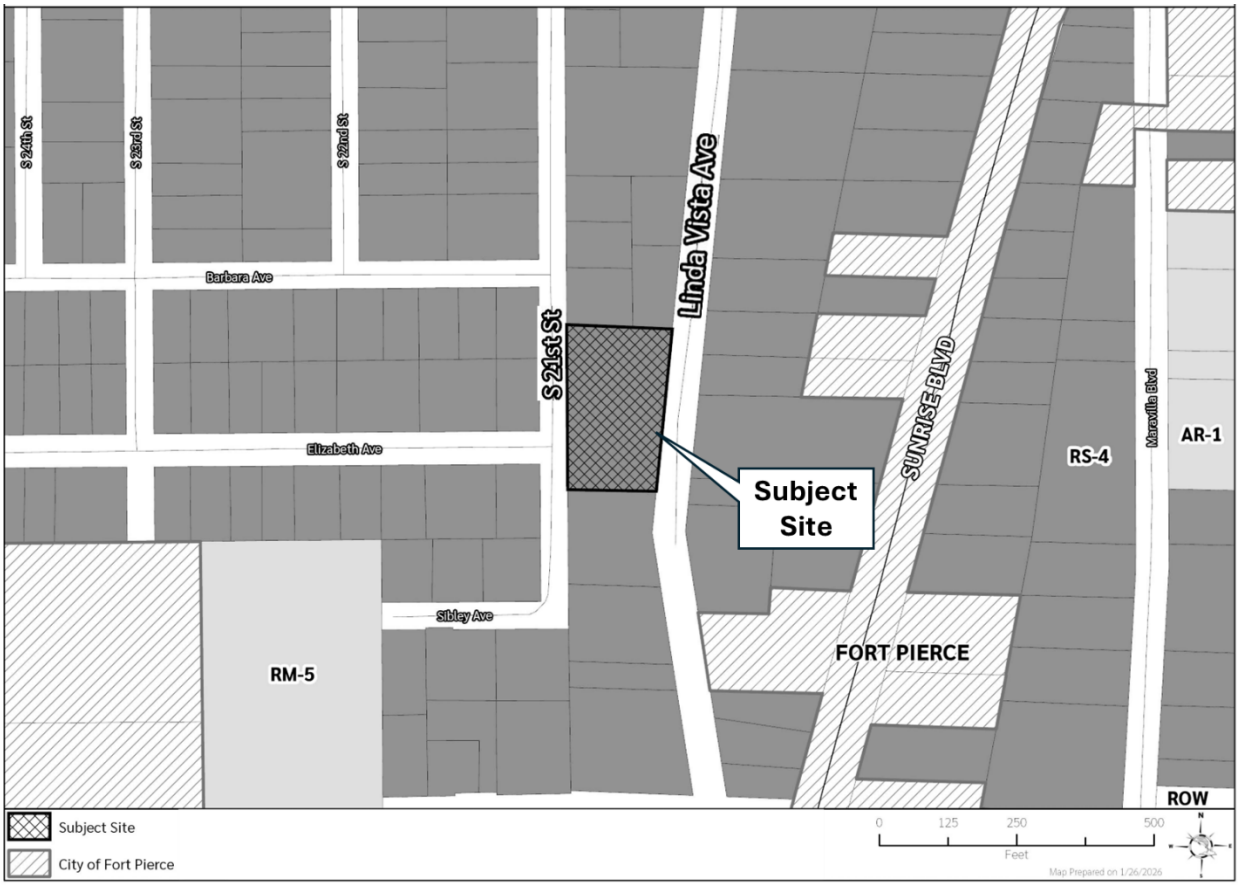
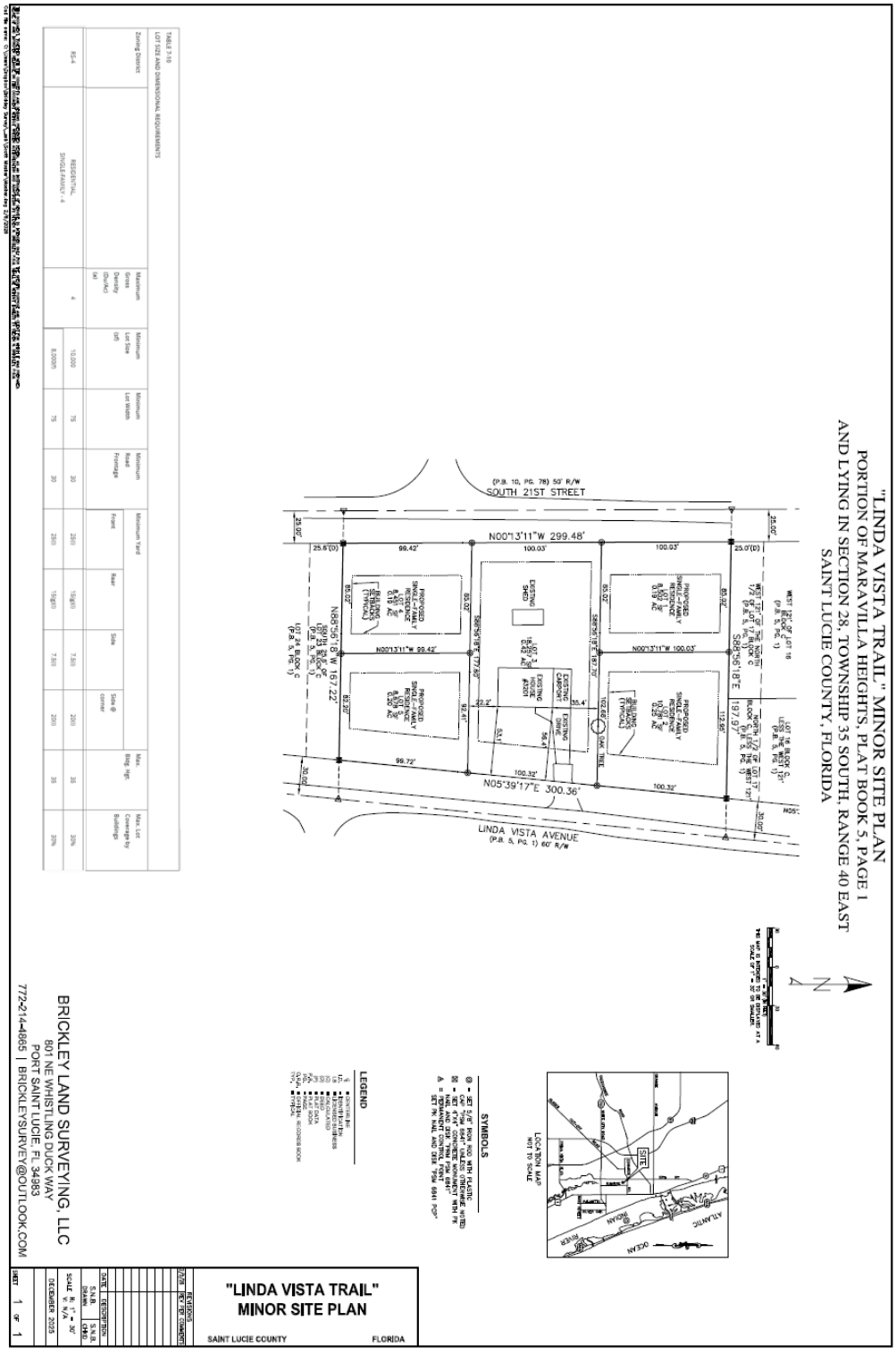


Exhibit B

Preliminary Site Plan Layout

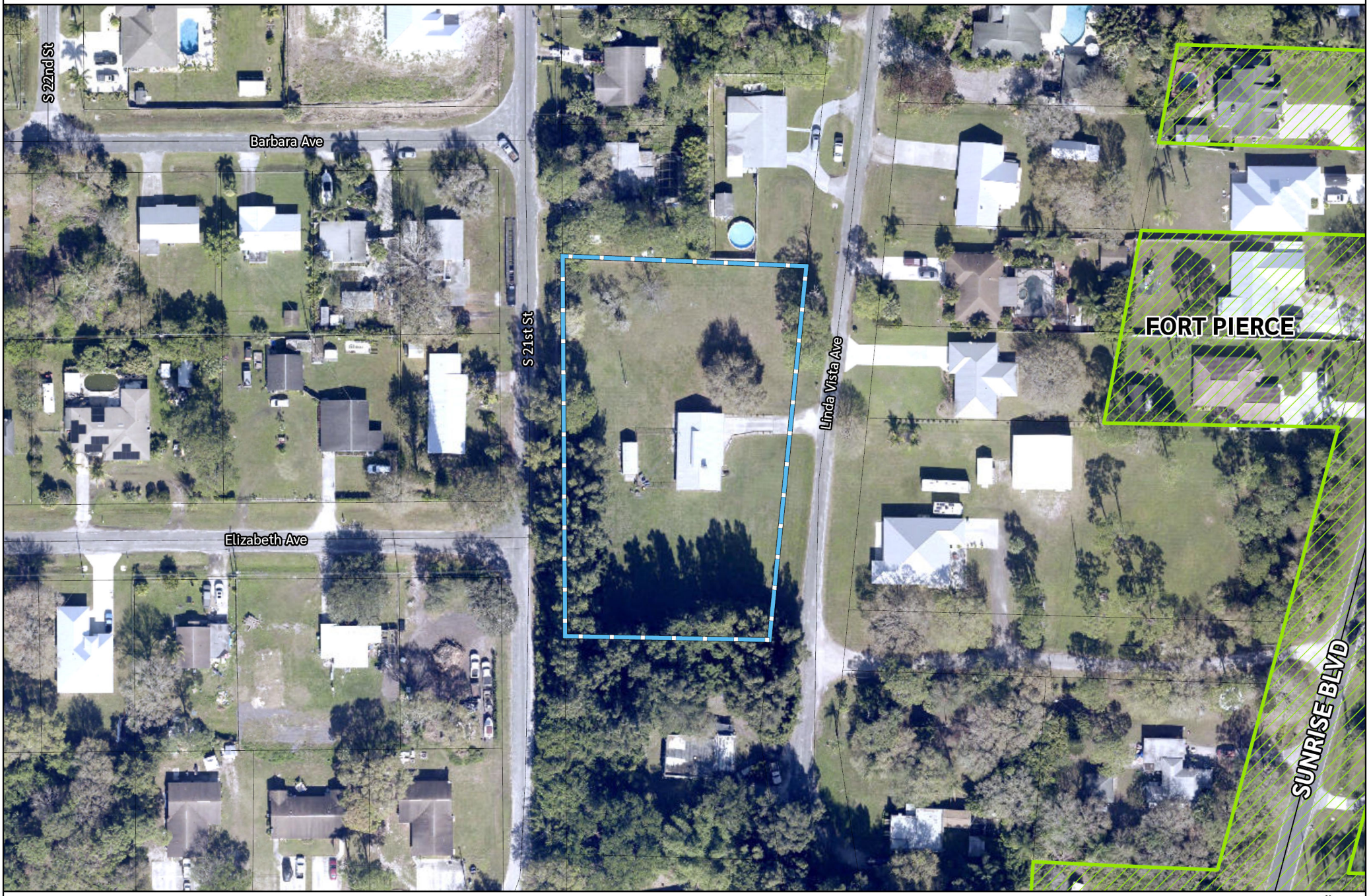


ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Linda Vista Trails

RPW-2601-000001

Aerial



Subject Site | City of Fort Pierce | Parcel Boundaries

0 60 120 240
Feet

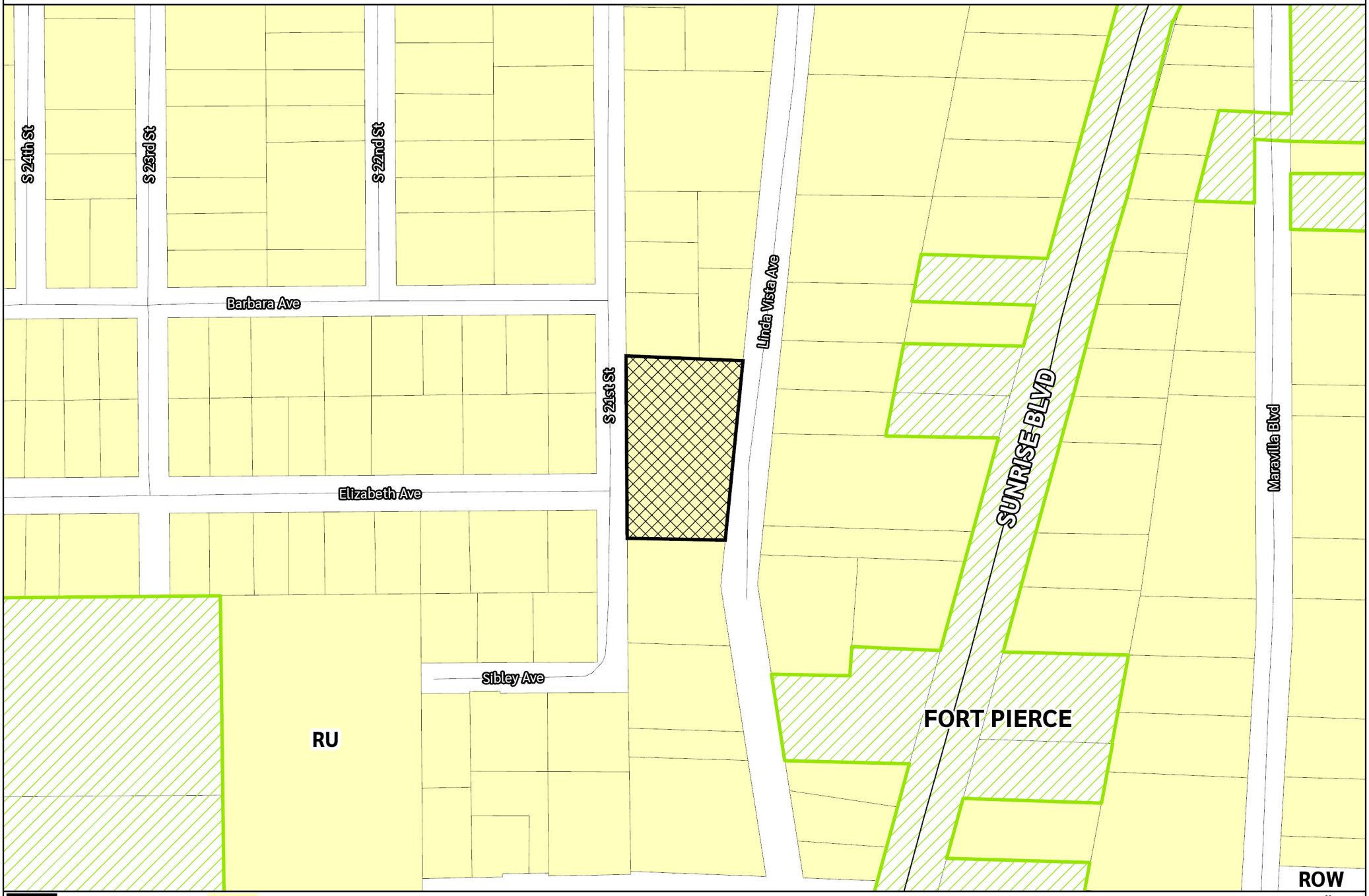
N

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Linda Vista Trails

RPW-2601-000001

Future Land Use



Subject Site

RU, Residential Urban, 5 du/ac

City of Fort Pierce

0 125 250 500
Feet

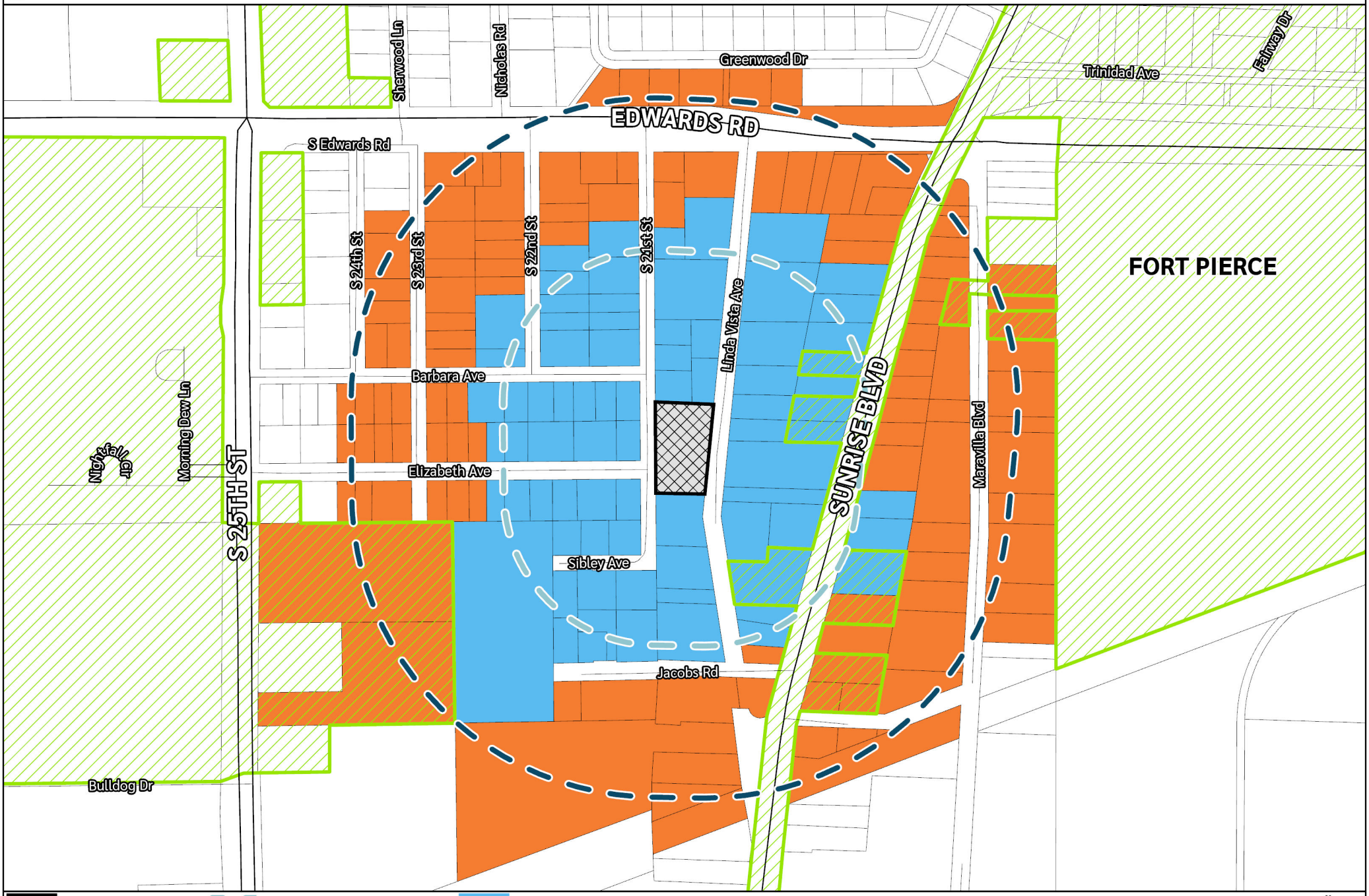
N

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Linda Vista Trails

RPW-2601-000001

Notification Areas



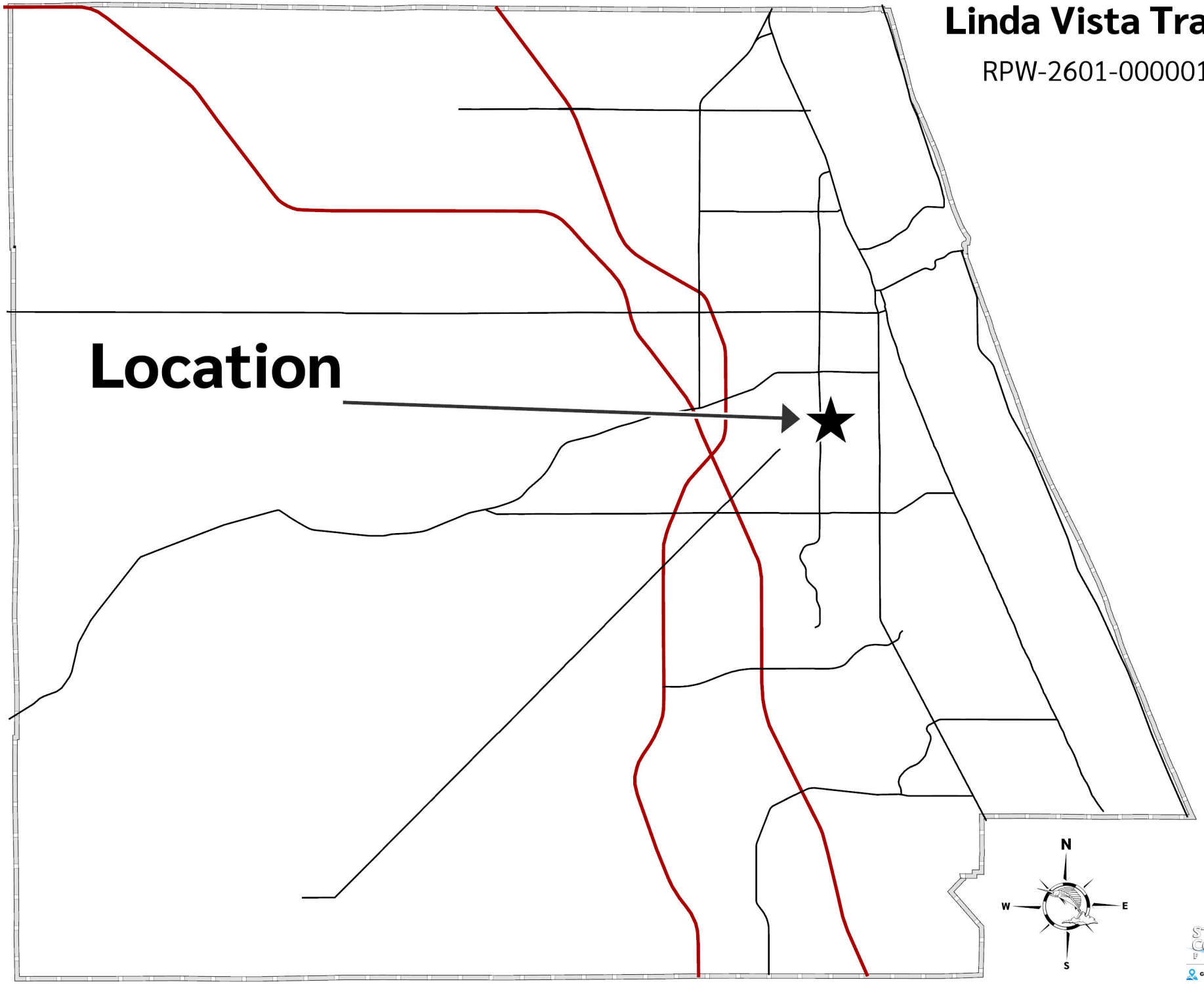
Subject Site
City of Fort Pierce
500ft Notification Area
1,000ft Notification Area
Parcels Within 500ft Notification Area
Parcels Within 1,000ft Notification Area

0 250 500 1,000
Feet

N

Linda Vista Trails

RPW-2601-000001



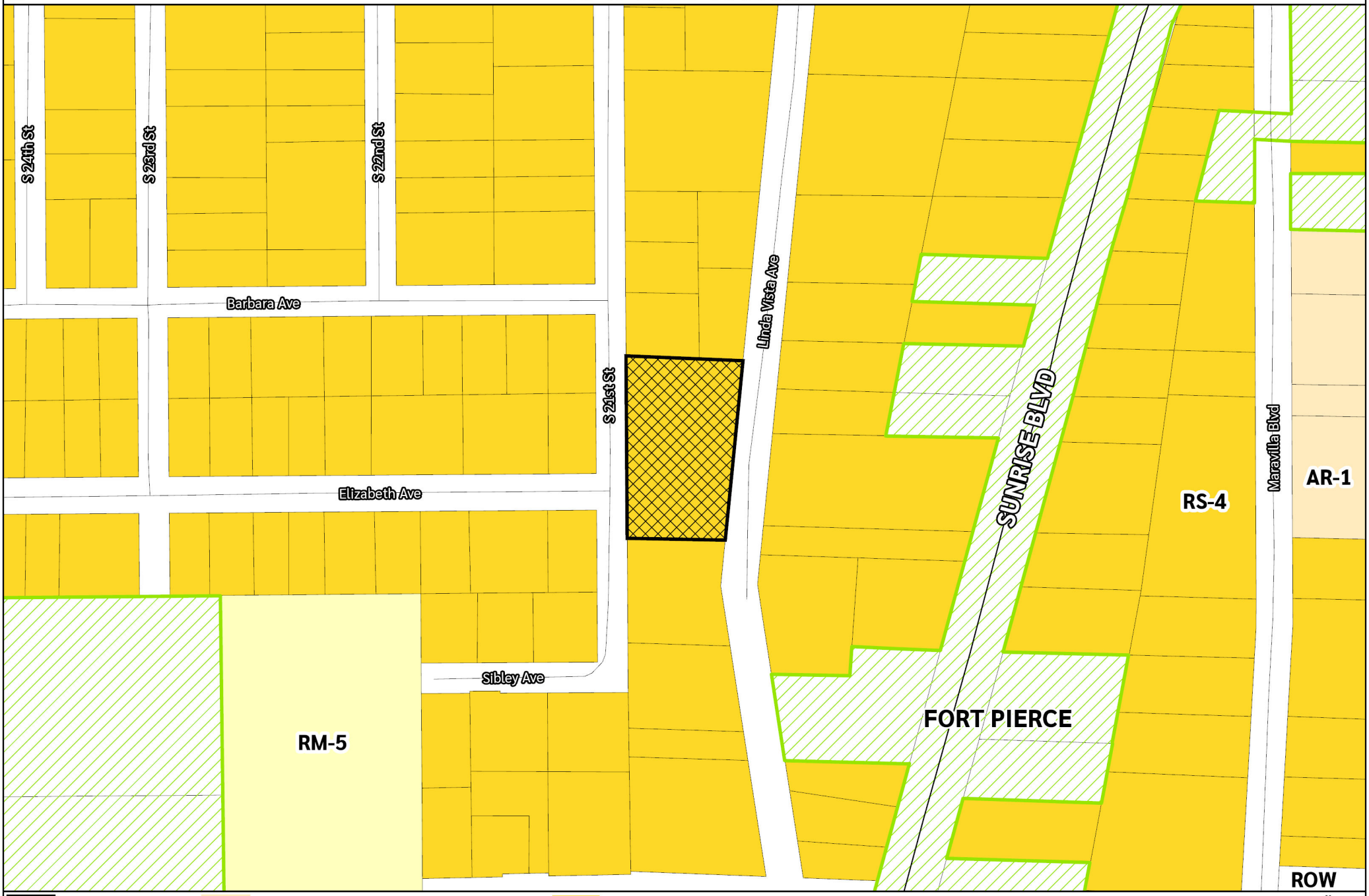
ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS
Map Prepared on 1/26/2026

ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Linda Vista Trails

RPW-2601-000001

Zoning

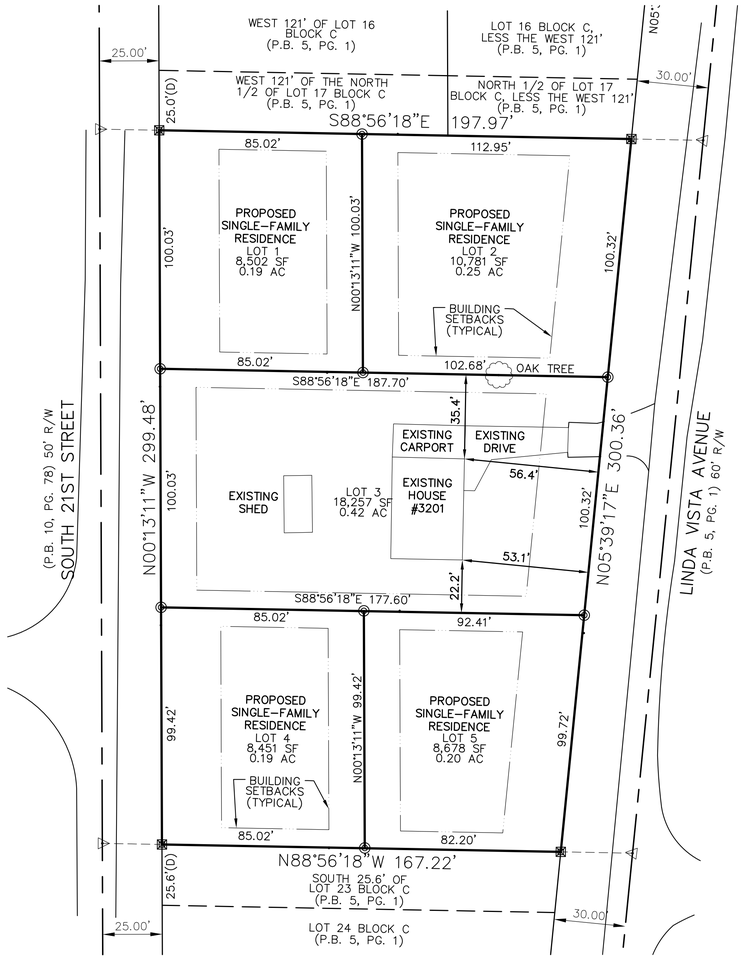


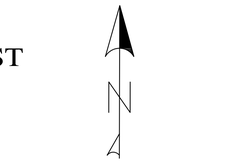
Subject Site
City of Fort Pierce
AR-1, Agricultural Residential, 1 du/ac
RM-5, Residential, Multi-Family, 5 du/ac
RS-4, Residential, Single Family, 4 du/ac

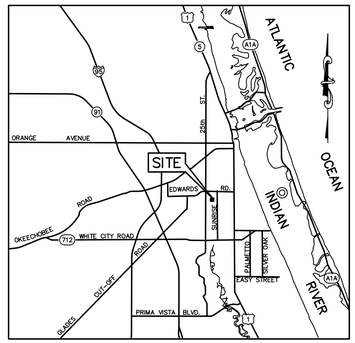
0 125 250 500
Feet

N

"LINDA VISTA TRAIL" MINOR SITE PLAN
PORTION OF MARAVILLA HEIGHTS, PLAT BOOK 5, PAGE 1
AND LYING IN SECTION 28, TOWNSHIP 35 SOUTH, RANGE 40 EAST
SAINT LUCIE COUNTY, FLORIDA







LOCATION MAP
NOT TO SCALE

SYMBOLS

- ◎ = SET 5/8" IRON ROD WITH PLASTIC CAP "PSM 6841" UNLESS OTHERWISE NOTED
- ⊠ = SET 4"X4" CONCRETE MONUMENT WITH PK NAIL AND DISK "PRM PSM 6841"
- △ = PERMANENT CONTROL POINT SET PK NAIL AND DISK "PSM 6841 PCP"

LEGEND

℄	= CENTERLINE
I.D.	= IDENTIFICATION
LB	= LICENSED BUSINESS
(C)	= CALCULATED
(D)	= DEED
(P)	= PLAT DATA
P.B.	= PLAT BOOK
PG.	= PAGE
O.R.B.	= OFFICIAL RECORDS BOOK
TYP.	= TYPICAL

TABLE 7-10
LOT SIZE AND DIMENSIONAL REQUIREMENTS

Zoning District		Maximum Gross Density (Du/Ac) (a)	Minimum Lot Size (sf)	Minimum Lot Width	Minimum Road Frontage	Minimum Yard				Max. Bldg. Hgt.	Max. Lot Coverage by Buildings
						Front	Rear	Side	Side @ corner		
RS-4	RESIDENTIAL, SINGLE-FAMILY - 4	4	10,000	75	30	25(l)	15(g)(l)	7.5(l)	20(l)	35	30%
			8,000(f)	75	30	25(l)	15(g)(l)	7.5(l)	20(l)	35	30%

BRICKLEY LAND SURVEYING, LLC
801 NE WHISTLING DUCK WAY
PORT SAINT LUCIE, FL 34983
772-214-4865 | BRICKLEYSURVEY@OUTLOOK.COM

"LINDA VISTA TRAIL" MINOR SITE PLAN
SAINT LUCIE COUNTY FLORIDA

REVISIONS	
2/5/26	REV PER COMMENTS
DATE	DESCRIPTION

S.N.B. DRAWN | S.N.B. CHKD
SCALE H: 1" = 30' V: N/A
DECEMBER 2025
SHEET 1 OF 1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY STEVEN N. BRICKLEY, P.S.M. SHALL BE WITHOUT LIABILITY TO STEVEN N. BRICKLEY, P.S.M.

Cad file name: C:\Users\Dropbox\Brickley Survey_snb\Scott Mosher\Mosher.dwg 2/6/2026

PLAN SNAPSHOT REPORT RPW-2601-000001 FOR ST LUCIE COUNTY

Plan Type:	Road Paving Waiver	**Project:**	Linda Vista Trails (PR-001590-2025)	**App Date:**	01/20/2026
Work Class:	Road Paving Waiver	**District:**	1	**Exp Date:**	05/20/2026
Status:	In Review	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Phelps, Morgan	**Approval Expire Date:**	

Description: Looking to receive an approval to waive paving Linda Vista Ave and S 21st St. when we build two additional homes on the streets.

Parcel: 242860101460000 Main	**Address:** 3201 Linda Vista Ave Fort Pierce, FL 34982 3201 Linda Vista Ave Main Fort Pierce, FL 34982	**Zone:** RS-4(RS-4)

Applicant
Scott Mosher
3301 MATTHEWS RD
FORT PIERCE, FL 34945-2222
Mobile: (772) 475-0825

Plan Custom Fields

Project Name	Linda Vista Trails	Acres	1.20876	Zoning District	Saint Lucie County RS-4
Legal Description	MARAVILLA HTS BLK C S 1/2 LOT 17, ALL LOTS 18-22 INCL AND LOT 23-LESS S 25.6 FT- (1.27 AC)	Existing Use of Property	Single Family	Type of Use Proposed	Residential
Description of Specific Use if "Other":		Property Use	Residential/Agricultural	Change in Zoning	No
Future Land Use	No	Site Plan Approval	Yes	Reason	Looking to receive a paying waiver so we do not have to re-pave Linda Vista Ave and S 21st St. when two additional homes on built on the streets.
In Conflict LDC	No	Existing Uses	Linda Vista Ave and S 21st St are both residential neighborhoods. The building of two more additional homes on the streets will not change the feel or the dynamic of the area.	Changed Condition	We are looking two build two additional homes on the Linda Vista Ave and S 21st.
Anticipated Impacts	We will be connecting to city water and sewer. Only residential use impacts will be on the roadways.	Environmental Impacts	The property is already a mowed lawn that has been cleared for years. No impacts are anticipated.	Additional Information	These homes will be used as residential use only with no commercial use.

Attachment File Name	Added On	Added By	Attachment Group	Notes
Signature_Scott_Mosher_1/20/2026.jpg	01/20/2026 16:10	Mosher, Scott		Uploaded via CSS
DRC comments.pdf	02/02/2026 12:07	Nelson, Melody	Available Online	FPUA comments
Gas.pdf	02/02/2026 12:07	Nelson, Melody	Available Online	FPUA Gas letter
Linda Vista Trails-RPW-2601-000001 final report.docx	02/11/2026 16:42	Redden, Bryan-James	Available Online	ERD Final Report

Note	Created By	Date and Time Created
1. sent to KB for planner assignment; snoozed until paid/assigned	Vanessa Petrillo	01/20/2026 17:26

Linda Vista Trails - Road Asphalt Paving Cost Analysis

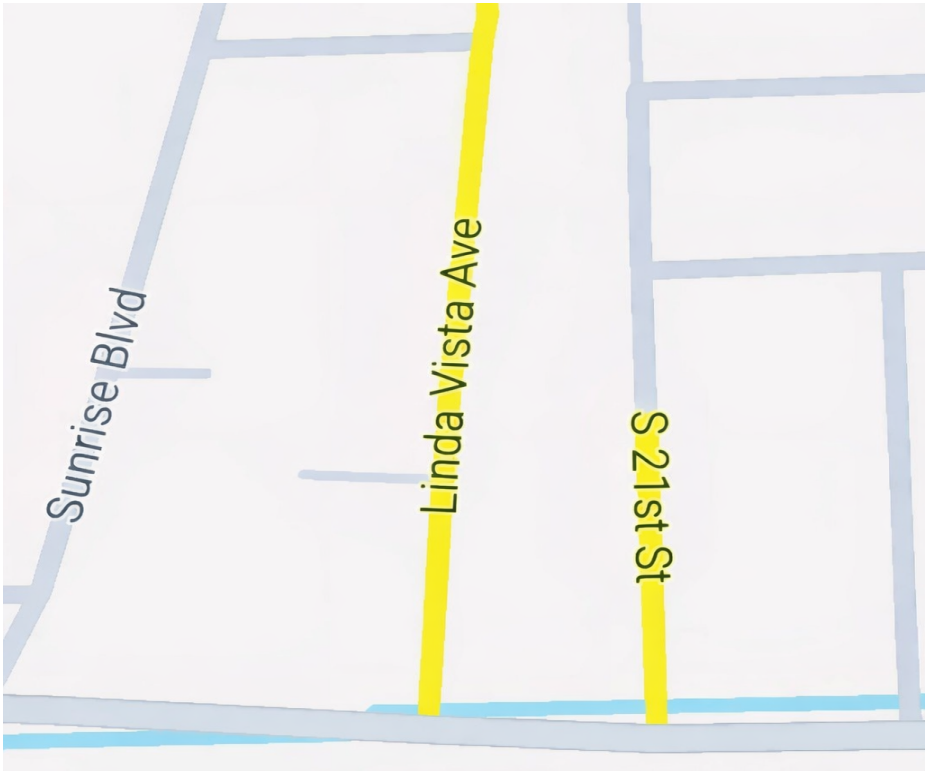
Prepared for: St. Lucie County Board of County Commissioners

Linda Vista Trails subdivision will be accessed by two unpaved roads:

- Linda Vista Ave: 1,350 LF, 22 ft width, 3,300 SY
- S 21st St: 730 LF, 22 ft width, 1,784 SY

Total Length: 2,080 LF, Total Area: 5,084 SY

Purpose: Request waiver from paving requirements since road paving is not essential to provide adequate access to the proposed development.



FDOT Zone 11 2025 Cost Analysis

Item	Quantity	Unit Cost	Total
Subgrade Stabilization	5,084 SY	$8.59	$43,673
Base Course	5,084 SY	$18.15	$92,329
Asphalt Pavement	49 T	$188	$10,572
Pavement Markings	2,080 LF	$0.85	$1,768
Subtotal (Paving Only)	-	-	$148,342
Mobilization (8%)	-	-	$11,867
Maintenance of Traffic (6%)	-	-	$8,900
Contingency (10%)	-	-	$14,834
Total Estimated Paving Cost	-	-	$184,943
Milling Removal (Existing Millings)	5,084 SY	$4.02	$20,460
Soil Testing Allowance	-	-	$4,500
Engineering Services Allowance	-	-	$18,500
Survey Work Allowance	2,080 LF	-	$6,500
Total Estimated Project Cost	**-**	**-**	**$234,903**

Per-Lot Summary (4 New Lots)

Total Estimated Project Cost: $234,903
Estimated Cost Per Lot: $58,726

Each of the four proposed lots contains approximately 100 linear feet of property frontage along the roadway. Based on an estimated per-lot project cost of $58,726, the approximate cost per linear foot of frontage is calculated as follows:

$58,726 ÷ 100 LF = $587.26 per linear foot

Each lot would therefore bear an estimated cost of approximately $587.26 per linear foot of frontage for milling removal, asphalt paving improvements, soil testing, engineering services, and survey work.

Conclusion

Given that this road paving project is not essential to provide adequate access to the proposed development of the four new lots, we respectfully request that the St. Lucie Board of County Commissioners approve waiving the asphalt paving requirements for the Linda Vista Trails subdivision.

The cost of a mandatory asphalt paving, including the removal of the existing roadway millings, would place a financial strain on the four new proposed lots within this small subdivision.

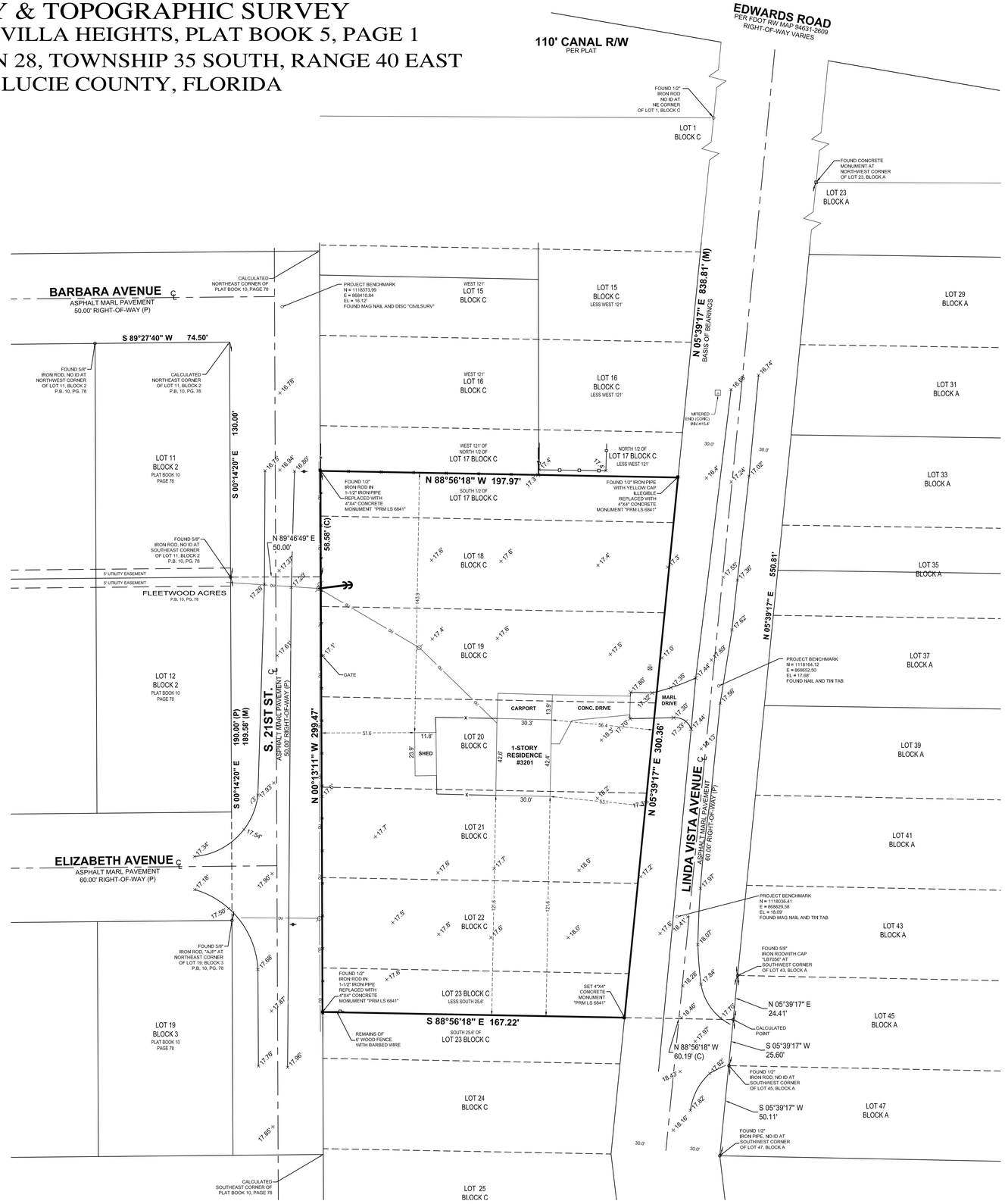
Sincerely,

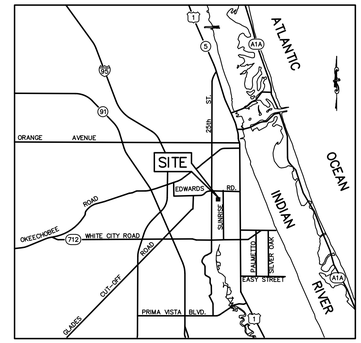


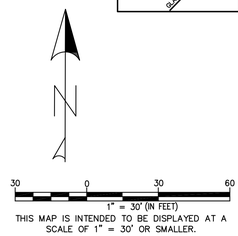
Scott Mosher

Date: 3/20/26

BOUNDARY & TOPOGRAPHIC SURVEY
PORTION OF MARAVILLA HEIGHTS, PLAT BOOK 5, PAGE 1
AND LYING IN SECTION 28, TOWNSHIP 35 SOUTH, RANGE 40 EAST
SAINT LUCIE COUNTY, FLORIDA







SURVEYOR'S NOTES:

1. THIS IS A BOUNDARY SURVEY PREPARED IN ACCORDANCE WITH THE "STANDARDS OF PRACTICE" FOR SURVEYING AND MAPPING IN THE STATE OF FLORIDA AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17.05, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.
2. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT OR POLICY. RECORD DOCUMENTS REFERENCED HEREON WERE PROVIDED BY THE OWNER OR DOWNLOADED FROM THE OFFICIAL RECORDS SEARCH ON THE CLERK OF COURTS WEBSITE.
3. THE BEARINGS SHOWN HEREON ARE RELATIVE TO A MEASURED BEARING FOR THE WEST RIGHT OF WAY LINE OF LINDA VISTA AVENUE BEING NORTH 05°39'23" EAST.
4. THE HORIZONTAL DATUM FOR THE PROJECT CAD FILE IS RELATIVE TO NORTH AMERICAN DATUM OF 1983-2011 (NAD83/2011) EPOCH 2010 ADJUSTMENT AND IS BASED UPON REDUNDANT OBSERVATIONS ON PROJECT CONTROL POINTS USING THE TRIMBLE VRS NOW NETWORK.
5. THIS SURVEY WAS PERFORMED UTILIZING G.P.S.-R.T.K. PROCEDURES AND TRADITIONAL SURVEY PROCEDURES WITH REDUNDANT MEASUREMENTS ON PROJECT CONTROL AND BOUNDARY MONUMENTS TO OBTAIN A HORIZONTAL POSITIONAL TOLERANCE OF 0.15 FEET.
6. SUBSURFACE OR UNDERGROUND UTILITIES HAVE NOT BEEN LOCATED AND ARE NOT A PART OF THIS SURVEY.
7. FENCES AND OVERHEAD POWER LINES MEANDER THE PROPERTY LINES OF SUBJECT PARCEL AND ARE SHOWN APPROXIMATELY HEREON.
8. ALL DISTANCES ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF AND ARE CALCULATED DISTANCES, UNLESS OTHERWISE NOTED.
9. ADDITIONS OR DELETIONS TO THIS SURVEY MAP OR REPORT BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
10. THIS SURVEY IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL, OR ELECTRONIC SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

LEGAL DESCRIPTION

LOT 23, LESS THE SOUTH 25.6 FEET;

LOT 17, LESS THE NORTH 1/2 OF SAID LOT;

AND ALL OF LOTS 18, 19, 20, 21 AND 22, BLOCK C AND A 1/4 INTEREST IN LOTS 45 AND 46, BLOCK A, MARAVILLA HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 5, PAGE 1 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

CONTAINING +/- 54,670 SQUARE FEET, 1.25 ACRES, MORE OR LESS.

LEGEND

℄	= CENTERLINE	⌀	= WOOD POWER POLE
℄	= PROPERTY LINE	LB	= LICENSED BUSINESS
G.P.S.	= GLOBAL POSITIONING SYSTEM	O.R.B.	= OFFICIAL RECORDS BOOK
I.D.	= IDENTIFICATION	PG.	= PAGE
LB	= LICENSED BUSINESS		= EXISTING BUILDING
LTD.	= LIMITED	— X —	= METAL FENCE
(M)	= MEASURED		= VINYL FENCE
(P)	= PLAT DATA		
P.B.	= PLAT BOOK		
P.C.	= POINT OF CURVATURE		
PG.	= PAGE		
R.T.K.	= REAL TIME KINEMATIC		
TYP.	= TYPICAL		

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE BOUNDARY SURVEY SHOWN HEREON WAS PREPARED IN ACCORDANCE WITH THE "STANDARDS OF PRACTICE" FOR SURVEYING AND MAPPING IN THE STATE OF FLORIDA AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17.05, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

STEVEN N. BRICKLEY — LICENSED PROFESSIONAL SURVEYOR AND MAPPER — No. 6841 — STATE OF FLORIDA

Digitally signed by Steven N Brickley
Date: 2025.12.04 04:06:25 -05'00'

STEVEN N. BRICKLEY
FLORIDA SURVEYOR AND MAPPER
REGISTRATION No. 6841

DECEMBER 3, 2025
DATE OF LAST FIELDWORK

STEVEN N. BRICKLEY, P.S.M.
FL PROFESSIONAL SURVEY & MAPPER # 6841
801 NE WHISTLING DUCK WAY
PORT SAINT LUCIE, FL 34983
772-214-4865 | BRICKLEYSURVEY@OUTLOOK.COM

MOSHER PROPERTY

BOUNDARY & TOPOGRAPHIC SURVEY

SAINT LUCIE COUNTY FLORIDA

REVISIONS	
XX/XX/XX	XXXXX
DATE	DESCRIPTION

FIELD BOOK 17 — PAGE 20–21

S.N.B. DRAWN — S.N.B. CHKD

SCALE H: 1" = 20' V: N/A

NOVEMBER 2025

SHEET 1 OF 1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY STEVEN N. BRICKLEY, P.S.M. SHALL BE WITHOUT LIABILITY TO STEVEN N. BRICKLEY, P.S.M.

Cad file name: C:\Users\Dropbox\Brickley Survey_snb\Scott Mosher\Mosher.dwg 12/4/2025

ST. LUCIE COUNTY FLORIDA

ENVIRONMENTAL RESOURCES
FINAL REPORT

TO:	Morgan Phelps, Planning & Development Services
THROUGH:	Aimee L. Cooper, Environmental Regulations Manager Amy E. Griffin, Environmental Resources Director
FROM:	Bryan-James Redden, Environmental Planner
DATE:	February 3, 2026
SUBJECT:	Linda Vista Trails – Road Paving Waiver RPW-2601-000001

Background

The Environmental Resources Department (ERD) is in receipt of the January 21, 2026, date-stamped submittal transmitted January 23, 2026, from Planning and Development Services with comments due February 19, 2026. The applicant is seeking approval of a road paving waiver to waive road paving improvements for Linda Vista Avenue and South 21st St. in association with a proposed (5) parcel subdivision (MNSP-2512-000183). The project site measures approximately 1.21-acres, located at 3201 Linda Vista Ave. in Ft. Pierce, and is zoned Residential, Single-Family - 4 (RS-4).

Findings

The proposed road paving waiver is not anticipated to result in any adverse environmental impacts. Environmental impacts shall continue to be addressed through the Development Order process as defined in LDC 2.00.00, in this case, the Minor Site Plan (MNSP-2512-000183) application currently under review.

Recommendation

ERD has no objection to the proposed road paving waiver.

Please contact Bryan-James Redden at 772-462-3862 if you have any questions.

7.05.07. Provisions for Access to New Development Activities.

A. *Generally.* All new road and street construction, public or private, shall be paved according to standard county specifications.

B. *Paving Requirements for Roads that Access Developments Requiring Site Plan Approval that Utilize Unpaved Public and Private Roads for Access.* The following paving requirements shall apply to developments requiring site plan approval that utilize unpaved public or private roads and roadways for access:

1. *Access Roads.* Unless explicitly listed in exempt development, as listed in subsection a. below, provisions for the paving of unpaved access roads that access the development shall be required as specified below under general requirements. County road design and construction standard specifications shall apply to all paving improvements.

a. *Exempt development.* The following use(s) are exempt from the provisions of this Section:

(1) Telecommunications towers with frontage on unpaved roads outside the Urban Services Boundary (USB).

2. *Waiver.*

a. Paving requirements and provisions shall be waived by the Board of County Commissioners, following a public hearing, if the Board determines:

(1) That the road paving is not essential to provide adequate access to the proposed development and through the surrounding area, or

(2) That the road will be paved as part of the County's five-year road program or an approved municipal service taxing or benefit unit, or

(3) That the access road does not have adequate right-of-way in which to construct the necessary paving improvements in accordance with County standards.

b. If paving requirements are waived, the Board may attach conditions deemed necessary to minimize the impacts of the road on the surrounding area including, but not limited to, payment by the developer of the development's fair share of paving costs for the unpaved public or private road providing access to the development prior to issuance of final record plat approval pursuant to the procedures set out in Section 11.03.00.

3. *Scenic and Historic Roads.* Paving requirements and provisions for developments utilizing unpaved scenic or historic routes, as designated by the Board of County Commissioners, shall be addressed on a case-by-case basis. The requirements specified below under general requirements shall apply. Paving requirements and provisions shall be waived by the Board of County Commissioners if the Board determines:

a. That the scenic or historic value or significance of the road would be adversely impacted by road paving.

b. That road paving is not essential to provide adequate access to the particular development and through the surrounding area, and

c. That the preservation of scenic or historic values outweighs the impacts of permitting a particular use to develop without paved access.

If paving requirements are waived, the Board may attach any conditions deemed necessary to minimize impacts on the road and surrounding area.

4. *General Requirements.* Paving requirements are established to ensure that adequate road improvements are provided to adequately serve the development. County road design and construction standards shall apply to all paving improvements. Mixture of residential and non-residential traffic shall be avoided where possible. Persons applying for plat approval of developments utilizing access roads shall, as part of their application, include the appropriate provision for paving, as specified below.

   The County Engineer shall determine the estimated average daily traffic of the development in accordance with accepted standards and good traffic engineering practice.

   a. *Small Traffic Attractors/Generators.* Developments determined to be small traffic attractors/generators, defined as developments generating less than one hundred (100) average daily trips, shall provide for road paving as follows:

      (1) *Access road frontage:* For the paving of a road(s) accessing the development, the applicant shall submit funds in the amount of the development's fair share of paving costs as determined by the Board of County Commissioners prior to the issuance of final plat approval. The fair share contribution shall be determined and prorated according to front footage or by such other lawful and equitable method as the Board may prescribe. Said funds shall be held by the County for a period not to exceed ten (10) years to be used for the paving of the road(s) accessing the development. Any funds not expended or encumbered by the end of the calendar quarter immediately following ten (10) years from the date the funds were submitted to the County shall, upon application of the feepayer, be returned to him with interest to be determined based upon the average rate of return to the County for the time period the funds were held. The road segment to be funded and later paved shall include all of the development's frontage on the road.

      Any required submission of escrow funds shall include an escrow agreement acceptable to the County Attorney. Such agreement shall include provisions necessary to accomplish and facilitate future road paving.

      (2) *Paving option:* In lieu of submitting funds for paving under subsection 4(a)(1) above, the developer may propose to pave or arrange for paving the development's access road frontage notwithstanding requirements for roads designated on the Thoroughfare Network Right-of-Way Protection Plan, if such paving would connect to a paved public road. If such a paving option is utilized, no final plat approval shall be issued for all or any portion of the development until all paving has been completed, and improvements are inspected and approved by the County. At the option of the Board of County Commissioners, the developer may furnish the County security in the amount of one hundred fifteen percent (115%) of the estimated cost of providing the paving improvement at the time of final plat approval. The County Engineer shall approve the amount of security to be furnished.

      (3) *Multi-phase projects:* For purposes of determining if a multi-phase development is a small traffic attractor/ generator, the total number of project trips shall be compared to the small traffic project definition criteria.

      (4) *Cumulative effect:* No final plat approval shall be issued for any development utilizing access on an unpaved public or private road that exceeds two hundred (200) average daily trips as determined by the County Engineer until the road accessing the development is paved from the development's access point(s) to a paved public road. For the purpose of this Code and determination of this cumulative effect, all access roads in the unincorporated County are assumed to have a zero (0) average daily trip count as of the effective date of the ordinance. Provisions specified below under subsection 4.b(2) and (3)

shall apply. The County Engineer's decision may be appealed to the Board of County Commissioners.

In considering the cumulative effect of small traffic attracting/generating developments on a road(s) or on an area, the Board of County Commissioners may determine the need for a municipal service taxing or benefit unit or assessment for road paving purposes in developed or developing areas, and may impose such an assessment.

b. *Large Traffic Attractors/Generators.* Developments determined to be larger traffic attractors/ generators, defined as developments generating one hundred (100) or more average daily trips, shall provide for road paving as follows:

(1) *Access road frontage to access point(s):* The unpaved public or private road accessing the development shall be paved from the development's access point(s) to a paved public road. The design of the connection shall be in accordance with County design standards. Said paving shall be completed, and improvements inspected and approved by the County, prior to the issuance of final plat approval. At the option of the Board of County Commissioners, the developer may furnish the County security in the amount of one hundred fifteen (115) of the estimated cost of providing the paving improvement at the time of final plat approval. The County Engineer shall approve the amount of security to be furnished.

(2) *Developer Agreements/MSBU Options:* In considering the effect of large traffic attracting/generating developments on a road(s) or on an area, the Board of County Commissioners may enter into a development agreement with the developer pursuant to Section 11.08.00 to ensure the refund of monies expended by the developer on the paving of the unpaved access road pursuant to subsection 4.b(4), above the developer's fair share contribution as monies are made available by other development that uses the unpaved road as access to a paved public road. The Board may also create a municipal service taxing or benefit unit or assessment for road paving purposes in developed or developing areas, and may impose such an assessment.

(3) *Remaining access road frontage:* For the paving of portions of a development's access road frontage not covered in the above paving requirement subsection 4(b)(1), the developer shall submit funds in the amount of the development's fair share of paving costs prior to the issuance of final plat approval. Said funds shall be held by the County for a period not to exceed ten (10) years to be used for the paving of the road accessing the development. Any funds not expended or encumbered by the end of the calendar quarter immediately following ten (10) years from the date the funds were submitted to the County shall, upon application of the feepayer, be returned to him with interest to be determined based upon the average rate of return to the County for the time period the funds were held. The road segment to be funded and later paved shall include all of the development's frontage on the road. Any required submission of escrow funds shall include an escrow agreement acceptable to the County Attorney. Such agreement shall include provisions necessary to accomplish and facilitate future road paving.

(4) *Paving option:* In lieu of submitting funds for paving specified under subsection 4(b)(3) above, the developer may propose to pave or arrange for paving the development's remaining access road frontage, notwithstanding requirements for roads designated on the Thoroughfare Plan, if such paving connects to a paved public road. If such a paving option is utilized, no final plat approval shall be issued for all or any portion of the development until said paving is completed, and improvements are inspected and approved by the County. At the option of the Board of County Commissioners, the developer may furnish the County security in the amount of one hundred fifteen percent (115%) of the estimated cost of

providing the paving improvements at the time of final plat approval. The County Engineer shall approve the amount of security to be furnished.

(Ord. No. 2022-13, Pt. A, 6-7-2022)

J. RS-4 RESIDENTIAL, SINGLE-FAMILY - 4.

1. *Purpose.* The purpose of this district is to provide and protect an environment suitable for single-family dwellings at a maximum density of four (4) dwelling units per gross acre, together with such other uses as may be necessary for and compatible with low density residential surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.
2. *Permitted Uses:*
    a. Family day care homes. (999)
    b. Family residential homes provided that such homes shall not be located within a radius of one thousand (1,000) feet of another existing such family residential home and provided that the sponsoring agency or Department of Health and Rehabilitative Services (HRS) notifies the Board of County Commissioners at the time of home occupancy that the home is licensed by HRS. (999)
    c. Single-family detached dwellings. (999)
3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Section 7.04.00.
4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Section 7.04.00.
5. *Off-Street Parking Requirements.* Off-street parking requirements shall be in accordance with Section 7.06.00.
6. *Conditional Uses:*
    a. Family residential homes located within a radius of one thousand (1,000) feet of another such family residential home. (999)
    b. Telecommunication towers - subject to the standards of Section 7.10.23. (999)
7. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00.
    a. Solar energy systems, subject to the requirements of Section 7.10.28.

TABLE 7-10
LOT SIZE AND DIMENSIONAL REQUIREMENTS

Zoning District		Maximum Gross Density (Du/Ac) (a)	Minimum Lot Size (sf)	Minimum Lot Width	Minimum Road Frontage	Minimum Yard				Max. Hht.	Max. Lot Coverage by Buildings
						Front	*Rear*	*Side*	*Side @ corner*		
AR-1	**AGRICULTURAL RESIDENTIAL**	**1**	43,560	150	30	50	30	20	30	35	20%
RE-1	**RESIDENTIAL, ESTATE - 1**	**1**	43,560	150	30	50	30(g)	20	30	35	20%
RE-2	**RESIDENTIAL, ESTATE - 2**	**2**	17,500	100	100	25(l)	15(l)	10(l)	20(l)	35	20%
RS-2	**RESIDENTIAL, SINGLE-FAMILY - 2**	**2**	15,000	100	30	25(l)	15(g)(l)	10(l)	20(l)	35	20%
RS-3	**RESIDENTIAL, SINGLE-FAMILY - 3**	**3**	10,000	75	30	25(l)	15(g)(l)	10(l)	20(l)	35	30%
RS-4	**RESIDENTIAL, SINGLE-FAMILY - 4**	**4**	10,000	75	30	25(l)	15(g)(l)	7.5(l)	20(l)	35	30%
			8,000(f)	75	30	25(l)	15(g)(l)	7.5(l)	20(l)	35	30%
RMH-5	**RESIDENTIAL, MOBILE HOME - 5**	**5**	10,000	75	30	25(l)	15(l)	10(l)	20(l)	35	35%

NOTES:

(a) Expressed as dwellings/per acre.

(b) For three (3) or more dwelling units, motel, or hotel uses, use the building spacing formula identified in Section 7.04.03.

(c) For Industrial extraction uses, refer to Mining Regulations, Section 6.06.00.

(d) Maximum net density of 36 guest units/acre, except for North and South Hutchinson Island. For hotel/motel development density on North and South Hutchinson Island refer to Policy 1.1.10.2 of the St. Lucie County Comprehensive Plan.

(e) All structures in excess of 40 feet shall comply with the provision of Section 7.04.03.

(f) With central water.

(g) For enclosed storage structures, greenhouses, child's playhouse and gazebos, this dimension may be reduced to five (5) feet.

(h) 10,000 square foot lots permitted when use limitations consistent with the CN and CO zoning districts (see Section 3.01.03(Q) and (R).

(i) For any development activity on Hutchinson Island, refer to Section 4.01.00, Hutchinson Island - Building Height Overlay Zone.

(j) For aquaculture production activities, the maximum percentage of lot coverage by building is 50%. All buildings are subject to meeting the applicable stormwater management standards and requirements of this code.

For the purpose of this section, aquaculture means the cultivation of aquatic organism and aquacultural products as defined in Chapter 597.0015, Florida Statutes.

(k) There shall be no minimum lot size required for the Cpub zoning district, however the minimum yard setback for any structures erected on any site zoned Cpub shall be as identified.

(l) For accessible handicap ramps the required yard setback may be reduced to 50% of the minimum setback requirement.

The accessible handicap ramp permitted under this amendment shall not have a roof or be enclosed and shall not provide for a deck or landing larger than is necessary to be in compliance with the Florida Accessibility Code for Building Construction. A Physician's Certification Form and proper Building Permit Application documentation is required.

(m) Maximum hotel/motel density of 36 guest units/acre. For hotel/motel projects containing condominium hotel units (as defined in the Land Development Code) the total number of hotel/motel units of any kind (including condominium hotel units) may not exceed 36 units per acre.

(Ord. No. 08-025, Pt. A, 9-16-2008; Ord. No. 15-002, Pt. A, 4-7-2015 ; Ord. No. 2016-23 , Pt. A, 11-1-2016)

J. *RS-4 RESIDENTIAL, SINGLE-FAMILY - 4.*

1. *Purpose.* The purpose of this district is to provide and protect an environment suitable for single-family dwellings at a maximum density of four (4) dwelling units per gross acre, together with such other uses as may be necessary for and compatible with low density residential surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.
2. *Permitted Uses:*
   a. Family day care homes. (999)
   b. Family residential homes provided that such homes shall not be located within a radius of one thousand (1,000) feet of another existing such family residential home and provided that the sponsoring agency or Department of Health and Rehabilitative Services (HRS) notifies the Board of County Commissioners at the time of home occupancy that the home is licensed by HRS. (999)
   c. Single-family detached dwellings. (999)
3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Section 7.04.00.
4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Section 7.04.00.
5. *Off-Street Parking Requirements.* Off-street parking requirements shall be in accordance with Section 7.06.00.
6. *Conditional Uses:*
   a. Family residential homes located within a radius of one thousand (1,000) feet of another such family residential home. (999)
   b. Telecommunication towers - subject to the standards of Section 7.10.23. (999)
7. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00.
   a. Solar energy systems, subject to the requirements of Section 7.10.28.

BOARD OF COUNTY COMMISSIONERS

Meeting Time:
6:00 PM (or soon thereafter)

Linda M Allotta
3175 S 21st ST
Fort Pierce, FL 34982-6462

Meeting Location:
BOCC Chambers
SLC Administration Annex,
2300 Virginia Avenue,
Fort Pierce, FL 34982

Property Owner
Scott & Jessica Mosher
3201 Linda Vista Avenue
Fort Pierce, FL 34982

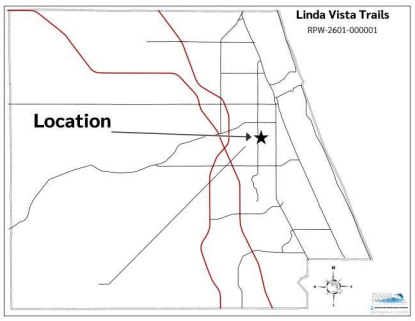
Representative
Brickley Land Surveying, LLC
Scott Mosher
801 NE Whistling Duck Way
Port St Lucie, FL 34983

Parcel ID Number
2428-601-0146-000-0

Project Location
3201 Linda Vista Avenue
Fort Pierce, FL 34982

Future Land Use
RU (Residential, Urban)

Zoning District
RS-4 (Residential, Single-Family, 4 dwelling units/acre)



Public Hearing Notice

Tuesday, May 5, 2026

Road Paving and Fair Share Contribution Waiver Request



This notice is provided because you are an owner of property within 500 feet of the petition site.

Project Description
The applicant has submitted a petition to the County requesting a Road Paving and Fair Share Contribution Waiver for a ±1.25-acre parcel. The site is located between Linda Vista Avenue and South 21st Street, approximately 900 ft. south of Edwards Road.

Linda Vista Avenue and 21st Street are County owned and maintained, but unimproved roadways. Sufficient Right-of-Way has been dedicated for these two streets.

Pursuant to Section 7.05.07.(B.)(2.) of the Land Development Code allows the Board of County Commissioners to waive paving requirements of unpaved access roads to new developments requiring site plan approval.

In order for the Board to consider a waiver the applicant shall demonstrate one of the three following criteria.

1. Paving is not essential to provide adequate access, or
2. The road is part of the County's five-year program or an municipal service taxing or benefit unit, or
3. The road does not have adequate width for necessary improvements.

For more information on the proposed Waiver or Site Plan, please contact the project manager listed herein.

Board of County Commissioners
The St. Lucie County Board of County Commissioners has the power to approve or disapprove any applications within their area of responsibility.

The Board of County Commissioners strongly encourages your input and comment at the public hearing.

You may also mail or email written comments regarding this proceeding in advance of the public hearing for inclusion in the official record.

Public comment for upcoming meetings can be submitted several ways:

Email: Morgan.Phelps@stlucieco.gov
or
Mail: Planning Division
Attn. Morgan Phelps
2300 Virginia Avenue
Fort Pierce, Florida 34982

Anyone with a disability requiring accommodations to attend this meeting may contact the St. Lucie County Community Risk Manager at least 48 hours in advance at 772-462-1546 or TDD 772-462-1428.

Date Mailed: April 22, 2026

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING

Tuesday, May 5, 2026

NOTICE OF PROPOSED WAIVER FROM THE PAVING REQUIREMENT PURSUANT TO LAND DEVELOPMENT CODE SECTION 7.05.07

The St. Lucie County Board of County Commissioners is scheduled to consider adoption of the following, by Resolution:

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY FOR A WAIVER FROM THE REQUIREMENTS OF SECTION 7.05.07 OF THE LAND DEVELOPMENT CODE REQUIRING PAVED ACCESS TO A NEW DEVELOPMENT PROPOSED ON LINDA VISTA AVENUE.

PROPERTY OWNER: Scott & Jessica Mosher

APPLICANT: Scott & Jessica Mosher

ADDRESS: 3201 Linda Vista Avenue, Fort Pierce, FL 34982

LOCATION: Linda Vista Avenue and S 21st Street south of Edwards Road

PARCEL ID: 2428-601-0146-000-0

FILE NAME & NO: Linda Vista Trails, Road Paving Waiver, RPW-2601-000001

REQUEST: A waiver from the requirement of St. Lucie County Land Development Code Section 7.05.07 to pave a segment of Linda Vista Avenue and S 21st Street south of Edwards Road and waiver of a proportionate fair share contribution to paving.

BACKGROUND: Mr. Scott & Mrs. Jessica Mosher own a 1.25 acre (ac) parcel of land located between Linda Vista Avenue and South 21st Street and approximately 900 feet (ft) south of Edwards Rd. The owner wishes to subdivide the property into 5 parcels, creating 4 new parcels. A proposed site plan has been reviewed and has been deemed appropriate for continued processing towards a site plan approval and for subdividing into the 5 parcels, each with a minimum of 8,000 square-feet (sf) (0.18 acre) in size.

Linda Vista Avenue and South 21st Street are currently unimproved St. Lucie County owned and maintained roadways. The existing rights-of-way (ROW) widths along the site's frontage meet the minimum width requirements.

Per St. Lucie County Land Development Code, projects on unimproved roadways seeking site plan approval are required to provide paved access to the project. The definition of paved access includes construction to County roadway standards, in other words, an improved roadway.

The site is a small traffic generator on an unimproved County roadway. Per St. Lucie County code 7.05.07(B.)(4.) – General Requirements, the applicant is required to pay a proportionate fair share amount for future paving, pave the access road, or seek a waiver from the Board of County Commissioners.

The applicant has provided a prorated fair share cost analysis and is requesting a waiver for the paving and fair share cost contribution based on criteria listed in section 7.05.07.(B.)(2.) of St. Lucie County's Land Development Code. If the Board does not waive the requirements and accepts a fair share contribution, the County must pave the road utilizing the funds within a 10-year period or the money is returned to the applicant at the end of the 10-year period.

7.05.07.(B.)(2.) Waiver.

a. Paving requirements and provisions shall be waived by the Board of County Commissioners, following a public hearing, if the Board determines:

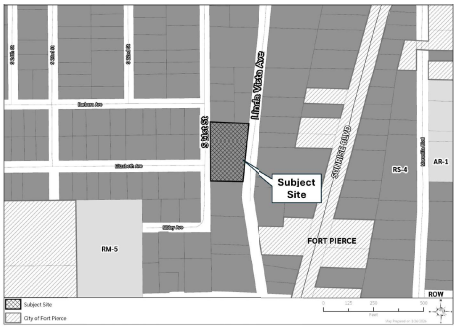
(1) That the road paving is not essential to provide adequate access to the proposed development and through the surrounding area, or

(2) That the road will be paved as part of the County's five-year road program or an approved municipal service taxing or benefit unit, or

(3) That the access road does not have adequate right-of-way in which to construct the necessary paving improvements in accordance with County standards.

This request falls under item number 1. Paving is not essential to provide adequate access. Linda Vista Avenue and South 21st Street are currently maintained in their existing conditions for access to surrounding properties.

At this time, the County does not have Linda Vista Avenue or South 21st Street in its 5-year road program for paving, and the existing right-of-way width is sufficient in meeting the County standards.



The Board of County Commissioners' **PUBLIC HEARING** on this item will be held in the Commission Chambers, Roger Poitras Annex, 3rd Floor, St. Lucie County Administration Building, 2300 Virginia Avenue, Fort Pierce, Florida on **Tuesday, May 5, 2026,** beginning at **6:00 pm** or as soon thereafter as possible.

All interested persons will be given an opportunity to be heard. Written comments received in advance of the public hearing will also be considered. Comments must be submitted by noon the day prior to the meeting. Comments will be distributed to the Board in advance of the meeting and included in the record provided the comments comply with the County's rules.

The petition files are available for review at the Planning and Development Services Department – Planning offices located at 2300 Virginia Avenue, Fort Pierce, Florida during regular business hours. Please call (772) 462-2822 or TDD (772) 462-1428 if you have any questions or require additional information about this petition.

The St. Lucie County Board of County Commissioners have the power to review and approve or disapprove, any applications within their area of responsibility.

The proceedings of the Board of County Commissioners are electronically recorded. **PURSUANT TO Section 286.0105, Florida Statutes**, if a person decides to appeal any decision made by the Board of County Commissioners with respect to any matter considered at a meeting or hearing, he or she will need a record of the proceedings. For such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Upon the request of any party to the proceeding, individuals testifying during a hearing will be sworn in. Any party to the proceeding will be granted an opportunity to cross-examine any individual testifying during a hearing upon request. If it becomes necessary, a public hearing may be continued to a date certain.

Anyone with a disability requiring accommodation to attend this meeting should contact the St. Lucie County Community Risk Manager at least forty-eight (48) hours prior to the meeting at (772) 462-1546 or T.D.D. (772) 462-1428. Any questions about this agenda may be referred to St. Lucie County Planning Division at (772) 462-2822.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
JAMIE FOWLER, CHAIR

PUBLISH DATE: **Friday, April 24, 2026**

TR-43908297

10.B.1.
ORD-2026-11
PUBLIC HEARINGS - COUNTY ATTORNEY
DATE: **5/5/2026**
*ORDINANCE ITEM - BOARD ACCEPTANCE
QUASI-JUDICIAL ITEM? NO

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Katherine Barbieri, County Attorney

SUBMITTED BY: County Attorney

SUBJECT: Ordinance No. 26-011 - Correcting a Scrivener's Error in Ordinance 26-004

BACKGROUND:

On March 17, 2026, the Board adopted Ordinance No. 26-004 which scheduled a referendum on November 3, 2026, to allow the electors to consider continuing levying the 0.5 percent infrastructure surtax. Unfortunately, due to a scrivener's error, the ordinance had unclear language in Section 42-253, which appeared to exclude pre-paid calling arrangements, which are covered under Section 212.054(2)(b), Florida Statutes. This error did not affect the ballot language that the Board approved. The draft ordinance attached corrects this error.

PREVIOUS ACTION:

On April 3, 2018, the Board approved Ordinance No. 18-004 levying a local government infrastructure 0.5% surtax which took effect January 1, 2019, after a county-wide referendum election.

On February 17, 2026, the Board approved permission to advertise Ordinance No. 26-004.

On March 17, 2026, the Board approved Ordinance No. 26-004.

On April 21, 2026, the Board approved permission to advertise Ordinance No. 26-011.

FINANCIAL IMPACT:

Proceeds from the proposed surtax, if approved, would be used to improve public roads, reduce traffic congestion, reduce neighborhood flooding, improve local water quality and other similar uses. The proceeds would be distributed to the County and municipalities pursuant to the formula set out in Section 218.62, Florida Statutes.

A Business Impact Estimate, pursuant to Section 125.66(3), F.S. has been prepared and posted on the St. Lucie County website (stlucieco.gov).

RECOMMENDATION:

Staff recommends the Board approve Ordinance No. 26-011 and authorize the Chair to sign the ordinance.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Jennifer Hill, Office of Management & Budget Director — Date: April 24, 2026

Katherine Barbieri, County Attorney — Date: April 24, 2026

George Landry, County Administrator — Date: April 27, 2026

ORDINANCE NO. 26-011

AN ORDINANCE AMENDING AND RESTATING ORDINANCE NO. 26-004 TO CORRECT A SCRIVENER'S ERROR IN CHAPTER 42 "TAXATION", ARTICLE VIII "DISCRETIONARY SALES SURTAX", SECTION 42-253 "LEVY OF DISCRETIONARY SALES SURTAX"; LEVYING A LOCAL GOVERNMENT INFRASTRUCTURE 0.5 PERCENT SURTAX ON CERTAIN TRANSACTIONS OCCURRING WITHIN ST. LUCIE COUNTY FROM WHICH TAXES ARE PAYABLE TO THE STATE OF FLORIDA UNDER THE PROVISIONS OF CHAPTER 212, FLORIDA STATUTES; PROVIDING THAT THE IMPOSITION OF THE SURTAX SHALL NOT BE EFFECTIVE UNLESS APPROVED AT A REFERENDUM ELECTION; PROVIDING THAT THE IMPOSITION SHALL BE EFFECTIVE BEGINNING JANUARY 1, 2029 AND ENDING ON DECEMBER 31, 2038; PROVIDING FOR DISTRIBUTION AMONG THE GOVERNMENTS OF ST. LUCIE COUNTY AND ELIGIBLE MUNICIPALITIES PURSUANT TO LAW; DIRECTING THE SUPERVISOR OF ELECTIONS TO HOLD A REFERENDUM ELECTION ON NOVEMBER 3, 2026; PROVIDING BALLOT LANGUAGE AND A BRIEF DESCRIPTION OF CAPITAL PROJECTS; PROVIDING FOR A DEFINITION OF INFRASTRUCTURE; DIRECTING THE CLERK OF CIRCUIT COURT TO ADVERTISE THE REFERENDUM ELECTION IN ACCORDANCE WITH LAW; PROVIDING FOR SEVERABILITY; PROVIDING FOR FILING WITH THE DEPARTMENT OF STATE; PROVIDING AN EFFECTIVE DATE AND PROVIDING FOR CODIFICATION.

WHEREAS, Section 212.055(2), Florida Statutes authorizes St. Lucie County to impose a sales infrastructure surtax upon most taxable transactions occurring within St. Lucie County and taxable under Chapter 212 of the Florida Statutes; and,

WHEREAS, such surtax may be imposed at a rate of 0.5 percent for transactions which are subject to the state tax imposed under the provisions of Chapter 212, Florida Statutes; and,

WHEREAS, a 0.5 percent surtax would, under current State sale tax rates, result in a 0.5 percent surtax on each one dollar ($1.00) sale; and,

WHEREAS, funds generated by the local government infrastructure surtax authorized by Section 212.055(2), Florida Statutes, shall be utilized by the St. Lucie County and its municipalities to finance, construct, reconstruct, maintain, repair and improve public infrastructure including long term capital maintenance and useful life extension of public infrastructure projects such as new and improved sidewalks near schools, roadway improvements including expansion and major resurfacing, reducing traffic congestion, local flood control and improving water quality and such other similar uses authorized under Florida law for the use and benefit of the citizens of the County;

WHEREAS, a sales tax is levied on all sales to non-residents and residents alike within St. Lucie County and, a significant portion of the infrastructure surtax will be paid by non-permanent residents such as short term and seasonal visitors ("Non-Permanent Residents"). It is estimated that 15-20% of all surtax revenue in St. Lucie County is paid by Non-Permanent Residents;

WHEREAS, this is fair and equitable as Non-Permanent Residents contribute significantly to road congestion and wear and tear on roadways and other public infrastructure;

WHEREAS, since such infrastructure projects have a long useful life and funding would be costly to the current citizens of the County, it is fair and equitable that the current and future Non-Permanent Residents who will also benefit from such infrastructure improvements share in the cost of these projects;

WHEREAS, the infrastructure surtax will allow the St. Lucie County and its municipalities to use current fiscal and monetary resources for other existing and needed municipal services;

WHEREAS, the revenue generated by the infrastructure surtax will be allocated pursuant to State law guaranteeing the St. Lucie County and its municipalities with a specified share of the revenue generated by this tax;

WHEREAS, the revenue generated by the infrastructure surtax can be used for matching state and federal funds to generate significantly more funding for infrastructure projects in the County;

WHEREAS, adequate public infrastructure facilities of the types hereinabove described promote the safe, efficient, and uninterrupted provision of numerous general and essential public services provided by the St. Lucie County and its municipalities including but not limited to roadways, flood control, pedestrian safety and water quality;

WHEREAS, the St. Lucie County and its municipalities recommend that a citizens' oversight committee should be established by the Cities of the County to routinely review projects funded by the infrastructure surtax that will issue reports to the County to insure transparency and to provide the citizens of the County with the assurance that funds are being spent in the manner approved by the voters;

WHEREAS, a brief general description of the projects to be funded is set forth in the ballot language contained in this ordinance; and,

WHEREAS, St. Lucie County and its municipalities are presently without sufficient revenues to pay for improving local roads, reducing traffic congestion, improving public safety, improving local water quality, and other similar uses to adequately serve the needs of the County; and,

WHEREAS, adequate infrastructure promotes safe, efficient and uninterrupted provision of services in St. Lucie County; and,

WHEREAS, Section 212.055(2), Florida Statutes, requires voter approval in a referendum election prior to imposition of the discretionary sales surtax.

WHEREAS, on March 17, 2026, the Board adopted Ordinance No. 26-004 which due to a scrivener's error excluded prepaid calling arrangements; and

WHEREAS, this Ordinance is intended to amend and restate Ordinance No. 26-004 to correct the

scrivener's error.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of St. Lucie County, Florida:

PART A. ARTICLE VIII "DISCRETIONARY SALES SURTAX" IS HEREBY CREATED AND ADDED TO CHAPTER 42 "TAXATION" OF THE CODE OF ORDINANCES OF ST. LUCIE COUNTY, FLORIDA, AS FOLLOWS:

SECTION 42-250 AUTHORIZATION.

This ordinance is authorized by Sections 212.054 and 212.055(2), Florida Statutes as amended and other applicable law.

SECTION 42-251 PURPOSE.

The levy herein of the discretionary sales surtax is to serve the public purpose of providing and making available to St. Lucie County and the eligible municipalities therein funds to finance, plan and construct infrastructure for any or all of the following public needs: improving local roads, reducing traffic congestion, adding sidewalks, improving local water quality, including the Indian River Lagoon, reduce neighborhood flooding, and other similar uses authorized by Florida law.

The proceeds of the discretionary sales surtax may be pledged for the purpose of paying principal and interest on bonds issued to finance the foregoing infrastructure. The sales surtax proceeds shall not be used to supplant or replace user fees or to reduce ad valorem taxes existing prior to the levy of this surtax. Neither the proceeds of the sales surtax nor any interest accrued thereto shall be used for operational expenses of the County or the municipalities.

SECTION 42-252 DEFINITION.

Infrastructure shall have the meaning set out in Section 212.055(2)(d)1, Florida Statutes, as amended.

SECTION 42-253 LEVY OF DISCRETIONARY SALES SURTAX.

~~There is hereby levied and imposed throughout the incorporated and unincorporated areas of St. Lucie County, a 0.5 percent sales surtax upon any tax paid to the State of Florida pursuant to Chapter 212, Florida Statutes, which resulted from a taxable transaction occurring within St. Lucie County; provided, however, that the surtax shall not apply on the sales amount above $5,000.00 on an item of tangible personal property and on prepaid calling arrangements as defined in Section 212.05(1)(e)1a unless the statutory exemption amount set forth at Section 212.054(2)(b), Florida Statutes, is amended in which case the amended exemption amount, if any, shall be utilized in lieu of the exemption amount stated herein.~~

<u>There is hereby levied and imposed throughout the incorporated and unincorporated areas of St. Lucie County a 0.5 percent sales surtax upon all authorized taxable transactions occurring within St.</u>

Lucie County in accordance with Chapter 212, Florida Statutes.

SECTION 42-254 DISTRIBUTION OF SURTAX.

In accordance with Section 212.055(2)(c), Florida Statutes, proceeds of the sales surtax hereby imposed shall be divided and distributed among the County government and eligible municipalities based upon interlocal agreement or in the absence of Interlocal agreement, by the formula provided in Section 218.62, Florida Statutes.

SECTION 42-255 REFERENDUM ELECTION.

(1) The sales surtax levied in Section 42-253 of this ordinance shall not take effect unless and until approved by a majority of the qualified electors of the County voting in a county-wide referendum election on the surtax.

(2) The Supervisor of Elections of St. Lucie County is hereby directed to hold the referendum election on November 3, 2026, on the levy of a discretionary 0.5 percent sales surtax.

(3) The Supervisor or Elections of St. Lucie County shall cause the ballot question substantially in the following form to be placed on the ballot:

OFFICIAL BALLOT

EXTENSION OF EXISTING HALF CENT LOCAL GOVERNMENT SURTAX FOR INFRASTRUCTURE

To continue funding projects to improve local roads, reduce traffic congestion, add sidewalks and greenspaces, improve local water quality, including the Lagoon, reduce neighborhood flooding and similar uses under Florida law and seek matching funds for these purposes, shall St. Lucie County continue to levy a half-cent sales tax, for ten years, throughout the County, with expenditures reviewed by an independent citizens committee ensuring dollars are spent fairly throughout the County and its municipalities?

_____ FOR THE 0.5 CENT SALES TAX

_____ AGAINST THE 0.5 CENT SALES TAX

(4) The Referendum election shall be held at the polling places designated in each precinct in St. Lucie County and be conducted by election officials duly appointed by applicable general law. The polls will be open at the voting places from 7:00 a.m. to 7:00 p.m. on November 3, 2026. Absentee voting shall be permitted upon compliance with applicable law.

(5) The County is hereby authorized to take all actions necessary, to include but not limited, adoption of subsequent motions, resolutions and notices to place this issue for referendum and to carry out the intent of this ordinance.

SECTION 42-256 ADVERTISEMENT.

The Clerk of Circuit Court shall ensure that notice of this referendum shall be advertised in accordance with the provisions of Section 100.342, Florida Statutes. Proof of publication shall be provided to the Chairman of the Board of County Commissioners for St. Lucie County.

PART B. SEVERABILITY.

If any portion of this ordinance is for any reason held or declared to be unconstitutional, inoperative, or void, such holding shall not affect the remaining portions of this ordinance. If this ordinance or any provision thereof shall be held to be inapplicable to any person, property, or circumstance, such holding shall not affect its applicability to any other person, property, or circumstances.

PART C. FILING WITH THE DEPARTMENT OF STATE.

The Clerk be and is hereby directed forthwith to send a certified copy of this ordinance to the Bureau of Administration Code and Laws, Department of State, The Capitol, Tallahassee, Florida 32304.

PART D. EFFECTIVE DATE.

(A) The tax levied hereby shall be effective from January 1, 2029 through December 31, 2038, if approved in the referendum election to be held on November 3, 2026.

(B) This ordinance shall take effect upon filing with the Secretary of State.

PART E. ADOPTION.

After motion and second, the vote on this ordinance was as follows:

Commissioner Jamie Fowler	XXX
Commissioner Larry Leet	XXX
Commissioner James Clasby	XXX
Commissioner Erin Lowry	XXX
Commissioner Cathy Townsend	XXX

PART F. CODIFICATION.

Upon approval by the electors of the tax imposed by this ordinance, provisions of this ordinance shall be incorporated in the Code of Ordinance of St. Lucie County, Florida, and the word “ordinance” may be changed to “section”, “article”, or other appropriate word, and the sections of this ordinance may be renumbered or relettered to accomplish such intention; provided, however, that parts B through F shall not be codified. Actual chapter, article, and section numbers may be modified in codification.

PASSED AND DULY ADOPTED this ____ day of _____ 2026.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

_____
Deputy Clerk

BY: _____
Chair

APPROVED AS TO FORM AND CORRECTNESS:

BY: _____
County Attorney

BUSINESS IMPACT ESTIMATE

Before the enactment of a proposed ordinance, the County shall prepare or cause to be prepared a business impact estimate in accordance with Section 125.66(3), Florida Statutes. This Business Impact Estimate may be revised following its initial posting.

BOCC Meeting Dates: Permission to advertise held on April 21, 2026, and public hearing to be held on May 5, 2026

Proposed Ordinance Title/Reference:

ORDINANCE NO. 26-011

AN ORDINANCE AMENDING AND RESTATING ORDINANCE NO. 26-004 TO CORRECT A SCRIVENER'S ERROR IN CHAPTER 42 "TAXATION", ARTICLE VIII "DISCRETIONARY SALES SURTAX", SECTION 42-253 "LEVY OF DISCRETIONARY SALES SURTAX"; LEVYING A LOCAL GOVERNMENT INFRASTRUCTURE 0.5 PERCENT SURTAX ON CERTAIN TRANSACTIONS OCCURRING WITHIN ST. LUCIE COUNTY FROM WHICH TAXES ARE PAYABLE TO THE STATE OF FLORIDA UNDER THE PROVISIONS OF CHAPTER 212, FLORIDA STATUTES; PROVIDING THAT THE IMPOSITION OF THE SURTAX SHALL NOT BE EFFECTIVE UNLESS APPROVED AT A REFERENDUM ELECTION; PROVIDING THAT THE IMPOSITION SHALL BE EFFECTIVE BEGINNING JANUARY 1, 2029 AND ENDING ON DECEMBER 31, 2038; PROVIDING FOR DISTRIBUTION AMONG THE GOVERNMENTS OF ST. LUCIE COUNTY AND ELIGIBLE MUNICIPALITIES PURSUANT TO LAW; DIRECTING THE SUPERVISOR OF ELECTIONS TO HOLD A REFERENDUM ELECTION ON NOVEMBER 3, 2026; PROVIDING BALLOT LANGUAGE AND A BRIEF DESCRIPTION OF CAPITAL PROJECTS; PROVIDING FOR A DEFINITION OF INFRASTRUCTURE; DIRECTING THE CLERK OF CIRCUIT COURT TO ADVERTISE THE REFERENDUM ELECTION IN ACCORDANCE WITH LAW; PROVIDING FOR SEVERABILITY; PROVIDING FOR FILING WITH THE DEPARTMENT OF STATE; PROVIDING AN EFFECTIVE DATE AND PROVIDING FOR CODIFICATION.

The Proposed Ordinance ☒ does ☐ does not fall under one of the following enumerated exceptions:[1]

- ☒ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the county government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:

[1] F.S. 125.66(3)(c)7 (2024)

a. Development orders and development permits, as those terms are defined in Section 163.3164, Florida Statutes, and development agreements, as authorized by the Florida Local Government Development Agreement Act under Sections 163.3220-163.3243;
b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the county;
c. Sections 190.005 and 190.046, Florida Statutes;
d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

A business impact estimate is not required for the above exceptions

Summary of Proposed Ordinance and Statement of Public Purpose to be Served:

Estimate of Direct Economic Impact on Private/For Profit Businesses:

Good Faith Estimate of Number of Businesses Likely Impacted:

Any Additional Information:

Govt Public Notices

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
PUBLIC HEARING
TUESDAY, MAY 5, 2026

NOTICE IS HEREBY GIVEN that the Board of County Commissioners of St. Lucie County, Florida will conduct a Public Hearing to consider the adoption of a proposed County Ordinance entitled:

ORDINANCE NO. 26-011

AN ORDINANCE AMENDING AND RESTATING ORDINANCE NO. 26-004 TO CORRECT A SCRIVENER'S ERROR IN CHAPTER 42 "TAXATION", ARTICLE VIII "DISCRETIONARY SALES SURTAX", SECTION 42-253 "LEVY OF DISCRETIONARY SALES SURTAX"; LEVYING A LOCAL GOVERNMENT INFRASTRUCTURE 0.5 PERCENT SURTAX ON CERTAIN TRANSACTIONS OCCURRING WITHIN ST. LUCIE COUNTY FROM WHICH TAXES ARE PAYABLE TO THE STATE OF FLORIDA UNDER THE PROVISIONS OF CHAPTER 212, FLORIDA STATUTES; PROVIDING THAT THE IMPOSITION OF THE SURTAX SHALL NOT BE EFFECTIVE UNLESS APPROVED AT A REFERENDUM ELECTION; PROVIDING THAT THE IMPOSITION SHALL BE EFFECTIVE BEGINNING JANUARY 1, 2029 AND ENDING ON DECEMBER 31, 2038; PROVIDING FOR DISTRIBUTION AMONG THE GOVERNMENTS OF ST. LUCIE COUNTY AND ELIGIBLE MUNICIPALITIES PURSUANT TO LAW; DIRECTING THE SUPERVISOR OF ELECTIONS TO HOLD A REFERENDUM ELECTION ON NOVEMBER 3, 2026; PROVIDING BALLOT LANGUAGE AND A BRIEF DESCRIPTION OF CAPITAL PROJECTS; PROVIDING FOR A DEFINITION OF INFRASTRUCTURE; DIRECTING THE CLERK OF CIRCUIT COURT TO ADVERTISE THE REFERENDUM ELECTION IN ACCORDANCE WITH LAW; PROVIDING FOR SEVERABILITY; PROVIDING FOR FILING WITH THE DEPARTMENT OF STATE; PROVIDING AN EFFECTIVE DATE AND PROVIDING FOR CODIFICATION.

The hearing will be held before the St. Lucie County Board of County Commissioners on **Tuesday, May 5, 2026, at 6:00 p.m.,** or as soon thereafter as the matter may be heard, in the St. Lucie County Commission Chambers at the St. Lucie County Administration Building Annex, Third Floor, 2300 Virginia Avenue, Fort Pierce, Florida. Matters affecting your personal and property rights may be heard and acted upon.

All interested persons may appear at the meeting and be heard with respect to the ordinance. Written comments received in advance of the public hearing will also be

Govt Public Notices

considered. The draft ordinance is available for review at the St. Lucie County Attorney's Office located at the St. Lucie County Administration Annex at 2300 Virginia Avenue, 3rd Floor, Fort Pierce, Florida, during regular business hours (8:00 a.m. to 5:00 p.m., Monday through Friday). Please call (772) 462-1441 or TDD (772) 462-1428 if you have any questions or require additional information about this ordinance.

The St. Lucie County Board of County Commissioners has the power to review, adopt, amend or repeal any ordinance. If it becomes necessary, a public hearing may be continued to a date certain. Amendments to the proposed ordinance may be made at the public hearing.

The proceedings of the Board of County Commissioners are electronically recorded. **PURSUANT TO SECTION 286.0105, FLORIDA STATUTES**, if a person decides to appeal any decision made with respect to any matter considered at the meetings or hearings of any board, committee, commission, agency, council or advisory group, that person will need a record of the proceedings. For such purpose, that person may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans with Disabilities Act, anyone with a disability requiring accommodation to attend this meeting should contact the Human Resources Department at (772) 462-1546, **hr@stlucieco.gov** or TDD (772) 462-1428 at least forty-eight (48) hours prior to the meeting.

BOARD OF COUNTY
COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
/S/ Jamie Fowler, Chair
TCN-12265250 04/23/26

11.A.1.
RES-2026-84
REGULAR AGENDA - PLANNING & DEVELOPMENT SERVICES
DATE: **5/5/2026**
*RESOLUTION ITEM - SITE PLAN
QUASI-JUDICIAL ITEM? YES

AGENDA REQUEST

TO: **Board of County Commissioners**

PRESENTED BY: Kori Benton, Planning & Zoning Manager

SUBMITTED BY: Planning & Development Services

SUBJECT: Project Orchid - Major Site Plan on N. Rock Road - **THIS ITEM IS QUASI-JUDICIAL - ADD ON**

BACKGROUND:

The applicant has petitioned for a Major Site Plan to develop of an approximate 1,390,000 sq. ft. window manufacturing facility, with associated site improvements such as parking, landscape buffers, and stormwater ponds, at a +/-73.48 acre site within the IL, Industrial Light and IH, Industrial Heavy Zoning Districts. The property is located west of North Rock Rd, south of North Rock Rd. Extension (Access Rd.), and north of the Relief Canal, just north of the County jail. The property is located within the Urban Service Boundary (USB).

The proposal has a companion Conditional Use Permit request to develop and operate a +/-76,200 square foot metal foundry as part of the facility, at the northwest portion of the subject site, currently in the IH (Industrial Heavy) Zoning District.

The applicant has also proposed a Comprehensive Plan Future Land Use Map Amendment (Small-Scale) to create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area. This Amendment would allow for an 80-foot building height limit within established Medium and High Intensity Development Areas. Additionally, an associated Zoning Atlas Amendment proposes to rezone +/- 20.25 acres of the site from IL (Industrial, Light) to IH (Industrial, Heavy).

PREVIOUS ACTION:

On September 3, 2013, the St. Lucie County Board of County Commissioners granted approval, through Resolution No. 2013-167, the petition of Lucie Rock, LLC, for a Major Site Plan known as St. Lucie Commerce Center.

On September 17, 2013, the St. Lucie County Board of County Commissioners approved the St. Lucie Commerce Center 10-Year Agreement extending Resolution No. 2013-167 to September 17, 2023.

On October 9, 2020, PDS Order 2020-058 was approved by the St. Lucie County Planning & Development Services Director granting a statutory extension under Florida Statute Section 252.363 extending the expiration date for the Major Site Plan known as St. Lucie Commerce Center to November 24, 2025.

On October 10, 2023, PDS Order 2023-064 was approved by the St. Lucie County Planning & Development Services Director granting a statutory extension under Florida Statute Section 252.363 extending the expiration date for the Major Site Plan known as St. Lucie Commerce Center to November 24, 2029, and extended the Development Agreement term through September 17, 2027.

On April 16, 2026, the Planning and Zoning Commission held a public hearing on the companion Amendments and Conditional Use Permit requests, and after discussion voted unanimously to recommend approval of each.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends the Board approve the Project Orchid Major Site Plan, subject to essential Amendments to the St. Lucie Commerce Center Development Agreement and the effective date of the associated Future Land Use Map and Zoning Atlas Amendments, with conditions as contained in Resolution 2026-84, authorizing the Chair to sign documents as approved by the County Attorney.

COMMISSION ACTION:

RESULT:	
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
EXCUSED:	None

Coordination/Signatures

Date: May 01, 2026

Katherine Barbieri, County Attorney

Date: May 01, 2026

Mayte Santamaria, Deputy County Administrator

Planning and Development Services Department
Planning Division
MEMORANDUM

TO: Board of County Commissioners

THROUGH: Benjamin Balcer, AICP, Planning & Development Services Director

FROM: Kori Benton, AICP, Planning & Zoning Manager
Thad Crowe, AICP, Senior Planner

DATE: April 28, 2026

SUBJECT: Project Orchid Major Site Plan
Window Manufacturing Facility, Foundry, Two-story Office & Security Guard Houses, up to 1,400,000 sq. ft. (1,388,084 sq. ft.)

GENERAL INFORMATION:

Property Owner/Applicant:	MC320, LLC 5701 SW Sunshine Farms Way Palm City, FL 34990-5608
Agent:	HJA Design Studio, Patti Tobin 3500 SW Corporate Pkwy Suite 203 Palm City, FL 34990
Design & Traffic Consultant:	Kimley-Horn and Associates, Inc. 477 South Rosemary Avenue, Suite 215 West Palm Beach, FL 33401
Location:	West of N. Rock Rd., south of N. Rock Rd. Ext. (Access Rd.), and north of NSLRWCD Canal #44 (Relief Canal).
Parcel ID Numbers:	2302-342-0001-000-1, 2302-341-0001-000-8 & 2302-331-0001-000-7 2302-312-0020-000-7 *(Potential Off-site Construction Support/Burrow Pit)*
Project Size:	73.27 acres (Site Plan), 13.83 acres *(Potential Off-site Construction Support/Burrow Pit)*
Future Land Use:	MXD, Mixed Use District - Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed-Use Orange Avenue/I-95 Activity Area), Medium and High Intensity Development Areas.
Proposed Future Land Use:	MXD, Mixed Use District - Lucie Rock Mixed Use Activity Area – proposed to be amended to create a +/- 20.85-acre subarea for an 80-foot building height.
Existing Zoning:	IH, Industrial Heavy (+/- 36.82 acres) & IL, Industrial Light (+/- 36.66 acres)
Proposed Zoning:	IH, Industrial Heavy (+/- 20.25 acres) currently zoned IL would be rezoned to IH, resulting in +/- 57.07 acres in IH and +/- 16.41 acres in IL.
Existing Use(s):	Undeveloped
Utilities:	FPUA service area, water & sewer lines are present on the west side of Rock Rd.

BACKGROUND:

The Agent, Patti Tobin of HJA Design Studio, on behalf of Applicant and Property Owner MC320, LLC, petitioned for a Major Site Plan for an approximate 1,400,000 sq. ft. glass window manufacturing complex on the subject property located west of N. Rock Rd., north of the Relief Canal. The Site Plan includes a +/- 1,283,744 sq. ft. manufacturing building, +/-76,140 sq. ft. foundry building, 27,300 sq. ft. two-story office, and two (2) 450 sq. ft. guard houses, along with support improvements on and off site. The Applicant filed companion applications as follows:

1) A Comprehensive Plan Future Land Use Map Amendment (FLUMA) that would create a +/- 20.85-acre subarea of the Lucie Rock Mixed Use Activity Area (initially established as an extension of the Mixed Use Orange Avenue/I-95 Activity Area), an area in which an 80-foot building height limit is set, within the established Medium and High Intensity Development Areas;
2) An amendment to the Official Zoning Atlas seeking to assign the IH (Industrial, Heavy) zoning district to an additional +/-20.25 acres of the overall +/-73.27-acre site, land that is currently zoned IL (Industrial, Light);
3) A Conditional Use Permit for the metal (alluminum) foundry in the IH zoning district; and
4) An Amendment to the St. Lucie Commerce Center (Lucie Rock) Development Agreement.

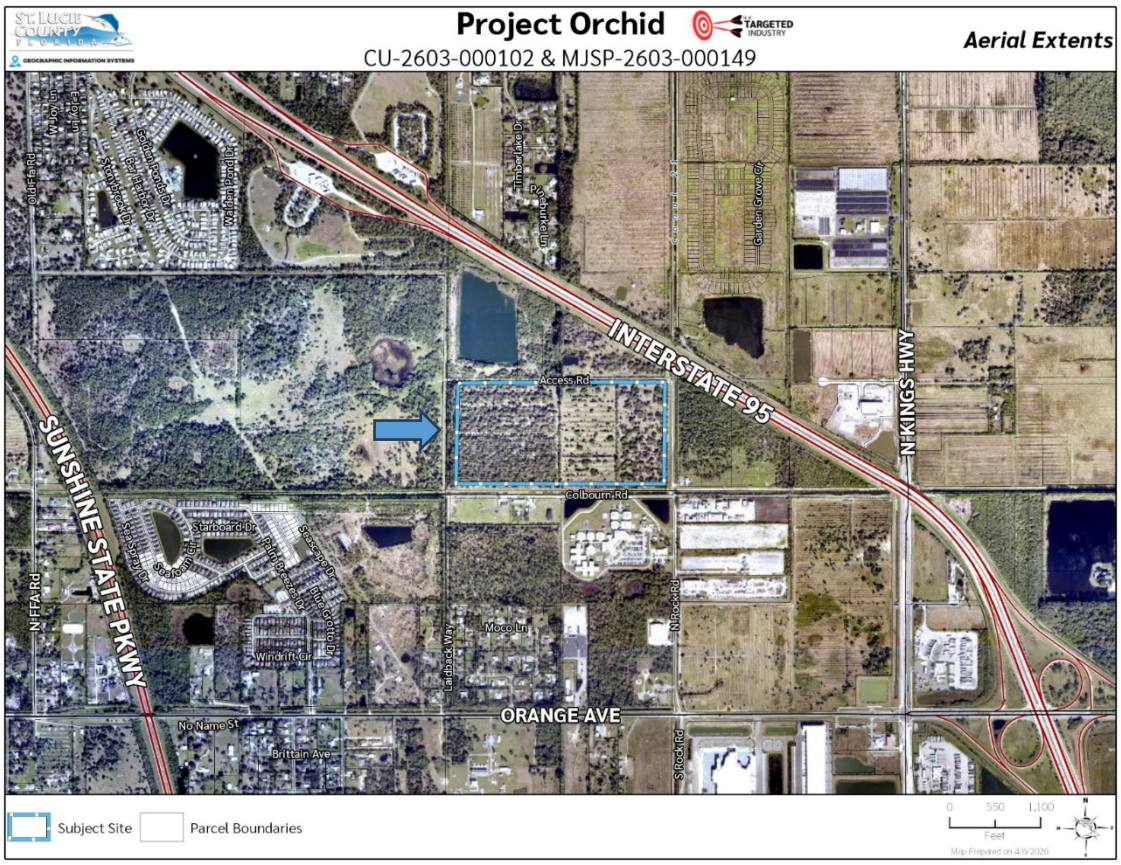


Figure 1: Aerial Map of Project Orchid Site

Glass, window and metal product manufacturing is an allowable use in the IL and IH Zoning Districts, however the foundry element is appropriately classified as under Land Development Code (LDC) Section 3.01.03.

U.7.b. (5) Primary metal industries manufacturing, provides under Standard Industrial Classification (SIC) Code 33, which requires Conditional Use approval in the IH, Zoning District.

The proposed Project Orchid site plan, highlighted in Figure 2 below, exhibits the proposed site layout, access, parking, stormwater and external operational components. The proposed on-site foundry is planned for aluminum melting and forming, to support combination with glass and assembly into finished windows. All manufacturing processes are planned to take place indoors. A two-story office building is located east of the plant, with employee parking around the office and east of the foundry. An internal driveway loops around the building, to support onsite vehicular movements, with all loading bays situated on the east façade.

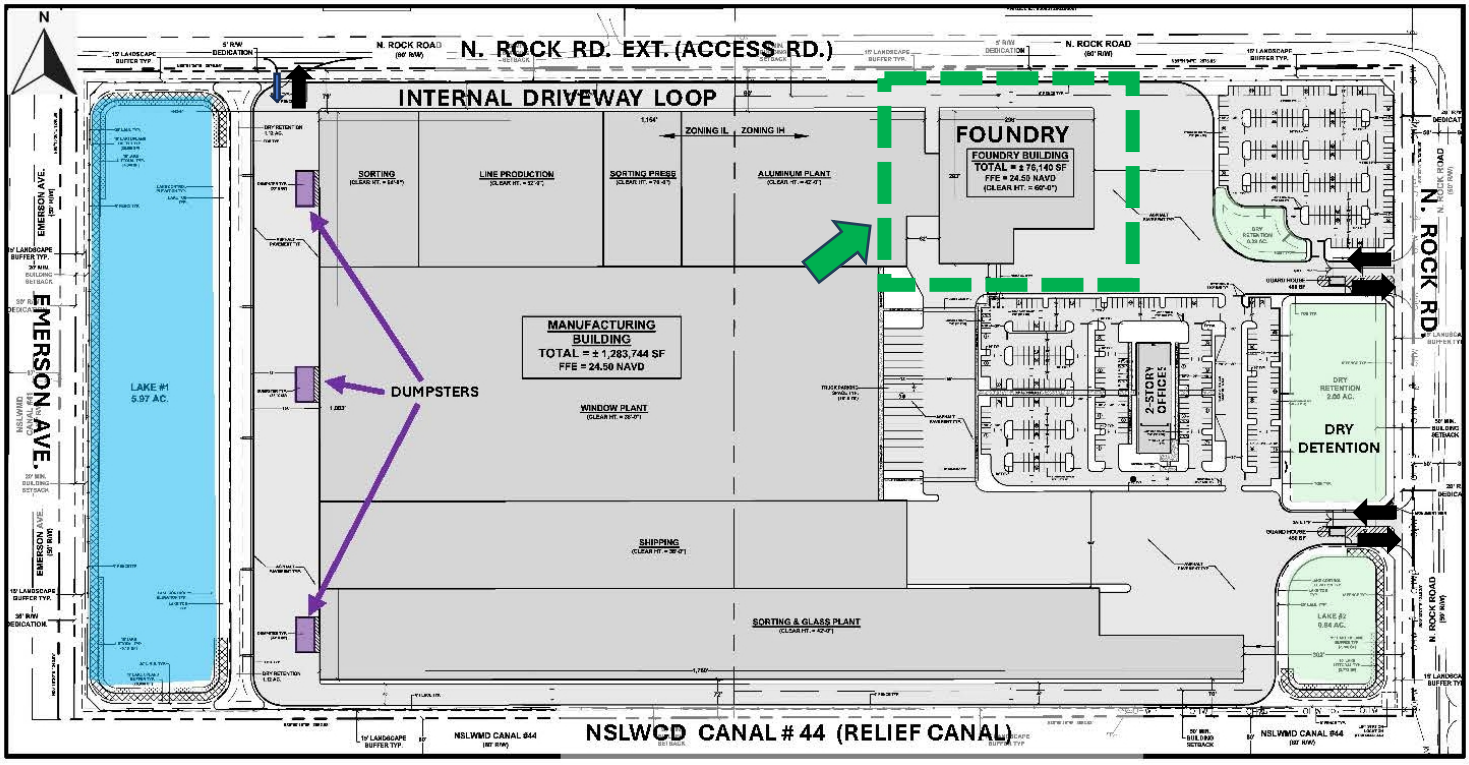


Figure 2: Site Plan Overview – Proposed Foundry Noted in Green

Table 1: Site Plan Data Excerpt

Site Calculations	Acres	SF	%
Net Developable Area	71.76 Ac.	3,125,987 sf	100%
Total Impervious Area	59.51 Ac.	2,592,199 sf	83%
Building Coverage (Includes Guard Houses)	31.55 Ac.	1,374,465 sf	44%
VUA, Other Pavement & Sidewalks	21.05 Ac.	916,952 sf	29%
Lake Surface Area (@ Control Elevation)	6.91 Ac.	300,782 sf	10%
Total Pervious Area	12.25 Ac.	533,788 sf	17%
Dry Retention Area	3.45 Ac.	150,283 sf	5%
Open Space Area	8.80 Ac.	383,505 sf	12%

Site History & Active Site Plan

On September 3, 2013, the St. Lucie County Board of County Commissioners granted approval, through Resolution No. 2013-167, for a Major Site Plan known as the St. Lucie Commerce Center, displayed in Figure 3, below. The approval included a 40-lot subdivision in the IL (Industrial, Light) and IH (Industrial, Heavy) Zoning Districts. The Major Site Plan has remained active through a 10-Year Development Agreement and a series of PDS Orders correlating with Florida Gubernatorial Executive Orders. PDS Order 2023-064 granted a 48-month Major Site Plan extension until November 24, 2029, and the Development Agreement is scheduled to expire on September 27, 2027.

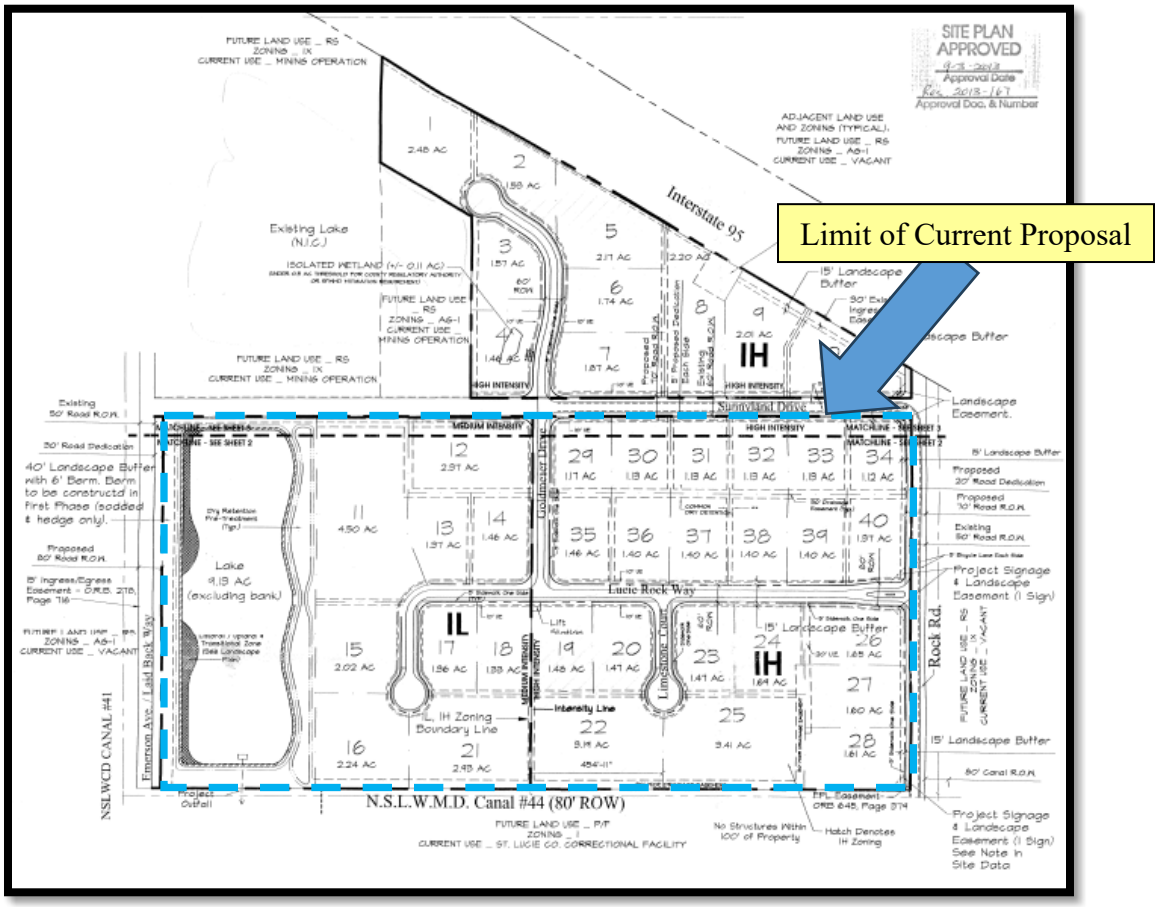


Figure 3: Active Site Plan for St. Lucie Commerce Center – Project Orchid Site Marked

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Concurrent Rezoning Request Graphically Overview:

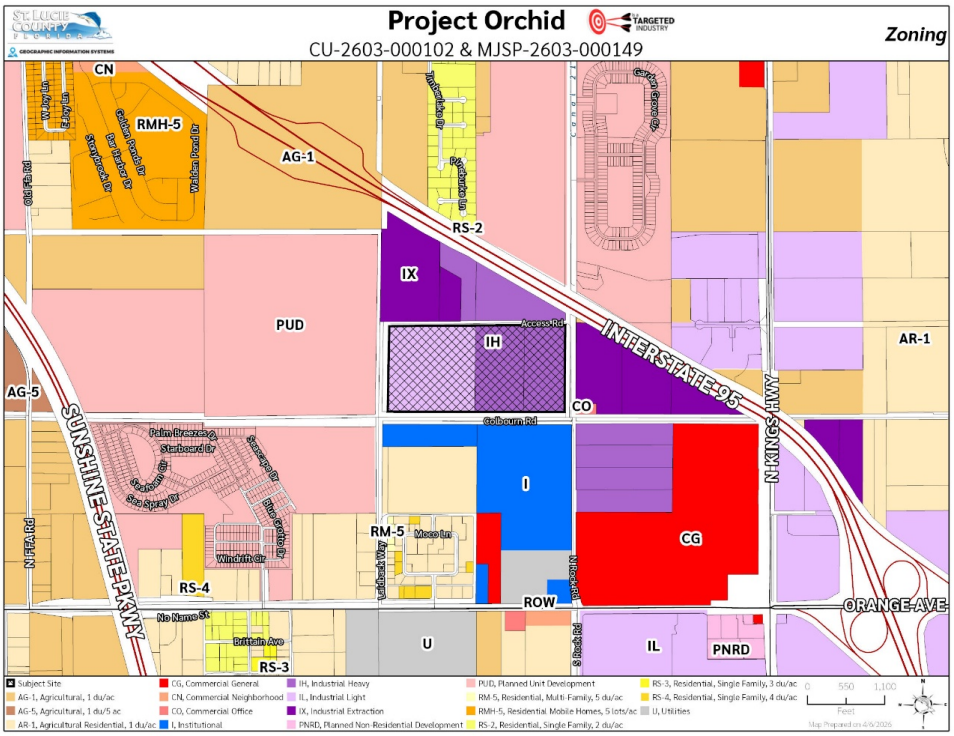

Figure 4: Current Zoning

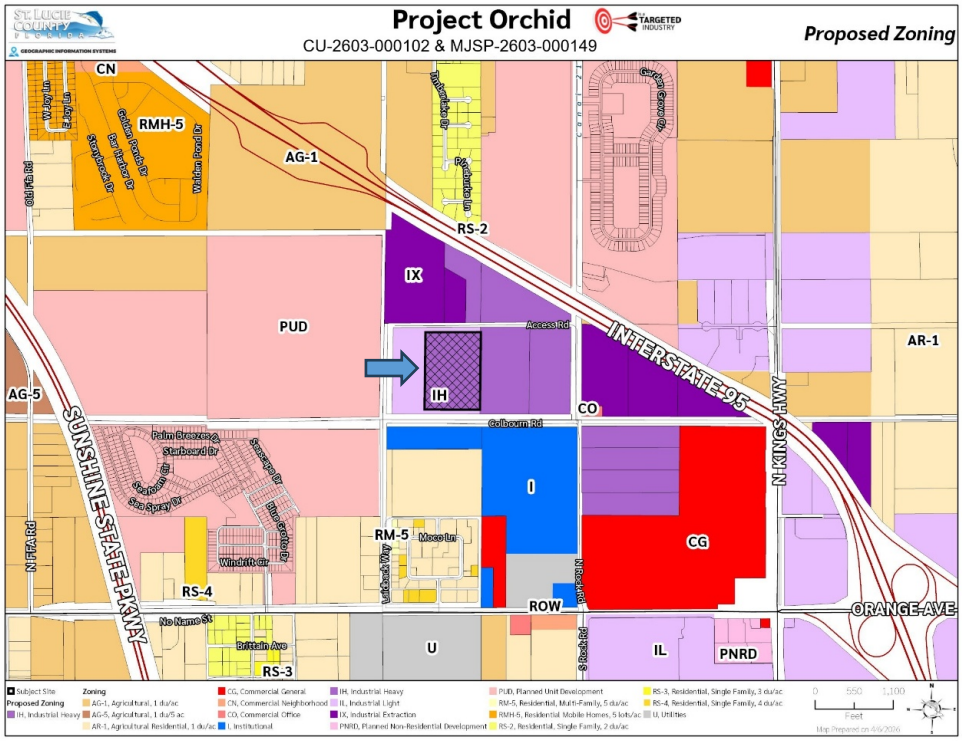

Figure 5: Proposed Zoning

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SITE PLAN STANDARDS OF REVIEW SET FORTH IN LAND DEVELOPMENT CODE SECTION 11.02.07

The St. Lucie County Land Development Code Section 11.02.07 provides Standards for Site Plan Review. In accordance with these standards, a Major Site Plan shall be granted only if the applicant demonstrates conformance with Criteria A-F as stated and analyzed below.

A. Consistency With Local Ordinances and Comprehensive Plan.

The proposed development and uses are consistent with the general purpose, goals, objectives, and standards of this Code, the St. Lucie County Comprehensive Plan, and the Code and Compiled Laws of St. Lucie County, as proposed to be amended (companion applications), and complies with all additional standards imposed on it by the particular provisions of this Code. The associated Development Agreement, and proposed Amendment thereof, provides for essential commitments to off-site transportation and concurrency improvements to support the project and its compliance with adopted policy.

Land Development Code

Presently, the core Project Orchid site contains approximately 36.06 acres within the IH, Industrial Heavy Zoning District and approximately 37.21 acres within the IL, Industrial Light Zoning District. The companion Zoning Atlas Amendment proposes to transition an additional +/-20.25 acres into the IH Zoning District to expand building height potential for the Site Plan.

Glass, window and metal product manufacturing is an allowable use in the IL and IH Zoning Districts, but the foundry element is appropriately classified as under Land Development Code (LDC) Section 3.01.03. U.7.b. (5) Primary metal industries manufacturing, provides under Standard Industrial Classification (SIC) Code 33, which requires Conditional Use approval in the IH, Zoning District.

The purpose of the IL District is to *provide and protect an environment suitable for light manufacturing, wholesale, and warehousing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding are, together with such other uses as may be necessary to and compatible with light industrial surroundings,* with the facilities planned in the IL portion of the site complying with this intent and the established height and setback criteria, as presented in Table 2, below.

Table 2: Excerpt from Table 7-10: Lot Size and Dimensional Requirements

Zoning District	Description	Min Lot Size (sf)	Min Lot Width	Min Road Frontage	Min Front Yard	Min Rear Yard	Min Side Yard	Min Side @ Corner	Max Bldg. Hgt.	Max Lot Coverage
IL	INDUSTRIAL LIGHT	20,000	100	60	25	20	10	20	50(i)	50%
IH	INDUSTRIAL HEAVY	43,560	200	60	50	40	30	50	80(i)	50%

The Site Plan proposes variable building heights for different portions of the manufacturing plant, ranging to over 70ft. as allowed in the IH Zoning District. The applicant has provided preliminary floor plans with

projected building heights, which transition across the operational space, as well as perspective renderings to provide greater context to the scale and variation in roof elevations.

The proposed Foundry is sited within a portion of the site current within the IH District. The purpose of the IH district to *"provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings."*

While the proposed foundry use is an eligible Conditional Use within the IH Zoning District, such uses are recognized as having the potential to generate off-site impacts including noise, vibration, odor, and emissions. Accordingly, consistency with the Land Development Code and Comprehensive Plan is anticipated to be achieved through the implementation of enforceable performance standards and operational controls to ensure compatibility with surrounding and planned land uses.

Site Access is proposed via two (2) primary two-way driveways on N. Rock Road, at the eastern property line, with incorporation of secure access gates leading to the parking areas, core drive aisles and the facility's loading bays. Additional access is proposed toward the northwest corner of the facility, expected to support limited access for delivery and solid waste trucks, with the restricted access gate system required to provide adequate queuing and operational oversight to ensure no conflict points arise within the N. Rock Road Extension (Access Road) right-of-way. Corresponding roadway improvements, and provisions for sidewalks and/or bicycle lands, or payment-in-lieu of construction of such features, are integrated with the Site Plan and associated Development Agreement Adjustment.

The Plan provides parking beyond the Institute of Transportation Engineers (ITE) minimum requirements for manufacturing and office space of this scale, with 492 standard and 12 ADA spaces integrated, to serve approximately 500 employees simultaneously, with various shift cycles anticipated. The Plan integrates required landscape plantings, stormwater lake littoral plantings and an upland buffer area adjacent to the western property line to assist in a transitional area from site operations to adjacent right-of-way and private lands to the west.

Comprehensive Plan

The current Future Land Use Map (FLUM) designates these three properties and other properties to the north and southeast with the MXD (Mixed Use District) category. Comprehensive Plan Policy 1.1.1.2.H. describes the MXD future land use category as follows:

Mixed Use Development (MXD): The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged.

Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special or unique environmental consideration that may not be appropriate for traditional land use designations.

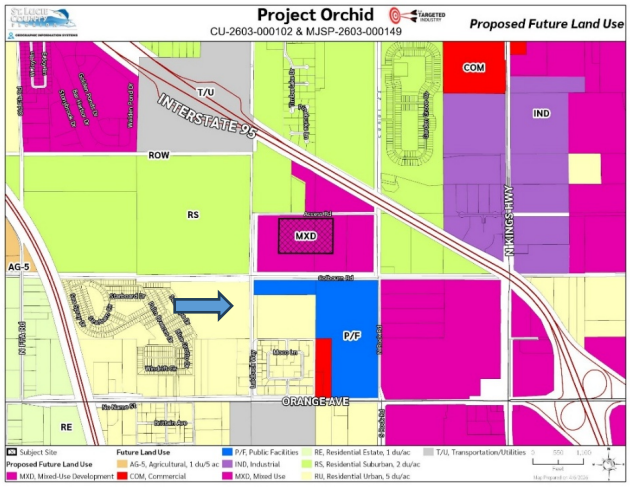

Figure 6: Proposed Future Land Use Map Amendment Area

Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process.
The following criteria, in addition to those as cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

- *Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Nonresidential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.*
- *Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.*
- *All uses shall be compatible with adjacent land uses.*

Future Land Use Category, Subarea Policies, Height & Floor Area Ratio Compliance

The collective site is located within the adopted Lucie Rock Mixed Use Activity Area (MUAA) (Figure 7) which was initially established as an extension of the Mixed-Use Orange Avenue/I-95 Activity Area (Figure 8, further below). The Lucie Rock MUAA currently limits height to 60 feet, however the companion Future Land Use Map Amendment would allow an 80-foot height limit within the hatched subarea which is approximately 20.85 acres, shown in Figure 9, further below.

Figure 7: Adopted Lucie Rock MUAA

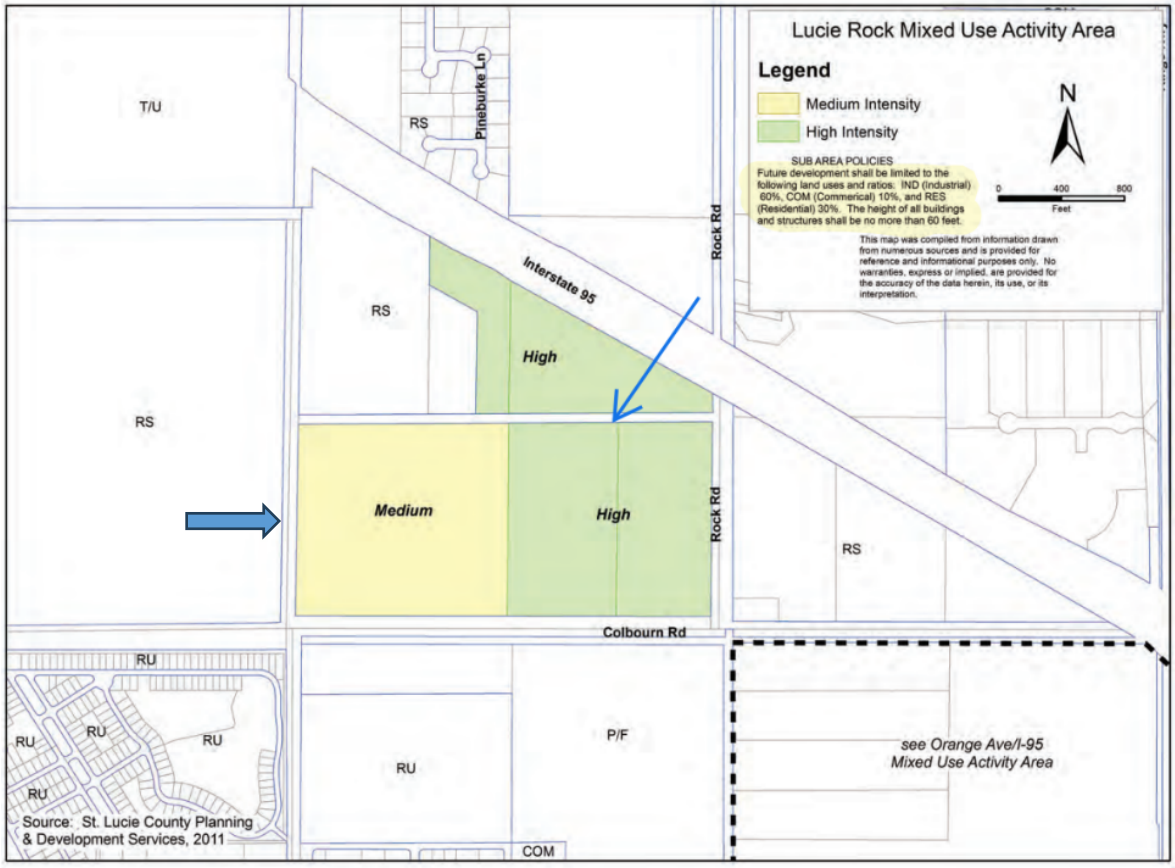

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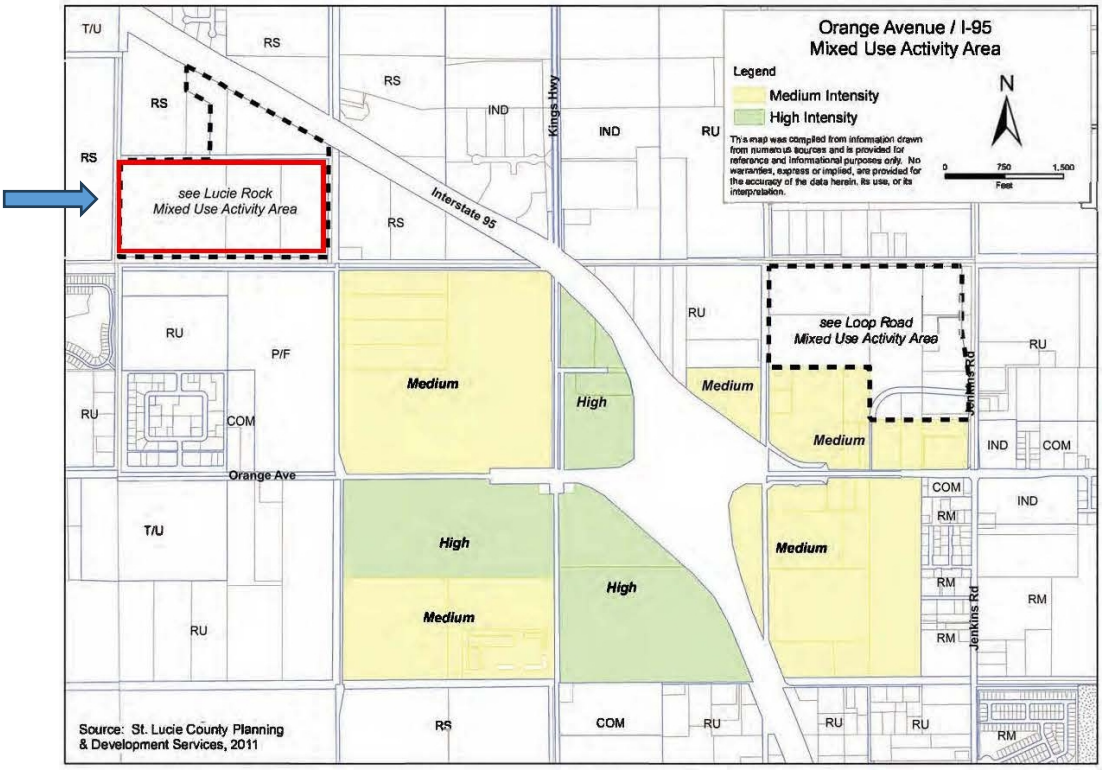
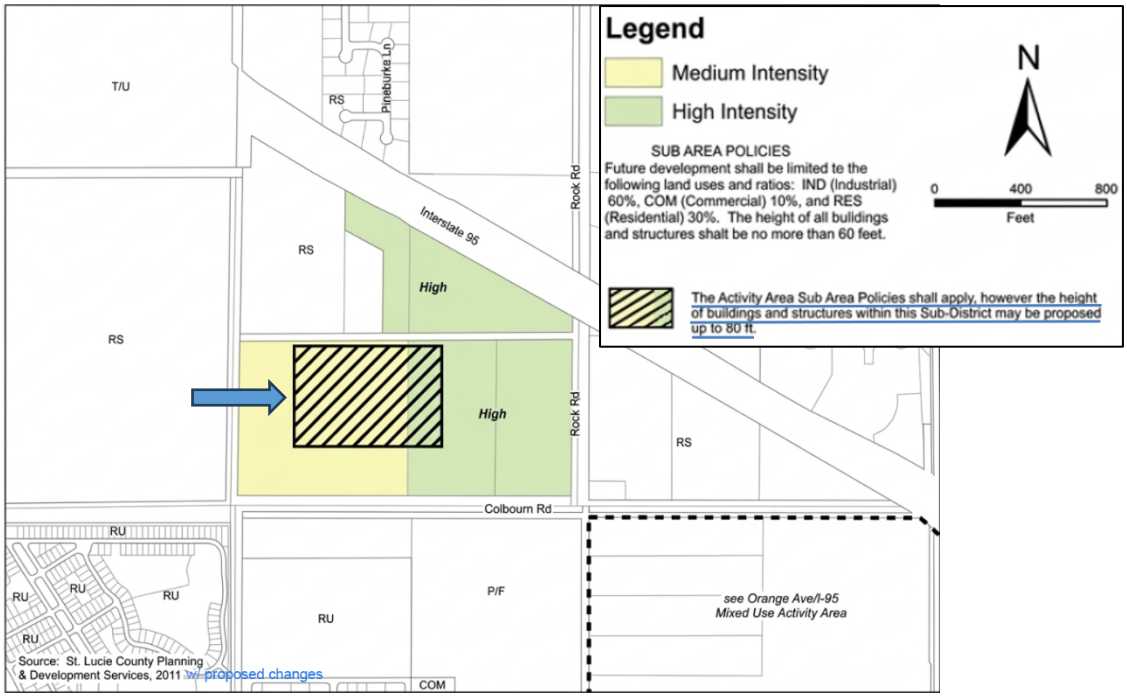
Figure 8: Orange Avenue/I-95 MUAA



As stated, the proposed subarea within the Lucie Rock MXD, shown in the diagonal pattern in Figure 9 would allow an 80-foot building height limit; while the remainder of the Mixed Use Activity Area would retain the current adopted 60-foot height limit. The proposed Amendment does not otherwise propose to alter the underlying Medium and High Intensity designations.

Figure 9: Proposed Future Land Use Map – Introducing a New Subarea to the Lucie Rock MUAA



As provided by Comprehensive Plan Policy 1.1.1.2.H., the MXD FLU designation is intended "*to identify those areas where innovative land use concepts are encouraged. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns."* Further, *"Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process.*

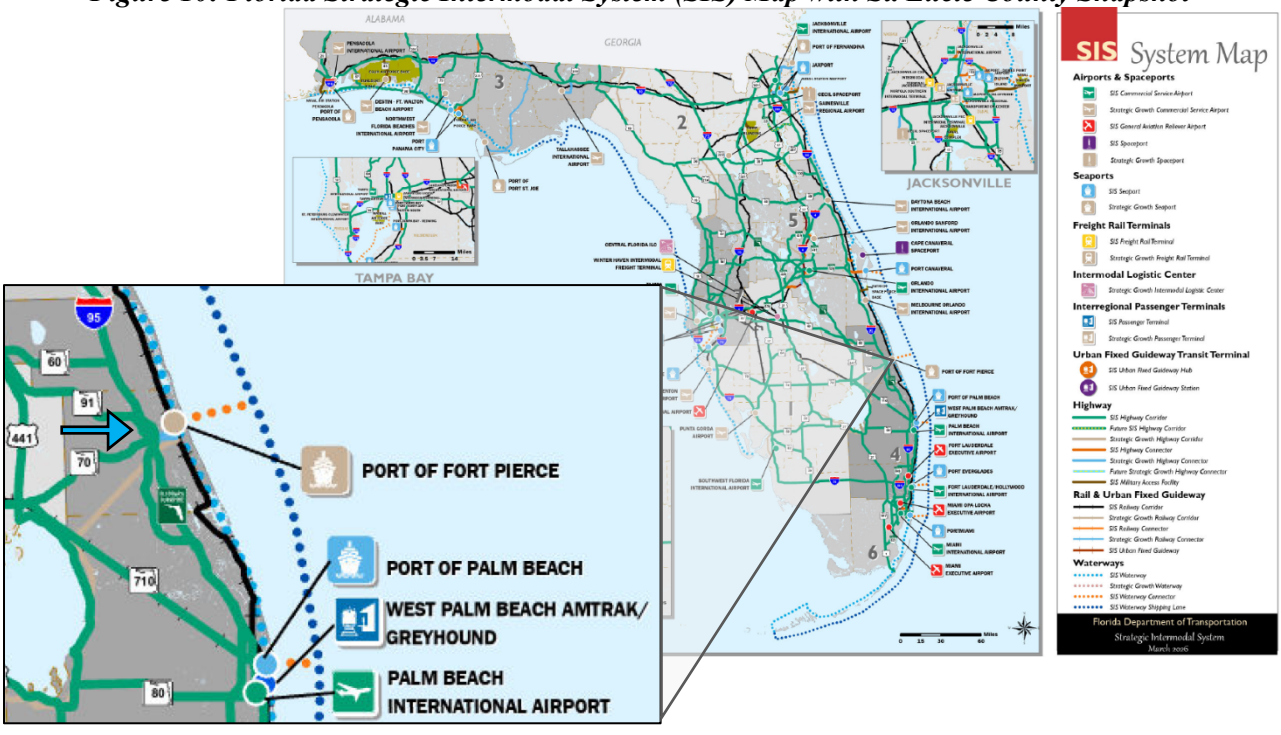
Comprehensive Plan Policy 1.1.8.4 provides density and intensity standards for Mixed Use activity areas, providing for a 0.75 Industrial Floor Area Ratio (FAR) within the High Intensity area, with a provision that Industrial and Professional Service/Office uses may receive an intensity bonus of up to 100% of the FAR, within specific use areas served by Strategic Intermodal System (SIS) facilities operating at or above the adopted level of service (LOS) and with available water service and wastewater service.

The encompassing Lucie Rock Mixed Use Activity Area Subarea policies guide that "F*uture development shall be limited to the following land uses and ratios: IND (Industrial) 60%, COM (Commercial) 10%, and RES (Residential) 30%. The height of all buildings and structures shall be no more than 60 feet.* Tracking these provisions cumulatively guides a maximum 0.9 FAR for Industrial land uses if the intensity bonus is provided where the site is demonstrated to be served by Strategic Intermodal System (SIS) facilities operating at or above the adopted level of service (LOS) and with available water service and wastewater service.

The SIS is Florida's high-priority network of transportation facilities designed to enhance the state's economic competitiveness and mobility. Established in 2003, it focuses state resources on facilities critical for interregional, interstate, and international travel. In St. Lucie County, the SIS specifically supports commerce through Interstate 95 and Florida's Ronald Reagan Turnpike. These corridors are reported to facilitate approximately 70% of all truck traffic on the State Highway System, serving as the backbone for moving goods between Florida's diverse regions and external markets.

As displayed in Figure 10, below, this interconnected system integrates these two highways with seaports, freight rail terminals and other multimodal facilities into a single network. Similar to the County, the Florida Department of Transportation (FDOT) uses Level of Service (LOS) assessments of the SIS framework to prioritize investments that reduce congestion and improve travel time reliability.

Figure 10: Florida Strategic Intermodal System (SIS) Map with St. Lucie County Snapshot



The St. Lucie County Transportation Planning Organization (TPO) publishes Traffic Count Data and LOS assessments for many roadways across the County, annually. In 2021, the last year the publications identified an LOS for Interstate 95 segments between Midway Road and Indrio Road, the registered LOS ranged from B to D, with the immediate segments serving the petition site at a LOS B. Since 2021, average daily trip volumes on these segments have increased with the last physical count secured in 2024, however no LOS rating updates have been published. Based upon the volume increases documented, it is reasonably concluded that Interstate 95, an SIS facility serving the development site, operates at or above the adopted level of service (LOS) for the immediately affected segments.

Tables 3A & 3B: Excerpts from St. Lucie County Transportation Planning Organization (TPO) Traffic Counts / LOS Publications, 2021 & 2025

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	80,500	2020	5,500	4,122	C	0.749	3,723	C	0.677
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	66,431	2018	5,500	3,736	C	0.679	3,222	B	0.586
I-95	MIDWAY RD to OKEECHOBEE RD	941902	79,206	2018	5,500	5,004	D	0.91	4,063	C	0.739
I-95	OKEECHOBEE RD to ORANGE AVE	940260	60,386	2020	7,320	2,804	B	0.383	2,804	B	0.383
I-95	ORANGE AVE to INDRIO RD	941905	48,500	2020	7,320	2,470	B	0.337	2,274	B	0.311

Roadway Name	Location	STATION ID	2025 AADT	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
I-95	MIDWAY RD to OKEECHOBEE RD	941902	82,598	2024							
I-95	OKEECHOBEE RD to ORANGE AVE	940260	74,811	2024							
I-95	ORANGE AVE to INDRIO RD	941905	56,920	2024							
I-95	INDRIO RD to INDIAN RIVER C.L.	882003	46,817	2024							

The following Comprehensive Plan objectives and policies pertaining to economic sustainability, targeted industry support, and economic development provide support for the proposed Major Site Plan.

Future Land Use Element

> *Objective 1.1.13: Economic Sustainability. To enhance the quality of life of St. Lucie County and promote a sound and resilient local economy, St. Lucie County shall continue to work with the interested groups and agencies to increase and broaden the County's economic base while expanding existing business and industrial opportunities.*
>
> > *Policy 1.1.13.1: St. Lucie County shall actively assist to the maximum extent practical in the recruitment of clean high growth industrial activities and maintain an expedited permitting process for bona fide economic development projects, especially those within the Targeted Industry List, and for development projects located within the Foreign Trade Zone.*
> >
> > *Policy 1.1.13.4: The County shall maintain procedures and incentive tools to encourage business development and assist economic development in St. Lucie County, especially for business within the Targeted Industry List. This goal shall be further implemented by developing innovative land use codes to provide an enhanced the quality of life for St. Lucie County and promote a sound, diverse and resilient local economy.*

Economic Development Element

Goal 10.1: Support economic development in St. Lucie County as part of an overall strategy for sustainability and quality of life.

Objective 10.1.1: Develop and implement activities designed to improve the overall prosperity of St. Lucie County and its residents.

Policy 10.1.1.1 - Attract investors to help diversify the industrial base, broaden the economic tax base and strengthen the job market.

Policy 10.1.1.4 - Place a high priority on infill and redevelopment projects that are consistent with the smart growth policies of St. Lucie County.

Policy 10.1.1.6 - Continue to encourage the development of high wage, high skill, long term job creation in the County.

Policy 10.2.1.4 - Encourage the development of clusters of industries according to the adopted targeted industry list such as Manufacturing Facilities, Finance and Insurance, Information, Clean Energy, Professional, Scientific, and Technical Services, Management and Distribution, and Administrative and Support Services at appropriate locations in St. Lucie County.

B. Effect on Adjacent Properties.
Criterion B provides the following compatibility tests for Site Plan review.



Figure 11: Site Plan Rendering with Nearby Lands *(Foundry Denoted by Blue Arrow)*

1. The proposed building or use will not have an undue adverse effect upon nearby property, the character of the neighborhood, traffic conditions, parking, utility facilities, and other matters affecting the public health, safety, and general welfare.

As shown in Table 4, adjacent properties have similar intensive industrial or institutional future land use and zoning. The County Correctional Facility is to the south of the site, and a modest business office is situated to the east; other adjacent properties are undeveloped, but in the vicinity, there are similar industrial uses including a precast concrete manufacturer and an auto auction yard. While the surrounding area contains industrial and institutional uses, compatibility concerns exist with respect to the planned residential development to the west. With appropriate mitigation measures, including noise, emission, and odor controls in place, adverse impacts from the proposed development and encompassed metal foundry are not anticipated.

Table 4: Adjacent Zoning and Future Land Uses

Location		Future Land Use	Zoning	Existing Land Use
Subject Property		MXD (Mixed Use District)	IH (Industrial, Heavy, eastern half)/ IL (Industrial, Light, western half)	Undeveloped
Adjacent Parcels	***North***	MXD (Mixed Use Development), RS (Residential Suburban)	IH (Industrial, Heavy, eastern half)/ IX (Industrial, Extraction, western half)	Undeveloped, retention pond
	South	P/F (Public Facilities)	I (Institutional)	County Correctional Facility
	East	RS (Residential Suburban)	IX (Industrial Extraction) / CO (Commercial, Office)	Office/Undeveloped
	West	RS (Residential Suburban)	PUD (Sunnyland Farms Planned Unit Development – Lapsed / Newly Proposed)	Undeveloped

The proposed manufacturing use is compatible with area land use and zoning and with other similar industrial uses nearby. Staff's review emphasized potential impacts to lands planned for residential use to the west (Proposed Sunnyland Farms PUD), ensuring design and operational details provide performance standards that minimize noise, emissions, and odor impacts. The Foundry, subject of the companion Conditional Use, is located roughly a one-third mile from the proposed PUD to the west.

2. All reasonable steps have been taken to minimize any adverse effect of the proposed building or use on the immediate vicinity through building design, site design, landscaping, and screening.

Project Orchid attempts to mitigate impacts to the residential use to the west by situating the building on the eastern portion of the property and placing a 5.97-acre lake between the manufacturing building and the proposed Sunnyland Farms development to the west.

The project will comply with required landscape buffering and screening standards, including a 15-foot-wide perimeter landscape buffer. The following mitigation measures are essential to address potential noise, odor, and emissions impacts:

a. All activities occur within enclosed buildings to reduce machinery & industrial processes noise.
b. Fully enclosed air systems.
c. Protocols to support the capture & filtering of emissions before their release using adsorption, absorption, and mechanical separation with the use of chemical scrubbers, sorbent-based filters, and baghouses to trap pollutants.

3. The proposed building or use will be constructed, arranged, and operated so as not to interfere with the development and use of neighboring property, in accordance with applicable district regulations.
The Site Plan complies with applicable standards related to driveway design, site access, parking, buffering, and screening. Vehicular circulation has been designed to provide safe and efficient ingress

and egress, while parking is adequate to serve the proposed use. Required buffering and screening elements are incorporated to minimize visual and operational impacts on adjacent properties. Additionally, the layout and design of the site ensure compatibility with surrounding uses and will not interfere with the orderly development or continued use of neighboring properties.

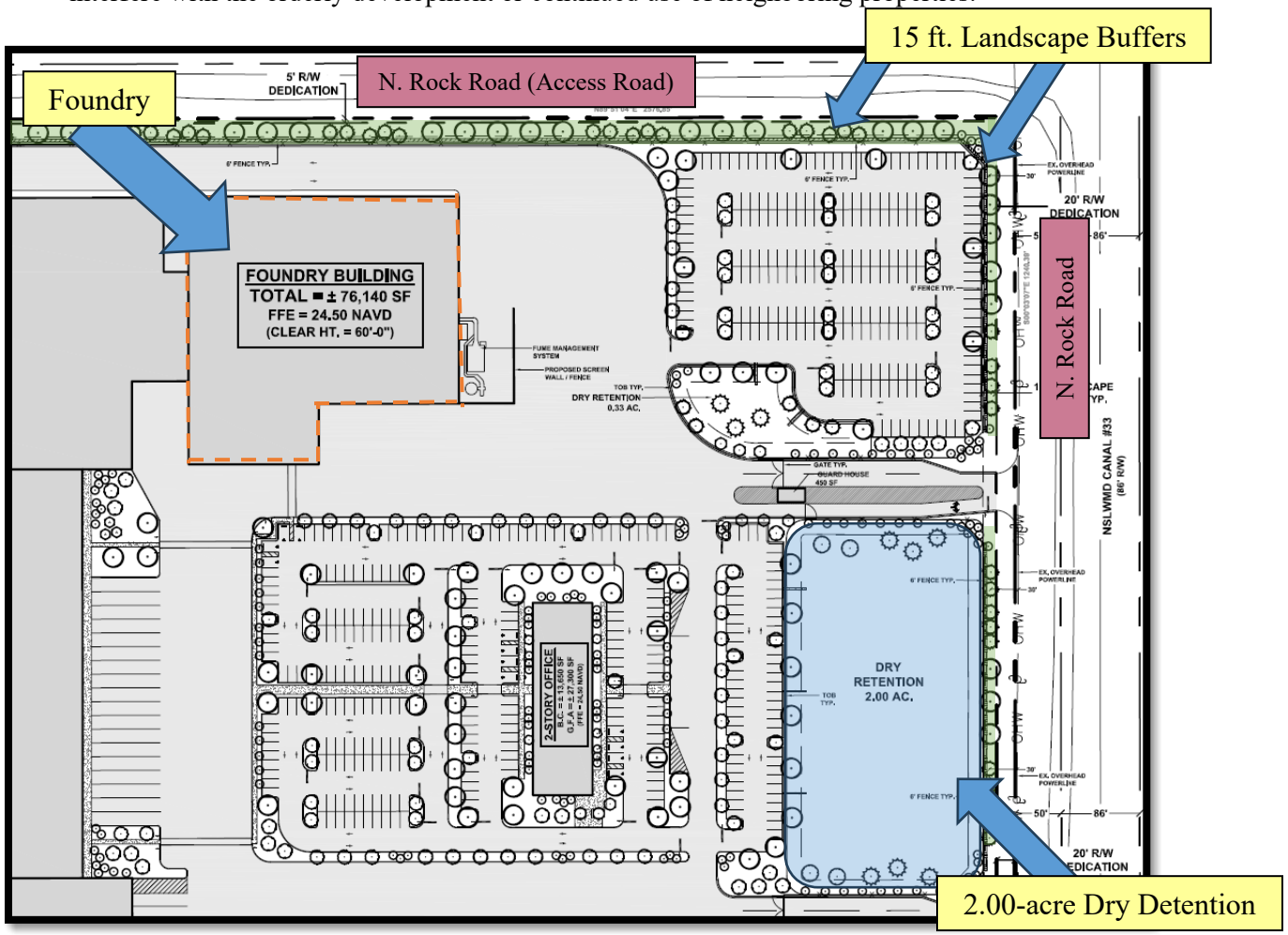


Figure 12: Snapshot from Proposed Landscape Plan for Project Orchid – Eastern Portion

The foundry is located on the northeastern side of the project near the two parking lots and 2-story office building. The circular internal drive aisle and 15 ft. landscape buffers separate the foundry from the N. Rock Road Access Road to the north.

Figures 13 and 14, below, illustrate the western boundaries of the property and the approved St. Lucie Commerce Center lake, dry detention pre-treatment area, and landscape buffer and the proposed lake, dry detention area, and landscape buffer. Project Orchid is encouraged to minimize offsite impacts through landscape buffering, screening, and building placement. Future development on the residentially zoned property to the west has also been encouraged to reduce impacts to its residents through thoughtful design, mitigation efforts, and adequate screening and buffering.

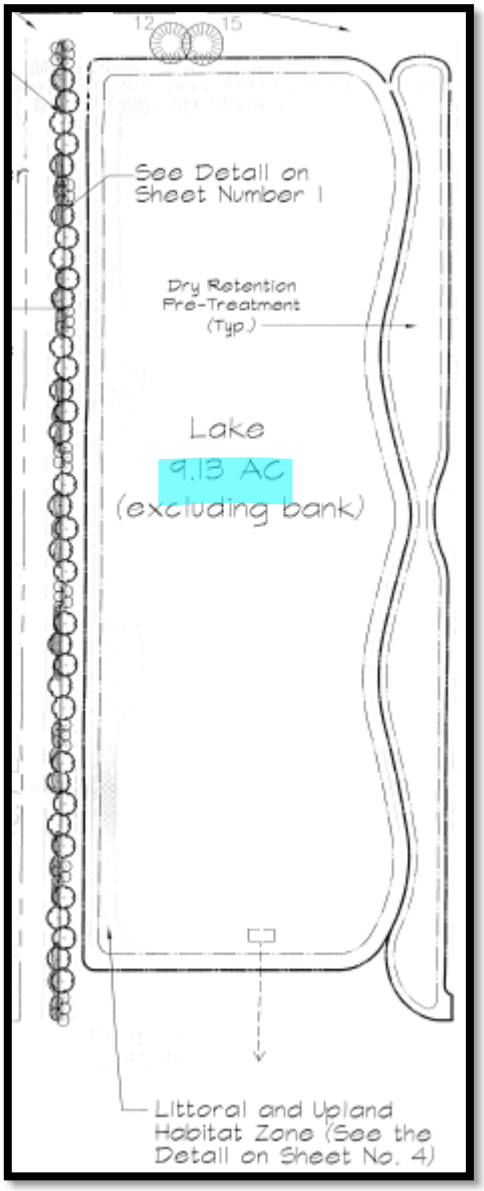


Figure 13: Snapshot from Previously Approved Landscape Plan for St. Lucie Commerce Center – Western Property Buffer

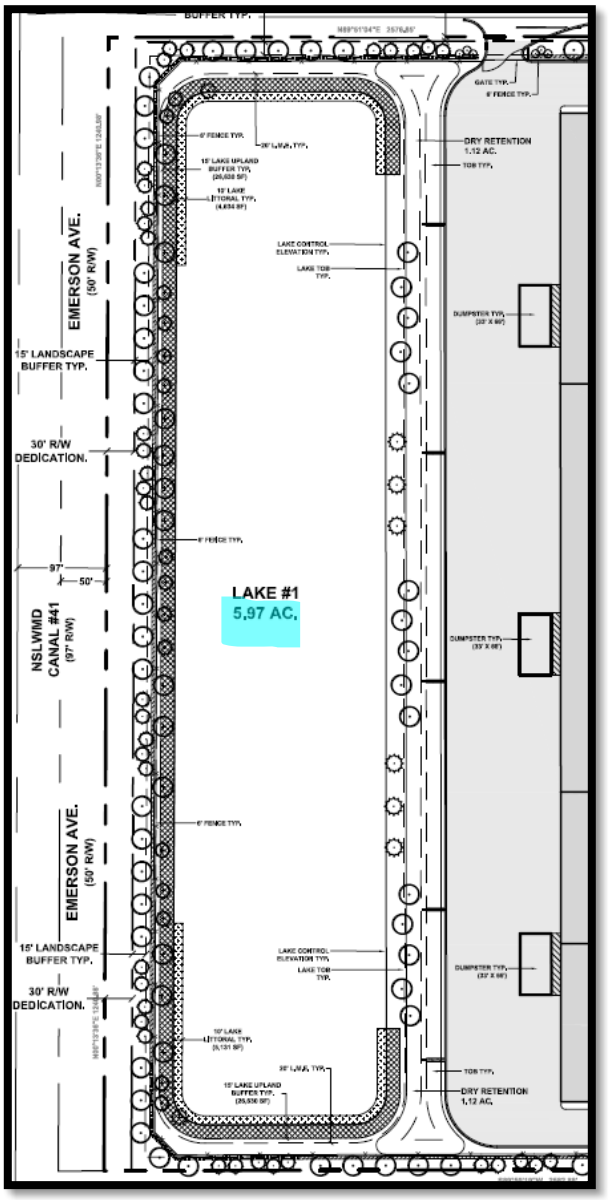


Figure 14: Snapshot from Proposed Landscape Plan for Project Orchid – Western Property Buffer

C. Adequacy of Public Facilities

The proposed Site Plan, with proposed off-site improvements which are addressed in detail within the associated Development Agreement Amendment, complies with the standards of Chapter V, Adequate Public Facilities.

Water and Wastewater
Central water and sewer are available, provided by Fort Pierce Utilities Authority (FPUA).

Transportation

The Applicant's Transportation Impact Report (TIR), using the Institute of Transportation Engineers Trip Generation Handbook, estimated the overall manufacturing facility, which includes the Foundry, would generate 6,166 weekday daily trips, 736 AM peak hour trips and 910 PM peak hour trips.

Table 5: Project Trip Generation Estimates

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
ITE	Manufacturing	140	1,444.000 ksf	6,166	736	552	184	910	264	646
Driveway Volumes				6,166	736	552	184	910	264	646
Net New External Trips				6,166	736	552	184	910	264	646
Proposed - Existing Net New Traffic				6,166	736	552	184	910	264	646
Radius of Development Influence:				3 miles						

Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Avg. Pass By
ITE	Manufacturing	4.27 trips/ksf	0.51 trips/ksf (75% in, 25% out)	0.63 trips/ksf (29% in, 71% out)	0.0%

The TIR determined the following roadway links are significantly impacted by the project:

Orange Avenue – From Rock Road to Kings Highway
Orange Avenue – From Kings Highway to I-95
Orange Avenue – From I-95 to Jenkins Road
Kings Highway – From Picos Road to Orange Avenue
Kings Highway – From Orange Avenue to Angle Road
Kings Highway – From Angle Road to St. Lucie Boulevard
Kings Highway – From St. Lucie Boulevard to Indrio Road
Graham Road – From Kings Highway to Jenkins Road
Rock Road – From Orange Avenue to Project Driveway

Orange Avenue from Rock Rd. to Kings Hwy. is projected to exceed roadway capacity with project traffic, therefore the Applicant would be responsible for completing improvements or providing proportionate share payments toward the widening of this link of Orange Ave. The project's contribution would be at least 39% of project costs for the eastbound direction and 27% of the cost for the westbound direction.

The intersection of Rock Road & Orange Avenue will operate acceptably with the following recommended improvements:

- Construction of an eastbound left-turn lane (245 feet)
- Extension of the existing westbound right-turn lane to 245 feet
- Construction of a southbound left-turn lane (650 feet)
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

These improvements are expected to result in acceptable level of service (LOS) for this intersection ranging between B and D.

Access to the site is proposed via two driveways on Rock Road. The proposed driveway connections were subject to turn lane analysis using information in the FDOT Multimodal Access Management Guidebook as a reference. The analysis indicated that the southerly Driveway 1 is anticipated to require a northbound left-turn lane on Rock Rd.

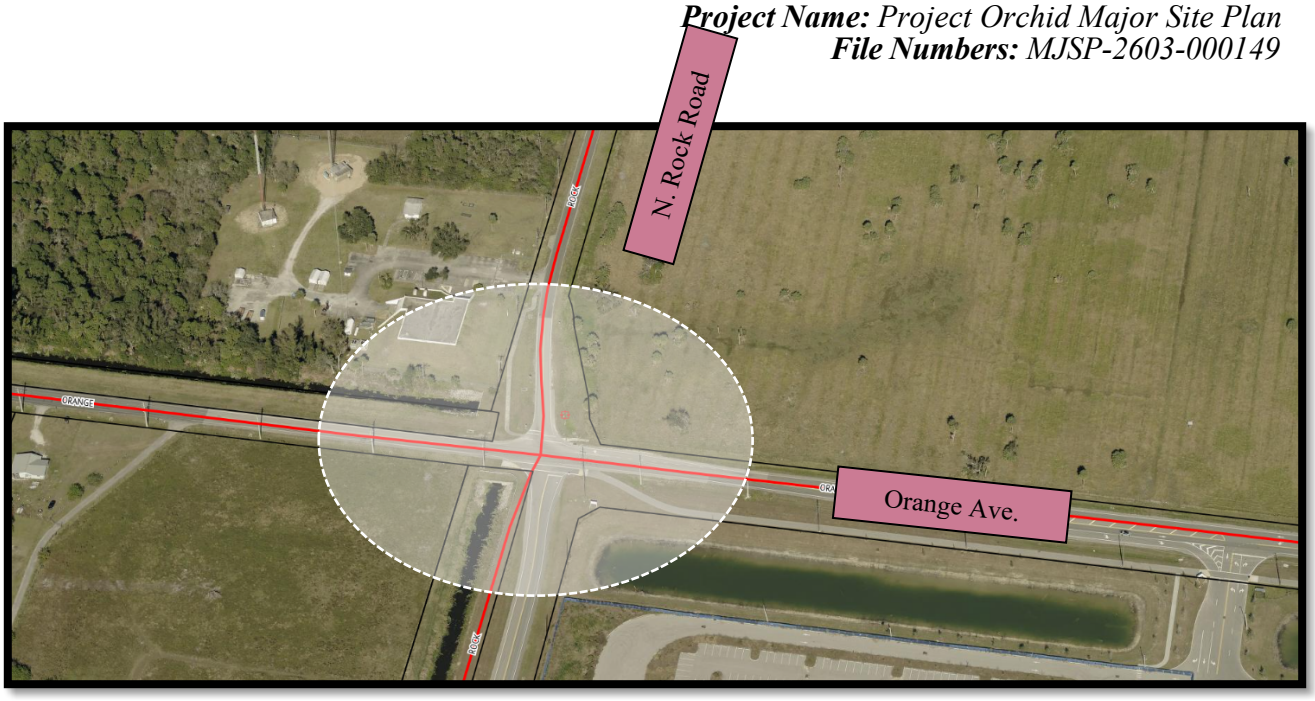


Figure 15: Intersection of Orange Ave. and N. Rock Road, Existing Conditions

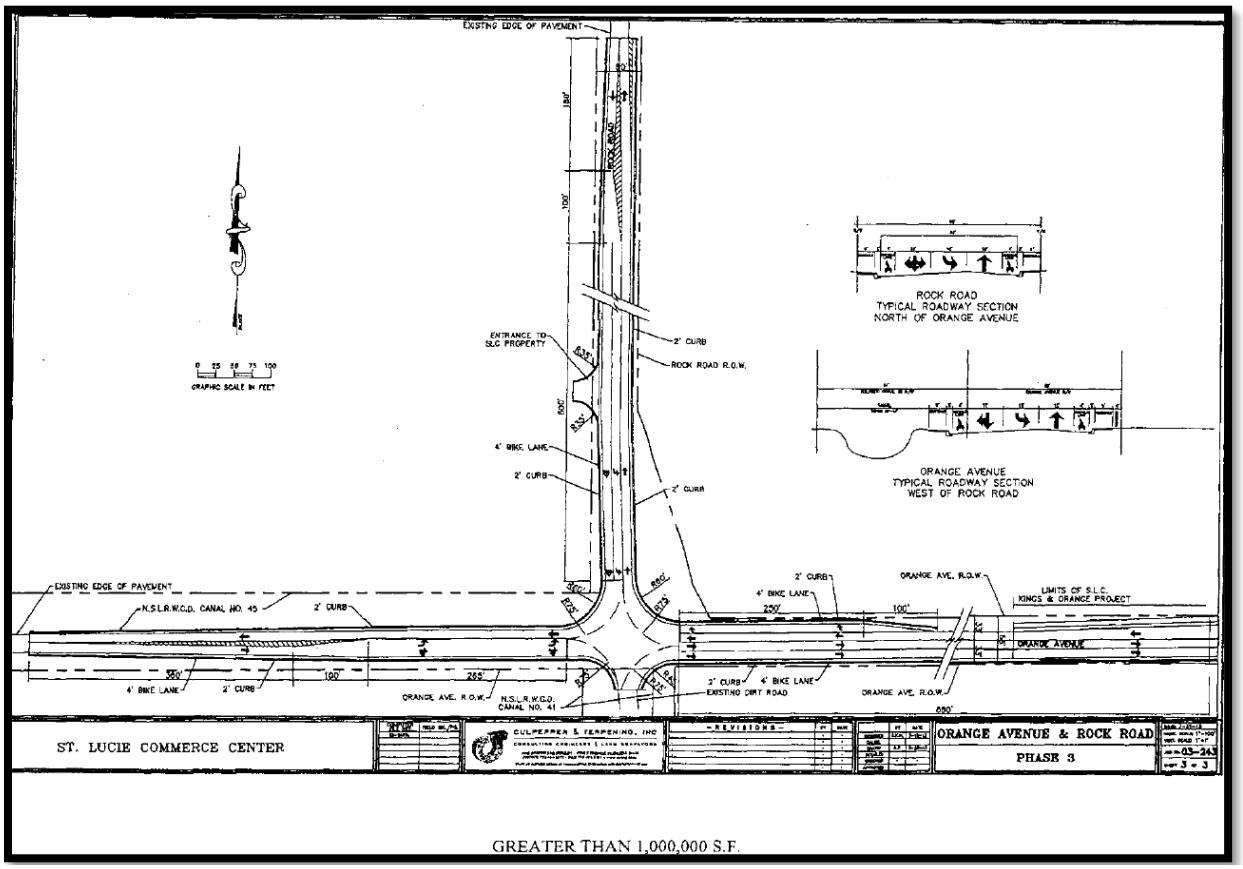


Figure 16: St. Lucie Commerce Center's Previously Committed Intersection Improvements for more than 1,000,000 sq. ft. of development

The Applicant and County Staff have collaborated to pinpoint essential updates to the proposed off-site improvements, including preliminary design for Orange Avenue between Kings Highway and Rock Road,

including the subject intersection. Revisions to the active Development Agreement are proposed to address these concurrency related matters.

Transit
The Area Regional Transit (ART) currently has no fixed service routes in this area; however, the expansion of industrial and commercial related employment along the Kings Highway and potential creation of approximately 1,000 jobs amplifies the value of further assessment of whether transit demand would support a new route or microtransit. The Site Plan provides a drop off and collection area for employee ridesharing, and similar.

Schools and Parks
The proposed industrial facility will not impact local parks or schools.

D. Adequacy of Fire Protection.

The nearest Fire Station, Fire Station #1 (Central), is currently located at 2400 Rhode Island Avenue, approximately 5.45 miles southeast of the site. Fire Station #19, located on Research Center Road, broke ground in January 2025 and is projected to be completed in mid-2026. The station will be next to the Sunshine Kitchen, approximately 2.6 miles from the site.

E. Environmental Impact

Background

The Environmental Resources Department (ERD) is in receipt of the April 3, 2026, date-stamped submittal, transmitted on April 3, 2026, from Planning and Development Services with comments due April 9, 2026. The applicant is requesting approval of a Future Land Use Map Amendment (FLUMA-2603-000040), a Rezone (RZ-2603-000050), a Conditional Use (CU-2603-000102), and a Major Site Plan (MJSP-2603-000149) for construction of the 1,390,000 SQ. FT. window manufacturing building. The vacant subject site consists of three (3) parcels (Parcel ID 230234100010008 [±16.46 ac], 230234200010001 [±19.60 ac], 230233100010007 [±37.21 ac]) totaling ±73.27 [sic] per the Property Appraiser website and ±73.48 per the applicant's data. The site is located at TBD Rock Road in Ft. Pierce and is north of and adjacent to Colbourn Road, south of I-95, east of the Florida Turnpike, and west of and adjacent to Rock Road.

Findings

An Environmental Impact Report (EIR) dated March 2026, prepared by EW Consultants, Inc Consultants, Inc., was reviewed for consistency with the Land Development Code (LDC) and Comprehensive Plan (CP). Land cover and vegetative community classifications were based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. A review of historic aerial imagery indicates that the property was converted to agricultural use more than 65 years ago and was subsequently converted for the purpose of citrus production by 1985. The property does not contain any native upland habitat, and no wetlands were identified during field reconnaissance. This opinion of the absence of wetlands onsite has not yet been verified by South Florida Water Management District (SFWMD) as of the date of this report. A site review with SFWMD staff to confirm these conditions will be required as part of a Formal Wetland Determination or upon submittal of an Environmental Resource Permit (ERP) application. A review of permitting records on the SFWMD online portal did not reveal that any past or current permits exist for the subject property. As such, an application for an ERP will be required for any future proposed development.

Observations for wildlife presence and signs of utilization were made during site reconnaissance conducted beginning in January and continuing on a regular basis through the preparation of the EIR in March 2026. Several common avian species, reptiles, and mammals were observed within the property, and several others are likely to occur on a foraging or migratory basis.

The proposed development is not anticipated to result in any adverse environmental impacts as native uplands or wetlands exist onsite, nor were any listed species located onsite. Development of the project will require a vegetation removal permit issued by ERD for removal of native trees. Issuance of the vegetation removal permit will require demonstration of avoidance and minimization of impacts to native vegetation, a tree survey, and a mitigation plan for proposed impacts. A tree inventory is under way (by others) which will be provided to the project land planner for tree disposition plans. Vegetation designated to be preserved will need to meet the St. Lucie County vegetation protection standards.

Recommendation

The Environmental Resources Department has no objection to the approval of the Major Site Plan, with collective staff recommendations.

COMMUNITY PARTICIPATION MEETING

A community meeting was held at the Sunshine Kitchen on Wednesday, March 25, 2026, attended by approximately 10 citizens, a County Commissioner, and interested parties.

PLANNING & ZONING COMMISSION:
On April 16, 2026, the Planning & Zoning Commission held public hearings on the associated Future Land Use Map Amendment, Zoning Atlas Amendment and Conditional Use Permit proposals associated with this Major Site Plan and unanimously voted to forward a recommendation of approval to the Board of County Commissioners. The Commission briefly discussed the development scale and traffic impacts, particularly during construction of the facility – prior to improvements to Orange Avenue and Rock Road associated with the project. The Major Site Plan did not require specific review by the Commission.

STAFF RECOMMENDATION:
With recommended conditions, Staff finds the Major Site Plan petition to meet the Standards of Review as set forth in LDC Section 11.02.07 and is consistent with the goals, objectives, and policies of the St. Lucie County Comprehensive Plan including as the Plan as may be amended for +/-20.85 acres of the site.

Staff recommend the Board of County Commissioners evaluate and approve the proposed Major Site Plan with the following conditions of approval, many of which correlate with the companion Development Agreement Amendment:

1. The developer or successor in interest shall fulfill off-site transportation and support stormwater improvements, through construction or a proportionate share payment to the County, at the County's discretion, as follows:
    a. Prior to the first Certificate of Occupancy:
        i. Intersection of N. Rock Road & Orange Avenue:
            - Construct eastbound left-turn lane (245 ft).
            - Extend existing westbound right-turn lane to 245 ft.
            - Construct southbound left-turn lane (650 ft).
        ii. Orange Avenue (Rock Rd. to West of Kings Hwy):
            - Construct second westbound lane (~2,080 ft).
            - Construct second eastbound lane (~2,080 ft).

        iii. N. Rock Road Widening/Paving:
            - Widen road to minimum 24-foot width from Orange Ave. to the St. Lucie County Correctional Facility driveway (~1,950 ft).
            - Pave the remainder of N. Rock Road to the project's north driveway (~1,800 ft).

iv. Project Site Access:
- Construct northbound left-turn lane at the project's south driveway on N. Rock Road.

b. Completion Required Prior to Final Certificate of Occupancy (CO):
- N. Rock Road (East-West Segment): Construct a paved 24-foot minimum width roadway within the dedicated right-of-way.

c. Ongoing/Threshold-Based Obligations:
- Traffic Signal (Rock Rd. & Orange Ave.): Commencement of installation must begin within 12 months of written notice that the signal is warranted/authorized by FDOT or the County, with the developer coordinating with the County for signal timing optimization.

2. Within 12 months of Site Plan approval, the applicant, property owner, developer, successors, or assigns, shall convey to St. Lucie County, in a manner or form acceptable to the County Attorney, 5 feet of right-of-way along the frontage of the Access Road, also known as Sunnyland Drive, 30 feet of right-of-way along Emerson Avenue, and 20 feet of right-of-way along N Rock Road, as determined by the Public Works Department.
3. A Fee-in-Lieu of sidewalk is proposed by the applicant and requires approval from the Board of County Commissioners. If the agreement is not approved by the board, the sidewalk will be required to be constructed and included in the Site Development Permit plans.
4. The applicant shall implement site-specific control measures to minimize off-site impacts related to noise, vibration, and odor on adjacent properties.
5. Exterior lighting shall be downcast and hooded to minimize light trespass.
6. The western landscape area shall feature a berm and integrated opaque wall or fence, totaling 8ft., to further screen dumpster locations to minimize dumpster loading noise.
7. A Road Improvement Agreement and appropriate bond will be required for all permanent improvements within the Right-of-Way.
8. A Site Development Permit is required prior to performing site improvement activities. In accordance with the permit and Land Development Regulations, the applicant shall retain the EOR for site inspections and final certification.
9. Prior to recording of this Resolution (Development Order), the landscape plan shall be refined to comply with the Land Development Code (LDC), including but not limited to LDC 7.09.00.
10. Prior to recording of this Resolution (Development Order), the tree survey shall updated to comply with LDC 11.02.09.A.2.i.
11. Prior to issuance of a vegetation removal permit or exemption thereof, a tree mitigation plan shall be reviewed and approved by the Environmental Resources Department.
12. Prior to commencement of development, including but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, listed species surveys shall be updated as necessary per individual species-specific requirements. If any listed species impacts are found to be present as a result of these surveys, appropriate mitigative measures per state and federal agency requirements shall be provided prior to initiation of any clearing activities.
13. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, a vegetation removal permit or exemption shall be issued by the Environmental Resources Department per LDC 6.00.03.
14. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, monitoring reports from the certified arborist shall be provided following each root pruning event and following each relocation event to ensure best management practices (BMPs) are followed.
15. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, monitoring reports from the certified arborist shall be provided prior to issuance of a certificate of completion/occupancy, following twelve (12) months after the last round of canopy trees has been relocated, and at the 18-month follow up inspection. Should any relocated trees die within these timeframes or beyond, the

applicant shall provide another method of tree mitigation, or a combination of methods as outlined in LDC 6.00.05.D, as tree mitigation shall be in perpetuity.

16. Prior to commencement of development, including but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, listed species surveys shall be updated as necessary per individual species-specific requirements. If any listed species impacts are found to be present as a result of these surveys, appropriate mitigative measures per state and federal agency requirements shall be provided prior to initiation of any clearing activities.
17. Prior to issuance of a certificate of occupancy, all Category I listed invasive plant species shall be eradicated from the parcel per LDC 7.09.05.

RESOLUTION No. 2026-84

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY GRANTING A MAJOR SITE DEVELOP UP TO A 1,400,000 SQUARE FEET WINDOW MANUFACTURING FACILITY PLAN TO BE KNOWN AS PROJECT ORCHID LOCATED WEST OF NORTH ROCK ROAD, SOUTH OF THE NORTH ROCK ROAD EXTENSION (ACCESS ROAD) AND NORTH OF THE RELIEF CANAL, IN THE IL, INDUSTRIAL LIGHT AND IH, INDUSTRIAL HEAVY ZONING DISTRICTS, IN UNINCORPORATED ST. LUCIE COUNTY.

WHEREAS, the Board of County Commissioners of St. Lucie County, Florida, based on testimony and evidence, including, but not limited to the staff report, has made the following determinations:

1) MC320, LLC, and representative, Patti Tobin of HJA Design Studio, presented a petition for Major Site Plan for an approximate 1,400,000 sq. ft. glass window manufacturing complex on the subject property located west of N. Rock Rd., north of the Relief Canal. The Site Plan includes a +/-1,283,744 sq. ft. manufacturing building, +/-76,140 sq. ft. foundry building, 27,300 sq. ft. two-story office, and two (2) 450 sq. ft. guard houses, along with support improvements in the IL, (Industrial Light) and IH (Industrial, Heavy) Zoning Districts, for a property located west of N. Rock Rd., south of N. Rock Rd. Ext. (Access Rd.), and north of the NSLRWCD Relief Canal, in unincorporated St. Lucie County, Florida, as depicted on the attached map as Exhibit A and described in Part A.

2) On May 5, 2026, the Board of County Commissioners of St. Lucie County, Florida, held a public meeting and evaluated the proposal.

3) The St. Lucie County Development Review Committee has reviewed the Major Site Plan, as depicted on Exhibit C, for the project and found it to meet all technical requirements and to be consistent with the Future Land Use Map of the St. Lucie County Comprehensive Plan, subject to the conditions set forth in Part B of this Resolution.

4) The proposed project is consistent with the general purpose, goals, objectives, and standards of the St. Lucie County Land Development Code, the St. Lucie County Comprehensive Plan and the Code of Ordinances of St. Lucie County.

5) The proposed project will not have an undue adverse effect on adjacent property, the character of the neighborhood, traffic conditions, parking, utility facilities or other matters affecting the public health, safety and general welfare.

6) All reasonable steps have been taken to minimize any adverse effect of the proposed project on the immediate vicinity through building design, site design, landscaping and screening.

7) The proposed project will be constructed, arranged and operated so as not to interfere with the development and use of neighboring property, in accordance with applicable district regulations.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Lucie County, Florida:

A. The property on which the Major Site Plan is being granted/denied is described as follows:

Legal Description:

Primary Site Plan Site:
PARCEL 1:
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

Support Temporary Construction Activity & Borrow Pit Site:
PARCEL 2:
THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF 1-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

Parcel ID Number(s):
Primary Site Plan Site: 2302-342-0001-000-1 & 2302-341-0001-000-8 and 2302-331-0001-000-7
Support Temporary Construction Activity & Borrow Pit Site:
2302-312-0020-000-7

B. Pursuant to Section 11.02.04 of the St. Lucie County Land Development Code, the Major Site Plan to develop an approximate 1,400,000 sq. ft. glass window manufacturing complex on the subject property located west of N. Rock Rd., north of the Relief Canal. The Site Plan includes a +/-1,283,744 sq. ft. manufacturing building, +/-76,140 sq. ft. foundry building, 27,300 sq. ft. two-story office, and two (2) 450 sq. ft. guard houses, along with support improvements in the IL, (Industrial Light) and IH (Industrial, Heavy) Zoning Districts, as generally depicted in Exhibit C herein, as prepared by HJA Design Studio and Kimley Horn, dated April 9, 2026, is hereby approved/denied, subject to the following conditions and those imposed by the associated Development Agreement, as may be amended, governing the property:

1. The developer or successor in interest shall fulfill off-site transportation and support stormwater improvements, through construction or a proportionate share payment to the County, at the County's discretion, as follows:
    a. Prior to the first Certificate of Occupancy:
        i. Intersection of N. Rock Road & Orange Avenue:
            - Construct eastbound left-turn lane (245 ft).
            - Extend existing westbound right-turn lane to 245 ft.
            - Construct southbound left-turn lane (650 ft).
        ii. Orange Avenue (Rock Rd. to West of Kings Hwy):
            - Construct second westbound lane (~2,080 ft).
            - Construct second eastbound lane (~2,080 ft).

iii. N. Rock Road Widening/Paving:
- Widen road to minimum 24-foot width from Orange Ave. to the St. Lucie County Correctional Facility driveway (~1,950 ft).
- Pave the remainder of N. Rock Road to the project's north driveway (~1,800 ft).

iv. Project Site Access:
- Construct northbound left-turn lane at the project's south driveway on N. Rock Road.

b. Completion Required Prior to Final Certificate of Occupancy (CO):
- N. Rock Road (East-West Segment): Construct a paved 24-foot minimum width roadway within the dedicated right-of-way.

c. Ongoing/Threshold-Based Obligations:
- Traffic Signal (Rock Rd. & Orange Ave.): Commencement of installation must begin within 12 months of written notice that the signal is warranted/authorized by FDOT or the County, with the developer coordinating with the County for signal timing optimization.

2. Within 12 months of Site Plan approval, the applicant, property owner, developer, successors, or assigns, shall convey to St. Lucie County, in a manner or form acceptable to the County Attorney, 5 feet of right-of-way along the frontage of the Access Road, also known as Sunnyland Drive, 30 feet of right-of-way along Emerson Avenue, and 20 feet of right-of-way along N Rock Road, as determined by the Public Works Department.
3. A Fee-in-Lieu of sidewalk is proposed by the applicant and requires approval from the Board of County Commissioners. If the agreement is not approved by the board, the sidewalk will be required to be constructed and included in the Site Development Permit plans.
4. The applicant shall implement site-specific control measures to minimize off-site impacts related to noise, vibration, and odor on adjacent properties.
5. Exterior lighting shall be downcast and hooded to minimize light trespass.
6. The western landscape area shall feature a berm and integrated opaque wall or fence, totaling 8ft., to further screen dumpster locations to minimize dumpster loading noise.
7. A Road Improvement Agreement and appropriate bond will be required for all permanent improvements within the Right-of-Way.
8. A Site Development Permit is required prior to performing site improvement activities. In accordance with the permit and Land Development Regulations, the applicant shall retain the EOR for site inspections and final certification.
9. Prior to recording of this Resolution (Development Order), the landscape plan shall be refined to comply with the Land Development Code (LDC), including but not limited to LDC 7.09.00.
10. Prior to recording of this Resolution (Development Order), the tree survey shall updated to comply with LDC 11.02.09.A.2.i.
11. Prior to issuance of a vegetation removal permit or exemption thereof, a tree mitigation plan shall be reviewed and approved by the Environmental Resources Department.
12. Prior to commencement of development, including but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, listed species surveys shall be updated as necessary per individual species-specific requirements. If any listed species impacts are found to be present as a result of these surveys, appropriate mitigative measures per state and federal agency requirements shall be provided prior to initiation of any clearing activities.

13. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, a vegetation removal permit or exemption shall be issued by the Environmental Resources Department per LDC 6.00.03.
14. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, monitoring reports from the certified arborist shall be provided following each root pruning event and following each relocation event to ensure best management practices (BMPs) are followed.
15. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, monitoring reports from the certified arborist shall be provided prior to issuance of a certificate of completion/occupancy, following twelve (12) months after the last round of canopy trees has been relocated, and at the 18-month follow up inspection. Should any relocated trees die within these timeframes or beyond, the applicant shall provide another method of tree mitigation, or a combination of methods as outlined in LDC 6.00.05.D, as tree mitigation shall be in perpetuity.
16. Prior to commencement of development, including but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, listed species surveys shall be updated as necessary per individual species-specific requirements. If any listed species impacts are found to be present as a result of these surveys, appropriate mitigative measures per state and federal agency requirements shall be provided prior to initiation of any clearing activities.
17. Prior to issuance of a certificate of occupancy, all Category I listed invasive plant species shall be eradicated from the parcel per LDC 7.09.05.

C. The approvals and authorizations granted by this Resolution shall expire on May 5, 2028 unless a building permit is secured or a site plan extension is granted in accordance with Section 11.02.06(B)(2), St. Lucie County Land Development Code, or as otherwise provided by law.

D. The developer is advised as part of this Major Site Plan approval that the property owner(s), developer, etc. including any successors in interest, shall obtain all applicable development permits and construction authorizations from the appropriate State and Federal and local regulatory agencies including, but not limited to, the United States Army Corps of Engineers, Environmental Protection Agency, the Florida Department of Environmental Protection, Florida Department of Transportation, South Florida Water Management District, and the St. Lucie County Environmental Resources, Public Works, and Building Departments prior to the commencement of any development activities on the property described in Part A. Issuance of this permit by the County does not in any way create any rights on the part of the developer to obtain a permit from a state or federal agency and does not create any liability on the part of the County for issuance of this permit if the developer fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertake actions that may result in a violation of state or federal law.

E. The conditions set forth in Part B are an integral non-severable part of the approval granted by this Resolution. If any condition set forth in Part B is determined to be invalid or unenforceable for any reason and the applicant or property owner declines to comply voluntarily with that condition, the Conditional Use approval granted by this Resolution shall become null and void.

F. A Concurrency Certificate, a copy which is attached to this Resolution as Exhibit "B" was signed by the Planning & Development Services Director on May 6, 2026.

G. This Resolution shall become effective upon the date of recording. Should the property owner, developer or authorized agent wish to appeal any condition described in Part B above, all such appeals must be filed in writing with the County Administrator within 30 days of the rendering of this Resolution, as described in Section 11.02.04(B), St. Lucie County Land Development Code. Should an appeal to this Resolution be filed, no permitting reviews or further administrative action shall take place on the processing of this development project until the appeal is resolved.

H. The approvals and authorizations granted by this Resolution are for the purpose of obtaining a Building and/or Site Development Permit from St. Lucie County.

I. A recorded copy of this Resolution shall be attached to the site plan drawings described in Part B, which plan shall be placed on file with the St. Lucie County Planning & Development Services Department Director.

J. A copy of this Resolution shall be mailed to the owner of record as identified on the application.

K. This Resolution shall be recorded in the Public Records.

L. **ADOPTION**

After the motion and second, the vote on this Resolution was as follows:

Jamie Fowler, Chair	XXX
Larry Leet, Vice-Chair	XXX
James Clasby, Commissioner	XXX
Erin Lowry, Commissioner	XXX
Cathy Townsend, Commissioner	XXX

PASSED AND DULY ADOPTED this 5th day of May, 2026.

BOARD OF COUNTY COMMISSIONERS

ST. LUCIE COUNTY, FLORIDA

BY _____

Chair

ATTEST

APPROVED AS TO FORM
AND CORRECTNESS

Deputy Clerk

County Attorney

Exhibit A
Location Map

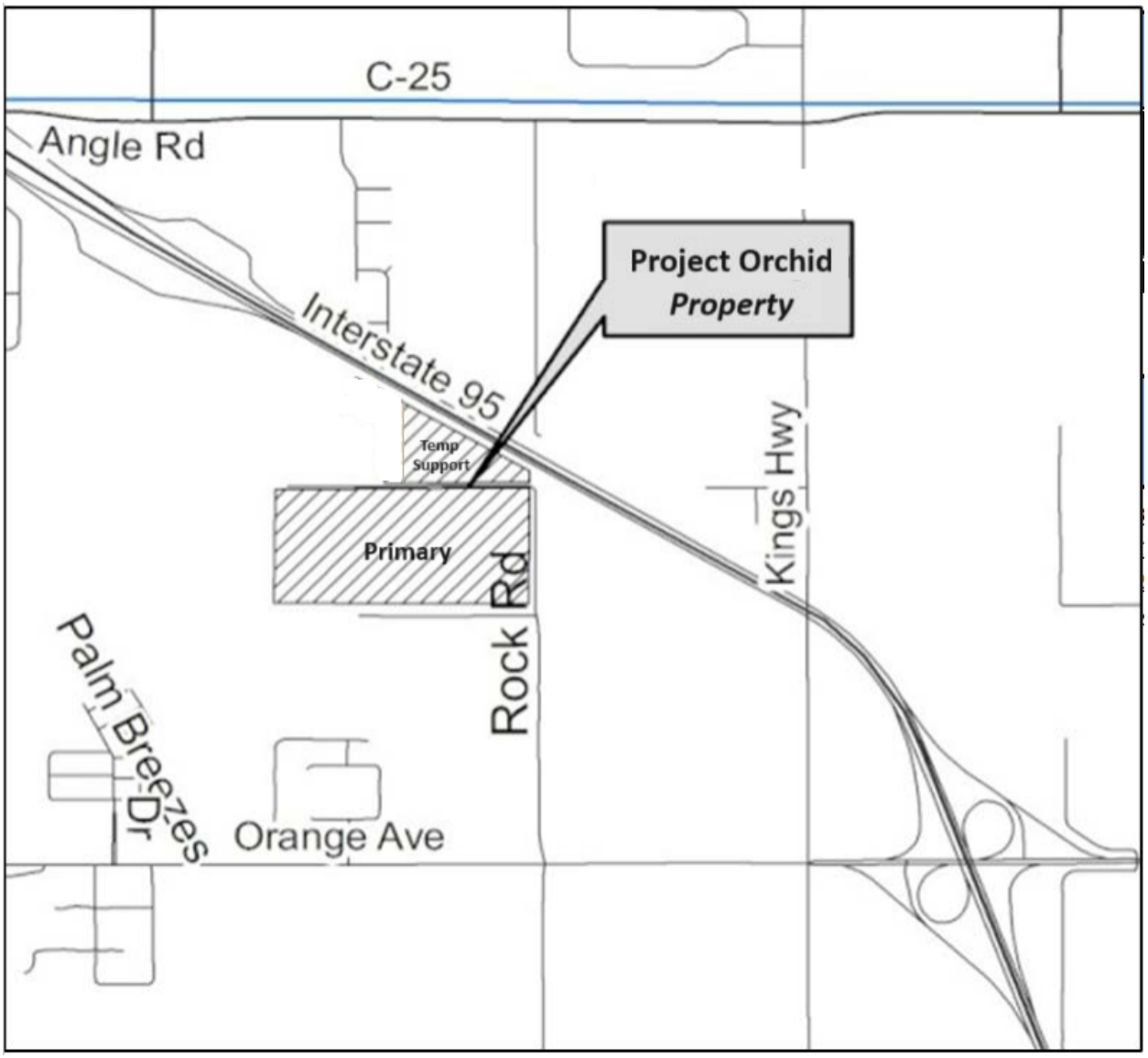


Exhibit B

Concurrency Certificate

Exhibit C

Site Plan Overview (Sheet 1 of 2)

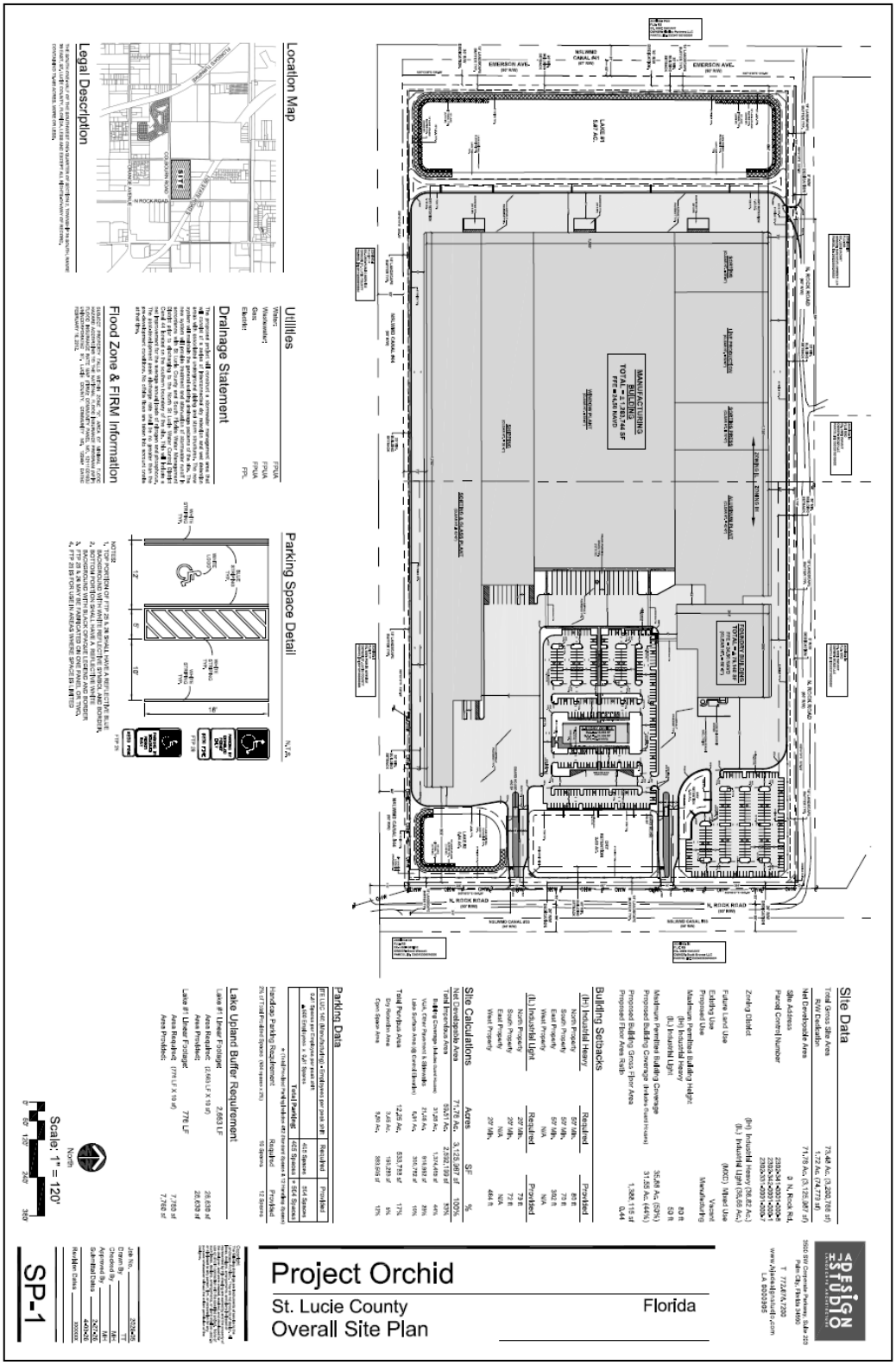
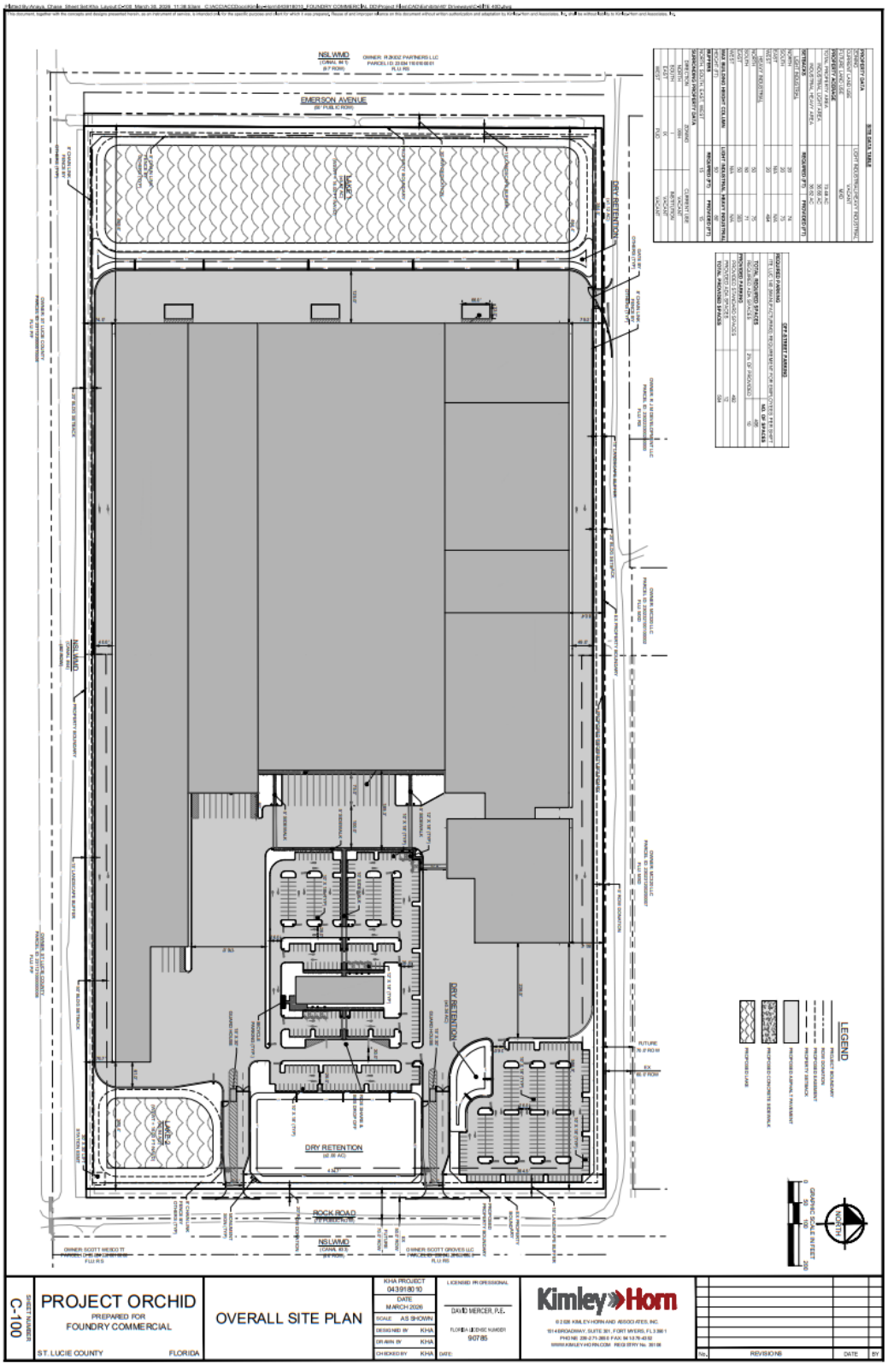
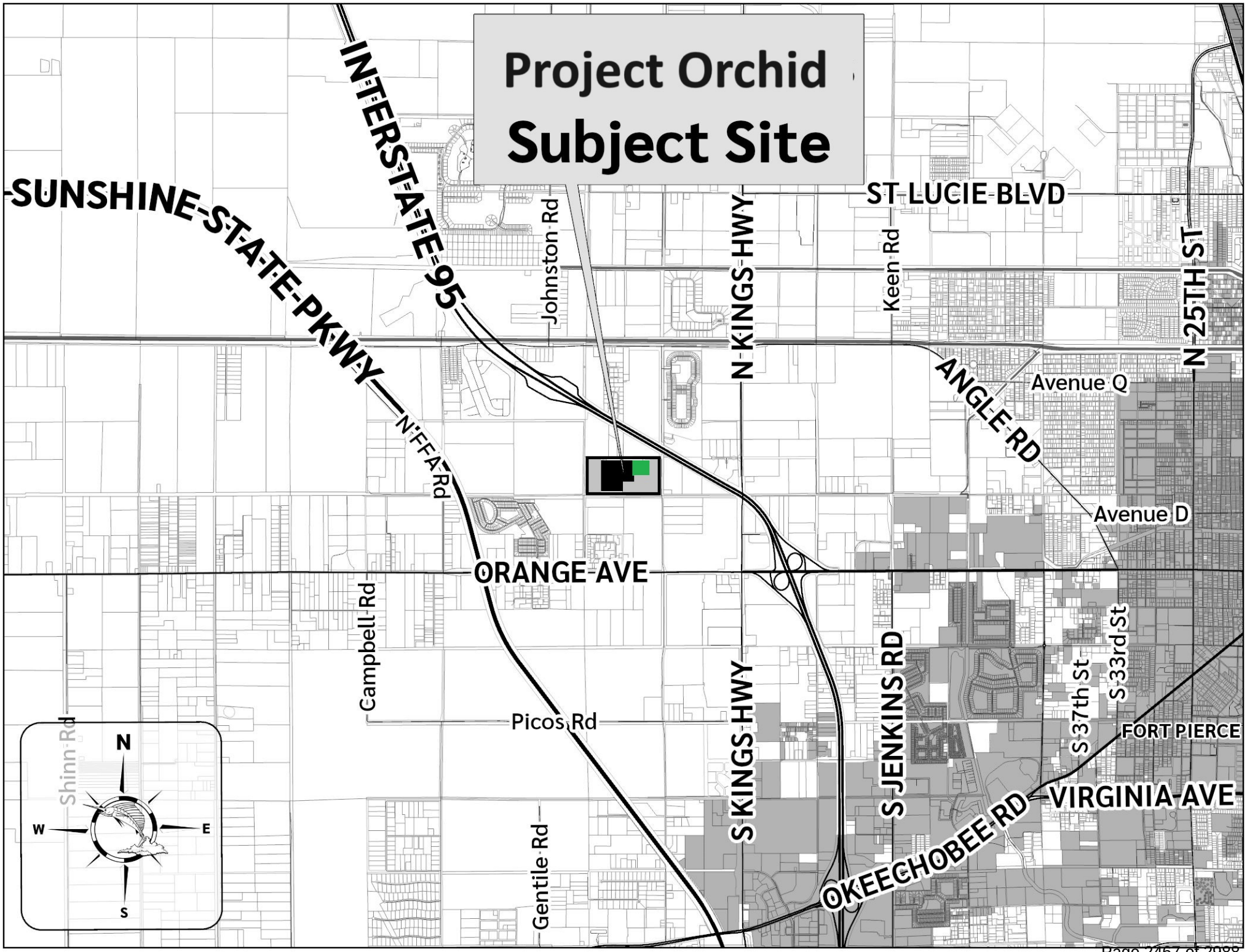


Exhibit C

Site Plan Overview (Sheet 2 of 2)




Project Orchid
Subject Site
SUNSHINE STATE PKWY
INTERSTATE 95
Johnston Rd
N KINGS HWY
ST LUCIE BLVD
Keen Rd
N 25TH ST
Avenue Q
ANGLE RD
Avenue D
N FFA Rd
ORANGE AVE
Campbell Rd
Picos Rd
S KINGS HWY
S JENKINS RD
S 37th St
S 33rd St
FORT PIERCE
VIRGINIA AVE
OKEECHOBEE RD
Gentile Rd
Shinn Rd
N
W
E
S

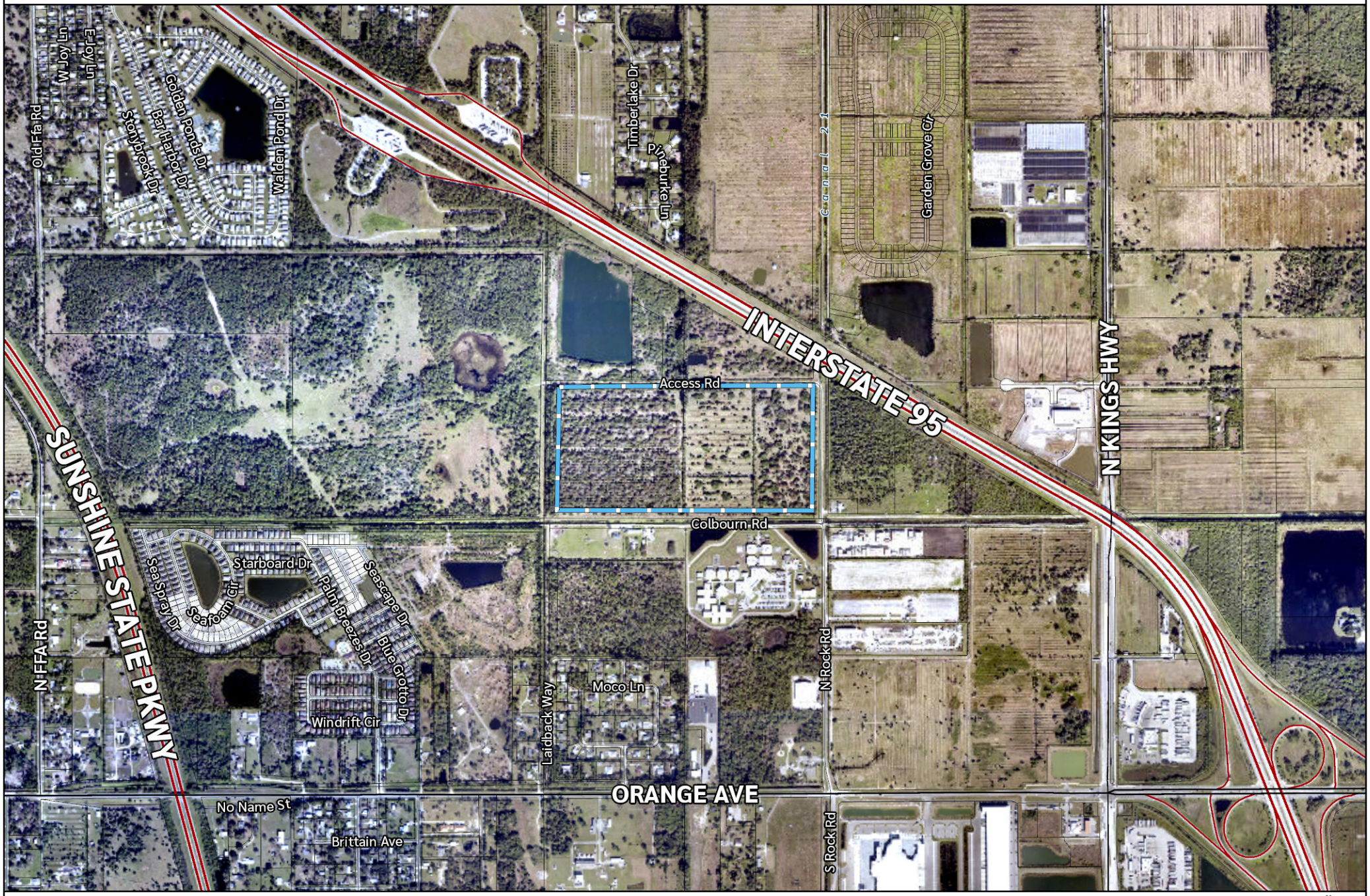
ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Project Orchid

TARGETED INDUSTRY

CU-2603-000102 & MJSP-2603-000149

Aerial Extents



Subject Site Parcel Boundaries

0 550 1,100
Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

TARGETED INDUSTRY

Aerial



Subject Site

Parcel Boundaries

0 150 300

Feet

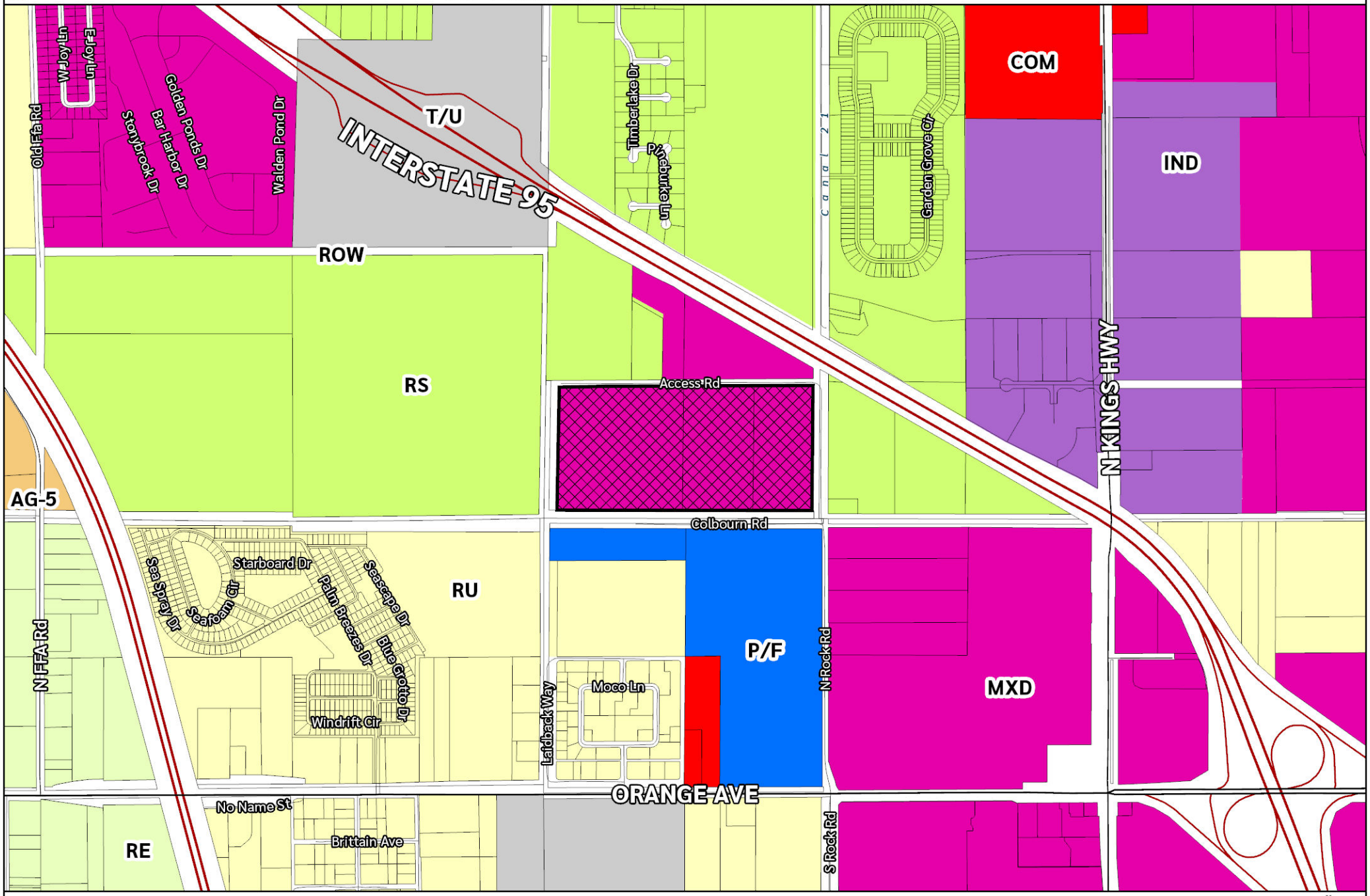
N

Project Orchid

CU-2603-000102 & MJSP-2603-000149

TARGETED INDUSTRY

Future Land Use



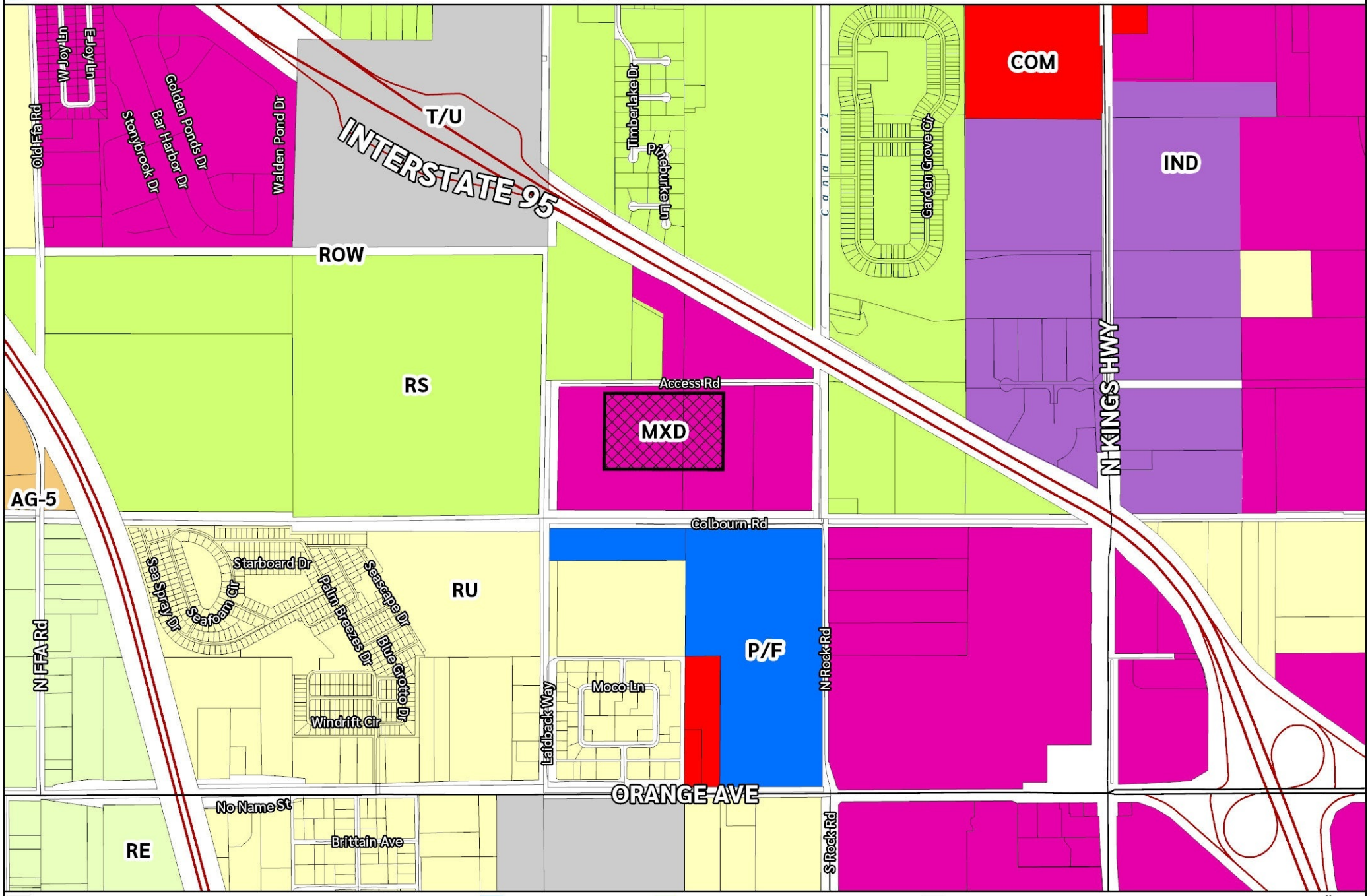
Subject Site
AG-5, Agricultural, 1 du/5 ac
COM, Commercial
P/F, Public Facilities
IND, Industrial
MXD, Mixed Use
RE, Residential Estate, 1 du/ac
RS, Residential Suburban, 2 du/ac
RU, Residential Urban, 5 du/ac
T/U, Transportation/Utilities

0 550 1,100
Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Proposed Future Land Use



Subject Site

Proposed Future Land Use

MXD, Mixed-Use Development

Future Land Use

AG-5, Agricultural, 1 du/5 ac

COM, Commercial

IND, Industrial

MXD, Mixed Use

P/F, Public Facilities

RE, Residential Estate, 1 du/ac

RS, Residential Suburban, 2 du/ac

RU, Residential Urban, 5 du/ac

T/U, Transportation/Utilities

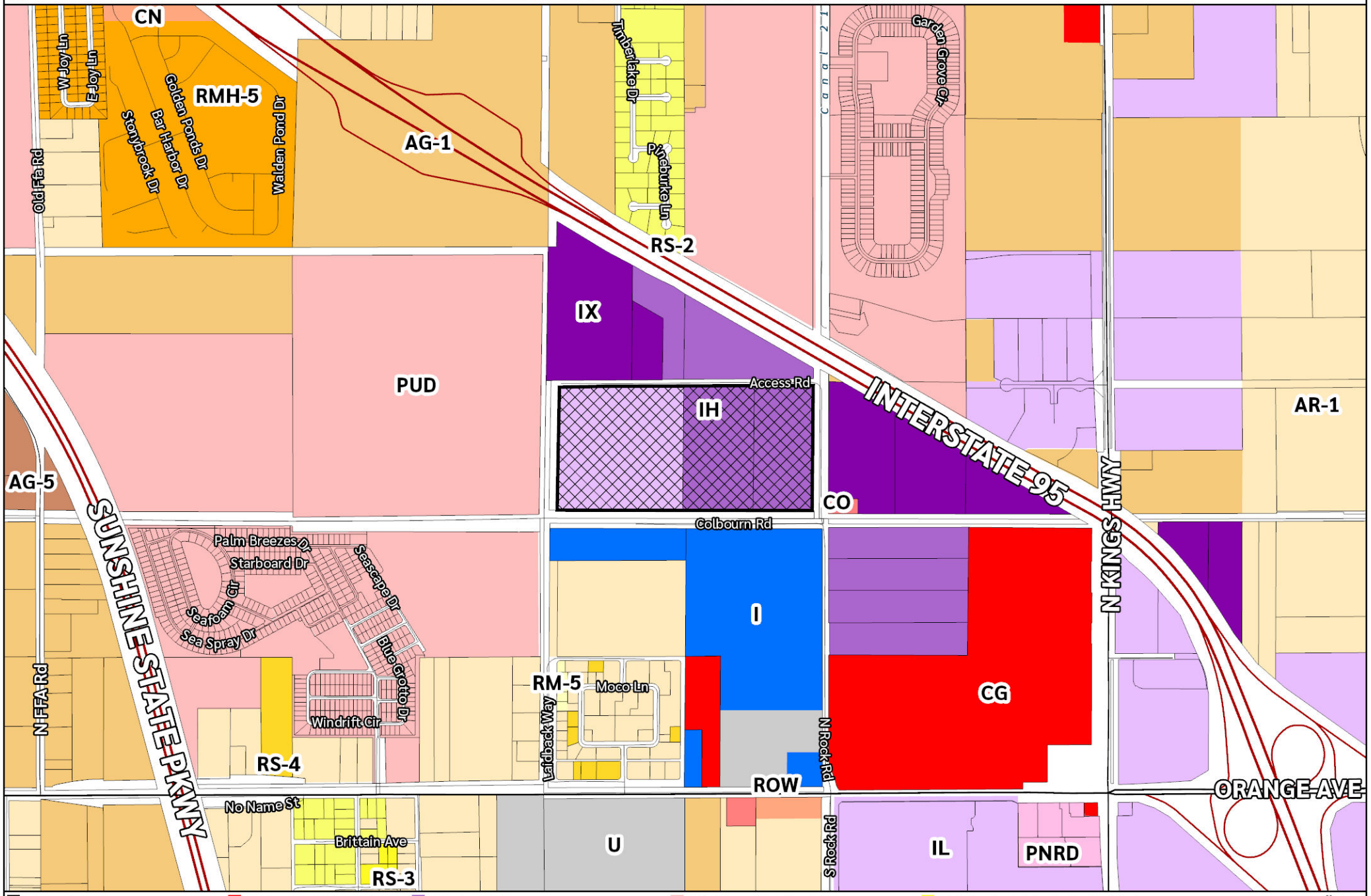
0 550 1,100

Feet

Project Orchid

CU-2603-000102 & MJSP-2603-000149

Zoning



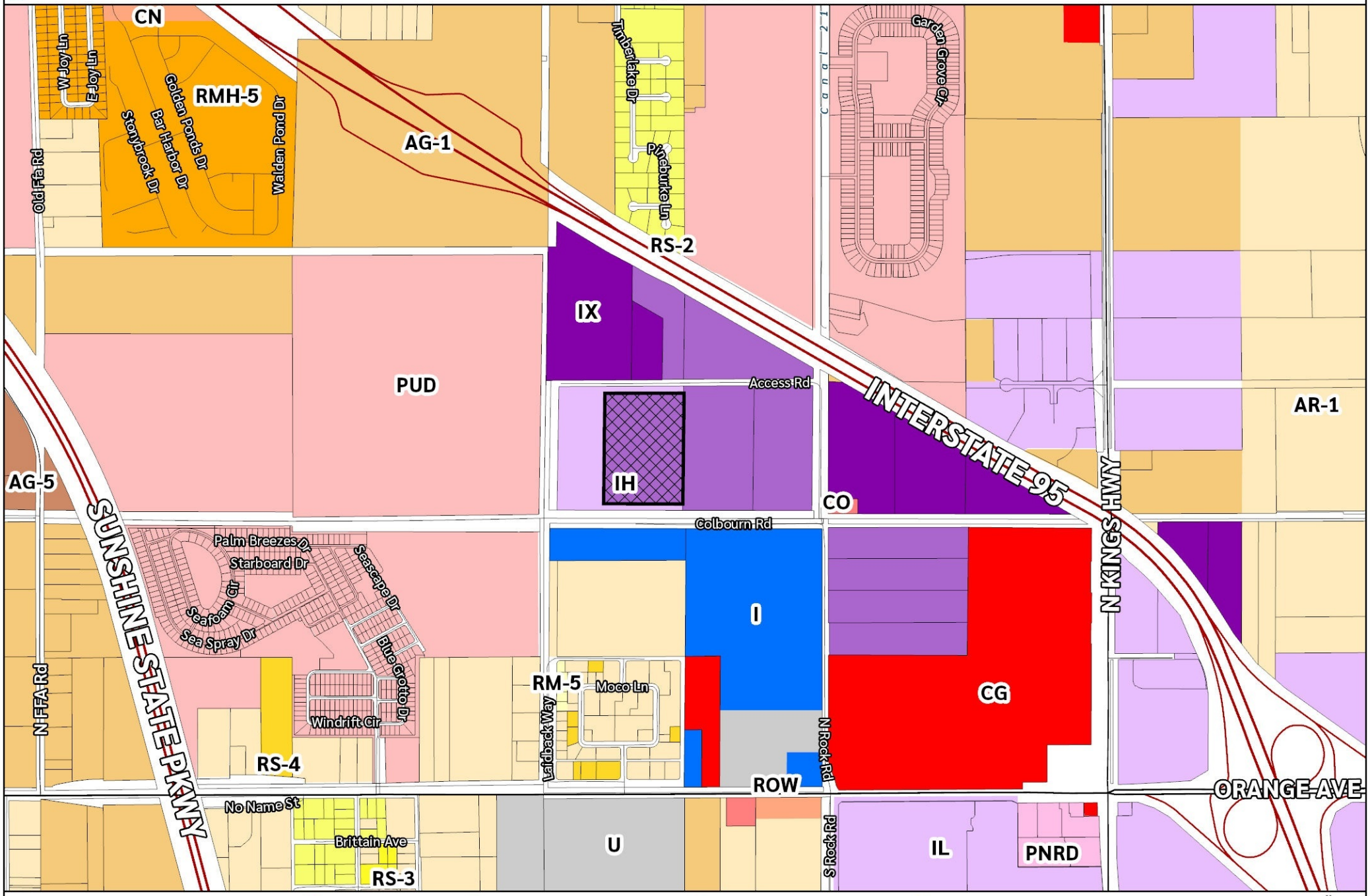
ST. LUCIE COUNTY FLORIDA
GEOGRAPHIC INFORMATION SYSTEMS

Project Orchid

CU-2603-000102 & MJSP-2603-000149

U.S. TARGETED INDUSTRY

Proposed Zoning



Subject Site
Proposed Zoning
IH, Industrial Heavy

Zoning
AG-1, Agricultural, 1 du/ac
AG-5, Agricultural, 1 du/5 ac
AR-1, Agricultural Residential, 1 du/ac
CG, Commercial General
CN, Commercial Neighborhood
CO, Commercial Office
I, Institutional
IH, Industrial Heavy
IL, Industrial Light
IX, Industrial Extraction
PNRD, Planned Non-Residential Development
PUD, Planned Unit Development
RM-5, Residential, Multi-Family, 5 du/ac
RMH-5, Residential Mobile Homes, 5 lots/ac
RS-2, Residential, Single Family, 2 du/ac
RS-3, Residential, Single Family, 3 du/ac
RS-4, Residential, Single Family, 4 du/ac
U, Utilities

0 550 1,100
Feet



Neighbor Community Meeting

Wednesday, March 25, 2026 | 6:00 – 7:00 PM

Sunshine Kitchen | 7550 Pruitt Research Road, Fort Pierce

Disclaimer: The images shown are preliminary and may change as the design progresses

What is Project Orchid?



- A window manufacturing company headquartered in Miami
- Designed to serve growing customer portfolio
- A modern, fully enclosed manufacturing operation using advanced technology

Disclaimer: The images shown are preliminary and may change as the design progresses

Project Location



- Located on N. Rock Road
- Approximately 73 acres
- Previously used for agricultural purposes

Disclaimer: The images shown are preliminary and may change as the design progresses

Facility Overview

- Approximately 1.4 million sq ft
- Multiple production areas within one building
- Two-story office component (27,300 sq ft)
- 504 parking spaces
- Ride share & bus drop off
- Two main access drives off Rock Rd
- One driveway off north access road
- Two interconnected lakes
- One dry retention area for stormwater
- Security perimeter fencing
- Secured access via guard booths

Disclaimer: The images shown are preliminary and may change as the design progresses

Building Design



- Modern office entrance
- Parking designed for daily activity
- Landscaped buffers & setbacks

- Approximately 60–80 feet
- Height varies based on specialized equipment needs



Disclaimer: The images shown are preliminary and may change as the design progresses

How the Facility Operates



Inside the building:

- Aluminum is melted and prepared
- Formed into components
- Combined with glass
- Assembled into finished windows

All processes take place indoors

Disclaimer: The images shown are preliminary and may change as the design progresses

Environmental Protections



- Fully enclosed air systems
- Emissions captured and filtered before release
- Closed-loop water system that recycles water

These systems are standard for modern facilities of this type.

Disclaimer: The images shown are preliminary and may change as the design progresses

Noise Expectations



- At the property line, sound levels are expected to be similar to a supermarket loading area.
- Noise is contained within the building and managed through design and buffering.

Disclaimer: The images shown are preliminary and may change as the design progresses

Water and Utilities



- Water is reused through a closed-loop system
- No continuous discharge from manufacturing processes
- Utilities have confirmed capacity to serve the site

The facility is designed to operate efficiently without placing strain on local systems.

Disclaimer: The images shown are preliminary and may change as the design progresses

What This Facility Does NOT Include

- No outdoor manufacturing processes
- No exposed production areas
- No noticeable odors
- No visible emissions

All operations are contained within the building.

Disclaimer: The images shown are preliminary and may change as the design progresses

Traffic Overview

Based on current studies:

- Approximately 6,166 trips per day
- 736 trips during morning peak
- 910 trips during evening peak

Traffic is distributed throughout the day rather than concentrated at a single time.

Disclaimer: The images shown are preliminary and may change as the design progresses

Planned Road Improvements

To support traffic flow, the project includes:

- New turn lanes at Rock Rd & Orange Ave
- Signal installation when warranted
- Additional travel lanes on Orange Ave
- Roadway widening on Rock Rd

These improvements are required as part of the development process.

Disclaimer: The images shown are preliminary and may change as the design progresses

Construction Impacts

- Construction will occur during normal working hours
- Dust and noise will be managed using best practices
- Site will be maintained safely and responsibly
- Goal is to minimize disruption during construction



Construction of the facility is expected to generate over $200 million in economic activity, supporting construction jobs and local contractors during the building phase.

Disclaimer: The images shown are preliminary and may change as the design progresses

Jobs and Economic Impact

- > 1,000 jobs over five years
- $28.50/hour - median starting wage
- $53 million – estimated annual payroll

This represents a significant long-term investment in the local community.

Disclaimer: The images shown are preliminary and may change as the design progresses

Why St. Lucie County?

This location was selected because of:

- Available industrially zoned land
- Access to workforce and training programs
- Strong infrastructure and utilities
- Proximity to major markets
- Supportive economic development environment

Disclaimer: The images shown are preliminary and may change as the design progresses

What Happens Next



- The project is currently in the development review process
- All steps include public input and oversight.

Disclaimer: The images shown are preliminary and may change as the design progresses

Project Timeline



Disclaimer: The images shown are preliminary and may change as the design progresses

Questions

We appreciate your time and input.

What questions or concerns can we address?



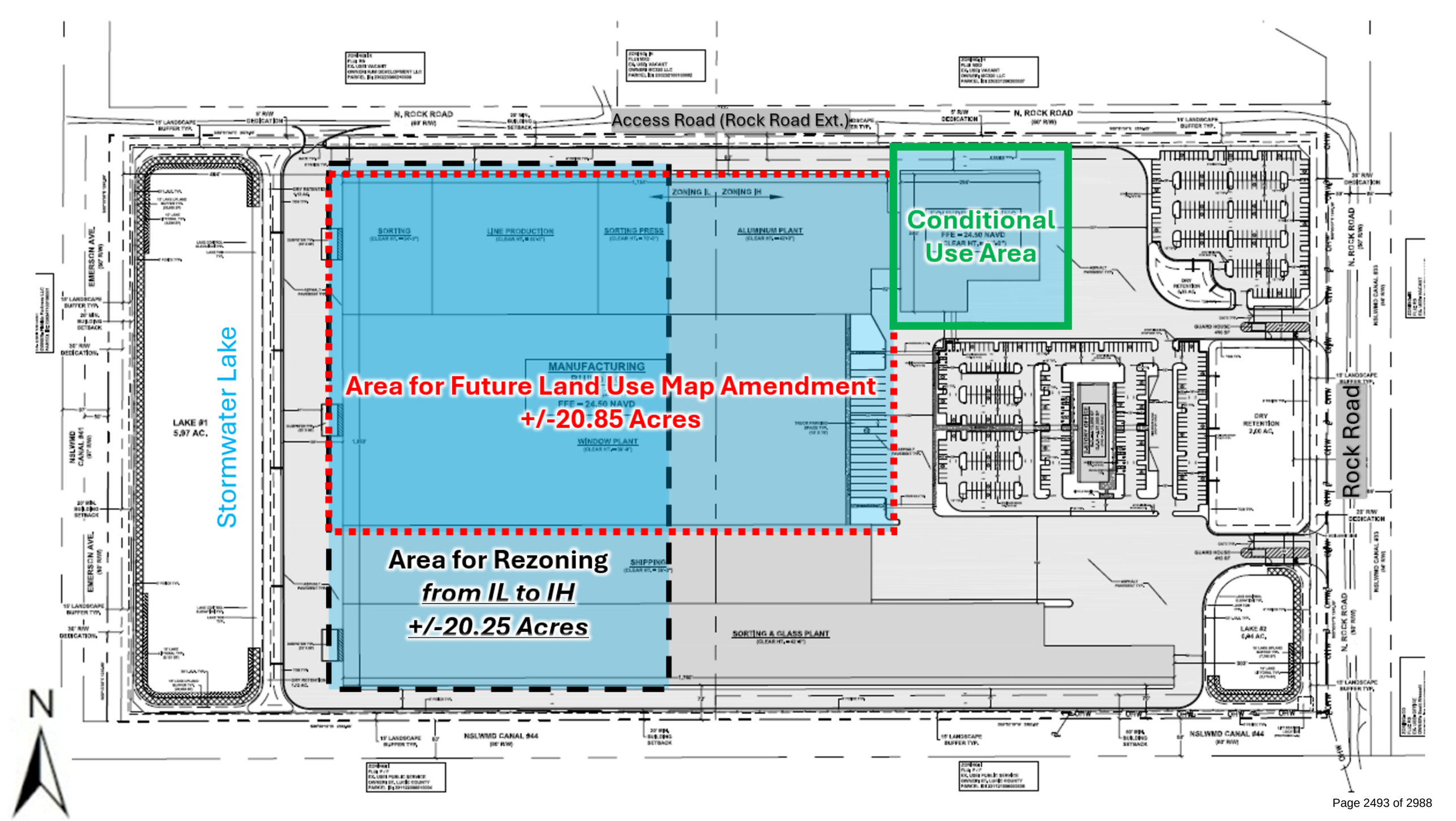
Disclaimer: The images shown are preliminary and may change as the design progresses

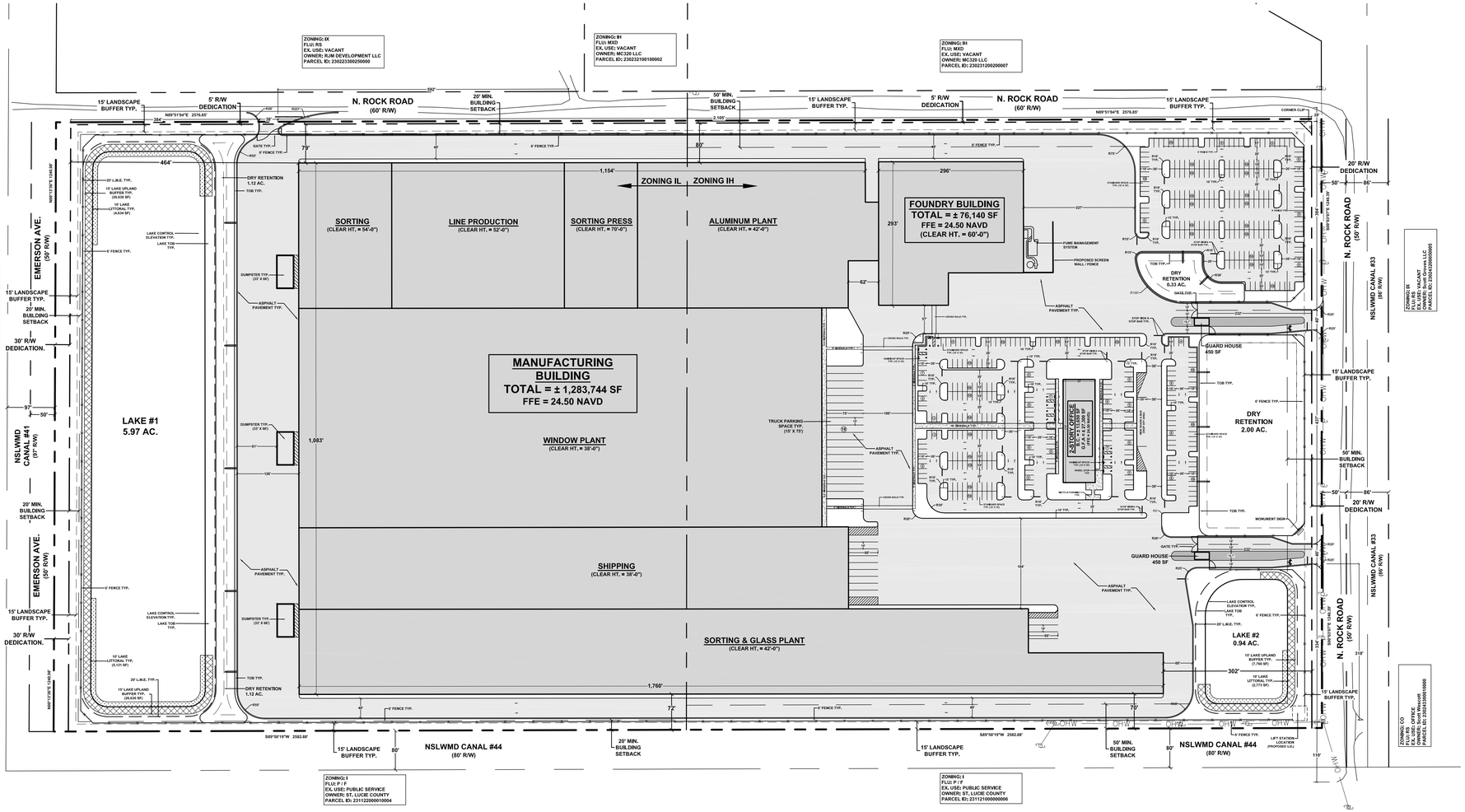
PROJECT ORCHID

THANK YOU!



Disclaimer: The images shown are preliminary and may change as the design progresses


Access Road (Rock Road Ext.)
Conditional Use Area
Area for Future Land Use Map Amendment
+/-20.85 Acres
Area for Rezoning
from IL to IH
+/-20.25 Acres
Stormwater Lake
Rock Road
N. ROCK ROAD
EMERSON AVE.
NSLWMD CANAL #41
NSLWMD CANAL #44
LAKE #1
5.97 AC.
LAKE #2
6.44 AC.
ZONING IL
ZONING IH
SORTING
LINE PRODUCTION
SORTING PRESS
ALUMINUM PLANT
MANUFACTURING
WINDOW PLANT
SHIPPING
SORTING & GLASS PLANT
DRY RETENTION
2.00 AC.
N



Site Data

Total Gross Site Area	73.48 Ac. (3,200,766 sf)
R/W Dedication	1.72 Ac. (74,779 sf)
Net Developable Area	71.76 Ac. (3,125,987 sf)
Site Address	0 N. Rock Rd.
Parcel Control Number	2302-341-0001-000-8 2302-342-0001-000-1 2302-331-0001-000-7
Zoning District	(IH) Industrial Heavy (36.82 Ac.) (IL) Industrial Light (36.66 Ac.)
Future Land Use	(MXD) Mixed Use
Existing Use	Vacant
Proposed Use	Manufacturing
Maximum Permitted Building Height	
(IH) Industrial Heavy	80 ft
(IL) Industrial Light	50 ft
Maximum Permitted Building Coverage	35.88 Ac. (50%)
Proposed Building Coverage (Includes Guard Houses)	31.55 Ac. (44%)
Proposed Building Gross Floor Area	1,388,115 sf
Proposed Floor Area Ratio	0.44

Building Setbacks

(IH) Industrial Heavy	Required	Provided
North Property	50' Min.	80 ft
South Property	50' Min.	70 ft
East Property	50' Min.	302 ft
West Property	N/A	N/A
(IL) Industrial Light	**Required**	**Provided**
North Property	20' Min.	79 ft
South Property	20' Min.	72 ft
East Property	N/A	N/A
West Property	20' Min.	464 ft

Site Calculations

	Acres	SF	%
Net Developable Area	71.76 Ac.	3,125,987 sf	100%
Total Impervious Area	59.51 Ac.	2,592,199 sf	83%
Building Coverage (Includes Guard Houses)	31.55 Ac.	1,374,465 sf	44%
VUA, Other Pavement & Sidewalks	21.05 Ac.	916,952 sf	29%
Lake Surface Area (@ Control Elevation)	6.91 Ac.	300,782 sf	10%
Total Pervious Area	12.25 Ac.	533,788 sf	17%
Dry Retention Area	3.45 Ac.	150,283 sf	5%
Open Space Area	8.80 Ac.	383,505 sf	12%

Parking Data

ITE LUC 140 (Manufacturing) - Employees per peak shift	Required	Provided
0.81 Spaces per Employee per peak shift ± 500 Employees x 0.81 Spaces	405 Spaces	504 Spaces
Total Parking:	405 Spaces	⋆ 504 Spaces

⋆ (Total Provided Parking includes 492 Standard Spaces & 12 Handicap Spaces)

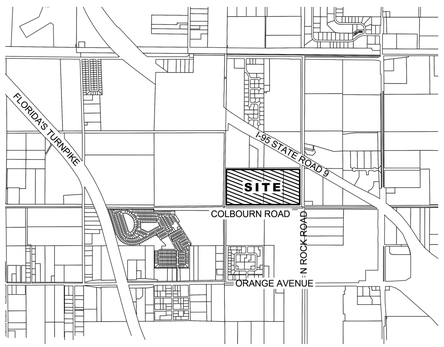
Handicap Parking Requirement	Required	Provided
2% of Total Provided Spaces (504 spaces x 2%)	10 Spaces	12 Spaces

Lake Upland Buffer Requirement

Lake #1 Linear Footage: 2,663 LF
- Area Required: (2,663 LF X 10 sf) 26,630 sf
- Area Provided: 26,630 sf

Lake #1 Linear Footage: 776 LF
- Area Required: (776 LF X 10 sf) 7,760 sf
- Area Provided: 7,760 sf

Location Map



Legal Description

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

CONTAINING 73.485 ACRES, MORE OR LESS.

Utilities

Water:	FPUA
Wastewater:	FPUA
Gas:	FPUA
Electric:	FPL

Drainage Statement

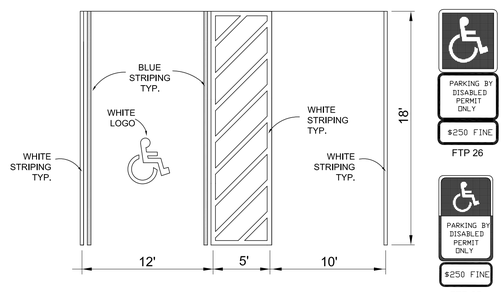
The proposed project will construct a stormwater management area that will consist of a series of interconnected dry retention and wet detention areas with associated underground piping and storm structures. The new system will maintain the general existing drainage patterns of the site. The new system will provide treatment and attenuation of stormwater runoff in accordance with St Lucie County and South Florida Water Management District prior to discharging to the North St Lucie Water Control District Canal 44 located on the southern boundary of the site. This will include a net improvement for the average annual loads of nitrogen and phosphorus. The post-development peak discharge rate shall be no greater than the pre-development conditions. No offsite flows are taken into account onsite at that time.

Flood Zone & FIRM Information

SUBJECT PROPERTY FALLS WITHIN ZONE "X", AREA OF MINIMAL FLOOD HAZARD ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); COMMUNITY PANEL NO. 12111C0166J UNINCORPORATED ST. LUCIE COUNTY, COMMUNITY NO. 12285; DATED FEBRUARY 16, 2012.

Parking Space Detail

N.T.S.



NOTES:
1. TOP PORTION OF FTP 25 & 26 SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
2. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER
3. FTP 25 & 26 MAY BE FABRICATED ON ONE PANEL OR TWO.
4. FTP 25 IS FOR USE IN AREAS WHERE SPACE IS LIMITED

North

Scale: 1" = 120'

0' 60' 120' 240' 360'

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE
3500 SW Corporate Parkway, Suite 203
Palm City, Florida 34990
T 772.678.7200
www.hjadesignstudio.com
LA 0000905

Project Orchid

St. Lucie County, Florida

Overall Site Plan

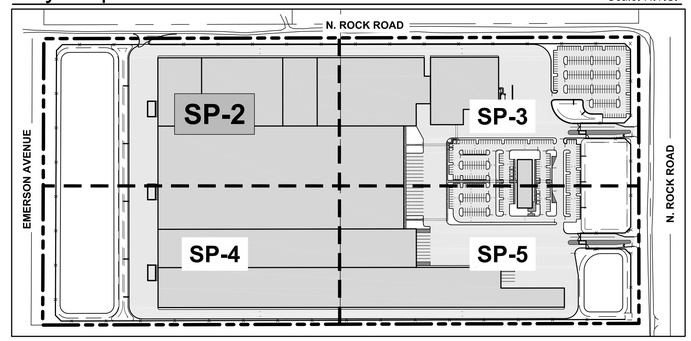
Copyright
The following drawings are instruments of service to the Landscape Architect. They are not products of design. All ideas, designs, arrangements, and plans indicated or represented by this drawing are owned by and the property of the designer, and were created, evolved, and developed for use on and in connection with the specified project. None of such ideas, designs, arrangements, or plans shall be used by or disclosed to any person, firm, or corporation for any purpose whatsoever without the written permission of the designer.

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	2-27-26
	4-09-26
Revision Dates	XXXXXX

SP-1

Key Map

Scale: N.T.S.



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T 772.678.7200
www.hjadesignstudio.com
LA 0000905

15' LANDSCAPE BUFFER TYP.
5' R/W DEDICATION
N89°51'04"E 2576.85'
384'
38'
R26'
R251'
N. ROCK ROAD (60' R/W)
592'
20' MIN. BUILDING SETBACK
50' MIN. BUILDING SETBACK
2,105'
GATE TYP.
6' FENCE TYP.
R55'
79'
49'
6' FENCE TYP.
80'
464'
1,154'
ZONING IL
ZONING IH
N00°13'36"E 1240.98'
20' L.M.E. TYP.
15' LAKE UPLAND BUFFER TYP. (26,630 SF)
10' LAKE LITTORAL TYP. (4,634 SF)
DRY RETENTION 1.12 AC.
TOB TYP.
LAKE CONTROL ELEVATION TYP.
LAKE TOB TYP.
6' FENCE TYP.
EMERSON AVE. (50' R/W)
SORTING
(CLEAR HT. = 54'-0")
LINE PRODUCTION
(CLEAR HT. = 52'-0")
SORTING PRESS
(CLEAR HT. = 70'-0")
ALUMIN
(CLEAR
DUMPSTER TYP. (33' X 66')
ASPHALT PAVEMENT TYP.
15' LANDSCAPE BUFFER TYP.
20' MIN. BUILDING SETBACK
30' R/W DEDICATION.
97'
50'
LAKE #1
5.97 AC.
NSLWMD CANAL #41 (97' R/W)
DUMPSTER TYP. (33' X 66')
81'
1,083'
MANUFACTURING BUILDING
TOTAL = ± 1,283,744 SF
FFE = 24.50 NAVD
WINDOW PLANT
(CLEAR HT. = 38'-0")

ZONING: PUD
FLU: RS
EX. USE: VACANT
OWNER: Pizkidz Partners LLC
PARCEL ID: 2303411001000001

Scale: 1" = 50'
0' 25' 50' 100' 150'
North

Project Orchid
St. Lucie County
Florida
Site Plan

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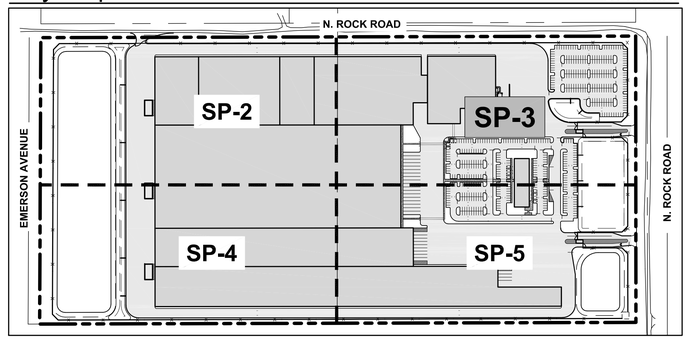
Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	2-27-26
	4-09-26
Revision Dates	xxxxxx

SP-2

Key Map

Scale: N.T.S.



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www.hjadesignstudio.com
LA 0000905

Project Orchid

St. Lucie County, Florida

Site Plan

50' MIN. BUILDING SETBACK
2,105'
15' LANDSCAPE BUFFER TYP.
5' R/W DEDICATION
N. ROCK ROAD (60' R/W)
N89°51'04"E 2576.85'
15' LANDSCAPE BUFFER TYP.
CORNER CLIP
28'
25'
25'
20' R/W DEDICATION
50'
86'
N. ROCK ROAD (50' R/W)
S00°03'07"E 1240.39'
384'
437'
NSLWMD CANAL #33 (86' R/W)
80'
49'
6' FENCE TYP.
R75'
296'
IL ZONING IH
ALUMINUM PLANT
(CLEAR HT. = 42'-0")
293'
FOUNDRY BUILDING
TOTAL = ± 76,140 SF
FFE = 24.50 NAVD
(CLEAR HT. = 60'-0")
227'
FUME MANAGEMENT SYSTEM
PROPOSED SCREEN WALL / FENCE
62'
ASPHALT PAVEMENT TYP.
57'
CROSS WALK TYP.
R25'
9.0' SIDEWALK TYP.
5' SIDEWALK TYP.
HANDICAP SPACE TYP. (12' X 18')
STANDARD SPACE TYP. (10' X 18')
R10' TYP.
10' TYP.
15' TYP.
26'
18'
10' SIDEWALK TYP.
6' SIDEWALK TYP.
75'
100'
15'
18
TRUCK PARKING SPACE TYP. (15' X 75')
ASPHALT PAVEMENT TYP.
2-STORY OFFICE
B.C. = ± 13,650 SF
G.F.A = ± 27,300 SF
(FFE = 24.50 NAVD)
65'
210'
PICK SHARE & BUS DROP OFF AREA
HANDICAP SPACE TYP. (12' X 18')
WHEEL STOP TYP.
STOP SIGN & STOP BAR TYP.
STANDARD SPACE TYP. (10' X 18')
R15'
R10'
TOB TYP.
DRY RETENTION 0.33 AC.
R36'
R100'
GATE TYP.
14'
18.7'
232'
40'
R25'
GUARD HOUSE 450 SF
TOB TYP.
6' FENCE TYP.
DRY RETENTION 2.00 AC.
15' LANDSCAPE BUFFER TYP.
50' MIN. BUILDING SETBACK
OHW

ZONING: IX
FLU: RS
EX. USE: VACANT
OWNER: Scott Groves LLC
PARCEL ID: 2302432000500005

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Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	2-27-26
	4-09-26
Revision Dates	xxxxxx

SP-3

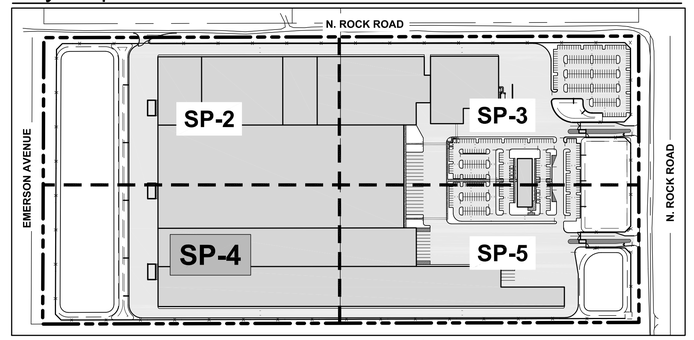
Scale: 1" = 50'

0' 25' 50' 100' 150'

North

Key Map

Scale: N.T.S.



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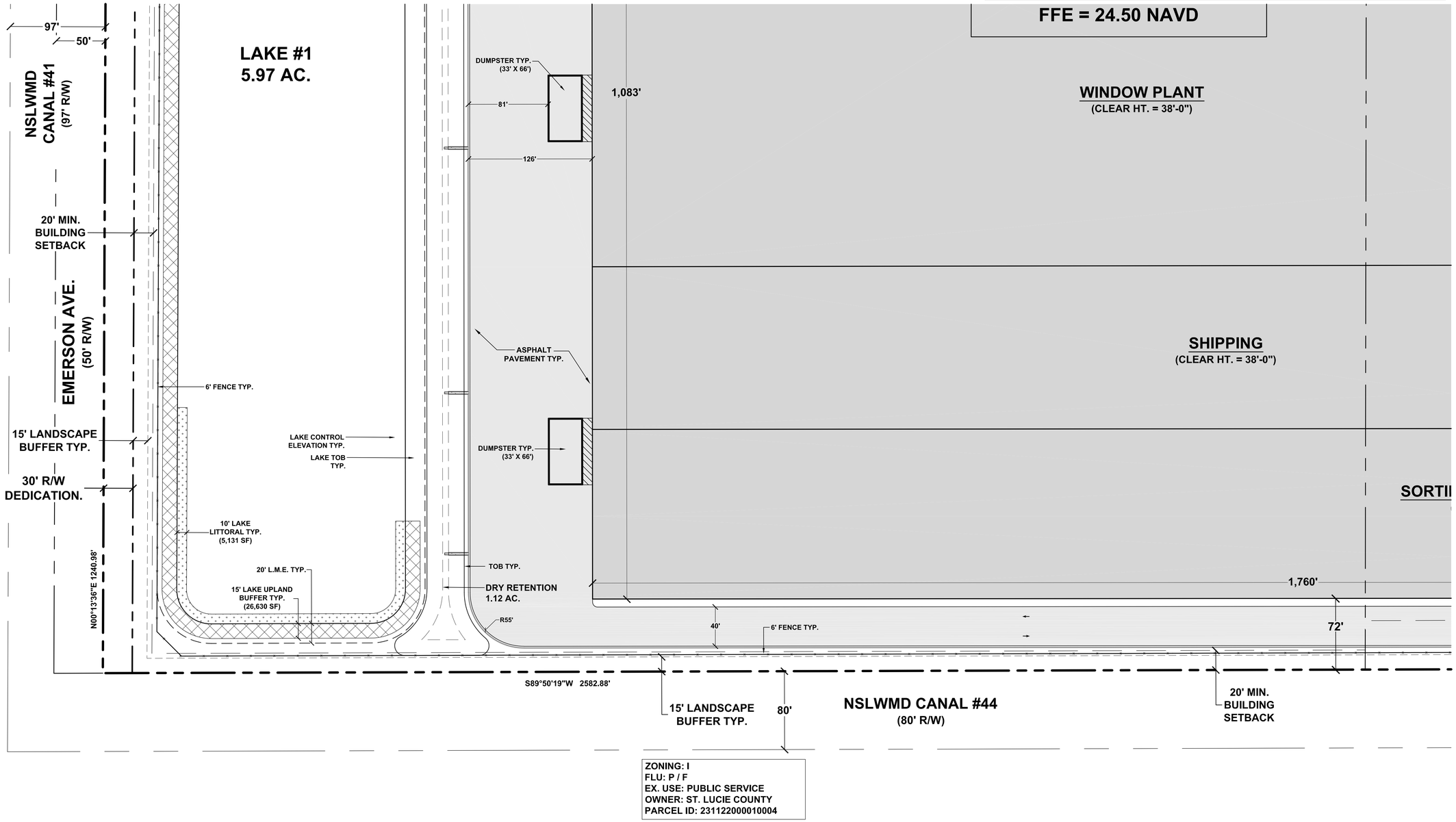

ZONING: I
FLU: P / F
EX. USE: PUBLIC SERVICE
OWNER: ST. LUCIE COUNTY
PARCEL ID: 231122000010004

Scale: 1" = 50'

0' 25' 50' 100' 150'

North

Project Orchid

St. Lucie County
Site Plan

Florida

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Approved By	MH
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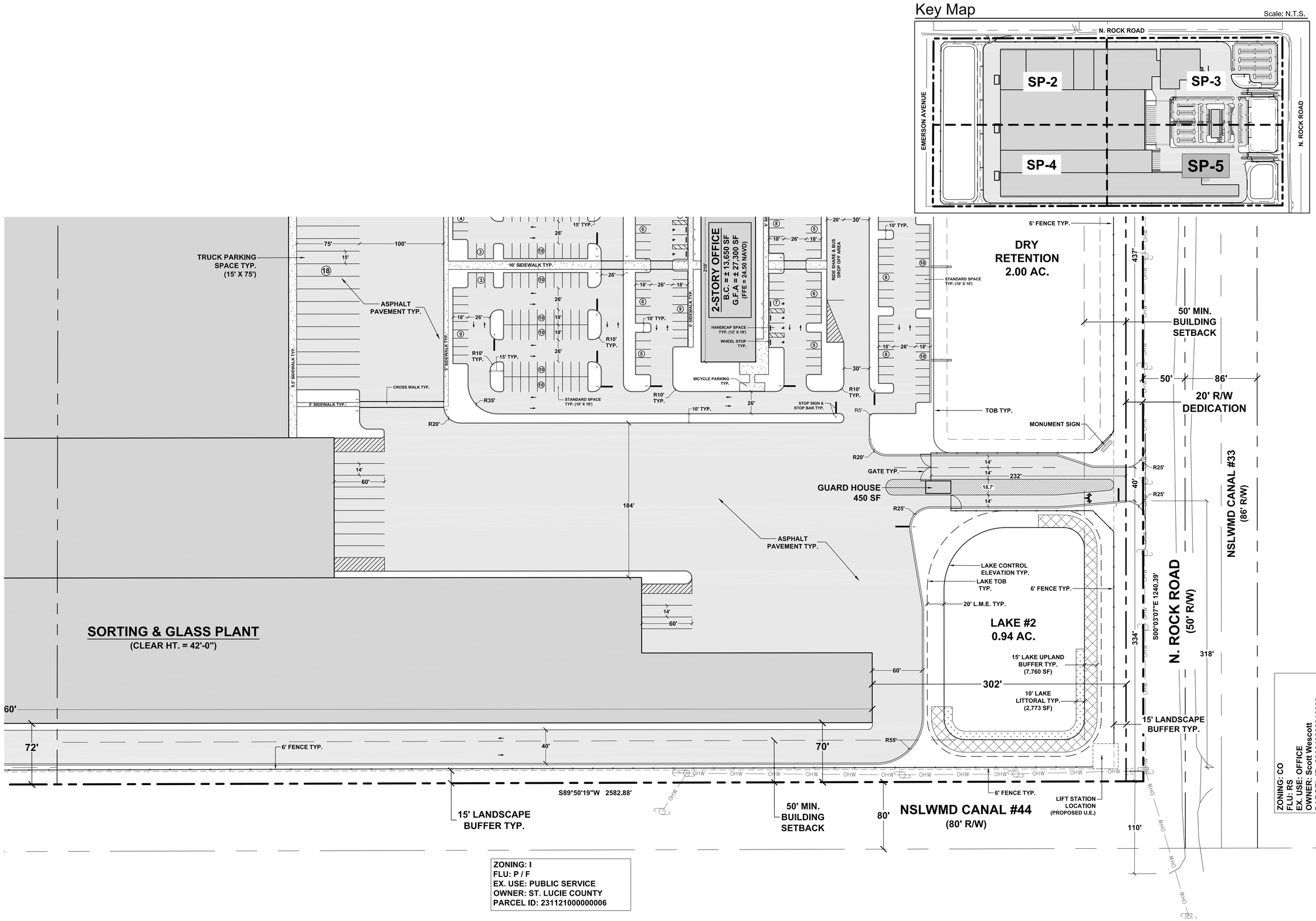
	4-09-26
Revision Dates	xxxxxx

SP-4



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Project Orchid

St. Lucie County
Site Plan

Florida

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Drawn By	TT
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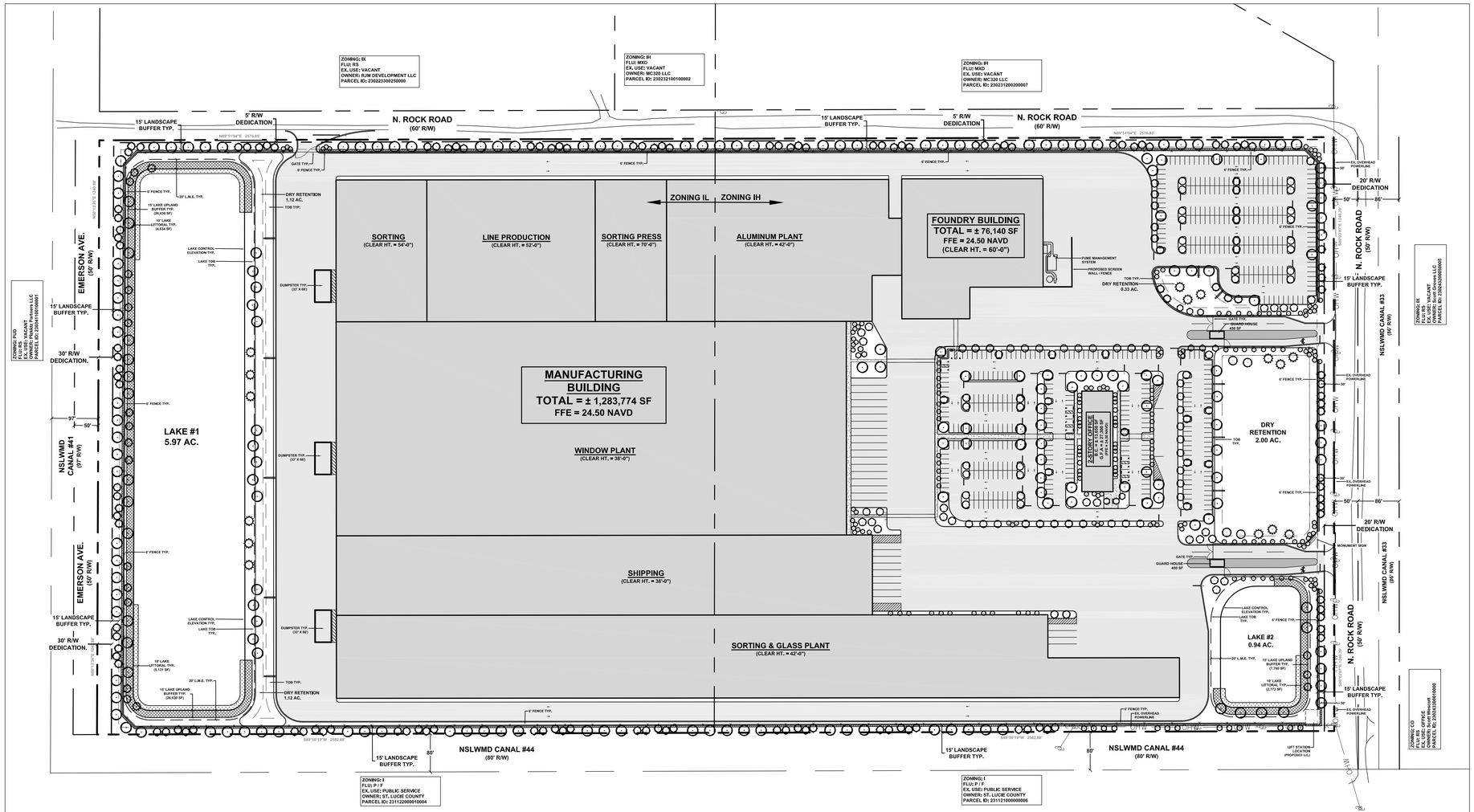
Approved By	MH
Submittal Dates	2-27-26
	4-09-26
Revision Dates	xxxxxx

SP-5



Landscape Data

Required Landscaping Adjacent to Road Right-of-Way

A strip of land at least fifteen (15) feet in depth shall be located abutting street or road right-of-way and shall be landscaped to include one (1) tree for each thirty (30) linear feet of abutting right-of-way. In addition, a hedge, wall or other durable landscaping barrier shall be placed along the interior perimeter of this required landscaped strip. Hedge shall not be less than (2) two feet in height at the time of planting.

East Property Buffer: 1,152 LF

Trees Required: (1,152 LF / 30)	= 39 Trees
Trees Provided:	= 39 Trees (34 Trees + 15 Palms @ 3:1)

North Property Buffer: 2,497 LF

Trees Required: (2,497 LF / 30)	= 83 Trees
Trees Provided:	= 83 Trees (80 Trees + 9 Palms @ 3:1)

West Property Buffer: 1,241 LF

Trees Required: (1,241 LF / 30)	= 41 Trees
Trees Provided:	= 41 Trees

South Property Buffer: 2,503 LF

Trees Required: (2,503 LF / 30)	= 84 Trees
Trees Provided:	= 84 Trees

Lake Upland Buffer Requirement

As a minimum, ten (10) square feet of such buffer shall be provided for each linear foot of wetland or deepwater habitat perimeter that lies adjacent to uplands. This upland edge habitat shall be located such that no less than fifty percent (50%) of the total shoreline is buffered by a minimum width of ten (10) feet of upland habitat.

Lake #1 Linear Footage: 2,663 LF

Area Required: (2,663 LF x 10)	26,630 sf
Area Provided:	26,630 sf
Trees Required: (26,630 sf / 900 sf)	= 30 Trees
Trees Provided:	= 30 Trees
Shrubs Required: (26,630 sf / 100 sf)	= 267 Shrubs
Shrubs Provided:	= 307 Shrubs
Groundcovers Required: (26,630 sf / 9 sf)	= 2,959 GC
Groundcovers Provided:	= 3,037 GC

Lake #2 Linear Footage: 776 LF

Area Required: (776 LF x 10)	7,760 sf
Area Provided:	7,760 sf
Trees Required: (7,760 sf / 900 sf)	= 9 Trees
Trees Provided:	= 9 Trees
Shrubs Required: (7,760 sf / 100 sf)	= 78 Shrubs
Shrubs Provided:	= 90 Shrubs
Groundcovers Required: (7,760 sf / 9 sf)	= 863 GC
Groundcovers Provided:	= 886 GC

Parking / Vehicular Use Area Interior Landscape Requirement

Vehicular use areas shall have at least one (1) square foot of interior landscaping for every eighteen (18) square feet or major fraction thereof of off-street parking and vehicular use area. Each separately landscaped area shall contain a minimum of one hundred eighty (180) square feet and shall include at least one (1) tree.

Total Vehicular Use Area: 903,490 sf

Area Required: (903,490 sf / 18 sf)	50,194 sf
Trees Required: (50,194 sf / 180 sf)	= 279 Trees
Trees Provided:	= 279 Trees (226 Trees + 159 Palms @ 3:1)

Total Required Trees:	565 Trees
Total Required Trees:	565 Trees
Required Species Mix:	5
Provided Species Mix:	9

Landscape Notes

1. Any plant materials used to satisfy the requirements of this plan shall conform to the standards of Florida No. 1 or better as given in the most recent edition of "Grades and Standards for Nursery Plants" by the Florida Dept. of Agriculture and Consumer Services, or standards equal thereto.

2. An automatic irrigation system shall be installed to ensure continued growth of all planting areas. Automatic irrigation systems shall be equipped with an automatic rain shut off device for each zone.

3. For existing or proposed utilities, no tree shall be planted where it could, at mature height, conflict with overhead power lines. Large trees [height at maturity of more than thirty (30) feet] shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium height tree [height at maturity between twenty (20) and thirty (30) feet] shall be offset at least twenty (20) feet and small trees [height at maturity of less than (20) feet] require no offset.

4. No tree, shrubs, hedges or vines shall be planted within five (5) feet of any existing or proposed utility pole, guy wire or-pad mounted transformer. Palms should be planted at a distance equal to or greater than the average front length plus two (2) feet from power lines.

5. All property lying between the right-of-way and off-street parking or other vehicular use area outside the required landscape strip shall be landscaped with at least grass or other groundcover .

6. Trees of species whose roots are known to cause damage to public roadways or other public works shall not be planted any closer than 12 ft, unless root system is completely contained with a barrier which shall have the min. dimensions of 5 ft square and 5 ft deep.

7. All plant material shall receive at least 3 inches of mulch and no cypress mulch is permitted.

8. No landscape materials other than sod grasses may be planted within a 5' radius maintenance area of any SLCUD facility such as water meters, backflow devices, fire hydrants, sanitary sewer cleanouts, manholes, air release valves, etc. Mulch beds are permitted.

9. No landscaping shall be planted in such a manner as to adversely affect utility installation, operation and maintenance.

10. All landscaping within St. Lucie County Utility Systems Department (SLCUSD) utility easements shall comply with SLCUSD technical specifications, policies, and codes.

11. Trees placed within ten (10') feet of underground utilities shall include a root barrier product to protect the utilities.

12. It shall be the responsibility of the property owner to maintain all landscaping along the outside edge of any wall or opaque fence consistent with the requirements of this Code.

13. Landscaping 3ft in all directions from the base of the proposed signage shall be provided in accordance with LDC 9.02.01.D.6.

14. Tree & Shrub locations are conceptual and may be adjusted based on final utility layout.

North

Scale: 1" = 120'

0' 60' 120' 240' 360'

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Project Orchid

St. Lucie County Florida

Overall Landscape Plan

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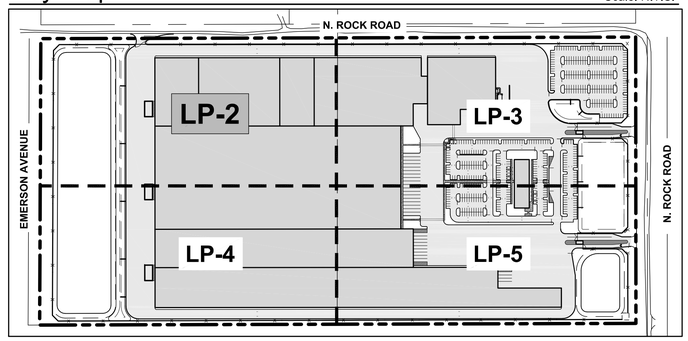
REGISTERED LANDSCAPE ARCHITECT
CRAIG MICHAEL HOUSTON
LA0000005
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

LP-1

Key Map

Scale: N.T.S.



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LA 0000905

15' LANDSCAPE BUFFER TYP.

5' R/W DEDICATION

N89°51'04"E 2576.85

N. ROCK ROAD (60' R/W)

GATE TYP.

6' FENCE TYP.

6' FENCE TYP.

N00°13'36"E 1240.98'

6' FENCE TYP.

20' L.M.E. TYP.

15' LAKE UPLAND BUFFER TYP. (26,630 SF)

10' LAKE LITTORAL TYP. (4,634 SF)

DRY RETENTION 1.12 AC.

TOB TYP.

LAKE CONTROL ELEVATION TYP.

LAKE TOB TYP.

EMERSON AVE. (50' R/W)

15' LANDSCAPE BUFFER TYP.

30' R/W DEDICATION.

6' FENCE TYP.

97'

50'

NSLWMD CANAL #41 (97' R/W)

LAKE #1 5.97 AC.

DUMPSTER TYP. (33' X 66')

DUMPSTER TYP. (33' X 66')

ZONING IL

ZONING IH

SORTING
(CLEAR HT. = 54'-0")

LINE PRODUCTION
(CLEAR HT. = 52'-0")

SORTING PRESS
(CLEAR HT. = 70'-0")

ALUMINU
(CLEAR H

MANUFACTURING BUILDING
TOTAL = ± 1,283,774 SF
FFE = 24.50 NAVD

WINDOW PLANT
(CLEAR HT. = 38'-0")

ZONING: PUD
FLU: RS
EX. USE: VACANT
OWNER: Pizkidz Partners LLC
PARCEL ID: 2303411001000001

Scale: 1" = 50'

0' 25' 50' 100' 150'

North

Project Orchid

St. Lucie County
Landscape Plan

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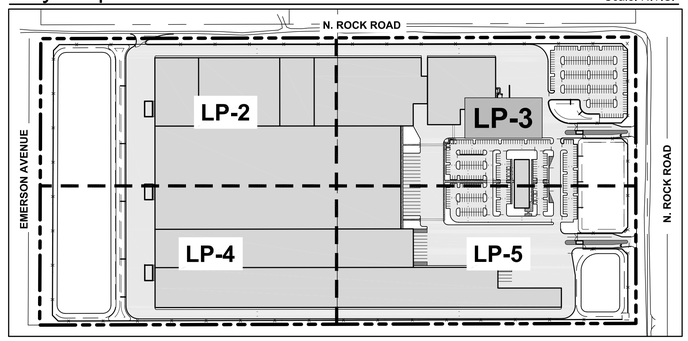
REGISTERED LANDSCAPE ARCHITECT
CRAIG MICHAEL HOUSTON
LA0000905
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

LP-2

Key Map

Scale: N.T.S.



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Florida

Project Orchid

St. Lucie County
Landscape Plan

15' LANDSCAPE BUFFER TYP.

5' R/W DEDICATION

N. ROCK ROAD (60' R/W)

N89°51'04"E 2576.85'

6' FENCE TYP.

ZONING IH

IL

ALUMINUM PLANT
(CLEAR HT. = 42'-0")

FOUNDRY BUILDING
TOTAL = ± 76,140 SF
FFE = 24.50 NAVD
(CLEAR HT. = 60'-0")

FUME MANAGEMENT SYSTEM

PROPOSED SCREEN WALL / FENCE

TOB TYP.
DRY RETENTION
0.33 AC.

2-STORY OFFICE
B.C. = ± 13,650 SF
G.F.A = ± 27,300 SF
(FFE = 24.50 NAVD)

GATE TYP.

GUARD HOUSE
450 SF

TOB TYP.

DRY RETENTION
2.00 AC.

EX. OVERHEAD POWERLINE

30'

20' R/W DEDICATION

50'

86'

N. ROCK ROAD (50' R/W)

S00°03'07"E 1240.39'

15' LANDSCAPE BUFFER TYP.

NSLWMD CANAL #33
(86' R/W)

ZONING: IX
FLU: RS
EX. USE: VACANT
OWNER: Scott Groves LLC
PARCEL ID: 2302432000500005

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CRAIG MICHAEL HOUSTON
LA0000905
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

Scale: 1" = 50'

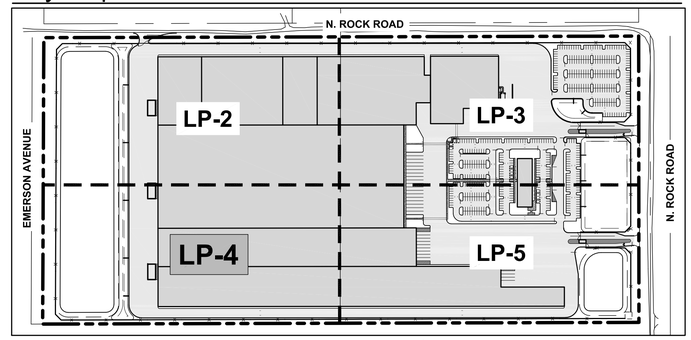
0' 25' 50' 100' 150'

North

LP-3

Key Map

Scale: N.T.S.



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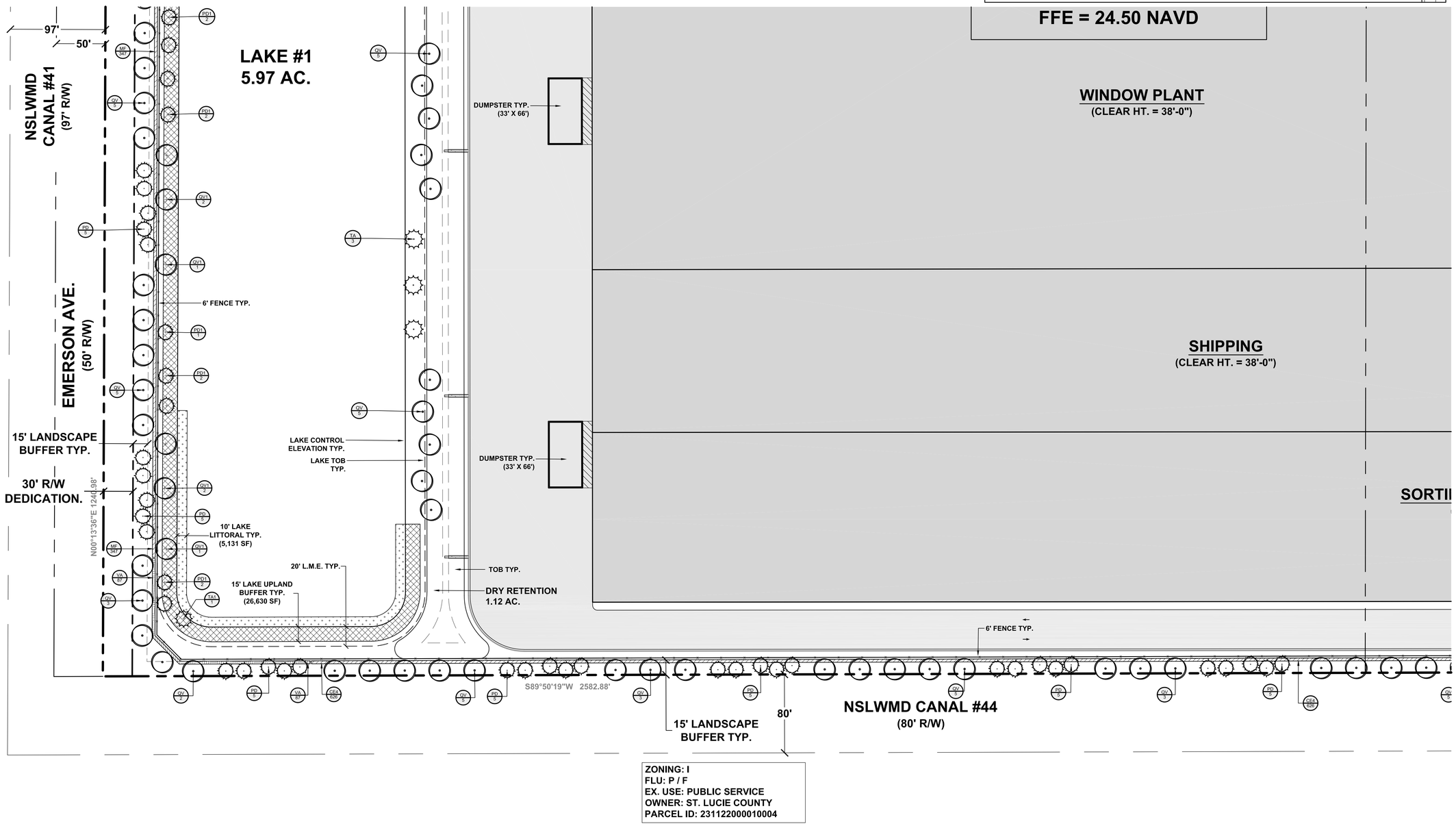

ZONING: I
FLU: P / F
EX. USE: PUBLIC SERVICE
OWNER: ST. LUCIE COUNTY
PARCEL ID: 231122000010004

Scale: 1" = 50'

0' 25' 50' 100' 150'

North

Project Orchid

St. Lucie County
Landscape Plan

Florida

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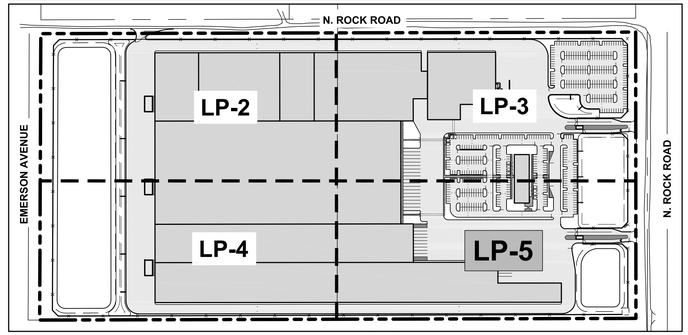
REGISTERED LANDSCAPE ARCHITECT
CRAIG MICHAEL HOUSTON
LA0000905
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

LP-4

Key Map

Scale: N.T.S.



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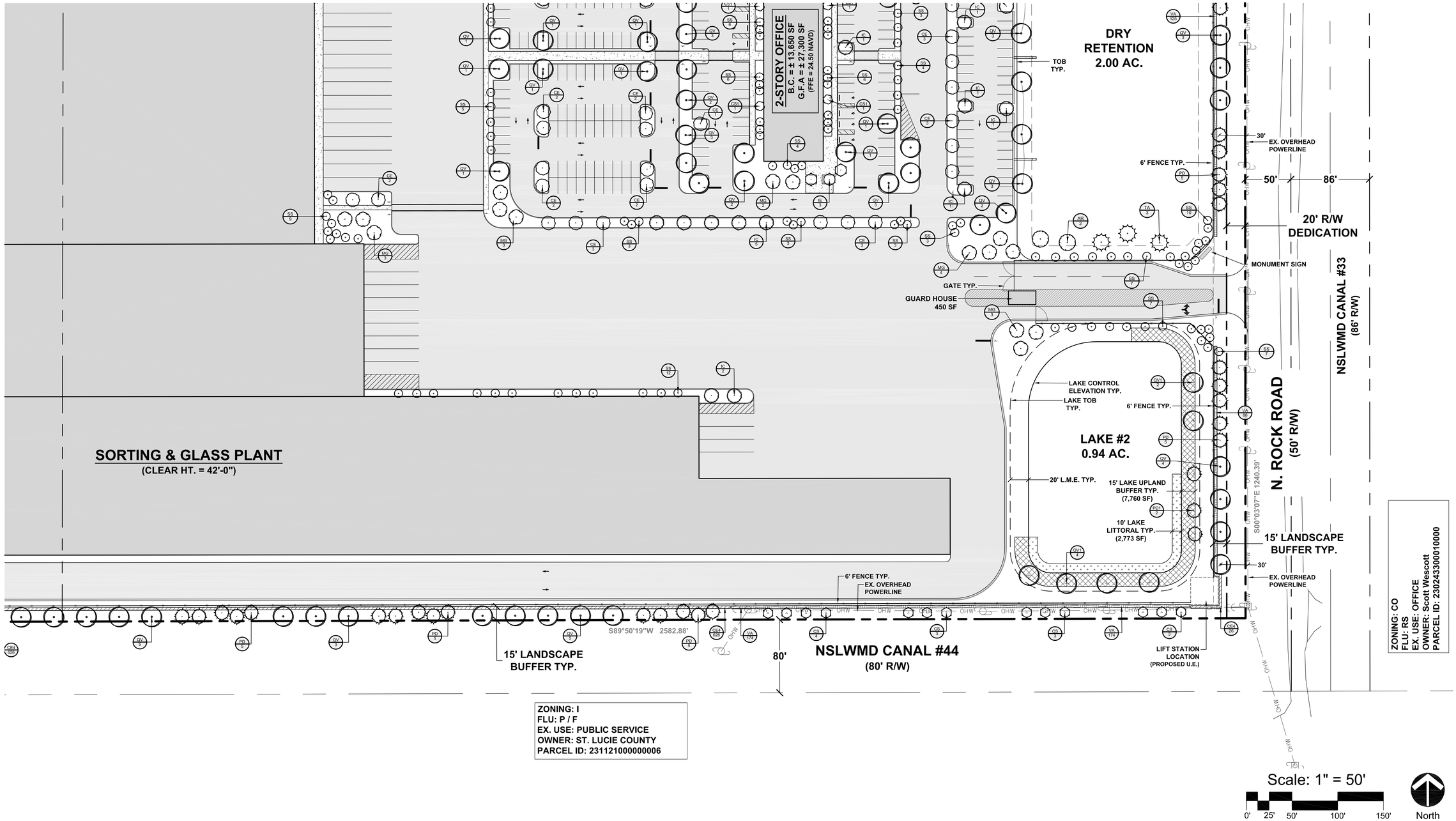
Project Orchid

St. Lucie County
Florida

Landscape Plan



Scale: 1" = 50'

0' 25' 50' 100' 150'

North

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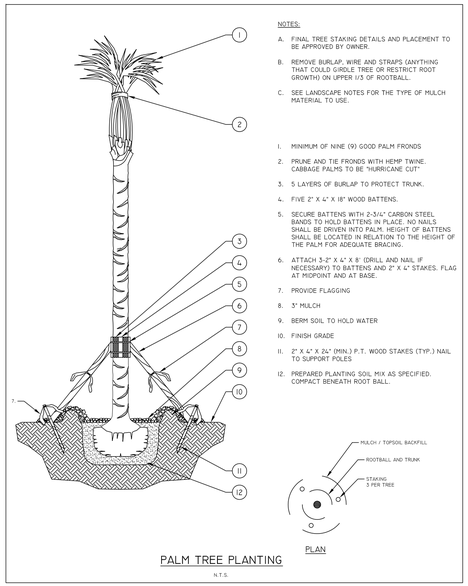
CRAIG MICHAEL HOUSTON
LA0000905
STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

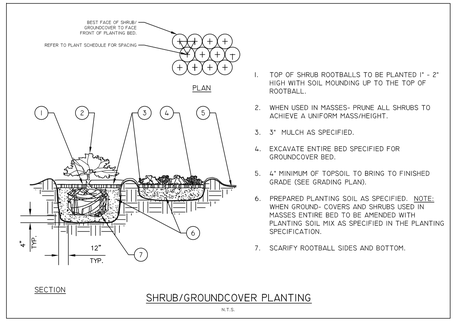
LP-5

Landscape Details



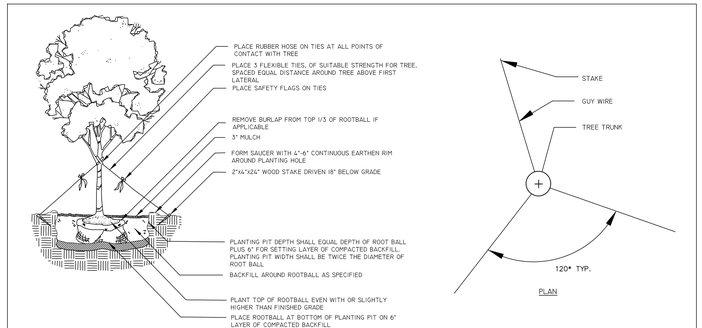
PALM TREE PLANTING

N.T.S.



SHRUB/GROUNDCOVER PLANTING

N.T.S.



TREE PLANTING DETAIL

N.T.S.

Landscape Notes

1. Any plant materials used to satisfy the requirements of this plan shall conform to the standards of Florida No. 1 or better as given in the most recent edition of "Grades and Standards for Nursery Plants" by the Florida Dept. of Agriculture and Consumer Services, or standards equal thereto.

2. An automatic irrigation system shall be installed to ensure continued growth of all planting areas. Automatic irrigation systems shall be equipped with an automatic rain shut off device for each zone.

3. For existing or proposed utilities, no tree shall be planted where it could, at mature height, conflict with overhead power lines. Large trees [height at maturity of more than thirty (30) feet] shall be planted no closer than a horizontal distance of thirty (30) feet from the nearest overhead power line. Medium height tree [height at maturity between twenty (20) and thirty (30) feet] shall be offset at least twenty (20) feet and small trees [height at maturity of less than (20) feet] require no offset.

4. No tree, shrubs, hedges or vines shall be planted within five (5) feet of any existing or proposed utility pole, guy wire or-pad mounted transformer. Palms should be planted at a distance equal to or greater than the average front length plus two (2) feet from power lines.

5. All property lying between the right-of-way and off-street parking or other vehicular use area outside the required landscape strip shall be landscaped with at least grass or other groundcover .

6. Trees of species whose roots are known to cause damage to public roadways or other public works shall not be planted any closer than 12 ft, unless root system is completely contained with a barrier which shall have the min. dimensions of 5 ft square and 5 ft deep.

7. All plant material shall receive at least 3 inches of mulch and no cypress mulch is permitted.

8. No landscape materials other than sod grasses may be planted within a 5' radius maintenance area of any SLCUD facility such as water meters, backflow devices, fire hydrants, sanitary sewer cleanouts, manholes, air release valves, etc. Mulch beds are permitted.

9. No landscaping shall be planted in such a manner as to adversely affect utility installation, operation and maintenance.

10. All landscaping within St. Lucie County Utility Systems Department (SLCUSD) utility easements shall comply with SLCUSD technical specifications, policies, and codes.

11. Trees placed within ten (10') feet of underground utilities shall include a root barrier product to protect the utilities.

12. It shall be the responsibility of the property owner to maintain all landscaping along the outside edge of any wall or opaque fence consistent with the requirements of this Code.

13. Landscaping 3ft in all directions from the base of the proposed signage shall be provided in accordance with LDC 9.02.01.D.6.

14. Tree & Shrub locations are conceptual and may be adjusted based on final utility layout.

Landscape Schedules

TREE SCHEDULE					
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE
CODE TREES					
	AR	4	Acer rubrum `Florida Flame` / Florida Flame Red Maple	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	CE	47	Conocarpus erectus / Green Buttonwood	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	CS1	4	Conocarpus erectus sericeus / Silver Buttonwood	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	CS	16	Conocarpus erectus sericeus / Silver Buttonwood	2.5" DBH, 12' Ht. x 5' Spr. Min., Multi-trunk	Yes
	IC	38	Ilex cassine / Dahoon Holly	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	IE	9	Ilex x attenuata 'Eagleston' / Eagleston Holly	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	MG	29	Magnolia grandiflora 'D.D.Blanchard' / Southern Magnolia	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	PD	132	Pinus elliotti `Densa` / Slash Pine	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	PD1	18	Pinus elliotti `Densa` / Slash Pine	25 gal., 2" Cal., 10' Ht., Std., 4' ct.	Yes
	QV	174	Quercus virginiana / Southern Live Oak	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	QV1	19	Quercus virginiana / Southern Live Oak	25 gal., 2" Cal., 10' Ht., Std., 4' ct.	Yes
	SS	180	Sabal palmetto / Cabbage Palm	25% @ 14' ct, 16' ct., 19.ct, 22' ct., Slick	Yes
	TA	15	Taxodium distichum / Bald Cypress	2.5" DBH, 12` Ht. x 5` Spr. Min., Std., 5` ct.	Yes
	TA1	2	Taxodium distichum / Bald Cypress	25 gal., 2" Cal., 10' Ht., Std., 4' ct.	Yes

SHRUB SCHEDULE					
CODE	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE	SPACING
SHRUB AREAS					
CE4	652	Conocarpus erectus / Green Buttonwood	3 gal., 24" Ht. Min.	Yes	36" o.c.
MF	1,060	Myrcianthes fragrans / Simpson's Stopper	3 gal., 24" Ht. min., Full	Yes	36" o.c.
VA	737	Viburnum odoratissimum awabuki / Awabuki Viburnum	3 gal., 24" Ht. min., Full	No	36" o.c.

LAKE 1 - UPLAND TRANSITIONAL ZONE PLANTING SCHEDULE

BOTANICAL / COMMON NAME	QTY	SIZE	% / SPACING
Callicarpa americana / American Beautyberry	307	3 gal	10% @ 36" o.c.
Muhlenbergia capillaris / Pink Muhly Grass	922	1 gal	30% @ 36" o.c.
Spartina bakeri / Sand Cordgrass	1,230	1 gal	40% @ 36" o.c.
Tripsacum floridanum / Dwarf Fakahatchee	885	1 gal	20% @ 30" o.c.

LAKE 2 - UPLAND TRANSITIONAL ZONE PLANTING SCHEDULE

BOTANICAL / COMMON NAME	QTY	SIZE	% / SPACING
Callicarpa americana / American Beautyberry	90	3 gal	10% @ 36" o.c.
Muhlenbergia capillaris / Pink Muhly Grass	269	1 gal	30% @ 36" o.c.
Spartina bakeri / Sand Cordgrass	359	1 gal	40% @ 36" o.c.
Tripsacum floridanum / Dwarf Fakahatchee	258	1 gal	20% @ 30" o.c.

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE
3500 SW Corporate Parkway, Suite 203
Palm City, Florida 34990
T 772.678.7200
www.hjadesignstudio.com
LA 0000905

Project Orchid

St. Lucie County, Florida

Landscape Specifications

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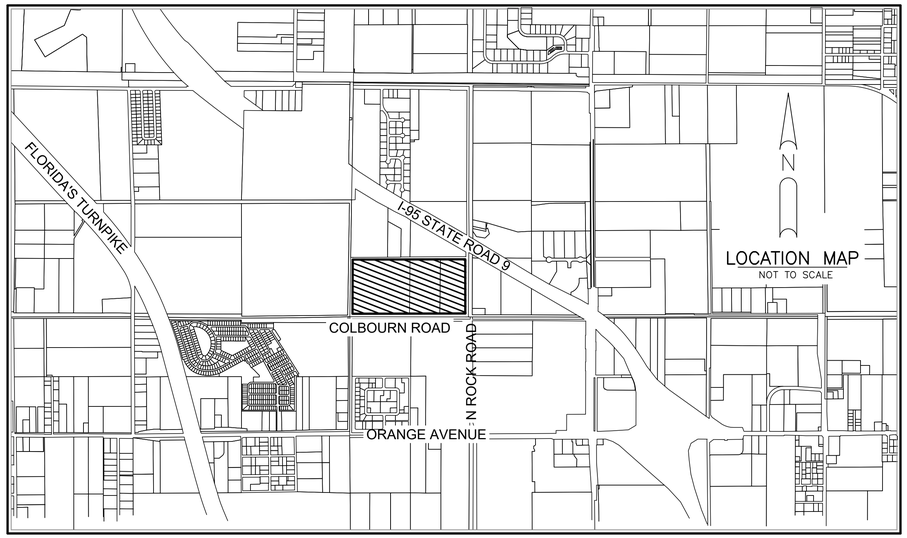
REGISTERED LANDSCAPE ARCHITECT CRAIG MICHAEL HOUSTON LA0000905 STATE OF FLORIDA

Job No.	2026-05
Drawn By	TT
Checked By	MH
Approved By	MH
Submittal Dates	02-27-26
	04-08-26
Revision Dates	xxxxxx

LP-6

BOUNDARY TOPOGRAPHIC

LAND LYING IN SECTION THE SOUTH ONE-HALF OF THE
SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH,
RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA



LOCATION MAP
NOT TO SCALE

DESCRIPTION:

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

CONTAINING 73.485 ACRES, MORE OR LESS.

SURVEY NOTES:

1. LAST DATE OF FIELD DATA ACQUISITION FOR THIS SURVEY IS JANUARY 13, 2026.
2. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS WITH AN EXPECTED ACCURACY OF +/- 0.05'. ALL PROPERTY CORNERS WERE DOUBLE OCCUPIED FOR REDUNDANT MEASUREMENTS.
4. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
5. THE DESCRIPTION OF THE LAND CONTAINED IN THIS SURVEY WAS PROVIDED BY THE CLIENT.
6. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASIS FOR THIS SURVEY IS BASED ON A MEASURED NORTH LINE OF CANA; NO. 44, SAID LINE BEARS S 89°50'19" W AND ALL OTHER BEARINGS ARE RELATIVE THERETO. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS.
7. THE VERTICAL DATUM REFERENCES THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 AND IS IN THE U.S. SURVEY FOOT UNIT OF MEASUREMENT.
8. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS ESTABLISHED BY THE NATIONAL GEODETIC SURVEY (NGS) CONTROL POINT DESIGNATION "I95 K 14", PDI AF7282 HAVING A PUBLISHED ELEVATION OF 16.46' (NAVD88) A FOUND FDOT SURVEY DISK SET IN A CONCRETE HEADWALL STAMPED BM I95 K 14.
9. SUBJECT PROPERTY FALLS WITHIN ZONE "X", AREA OF MINIMAL FLOOD HAZARD ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); COMMUNITY PANEL NO. 12111C0160J UNINCORPORATED ST. LUCIE COUNTY, COMMUNITY NO. 12285; DATED FEBRUARY 16, 2012.
10. THERE ARE NOT GAPS, GORES OR HIATUSES, THE TRACTS ARE CONTIGUOUS ALONG THEIR BOUNDARIES.
11. ALL BEARING AND DISTANCES ARE MEASURED BETWEEN FOUND MONUMENTATION. THE BOUNDARY SURVEY IS A RETRACEMENT SURVEY TO FOLLOW IN THE FOOTSTEPS OF THE PREVIOUS SURVEYOR AND BASED ON THE SURVEYS OF CULPEPPER & TERPENING, INC. DATED 11/04/05 WITH A LAST REVISION DATE OF 4/30/13 HAVING A JOB NUMBER 03-243.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED BOUNDARY SURVEY OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS SURVEYED UNDER MY DIRECTION ON JANUARY 13. 2026 I FURTHER CERTIFY THAT THIS BOUNDARY SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH IN CHAPTER 5J-17.050, 5J-17.051, 5J-17.052, FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, PURSUANT TO FLORIDA STATUTES 472.027, AS AMMENDED AND CHAPTERS 177.041 AND 177.061, FLORIDA STATUTES. THE FIELDWORK WAS COMPLETED ON JANUARY 13, 2026.

_____
RONNIE L. FURNISS
PROFESSIONAL SURVEYOR MAPPER #6272
STATE OF FLORIDA

CAULFIELD AND WHEELER, INC
SURVEYORS – ENGINEERS – PLANNERS
7900 GLADES ROAD, SUITE 100
CERTIFICATION OF AUTHORIZATION NO. LB 3591

REVISIONS	DATE	BY
FILE NAME 11784-BNDY TOPO SURVEY.dwg		

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

BOUNDARY & TOPOGRAPHIC SURVEY
THE SOUTH ONE-HALF OF THE SOUTHWEST
ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH,
RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 01/19/2026
DRAWN BY RLF
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11784
SHT.NO. 1
OF 2 SHEETS



LEGEND

CMP – CORRUGATED METAL PIPE
CONC – CONCRETE
FND – FOUND
HDEP – HIGH–DENSITY POLYETHYLENE PIPE
LB – LICENSE BUSINESS
N.S.L.W.C.D. – NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
R/W – RIGHT–OF–WAY
– CONCRETE POWER POLE
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– INDICATES SECTION CORNER
– INDICATES 1/4 SECTION CORNER
– DENOTES FOUND SURVEY ROD & CAP
– DENOTES FOUND CONCRETE MONUMENT

REVISIONS	DATE	BY
FILE NAME 11784-BNDY TOPO SURVEY.dwg		

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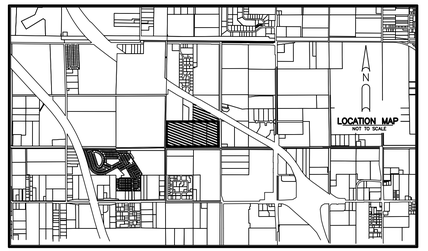
BOUNDARY & TOPOGRAPHIC SURVEY
THE SOUTH ONE–HALF OF THE SOUTHWEST ONE–QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 01/19/2026
DRAWN BY RLF
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11784
SHT.NO. 2
OF 2 SHEETS

TREE LOCATIONS

Tag	Northing	Easting	Species (Assumed)	DBH(in.)
1	1136290.336	845662.677	PALM	12
2	1136287.036	845747.661	PINE	14
3	1136288.942	845751.371	PINE	12
4	1136290.819	845753.215	PINE	4
5	1136290.298	845757.906	PINE	16
6	1136288.213	845778	PINE	10
7	1136278.269	845734.065	OAK	6
8	1136256.046	845785.251	OAK	18
9	1136253.932	845804.364	OAK	8
10	1136291.496	845806.523	PINE	8
11	1136290.324	845829.516	PINE	14
12	1136286.639	845860.13	OAK	10
13	1136290.998	845865.975	OAK	4
14	1136256.372	845885.782	OAK	30
15	1136291.527	845899.041	PINE	10
17	1136290.635	845913.337	PINE	14
18	1136289.674	845922.637	PINE	14
21	1136290.455	845927.856	PINE	10
22	1136250.351	845934.279	OAK	10
23	1136258.412	845940.271	OAK	8
27	1136293.741	845946.062	PINE	12
28	1136290.394	845981.586	PINE	16
29	1136254.921	846020.257	OAK	12
32	1136257.949	846036.31	OAK	10
33	1136291.638	846055.482	PINE	16
34	1136284.163	846076.354	OAK	4
35	1136289.73	846081.182	PALM	14
36	1136293.093	846091.132	PINE	10
37	1136287.968	846099.472	OAK	4
38	1136291.525	846105.576	PINE	10
39	1136254.629	846064.78	OAK	14
40	1136256.53	846068.742	OAK	8
41	1136257.116	846075.803	OAK	6
42	1136257.575	846145.722	OAK	6
43	1136253.592	846147.531	OAK	8
44	1136254.463	846173.424	OAK	4
45	1136259.615	846175.92	OAK	4
47	1136256.421	846206.975	OAK	14
48	1136283.688	846199.595	OAK	14
50	1136292.28	846241.187	PINE	10
51	1136258.318	846294.703	OAK	16
52	1136290.294	846324.36	PINE	18
53	1136258.38	846340.463	OAK	12
54	1136287.501	846361.032	PALM	16
55	1136261.658	846376.082	OAK	10
56	1136258.999	846383.953	OAK	10
57	1136258.909	846410.261	OAK	14
58	1136287.081	846396.353	PALM	14
59	1136257.336	846455.565	OAK	10
60	1136290.424	846453.325	PALM	10
61	1136295.493	846489.705	PALM	10
80	1136305.01	846225.576	PALM	12
81	1136304.154	846043.125	PINE	8
82	1136309.018	846355.623	PALM	14
83	1136305.523	846045.106	PINE	16
86	1136324.82	846382.346	PINE	14
88	1136331.095	846621.665	OAK	8
89	1136306.094	846227.582	PALM	12
90	1136304.307	846035.084	PINE	16
91	1136321.212	846170.537	PINE	16
92	1136303.626	846216.177	PINE	16
93	1136305.689	846013.781	PINE	16
94	1136326.572	846577.438	PINE	14
95	1136305.778	846281.789	PALM	14
101	1135213.451	846316.133	OAK	4
102	1135218.282	846235.987	OAK	14
103	1135218.655	846295.862	OAK	15
104	1135216.794	846414.329	OAK	17
105	1135214.244	846382.375	OAK	12
106	1135454.719	846489.677	OAK	6
107	1135480.048	846385.281	OAK	13
108	1135209.968	846273.484	PINE	23
109	1135513.199	846491.836	OAK	5
110	1135489.143	846565.311	OAK	13
111	1135214.618	846347.255	OAK	6
112	1135477.418	846710.04	OAK	6
113	1135401.61	846738.482	OAK	22
114	1135442.732	846878.492	OAK	8
115	1135486.453	846659.055	OAK	31
131	1135216.581	846212.685	PALM	13
135	1135218.34	846313.303	OAK	14
142	1135219.087	846197.999	PALM	16
163	1135397.831	846657.689	OAK	16
166	1135425.691	846629.401	OAK	20
174	1135214.136	846199.302	OAK	6
176	1135486.193	846731.418	OAK	25
177	1135460.875	846738.113	OAK	12
178	1135483.118	846617.122	OAK	17
179	1135421.758	846719.246	OAK	10
180	1135488.194	845876.717	OAK	4
181	1135419.852	846705.125	OAK	23
182	1135431.411	846638.001	OAK	5
183	1135455.481	846484.402	OAK	4
184	1135459.832	846504.399	OAK	28
185	1135565.364	845680.083	PINE	4
186	1135445.819	846245.144	OAK	6
187	1135461.096	846521.961	PALM	23
188	1135480.456	846497.119	OAK	11
189	1135484.636	846558.981	OAK	34
190	1135422.671	846796.349	OAK	16
191	1135220.474	846387.698	PALM	15
192	1135216.865	846387.311	OAK	6
193	1135406.863	846811.858	OAK	24
194	1135490.875	846758.177	OAK	26
195	1135394.6	846607.857	OAK	19
196	1135220.428	846281.318	OAK	15
197	1135218.768	846309.743	OAK	13
198	1135371.996	846784.843	OAK	16
199	1135208.562	846239.472	PINE	12
200	1135217.209	846352.483	OAK	9
201	1135366	846646.689	OAK	11
202	1135365.829	846651.815	OAK	6
203	1135359.439	846665.77	OAK	6
204	1135362.796	846606.479	OAK	8
205	1135337.263	846614.062	OAK	25
206	1135339.355	846561.834	OAK	19
207	1135339.754	846508.418	OAK	28
208	1135363.102	846522.543	OAK	18
209	1135336.27	846464.478	OAK	12
210	1135335.525	846456.456	OAK	17
211	1135304.782	846490.792	OAK	6
212	1135309.479	846528.028	OAK	16
213	1135278.508	846544.608	OAK	29
214	1135278.68	846541.439	PALM	11
215	1135248.412	846566.388	OAK	5
216	1135232.349	846564.214	OAK	6
217	1135239.786	846604.153	OAK	12
218	1135235.612	846609.726	PALM	12
219	1135245.403	846609.913	OAK	5
220	1135248.866	846610.215	PALM	10
222	1135219.057	846625.646	OAK	4
223	1135216.515	846615.368	OAK	11
224	1135217.326	846612.617	OAK	10
225	1135218.949	846611.444	OAK	22
226	1135213.655	846612.915	PALM	14
227	1135244.697	846640.584	OAK	7
228	1135188.711	846637.636	OAK	13
229	1135157.885	846609.327	OAK	26
230	1135134.277	846636.667	OAK	5
231	1135161.114	846591.759	OAK	14
232	1135160.912	846574.715	OAK	4
233	1135160.347	846572.367	OAK	9
234	1135162.765	846571.449	PALM	15
235	1135160.553	846554.097	PALM	14
236	1135214.649	846544.635	OAK	15
237	1135218.357	846556.776	OAK	10
238	1135217.237	846557.185	OAK	11
239	1135217.103	846558.45	OAK	6
240	1135219.029	846578.253	OAK	14
241	1135219.671	846579.451	OAK	8
242	1135212.529	846578.437	OAK	13
243	1135281.773	846474.083	OAK	35
244	1135244.15	846471.238	OAK	12
245	1135242.188	846488.108	OAK	8
246	1135242.017	846511.687	OAK	11
247	1135241.571	846513.105	PALM	12
248	1135214.56	846522.954	PALM	11
249	1135213.27	846523.092	PALM	14
250	1135092.494	846525.141	OAK	6
251	1135090.678	846524.796	OAK	8
252	1135097.141	846497.176	OAK	24
253	1135098.077	846497.331	OAK	8
254	1135098.999	846498.01	OAK	8
255	1135123.911	846489.085	OAK	5
256	1135126.261	846495.777	OAK	11
257	1135153.721	846499.281	OAK	5
258	1135156.888	846484.687	OAK	18
259	1135181.064	846483.353	OAK	15
260	1135221.052	846474.585	OAK	8
261	1135220.391	846476.089	OAK	6
262	1135221.907	846491.044	OAK	10
263	1135221.327	846492.636	OAK	8
264	1135218.236	846505.188	OAK	16
265	1135212.955	846492.335	OAK	11
266	1135212.736	846491.575	OAK	4
267	1135211.919	846488.245	OAK	4
268	1135222.671	846450.351	OAK	7
269	1135221.809	846449.611	PALM	14
270	1135185.139	846452.36	OAK	9
271	1135185.778	846451.337	OAK	13
272	1135190.895	846433.774	OAK	7
273	1135191.598	846433.187	OAK	6
274	1135161.188	846438.691	OAK	7
275	1135157.066	846436.979	OAK	6
276	1135123.472	846448.751	OAK	17
277	1135093.634	846456.347	OAK	17
278	1135094.927	846406.059	OAK	19
279	1135101.039	846414.908	OAK	9
280	1135120.561	846412.848	OAK	32
281	1135158.914	846401.036	OAK	13
282	1135154.761	846392.033	PALM	12
283	1135131.019	846379.825	PALM	12
284	1135126.623	846374.339	OAK	9
285	1135127.259	846403.843	OAK	4
286	1135090.582	846380.542	OAK	12
287	1135122.649	846340.62	OAK	12
288	1135123.116	846347.873	OAK	4
289	1135125.343	846351.967	OAK	8
290	1135124.519	846328.737	OAK	4
291	1135121.36	846323.508	OAK	15
292	1135090.366	846298.692	OAK	5
293	1135121.49	846275.352	OAK	15
294	1135121.631	846276.905	OAK	17
295	1135157.357	846292.323	OAK	14
296	1135179.384	846284.603	OAK	15
297	1135160.531	846344.362	OAK	9
298	1135159.901	846372.858	OAK	11
299	1135178.213	846387.722	OAK	7
300	1135185.856	846404.386	PALM	11
301	1135161.594	846840.47	OAK	19
302	1135158.524	846836.436	PALM	14
303	1135151.995	846844.977	PALM	13
304	1135099.022	846815.72	OAK	20
305	1135128.85	846820.194	OAK	7
306	1135109.845	846879.424	PALM	12
307	1135063.413	846879.301	PALM	10
308	1135185.036	846831.327	OAK	14
309	1135194.058	846834.807	OAK	5
310	1135190.419	846824.949	PALM	10
311	1135209.309	846831.776	OAK	8
312	1135206.163	846840.118	OAK	7
313	1135206.325	846841.776	OAK	4
314	1135204.294	846841.733	OAK	5
315	1135237.595	846811.138	OAK	10
316	1135239.725	846812.586	OAK	8
317	1135238.555	846795.176	OAK	4
318	1135222.175	846776.546	OAK	6
319	1135245.706	846782.409	OAK	13
320	1135241.009	846775.268	OAK	7
321	1135273.767	846771.745	OAK	19
322	1135274.809	846777.753	PALM	12
323	1135273.91	846785.464	OAK	11
324	1135277.442	846783.424	OAK	13
325	1135280.702	846800.597	OAK	6
326	1135273.48	846808.736	OAK	16
327	1135272.392	846816.388	PALM	11
328	1135252.813	846807.989	OAK	6
329	1135301.187	846811.586	OAK	18
330	1135303.079	846801.092	OAK	4
331	1135326.174	846819.018	OAK	6
332	1135331.272	846804.548	OAK	13
333	1135335.751	846797.019	OAK	16
334	1135336.191	846789.815	PALM	12
335	1135335.235	846784.709	OAK	16
336	1135363.011	846763.084	OAK	14
337	1135361.863	846782.953	OAK	14
338	1135360.779	846788.012	OAK	13
339	1135361.776	846733.79	OAK	7
340	1135361.905	846709.383	OAK	18
341	1135307.685	846720.491	PALM	10
342	1135307.514	846722.024	OAK	16
343	1135281.274	846753.872	OAK	7
344	1135241.193	846719.785	OAK	8
345	1135244.275	846717.642	OAK	5
346	1135247.764	846716.184	PALM	10
347	1135183.884	846751.923	OAK	35
348	1135185.486	846733.021	OAK	13
349	1135183.649	846729.533	OAK	6
350	1135183.384	846721.608	OAK	9
351	1135184.56	846718.411	OAK	5
352	1135134.658	846714.37	OAK	4
353	1135133.306	846714.819	OAK	6
354	1135098.416	846767.349	OAK	15
355	1135098.625	846769.439	OAK	15
356	1135100.469	846680.811	OAK	14
358	1135101.382	846644.982	OAK	15
359	1135099.755	846608.467	OAK	22
360	1135098.733	846597.954	OAK	12
361	1135096.713	846579.513	OAK	14
362	1135106.396	846550.115	OAK	15
363	1135120.287	846536.441	OAK	35
364	1135131.864	846536.756	OAK	9
365	1135122.37	846555.82	OAK	8
366	1135123.159	846583.193	OAK	13
367	1135122.777	846594.029	OAK	4
368	1135129.997	846642.555	OAK	6
369	1135121.947	846679.237	OAK	6
370	1135126.046	846681.777	OAK	7
371	1135122.325	846693.198	OAK	15
372	1135153.286	846661.394	OAK	17
373	1135161.103	846658.826	OAK	14
374	1135186.103	846678.41	OAK	17
375	1135214.834	846690.642	OAK	43
376	1135185.124	846695.845	OAK	12
377	1135209.528	846665.377	PALM	10
378	1135211.544	846661.406	OAK	14
379	1135277.404	846685.741	OAK	8
380	1135277.851	846692.691	OAK	13
381	1135299.809	846688.237	OAK	10
382	1135337.482	846685.766	OAK	10
383	1135334.504	846679.55	OAK	16
384	1135334.244	846677.854	OAK	16
385	1135339.411	846669.263	OAK	12
386	1135338.296	846668.706	OAK	10
387	1135307.037	846674.025	OAK	4
388	1135279.065	846660.078	OAK	10
389	1135274.996	846661.787	OAK	16
390	1135272.225	846669.169	OAK	8
391	1135273.076	846645.908	OAK	10
392	1135274.776	846637.409	OAK	12
393	1135306.192	846646.401	OAK	24
394	1135304.966	846639.36	PALM	9
395	1135304.657	846613.661	OAK	5
396	1135306.099	846614.65	OAK	8
397	1135301.853	846580.912	OAK	17
398	1135274.942	846586.138	OAK	26
399	1135072.429	846875.12	PALM	13
501	1135543.629	846616.813	OAK	13
502	1135519.773	846370.938	OAK	13
504	1135545.115	846699.113	OAK	27
505	1135465.074	846156.657	OAK	8
506	1135546.314	846603.613	OAK	5
507	1135455.831	846215.755	OAK	8
507	1135451.365	846162.952	OAK	20
508	1135524.007	846724.531	OAK	26
509	1135477.391	846199.504	OAK	14
510	1135462.264	846045.303	OAK	10
511	1135518.355	846735.989	OAK	9
512	1135453.469	846157.363	OAK	21
513	1135483.722	846177.225	OAK	13
514	1135482.206	845990.608	OAK	13
515	1135461.85	846411.11	OAK	13
516	1135487.785	845960.951	OAK	10
517	1135459.44	846459.606	PALM	9
519	1135454.671	846486.642	OAK	5
520	1135549.44	846627.695	OAK	14
521	1135514.683	846629.314	OAK	28
522	1135522.261	846655.635	OAK	7
523	1135486.662	846205.742	OAK	15
524	1135488.131	846015.887	OAK	10
525	1135492.614	846786.01	OAK	11
526	1135451.633	846022.446	OAK	5
527	1135458.334	846024.235	OAK	4
528	1135420.798	846682.037	OAK	14
529	1135453.644	846034.036	OAK	4
530	1135487.608	846059.147	OAK	14
531	1135482.647	846047.274	OAK	6
532	1135482.726	846086.393	OAK	31
533	1135481.65	846111.125	OAK	6
534	1135451.056	846114.298	OAK	6
535	1135458.739	846127.817	OAK	18
536	1135483.146	846809.495	OAK	21
537	1135482.654	846160.585	OAK	20
538	1135463.431	846223.09	OAK	8
539	1135486.552	846420.421	OAK	18
540	1135454.271	846280.703	OAK	12
541	1135461.534	846615.217	OAK	10
542	1135485.947	846316.576	OAK	14
543	1135462.149	846443.4	OAK	7
544	1135486.303	846596.525	OAK	15
545	1135456.432	846024.369	OAK	5
546	1135452.454	846021.336	OAK	5
547	1135456.322	846051.18	OAK	21
548	1135463.547	846238.693	OAK	6
549	1135542.294	846347.927	OAK	4
550	1135542.153	846411.507	OAK	16
551	1135519.823	846355.049	OAK	16
552	1135546.434	846556.827	OAK	13
553	1135512.388	846617.15	OAK	9
554	1135519.725	846613.374	OAK	16
555	1135517.264	846748.419	OAK	8
556	1135519.087	846755.871	OAK	12
557	1135545.662	846822.762	OAK	7
558	1135545.796	846793.929	OAK	13
559	1135609.869	845963.112	OAK	6
560	1135581.58	846065.782	OAK	15
561	1135611.21	846062.689	OAK	7
562	1135604.76	846091.023	OAK	15
563	1135605.419	846115.389	OAK	21
564	1135577.775	846097.66	OAK	17
565	1135601.213	846008.232	OAK	16
566	1135576.048	846235.396	OAK	9
567	1135603.982	846238.084	OAK	14
568	1135606.868	846158.252	OAK	13
569	1135565.441	846267.685	OAK	6
570	1135577.493	846055.433	OAK	14
571	1135518.333	846362.926	OAK	12
572	1135577.992	846018.379	OAK	29
573	1135578.159	846296.816	OAK	5
574	1135574.668	846626.776	OAK	4
575	1135603.916	846293.88	OAK	15
576	1135567.139	846007.058	OAK	5
577	1135574.042	846617.734	OAK	7
578	1135604.79	846488.049	OAK	6
579	1135577.762	845987.528	OAK	14
580	1135544.765	846801.464	OAK	15
581	1135457.482	846195.086	OAK	9
582	1135581.027	846557.839	OAK	8
583	1135609.368	846609.998	OAK	20
584	1135568.509	846612.975	OAK	5
585	1135571.841	846609.121	OAK	5
586	1135574.715	846621.065	OAK	5
587	1135570.725	846645.093	OAK	7
588	1135605.238	846642.705	OAK	14
589	1135607.107	846659.414	OAK	7
590	1135576.235	846785.719	OAK	18
591	1135580.233	846811.163	OAK	6
592	1135581.316	846822.661	OAK	4
593	1135581.163	846827.673	OAK	9
594	1135575.075	846835.095	OAK	11
595	1135552.943	846821.164	OAK	5
596	1135543.317	846807.405	OAK	6
597	1135518.351	846338.612	OAK	12
598	1135517.928	846791.088	OAK	14
599	1135456.355	846190.952	OAK	14
600	1135582.439	846531.751	OAK	18
601	1135728.448	846645.072	OAK	9
602	1135421.697	846749.273	OAK	19
603	1135489.624	846493.889	OAK	35
604	1135491.034	846012.57	OAK	7
605	1135599.447	845849.529	PALM	24
606	1135757.45	846517.06	OAK	18
607	1135754.966	846322.596	OAK	10
608	1135726.576	846794.365	OAK	11
609	1135663.6	846309.123	OAK	14
610	1135563.937	845686.845	PINE	4
611	1135422.391	846726.087	OAK	9
612	1135760.155	846562.411	OAK	10
613	1135671.33	845984.867	OAK	7
614	1135600.747	846518.046	OAK	8
615	1135604.798	846707.546	OAK	28
616	1135705.638	846640.439	OAK	4
617	1135727.72	846597.786	OAK	10
618	1135726.405	846769.92	OAK	16
619	1135757.335	846618.357	OAK	11
620	1135728.713	846244.923	OAK	42
621	1135661.62	846000.394	OAK	8
622	1135606.454	846370.253	PALM	16
623	1135669.509	846611.026	OAK	5
624	1135752.742	846204.302	OAK	7
625	1135755.743	846483.526	OAK	12
626	1135780.753	846392.721	OAK	16
627	1135668.223	845988.088	OAK	7
628	1135759.283	846293.654	OAK	22
629	1135639.476	846626.695	OAK	14
630	1136802.721	847169.027	OAK	24
631	1135763.041	846805.037	OAK	10
631	1135754.886	846278.891	OAK	21
632	1135758.643	846793.333	OAK	5
633	1135758.07	846699.147	OAK	7
635	1135607.436	846825.802	OAK	10
636	1135754.154	846799.272	OAK	14
637	1135482.1	845960.88	OAK	16
638	1135724.523	846577.336	OAK	4
639	1135574.753	846256.704	OAK	4
640	1135586.276	846404.858	OAK	14
641	1135658.886	846599.459	OAK	14
642	1135725.43	846465.383	OAK	8
643	1135760.463	846143.311	OAK	15
644	1135611.642	846284.752	PALM	14
645	1135601.996	846405.11	OAK	16
646	1135723.55	846273.423	OAK	24
647	1135668.68	846429.993	POAK	17
648	1135779.307	846190.829	OAK	9
649	1135757.916	846716.609	OAK	20
650	1135658.441	846451.704	OAK	18
651	1135793.888	846608.942	OAK	7
652	1135662.127	846663.117	OAK	17
653	1135609.947	846811.714	OAK	4
654	1136147.444	848187.969	PALM	22
655	1135753.804	846340.107	OAK	11
656	1135627.34	846803.535	OAK	17
657	1135643.492	846817.011	OAK	9
658	1135733.748	846765.594	OAK	4
659	1135729.953	846638.792	OAK	6
660	1135601.578	846260.023	OAK	18
661	1135751.65	846773.685	OAK	14
662	1135732.389	846383.262	OAK	6
663	1135752.877	846166.638	OAK	15
664	1135756.499	846152.802	OAK	13
665	1136103.923	847362.645	OAK	7
666	1135781.8	846690.306	OAK	14
667	1135486.851	846192.325	OAK	7
668	1135573.85	846554.248	OAK	19
669	1135784.146	846710.664	OAK	19
670	1135402.909	846829.466	OAK	14
671	1135600.597	846423.317	OAK	12
672	1135659.733	846006.789	OAK	4
673	1135635.749	846583.056	OAK	12
674	1135693.625	846635.744	OAK	10
675	1135545.305	846812.489	OAK	6
676	1135635.931	846644.379	OAK	12
677	1135777.719	846066.432	OAK	20
678	1135459.026	846446.515	OAK	8
679	1135765.526	847565.813	OAK	4
680	1135727.032	846554.67	OAK	5
681	1135607.739	846759.978	OAK	7
682	1135602.579	846057.119	OAK	5
683	1135756.606	846342.372	OAK	13
684	1135608.134	846746.882	OAK	8
685	1135725.978	846389.903	OAK	31
686	1135464.298	846446.684	OAK	15
687	1135637.48	845989.724	OAK	9
688	1135759.914	846814.734	OAK	10
689	1135642.482	846007.183	PALM	13



DESCRIPTION:

PARCEL 1
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

ALL LESS AND EXCEPT LANDS DEEDED TO ST. LUCIE COUNTY BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 3664 PAGE 1430.

CONTAINING 3,725,282 SQUARE FEET/85.5207 ACRES, MORE OR LESS.

SURVEY NOTES:

1. THIS SURVEY OR REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL, OR THE AUTHENTICATED ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER.

2. SURVEY MAP OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED PROFESSIONAL LAND SURVEYOR.

3. LANDS SHOWN HEREON ARE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.

4. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

5. THE DESCRIPTION OF THE LAND CONTAINED IN THIS SURVEY WAS PROVIDED BY THE CLIENT.

6. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASIS FOR THIS SURVEY IS BASED ON A MEASURED NORTH LINE OF CANAL NO. 44, SAID LINE BEARS S 89°50'19" W AND ALL OTHER BEARINGS ARE RELATIVE THERETO. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS.

7. THE VERTICAL DATUM REFERENCES THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 AND IS IN THE U.S. SURVEY FOOT UNIT OF MEASUREMENT.

8. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS ESTABLISHED BY THE NATIONAL GEODETIC SURVEY (NGS) CONTROL POINT DESIGNATION "195 K

TREE LOCATIONS

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
690	1135675.715	845986.944	OAK	5
691	1135574.605	846549.335	OAK	13
692	1135759.466	846055.288	OAK	8
693	1135405.379	846725.304	OAK	4
694	1135633.883	846730.195	OAK	16
695	1135781.081	846247.402	OAK	12
696	1135638.635	846012.312	OAK	24
698	1135731.181	846362.122	OAK	7
699	1135728.079	846552.859	OAK	4
700	1135584.269	846399.787	OAK	10
701	1136510.018	847645.274	OAK	4
702	1136524.049	847519.242	OAK	4
703	1136530.014	847512.813	OAK	14
704	1136525.01	847508.983	PALM	10
705	1136527.51	847505.571	PALM	12
706	1136525.442	8474481.543	OAK	32
707	1136579.582	847465.276	OAK	29
708	1136597.871	847462.011	OAK	14
709	1136598.158	847447.044	OAK	22
710	1136603.161	847432.723	OAK	28
711	1136602.982	847403.516	OAK	6
712	1136605.24	847401.666	OAK	5
713	1136530.459	847401.418	OAK	5
714	1136527.989	847377.018	OAK	4
715	1136478.727	847452.126	OAK	28
716	1136477.519	847434.722	OAK	7
717	1136427.803	847393.59	OAK	26
718	1136476.614	847357.841	OAK	18
719	1136528.18	847350.073	OAK	8
720	1136531.217	847351.162	OAK	8
721	1136536.069	847356.283	OAK	7
722	1136506.82	847320.157	OAK	14
723	1136502.15	847314.476	OAK	12
724	1136502.984	847287.567	OAK	20
725	1136472.926	847311.935	OAK	29
726	1136570.622	847321.315	OAK	29
727	1136626.893	847331.575	OAK	32
728	1136653.234	847384.894	OAK	8
729	1136697.591	847393.402	PALM	10
730	1136702.111	847321.858	OAK	19
731	1136729.955	847346.308	OAK	24
732	1136752.095	847311.463	OAK	21
733	1136856.493	847383.852	OAK	27
734	1136866.297	847384.051	OAK	11
735	1136866.931	847387.807	OAK	11
736	1136867.097	847390.43	OAK	6
737	1136863.41	847387.199	OAK	5
738	1136865.592	847397.263	OAK	12
739	1136832.491	847343.867	OAK	10
740	1136829.579	847345.432	OAK	14
741	1136866.228	847356.655	OAK	15
742	1136891.79	847349.632	OAK	9
743	1136873.157	847340.4	OAK	8
744	1136866.061	847336.602	OAK	13
745	1136892.1	847335.384	OAK	17
746	1136893.536	847314.452	OAK	6
747	1136834.806	847313.261	OAK	18
748	1136794.164	847308.455	OAK	15
750	1136803.122	847179.311	OAK	7
751	1136805.885	847207.082	OAK	15
751	1136802.436	847169.307	OAK	23
751	1136802.436	847169.307	OAK	23
752	1136775.985	847193.666	OAK	30
753	1136806.813	847148.704	OAK	7
754	1136799.436	847151.592	OAK	12
755	1136835.983	847141.86	OAK	7
756	1136886.066	847177.748	OAK	4
757	1136919.459	847177.145	OAK	15
758	1135637.796	8466372.753	OAK	10
759	1136808.561	847203.69	OAK	11
760	1136890.114	847144.979	OAK	6
761	1136804.214	847210.629	OAK	5
762	1136802.692	847310.126	OAK	20
763	1136801.571	847196.413	OAK	6
764	1136923.777	8472251.679	OAK	11
765	1136864.804	847158.09	OAK	11
766	1136870.316	847160.693	OAK	5
767	1136861.422	847161.739	OAK	24
768	1136872.31	847234.334	OAK	6
769	1136769.322	847182.621	OAK	9
770	1136898.681	847242.067	PALM	9
771	1136926.701	8472274.583	OAK	6
772	1136918.901	847295.358	OAK	12
773	1136975.494	847174.771	OAK	7
774	1136977.912	847155.328	OAK	5
775	1136922.799	847170.264	OAK	15
776	1136783.335	847183.436	OAK	8
777	1136972.721	847135.488	OAK	16
778	1137035.606	847173.389	OAK	17
779	1136835.994	847143.983	OAK	11
780	1136960.372	847236.922	PINE	4
781	1136927.874	8472270.551	OAK	5
782	1136915.902	847277.578	OAK	10
783	1136772.715	847153.81	OAK	6
784	1136863.029	847112.151	OAK	4
785	1136807.299	847078.538	PINE	32
786	1136778.015	847153.72	OAK	5
787	1136923.229	847255.974	OAK	7
788	1136862.787	847106.743	OAK	6
789	1135842.761	846145.114	OAK	20
790	1136786.139	847173.712	OAK	10
791	1136863.839	847139.097	OAK	24
792	1136864.714	847136.458	OAK	13
793	1137031.354	847139.537	OAK	15
794	1136863.394	847120.936	OAK	14
795	1136976.388	847172.804	OAK	5
796	1136834.571	847163.773	OAK	12
797	1136971.66	847143.353	OAK	12
798	1136920.527	847156.195	OAK	22
799	1135600.021	846822.16	OAK	5
801	1135834.779	846162.884	OAK	25
802	1135845.846	846692.238	OAK	22
803	1135843.358	846706.552	OAK	12
804	1135843.267	846738.786	OAK	19
805	1135758.252	846677.31	OAK	18
806	1135813.769	846818.197	OAK	15
807	1136923.064	847282.556	OAK	6
807	1135641.317	846119.576	OAK	12
808	1135640.775	846689.085	OAK	15
809	1135905.895	846840.182	OAK	18
810	1135903.244	846237.843	OAK	9
811	1135884.356	846812.884	OAK	11
812	1135962.224	846461.991	OAK	7
813	1135960.388	846423.577	OAK	25
814	1135907.161	846386.507	OAK	24
815	1135912.654	846370.179	PALM	12
816	1135606.197	846793.029	OAK	14
817	1135955.284	846349.26	OAK	25
818	1135962.018	846323.257	OAK	22
819	1135898.779	846280.502	OAK	18
820	1135912.065	846273.331	OAK	7
821	1135913.204	846263.98	OAK	9
822	1135900.311	846177.405	OAK	24
823	1135910.844	846122.167	PALM	12
824	1135816.57	846139.313	OAK	12
825	1135760.437	846837.949	OAK	24
826	1135880.416	846120.207	OAK	9
827	1135811.699	846127.771	OAK	13
828	1135843.654	846298.265	OAK	21
829	1135837.154	846258.808	OAK	20
830	1135813.901	846424.776	OAK	9
831	1135839.851	846427.234	OAK	21
832	1135814.105	846436.477	OAK	41
833	1135870.572	846108.101	OAK	19
834	1135869.545	846076.36	OAK	18
835	1135896.279	846055.709	OAK	22
836	1135817.907	846459.352	OAK	4
837	1135840.125	846478.79	OAK	17
838	1135845.259	846478.812	OAK	18
839	1135666.502	846134.551	OAK	6
840	1135640.943	846129.875	OAK	14
841	1135635.316	846449.75	OAK	16
842	1135662.764	846340.27	OAK	24
843	1135606.232	846155.734	OAK	9
844	1135638.142	846241.667	OAK	9
845	1135487.064	846326.762	OAK	16
846	1135633.23	846403.599	OAK	6
847	1135669.703	846428.278	OAK	15
848	1135788.202	846824.646	OAK	6
849	1135809.474	846824.928	OAK	12
850	1135811.479	846823.859	OAK	11
851	1135789.189	846828.757	OAK	7
852	1135786.136	846631.26	OAK	19
853	1135845.515	846673.646	OAK	9
854	1135934.506	846368.553	OAK	22
855	1135922.549	846407.609	PALM	9
856	1135877.142	846084.34	OAK	15
857	1135680.279	846433.075	PINE	12
858	1135632.866	846627.863	OAK	14
859	1135630.199	846126.137	OAK	11
860	1135634.657	846078.355	OAK	16
861	1135398.795	846668.133	OAK	6
862	1135488.867	846419.018	PALM	14
863	1135785.069	846627.798	OAK	14
864	1135607.112	846812.338	OAK	9
865	1135731.321	846215.422	OAK	9
866	1135875.652	846544.766	OAK	30
867	1135904.45	846399.075	OAK	23
868	1135779.179	846319.835	OAK	19
869	1135731.834	846144.178	OAK	9
870	1135602.14	846418.029	OAK	9
871	1135842.657	846821.095	OAK	9
872	1135576.356	846255.765	OAK	4
873	1135843.489	846682.012	OAK	12
874	1135819.543	846762.964	OAK	7
875	1135846.201	846820.521	OAK	23
876	1135821.977	846785.828	OAK	5
877	1135656.3	846618.134	OAK	4
878	1135877.217	846317.207	OAK	24
879	1135882.343	846258.298	OAK	9
880	1135839.591	846046.88	OAK	14
881	1135840.296	846038.271	OAK	16
882	1135812.665	846044.224	OAK	14
883	1135821.892	846069.173	OAK	15
884	1135818.104	846097.139	OAK	19
885	1135839.724	846131.888	OAK	17
886	1135870.758	846468.481	OAK	7
887	1135825.323	846573.892	OAK	26
888	1135845.781	846642.549	OAK	24
889	1135844.352	846618.896	OAK	25
890	1135845.44	846613.25	OAK	25
891	1135823.229	846564.552	OAK	25
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893	1135661.19	846051.31	OAK	13
894	1135635.659	846137.838	OAK	6
895	1135814.397	846462.495	OAK	20
896	1135843.488	846461.294	OAK	15
897	1135845.531	846675.701	OAK	10
898	1135785.041	846816.019	OAK	15
899	1135820.185	846473.604	OAK	16
900	1135814.528	846757.322	OAK	21
901	1136586.017	846906.327	PALM	14
902	1136621.851	846904.174	PALM	16
903	1136652.965	846903.997	PALM	13
904	1136649.289	846907.974	PALM	11
905	1136688.269	846892.256	PALM	10
906	1137169.1	846919.814	OAK	15
907	1137111.866	846947.793	OAK	5
908	1137108.308	846944.827	OAK	13
909	1137133.112	846985.961	OAK	15
910	1137158.165	846973.926	PALM	14
911	1137115.429	846976.845	OAK	4
912	1137113.923	847001.28	OAK	5
913	1137104.325	847010.972	OAK	14
914	1137106.567	847001.86	OAK	10
915	1137092.935	847004.006	OAK	4
916	1137088.062	846994.596	OAK	10
917	1137084.817	846989.185	OAK	5
918	1137089.499	846981.498	OAK	8
919	1137100.162	846980.545	OAK	7
920	1137092.36	846975.618	OAK	4
921	1137089.089	846968.515	OAK	4
922	1137100.069	846961.293	OAK	8
923	1137085.813	846959.141	OAK	6
924	1137028.678	846964.779	OAK	23
925	1136895.621	846961.084	OAK	18
926	1136869.126	846986.826	PALM	11
927	1136865.143	846986.5	OAK	12
928	1136869.581	846993.894	OAK	12
929	1136867.721	846997.003	OAK	6
930	1136864.721	846998.64	OAK	16
931	1136858.073	846999.172	OAK	9
932	1136953.79	846985.377	OAK	7
933	1136969.994	846949.289	OAK	9
934	1137025.274	846996.963	OAK	5
935	1137026.954	846996.876	OAK	14
936	1137032.846	847009.648	OAK	5
937	1136899.509	847031.274	OAK	9
938	1136896.911	847038.719	OAK	14
939	1136894.712	847052.696	OAK	10
940	1136896.076	847053.449	OAK	7
941	1136901.872	847047.701	OAK	5
942	1136944.083	847047.587	OAK	16
943	1136980.264	847011.806	OAK	4
944	1136983.426	847006.454	OAK	5
945	1136995.22	847025.597	OAK	10
946	1136983.199	847031.356	OAK	7
947	1136981.934	847027.99	OAK	5
948	1136980.992	847021.946	OAK	7
949	1136978.853	847019.702	OAK	9
950	1137029.505	846988.011	OAK	10
951	1137082.047	847017.544	OAK	9
952	1137079.664	847038.294	OAK	11
953	1137043.086	847036.056	PALM	10
954	1137033.869	847045.733	OAK	12
955	1137029.89	847049.288	OAK	4
956	1137028.788	847050.961	OAK	9
957	1137027.217	847050.039	OAK	13
958	1137082.808	847065.872	OAK	16
959	1137069.243	847065.586	OAK	4
960	1137063.629	847074.54	OAK	4
961	1137060.606	847079.941	OAK	6
962	1137053.951	847074.817	OAK	15
963	1137063.34	847100.902	OAK	15
964	1137033.067	847077.944	OAK	11
965	1137030.892	847078.36	OAK	9
966	1137005.927	847061.856	OAK	7
967	1137004.614	847062.318	OAK	13
968	1137005.23	847096.657	OAK	20
969	1137002.914	847107.994	OAK	8
970	1137009.494	847116.325	OAK	7
971	1137026.123	847119.997	OAK	5
972	1137053.153	847113.283	OAK	16
973	1136970.848	847112.908	OAK	5
974	1136971.244	847118.51	OAK	4
975	1136947.831	847123.181	OAK	15
976	1136921.355	847127.878	OAK	12
977	1136897.254	847130.984	OAK	8
978	1136897.808	847122.332	OAK	8
979	1136895.554	847122.518	OAK	15
980	1136891.826	847122.751	OAK	7
981	1136861.208	847062.455	OAK	11
982	1136865.938	847087.895	OAK	16
983	1136863.505	847089.467	OAK	14
984	1136866.931	847097.441	OAK	11
985	1136811.137	847028.63	OAK	5
986	1136799.838	847019.208	PINE	14
987	1136793.659	847012.372	PINE	11
988	1136782.201	847007.643	PINE	20
989	1136782.778	847006.408	OAK	9
990	1136789.215	847001.409	PALM	12
991	1136792.468	846992.886	OAK	4
992	1136793.643	846982.44	OAK	6
993	1136781.35	846981.849	PINE	18
994	1136791.317	846976.202	PINE	14
995	1136788.965	846962.402	PINE	14
996	1136784.596	846957.211	PINE	7
997	1136738.733	846980.271	PALM	9
998	1135279.808	846601.266	OAK	5
999	1135275.483	846616.348	OAK	8
1000	1135251.832	846638.057	PALM	7
1001	1135265.392	845909.547	PALM	19
1002	1135242.363	846063.004	OAK	5
1003	1135270.757	846129.769	OAK	15
1004	1135221.63	846177.584	OAK	8
1005	1135273.012	846119.804	OAK	5
1006	1135216.573	846159.461	OAK	10
1007	1135214.553	846176.78	OAK	9
1008	1135214.654	846133.661	OAK	10
1009	1135217.828	846149.222	OAK	30
1010	1135271.104	846132.705	OAK	13
1011	1135246.369	846127.218	OAK	19
1012	1135271.258	846118.994	OAK	16
1013	1135252.194	845807.173	OAK	12
1014	1135248.383	845789.893	OAK	9
1015	1135215.231	845799.727	OAK	6
1016	1135245.32	845793.712	OAK	6
1017	1135213.415	845801.53	OAK	12
1018	1135238.238	845798.458	OAK	20
1019	1135249.609	845848.894	OAK	13
1020	1135243.275	845840.892	OAK	16
1021	1135212.463	845851.971	OAK	15
1022	1135221.448	845850.972	OAK	7
1023	1135246.625	845876.547	OAK	20
1024	1135242.907	845864.291	OAK	8
1025	1135217.84	845870.292	OAK	5
1026	1135210.263	845874.125	OAK	4
1027	1135215.947	845878.939	OAK	31
1028	1135213.24	845902.17	OAK	6
1029	1135239.648	845905.047	PALM	15
1030	1135240.038	845913.762	OAK	9
1031	1135215.228	845913.125	OAK	7
1032	1135247.814	845934.297	OAK	8
1033	1135244.82	845950.103	OAK	16
1034	1135241.153	846001.59	OAK	4
1035	1135187.557	845975.446	OAK	7
1036	1135186.996	845981.744	OAK	4
1037	1135209.822	845943.783	OAK	7
1038	1135184.663	845943.599	OAK	29
1039	1135186.204	845925.389	OAK	6
1040	1135188.798	845929.795	OAK	7
1041	1135155.534	845934.89	OAK	12
1042	1135156.816	845929.42	OAK	5
1043	1135160.938	845952.782	OAK	9
1044	1135149.785	845956.42	OAK	6
1045	1135155.665	845955.786	OAK	11
1046	1135158.391	845975.257	OAK	6
1047	1135153.432	845980.674	OAK	5
1048	1135158.712	846006.494	OAK	15
1049	1135189.441	846021.886	OAK	4
1050	1135186.646	846017.467	OAK	9
1051	1135185.114	846025.436	OAK	9
1052	1135184.185	846030.292	OAK	7
1053	1135153.628	846028.634	OAK	30
1054	1135129.876	846050.995	OAK	8
1055	1135151.626	846050.403	OAK	9
1056	1135189.87	846049.564	OAK	10
1057	1135150.535	846066.422	PALM	17
1058	1135157.484	846072.572	OAK	6
1059	1135188.826	846063.499	OAK	5
1060	1135181.707	846076.266	OAK	4
1061	1135247.222	846214.856	OAK	5
1062	1135242.048	845667.569	OAK	6
1063	1135244.414	846226.265	OAK	5
1064	1135278.87	845668.152	OAK	22
1065	1135279.358	845674.999	OAK	9
1066	1135279.345	845695.02	OAK	10
1067	1135276.625	845693.072	OAK	13
1068	1135269.104	845696.188	OAK	7
1069	1135273.656	845706.24	OAK	11
1070	1135280.543	845717.605	OAK	16
1071	1135276.256	845732.52	OAK	11
1072	1135274.352	845762.109	OAK	20
1073	1135275.118	845769.965	OAK	10
1074	1135272.81	845797.07	OAK	14
1075	1135282.719	845817.19	OAK	17
1076	1135273.526	845810.643	OAK	15
1077	1135277.036	845836.369	OAK	5
1078	1135276.074	845869.052	PALM	15
1079	1135281.983	845878.077	OAK	14
1080	1135275.602	845893.151	OAK	4
1081	1135270.061	845922.625	OAK	21
1082	1135269.848	845929.037	OAK	10
1083	1135272.435	845931.217	OAK	4
1084	1135277.784	845936.16	OAK	4
1085	1135246.653	845980.82	OAK	14
1086	1135273.105	846007.856	OAK	16
1087	1135277.479	845976.917	OAK	22
1088	1135246.493	845978.035	OAK	15
1089	1135214.434	845991.582	OAK	16
1090	1135251.683	846017.295	OAK	6
1091	1135218.892	846018.049	OAK	33
1092	1135220.015	846036.687	OAK	35
1093	1135205.095	846032.711	OAK	11
1094	1135217.364	846058.072	OAK	11
1095	1135241.737	846058.333	OAK	4
1096	1135248.208	846002.864	OAK	11
1097	1135243.084	846059.703	OAK	4
1098	1135270.689	846123.982	OAK	8
1099	1135241.8	846100.657	OAK	10
1100	1135209.34	846178.578	OAK	18
1101	1135244.925	846465.009	OAK	5
1102	1135280.425	846419.277	OAK	5
1103	1135271.408	846385.964	OAK	4
1104	1135273.49	846377.638	OAK	5
1105	1135248.405	846367.45	OAK	5
1107	1135152.754	846321.473	OAK	15
1108	1135157.088	846317.463	OAK	8
1109	1135181.402	846315.287	OAK	13
1110	1135157.318	846309.156	OAK	5
1111	1135150.827	846336.331	OAK	5
1112	1135189.955	846291.795	OAK	4
1113	1135159.999	846270.093	OAK	12
1114	1135184.926	846266.614	OAK	5
1115	1135179.414	846239.627	OAK	17
1116	1135159.971	846239.19	OAK	4
1117	1135184.308	846223.549	OAK	9
1118	1135185.693	846222.892	OAK	10
1119	1135183.754	846202.892	OAK	7
1120	1135157.208	846190.43	OAK	10
1121	1135155.689	846181.222	PALM	10
1122	1135154.151	846179.052	PALM	14
1123	1135187.784	846180.518	OAK	9
1124	1135186.462	846182.051	OAK	9
1125	1135175.057	846163.194	OAK	15
1126	1135176.269	846162.13	OAK	7
1127	1135175.575	846158.68	PALM	14
1128	1135160.659	846144.021	OAK	9
1129	1135157.73	846143.16	OAK	4
1130	1135158.471	846129.997	OAK	19
1131	1135180.175	846130.185	OAK	12
1132	1135178.113	846110.116	OAK	15
1133	1135178.41	846110.969	OAK	8
1134	1135159.631	846116.447	OAK	4
1135	1135151.026	846115.357	PALM	12
1136	1135155.887	846096.59	OAK	7
1137	1135156.438	846084.806	OAK	16
1138	1135122.962	846088.591	OAK	5
1139	1135122.288	846088.876	OAK	4
1140	1135117.461	846103.426	OAK	4
1141	1135127.33	846106.971	PALM	14
1142	1135124.898	846115.724	OAK	19
1143	1135096.392	846124.989	OAK	10
1144	1135093.469	846124.803	OAK	11
1145	1135094.442	846122.685	OAK	11
1146	1135091.304	846102.174	OAK	15
1147	1135089.741	846104.217	OAK	4
1148	1135094.267	846137.894	OAK	4
1149	1135122.096	846150.79	OAK	5
1150	1135123.902	846152.789	OAK	7
1151	1135120.584	846153.76	OAK	25
1152	1135131.062	846157.367	OAK	9
1153	1135131.216	846160.664	OAK	8
1154	1135130.434	846147.554	OAK	5
1155	1135121.949	846170.168	OAK	7
1156	1135121.479	846170.204	PALM	12
1157	1135123.65	846172.229	PALM	12
1158	1135119.746	846174.876	OAK	7
1159	1135087.206	846174.421	OAK	10
1160	1135089.507	846167.647	OAK	10
1161	1135095.409	846203.685	OAK	6
1162	1135124.125	846193.598	OAK	10
1163	1135119.596	846196.758	OAK	13
1164	1135125.617	846210.017	OAK	9
1165	1135103.421	846209.399	OAK	5
1166	1135097.804	846222.588	OAK	28
1167	1135094.268	846230.222	OAK	5
1168	1135122.086	846234.819	OAK	11
1169	1135119.014	846238.28	OAK	10
1170	1135134.315	846248.62	OAK	7
1171	1135166.229	846260.416	PALM	14
1172	1135127.704	846074.472	OAK	9
1173	1135125.869	846072.559	OAK	11
1174	1135129.334	846070.53	PALM	14
1175	1135122.908	846052.148	OAK	9
1176	1135118.186	846040.442	PALM	10
1177	1135119.739	846012.192	OAK	6
1178	1135119.966	846009.751	OAK	12
1179	1135122.976	846010.217	OAK	11
1180	1135121.254	846012.477	OAK	12
1181	1135121.459	846022.824	OAK	4
1182	1135095.392	846013.062	OAK	16
1183	1135097.552	846015.903	OAK	13
1184	1135062.793	846026.807	PALM	14
1185	1135090.053	846032.861	OAK	5
1186	1135092.148	845973.249	OAK	17
1187	1135098.432	845974.668	OAK	4
1188	1135104.762	845960.476	OAK	9
1189	1135123.869	845974.9	OAK	7
1190	1135134.851	846005.435	PALM	14
1191	1135131.607	845993.224	PALM	10
1192	1135153.122	846003.433	PALM	10
1193	1135133.012	845967.443	PALM	13
1194	1135140.284	845955.084	OAK	4
1195	1135093.496	845941.588	OAK	16
1196	1135094.108	845943.684	OAK	14
1197	1135119.254	845921.8	OAK	17
1198	1135131.27	845931.668	PALM	13
1199	1135120.799	845917.336	OAK	19
1200	1135126.102	845906.809	OAK	5
1201	1135120.863	845901.005	OAK	7
1202	1135126.753	845883.945	OAK	10
1203	1135129.463	845882.122	PALM	13
1204	1135095.128	845890.949	OAK	37
1205	1135087.489	845870.009	PALM	14
1206	1135157.106	845900.647	OAK	12
1207	1135158.245	845901.958	OAK	5
1208	1135154.92	845891.862	OAK	6
1209	1135157.562	845880.014	PALM	10
1210	1135179.004	845889.24	OAK	11
1211	1135178.86	845891.968	OAK	13
1212	1135094.803	845682.4	OAK	5
1213	1135099.476	845692.932	OAK	7
1214	1135096.066	845730.278	OAK	16
1215	1135095.053	845744.176	OAK	12
1218	1135086.99	845826.022	OAK	11
1219	1135086.297	845835.032	OAK	22
1220	1135114.999	845829.59	OAK	6
1221	1135118.201	845830.624	OAK	7
1222	1135118.146	845831.877	OAK	9
1223	1135115.703	845849.327	OAK	8
1224	1135099.574	845849.027	OAK	14
1225	1135101.834	845865.005	PALM	12
1226	1135123.8	845874.078	OAK	4
1227	1135127.83	845857.124	OAK	6
1228	1135130.165	845855.272	PALM	13
1229	1135129.398	845854.034	PALM	13
1230	1135153.299	845859.218	OAK	4
1231	1135152.259	845859.813	OAK	5
1232	1135152.056	845852.152	PALM	13
1233	1135135.009	845835.051	PALM	12
1234	1135130.71	845825.061

TREE LOCATIONS

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
2578	1136577.909	847826.866	OAK	24
2579	1136534.712	847838.848	OAK	10
2580	1136532.586	847835.545	OAK	11
2581	1136529.415	847833.824	OAK	14
2582	1136555.517	847758.326	OAK	12
2583	1136512.434	847772.657	OAK	8
2584	1136511.12	847769.103	OAK	11
2585	1136482.379	847774.057	OAK	19
2586	1136482.783	847764.583	OAK	18
2587	1136479.214	847761.859	OAK	16
2588	1136483.134	847756.654	OAK	14
2589	1136531.546	847743.158	OAK	22
2590	1136557.196	847736.567	OAK	4
2591	1136573.182	847677.717	OAK	39
2592	1136532.086	847658.407	OAK	20
2593	1136575.967	847618.956	OAK	15
2594	1136603.333	847551.039	OAK	23
2595	1136584.371	847507.639	OAK	16
2596	1136551.309	847548.336	OAK	27
2597	1136525.816	847626.895	OAK	29
2745	1136319.614	847676.856	MAPLE	12
2746	1136321.491	847696.636	MAPLE	8
2747	1136325.174	847698.983	MAPLE	9
2748	1136321.141	847702.01	MAPLE	19
2749	1136322.559	847781.757	MAPLE	6
2750	1136321.374	847788.716	MAPLE	16
2751	1136334.373	847823.976	PALM	13
2752	1136334.096	847828.634	PALM	13
2753	1136322.848	847866.697	OAK	10
2754	1136329.975	847872.588	OAK	9
2755	1136334.009	847912.129	PALM	15
2756	1136324.857	847958.308	BIRCH	10
2757	1136324.491	847995.431	PALM	17
2758	1136317.882	847995.408	PALM	14
2759	1136328.546	848010.844	PALM	13
2760	1136194.914	848152.529	OAK	20
2761	1136191.652	848145.215	OAK	27
2762	1136197.436	848142.145	PALM	15
2763	1136169.432	848138.747	OAK	14
2764	1136166.679	848140.419	OAK	22
2765	1136168.061	848145.496	OAK	15
2766	1135865.694	848140.01	OAK	20
2767	1135820.045	848128.016	OAK	22
2768	1135777.455	848179.942	PALM	16
2769	1135665.82	848162.777	OAK	26
2770	1135665.199	848169.24	PALM	17
2771	1135709.92	848121.568	PALM	16
2772	1135713.827	848132.643	PALM	21
2773	1135622.483	848141.599	OAK	26
2774	1135696.51	848027.544	OAK	24
2775	1135666.555	848027.909	OAK	21
2776	1135620.059	847996.548	OAK	19
2777	1135617.554	847992.545	OAK	20
2778	1135613.034	847993.214	PALM	10
2779	1135605.232	847989.767	PALM	10
2780	1135598.669	847984.891	PALM	12
2781	1135569.374	848003.886	OAK	25
2782	1135492.114	847977.934	OAK	19
2783	1135495.118	847975.327	OAK	24
2784	1135446.929	847962.477	OAK	13
2785	1135444.155	847963.87	OAK	17
2786	1135429.661	847978.404	PALM	12
2787	1135396.225	847997.118	OAK	23
2788	1135397.109	848013.567	OAK	8
2789	1135326.19	848019.362	OAK	11
2790	1135326.026	848009.727	OAKCLUSTER3	35
2791	1135322.735	847988.063	OAK	12
2792	1135340.976	847993.14	PALM	8
2793	1135345.036	847972.169	OAK	13
2794	1135346.182	847961.222	OAK	12
2795	1135346.544	847955.434	OAK	18
2796	1135336.229	847954.773	PALM	8
2802	1136188.566	847656.905	OAK	16
2803	1136192.88	847655.701	OAK	21
2804	1136196.633	847664.647	PALM	9
2805	1136188.861	847680.22	OAK	27
2806	1136192.905	847683.163	OAK	9
2807	1136192.429	847695.86	OAK	10
2808	1136192.117	847703.499	OAK	8
2809	1136193.261	847710.567	OAK	15
2810	1136194.191	847712.959	OAK	22
2811	1136167.357	847712.119	OAK	20
2812	1136165.644	847715.661	OAK	25
2813	1136164.951	847722.505	OAK	24
2814	1136164.682	847726.353	OAK	5
2815	1136165.299	847745.222	OAK	24
2816	1136136.426	847769.058	OAK	25
2817	1136117.643	847770.506	OAK	35
2818	1136118.088	847786.087	OAK	13
2819	1136117.143	847791.135	OAK	21
2820	1136240.469	847690.891	OAK	24
2821	1136242.169	847660.834	OAK	22
2822	1136252.22	847578.621	OAK	21
2823	1136169.366	847622.919	OAK	21
2824	1136297.733	847793.1	OAK	22
2825	1136193.639	847988.975	OAK	24
2826	1136198.856	847958.838	OAK	12
2827	1136196.209	847933.966	OAK	21
2828	1136173.075	847949.703	OAK	23
2829	1136167.642	847951.709	OAK	24
2830	1136142.132	848046.851	OAK	26
2831	1136095.284	848044.423	OAK	20
2832	1136068.948	847968.012	OAK	24
2833	1136042.316	847963.945	OAK	19
2834	1136019.424	847982.525	OAK	23
2835	1136043.338	847930.246	OAK	25
2836	1135968.408	847928.477	OAK	24
2837	1135957.886	847925.203	PALM	20
2838	1135915.797	847893.781	OAK	22
2839	1135942.814	847880.883	OAK	19
2840	1135946.865	847881.688	OAK	41
2841	1135965.745	847854.602	OAK	33
2842	1135964.092	847843.071	PALM	10
2843	1135941.011	847813.153	OAK	21
2890	1135570.364	847882.53	OAK	35
2891	1135567.051	847899.106	OAK	17
2892	1135517.874	847917.22	OAK	14
2893	1135420.29	847892.218	OAK	10
2894	1135416.102	847892.829	OAK	14
2895	1135419.759	847861.69	OAK	23
2896	1135445.131	847871.25	OAK	19
2897	1135444.777	847865.701	OAK	18
2898	1135469.257	847818.697	OAK	31
2899	1135395.69	847821.493	OAK	17
2900	1135343.01	847835.918	OAK	13
3000	1136079.952	847578.569	OAK	13
3001	1136081.061	847574.797	PALM	14
3002	1136076.101	847576.725	PALM	16
3003	1135932.4	847576.036	PALM	16
3004	1135888.352	847629.743	OAK	16
3005	1135765.024	847659.794	OAK	14
3006	1135765.243	847656.792	OAK	18
3007	1135772.484	847648.687	OAK	17
3008	1135767.454	847649.07	OAK	22
3009	1135755.46	847644.594	PALM	20
3010	1135717.631	847761.308	OAK	25
3011	1135493.145	848127.952	OAK	15
3012	1135493.799	848133.471	OAK	13
3013	1135445.849	848107.565	OAK	22
3014	1135468.47	848065.955	OAK	36
3015	1135450.827	848046.349	PALM	25
3016	1135370.284	848073.493	OAK	14
3017	1135345.43	848126.287	OAK	35
3018	1135371.096	848090.056	OAK	45
3019	1135264.768	848015.097	OAK	15
3020	1135252.671	847997.187	OAK	22
3021	1135243.654	847972.322	OAK	13
3022	1135244.853	847969.783	PALM	14
3023	1135263.639	847971.817	OAK	13
3024	1135277.843	847949.717	OAK	10
3025	1135277.061	847947.813	OAK	15
3026	1135288.018	847921.145	OAK	16
3027	1135253.185	847936.484	OAK	10
3028	1135242.856	847942.849	OAK	15
3029	1135244.837	847943.265	OAK	5
3030	1135220.429	847954.562	OAK	22
3031	1135219.297	847984.819	OAK	14
3032	1135244.061	847896.142	OAK	15
3033	1135290.378	847869.343	OAK	15
3034	1135327.445	847901.488	OAK	22
3035	1135327.008	847898.412	OAK	11
3036	1135344.391	847895.135	OAK	22
3037	1135346.113	847869.027	OAK	23
3038	1135343.016	847838.591	OAK	21
3039	1135383.122	847717.803	PALM	23
3040	1135370.181	847715.593	OAK	27
3041	1135370.129	847699.509	OAK	34
3042	1135516.008	847815.391	OAK	34
3043	1135519.845	847814.343	OAK	24
3044	1135516.628	847785.475	OAK	32
3045	1135517.109	847751.685	OAK	34
3046	1135469.044	847714.31	OAK	42
3047	1135471.191	847662.719	PALM	18
3048	1135462.367	847589.628	PALM	18
3049	1135527.495	847580.534	PALM	14
3050	1135478.394	847580.768	PALM	13
3051	1135354.852	847667.267	PALM	22
3052	1135289.795	847598.449	PALM	22
3053	1135284.923	847588.335	PALM	22
3054	1135273.094	847651.5	PALM	26
3055	1135274.974	847661.092	PALM	19
3056	1135270.847	847663.142	PALM	13
3057	1135277.439	847672.205	PALM	22
3058	1135299.884	847657.178	PALM	25
3059	1135225.108	847673.279	PALM	19
3060	1135242.372	847791.765	OAK	22
3061	1135233.107	847800.345	PALM	14
3062	1135241.929	847833.85	OAK	14
3063	1135245.589	847838.387	OAK	13
3064	1135219.835	847863.798	OAK	30
3065	1135274.945	847858.376	PALM	28
3560	1135093.58	847904.148	PALM	12
3561	1135203.199	848102.81	OAK	11
3562	1135194.985	848115.699	OAK	13
3563	1135197.95	848134.564	OAK	20
3564	1135157.222	848114.858	PALM	12
3565	1135155.674	848117.844	OAK	24
3566	1135139.631	848129.396	PALM	24
3567	1135363.265	848086.278	PALM	14
3568	1135498.191	848132.973	PALM	16
3569	1135492.031	848047.114	PALM	8
3570	1135874.901	847987.566	PALM	13
3571	1136190.143	847826.929	OAK	28
3572	1135912.791	846945.687	PALM	20
3573	1135906.766	846895.926	PALM	12
3574	1135905.613	846893.908	PALM	14
3575	1135896.957	846891.003	PALM	14
3576	1135898.398	846891.517	PALM	12
3577	1135891.67	846886.888	PALM	14
3578	1136119.294	847090.125	PALM	20
3579	1136146.536	847107.182	PALM	13
3590	1136097.456	847321.485	PALM	17
3591	1136081.24	847319.839	OAK	14
3592	1136100.354	847376.703	OAK	12
3593	1136109.033	847373.388	PALM	20
3594	1136120.141	846882.803	PALM	11
3595	1135685.448	847595.852	PALM	11
5000	1135642.817	845684.59	OAK	14
5001	1135637.355	845690.867	OAK	5
5002	1135652.274	845691.747	OAK	12
5003	1135664.344	845704.118	OAK	20
5004	1135670.148	845704.977	OAK	6
5005	1135613.556	845697.891	PINE	10
5006	1135609.156	845703.948	PINE	10
5007	1135602.384	845714.554	PINE	10
5008	1135579.39	845712.211	OAK	15
5009	1135578.825	845715.278	OAK	4
5010	1135622.65	845722.316	PALM	13
5011	1135636.422	845742.176	OAK	9
5012	1135637.796	845747.259	OAK	13
5013	1135637.415	845755.3	OAK	10
5014	1135632.37	845751.914	OAK	4
5015	1135632.798	845774.88	PALM	18
5016	1135642.677	845780.021	OAK	15
5017	1135636.762	845781.67	OAK	18
5018	1135611.042	845798.447	OAK	21
5019	1135605.766	845786.815	OAK	5
5020	1135603.349	845788.538	OAK	5
5021	1135601.429	845785.307	OAK	9
5022	1135599.513	845786.823	OAK	9
5023	1135604.581	845791.293	OAK	5
5024	1135613.934	845825.146	PINE	8
5025	1135639.6	845781.936	OAK	7
5026	1135658.679	845798.6	OAK	6
5027	1135675.118	845809.268	PALMCLUSTER	18
5028	1135636.739	845840.866	OAK	12
5029	1135661.195	845900.443	OAK	21
5030	1135637.322	845893.725	OAK	4
5031	1135634.428	845890.81	OAK	6
5032	1135613.112	845908.442	PALM	14
5033	1135610.991	845899.314	PALM	14
5034	1135602.288	845904.169	OAK	40
5035	1135601.658	845907.291	PALM	11
5036	1135577.109	845893.772	OAK	8
5037	1135603.323	845897.64	OAK	18
5038	1135570.057	845921.619	OAK	4
5039	1135572.637	845931.684	OAK	5
5040	1135597.968	845949.291	PALM	13
5041	1135601.422	845949.156	OAK	13
5042	1135605.878	845938.308	OAK	9
5043	1135635.241	845937.238	OAK	7
5044	1135640.698	845936.967	OAK	11
5045	1135638.061	845947.182	PALM	11
5046	1135634.186	845947.822	PALM	11
5047	1135634.028	845955.223	PALM	11
5048	1135641.204	845957.433	OAK	5
5049	1135669.272	845952.645	OAK	16
5050	1135665.442	845930.903	OAK	8
5051	1135676.459	845926.455	OAK	6
5052	1135661.372	845918.457	OAK	7
5053	1135638.387	845921.37	OAK	5
5054	1135653.968	845887.21	OAK	7
5500	1135543.787	845728.983	OAK	8
5501	1135547.363	845726.913	OAK	8
5502	1135544.129	845746.178	PALM	12
5503	1135548.502	845760.929	PALM	12
5504	1135555.931	845760.941	PALM	12
5505	1135543.979	845756.469	OAK	5
5506	1135515.094	845771.557	PALM	16
5507	1135510.29	845767.672	OAK	5
5508	1135519.062	845782.46	OAK	5
5509	1135513.057	845781.975	OAK	18
5510	1135493.674	845794.613	PALM	12
5511	1135496.775	845812.779	PALM	18
5512	1135509.483	845813.464	OAK	7
5513	1135512.79	845813.6	OAK	9
5514	1135491.984	845822.88	OAK	9
5515	1135485.391	845819.333	OAK	8
5516	1135484.036	845823.293	OAK	12
5517	1135490.998	845836.879	OAK	4
5518	1135480.861	845843.458	OAK	18
5519	1135510.508	845871.459	OAK	5
5520	1135509.905	845882.368	OAK	4
5521	1135510.851	845885.481	OAK	7
5522	1135511.343	845887.939	OAK	4
5523	1135505.932	845878.849	PALM	17
5524	1135564.652	845868.403	PALM	13
5525	1135506.343	845899.49	PALM	21
5526	1135506.461	845905.714	PALM	15
5527	1135506.486	845915.543	PALM	18
5528	1135510.986	845924.434	PALM	15
5529	1135513.631	845923.665	OAK	4
5530	1135509.311	845971.409	OAK	12
5531	1135549.09	845988.242	OAK	9
5532	1135547.503	845998.617	OAK	5
5533	1135544.123	846001.603	OAK	5
5534	1135542.468	846007.817	OAK	5
5535	1135543.858	846009.495	PALM	9
5536	1135511.871	845986.744	PALM	10
5537	1135512.389	845989.881	PALM	13
5538	1135633.376	846580.6	OAK	24
5539	1135514.511	846054.065	PALM	14
5540	1135544.81	846070.202	OAK	16
5541	1135517.48	846073.029	OAK	5
5542	1135519.401	846084.413	OAK	13
5543	1135537.816	846078.071	PALM	12
5544	1135544.044	846089.893	OAK	8
5545	1135545.674	846093.965	OAK	9
5546	1135520.06	846111.842	OAK	15
5547	1135513.258	846105.787	PALM	12
5548	1135514.29	846144.133	OAK	10
5549	1135505.59	846143.738	OAK	4
5550	1135509.761	846169.504	OAK	5
5551	1135547.095	846167.928	OAK	18
5552	1135575.344	846160.026	OAK	12
5553	1135580.17	846157.758	OAK	9
5554	1135548.135	846156.451	OAK	8
5555	1135573.845	846207.174	OAK	15
5556	1135541.547	846194.467	OAK	5
5557	1135516.41	846198.387	OAK	5
5558	1135510.07	846177.393	PALM	14
5559	1135505.093	846172.036	OAK	13
5560	1135515.296	846225.097	OAK	5
5561	1135517.489	846226.968	OAK	24
5562	1135545.323	846248.943	OAK	5
5563	1135548.645	846248.045	PALM	9
5564	1135513.541	846264.635	PALM	11
5565	1135517.517	846271.793	OAK	9
5566	1135548.895	846255.441	OAK	10
5567	1135540.788	846269.767	OAK	4
5568	1135516.298	846328.629	OAK	11
5569	1135512.915	846328.923	PALM	12
5570	1135574.069	846281.728	PALM	13
5571	1135568.09	845815.283	OAK	10
5572	1135573.554	845809.771	OAK	8
5573	1135580.225	845802.887	OAK	9
5574	1135575.285	845795.065	OAK	6
5575	1135566.837	845755.458	PALM	11
5576	1135570.258	845834.338	OAK	12
5577	1135576.912	845857.75	OAK	9
5578	1135610.991	845899.314	PALM	14

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
CLUSTER	1136335.467	847327.146	PINESBEGINROADSIDE	CLUSTER
CLUSTER	1136343.597	847147.016	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136339.506	847004.048	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136342.801	846912.583	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136339.742	846887.285	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136323.448	846873.713	PINESENDATDRIVE	CLUSTER
CLUSTER	1136324.059	846855.766	PINESBEGINATDRIVE	CLUSTER
CLUSTER	1136340.892	846854.149	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136346.946	846798.312	PINESROADSIDEPOL	CLUSTER
CLUSTER	1136345.693	846753.823	PINESENDROADSIDE	CLUSTER
CLUSTER	1136325.688	846775.781	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136317.921	846812.106	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136276.753	846846.711	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136282.912	846864.126	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136274.719	846873.884	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136197.599	846872.621	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136102.134	846888.028	PINESENDPROPSIDE	CLUSTER
CLUSTER	1136100.038	846903.098	PINESENDPROPSIDE	CLUSTER
CLUSTER	1136162.417	846922.91	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136265.46	846958.057	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136262.709	847024.773	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136268.546	847159.28	PINESPROPSIDEPOL	CLUSTER
CLUSTER	1136270.538	847332.072	PINESENDPROPSIDE	CLUSTER
CLUSTER	1136378.339	846922.211	AUPINEOUTLINE	CLUSTER
CLUSTER	1136398.727	846929.882	AUPINEOUTLINE	CLUSTER
CLUSTER	1136408.367	846923.638	AUPINEOUTLINE	CLUSTER
CLUSTER	1136425.955	846923.292	AUPINEOUTLINE	CLUSTER
CLUSTER	1136468.389	846925.059	AUPINEOUTLINE	CLUSTER
CLUSTER	1136507.845	846921.14	AUPINEOUTLINE	CLUSTER
CLUSTER	1136539.208	846902.027	AUPINEOUTLINE	CLUSTER
CLUSTER	1136538.652	846900.148	AUPINEOUTLINE	CLUSTER
CLUSTER	1136764.314	846916.702	AUPINEOUTLINE	CLUSTER
CLUSTER	1136845.968	846933.805	AUPINEOUTLINE	CLUSTER
CLUSTER	1136967.972	846938.261	AUPINEOUTLINE	CLUSTER
CLUSTER	1137082.516	846938.7	AUPINEOUTLINE	CLUSTER
CLUSTER	1137144.471	846924.81	AUPINEOUTLINE	CLUSTER
NOTAG	1135052.222	847576.07	OAK	NOTAG
NOTAG	1135104.891	847572.471	OAK	NOTAG
NOTAG	1135157.085	847567.668	PALM	NOTAG
NOTAG	1135168.018	847569.727	PALM	NOTAG
NOTAG	1135188.97	847574.15	PALM	NOTAG
NOTAG	1135195.423	847569.686	PALM	NOTAG
NOTAG	1135210.943	847573.665	PALM	NOTAG
NOTAG	1135243.807	847593.819	PINE	NOTAG
NOTAG	1135274.432	846884.239	PALM	NOTAG
NOTAG	1135264.308	846883.686	PALM	NOTAG
NOTAG	1135238.287	846877.03	PALM	NOTAG
NOTAG	1135119.247	846883.947	PALM	NOTAG
NOTAG	1135127.112	846887.192	PALM	NOTAG
NOTAG	1135132.426	846883.96	PALM	NOTAG
NOTAG	1135099.073	846882.822	PALM	NOTAG
NOTAG	1135082.157	846883.55	OAK	NOTAG
W100	1136108.636	845882.668	OAK	10"
W101	1135990.469	845667.68	OAK	12"
W102	1135984.528	845673.495	OAK	8"
W103	1135982.931	845673.615	OAK	6"
W104	1136024.734	845696.493	PINE	4"
W105	1136048.023	845712.593	OAK	6"
W106	1136023.746	845720.832	OAK	6"
W107	1136017.814	845712.612	OAK	12"
W108	1136045.51	845797.538	PINE	4"
W109	1136024.154	845808.378	PINE	5"
W110	1135987	845805.021	OAK	12"
W111	1135984.608	845736.542	OAK	10"
W112	1135960.328	845740.42	OAK	15"
W113	1135962.697	845743.799	OAK	8"
W114	1135992.838	845875.544	OAK	7"
W115	1135990.651	845876.577	OAK	18"
W116	1136046.956	845902.702	OAK	12"
W117	1136043.724	845910.264	PINE	4"
W118	1136039.533	845988.864	OAK	6"
W119	1136025.512	846004.756	PINE	6"
W120	1136025.865	846042.06	PALM	24"
W121	1135964.025	846039.572	OAK	36"
W122	1135990.276	846105.601	OAK	36"
W123	1136022.127	846092.897	OAK	8"
W124	1136043.853	846186.276	PALM	24"
W125	1136041.316	846188.648	PALM	24"
W126	1136041.402	846195.935	PALM	24"
W127	1136027.677	846225.47	PALM	24"
W128	1136054.044	846293.278	OAK	24"
W129	1136055.188	846335.375	OAK	36"
W130	1136022.126	846378.913	OAK	18"
W131	1136018.077	846398.31	OAK	18"
W132	1136054.013	846414.681	OAK	18"
W133	1136015.842	846543.649	OAK	30"
W134	1136019.516	846596.452	OAK	20"
W135	1135991.707	846590.989	OAK	18"
W136	1135995.683	846622.748	OAK	18"
W137	1135963.618	846651.261	OAK	18"
W138	1135985.343	846685.517	OAK	9"
W139	1135962.074	846694.154	OAK	24"
W140	1135935.74	846733.024	OAK	36"
W141	1135933.184	846729.559	PALM	8"
W142	1135963.561	846740.213	OAK	12"
W143	1135989.074	846718.594	OAK	18"
W144	1135990.039	846714.273	OAK	15"
W145	1136022.349	846748.555	OAK	15"
W146	1136023.986	846755.35	OAK	5"
W147	1136018.565	846789.956	OAK	18"
W148	1136020.404	846801.425	OAK	24"
W149	1136020.566	846812.135	OAK	15"
W150	1136135.078	846711.397	OAK	5"
W151	1136136.359	846709.728	OAK	12"
W152	1136114.04	846695.057	OAK	15"
W153	1136080.703	846712.829	OAK	12"
W154	1136079.333	846709.897	OAK	12"
W155	1136081.266	846709.199	OAK	10"
W156	1136081.1	846700.454	OAK	12"
W157	1136105.189	846654.193	OAK	15"
W158	1136166.697	846606.903	OAK	18"
W159	1136172.036	846621.742	OAK	24"
W160	1136170.619	846624.64	OAK	5"
W161	1136134.071	846612.819	OAK	18"
W162	1136133.883	846630.358	OAK	15"
W163	1136139.833	846655.773	OAK	15"
W164	1136165.203	846657.858	OAK	10"
W165	1136165.062	846654.903	OAK	5"
W166	1136168.123	846655.96	OAK	10"
W167	1136197.599	846654.585	OAK	20"
W168	1136227.832	846650.893	OAK	24"
W169	1136222.726	846658.468	PALM	15"
W171	1136234.205	846684.706	PALM	15"
W172	1136238.531	846685.182	OAK	18"
W173	1136259.857	846743.092	OAK	18"
W174	1136111.26	846619.083	OAK	18"
W175	1136106.229	846624.172	OAK	12"
W176	1136083.227	846625.914	OAK	15"
W177	1136081.123	846591.981	OAK	4"
W178	1136086.706	846572.974	OAK	15"
W179	1136106.473	846562.884	OAK	24"
W180	1136118.299	846560.961	OAK	4"
W181	1136134.949	846533.808	PALM	15"
W182	1136077.038	846489.828	OAK	20"
W183	1136102.076	846492.346	OAK	8"
W184	1136104.529	846498.949	OAK	8"
W185	1136117.855	846483.211	OAK	6"
W186	1136108.227	846470.146	OAK	10"
W1864	1135395.443	845914.862	OAK	8"
W1867	1135402.676	845934.205	OAK	6"
W1868	1135361.805	846101.482	OAK	6"
W187	1136173.453	846525.135	OAK	12"
W188	1136170.446	846524.381	OAK	8"
W189	1136202.536	846469.168	OAK	15"
W190	1136132.769	846394.57	OAK	15"
W191	1136134.702	846397.656	OAK	12"
W192	1136131.897	846385.331	OAK	5"
W193	1136098.891	846385.033	OAK	8"
W194	1136088.773	846365.415	PALM	12"
W195	1136100.908	846361.689	OAK	4"
W196	1136110.174	846370.405	OAK	6"
W197	1136114.381	846355.89	OAK	6"
W198	1136134.263	846334.435	OAK	15"
W199	1136141.545	846323.404	OAK	12"
W200	1136161.04	846350.076	PALM	15"
W302	1135360.44	846184.992	OAK	15"
W303	1135363.939	846184.209	PALM	12"
W304	1135365.656	846201.582	OAK	8"
W305	1135359.553	846219.055	OAK	12"
W306	1135363.823	846235.434	OAK	8"
W307	1135370.105	846227.086	OAK	6"
W308	1135415.792	846218.478	OAK	12"
W309	1135402.487	846232.369	PALM	12"
W310	1135422.481	846

TREE LOCATIONS

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W414	1135272.261	846175.796	OAK	4"
W415	1135276.891	846198.067	OAK	10"
W416	1135239.062	846172.542	OAK	14"
W417	1135243.52	846183.73	OAK	14"
W418	1135269.978	846236.181	OAK	4"
W501	1136166.88	846348.997	OAK	24"
W502	1136133.909	846273.287	OAK	8"
W503	1136137.885	846236.842	OAK	20"
W504	1136113.104	846201.407	OAK	18"
W505	1136136.867	846201.833	OAK	18"
W506	1136105.726	846185.055	OAK	12"
W507	1136080.935	846189.116	OAK	36"
W508	1136109.143	846152.554	OAK	24"
W509	1136137.788	846146.08	OAK	6"
W510	1136144.39	846146.107	PALM	15"
W511	1136108.231	846105.061	OAK	15"
W512	1136085.246	846110.925	PALM	15"
W514	1136131.548	846068.103	OAK	8"
W515	1136170.396	846066.801	OAK	10"
W516	1136169.662	846051.42	OAK	15"
W517	1136192.113	846033.879	OAK	8"
W518	1136172.669	846028.402	OAK	15"
W519	1136158.689	846036.274	PALM	12"
W520	1136145.978	846040.937	OAK	5"
W521	1136140.403	846050.914	OAK	5"
W522	1136134.285	846027.644	OAK	12"
W523	1136107.087	846033.036	OAK	8"
W524	1136107.696	846015.943	OAK	15"
W526	1136131.19	845997.474	OAK	15"
W527	1136108.334	845977.05	OAK	10"
W529	1136106.687	845979.494	OAK	5"
W530	1136110.28	845951.859	OAK	5"
W531	1136131.321	845940.887	OAK	8"
W532	1136136.556	845922.71	OAK	10"
W533	1136143.504	845916.242	OAK	12"
W534	1135733.307	845731.405	PINE	6"
W536	1135744.111	845728.346	PINE	6"
W538	1135747.68	845729.364	PINE	5"
W541	1135755.537	845744.817	OAK	10"
W542	1135744.502	845713.911	PINE	6"
W545	1135735.545	845705.265	PINE	8"
W546	1135735.04	845714.154	PINE	4"
W547	1135735.205	845721.157	PINE	6"
W548	1135726.762	845763.433	OAK	15"
W549	1135728.658	845760.659	OAK	10"
W550	1135733.131	845809.265	OAK	18"
W551	1135728.021	845836.295	OAK	15"
W552	1135727.341	845839.622	PALM	12"
W553	1135725.366	845852.012	OAK	8"
W554	1135735.031	845863.192	PINE	8"
W555	1135725.865	845875.117	OAK	8"
W558	1135733.803	845911.718	PINE	8"
W559	1135730.092	845921.935	OAK	15"
W560	1135728.338	845931.475	OAK	6"
W561	1135728.45	845934.733	OAK	12"
W562	1135730.348	845966.191	OAK	6"
W563	1135757.718	845974.283	OAK	10"
W564	1135754.37	845951.673	OAK	15"
W565	1135784.562	845965.399	OAK	8"
W566	1135783.698	845989.327	OAK	5"
W567	1135813.737	845948.168	OAK	5"
W568	1135835.77	845945.637	OAK	5"
W569	1135840.605	845968.917	OAK	18"
W570	1135870.933	845949.236	OAK	15"
W571	1135874.402	845949.116	OAK	15"
W572	1135870.737	845967.44	PALM	15"
W573	1135906.135	845971.879	OAK	8"
W574	1135937.244	845990.474	OAK	18"
W575	1135936.855	846037.309	OAK	15"
W576	1135902.765	846014.162	OAK	12"
W577	1135904.895	846015.509	OAK	10"
W578	1135880.297	845996.699	PALM	12"
W579	1135877.894	845995.052	PALM	10"
W581	1135877.422	845999.306	OAK	5"
W583	1135871.311	846012.735	OAK	5"
W584	1135842.131	845997.052	OAK	4"
W585	1135843.34	845992.492	OAK	6"
W586	1135849.083	845978.257	OAK	6"
W587	1135754.942	845999.175	OAK	10"
W588	1135734.717	846006.45	OAK	4"
W590	1135731.665	846015.965	OAK	6"
W590	1135401.445	845922.677	OAK	8"
W591	1135736.829	846016.168	OAK	4"
W591	1135430.32	845913.82	OAK	12"
W592	1135730.479	846025.034	OAK	4"
W592	1135391.814	845933.357	OAK	8"
W593	1135728.93	846030.844	OAK	5"
W594	1135730.167	846031.543	OAK	10"
W595	1135729.189	846039.041	OAK	4"
W595	1135397.36	845893.594	OAK	8"
W596	1135366.984	845683.822	OAK	10"
W597	1135365.078	845704.165	OAK	10"
W597	1135421.454	845922.473	PALM	15"
W598	1135372.458	845673.847	OAK	5"
W599	1135391.55	845670.574	OAK	8"
W600	1135400.339	845671.006	OAK	12"
W600	1135402.444	845927.972	OAK	4"
W601	1136085.908	845921.631	OAK	4"
W602	1136160.832	845925.478	PALM	18"

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W603	1136168.737	845902.366	OAK	10"
W604	1136163.58	845901.032	OAK	10"
W605	1136190.735	845903.856	OAK	4"
W607	1136194.53	845901.742	OAK	4"
W608	1136199.017	845894.948	OAK	5"
W609	1136196.231	845870.601	OAK	15"
W613	1136166.22	845864.929	OAK	20"
W614	1136195.132	845838.876	OAK	6"
W615	1136220.117	845868.92	PINE	4"
W616	1136224.208	845848.87	OAK	8"
W617	1136226.658	845823.7	OAK	10"
W618	1136191.165	845826.254	OAK	8"
W619	1136171.545	845834.905	OAK	24"
W620	1136145.382	845835.894	PALM	15"
W621	1136142.905	845837.71	PALM	12"
W622	1136103.881	845829.322	PINE	6"
W623	1136115.168	845813.091	OAK	5"
W624	1136117.377	845800.319	OAK	8"
W625	1136139.669	845799.755	OAK	5"
W626	1136136.463	845802.367	OAK	8"
W627	1136109.224	845785.553	OAK	8"
W628	1136115.206	845775.96	PALM	15"
W629	1136113.679	845773.153	PALM	15"
W630	1136129.316	845766.141	OAK	6"
W631	1136190.925	845806.343	PALM	12"
W632	1136169.078	845811.469	OAK	8"
W633	1136167.537	845801.08	OAK	6"
W634	1136189.743	845765.954	OAK	8"
W635	1136175.255	845782.276	OAK	10"
W636	1136165.123	845750.954	OAK	10"
W637	1136161.093	845735.135	OAK	6"
W638	1136166.722	845736.021	OAK	6"
W639	1136206.107	845721.551	OAK	12"
W640	1136230.31	845716.253	OAK	12"
W641	1136084.029	845794.403	PINE	5"
W642	1136084.511	845809.111	PINE	4"
W643	1135746.838	845666.071	PINE	4"
W644	1135748.583	845676.675	PINE	10"
W645	1135739.374	845685.008	PINE	12"
W646	1135742.957	845698.023	PINE	8"
W647	1135783.454	845690.085	OAK	15"
W648	1135817.089	845732.508	OAK	24"
W649	1135818.683	845700.219	OAK	12"
W651	1135837.049	845688.462	OAK	4"
W653	1135844.246	845675.245	OAK	6"
W654	1135863.897	845710.475	OAK	12"
W655	1135868.048	845719.414	OAK	8"
W656	1135866.687	845725.372	OAK	10"
W657	1135839.022	845720.818	PALM	12"
W658	1135898.521	845718.162	PALM	8"
W659	1135875.596	845731.921	OAK	8"
W660	1135921.379	845765.624	PALM	10"
W661	1135896.523	845760.285	PALM	12"
W662	1135872.296	845764.918	OAK	15"
W663	1135874.148	845775.721	PALM	10"
W665	1135871.839	845775.63	PALM	10"
W666	1135873.721	845785.479	PALM	8"
W667	1135899.731	845801.41	PALM	15"
W668	1135902.993	845806.979	OAK	12"
W669	1135907.326	845831.924	OAK	4"
W670	1135906.229	845829.421	OAK	4"
W671	1135913.86	845847.448	PINE	4"
W672	1135909.06	845865.346	PALM	12"
W673	1135879.725	845829.626	OAK	10"
W674	1135846.337	845829.003	OAK	4"
W675	1135845.935	845825.679	OAK	5"
W676	1135841.174	845822.249	OAK	10"
W677	1135817.19	845805.901	OAK	10"
W678	1135816.662	845818.502	OAK	4"
W680	1135817.31	845843.252	OAK	12"
W681	1135812.258	845857.856	OAK	4"
W683	1135839.417	845852.822	OAK	24"
W684	1135869.198	845877.428	OAK	18"
W685	1135844.798	845888.336	OAK	8"
W686	1135843.524	845924.509	OAK	15"
W687	1135811.479	845922.453	OAK	18"
W688	1135790.208	845908.473	PINE	12"
W689	1135780.984	845902.532	OAK	4"
W690	1135786.868	845896.018	OAK	6"
W691	1135785.744	845885.834	OAK	8"
W692	1135793.553	845879.801	OAK	5"
W693	1135780.643	845871.858	OAK	5"
W694	1135780.277	845875.402	OAK	6"
W695	1135782.858	845852.661	OAK	12"
W696	1135780.278	845838.914	OAK	15"
W697	1135781.358	845823.045	OAK	6"
W698	1135756.371	845818.287	OAK	15"
W699	1135754.393	845796.204	OAK	12"
W700	1135751.702	845785.528	OAK	8"
W701	1135373.093	845695.148	PINE	5"
W702	1135388.955	845723.698	OAK	5"
W703	1135389.933	845723.287	OAK	5"
W704	1135394.168	845688.43	OAK	12"
W705	1135383.911	845700.389	PALM	15"
W706	1135397.364	845725.385	OAK	12"
W707	1135423.906	845709.704	OAK	10"
W708	1135421.087	845684.338	OAK	12"
W709	1135423.882	845681.454	PALM	12"
W710	1135457.37	845678.727	PALM	15"

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W711	1135484.372	845682.969	OAK	12"
W712	1135502.889	845667.266	PINE	6"
W713	1135496.242	845673.163	PALM	15"
W714	1135490.602	845682.769	PALM	12"
W715	1135507.778	845757.872	PALM	12"
W716	1135487.895	845755.232	OAK	8"
W718	1135486.611	845745.052	OAK	10"
W719	1135455.389	845745.635	OAK	8"
W720	1135454.488	845746.975	OAK	10"
W721	1135453.437	845745.275	OAK	10"
W722	1135453.493	845742.604	OAK	10"
W723	1135457.629	845738.071	OAK	15"
W726	1135460.887	845758.043	OAK	4"
W727	1135460.102	845758.549	OAK	4"
W728	1135459.167	845784.052	OAK	6"
W729	1135453.866	845783.38	OAK	8"
W730	1135456.646	845798.165	OAK	8"
W731	1135457.896	845800.02	OAK	4"
W733	1135456.734	845800.132	OAK	4"
W734	1135458.674	845802.157	OAK	6"
W735	1135456.232	845800.056	OAK	6"
W736	1135485.283	845808.887	OAK	4"
W737	1135422.381	845801.795	OAK	8"
W738	1135420.87	845810.175	OAK	8"
W739	1135432.69	845819.152	PALM	15"
W740	1135394.845	845817.986	PALM	10"
W741	1135396.215	845821.167	OAK	15"
W742	1135398.17	845821.649	OAK	15"
W743	1135394.89	845784.899	OAK	10"
W744	1135391.375	845766.081	OAK	6"
W745	1135394.335	845760.4	OAK	12"
W747	1135388.88	845759.345	PALM	12"
W748	1135372.316	845755.602	PALM	12"
W749	1135373.455	845754.008	PALM	10"
W750	1135383.812	845750.923	PALM	15"
W751	1135385.233	845746.002	PALM	15"
W752	1135373.395	845741.061	PALM	15"
W753	1135385.979	845731.534	PALM	12"
W754	1135375.391	845727.71	PALM	12"
W755	1135360.902	845732.372	OAK	12"
W761	1135363.988	845767.966	OAK	4"
W762	1135363.188	845780.055	OAK	10"
W764	1135361.44	845807.549	OAK	15"
W765	1135360.213	845823.882	OAK	12"
W766	1135361.472	845834.646	OAK	4"
W767	1135363.449	845857.338	OAK	18"
W768	1135360.215	845869.859	OAK	15"
W769	1135362.665	845869.435	PALM	15"
W770	1135395.802	845877.265	OAK	6"
W771	1135388.892	845875.857	OAK	5"
W772	1135401.73	845870.208	OAK	5"
W773	1135398.964	845849.762	OAK	12"
W774	1135392.014	845836.921	OAK	15"
W775	1135423.304	845847.766	OAK	12"
W776	1135426.355	845865.457	OAK	5"
W777	1135432.488	845879.898	PALM	12"
W778	1135457.202	845878.841	OAK	8"
W779	1135478.317	845868.609	PALM	12"
W780	1135479.061	845851.922	PALM	12"
W781	1135482.116	845876.162	OAK	8"
W782	1135491.014	845892.483	PALM	10"
W783	1135482.161	845902.074	OAK	8"
W784	1135459.986	845896.94	OAK	10"
W785	1135456.081	845897.619	OAK	10"
W786	1135453.876	845894.222	OAK	8"
W787	1135451.677	845908.916	OAK	5"
W788	1135453.079	845912.051	OAK	4"
W789	1135453.704	845915.008	OAK	10"
W790	1135444.851	845920.533	PINE	4"
W791	1135453.23	845933.263	OAK	8"
W792	1135483.699	845922.872	PALM	12"
W793	1135490.642	845927.248	PALM	18"
W794	1135455.414	845949.818	PALM	18"
W795	1135457.746	845959.74	OAK	5"
W796	1135430.884	845968.265	PALM	24"
W797	1135445.139	845952.16	PALM	12"
W798	1135400.332	845953.599	OAK	15"
W799	1135401.105	845966.965	OAK	4"
W800	1135393.011	845979.372	OAK	5"
W801	1135337.151	845687.748	OAK	18"
W802	1135309.8	845673.473	OAK	8"
W803	1135305.952	845673.104	OAK	18"
W804	1135300.776	845671.174	OAK	6"
W805	1135302.279	845688.347	OAK	4"
W806	1135308.769	845700.174	OAK	8"
W807	1135301.816	845703.929	OAK	8"
W808	1135337.282	845782.786	OAK	12"
W809	1135337.073	845710.91	OAK	8"
W810	1135304.725	845755.827	OAK	6"
W811	1135307.294	845766.14	OAK	14"
W812	1135311.291	845781.331	PALM	10"
W813	1135304.739	845791.349	OAK	10"
W814	1135302.906	845810.576	OAK	14"
W815	1135310.595	845786.835	PALM	10"
W816	1135331.213	845813.099	PALM	12"
W817	1135331.894	845867.375	PALM	12"
W818	1135332.593	845849.368	PALM	14"
W819	1135327.21	845901.745	OAK	10"
W820	1135301.06	845882.185	OAK	10"

Tag	Northing	Easting	Species (Assumed)	DBH (in.)
W821	1135301.618	845868.14	OAK	16"
W822	1135337.43	845950.85	OAK	8"
W823	1135333.852	845942.013	OAK	10"
W824	1135329.02	845950.133	OAK	4"
W825	1135337.979	845890.969	PALM	12"
W826	1135334.741	845912.064	OAK	6"
W827	1135342.939	845893.012	OAK	20"
W828	1135302.024	845920.24	PALM	12"
W829	1135301.394	845922.11	OAK	20"
W830	1135301.835	845953.185	PALM	14"
W831	1135301.701	845985.909	OAK	8"
W832	1135301.389	845972.169	OAK	12"
W833	1135302.656	845998.032	OAK	6"
W834	1135338.161	845985.381	OAK	30"
W835	1135335.757	845981.004	PALM	14"
W836	1135342.097	845982.786	OAK	6"
W837	1135334.316	846009.622	OAK	12"
W838	1135302.191	846088.884	OAK	16"
W839	1135332.189	846062.297	OAK	12"
W840	1135334.117	846121.599	OAK	10"
W841	1135335.073	846126.269	OAK	6"
W842	1135338.41	846157.84	OAK	14"
W843	1135307.888	846179.48	OAK	8"
W844	1135301.888	846162.791	OAK	6"
W845	1135302.255	846151.964	OAK	8"
W846	1135305.653	846203.709	OAK	8"
W847	1135308.443	846194.037	PALM	14"
W848	1135334.658	846172.342	OAK	12"
W849	1135328.692	846214.554	PALM	12"
W850	1135308.61	846216.454	OAK	8"
W851	1135327.897	846208.722	OAK	4"
W853	1135335.335	846224.656	OAK	6"
W854	1135328.415	846229.667	OAK	8"
W855	1135308.463	846229.832	OAK	6"
W856	1135300.908	846229.221	OAK	4"
W857	1135299.416	846229.081	OAK	6"
W858	1135305.441	846227.631	OAK	6"
W859	1135328.834	846245.67	PALM	12"
W860	1135304.585	846252.136	OAK	10"
W861	1135302.137	846237.145	OAK	8"
W864	1135336.873	846251.797	OAK	4"
W865	1135337.472	846258.287	OAK	10"
W867	1135337.81	846260.271	OAK	10"
W868	1135307.286	846279.427	OAK	6"
W869	1135331.666	846262.078	OAK	8"
W870	1135337.098	846267.893	OAK	6"
W871	1135302.95	846320.006	OAK	8"
W872	1135306.934	846295.704	OAK	4"
W873	1135300.222	846307.831	OAK	20"
W874	1135308.727	846344.679	OAK	4"
W875	1135302.411	846352.443	OAK	12"
W876	1135241.403	846446.517	OAK	8"
W877	1135243.314	846448.654	OAK	6"
W878	1135277.419	846416.914	OAK	8"
W879	1135244.409	846452.144	OAK	6"
W881	1135243.708	846362.922	OAK	12"
W882	1135250.146	846349.503	OAK	4"
W883	1135244.102	846393.917	OAK	4"
W884	1135277.633	846289.391	OAK	6"
W885	1135276.961	846369.044	OAK	24"
W886	1135276.299	846300.514	OAK	6"
W887	1135278.331	846286.506	OAK	8"
W887	1135278.432	846286.462	OAK	8"
W888	1135273.188	846291.479	OAK	10"
W889	1135270.664	846289.302	OAK	12"
W890	1135333.832	846397.067	OAK	10"
W891	1135298.99	846394.469	OAK	14"
W892	1135335.217	846378.976	OAK	10"
W895	1135244.473	846417.102	OAK	24"
W896	1135275.727	846434.172	OAK	12"
W897	1135334.485	846318.924	OAK	8"
W898	1135332.153	846367.367	OAK	10"
W899	1135337.26	846301.882	OAK	4"
W900	1135304.708	846335.665	OAK	4"
W901	1135362.597	845989.554	OAK	12"
W902	1135360.183	846010.339	OAK	8"
W903	1135366.155	846031.246	OAK	8"
W904	1135363.711	846042.48	OAK	12"
W905	1135365.74	846041.818	OAK	5"
W906	1135394.896	846052.745	OAK	15"
W907	1135392.41	846062.834	OAK	12"
W908	1135400.388	846059.459	PALM	12"
W909	1135398.025	846055.767	PALM	12"
W910	1135426.474	846069.491	OAK	5"
W911	1135426.809	846068.122	OAK	4"
W912	1135429.76	846067.459	OAK	6"
W913	1135426.29	846019.383	OAK	12"
W917	1135401.273	845940.263	OAK	5"
W918	1135388.731	845947.882	PALM	10"
W96	1136105.285	845925.404	PINE	6"
W97	1136085.466	845912.415	PALM	18"
W98	1136107.186	845900.28	OAK	15"
W99	1136105.318	845886.334	OAK	6"
W993	1135365.668	846091.094	OAK	12"
W994	1135393.902	846115.038	OAK	6"
W995	1135425.055	845992.836	OAK	15"
W996	1135393.416	846005.264	PALM	12"
W997	1135392.942	845994.306	OAK	12"
W998	1135396.071	845986.182	OAK	12"
W999	1135393.246	845979.715	OAK	15"

		DATE	BY
		REVISIONS	
		FILE NAME: 11784 TREES.dwg	

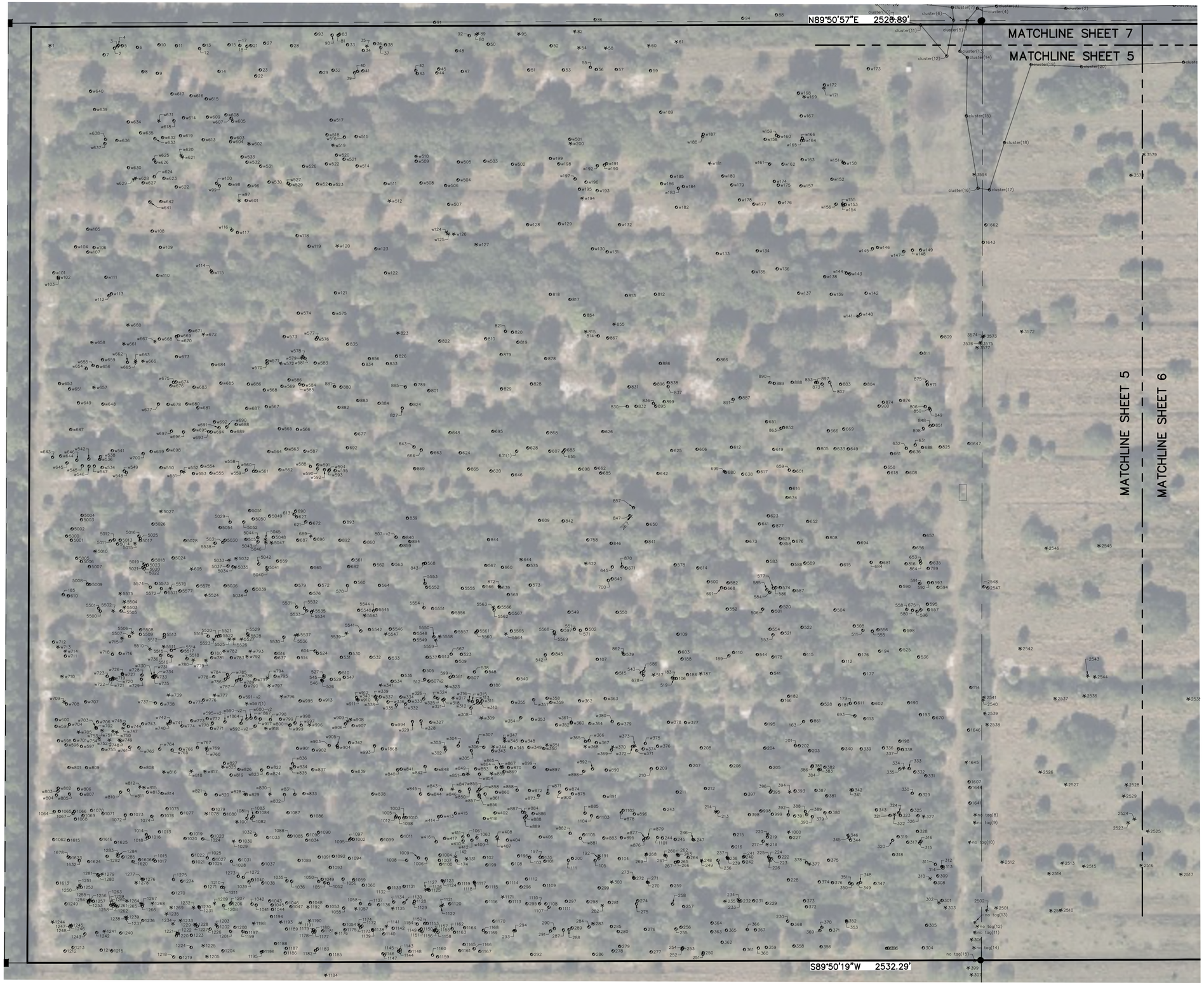
CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

PROJECT ORCHID
TREE SURVEY

DATE 03/18/2026
DRAWN BY ALB
F.B./ PG. ELECT
SCALE AS SHOWN

DAVID P. LINDLEY
REGISTERED LAND
SURVEYOR NO. 5005
STATE OF FLORIDA
L.B. 3591

JOB # 11784
SHT.NO.
4
OF 7 SHEETS



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(IN FEET)
INTENDED DISPLAY SCALE
1 INCH = 60 FEET

NORTH

BY	DATE	REVISIONS
		FILE NAME: 11784 TREES.dwg

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BOCA RATON, FLORIDA 33434
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PROJECT ORCHID
TREE SURVEY

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JOB # 11784
SHT.NO. 5
OF 7 SHEETS

GRAPHIC SCALE

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(IN FEET)

INTENDED DISPLAY SCALE
1 INCH = 60 FEET

NORTH



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JOB # 11784
SHT.NO.
6
OF 7 SHEETS

NORTH

GRAPHIC SCALE
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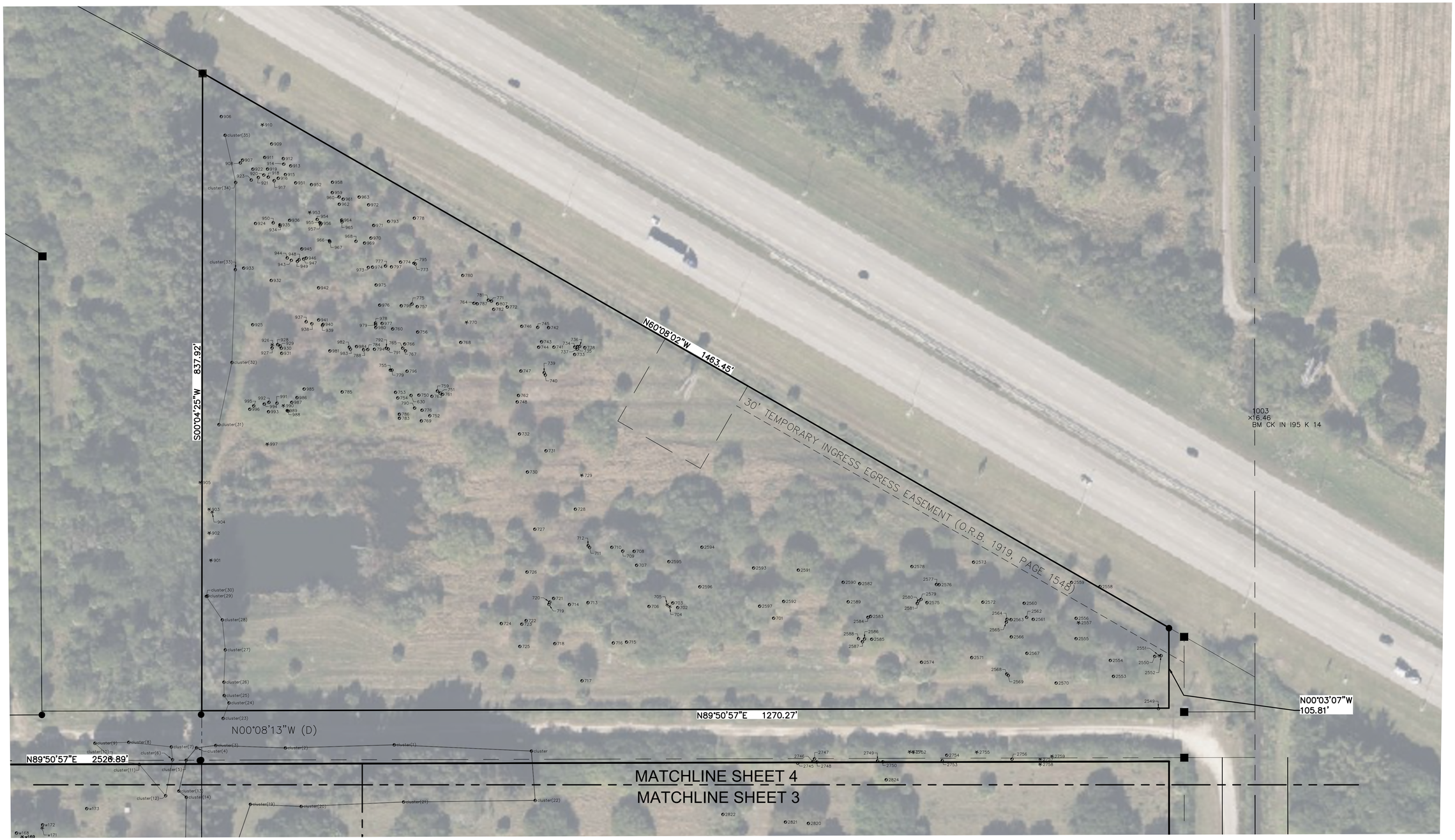

REVISIONS	DATE	BY
FILE NAME 11784 TREES.dwg		

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
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PROJECT ORCHID
TREE SURVEY

DATE 03/18/2026
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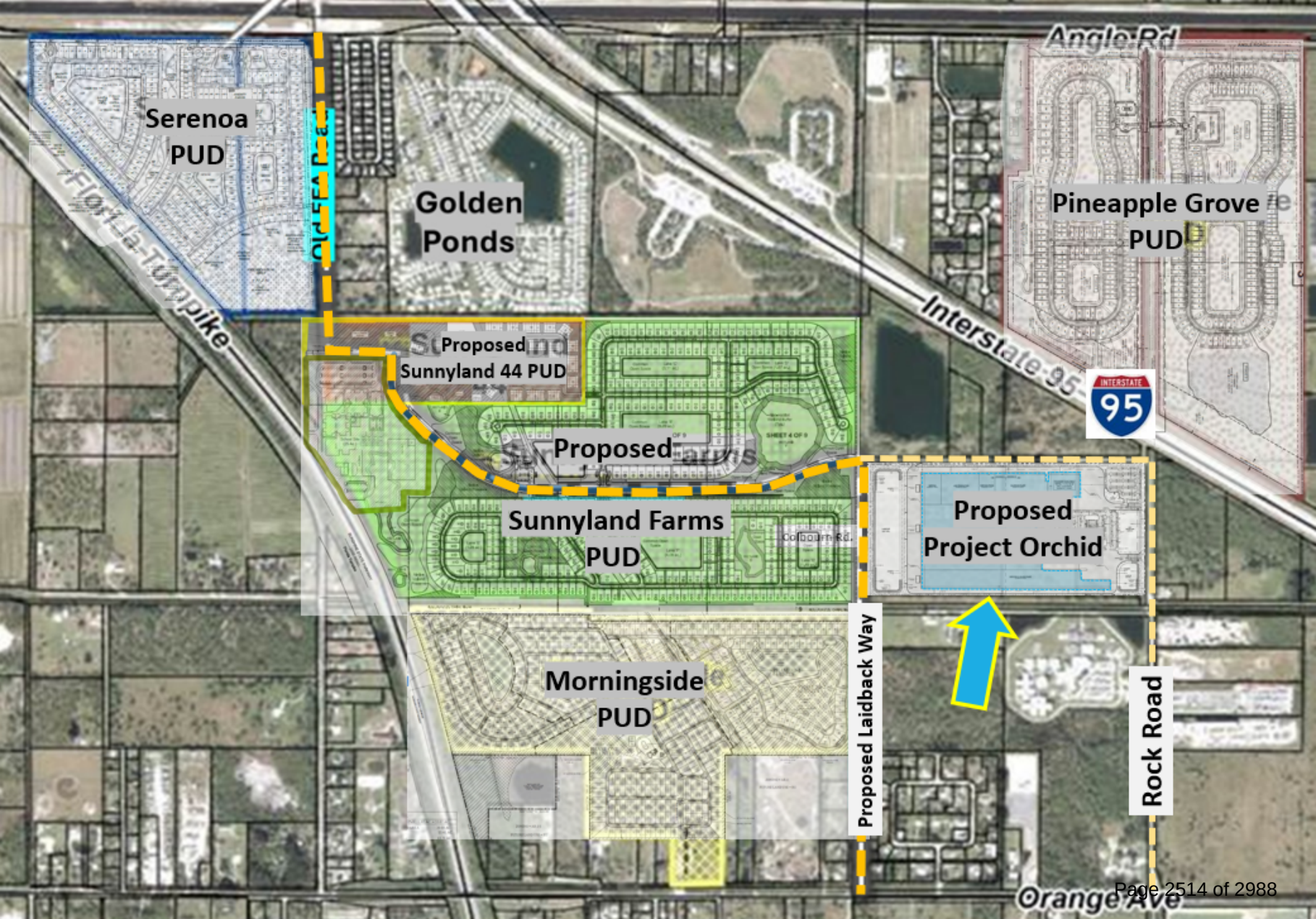
JOB # 11784
SHT.NO. 7
OF 7 SHEETS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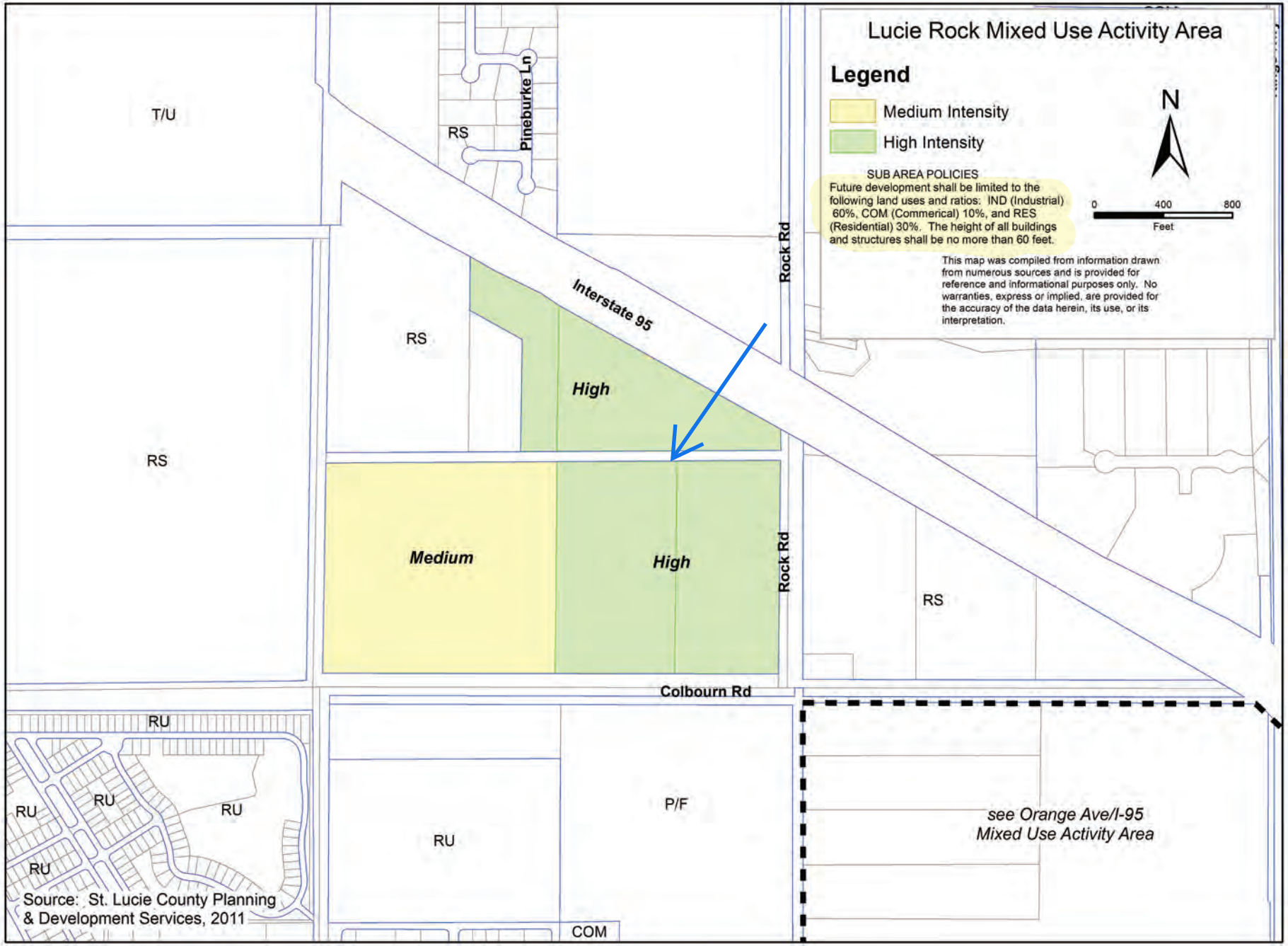
PUD
Golden
Ponds
Angle Rd
Pineapple Grove
PUD
Florida Turnpike
Interstate 95
Proposed
Sunnyland 44 PUD
Proposed
Sunnyland Farms
PUD
Proposed
Project Orchid
Morningside
PUD
Proposed Laidback Way
Rock Road
Orange Ave


Lucie Rock Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
SUB AREA POLICIES
Future development shall be limited to the following land uses and ratios: IND (Industrial) 60%, COM (Commerical) 10%, and RES (Residential) 30%. The height of all buildings and structures shall be no more than 60 feet.
This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Interstate 95
Rock Rd
High
Medium
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95
Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011

FUTURE LAND USE ELEMENT
GOALS, OBJECTIVES AND POLICIES

Goal 1.1: Ensure the highest quality living environment possible, through a mixture of land uses reflecting the needs and desires of the local residents and how they want their community to develop. The goal shall be implemented by strictly enforced building, zoning and development codes based on objectives and policies that will enhance St. Lucie County's natural and man-made resources while minimizing any damage or threat of degradation to the health, safety and welfare of the county's citizens, native wildlife and environment, through incompatible land uses.

Objective 1.1.1: *Land Use*. Maintain the Future Land Use Map land with the following use designations to portray the future development patterns of St. Lucie County.

Policy 1.1.1.1 - The following land use designations/intensities, as indicated on the Future Land Use Maps are provided as the pattern for the future development of the area within unincorporated St. Lucie County.

Future Land Use Designation		Residential Density	Max Height[4] (For Buildings)	Max Lot Coverage (For Buildings)
AG-5	Agriculture-5	1 du/5 acres (0.2 du/1 acre)	-	-
AG-2.5	Agriculture-2.5	1 du/2.5 acres (0.4 du/1 acre)	-	-
RE	Residential Estate	1 du/a acre	-	-
RS	Residential Suburban	2 du/1 acre	-	-
RU	Residential Urban	5 du/1 acre	-	-
RM	Residential Medium	9 du/ 1 acre	-	-
RH	Residential High	15 du/ 1 acre	-	-
R/C	Residential/Conservation	1 du/5 acres (0.2 du/1 acre)	-	-
Cpub	Conservation-Public	0 du[1]	20 ft	5-10%
COM	Commercial	0 du[1,5]	60 ft[3]	40—50%
IND	Industrial	0 du[1]	80 ft	40—50%
P/F	Public Facilities	0 du[1]	80 ft	40—50%
T/U	Transportation/Utilities	0 du[1]	40 ft[6]	40—50%
MXD	Mixed Use Development	0.2-15 du/acre[2,5]	80 ft	40—50%
H	Historic	0 du[1]	40 ft	40—50%
SD	Special District	0.2-15 du/acre	80 ft	40—50%
TVC	Towns, Villages, & Countryside	Variable pursuant to special areas plan. See TVC Element Goals, Objectives, and Policies. 1-9 du/acre	-	-

Notes:	
1	Residential uses permitted under specific conditions only. Refer to Zoning/Land Development Code for special restrictions in individual zoning districts.
2	Maximum Densities subject to compliance with intensity with intensity plans for each mixed use area, as set forth in Policy 1.1.8.4
3	For motel or hotel uses, the building spacing formula as identified in the Land Development Code shall be used to establish maximum building height, unless otherwise stipulated in the Hutchinson Island Building Height Overlay Zone section of the Land Development Code, or unless otherwise restricted by Code or Ordinance of the County.
4	Unless otherwise stipulated in the Hutchinson Island Height Overlay Zone section in the Land Development Code
5	Motels/hotels shall be allowed up to 36 units/acre.
6	The height of the Treasure Coast Airport shall be regulated by the Airport Zone Height Limitations established in Section 4.00.03, of the Land Development Code, as reviewed and approved by the Federal Aviation Administration (FAA).

and restrictions as set forth in the Land Development Code.

Medium density residential land uses can act as a transition between the lower intensity RU areas and the more intense land use designations. Zoning applications within the RM land use area include single-family, multifamily, or PD zoning.

G. Residential High (RH)
Areas designated Residential High (RH) are intended to accommodate high density development, not to exceed 15 dwelling units per gross acre. In order to develop at this intensity, it must be possible to connect into a central water and wastewater service facility, and the subject property must be located in an area of the County which has available all urban services and facilities including fire protection, police, recreation, roadways, and schools.

Limited nonresidential uses may be appropriate, in accordance with applicable standards and restrictions as set forth in the Land Development Code.

H. Mixed Use Development (MXD)
The intent of the Mixed Use Development (MXD) designation is to identify those areas where innovative land use concepts are encouraged. Application of this district should be with prudence, and should be only to those areas where traditional land use classifications do not afford the desired flexibility and community input in land use planning necessary to address local concerns. Candidates for this district include all I-95 interchange areas, the Treasure Coast International Airport, Community Development Districts created pursuant to Chapter 190, Florida Statutes and areas of special or unique environmental consideration that may not be appropriate for traditional land use designations.

Uses within the areas classified as Mixed Use should be segregated as to intensity and indicated in the form of a concept master plan which is to be included as a part of the land use designation process. The following criteria, in addition to those as cited in Objective 1.1.7 (PUD, PNRD & PMUD), are to be used in the development of Mixed Use areas:

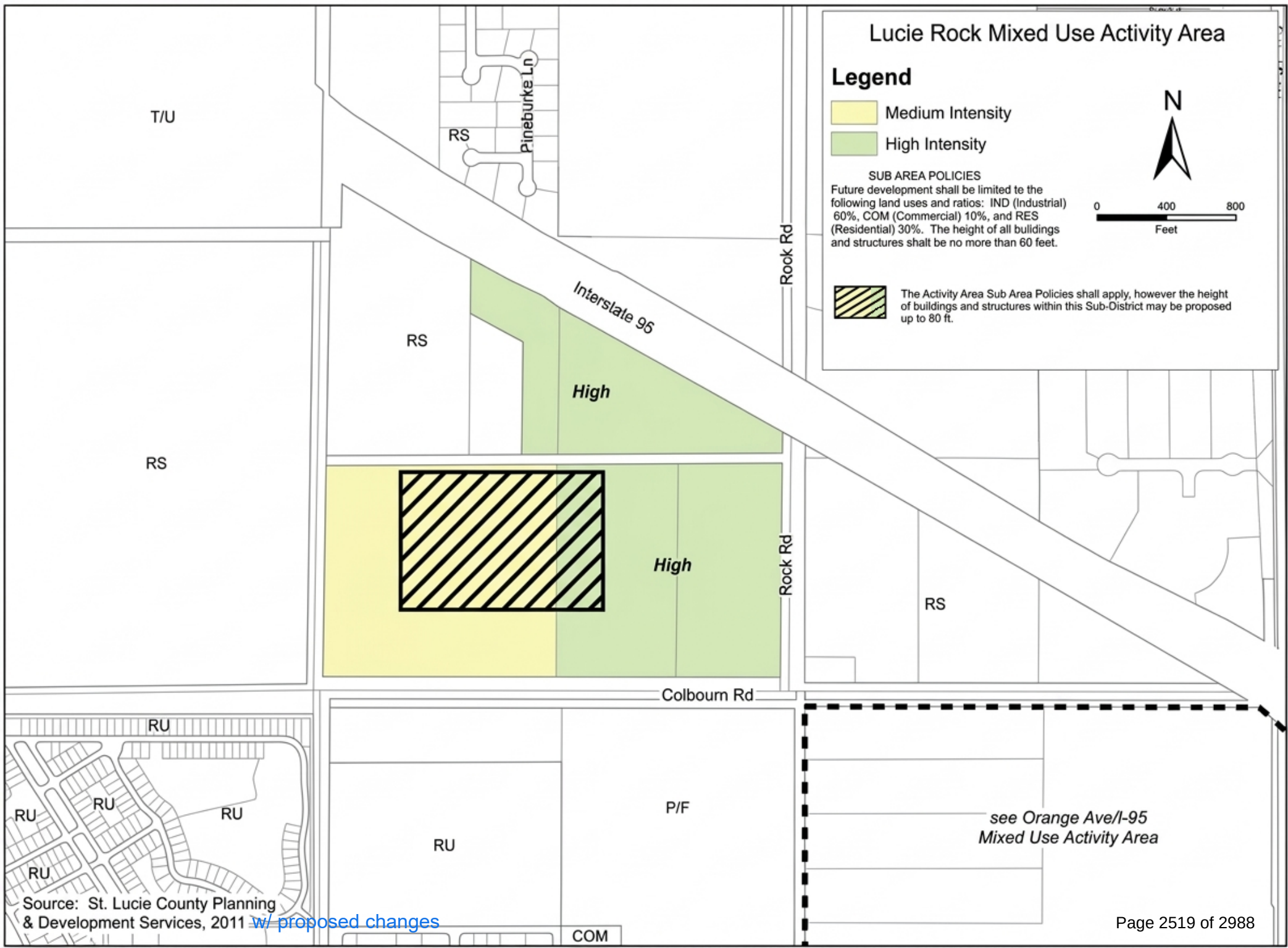
- Unless otherwise compliant with the identified intensity classification, any change in zoning shall be to the Planned Unit Development (PUD), Planned Non-Residential Development (PNRD) or Planned Mixed Use Development (PMUD), as described in the St. Lucie County Land Development Code. Those properties with compatible existing zoning designations are encouraged to develop under the PUD, PNRD or PMUD regulations.
- Residential development shall be regulated by the intensity district in which it is to take place. In no case should gross residential density exceed 15 du/ac.
- All uses shall be compatible with adjacent land uses.

I. Special District (SD)
The intent of the Special District (SD) designation is to identify those areas where specific uses or combinations of uses are anticipated. SD designated areas include previously approved Community Development Districts, areas for which a site specific development plan or concept has been granted, or areas which by their location have specific issues and concerns for their development.

Residential densities within an area designated as a Special District are limited to what the current land use designation authorizes. Any increase over the present designation may be considered only through the Plan Amendment process.

Policy 1.1.8.4 - The following use density and intensity standards shall be used for the purpose of this plan for the Mixed Use activity areas:

1. *High* Intensity development areas may include the following types of land uses:	
Residential	5 to 15 du/acres
Institutional	1.5 FAR *
Professional Service/Office	1.5 FAR *
General Commercial	1.0 FAR *
Public Service/Utility	0.5 FAR *
Industrial	0.75 FAR *
* FAR = Floor Area Ratio	
2. *Medium* Intensity development areas may include the following types of land uses:	
Residential	5 to 9 du/acres
Institutional	1.0 FAR *
Professional Service/Office	1.0 FAR *
General Commercial	0.75 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR *
* FAR = Floor Area Ratio	
3. *Low* Intensity development areas may include the following types of uses:	
Residential	not to exceed 5 du/acres
Institutional	0.5 FAR *
Professional Service/Office	0.5 FAR *
General Commercial	0.5 FAR *
Public Service/Utility	0.25 FAR *
Industrial	0.5 FAR
* FAR = Floor Area Ratio	
4. Specific Use Areas: Areas with special or unique local character may be included within the Mixed Use Designation. These areas, because of conditions unique or peculiar to them alone, have been limited to specific activities and zoning options as set forth in the activity area plans described in Policy 1.1.8.3. Any zoning application not consistent with this policy must be accompanied by a corresponding Comprehensive Plan Amendment indicating the change in intensity classification.	
Application of the Specific Use Area designation is to be made to those areas recognized by the County as suitable for alternative land use as the full spectrum of community services become available. This designation would serve to prevent the unplanned or premature development of such areas until all services were provided for and are consistent with the Future Land Use development philosophy of St. Lucie County.	
The terminology used in the Specific Use designation identifies the type of permitted activity, maximum zoning density or maximum zoning intensity. Each Mixed Use Activity area will identify the type of Special Use areas in the legends of each area.	
Industrial and Professional Service/Office uses may receive an intensity bonus of up to 100% of the FAR, within specific use areas served by Strategic Intermodal System (SIS) facilities operating at or above the adopted level of service (LOS) and with available water service and wastewater service.	


Lucie Rock Mixed Use Activity Area
Legend
Medium Intensity
High Intensity
SUB AREA POLICIES
Future development shall be limited te the foliowing land uses and ratios: IND (Industrial) 60%, COM (Commercial) 10%, and RES (Residential) 30%. The height of all bulidings and structures shalt be no more than 60 feet.
The Activity Area Sub Area Policies shall apply, however the height of buildings and structures within this Sub-District may be proposed up to 80 ft.
N
0
400
800
Feet
T/U
RS
Pineburke Ln
Rock Rd
Interstate 95
High
High
Colbourn Rd
RU
P/F
COM
see Orange Ave/I-95
Mixed Use Activity Area
Source: St. Lucie County Planning & Development Services, 2011 w/ proposed changes

3.01.03. - Zoning Districts.

U. *IH INDUSTRIAL, HEAVY.*

1. *Purpose.* The purpose of this district is to provide an environment suitable for heavy manufacturing and other activities that may impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding area together with such other non-residential uses as may be necessary to and compatible with heavy industrial surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.

2. *Permitted Uses.* Any use permitted in the Industrial Light (IL) zoning district:

   a. Agricultural services. (07)

   b. Construction services:

      (1) Building construction - general contractor. (15)

      (2) Other construction - general contractors. (16)

      (3) Construction - special trade contractors. (17)

   c. Docks and boathouses (private). (999)

   d. Engineering services. (871)

   e. Manufacturing:

      (1) Food and kindred products. (20)

      (2) Tobacco products. (21)

      (3) Textile mill products. (22)

      (4) Apparel and other finished products. (23)

      (5) Lumber and wood products, except furniture. (24)

      (6) Furniture and fixtures. (25)

      (7) Printing and publishing and allied industries. (27)

      (8) Chemicals and allied products:

      (a) Drugs. (283)

      (b) Soap, detergents and cleaning preparations; perfumes, cosmetics and other toilet preparations. (284)

      (c) Agricultural chemicals. (287)

      (9) Rubber and misc. plastic products. (30)

      (10) Leather and leather products. (31)

      (11) Glass:

      (a) Flat glass. (321)

      (b) Glass and glassware - pressed or blown. (322)

      (c) Glass products - made of purchased glass. (323)

      (12) Fabricated metal products (except ammunition and ordnance). (34)

      (13) Industrial/commercial machinery and computer equipment. (35)

(14) Electronic and other electrical equipment and components, except computer equipment. (36)

(15) Transportation equipment. (37)

(16) Measuring, analyzing and controlling instruments. (38)

(17) Misc. manufacturing industries:

(a) Jewelry, silverware, and platedware. (391)
(b) Musical instruments and parts. (393)
(c) Dolls, toys, games and sporting goods. (394)
(d) Pens, pencils and other office and artists' materials. (395)
(e) Costume jewelry, costume novelties, and notions. (396)
(f) Brooms and brushes. (3991)
(g) Signs and advertising displays. (3993)
(h) Morticians goods. (3995)
(i) Manufacturing industries, NIC. (3999)

(18) Paper and allied products:

(a) Paperboard containers and boxes. (265)
(b) Converted paper and paperboard products. (267)

f. Local and suburban transit. (41)
g. Water transportation. (44)
h. Transportation services. (47)
i. Communications. (48)
j. Motor freight transportation and warehousing. (42)
k. Motion pictures. (78)
l. Membership organizations. (86)
m. Personal and business services. (72)
n. Research, development, and testing services. (873)
o. Repair services:
    (1) Automotive and automotive parking. (75)
    (2) Electrical. (762)
    (3) Watch, clock and jewelry repair. (763)
    (4) Reupholstery and furniture repair. (764)
    (5) Misc. repairs and services. (769)
p. Retail trade:
    (1) Lumber and other building materials. (521)
    (2) Paint, glass and wallpaper. (523)
    (3) Hardware. (525)
    (4) Nurseries, lawn and garden supplies. (526)

(5) Mobile home dealers. (527)

(6) Automotive/boat/RV/motorcycle dealers. (55)

(7) Gasoline service. (55)

(8) Furniture and furnishings. (57)

q. Telecommunication towers - subject to the standards of Section 7.10.23. (999)

r. Wholesale trade - durable goods:

(1) Motor vehicle and automotive equipment. (501)

(2) Furniture and home furnishings. (502)

(3) Lumber and other building materials. (503)

(4) Professional and commercial equipment/supplies. (504)

(5) Metals and minerals, except petroleum. (505)

(6) Electrical goods. (506)

(7) Hardware, plumbing and heating equipment, and supplies. (507)

(8) Machinery, equipment, and supplies. (508)

(9) Misc. durable goods:

(a) Sporting and recreational goods. (5091)

(b) Toys and hobby goods. (5092)

(c) Jewelry, watches, precious stones and metals. (5094)

(d) Durable goods NEC. (5099)

s. Wholesale trade - nondurable goods:

(1) Paper and paper products. (511)

(2) Drugs. (512)

(3) Dry goods and apparel. (513)

(4) Groceries and related products. (514)

(5) Farm products - raw materials. (515)

(6) Chemicals, and allied products. (516)

(7) Beer, wine, and distilled alcoholic beverages. (518)

(8) Misc. nondurable goods:

(a) Farm supplies. (5191)

(b) Books, periodicals, and newspapers. (5192)

(c) Flowers, nursery stock and florists' supplies. (5193)

(d) Tobacco/tobacco products. (5194)

(e) Paints, varnishes and supplies. (5198)

(f) Nondurable goods, NEC. (5199)

t. Mobile food vendors. (999)

3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Section 7.04.00.

4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Section 7.04.00.

5. *Offstreet Parking and Loading Requirements.* Offstreet parking and loading requirements are subject to Section 7.06.00.

6. *Landscaping Requirements.* Landscaping requirements are subject to Section 7.09.00.

7. *Conditional Uses:*

   a. Airport, landing and takeoff fields - general aviation. (4581)

   b. Manufacturing:

      (1) Paper and allied products. (26)

      (2) Chemicals and allied products. (28)

      (3) Petroleum refining and related products. (29)

      (4) Stone, clay, glass and concrete products. (32)

      (5) Primary metal industries. (33)

      (6) Ammunition and ordinance. (348)

   c. Natural or manufactured gas storage and distribution points. (492)

   d. Scrap, waste and land clearing and yard trash recycling operations - subject to the provisions of Section 7.10.12.

   e. Warehousing and storage services - stockyards. (999)

   f. Wholesale trade - nondurable goods:

      (1) Petroleum and petroleum products. (999)

8. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00, and include the following:

   a. Co-generation facilities. (999)

   b. Fueling facilities. (999)

   c. Industrial wastewater disposal. (999)

   d. One (1) detached single-family dwelling or mobile home, for on-site security purposes per property. (999)

   e. Retail:

      (1) Bottled gas. (999)

      (2) Fuel oil. (999)

      (3) Gasoline service stations. (999)

      (4) Retail trade accessory to the primary manufacturing or wholesaling use. (999)

   f. Solar energy systems, subject to the requirements of Section 7.10.28.

3.01.03. - Zoning Districts.

T. *IL INDUSTRIAL, LIGHT.*

1. *Purpose.* The purpose of this district is to provide and protect an environment suitable for light manufacturing, wholesale, and warehousing activities that do not impose undesirable noise, vibration, odor, dust, or other offensive effects on the surrounding are, together with such other uses as may be necessary to and compatible with light industrial surroundings. The number in "( )" following each identified use corresponds to the SIC Code reference described in Section 3.01.02(B). The number 999 applies to a use not defined under the SIC Code but may be further defined in Section 2.00.00 of this Code.

2. *Permitted Uses:*

   a. Business services. (73)

   b. Communications - including telecommunication towers - subject to the standards of Section 7.10.23. (48)

   c. Construction services:

      (1) Building construction - general contractors. (15)

      (2) Other construction - general contractors. (16)

      (3) Construction - special trade contractors. (17)

   d. Engineering, architectural and surveying services. (871)

   e. Commercial fishing. (091)

   f. Laundry, cleaning and garment services. (721)

   g. Local and suburban transit. (41)

   h. Manufacturing:

      (1) Food and kindred products. (20)

      (2) Tobacco products. (21)

      (3) Textile mill products. (22)

      (4) Apparel and other finished products. (23)

      (5) Furniture and fixtures. (25)

      (6) Printing, publishing and allied industries. (27)

      (7) Drugs. (283)

      (8) Leather and leather products. (31)

      (9) Glass:

      (a) Flat glass. (321)

      (b) Glass and glassware - pressed or blown. (322)

      (c) Glass products - made of purchased glass. (323)

      (10) Fabricated metal prod. - except machinery and transport. equip.:

      (a) Metal cans and shipping containers. (341)

      (b) Cutlery, handtools and general hardware. (342)

      (c) Heating equipment, except electric and warm air, and plumbing fixtures. (343)

      (d) Fabricated structural metal products. (344)

(e) Coating, engraving and allied services. (347)

(f) Miscellaneous fabricated metal products:

(1) Wire products. (3495)

(2) Misc. fabricated wire products. (3496)

(3) Metal foil and leaf. (3497)

(4) Fabricated metal products - NEC. (3499)

(11) Industrial/commercial machinery and computer equipment:

(a) Metalworking machinery and equipment. (354)

(b) Special industry machinery, except metalworking machinery. (355)

(c) General industrial machinery and equipment. (356)

(d) Computers and office equipment. (357)

(12) Electronic and other electrical equipment and components, except computer equipment:

(a) Household appliances. (363)

(b) Electric lighting and wiring equipment. (364)

(c) Household audio and video equipment. (365)

(d) Communications equipment. (366)

(e) Electronic components and accessories. (367)

(f) Misc. electrical machinery equipment and supplies. (369)

(13) Measuring, analyzing and controlling instruments. (38)

(14) Photographic, medical and optical goods. (38)

(15) Watches and clocks. (38)

(16) Misc. manufacturing industries:

(a) Jewelry, silverware, and platedware. (391)

(b) Musical instruments and parts. (393)

(c) Dolls, toys, games and sporting goods. (394)

(d) Pens, pencils, and other office and artists' materials. (395)

(e) Costume jewelry, costume novelties, and notions. (396)

(f) Brooms and brushes. (3991)

(g) Signs and advertising displays. (3993)

(h) Morticians goods. (3995)

(i) Manufacturing industries, NEC. (3999)

(17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing. (308)

i. Marinas. (4493)

j. Millwork and structural wood members. (243)

k. Motion pictures. (78)

l. Motor freight transportation and warehousing. (42)

m. Repair services:
    (1) Automotive and automotive parking. (75)
    (2) Electrical. (762)
    (3) Watch, clock and jewelry repair. (763)
    (4) Reupholstery and furniture repair. (764)
    (5) Misc. repairs and services. (769)
n. Retail trade:
    (1) Lumber and other building materials. (521)
    (2) Paint, glass and wallpaper. (523)
    (3) Hardware. (525)
    (4) Nurseries, lawn and garden supplies. (526)
    (5) Mobile home dealers. (527)
    (6) Automotive/boat/RV/motorcycle dealers. (55)
    (7) Gasoline service. (55)
    (8) Furniture and furnishings. (57)
o. Research, development, and testing services. (873)
p. Ship, boat building and repairing - less than forty-five (45) feet. (373)
q. Sorting, grading and packaging services - citrus/vegetables. (0723)
r. Vocational schools. (824)
s. Wholesale trade - durable goods:
    (1) Motor vehicle and automotive equipment. (501)
    (2) Furniture and home furnishings.(502)
    (3) Lumber and other building materials. (503)
    (4) Professional and commercial equipment/supplies. (504)
    (5) Metals and minerals except petroleum. (505)
    (6) Electrical goods. (506)
    (7) Hardware, plumbing and heating equipment, and supplies. (507)
    (8) Machinery, equipment, and supplies. (508)
    (9) Misc. durable goods:
        (a) Sporting and recreational goods. (5091)
        (b) Toys and hobby goods. (5092)
        (c) Jewelry, watches, precious stones and metals. (5094)
        (d) Durable goods NEC. (5099)
t. Wholesale trade - nondurable goods:
    (1) Paper and paper products. (511)
    (2) Drugs. (512)
    (3) Dry goods and apparel. (513)

(4) Groceries and related products. (514)

(5) Farm products - raw materials. (515)

(6) Chemicals, and allied products. (516)

(7) Beer, wine, and distilled alcoholic beverages. (518)

(8) Misc. nondurable goods:

(a) Farm supplies. (5191)

(b) Books, periodicals and newspapers. (5192)

(c) Flowers, nursery stock and florists' supplies. (5193)

(d) Tobacco/tobacco products. (5194)

(e) Paints, varnishes and supplies. (5198)

(f) Nondurable goods, NEC. (5199)

u. Mobile food vendors. (999)

v. Single-family detached dwelling units provided that the single-family dwelling unit is located on an existing lot or parcel or record, as further defined in this Code, that was existing on or before August 1, 1990. (999)

w. Kennels. Allowed as a permitted use only when the property is surrounded by industrial uses or zoning and is five hundred (500) feet or more from residential uses or zoning. All distance requirements shall be measured from the nearest point of the existing home or area of single-family zoning to the nearest point of the proposed kennel.

x. Landscape and horticultural services. (078)

y. Personal services. (72)

3. *Lot Size Requirements.* Lot size requirements shall be in accordance with Section 7.04.00.

4. *Dimensional Regulations.* Dimensional requirements shall be in accordance with Section 7.04.00.

5. *Offstreet Parking and Loading Requirements.* Offstreet parking and loading requirements are subject to Section 7.06.00.

6. *Landscaping Requirements.* Landscaping requirements are subject to Section 7.09.00.

7. *Conditional Uses:*

a. Airports, landing and takeoff fields - general aviation. (4581)

b. Manufacturing:

(1) Cut stone and stone products. (328)

(2) Motorcycles, bicycles, and parts. (375)

(3) Wood containers, wood buildings and mobile homes. (244/245)

c. Ship, boat building and repairing (excluding ship or boat salvaging) - forty-five (45) to one hundred fifty (150) feet. (373)

d. Wholesale:

(1) Petroleum bulk stations and terminals.

e. Scrap and waste materials - subject to the provisions of Section 7.10.12.A.

f. Kennels. (0752) Other than those permitted under Section 3.01.03 T.2.w. of the Land Development Code.

8. *Accessory Uses.* Accessory uses are subject to the requirements of Section 8.00.00 and include the following:

   a. Co-generation facilities. (999)

   b. Fueling facilities. (999)

   c. Industrial wastewater disposal. (999)

   d. One detached single-family dwelling or mobile home for on-site security purposes per property. (999)

   e. Retail trade accessory to the primary manufacturing or wholesaling use. (999)

   f. Solar energy systems, subject to the requirements of Section 7.10.28.

TRAFFIC IMPACT ANALYSIS

PROJECT ORCHID
ST. LUCIE COUNTY, FL

PREPARED FOR:
FOUNDRY COMMERICAL

Kimley»Horn

April 2, 2026
KH # 043918010
Registry No. 35106
Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

TRAFFIC IMPACT ANALYSIS

PROJECT ORCHID

ST. LUCIE COUNTY, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida

Kimley»Horn

February 15, 2025
Revised April 2, 2026
KH # 043918010
Registry No. 35106

Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

THIS IS TO CERTIFY THAT THE ENCLOSED ENGINEERING CALCULATIONS WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION.

Digitally signed by
Stephanie Guerra
Date: 2026.04.02
21:38:49 -04'00'

STEPHANIE A. GUERRA, P.E.
Florida Registration Number #84302
Registry No. 35106

DATE: APRIL 2, 2026

TABLE OF CONTENTS

LIST OF TABLES ii
LIST OF FIGURES ii
INTRODUCTION 1
PROJECT TRAFFIC 3
Existing and Proposed Land Uses 3
Trip Generation 3
Traffic Distribution and Assignment 3
SIGNIFICANCE CALCULATIONS AND LINK ANALYSIS 4
Capacity Analysis 4
INTERSECTION ANALYSIS 8
Data Collection 8
Existing Conditions: 8
Future Background Conditions (2031) 8
Future Total Conditions (2031) 9
Signalization at Rock Road and Orange Avenue 19
95th Percentile Queues 20
Turn Lane Length Evaluation 20
SITE CIRCULATION AND TURN LANE REQUIREMENTS 21
Turn Lane Analysis 21
Driveway 1: Left-Turn Lane Evaluation 21
Driveway 2: Left-Turn Lane Evaluation 22
SIGNAL WARRANT ANALYSIS 25
Existing Conditions 25
Data Collection 25
CONCLUSION 26
APPENDIX A: SITE PLAN ..... A
APPENDIX B: ST. LUCIE COUNTY 2025 ROADWAY LOS INVENTORY REPORT AND DATA COLLECTION ..... B
APPENDIX C: COMMITTED DEVELOPMENT C
APPENDIX D: SIGNAL TIMING DATA ..... D
APPENDIX E: VOLUME DEVELOPMENT SHEETS ..... E

APPENDIX F: SYNCHRO OUTPUT SHEETS ..... F
APPENDIX G: DRIVEWAY 1 TURN LANE EVALUATIONS ..... G
APPENDIX H: DRIVEWAY 2 TURN LANE EVALUATIONS ..... H
APPENDIX I: SIGNAL WARRANT SUMMARY I

LIST OF TABLES

Table 1: Trip Generation Calculations 3
Table 2: Peak Hour Peak Direction Significance Calculations 5
Table 3: Peak Hour Peak Direction Capacity Analysis 6
Table 4: Existing Conditions Synchro Summary 11
Table 5: Future Background Conditions Synchro Summary 13
Table 6: Future Total Conditions Synchro Summary 17
Table 7: Signal Optimization Synchro Summary 18
Table 8: Signalization at Rock Road & Orange Avenue Synchro Summary 19
Table 9: Turn Lane Length Evaluation at Orange Avenue & Rock Road 20

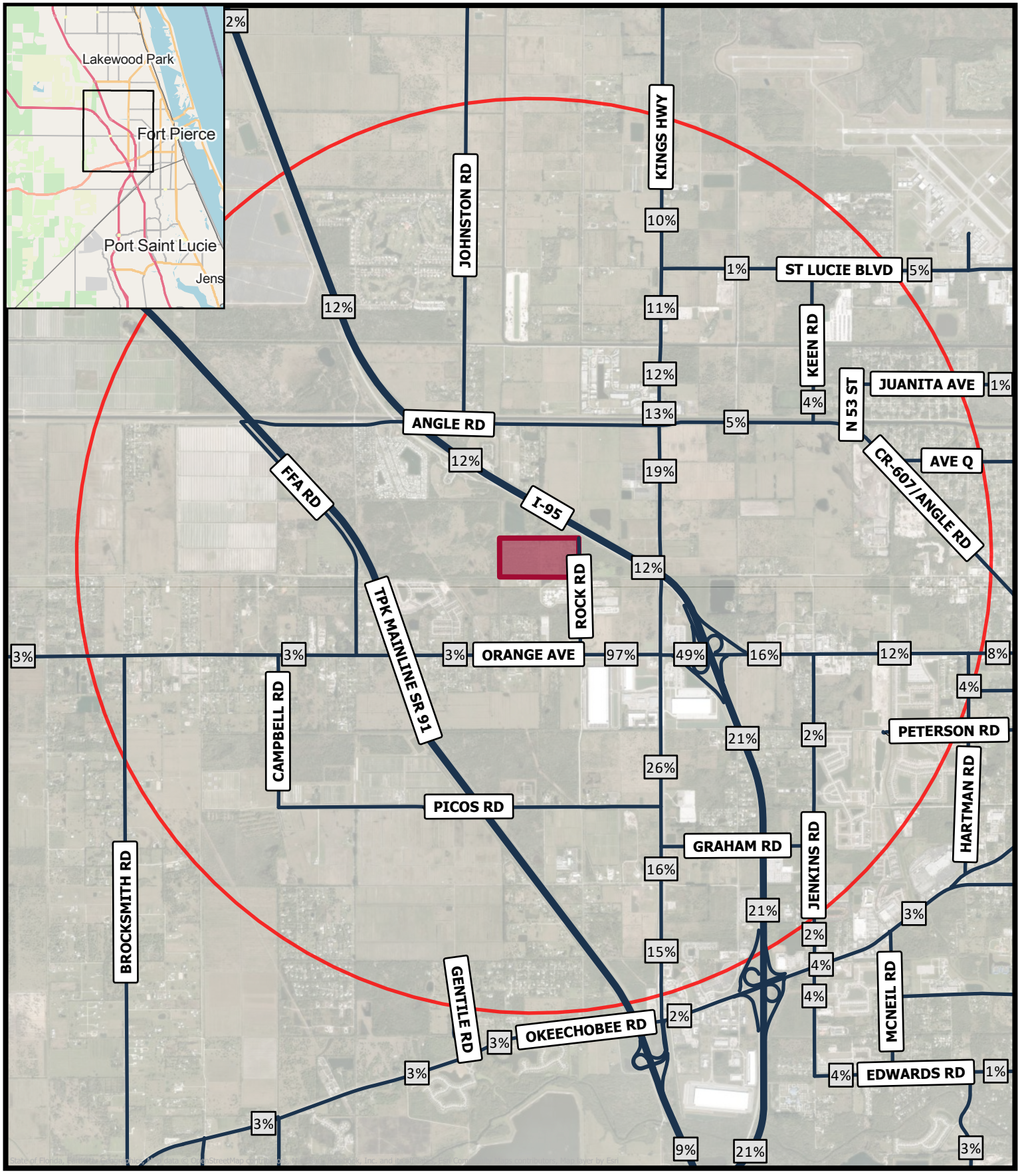
LIST OF FIGURES

Figure 1: Site Location and Trip Assignment 2
Figure 2: Existing Volumes 10
Figure 3: Background Traffic Volumes 12
Figure 4: Project Traffic Distribution 14
Figure 5: Project Traffic Volumes 15
Figure 6: Future Volumes 16
Figure 7: Driveway Assignment 23
Figure 8: Driveway Volumes 24

INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to conduct a traffic impact analysis for the Project Orchid site. The site is located on the west side of Rock Road, north of Orange Avenue, in St. Lucie County, Florida. The proposed project would develop the vacant site into a 1,444,000 square-foot manufacturing facility, with a mix of foundry, warehouse, and office uses to support the production of goods. **Figure 1** illustrates the site location and project trip assignment, which is reflective of a Treasure Coast Regional Planning Model (TCRPM) run to determine the site's distribution. The project site plan is included in Appendix A.

This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements published by the St. Lucie County TPO in the document, *Standardized Traffic Impact Studies (TIS) Methodology and Procedures.* A buildout year of 2031 was analyzed for the proposed development.



Legend

- Project Site
- Radius of Development Influence
- Main Roads
- Highway

NORTH

0 1,500 3,000 6,000 Feet

Figure 1

Orchid
Trip Distribution
KH#043918010

Kimley»Horn

PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The site is currently vacant and is proposed to be developed with 1,444,000 square feet of manufacturing use.

Trip Generation

The trip generation potential for the proposed development program was calculated using trip generation rates and equations published by the Institute of Transportation Engineers' (ITE) *Trip Generation Report, 12th Edition*. As indicated in Table 1, the proposed development is projected to generate 6,166 net new external daily trips, 736 net new external AM peak hour trips (+552 inbound, +184 outbound), and an additional 910 net new external PM peak hour trips (+264 inbound, +646 outbound).

Table 1: Trip Generation Calculations

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
ITE	Manufacturing	140	1,444.000 ksf	6,166	736	552	184	910	264	646
Driveway Volumes				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Net New External Trips				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Proposed - Existing Net New Traffic				**6,166**	**736**	**552**	**184**	**910**	**264**	**646**
Radius of Development Influence:				**3 miles**						

Source	Land Use	Daily	AM Peak Hour	PM Peak Hour	Avg. Pass By
ITE	Manufacturing	4.27 trips/ksf	0.51 trips/ksf (75% in, 25% out)	0.63 trips/ksf (29% in, 71% out)	0.0%

Traffic Distribution and Assignment

Based on the St. Lucie County Standardized Traffic Impact Studies (TIS) Methodology and Procedures, the radius of development influence is 3 miles. Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. A projected traffic distribution was developed using Treasure Coast Regional Planning Model, Version 5 (TCRPM5) modeled distributions.

Figure 1 illustrates the proposed roadway link assignment. Using these percentages, project traffic was then assigned to the surrounding roadway network projected to be in place by 2031.

SIGNIFICANCE CALCULATIONS AND LINK ANALYSIS

The study roadway links were defined as the roadways upon which the project traffic has an impact of 5% or higher of the level of service capacity of the roadway links which are not directly accessed by the project and 1% or higher of the level of service capacity of the directly accessed roadway links. Significance was determined on a peak hour, peak direction (PHPD) basis using the project's PM peak hour outbound trips because this represents the highest trip generation on a PHPD basis. Existing traffic volumes were obtained from the *St. Lucie County Traffic Counts and Level of Service Report* for 2025 and FDOT count stations. For links on which capacity was not published in the *St. Lucie County Traffic Counts and Level of Service Report*, facility capacity was obtained from FDOT 2023 Quality Level of Service Handbook. **Table 2** summarizes the project percent impact as a percentage of the service volume capacity for the PM peak hour. As shown in **Table 2**, the following roadway links were determined to be significantly impacted by project traffic:

- Orange Avenue – From Rock Road to Kings Highway
- Orange Avenue – From Kings Highway to I-95
- Orange Avenue – From I-95 to Jenkins Road
- Kings Highway – From Picos Road to Orange Avenue
- Kings Highway – From Orange Avenue to Angle Road
- Kings Highway – From Angle Road to St. Lucie Boulevard
- Kings Highway – From St. Lucie Boulevard to Indrio Road
- Graham Road – From Kings Highway to Jenkins Road
- Rock Road – From Orange Avenue to Project Driveway

Therefore, further capacity analysis is required on these roadway links.

Capacity Analysis

The future traffic volumes on each significantly impacted roadway identified in **Table 2** were evaluated based on capacities established in Table 2. Existing traffic volumes were obtained from the *St. Lucie County LOS Report* for 2025 and FDOT count stations. In order to grow existing volumes for future background conditions, the greater of two volumes was added:

- A two and one half percent (2.5%) growth rate compounded annually.
- A one percent nominal growth rate compounded annually, in addition to traffic from committed projects in the surrounding area.

Table 3 summarizes the capacity analysis on these significantly impacted links on a peak hour, peak directional basis. Because the project's PM peak hour outbound trips represent the peak hour, peak direction of the proposed development, these trips were utilized in the roadway link analysis.

Table 2: Peak Hour Peak Direction Significance Calculations

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	FDOT Context Classification (From FDOT Preliminary Context Classification TDA)	LOS D GEN. SVC. VOLUME	PROJECT TRIPS			
						PROJECT % ASSIGNMENT	PM PEAK HOUR (HIGHER PEAK HOUR)		
							TRIPS	% IMPACT	
Orange Ave	Shinn Road	Campbell Road	2L	C3R	1,070	3%	19	1.78%	No
Orange Ave	Campbell Road	Rock Road	2L	C2	1,070	3%	19	1.78%	No
Orange Ave	Rock Road	Kings Hwy	2L	C2	1,070	97%	627	58.60%	Yes
Orange Ave	Kings Hwy	I-95	6LD*	C3C**	2,680	24%	155	5.78%	Yes
Orange Ave	I-95	Jenkins Rd	4LD	C4	1,790	16%	103	5.75%	Yes
Orange Ave	Jenkins Rd	Hartman Rd	4LD	C4	1,790	12%	78	4.36%	No
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Crossroads Pkwy	Graham Rd	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Graham Rd	Picos Rd	4LD	C2	2,910	15%	97	3.33%	No
Kings Hwy	Picos Rd	Orange Avenue	4LD	C2	2,910	26%	168	5.77%	Yes
Kings Hwy	Orange Avenue	Angle Rd	2L	C3C**	1,070	19%	123	11.50%	Yes
Kings Hwy	Angle Rd	St. Lucie Blvd	2L	C3C**	1,070	12%	78	7.29%	Yes
Kings Hwy	St. Lucie Blvd	Indrio Rd	2L	C2	730	10%	65	8.90%	Yes
Johnston Rd	Angle Rd	L20	2L	C2	1,070	0%	0	0.00%	No
Johnston Rd	L20	Meadowood Dr	2L	C2	1,070	0%	0	0.00%	No
Johnston Rd	Meadowood Dr	Old Johnston Rd	2L	C2	1,070	0%	0	0.00%	No
Keen Rd	Angle Rd	St. Lucie Blvd	2L	C2	630	4%	26	4.13%	No
Campbell Rd	Picos Rd	Orange Ave	2L	C2	540	0%	0	0.00%	No
Picos Rd	Campbell Rd	Kings Hwy	2L	C2	540	0%	0	0.00%	No
Graham Rd	Kings Hwy	Jenkins Rd	2L	C2	630	10%	65	10.32%	Yes
53rd St	Angle Rd	Juanita Ave	2L	C3R	540	1%	6	1.11%	No
Peterson Rd	Bent Creek Dr	Hartman Rd	2L	C3R**	540	0%	0	0.00%	No
Ave Q	Angle Rd	25th St	2L	C3R	750	0%	0	0.00%	No
Juanita Ave	53rd St	25th St	2L	C4	750	1%	6	0.80%	No
Florida's Turnpike	Okeechobee Rd	Indian River C.L	4LX	Limited Access (Transitioning)	3,790	0%	0	0.00%	No
I-95	Okeechobee Rd	Orange Ave	8LX	Limited Access (Transitioning)	7,440	11%	71	0.95%	No
I-95	Orange Ave	Indrio Rd	8LX	Limited Access (Transitioning)	7,440	6%	39	0.52%	No
Angle Road	Godwin Rd	Florida's Turnpike	2L	C3R**	1,070	0%	0	0.00%	No
Angle Road	Florida's Turnpike	Johnston Rd	2L	C3R	1,070	0%	0	0.00%	No
Angle Road	Johnston Rd	Kings Hwy	2L	C2	1,070	0%	0	0.00%	No
Angle Road	Kings Hwy	Keen Rd	2L	C2	880	5%	32	3.64%	No
Angle Road	Keen Rd	53rd St	2L	C2	630	1%	6	0.95%	No
Angle Road	53rd St	Ave Q	2L	C3R	600	0%	0	0.00%	No
Angle Road	Ave Q	Ave D	2L	C3C	540	0%	0	0.00%	No
Jenkins Rd	Okeechobee Rd	Graham Rd	2L	C3C**	920	0%	0	0.00%	No
Jenkins Rd	Graham Rd	Peterson Rd	2L	C2	630	0%	0	0.00%	No
Jenkins Rd	Peterson Rd	Orange Ave	2L	C2	920	2%	13	1.41%	No
Rock Road	Okeechobee Road	Picos Road	6LD	C2**	2,680	0%	0	0.00%	No
Rock Road	Picos Road	Orange Ave	6LD	C2**	2,680	0%	0	0.00%	No
Rock Road	Orange Ave	Project Driveway	2L	C3C***	856	100%	646	75.47%	Yes
St. Lucie Blvd	25th St	Keen Rd	2L	C2	880	5%	32	3.64%	No
St. Lucie Blvd	Keen Rd	Kings Hwy	2L	C2	880	1%	6	0.68%	No

FDOT Context Classification obtained from FDOT Open Data Hub GIS Map for Preliminary Context Classification

Service Volumes in blue obtained from 2025 St Lucie TPO Traffic Counts and LOS Report

Service Volumes in yellow determined from FDOT 2023 QLOS based on FDOT Context Classification from GIS Map

***6LD at Orange Avenue adjusted for auxiliary lanes and turn lanes extending between Kings Highway & I-95**

**** assumed based on surrounding, lower density, commercial uses**

***** Based on future commercial development and baseline adjusted for no center turn lanes.**

Table 3: Peak Hour Peak Direction Capacity Analysis

	From	To	Existing		Year 2024/2025 Traffic Volume Peak Hour Peak Direction	Count Station ID (County # + Station)	Committed Traffic + 1% Growth	2.5% Background Traffic Growth	Utilized (Maximum) Committed Traffic	Project Traffic	2031 Total Traffic	Meets Standard ??	Background Deficiency ??
			Lanes	LOS D Service Volume									
Orange Ave	Rock Road	Kings Hwy	2L	1070	500	759 - St. Lucie TPO	235	92	235	627	1,362	No	No
Orange Ave	Kings Hwy	I-95	6LD*	2680	998	940041	835	137	835	155	1,988	Yes	-
Orange Ave	I-95	Jenkins Rd	4LD	1790	981	940035	325	156	325	103	1,409	Yes	-
Kings Hwy	Picos Rd	Orange Avenue	4LD	2910	515	940076	775	106	775	168	1,458	Yes	-
Kings Hwy	Orange Avenue	Angle Rd	2L	1070	712	940077	707	118	707	123	1,542	No	Yes
Kings Hwy	Angle Rd	St. Lucie Blvd	2L	1070	634	940751	259	64	259	78	971	Yes	-
Kings Hwy	St. Lucie Blvd	Indrio Rd	2L	730	828	940006	231	96	231	65	1,124	No	Yes
Graham Rd	Kings Hwy	Jenkins Rd	2L	630	144	669 - St. Lucie TPO	99	36	99	65	308	Yes	-
Rock Road *	Orange Ave	Project Driveway	2L	856	84	Intersection Counts	4	11	11	646	741	Yes	-

*Count data at the intersection of Rock Road & Orange Avenue used.

As shown in **Table 3**, Orange Avenue from Rock Road to Kings Highway is projected to be over capacity with the addition of project traffic. This facility will require the following improvements to meet the adopted LOS D standards:

- Widening of Orange Avenue from Rock Road to Kings Highway from 2L to 4L.

Therefore, the proposed development is responsible for the proportionate share of these improvements. To determine the percentage the proposed development is responsible for, the following methodology was followed:

- Project Traffic along Orange Avenue from Rock Road to Kings Highway:
  - Eastbound: 627 vehicles
  - Westbound: 256 vehicles
- Current Capacity of the Roadway Segment
  - Directional: 1,070 vehicles
  - Two-way: 1,950 vehicles
- Capacity of 4L Undivided Segment
  - Directional: 2,765 vehicles
  - Two-way: 5,026 vehicles
- **Proportionate Share Calculation 1**: (627+256) / (5,026-1,950) = **29%**
- **Proportionate Share Calculation 2**:
  - Eastbound: Full cost
  - Westbound (AM Peak Hour): (1255-1070) / (2,765 – 1,070) = 11%
  - Total proportionate share of improvement: **56%**

Two calculations were performed to determine the proportionate share of the improvements attributable to the proposed development. The first calculation evaluated project-generated trips during the PM peak hour in the eastbound and westbound directions and divided them by the increase in two-way roadway service capacity, resulting in a proportionate share of 29% for the roadway widening.

The second calculation considered the full cost of improvements in the eastbound direction while determining the share for the westbound approach. AM peak hour westbound project trips were added to projected future volumes in the westbound direction and compared to the existing directional roadway service capacity; this difference was then divided by the increase in service capacity needed to determine the proportionate share. This resulted in 11% for the westbound approach, which, when combined with the full cost of the eastbound direction, yields a total proportionate share of 56% for the conversion from a two-lane roadway to four lanes.

Therefore, the proportionate share of improvements attributable to the proposed development is 56% of the road widening of Orange Avenue from Rock Road to Kings Highway from a 2-lane roadway to a 4-lane roadway.

INTERSECTION ANALYSIS

Operation conditions at the following intersections were analyzed using *Synchro 12* software and the *HCM 2000* Edition methodology [(1)]:

- Kings Highway & Orange Avenue
- I-95 Northbound Ramps & Orange Avenue
- I-95 Southbound Ramps & Orange Avenue
- Jenkins Road & Orange Avenue
- Kings Highway & Okeechobee Boulevard
- Rock Road & Orange Avenue
- Kings Highway & Angel Road
- Kings Highway & St Lucie Boulevard
- Kings Highway & Graham Road

(1) ***HCM 2000 Edition was used for this analysis since there were several intersections that had nonstandard phasing which cannot be analyzed by HCM 7th Edition methodology.***

Data Collection

Baseline traffic counts were collected during the AM peak period (7:00 AM – 9:00 AM) and the PM peak hour (4:00 PM – 6:00 PM) at the studied intersections. The turning movement counts were collected on February 3, 2026, March 27, 2025, September 3, 2025, January 14, 2026, March 11, 2026, and March 24, 2026. Turning movement counts for the following intersections were taken from the Hope Commercial traffic study:

- I-95 Northbound Ramps & Orange Avenue
- I-95 Southbound Ramps & Orange Avenue

Existing Conditions:

This analysis scenario provides a baseline evaluation of current conditions, based upon traffic volume data collected at the study intersections. Existing counts collected outside of peak season have been adjusted for peak season using Peak Season Correction Factors (PSCF) published by FDOT. The existing volumes used in the analysis are shown in **Figure 2**.

Future Background Conditions (2031)

This analysis scenario includes the baseline traffic volumes adjusted to future year conditions without the project by applying the greater of two options:

- An annually compounding background growth rate of 2.5% ***or***
- A one percent (1%) nominal growth rate compounded annually, in addition to committed traffic in the surrounding area.

The future background condition volumes are shown in **Figure 3**.

Future Total Conditions (2031)

This analysis scenario uses the Future Background Conditions (2031) volumes as a baseline and adds new project traffic generated by the proposed development. The Future Total Conditions (2031) volumes assume an estimated fully built out condition in the year 2031. The net change in trip generation potential that was calculated for the site was distributed across the transportation network using the trip distribution illustrated in **Figure 4**. The resulting project traffic volumes are shown in **Figure 5**. **Figure 6** illustrates the resulting Future Total volumes.

Synchro summaries for Existing Conditions, Future Background Conditions (2031), and Future Total Conditions (2031) are shown in **Table 4, Table 5**, and **Table 6,** respectively.

As shown in the tables, the following intersections operate at LOS E and F during the peak hours under future total conditions:

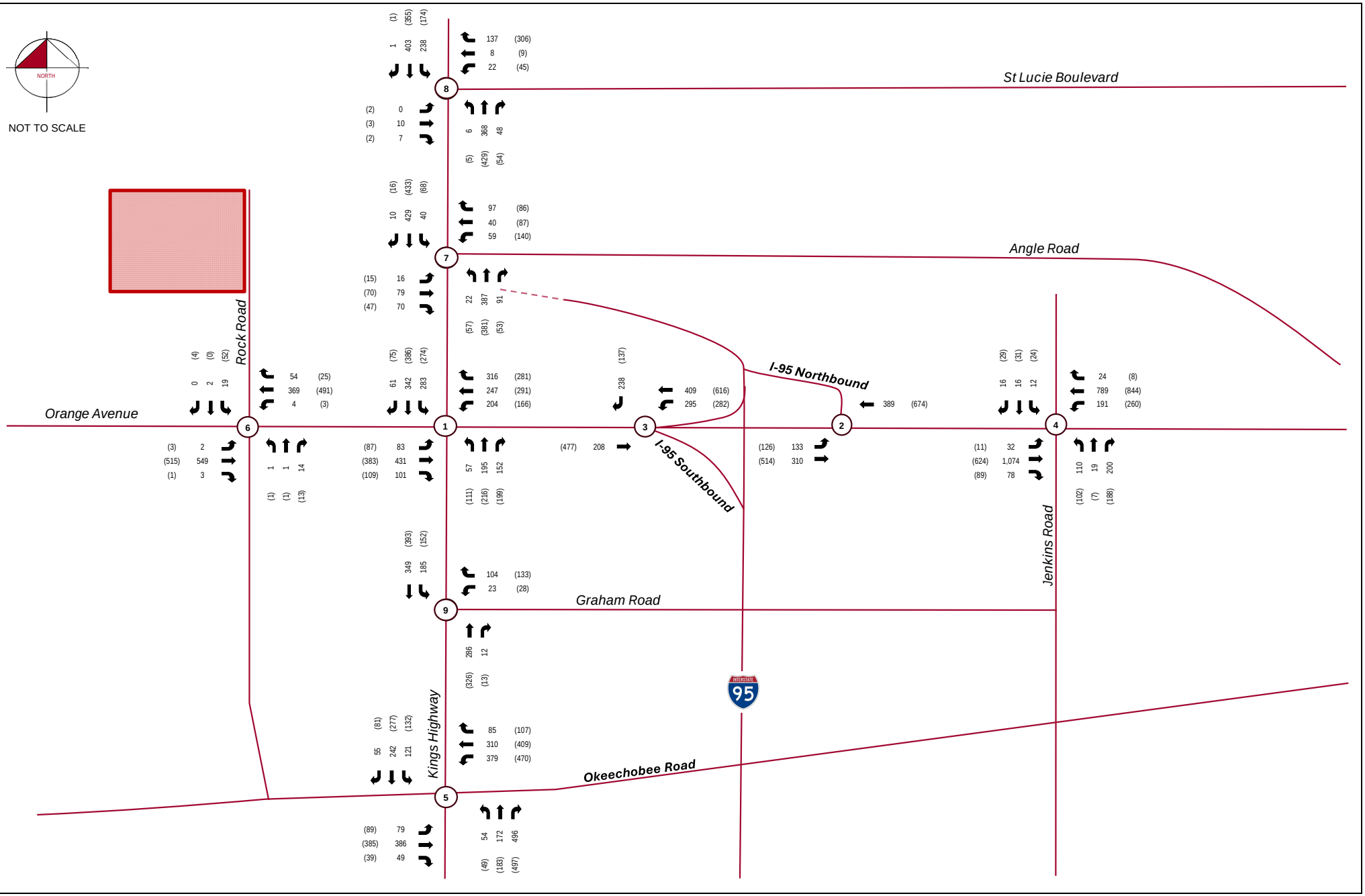
- Kings Highway & Orange Avenue (LOS F - AM and PM peak hours)
- Kings Highway & Okeechobee Boulevard (LOS E – AM and PM peak hours)
- Rock Road & Orange Avenue (LOS F – AM and PM peak hours)
- Kings Highway & Angle Road (LOS F – AM and PM peak hours)
- Kings Highway & Graham Road (LOS F – AM and PM peak hours)

Signalization at the intersection of Rock Road & Orange Avenue is recommended based on the anticipated delays associated with the southbound movements.

The deficiencies at the intersections of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Kings Highway & Angle Road, and Kings Highway & Graham Road are projected to occur under background conditions without the addition of project traffic.

According to Florida State Statute 163.3180, because the facility identified on the page exceeds its respective threshold under background conditions, and because the improvements required to address future background conditions will also provide sufficient capacity for the proposed project traffic, the project is not responsible for the proportionate share of these improvements.

Signal optimization can be performed at the intersection of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, and Kings Highway & Angle Road to reduce delays. **Table 7** shows the results of the signal optimization at these intersections.



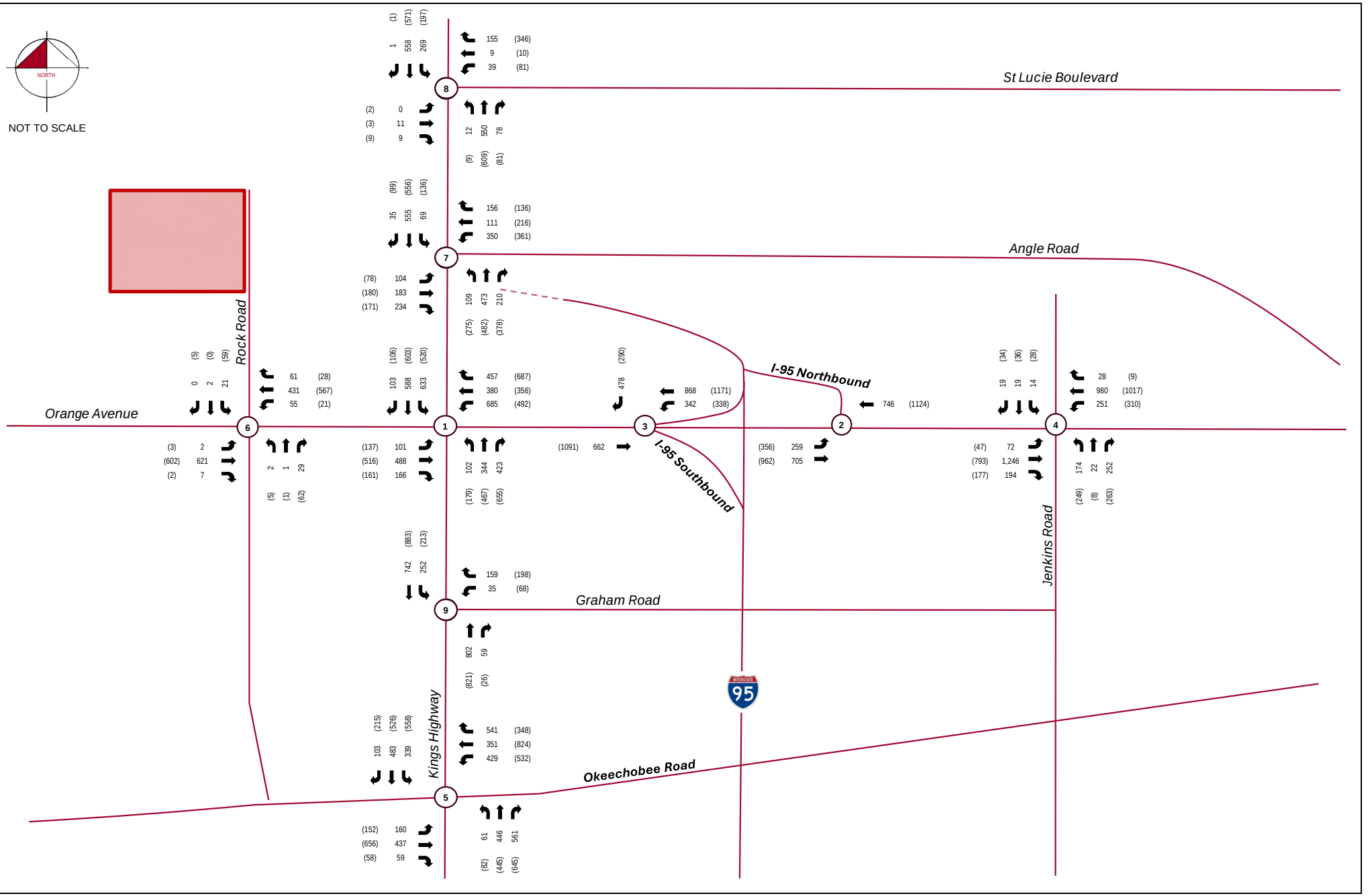
Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 2
Existing Volumes
Project Orchid
KH #043918010

Table 4: Existing Conditions Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	51.4	D	49.4	D
			WB	40.8	D	41.7	D
			NB	31.7	C	66.8	E
			SB	110.4	F	137.3	F
			Overall	**61.3**	**E**	**76.1**	**E**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	10.4	B	8.9	A
			WB	4.8	A	5.4	A
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**7.8**	**A**	**7.1**	**A**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	15.2	B	17.1	B
			WB	17.1	B	14.2	B
			NB	-	-	-	-
			SB	27.2	C	26.7	C
			Overall	**18.8**	**B**	**16.3**	**B**
4	Jenkins Road & Orange Avenue	Signalized	EB	19.8	B	15.6	B
			WB	19.1	B	13.8	B
			NB	26.4	C	26.1	C
			SB	31.1	C	30.0	C
			Overall	**20.6**	**C**	**16.7**	**B**
5	Kings Highway & Okeechobee Road	Signalized	EB	26.2	C	31.5	C
			WB	25.9	C	28.8	C
			NB	29.2	C	30.9	C
			SB	29.9	C	31.4	C
			Overall	**27.6**	**C**	**30.3**	**C**
6	Rock Road & Orange Avenue	TWSC	EBL	8.3	A	8.4	A
			EBT	0.0	A	0.0	A
			WBL	8.7	A	8.5	A
			WBT	0.0	A	0.0	A
			NB	13.6	B	13.3	B
			SB	23.8	C	25.8	D
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	73.3	E	57.9	E
			WB	71.3	E	76.6	E
			NB	33.8	C	44.3	D
			SB	67.2	E	68.8	E
			Overall	**56.1**	**E**	**61.2**	**E**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	23.6	C	23.6	C
			WB	24.2	C	24.7	C
			NB	19.4	B	23.0	C
			SB	6.3	A	7.2	A
			Overall	**13.3**	**B**	**17.4**	**B**
9	Kings Highway & Graham Road	TWSC	WBL	16.3	C	15.8	C
			WBR	9.8	A	10.2	B
			NBU	0.0	A	0.0	A
			SBL	8.7	A	8.6	A
			Overall	**-**	**-**	**-**	**-**



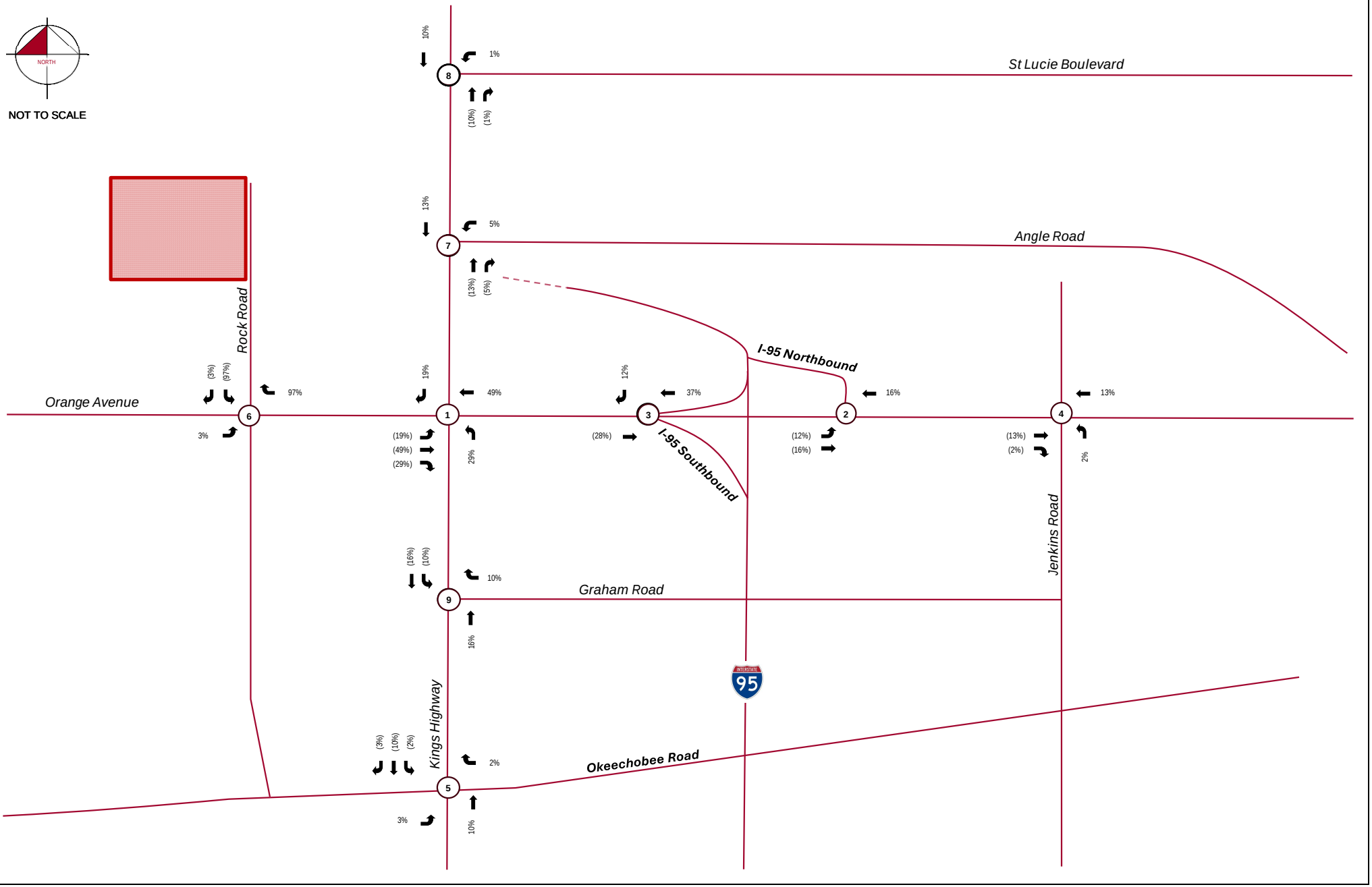
Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 3
Background Traffic Volumes
Project Orchid
KH #043918010

Table 5: Future Background Conditions Synchro Summary

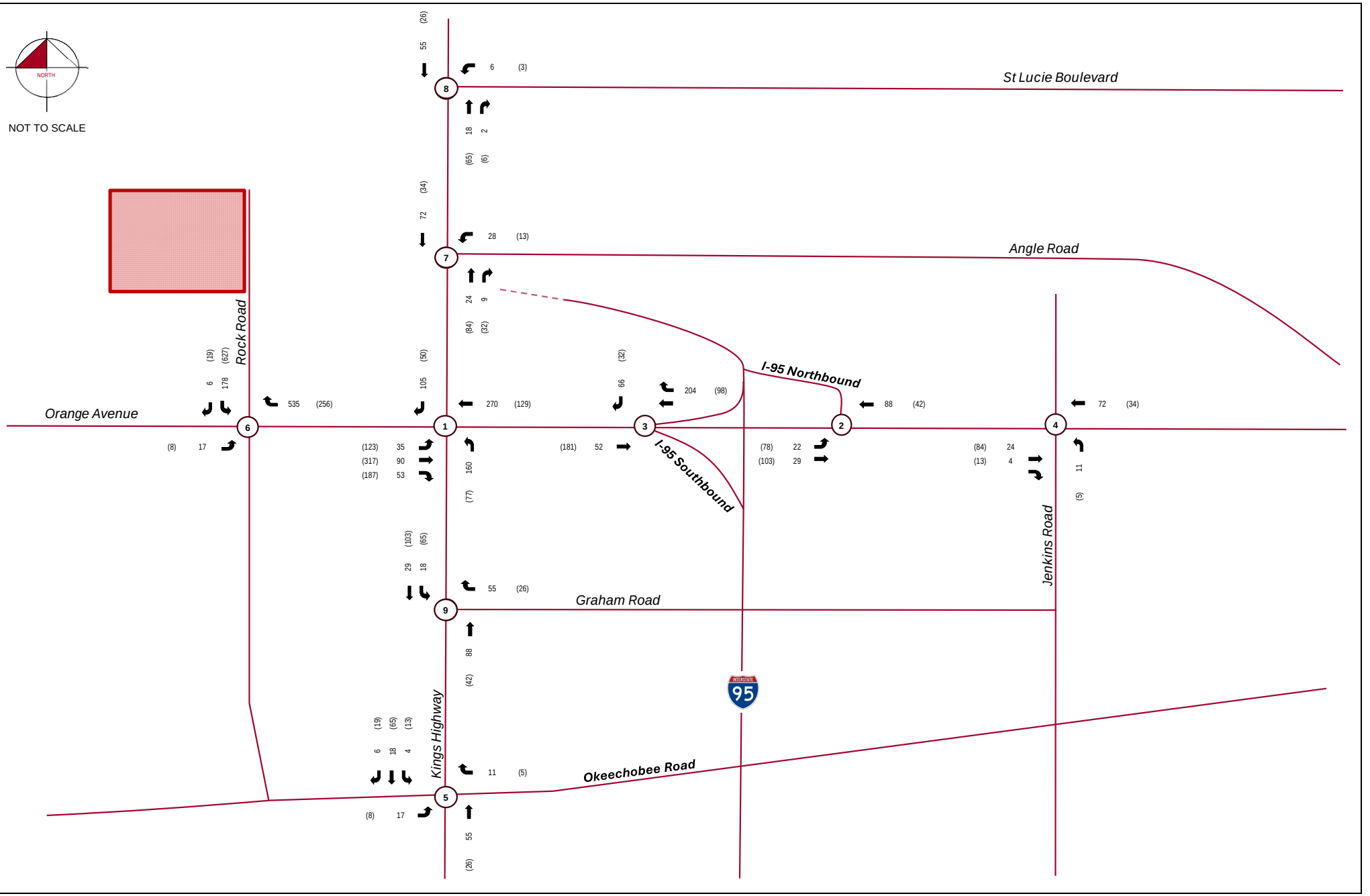
#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	53.4	D	53.5	D
			WB	190.2	F	116.1	F
			NB	53.6	D	122.1	F
			SB	519.4	F	319.4	F
			Overall	**238.0**	**F**	**158.5**	**F**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	11.4	B	13.1	B
			WB	7.6	A	10.1	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**9.7**	**A**	**11.8**	**B**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	22.0	C	31.4	C
			WB	14.7	B	12.8	B
			NB	-	-	-	-
			SB	33.1	D	30.2	D
			Overall	**20.5**	**C**	**21.5**	**C**
4	Jenkins Road & Orange Avenue	Signalized	EB	21.8	C	15.9	B
			WB	44.7	D	22.2	C
			NB	27.9	C	35.5	D
			SB	34.4	C	34.5	C
			Overall	**31.6**	**C**	**22.8**	**C**
5	Kings Highway & Okeechobee Road	Signalized	EB	43.9	D	52.5	D
			WB	44.4	D	62.1	E
			NB	68.6	E	108.8	F
			SB	39.4	D	50.2	D
			Overall	**49.7**	**D**	**68.2**	**E**
6	Rock Road & Orange Avenue	TWSC	EBL	8.5	A	8.8	A
			EBT	0.0	A	0.0	A
			WBL	9.3	A	9.0	A
			WBT	0.0	A	0.0	A
			NB	15.6	C	16.9	C
			SB	40.0	E	64.6	F
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	403.1	F	263.1	F
			WB	1,808.0	F	1,705.1	F
			NB	68.0	E	158.4	F
			SB	130.6	F	203.4	F
			Overall	**565.7**	**F**	**544.1**	**F**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	28.0	C	28.7	C
			WB	28.8	C	31.7	C
			NB	26.3	C	31.7	C
			SB	12.1	B	11.3	B
			Overall	**19.6**	**B**	**23.5**	**C**
9	Kings Highway & Graham Road	TWSC	WBL	40.3	E	47.5	E
			WBR	14.4	B	15.3	C
			NBU	0.0	A	0.0	A
			SBL	13.8	B	12.3	B
			Overall	**-**	**-**	**-**	**-**



Legend

——	Study Roadway
○	Study Intersection
XX	A.M. Peak Hour Traffic
(XX)	P.M. Peak Hour Traffic

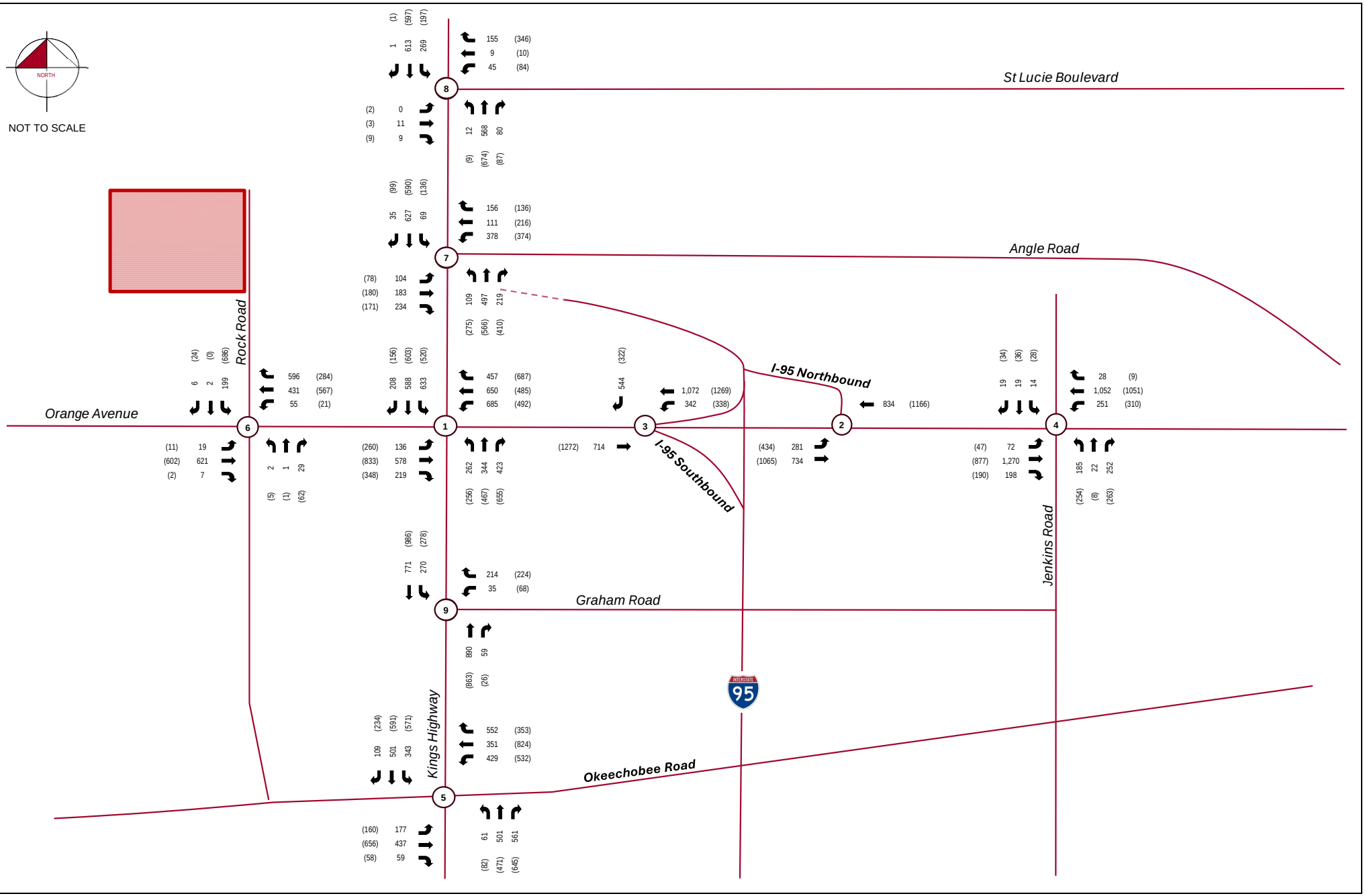
Figure 4
Project Traffic Distribution
Project Orchid
KH #043918010



Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 5
Project Traffic Volumes
Project Orchid
KH #043918010



Legend

- Study Roadway
- ○ Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

Figure 6
Future Total Volumes
Project Orchid
KH #043918010

Table 6: Future Total Conditions Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	53.8	D	57.1	E
			WB	183.4	F	134.9	F
			NB	307.2	F	277.7	F
			SB	510.7	F	371.9	F
			Overall	**274.9**	**F**	**202.2**	**F**
2	I-95 Northbound Ramps & Orange Avenue	Signalized	EB	11.7	B	14.9	B
			WB	8.1	A	11.4	B
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**10.1**	**B**	**13.4**	**B**
3	I-95 Southbound Ramps & Orange Avenue	Signalized	EB	26.6	C	59.1	E
			WB	16.0	B	12.7	B
			NB	-	-	-	-
			SB	37.4	D	31.0	D
			Overall	**23.2**	**C**	**33.0**	**C**
4	Jenkins Road & Orange Avenue	Signalized	EB	22.5	C	16.6	B
			WB	44.1	D	28.0	C
			NB	28.2	C	36.5	D
			SB	34.4	C	34.5	C
			Overall	**32.0**	**C**	**25.5**	**C**
5	Kings Highway & Okeechobee Road	Signalized	EB	44.6	D	53.0	D
			WB	46.7	D	64.9	E
			NB	97.6	F	126.3	F
			SB	40.6	D	52.6	D
			Overall	**59.0**	**E**	**73.8**	**E**
6	Rock Road & Orange Avenue	TWSC	EBL	11.0	B	9.9	A
			EBT	0.0	A	0.0	A
			WBL	9.3	A	9.0	A
			WBT	0.0	A	0.0	A
			NB	17.8	C	17.5	C
			SB	619.7	F	2,632.1	F
			Overall	**-**	**-**	**-**	**-**
7	Kings Highway & Angle Road	Signalized	EB	403.1	F	263.1	F
			WB	2,030.0	F	1,797.7	F
			NB	75.5	E	203.6	F
			SB	181.2	F	228.1	F
			Overall	**629.6**	**F**	**575.9**	**F**
8	Kings Highway & St Lucie Boulevard	Signalized	EB	28.5	C	29.6	C
			WB	29.3	C	34.8	C
			NB	27.3	C	41.3	D
			SB	13.3	B	17.4	B
			Overall	**20.6**	**C**	**30.4**	**C**
9	Kings Highway & Graham Road	TWSC	WBL	50.2	F	83.7	F
			WBR	17.5	C	16.8	C
			NBU	0.0	A	0.0	A
			SBL	15.8	C	14.0	B
			Overall	**-**	**-**	**-**	**-**
10	Driveway 1 & Rock Road	TWSC	EB	9.2	A	14.9	B
			NBL	8.0	A	8.3	A
			NBT	0.0	A	0.0	A
			SB	-	-	-	-
			Overall	**-**	**-**	**-**	**-**
11	Driveway 2 & Rock Road	TWSC	EB	8.6	A	9.6	A
			NBL	7.6	A	7.4	A
			NBT	0.0	A	2.5	A
			SB	-	-	-	-
			Overall	**-**	**-**	**-**	**-**

Table 7: Signal Optimization Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
1	Kings Highway & Orange Avenue	Signalized	EB	88.7	F	83.2	F
			WB	54.6	D	47.8	D
			NB	88.3	F	137.4	F
			SB	159.3	F	188.8	F
			Overall	**96.3**	**F**	**109.4**	**F**
5	Kings Highway & Okeechobee Road	Signalized	EB	44.4	D	75.9	E
			WB	45.3	D	59.3	E
			NB	77.2	E	71.9	E
			SB	36.0	D	73.3	E
			Overall	**51.7**	**D**	**68.8**	**E**
7	Kings Highway & Angle Road	Signalized	EB	35.8	D	39.7	D
			WB	194.8	F	194.7	F
			NB	292.6	F	349.0	F
			SB	340.9	F	443.1	F
			Overall	**228.9**	**F**	**294.4**	**F**

Signalization at Rock Road and Orange Avenue

As previously mentioned, signalization of the intersection of Rock Road & Orange Avenue is recommended based on the anticipated delays under two-way stop control conditions. A signal warrant analysis was conducted at this intersection and is summarized later in this report. Operational conditions at the intersection of Rock Road & Orange Avenue were analyzed under signalized conditions utilizing *Synchro 12* software and the *HCM 2000* Methodology.

It should be noted that, in order for the intersection to operate acceptably, the following improvements will be needed:

- Construction of an eastbound left-turn lane
- Construction of a southbound left-turn lane
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

Table 8 summarizes the Synchro summary for the Rock Road & Orange Avenue intersection under signalized conditions. As shown in the table below, the intersection of Rock Road & Orange Avenue is anticipated to operate at LOS B and C during the AM and PM peak hour, respectively.

Table 8: Signalization at Rock Road & Orange Avenue Synchro Summary

#	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay (s)	LOS	Delay (s)	LOS
6	Rock Road & Orange Avenue	Signalized	EB	24.4	C	32.7	C
			WB	9.9	A	20.5	C
			NB	37.3	D	40.9	D
			SB	32.3	C	34.1	C
			Overall	**17.5**	**B**	**28.7**	**C**

95th Percentile Queues

As requested, a 95th percentile queue analysis was conducted to evaluate the required storage lengths for the eastbound left turn lane and the westbound right turn lane at the intersection of Rock Road & Orange Avenue. *Synchro 12* software and the *HCM 2000* methodology were used to determine the results of the analysis. **Table 9** summarizes the future total queue lengths at Rock Road & Orange Avenue. As shown in the following table, the 95th percentile eastbound left-turn queue is anticipated to be 18 feet, and the 95th percentile westbound right-turn lane queue is anticipated to be 25 feet.

Table 9: Turn Lane Length Evaluation at Orange Avenue & Rock Road

#	Intersection	Movement	Storage	Future - Build	
				95th Percentile Queue (AM) (feet)	95th Percentile Queue (PM) (feet)
6	Rock Road & Orange Avenue	EBL	-	17	13
		WBL	-	38	20
		WBR	110	22	25
		SBL	-	154	538

Turn Lane Length Evaluation

A review of the turn lane lengths at the intersection of Rock Road & Orange Avenue was conducted to determine the recommended turn bay lengths for the eastbound left-turn lane and the westbound right-turn lane. As previously mentioned, the 95th percentile queue anticipated for the westbound right-turn lane is 25 feet, and the 95th percentile eastbound left-turn lane queue is 17 feet.

Guidance on deceleration lane length is provided in Chapter 212 of the FDOT Design Manual. The posted speed limit along Orange Avenue is 45 miles per hour. As outlined in Exhibit 212-1 of the FDOT Design Manual, the total deceleration length for a design speed of 45 miles per hour is 185 feet, plus the queue length. To account for heavy vehicle traffic, it is recommended that a queue length of 60 feet be added to the deceleration length, although the 95th percentile queues were lower.

Therefore, it is recommended that the eastbound left-turn lane and the westbound right-turn lane have a total length of 245 feet, consisting of 195 feet of storage and 50 feet of transition each.

SITE CIRCULATION AND TURN LANE REQUIREMENTS

Future total driveway volumes were determined by applying the distribution referenced in **Figure 1** to the proposed future trip generation potential of the site. The resulting driveway trip assignment is shown in **Figure 7** while driveway volumes are illustrated in **Figure 8.** Access to the site is proposed via two driveway connections along Rock Road.

Driveway	Location	Description
Driveway 1	Rock Road	Full-Access
Driveway 2	Rock Road	Full-Access

Turn Lane Analysis

The proposed driveway connections were subject to turn lane analysis using information in the FDOT *Multimodal Access Management Guidebook* as a reference.

Driveway 1: Left-Turn Lane Evaluation

The FDOT *Multimodal Access Management Guidebook* provides guidance related to left turn lanes at unsignalized intersections and driveways. These standards are based on the National Cooperative Highway Research Program (NCHRP) Report 457. Future Total Conditions (2031) volumes were compared to Figure 2-5a of the NCHRP Report 457. The results of the analysis are shown below:

Driveway 1 Northbound Left Turn Lane (AM Peak Hour)

Following are the parameters for analysis for this turn lane:

- Opposing Volume: 83 vehicles/hour
- Advancing Volume: 552 vehicles/hour
- Left Turn Percentage of Advancing Volume: 55%
- Speed Limit of Major Road: 25 miles per hour

Comparing the results with Figure 2-5a of the NCRHP Report 457, the plotted point for the left-turn volume is above the reference curve, therefore, a northbound left turn lane is warranted at this driveway.

Driveway 2: Left-Turn Lane Evaluation

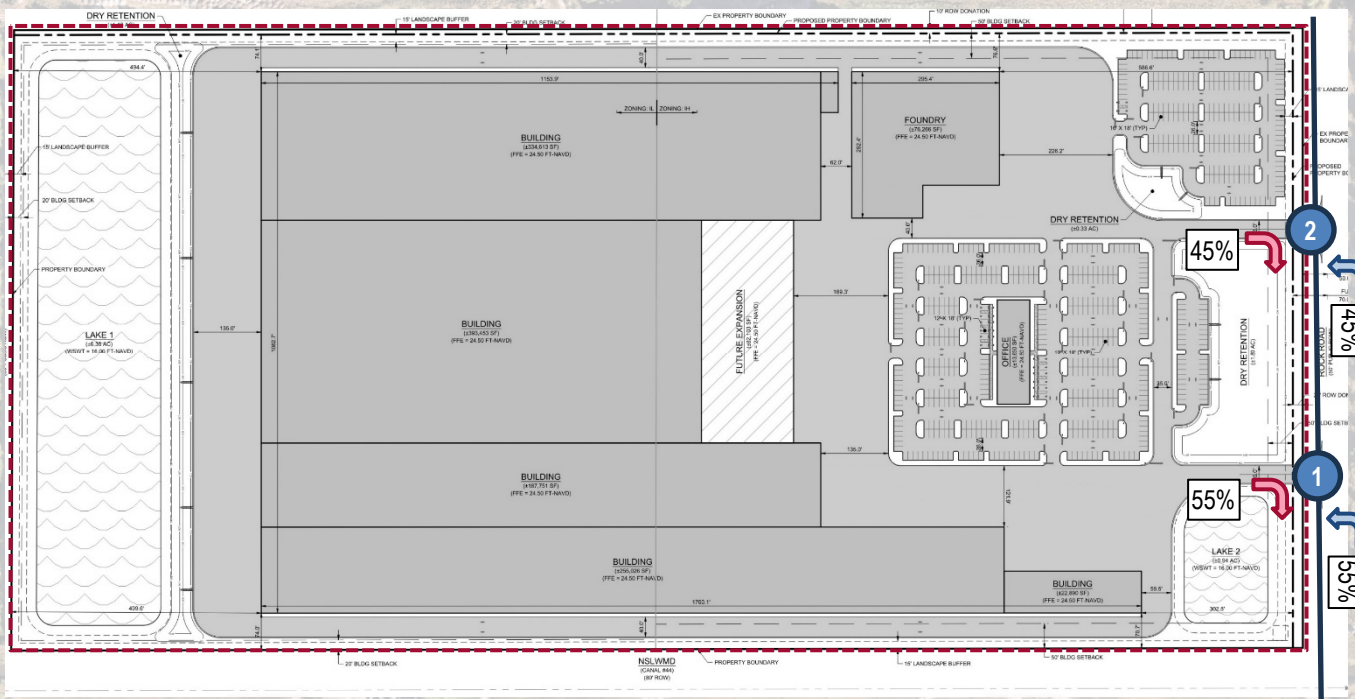
The FDOT *Multimodal Access Management Guidebook* provides guidance related to left turn lanes at unsignalized intersections and driveways. These standards are based on the National Cooperative Highway Research Program (NCHRP) Report 457. Future Total Conditions (2031) volumes were compared to Figure 2-5a of the NCHRP Report 457. The results of the analysis are shown below:

Driveway 2 Northbound Left Turn Lane (AM Peak Hour)

Following are the parameters for analysis for this turn lane:

- Opposing Volume: 0 vehicle/hour
- Advancing Volume: 248 vehicle/hour
- Left Turn Percentage of Advancing Volume: 100%
- Speed Limit of Major Road: 25 miles per hour

Comparing the results with Figure 2-5a of the NCRHP Report 457, the plotted point for the left-turn volume is below the reference curve, therefore, a left turn lane is not warranted at this driveway.



NORTH

LEGEND

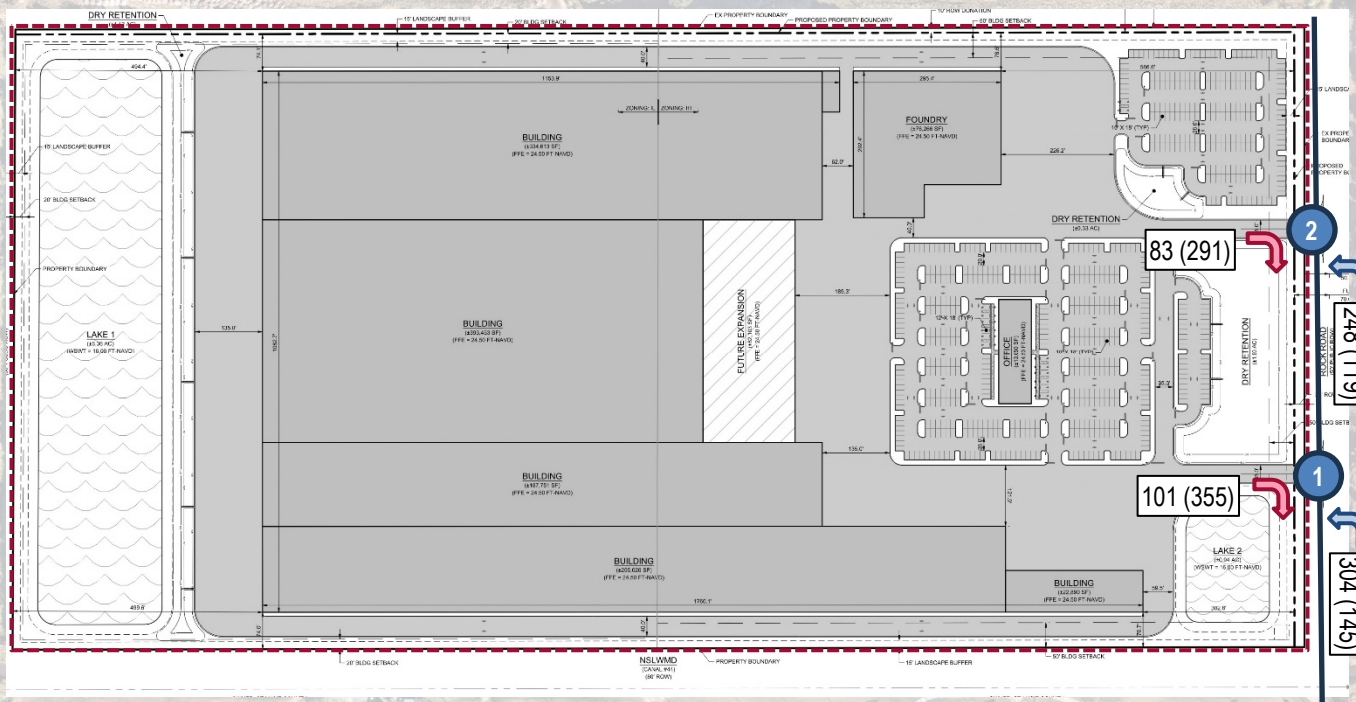
Site Location

XX% Driveway Assignment

FIGURE 7:

Driveway Assignment
Project Orchid
KH # 043918010

Kimley»Horn



NORTH

LEGEND

Site Location

XX(XX) AM (PM) Peak Hour Volumes

FIGURE 8:

Driveway Volumes
Project Orchid
KH # 043918010

Kimley»Horn

SIGNAL WARRANT ANALYSIS

An analysis of signal warrant criteria at the intersection of Rock Road & Orange Avenue was performed to evaluate future traffic projections on the approaches of Rock Road & Orange Avenue with respect to applicable signal warrant criteria.

Existing Conditions

The intersection of Rock Road & Orange Avenue currently operates as a four-legged unsignalized intersection. The major street, Orange Avenue, is a 2-lane undivided east/west roadway with a posted speed limit of 45 miles per hour. The minor street, Rock Road, is a 2-lane undivided north/south roadway with a posted speed limit of 25 miles per hour.

Data Collection

12-hour continuous roadway count data were collected at the intersection of Rock Road & Orange Avenue on Wednesday, January 14, 2026, on all approach legs of the intersection.

Future Total Conditions (2031) Volume Development

Roadway count data at the intersection of Orange Avenue & Rock Road were not taken during the peak season and therefore a peak season correction factor of 1.10 was applied. These volumes were then grown to reflect year 2031 background conditions using a nominal 2.5% growth rate compounded annually.

Signal Warrant Analysis

To perform the analyses, the volume warrant criteria contained in Chapter 4C of the 2009 *Manual on Uniform Traffic Control Devices*, *11th Edition* (MUTCD) were considered.

A two-lane approach was assumed for the major street (Orange Avenue) approach and the minor street (Rock Road) for the purposes of comparison to the warrants contained in the *MUTCD*. For this analysis, right turn volumes were adjusted by a 50% reduction. Warrants applicable for use at this location were identified.

The analysis indicates that the criteria for warrant 1B and 2 are satisfied and therefore signalization of the intersection of Rock Road & Orange Avenue is warranted. Signal warrant summary forms are included in Appendix I for reference.

CONCLUSION

Kimley-Horn and Associates, Inc. has been retained to conduct a traffic impact analysis for the Project Orchid site. The site is located on the west side of Rock Road, north of Orange Avenue, in St. Lucie County, Florida. The proposed project would develop the vacant site into 1,444,000 square feet of Manufacturing facility, with a mix of foundry, warehouse, and office uses to support the production of goods. The proposed buildout date is the end of 2031.

Based on the results of the traffic impact analysis, the roadway segment of Orange Avenue from Rock Road to Kings Highway is anticipated to be overcapacity due to the addition of project traffic. The roadway segment will require widening from a 2L facility to a 4L undivided facility. A calculation was performed to determine the development's proportionate share of the widening. The calculation indicated that the proposed development would be responsible for 56% of the costs to widen the roadway from 2L facility to 4L undivided facility.

Operational conditions at the study intersections indicated that the study intersections will operate acceptably with addition of project traffic with the exception of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Rock Road & Orange Avenue, Kings Highway & Angle Road, and Kings Highway & Graham Road. The deficiency at the intersections of Kings Highway & Orange Avenue, Kings Highway & Okeechobee Boulevard, Kings Highway & Angle Road, and Kings Highway & Graham Road are projected to occur under background conditions without the addition of project traffic and therefore are not due to the addition of traffic from the development.

The intersection of Rock Road & Orange Avenue will operate acceptably with the following recommended improvements:

- Construction of an eastbound left-turn lane (245 feet)
- Extension of the existing westbound right-turn lane to 245 feet
- Construction of a southbound left-turn lane (650 feet)
- Restriping second southbound lane as a shared left/through/right turn lane
- Construction of an additional eastbound receiving lane on Orange Avenue
- Installation of a traffic signal

An analysis of signal warrant criteria at the intersection of Rock Road & Orange Avenue was performed to evaluate future traffic projections on the approaches of Rock Road & Orange Avenue with respect to applicable signal warrant criteria. The analysis indicates that the criteria for warrant 1B, and 2 are satisfied upon buildout of the project and therefore signalization of the intersection of Rock Road & Orange Avenue is warranted.

Access to the site is proped via two driveways on Rock Road. The proposed driveway connections were subject to turn lane analysis using information in the FDOT Multimodal Access Management Guidebook as a reference. The analysiis indicated that Driveway 1 is anticipated to require a northbound left-turn lane.

APPENDIX A: SITE PLAN

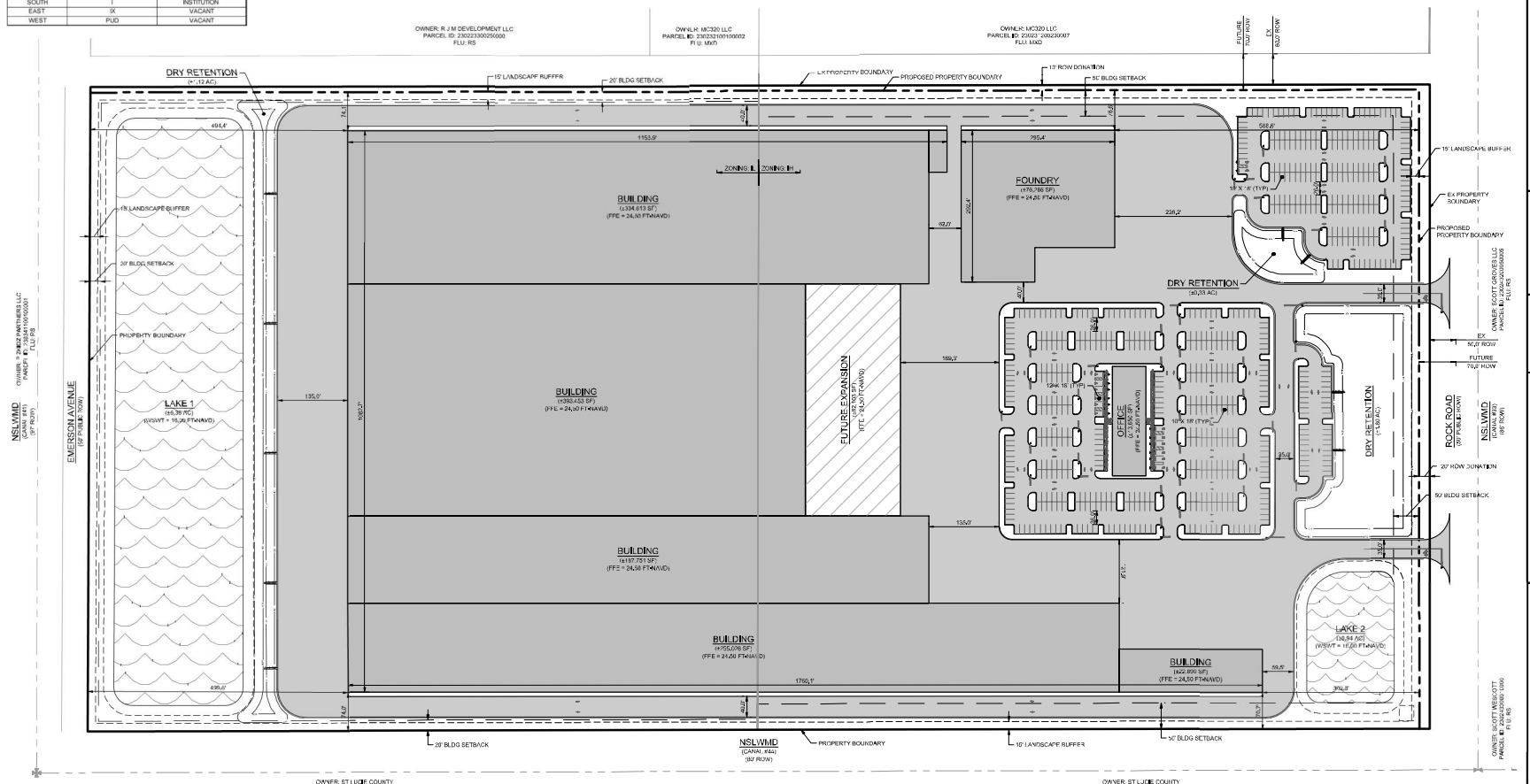
DRAFT

SITE DATA TABLE		
PROPERTY DATA		
ZONING	LIGHT INDUSTRIAL/HEAVY INDUSTRIAL	
CURRENT LAND USE	VACANT	
FUTURE LAND USE	MXD	
PROPERTY ACERAGE		
TOTAL PROPERTY AREA	73.48 AC	
INDUSTRIAL LIGHT AREA	36.66 AC	
INDUSTRIAL HEAVY AREA	36.82 AC	
SETBACKS	**REQUIRED (FT)**	**PROVIDED (FT)**
LIGHT INDUSTRIAL		
NORTH	20	74
SOUTH	20	73
EAST	N/A	N/A
WEST	20	494
HEAVY INDUSTRIAL		
NORTH	50	75
SOUTH	50	71
EAST	50	303
WEST	N/A	N/A
MAX BUILDING HEIGHT COLUMN	**LIGHT INDUSTRIAL**	**HEAVY INDUSTRIAL**
HEIGHT (FT)	50	80
BUFFERS	**REQUIRED (FT)**	**PROVIDED (FT)**
NORTH, SOUTH, EAST, WEST	15	15
SURRONDING PROPERTY DATA		

DIRECTION	ZONING	CURRENT USE
NORTH	IWH	VACANT
SOUTH	I	INSTITUTION
EAST	IX	VACANT
WEST	PUD	VACANT

OPEN SPACE SUMMARY TABLE		
	AREA (AC)	**% OF SITE**
IMPERVIOUS AREA		
BUILDING	31.35	43%
PAVEMENT/SIDEWALK	21.71	30%
PERVIOUS AREA		
OPEN SPACE	9.88	13%
DRY RETENTION	3.24	4%
LAKE	7.30	10%
TOTAL	**73.48**	**100%**

OFF-STREET PARKING		
REQUIRED PARKING		
ITE LUC 140 (MANUFACTURING) REQUIREMENT FOR EMPLOYEES PER SHIFT		
	UNIT COUNT	**NO. OF SPACES**
TOTAL REQUIRED SPACES	800	649
REQUIRED ADA SPACES	2% OF TOTAL	14
PROVIDED PARKING		
PROVIDED STANDARD SPACES	667	
PROVIDED ADA SPACES	14	
TOTAL PROVIDED SPACES	681	



No.	REVISIONS	DATE	BY

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301, FORT MYERS, FL 33901
PHONE: 239-271-2800 FAX: 941-379-4552
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785

KHA PROJECT	043919010
DATE	JANUARY 2026
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	KHA
DATE	

OVERALL SITE PLAN

PROJECT ORCHID
PREPARED FOR
FOUNDRY COMMERCIAL
ST. LUCIE COUNTY, FLORIDA

SHEET NUMBER
C-100

Plotted By: Brian Drew, Sheet Set: Kha_Layout Set, Layout: C-100, January 15, 2026, 10:41:50am, C:\Users\brian.drew\Kimley-Horn\043919010 - FOUNDRY COMMERCIAL - DD Phase\14 Revit\043919010_FOUNDRY_COMMERCIAL_DD_Phase_Sheets_Central.rvt
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APPENDIX B: ST. LUCIE COUNTY 2025 ROADWAY LOS INVENTORY REPORT AND DATA COLLECTION

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

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

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

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

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

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

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

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.
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St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,013	2023	540	125	C	0.23	129	C	0.24
SAVONA BLVD	BECKER RD to PAAR DR	236	12,066	2024	790	1,089	F	1.38	883	F	1.12
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	12,066	2024	750	1,089	F	1.45	883	F	1.18
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	14,499	2024	790	697	D	0.88	659	D	0.83
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	752	12,500	2025	750	655	D	0.87	716	D	0.95
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	753	11,500	2025	750	670	D	0.89	722	D	0.96
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	9,901	2024	700	596	C	0.85	575	C	0.82
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	704	14,189	2024	790	835	E	1.06	840	E	1.06
SHINN RD	MIDWAY RD to OKEECHOBEE RD	705	444	2022	580	36	C	0.06	29	C	0.05
SHINN RD	OKEECHOBEE RD to ORANGE AVE	149	974	2023	1,080	64	B	0.06	63	B	0.06
SNEED RD	OKEECHOBEE RD to ORANGE AVE	151	1,090	2023	670	75	B	0.11	77	B	0.11
SOUTHBEND BLVD	BECKER RD to SE WEST SNOW RD (S)	777	12,000	2025	790	778	D	0.98	902	F	1.14
SOUTHBEND BLVD	SE WEST SNOW RD (S) to FLORESTA DR	337	16,500	2025	790	1,003	F	1.27	963	F	1.22
SR A1A NORTH	US 1 to OLD DIXIE HWY	940709	11,656	2024							
SR A1A NORTH	OLD DIXIE HWY to N HWY A1A	706	10,437	2024	920	599	C	0.65	613	C	0.67
SR A1A NORTH	SHOREWINDS DR to INDIAN RIVER C.L.	940114	8,488	2024							
SR A1A SOUTH	MARTIN C.L. to NETTLES ISLAND	890157	17,306	2023							
SR A1A SOUTH	NETTLES ISLAND to FPL PLANT	940719	5,214	2024							
SR A1A SOUTH	FPL PLANT to BLUE HERON BLVD	940116	4,693	2024							
SR A1A SOUTH	BLUE HERON BLVD to SEAWAY DR	945016	8,353	2024							
SR A1A SOUTH	OCEAN DR to BINNEY DR	940115	15,876	2024							
SR A1A SOUTH	BINNEY DR to S CAUSEWAY PARK	940115	15,876	2024							
SR A1A SOUTH	S CAUSEWAY PARK to INDIAN RIVER DR	940711	12,542	2024							
SR A1A SOUTH	INDIAN RIVER DR to US 1	940711	12,542	2024							
ST JAMES DR	AIROSO BLVD to ST JAMES BLVD	172	18,475	2024	2,100	1,225	C	0.58	1,246	C	0.59
ST JAMES DR	ST JAMES BLVD to PEACHTREE BLVD	239	18,972	2023	2,100	1,193	C	0.57	1,196	C	0.57
ST JAMES DR	PEACHTREE BLVD to TELFORD AVE	172	18,475	2024	1,800	1,225	C	0.68	1,246	C	0.69
ST JAMES DR	TELFORD AVE to MIDWAY RD	345	23,076	2023	2,100	1,300	C	0.62	1,359	C	0.65
ST JAMES BLVD	SELVITZ RD to ST JAMES DR	707	5,231	2021	790	290	C	0.37	290	C	0.37
ST LUCIE BLVD	KINGS HWY to KEEN RD	156	5,800	2025	880	465	C	0.53	428	C	0.49
ST LUCIE BLVD	KEEN RD to 25TH ST	156	5,800	2025	880	465	C	0.53	428	C	0.49
ST LUCIE BLVD	25TH ST to SENECA AVE	940270	4,451	2024							

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

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

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

APPENDIX C: COMMITTED DEVELOPMENT

TRAFFIC IMPACT ANALYSIS

KING'S HIGHWAY WAREHOUSE
ST. LUCIE COUNTY, FL

PREPARED FOR:
SEEFRIED DEVELOPMENT MANAGEMENT, INC.

Kimley»Horn

May 27, 2021
Revised July 21, 2021
KH #046265006
CA 00000696

Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.19	1.19
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/3/2018	47	213	144	367	284	50	64	344	74	126	249	404
2018 Peak Season Volume	56	253	171	437	338	60	76	409	88	150	296	481
2021 Peak Season Volume (Using Areawide Growth Rate)	62	279	188	481	372	66	84	450	97	165	326	530
Traffic Volume Growth (Using areawide growth rate)	10	44	30	76	59	10	13	71	15	26	52	84
Kingsgate Traffic	13				6	6	13	35		19	16	
Committed Trips from Kingsgate TIA		149			39			102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	13	149	0	0	45	6	13	137	0	19	187	0
1.0% Traffic Volume Growth	3	13	9	22	17	3	4	21	4	8	15	25
Committed + 1.0% Growth	16	162	9	22	62	9	17	158	4	27	202	25
Max (Committed + 1.0% or Historic Growth)	16	162	30	76	62	10	17	158	15	27	202	84
Background Traffic Volumes	78	441	218	557	434	76	101	608	112	192	528	614
Project Traffic Assignment												
Inbound Traffic Assignment					18.0%				4.0%	26.0%		
Inbound Traffic Volumes					62				14	89		
Outbound Traffic Assignment	4.0%	18.0%	26.0%									
Outbound Traffic Volumes	14	61	89									
Project Traffic	14	61	89	0	62	0	0	0	14	89	0	0
TOTAL TRAFFIC	**92**	**502**	**307**	**557**	**496**	**76**	**101**	**608**	**126**	**281**	**528**	**614**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/3/2018	66	239	131	412	275	51	63	263	54	124	247	379
Peak Season Volume	79	284	156	490	327	61	75	313	64	148	294	451
2021 Peak Season Volume (Using Areawide Growth Rate)	87	313	172	540	360	67	83	345	70	163	324	497
Traffic Volume Growth (Using areawide growth rate)	14	50	27	86	57	11	13	55	11	26	51	79
Kingsgate Traffic	11				6	6	12	32		17	14	
Committed Trips from Kingsgate TIA		105			113			132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	11	105	0	0	119	6	12	164	0	17	199	0
1.0% Traffic Volume Growth	4	14	8	25	17	3	4	16	3	8	15	23
Committed + 1.0% Growth	15	119	8	25	136	9	16	180	3	25	214	23
Max (Committed + 1.0% or Historic Growth)	15	119	27	86	136	11	16	180	11	26	214	79
Background Traffic Volumes	102	432	199	626	496	78	99	525	81	189	538	576
Project Traffic Assignment												
Inbound Traffic Assignment					18.0%				4.0%	26.0%		
Inbound Traffic Volumes					82				18	119		
Outbound Traffic Assignment	4.0%	18.0%	26.0%									
Outbound Traffic Volumes	9	39	56									
Project Traffic	9	39	56	0	82	0	0	0	18	119	0	0
TOTAL TRAFFIC	**111**	**471**	**255**	**626**	**578**	**78**	**99**	**525**	**99**	**308**	**538**	**576**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 SB & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	134	0	448	0	218	621	0
2018 Peak Season Volume	0	0	0	0	0	150	0	502	0	244	696	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	165	0	553	0	269	767	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	26	0	88	0	43	121	0
Kingsgate Traffic						13		26			22	
Committed Trips from Kingsgate TIA								102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	13	0	128	0	0	193	0
1.0% Traffic Volume Growth	0	0	0	0	0	8	0	26	0	12	36	0
Committed + 1.0% Growth	0	0	0	0	0	21	0	154	0	12	229	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	26	0	154	0	43	229	0
Background Traffic Volumes	0	0	0	0	0	191	0	707	0	312	996	0
Project Traffic Assignment												
Inbound Traffic Assignment						11.0%					15.0%	
Inbound Traffic Volumes						38					51	
Outbound Traffic Assignment								14.0%				
Outbound Traffic Volumes								48				
Project Traffic	0	0	0	0	0	38	0	48	0	0	51	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**229**	**0**	**755**	**0**	**312**	**1,047**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	130	0	385	0	358	585	0
Peak Season Volume	0	0	0	0	0	146	0	431	0	401	655	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	161	0	475	0	442	721	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	25	0	75	0	70	114	0
Kingsgate Traffic						11		23			20	
Committed Trips from Kingsgate TIA								132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	11	0	155	0	0	205	0
1.0% Traffic Volume Growth	0	0	0	0	0	7	0	22	0	20	33	0
Committed + 1.0% Growth	0	0	0	0	0	18	0	177	0	20	238	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	25	0	177	0	70	238	0
Background Traffic Volumes	0	0	0	0	0	186	0	652	0	512	959	0
Project Traffic Assignment												
Inbound Traffic Assignment						11.0%					15.0%	
Inbound Traffic Volumes						50					69	
Outbound Traffic Assignment								14.0%				
Outbound Traffic Volumes								30				
Project Traffic	0	0	0	0	0	50	0	30	0	0	69	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**236**	**0**	**682**	**0**	**512**	**1,028**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 NB & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	0	111	454	0	0	485	0
2018 Peak Season Volume	0	0	0	0	0	0	124	508	0	0	543	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	0	137	559	0	0	598	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	0	22	89	0	0	95	0
Kingsgate Traffic							13	13			13	
Committed Trips from Kingsgate TIA								145			101	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	0	13	158	0	0	114	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	6	26	0	0	28	0
Committed + 1.0% Growth	0	0	0	0	0	0	19	184	0	0	142	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	22	184	0	0	142	0
Background Traffic Volumes	0	0	0	0	0	0	159	743	0	0	740	0
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											10	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							38	10				
Project Traffic	0	0	0	0	0	0	38	10	0	0	10	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**197**	**753**	**0**	**0**	**750**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/18/2018	0	0	0	0	0	0	122	349	0	0	702	0
Peak Season Volume	0	0	0	0	0	0	137	391	0	0	786	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	0	0	0	151	431	0	0	866	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	0	0	0	24	68	0	0	137	0
Kingsgate Traffic							12	12			11	
Committed Trips from Kingsgate TIA								168			176	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	0	0	0	0	0	12	180	0	0	187	0
1.0% Traffic Volume Growth	0	0	0	0	0	0	7	20	0	0	40	0
Committed + 1.0% Growth	0	0	0	0	0	0	19	200	0	0	227	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	0	0	0	24	200	0	0	227	0
Background Traffic Volumes	0	0	0	0	0	0	175	631	0	0	1,093	0
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											14	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							24	6				
Project Traffic	0	0	0	0	0	0	24	6	0	0	14	0
TOTAL TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**199**	**637**	**0**	**0**	**1,107**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
JENKINS ROAD & ORANGE AVENUE

Areawide Growth Rate =	3.27%	
Peak Season =	1.12	1.12
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 06/28/2018	73	9	85	15	7	14	49	555	51	85	162	22
2018 Peak Season Volume	82	10	95	17	8	16	55	622	57	95	181	25
2021 Peak Season Volume (Using Areawide Growth Rate)	90	11	105	19	9	18	61	685	63	105	199	28
Traffic Volume Growth (Using areawide growth rate)	14	2	17	3	1	3	10	109	10	17	32	4
Kingsgate Traffic	2		2						6	8		
Committed Trips from Kingsgate TIA	79	50	19	22	25	150	66	131	42	18	71	33
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	81	50	21	22	25	150	66	131	48	26	71	33
1.0% Traffic Volume Growth	4	1	5	1	0	1	3	32	3	5	9	1
Committed + 1.0% Growth	85	51	26	23	25	151	69	163	51	31	80	34
Max (Committed + 1.0% or Historic Growth)	85	51	26	23	25	151	69	163	51	31	80	34
Background Traffic Volumes	175	62	131	42	34	169	130	848	114	136	279	62
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											10	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							38	10				
Project Traffic	0	0	0	0	0	0	38	10	0	0	10	0
TOTAL TRAFFIC	**175**	**62**	**131**	**42**	**34**	**169**	**168**	**858**	**114**	**136**	**289**	**62**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 06/28/2018	74	5	120	14	12	8	11	446	96	148	587	4
Peak Season Volume	83	6	134	16	13	9	12	500	108	166	657	4
2021 Peak Season Volume (Using Areawide Growth Rate)	91	7	148	18	14	10	13	551	119	183	724	4
Traffic Volume Growth (Using areawide growth rate)	14	1	23	3	2	2	2	87	19	29	115	1
Kingsgate Traffic	12		16						10	13		
Committed Trips from Kingsgate TIA	59	36	10	48	62	112	167	132	84	18	160	27
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	71	36	26	48	62	112	167	132	94	31	160	27
1.0% Traffic Volume Growth	4	0	7	1	1	0	1	26	6	8	34	0
Committed + 1.0% Growth	75	36	33	49	63	112	168	158	100	39	194	27
Max (Committed + 1.0% or Historic Growth)	75	36	33	49	63	112	168	158	100	39	194	27
Background Traffic Volumes	166	43	181	67	77	122	181	709	219	222	918	31
Project Traffic Assignment												
Inbound Traffic Assignment											3.0%	
Inbound Traffic Volumes											14	
Outbound Traffic Assignment							11.0%	3.0%				
Outbound Traffic Volumes							24	6				
Project Traffic	0	0	0	0	0	0	24	6	0	0	14	0
TOTAL TRAFFIC	**166**	**43**	**181**	**67**	**77**	**122**	**205**	**715**	**219**	**222**	**932**	**31**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY/FLORIDA'S TURNPIKE & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	46	105	437	70	152	24	37	363	41	348	291	169
2018 Peak Season Volume	51	117	485	78	169	27	41	403	46	386	323	188
2021 Peak Season Volume (Using Areawide Growth Rate)	53	121	501	81	175	28	42	416	48	399	334	194
Traffic Volume Growth (Using areawide growth rate)	9	20	85	14	29	5	7	70	8	67	56	33
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic			48	19				19		13	5	5
Committed Trips from Crossroads TIA			14	20				19		12	9	10
Total Committed Development Traffic	0	0	48	19	0	0	0	19	0	13	5	5
1.0% Traffic Volume Growth	3	6	25	4	9	1	2	21	2	20	16	10
Committed + 1.0% Growth	3	6	73	23	9	1	2	40	2	33	21	15
Max (Committed + 1.0% or Historic Growth)	9	20	85	23	29	5	7	70	8	67	56	33
Background Traffic Volumes	62	141	586	104	204	33	49	486	56	466	390	227
Project Traffic Assignment												
Inbound Traffic Assignment		37.0%										11.0%
Inbound Traffic Volumes		127										38
Outbound Traffic Assignment				11.0%	41.0%							
Outbound Traffic Volumes				38	140							
Project Traffic	0	127	0	38	140	0	0	0	0	0	0	38
TOTAL TRAFFIC	**62**	**268**	**586**	**142**	**344**	**33**	**49**	**486**	**56**	**466**	**390**	**265**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	66	108	465	184	172	36	38	301	26	372	433	148
Peak Season Volume	73	120	516	204	191	40	42	334	29	413	481	164
2021 Peak Season Volume (Using Areawide Growth Rate)	75	124	533	211	197	41	43	345	30	427	497	169
Traffic Volume Growth (Using areawide growth rate)	13	21	90	36	33	7	7	58	5	72	84	29
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic			16	6				6		46	19	19
Committed Trips from Crossroads TIA			21	7				6		16	4	5
Total Committed Development Traffic	0	0	16	6	0	0	0	6	0	46	19	19
1.0% Traffic Volume Growth	4	6	26	10	10	2	2	17	1	21	25	8
Committed + 1.0% Growth	4	6	42	16	10	2	2	23	1	67	44	27
Max (Committed + 1.0% or Historic Growth)	13	21	90	36	33	7	7	58	5	72	84	29
Background Traffic Volumes	88	145	623	247	230	48	50	403	35	499	581	198
Project Traffic Assignment												
Inbound Traffic Assignment		37.0%										11.0%
Inbound Traffic Volumes		169										50
Outbound Traffic Assignment				11.0%	41.0%							
Outbound Traffic Volumes				24	89							
Project Traffic	0	169	0	24	89	0	0	0	0	0	0	50
TOTAL TRAFFIC	**88**	**314**	**623**	**271**	**319**	**48**	**50**	**403**	**35**	**499**	**581**	**248**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 SB & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	245	0	260	0	917	0	0	563	0
2018 Peak Season Volume	0	0	0	272	0	289	0	1,018	0	0	625	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	281	0	298	0	1,051	0	0	645	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	47	0	50	0	178	0	0	109	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic						19		15	13		87	
Committed Trips from Crossroads TIA				8		4		30	5		31	
Total Committed Development Traffic	0	0	0	0	0	19	0	15	13	0	87	0
1.0% Traffic Volume Growth	0	0	0	14	0	15	0	52	0	0	32	0
Committed + 1.0% Growth	0	0	0	14	0	34	0	67	13	0	119	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	47	0	50	0	178	13	0	119	0
Background Traffic Volumes	0	0	0	328	0	348	0	1,229	13	0	764	0
Project Traffic Assignment												
Inbound Traffic Assignment											11.0%	
Inbound Traffic Volumes											38	
Outbound Traffic Assignment								6.0%				
Outbound Traffic Volumes								20				
Project Traffic	0	0	0	0	0	0	0	20	0	0	38	0
TOTAL TRAFFIC	**0**	**0**	**0**	**328**	**0**	**348**	**0**	**1,249**	**13**	**0**	**802**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	267	0	441	0	453		0	904	0
Peak Season Volume	0	0	0	296	0	490	0	503	0	0	1,003	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	306	0	506	0	519	0	0	1,036	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	52	0	86	0	88	0	0	175	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic						6		56			28	
Committed Trips from Crossroads TIA				5		3		28			22	
Total Committed Development Traffic	0	0	0	0	0	6	0	56	0	0	28	0
1.0% Traffic Volume Growth	0	0	0	15	0	25	0	26	0	0	51	0
Committed + 1.0% Growth	0	0	0	15	0	31	0	82	0	0	79	0
Max (Committed + 1.0% or Historic Growth)	0	0	0	52	0	86	0	88	0	0	175	0
Background Traffic Volumes	0	0	0	358	0	592	0	607	0	0	1,211	0
Project Traffic Assignment												
Inbound Traffic Assignment											11.0%	
Inbound Traffic Volumes											50	
Outbound Traffic Assignment								6.0%				
Outbound Traffic Volumes								13				
Project Traffic	0	0	0	0	0	0	0	13	0	0	50	0
TOTAL TRAFFIC	**0**	**0**	**0**	**358**	**0**	**592**	**0**	**620**	**0**	**0**	**1,261**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
I-95 NB & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	189	0	929	0	0	0	0	766	0	0	421	0
2018 Peak Season Volume	210	0	1,031	0	0	0	0	850	0	0	467	0
2021 Peak Season Volume (Using Areawide Growth Rate)	217	0	1,065	0	0	0	0	878	0	0	482	0
Traffic Volume Growth (Using areawide growth rate)	37	0	180	0	0	0	0	148	0	0	82	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	29							15			58	
Committed Trips from Crossroads TIA	4		8					37			27	
Total Committed Development Traffic	29	0	0	0	0	0	0	15	0	0	58	0
1.0% Traffic Volume Growth	11	0	53	0	0	0	0	43	0	0	24	0
Committed + 1.0% Growth	40	0	53	0	0	0	0	58	0	0	82	0
Max (Committed + 1.0% or Historic Growth)	40	0	180	0	0	0	0	148	0	0	82	0
Background Traffic Volumes	257	0	1,245	0	0	0	0	1,026	0	0	564	0
Project Traffic Assignment												
Inbound Traffic Assignment	6.0%										5.0%	
Inbound Traffic Volumes	21										17	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								17				
Project Traffic	21	0	0	0	0	0	0	17	0	0	17	0
TOTAL TRAFFIC	**278**	**0**	**1,245**	**0**	**0**	**0**	**0**	**1,043**	**0**	**0**	**581**	**0**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	0	0	0	267	0	441	0	453	0	0	904	0
Peak Season Volume	0	0	0	296	0	490	0	503	0	0	1,003	0
2021 Peak Season Volume (Using Areawide Growth Rate)	0	0	0	306	0	506	0	519	0	0	1,036	0
Traffic Volume Growth (Using areawide growth rate)	0	0	0	52	0	86	0	88	0	0	175	0
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	9							56			19	
Committed Trips from Crossroads TIA	3		5					29			19	
Total Committed Development Traffic	9	0	0	0	0	0	0	56	0	0	19	0
1.0% Traffic Volume Growth	0	0	0	15	0	25	0	26	0	0	51	0
Committed + 1.0% Growth	9	0	0	15	0	25	0	82	0	0	70	0
Max (Committed + 1.0% or Historic Growth)	9	0	0	52	0	86	0	88	0	0	175	0
Background Traffic Volumes	9	0	0	358	0	592	0	607	0	0	1,211	0
Project Traffic Assignment												
Inbound Traffic Assignment	6.0%										5.0%	
Inbound Traffic Volumes	27										23	
Outbound Traffic Assignment								5.0%				
Outbound Traffic Volumes								11				
Project Traffic	27	0	0	0	0	0	0	11	0	0	23	0
TOTAL TRAFFIC	**36**	**0**	**0**	**358**	**0**	**592**	**0**	**618**	**0**	**0**	**1,234**	**0**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
JENKINS ROAD & OKEECHOBEE ROAD

Areawide Growth Rate =	3.27%	
Peak Season =	1.11	1.11
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	330	153	82	225	169	84	234	1,414	319	107	736	73
2018 Peak Season Volume	366	170	91	250	188	93	260	1,570	354	119	817	81
2021 Peak Season Volume (Using Areawide Growth Rate)	378	176	94	258	194	96	269	1,621	366	123	844	84
Traffic Volume Growth (Using areawide growth rate)	64	30	16	44	33	16	45	274	62	21	143	14
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	8							13	2		50	
Committed Trips from Crossroads TIA	44	14	119		19	1	1	2	50	184	3	
Total Committed Development Traffic	8	0	0	0	0	0	0	13	2	0	50	0
1.0% Traffic Volume Growth	19	9	5	13	10	5	13	80	18	6	42	4
Committed + 1.0% Growth	27	9	5	13	10	5	13	93	20	6	92	4
Max (Committed + 1.0% or Historic Growth)	64	30	16	44	33	16	45	274	62	21	143	14
Background Traffic Volumes	442	206	110	302	227	112	314	1,895	428	144	987	98
Project Traffic Assignment												
Inbound Traffic Assignment	1.0%					1.0%					3.0%	
Inbound Traffic Volumes	3					3					10	
Outbound Traffic Assignment							1.0%	3.0%	1.0%			
Outbound Traffic Volumes							3	10	3			
Project Traffic	3	0	0	0	0	3	3	10	3	0	10	0
TOTAL TRAFFIC	**445**	**206**	**110**	**302**	**227**	**115**	**317**	**1,905**	**431**	**144**	**997**	**98**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 12/9/2020	289	118	25	322	160	97	197	1,057	279	93	1,208	150
Peak Season Volume	321	131	28	357	178	108	219	1,173	310	103	1,341	167
2021 Peak Season Volume (Using Areawide Growth Rate)	331	135	29	369	184	112	226	1,211	320	106	1,385	172
Traffic Volume Growth (Using areawide growth rate)	56	23	5	62	31	19	38	205	54	18	234	29
Kingsgate Traffic												
Committed Trips from Kingsgate TIA												
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic	2							48	7		16	
Committed Trips from Crossroads TIA	33	6	39		7	1	1	2	53	32	3	
Total Committed Development Traffic	2	0	0	0	0	0	0	48	7	0	16	0
1.0% Traffic Volume Growth	16	7	1	18	9	6	11	60	16	5	68	9
Committed + 1.0% Growth	18	7	1	18	9	6	11	108	23	5	84	9
Max (Committed + 1.0% or Historic Growth)	56	23	5	62	31	19	38	205	54	18	234	29
Background Traffic Volumes	387	158	34	431	215	131	264	1,416	374	124	1,619	201
Project Traffic Assignment												
Inbound Traffic Assignment	1.0%					1.0%					3.0%	
Inbound Traffic Volumes	5					5					14	
Outbound Traffic Assignment							1.0%	3.0%	1.0%			
Outbound Traffic Volumes							2	6	2			
Project Traffic	5	0	0	0	0	5	2	6	2	0	14	0
TOTAL TRAFFIC	**392**	**158**	**34**	**431**	**215**	**136**	**266**	**1,422**	**376**	**124**	**1,633**	**201**

CRITICAL MOVEMENT ANALYSIS
KING'S HIGHWAY WAREHOUSE
KING'S HIGHWAY & SHARED PROJECT DRIVEWAY

Areawide Growth Rate =	3.27%	
Peak Season =	1.25	1.25
Buildout Year =	2026	2026
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/20/2021	0	186	20	33	193	0	0	0	0	23	0	47
2021 Peak Season Volume	0	233	25	41	241	0	0	0	0	29	0	59
Traffic Volume Growth (Using areawide growth rate)	0	41	4	7	42	0	0	0	0	5	0	10
Kingsgate Traffic		13			25			35			16	
Committed Trips from Kingsgate TIA		149			39			102			171	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	162	0	0	64	0	0	137	0	0	187	0
1.0% Traffic Volume Growth	0	12	1	2	12	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	174	1	2	76	0	0	137	0	1	187	3
Max (Committed + 1.0% or Historic Growth)	0	174	4	7	76	0	0	137	0	5	187	10
Background Traffic Volumes	0	407	29	48	317	0	0	137	0	34	187	69
Project Traffic Assignment												
Inbound Traffic Assignment			26.0%	48.0%								
Inbound Traffic Volumes			89	164								
Outbound Traffic Assignment										52.0%		24.0%
Outbound Traffic Volumes										177		82
Project Traffic	0	0	89	164	0	0	0	0	0	177	0	82
TOTAL TRAFFIC	**0**	**407**	**118**	**212**	**317**	**0**	**0**	**137**	**0**	**211**	**187**	**151**

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/20/2021	0	208	28	41	186	0	0	0	0	15	0	40
2021 Peak Season Volume	0	260	35	51	233	0	0	0	0	19	0	50
Traffic Volume Growth (Using areawide growth rate)	0	45	6	9	41	0	0	0	0	3	0	9
Kingsgate Traffic		11			23							
Committed Trips from Kingsgate TIA		105			113			132			185	
Camping World Traffic												
Committed Trips from Camping World TIA												
Crossroads Traffic												
Committed Trips from Crossroads TIA												
Total Committed Development Traffic	0	116	0	0	136	0	0	132	0	0	185	0
1.0% Traffic Volume Growth	0	13	2	3	12	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	129	2	3	148	0	0	132	0	1	185	3
Max (Committed + 1.0% or Historic Growth)	0	129	6	9	148	0	0	132	0	3	185	9
Background Traffic Volumes	0	389	41	60	381	0	0	132	0	22	185	59
Project Traffic Assignment												
Inbound Traffic Assignment			26.0%	48.0%								
Inbound Traffic Volumes			119	220								
Outbound Traffic Assignment										52.0%		24.0%
Outbound Traffic Volumes										112		52
Project Traffic	0	0	119	220	0	0	0	0	0	112	0	52
TOTAL TRAFFIC	**0**	**389**	**160**	**280**	**381**	**0**	**0**	**132**	**0**	**134**	**185**	**111**

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

STONEMONT

Prepared for:

Mr. Brad Currie
EDC
10250 SW Village Parkway Suite 201
Port St. Lucie, Florida 34987

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

September 9, 2021
Revised October 12, 2021

SR21041.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 (772) 781-7918	Susan E O'Rourke State of Florida, Professional Engineer, License No. 42684 This Document has been electronically signed and sealed by Susan E O'Rourke, PE on 10/12/2021 using a **SHA** authentication code. Printed copies of this document are not considered signed and sealed and the **SHA** authentication code must be verified on any electronic copies.

TURNING MOVEMENT VOLUME COUNTS

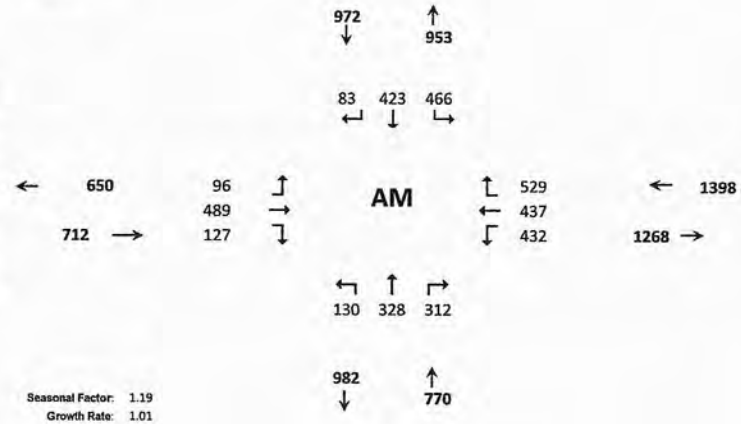
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 Without Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	59	266	180	459	355	63	80	430	93	158	311	505	2959	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	42	0	0	0	0	14	3	16	9	0	70	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	27	0	0	0	0	0	7	109	0	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	71	61	132	7	68	20	16	59	34	275	125	24	0	
Total	130	328	312	466	423	83	96	489	127	432	437	529	2959	



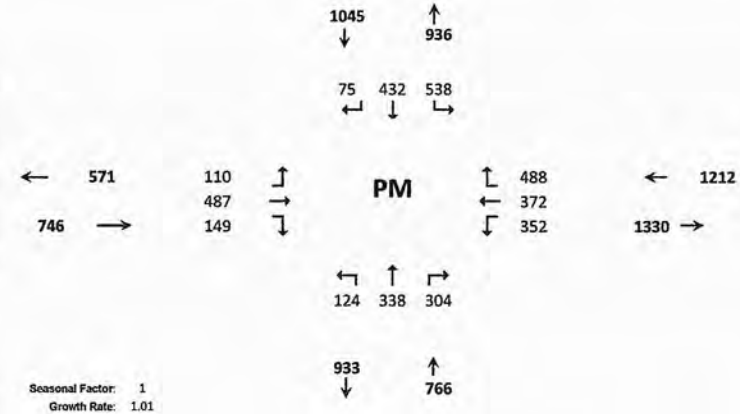
Seasonal Factor: 1.19
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	0	0
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

Kings / Orange
2023 PM Peak
w/ out Project

TURNING MOVEMENT VOLUME COUNTS

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	



PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM										
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742
Growth	83	299	164	515	344	64	79	329	68	155	309	474	2882
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	0	0

SUBPROJECTS																
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt	19	57
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	16	0	0	0	0	5	20	98	59	0	26	0	0	St. Lucie Commerce Center	52	196
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%				
In/Out				IN				IN		OUT	OUT	OUT				
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks	172	94
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out			IN	IN						OUT		OUT				
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek	385	226
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%				
In/Out	IN				IN	IN	OUT	OUT		IN	IN					
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings	57	58
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT		IN				IN	IN						
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse	458	216
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	2	0	35	0	0	0	0	0	2	35	0	0	0	Kings Highway Commerce Park	115	371
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%				
In/Out			OUT							IN						
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads	10	11
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%				
In/Out	OUT		OUT						IN	IN						
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane	23	37
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe	398	229
Subtotal	42	39	140	23	88	11	31	158	81	197	63	14	0			
Total	124	338	304	538	432	75	110	487	149	352	372	488	2882			

TURNING MOVEMENT VOLUME COUNTS

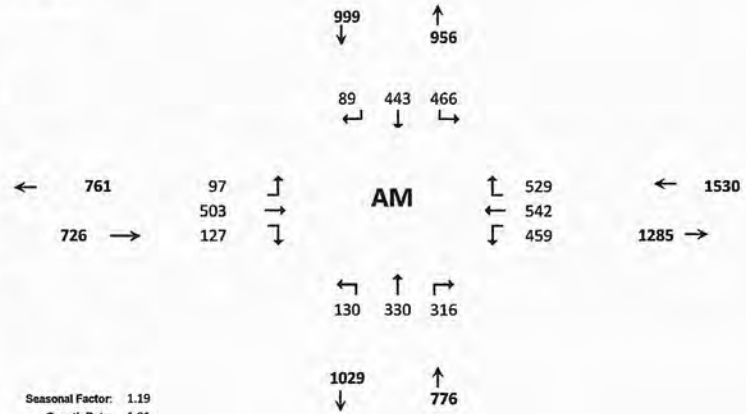
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 With Project AM

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	59	266	180	459	355	63	80	430	93	158	311	505	2959	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	3	3	0	20	6	1	14	0	26	106	0	179	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	42	0	0	0	0	14	3	16	9	0	70	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	27	0	0	0	0	0	7	109	0	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	71	61	132	7	68	20	16	59	34	275	125	24	0	
Total	130	330	316	466	443	89	97	503	127	459	542	529	3138	



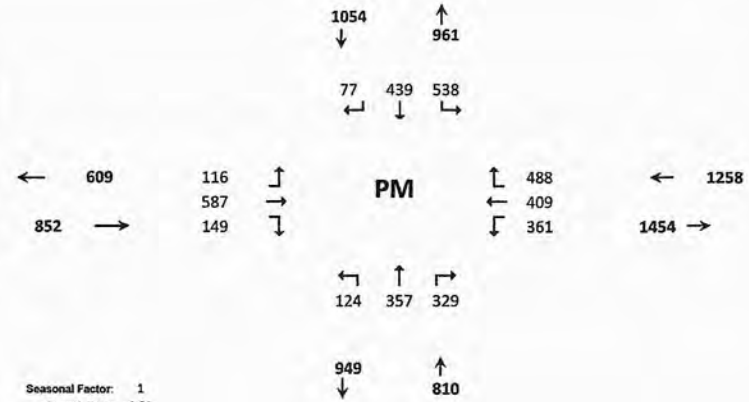
Seasonal Factor: 1.19
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	203	26
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	362	90
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

PM PEAK HOUR
2023 W/Project

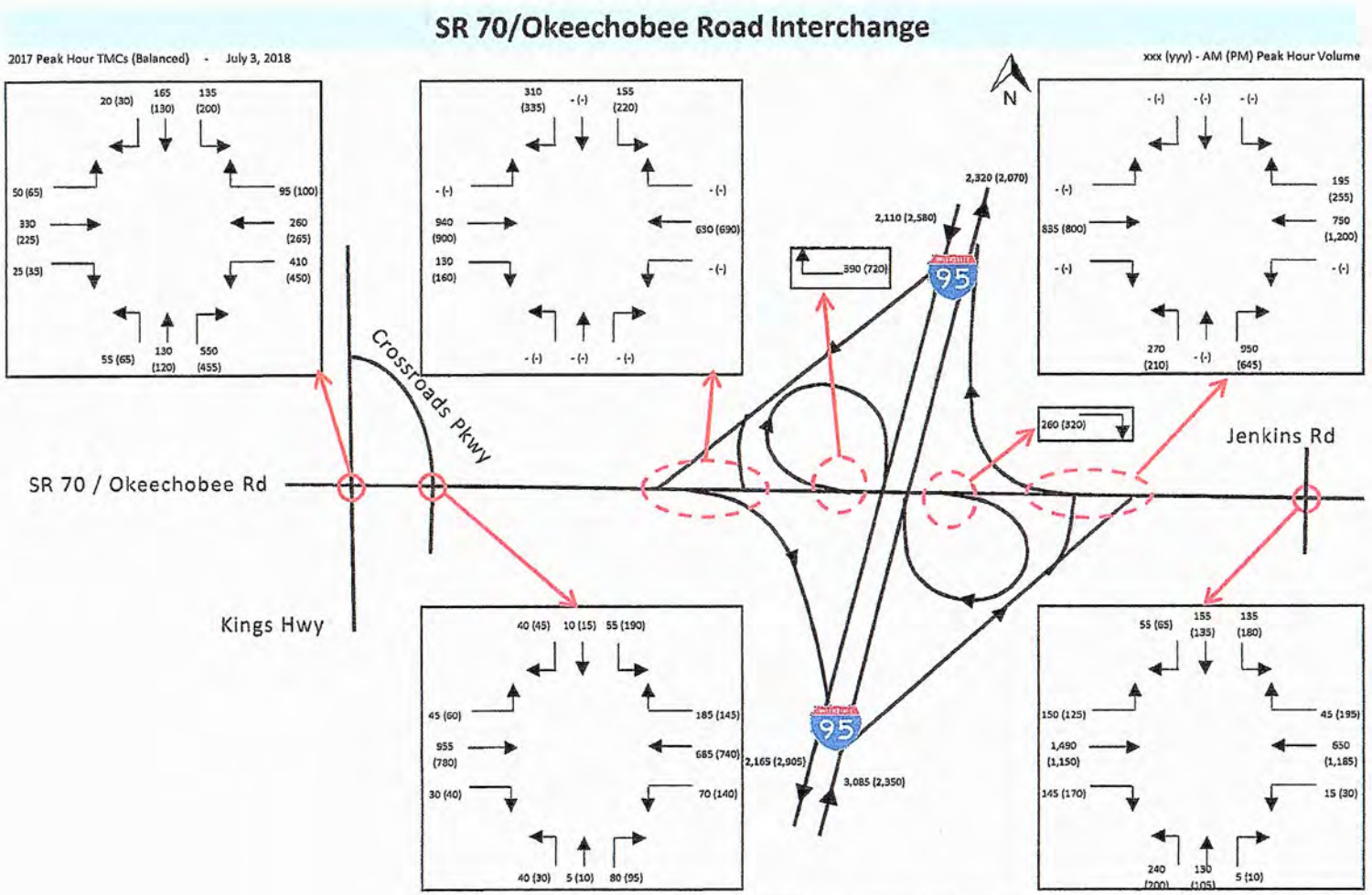
TURNING MOVEMENT VOLUME COUNTS

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	83	299	164	515	344	64	79	329	68	155	309	474	2882	
In/Out	IN	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	-		
Percentage	0%	10%	13%	0%	10%	3%	3%	52%	0%	13%	52%	0%	0%	
PROJECT	0	19	25	0	7	2	6	100	0	9	36	0	204	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	16	0	0	0	0	5	20	98	59	0	26	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	35	0	0	0	0	0	2	35	0	0	0	Kings Highway Commerce Park
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	42	39	140	23	88	11	31	158	81	197	63	14	0	
Total	124	357	329	538	439	77	116	587	149	361	409	488	3086	



Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

	Trips In	Trips Out
Stonemont	70	192
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	115	371
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229



Estimated 2017 Turning Movement Volumes based on data collected for the Master Plan study in Oct. and Nov. 2017.

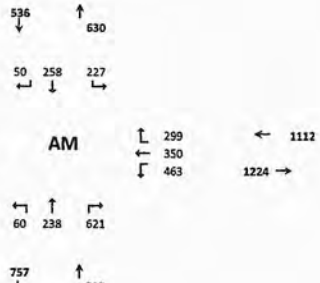
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct. 2017 FOOT Adjusted | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 Without Project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	58	138	584	143	175	21	53	350	27	435	276	101	2362	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	2	18	27	32	5	5	18	0	7	0	0	127	239	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	2	0	6	2	7	2	0	0	0	0	6	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7.15	0	0	0	0	7.15	21.05	335.8	21.05	0	114.4	0		
Subtotal	0	82	10	52	78	25	22	25	2	28	74	71	0	
Total	60	238	621	227	258	50	93	375	36	463	350	299	3071	

Other Projects	Trips In	Trips Out
Kings Highway Commerce Park	162	90
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	0	0
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385
Creekside	143	421

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 6

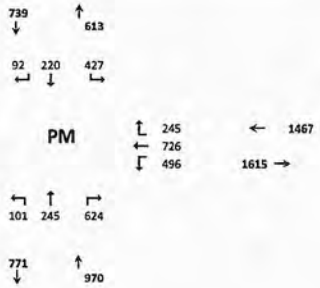


N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct 2017 Adjusted FOOT | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 without project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	69	127	483	212	138	32	69	239	37	478	281	106	2272	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	7	6	111	130	19	19	6	0	2	0	0	40	340	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	10	0	39	10	3	10	0	0	0	0	39	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	55	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	24.9	0	0	0	0	24.9	15.55	248.8	15.55	0	398.4	0	0	
Subtotal	25	112	10	85	63	42	47	326	17	18	444	99	0	
Total	101	245	624	427	220	92	122	565	56	496	726	245	3919	

Other Projects	Trips In	Trips Out
Kings Highway Commerce Park	115	371
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	0	0
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	358	229
Creekside	498	311

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 6



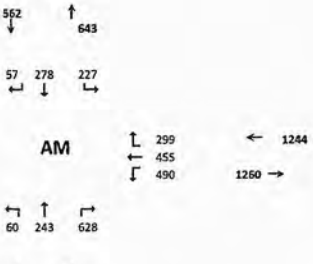
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct. 2017 FDOT Adjusted | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 With Project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	58	138	584	143	175	21	53	350	27	435	276	101	2362	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	2	18	27	32	5	5	18	0	7	0	0	127	239	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	2	0	5	2	7	2	0	0	0	0	6	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	106	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7.15	0	0	0	0	7.15	21.05	336.8	21.05	0	114.4	0	0	
Subtotal	0	87	17	52	99	31	29	54	2	55	179	71	0	
Total	60	243	628	227	278	57	101	405	36	490	455	299	3279	

Seasonal Factor: 1 | Growth Rate: 1.01 | Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	362	90
Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	203	56
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	383
Creekside	143	421



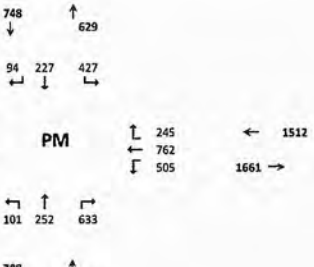
Project

N/S STREET: Kings Hwy | E/W STREET: Okeechobee Rd | CONTROL: Signalized
FILENAME:
COUNT DATE: Oct 2017 Adjusted FDOT | DAY: | CITY: St Lucie
REPORT DATE: 7/22/2021 | ANALYSIS YEAR: 2023 without project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	69	127	483	212	138	32	69	239	37	478	281	106	2272	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	2%	5%	30%	35%	5%	5%	5%	0%	2%	0%	0%	35%	0%	
PROJECT	7	6	111	130	19	19	6	0	2	0	0	40	340	
Other Projects														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out						IN	OUT							
Volume	0	10	0	39	10	3	10	0	0	0	0	39	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	15	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	36	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	24.9	0	0	0	0	24.9	15.55	248.8	15.55	0	398.4	0	0	
Subtotal	25	119	39	85	70	44	57	361	17	27	481	99	0	
Total	101	252	633	427	227	94	131	601	55	505	762	245	4035	

Seasonal Factor: 1 | Growth Rate: 1.01 | Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	115	371
Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	70	192
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229
Creekside	498	311



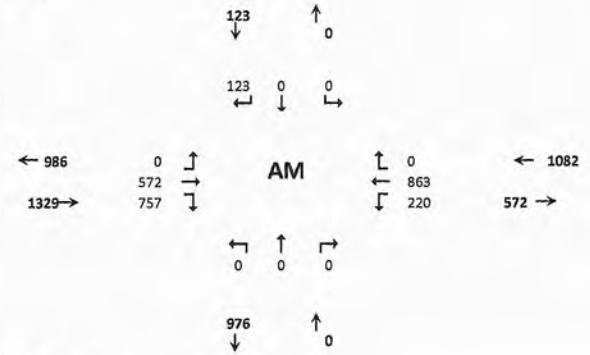
Project

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB **E/W STREET:** Orange Avenue **CONTROL:** Signalized
FILENAME:
COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023 without project

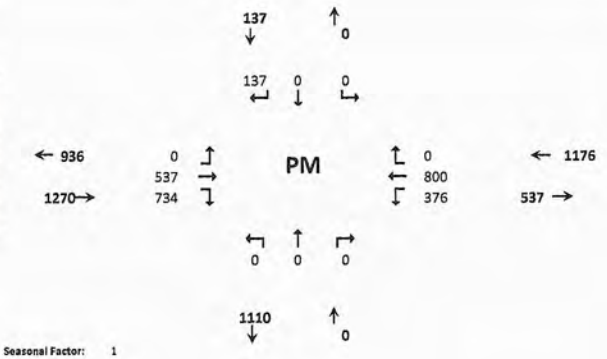
15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	720	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	720	209	658	0	2151	
Growth	0	0	0	0	0	123	0	470	757	220	692	0	2261	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Kings Center								10			47			
Village of Sunset Lakes								36			9			
Bent Creek								3			9			
Celebration Pointe								10			3			
Whispering Oaks								17			5			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						28		58			49			
Project Hurricane						4		1						
Project Hunt						15		7			15			
Kings Hwy Commerce Park						36		27			72			
Total	0	0	0	0	0	123	0	572	757	220	863	0	2534	

Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.01
Years Grown: 5



15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385		358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	698	358	585	0	2156	
Growth	0	0	0	0	0	137	0	405	734	376	615	0	2266	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Kings Center								52			14			
Village of Sunset Lakes								21			40			
Bent Creek								10			6			
Celebration Pointe								6			10			
Whispering Oaks								17			17			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						29		48			50			
Project Hurricane						2		4						
Project Hunt						4		23			4			
Kings Hwy Commerce Park						12		111			23			
Total	0	0	0	0	0	137	0	537	734	376	800	0	2583	

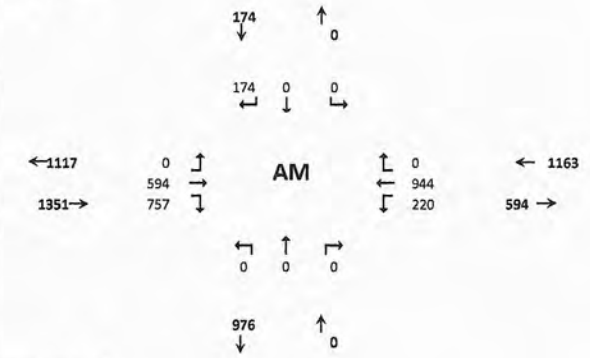
Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 0
Trips Out: 0
Years Grown: 5



TURNING MOVEMENT VOLUME COUNTS

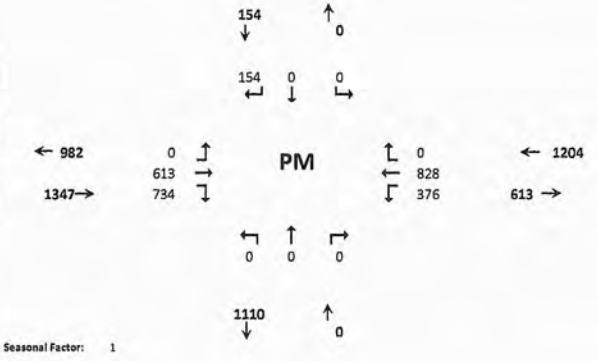
N/S STREET: I-95 SB **E/W STREET:** Orange Avenue **CONTROL:** Signalized
FILENAME:
COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	720	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	720	209	658	0	2151	
Growth	0	0	0	0	0	123	0	470	757	220	692	0	2261	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
PROJECT	0	0	0	0	0	51	0	22	0	0	81	0	0	
Kings Center								10			47			
Village of Sunset Lakes								36			9			
Bent Creek								3			9			
Celebration Pointe								10			3			
Whispering Oaks								17			5			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						28		58			49			
Project Hurricane						4		1						
Project Hunt						15		7			15			
Kings Hwy Commerce Park						36		27			72			
Total	0	0	0	0	0	174	0	594	757	220	944	0	2688	



Seasonal Factor: 1
Trips In 203
Trips Out 56
Growth Rate: 1.01
Years Grown: 5

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385		358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	698	358	585	0	2156	
Growth	0	0	0	0	0	137	0	405	734	376	615	0	2266	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	40%	0%	0%	
Project	0	0	0	0	0	18	0	77	0	0	28	0	0	
Kings Center								52			14			
Village of Sunset Lakes								21			40			
Bent Creek								10			6			
Celebration Pointe								6			10			
Whispering Oaks								17			17			
St. Lucie Commerce Center								26			98			
Kings Hwy Wawa						29		48			50			
Project Hurricane						2		4						
Project Hunt						4		23			4			
Kings Hwy Commerce Park						12		111			23			
Total	0	0	0	0	0	154	0	613	734	376	828	0	2705	



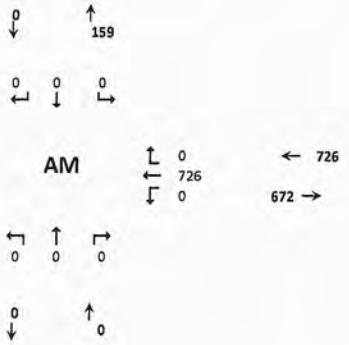
Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 70
Trips Out: 192
Years Grown: 5

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB
E/W STREET: Orange Avenue
CONTROL: Signalized
FILENAME:
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: Ft. Pierce
REPORT DATE: 7/8/2021
ANALYSIS YEAR: 2023 without project

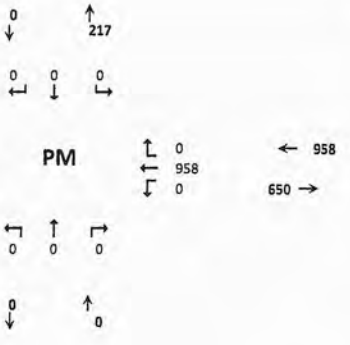
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	117	477	0	0	510	0	1104	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kings Center								2			8			
Village of Sunset Lakes								2			1			
Bent Creek								12			37			
Celebration Pointe								24			8			
Whispering Oaks								100			27			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							29	29			28			
Project Hurricane							1							
Project Hunt							3	3			15			
Kings Hwy Commerce Park							9	18			72			
Total	0	0	0	0	0	0	159	672	0	0	726	0	1557	

Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.01
Years Grown: 5



15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	141	373	0	0	726	0	1240	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Kings Center								9			2			
Village of Sunset Lakes								1			3			
Bent Creek								39			23			
Celebration Pointe								14			25			
Whispering Oaks								100			103			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							24	24			29			
Project Hurricane							4							
Project Hunt							11	11			4			
Kings Hwy Commerce Park							37	74			23			
Total	0	0	0	0	0	0	217	650	0	0	958	0	1825	

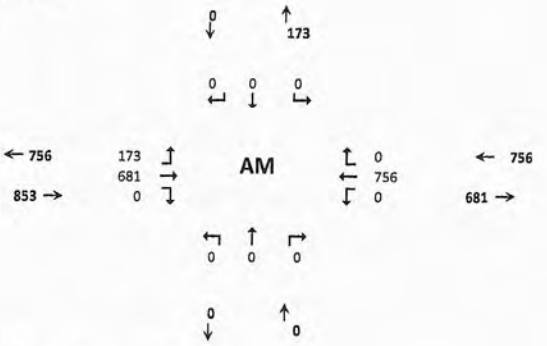
Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 0
Trips Out: 0
Years Grown: 5



TURNING MOVEMENT VOLUME COUNTS

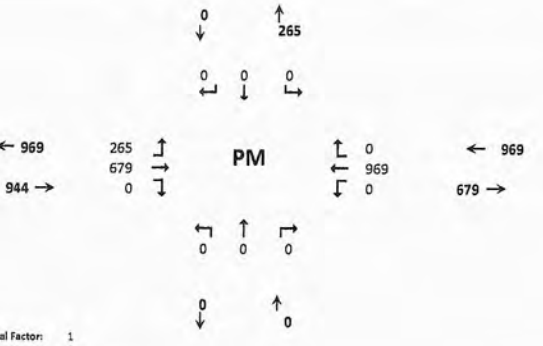
N/S STREET: I-95 NB **E/W STREET:** Orange Avenue **CONTROL:** Signalized
FILENAME:
COUNT DATE: 12/18/2018 **DAY:** Tuesday **CITY:** Ft. Pierce
REPORT DATE: 7/8/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	117	477	0	0	510	0	1104	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
PROJECT	0	0	0	0	0	0	14	8	0	0	30	0	0	
Kings Center								2			8			
Village of Sunset Lakes								2			1			
Bent Creek								12			37			
Celebration Pointe								24			8			
Whispering Oaks								100			27			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							29	29			28			
Project Hurricane							1							
Project Hunt							3	3			15			
Kings Hwy Commerce Park							9	18			72			
Total	0	0	0	0	0	0	173	681	0	0	756	0	1609	

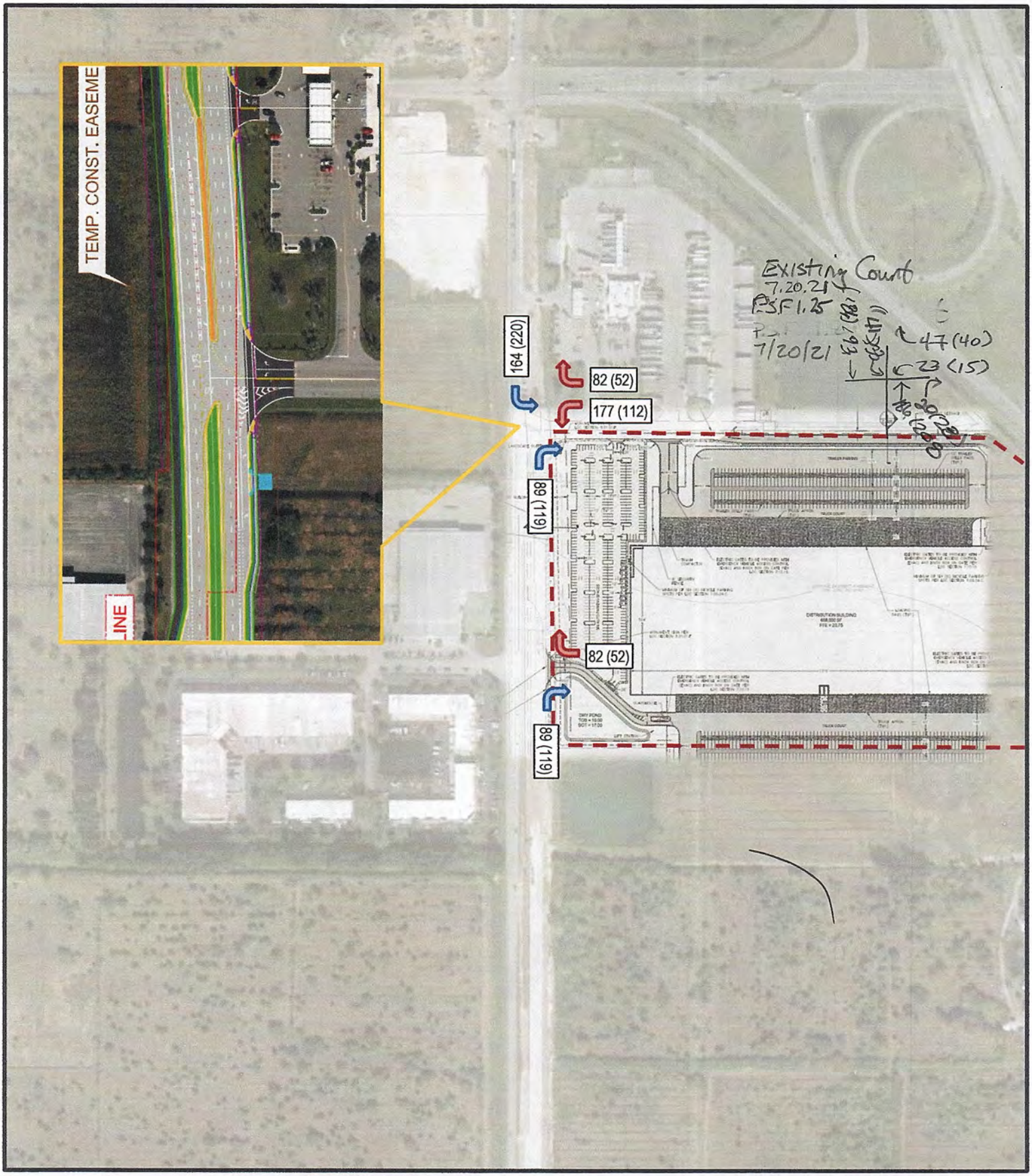


Seasonal Factor: 1
Trips In 203
Trips Out 56
Growth Rate: 1.01
Years Grown: 5

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	141	373	0	0	726	0	1240	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	-	
Percentage	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%	0%	
Project	0	0	0	0	0	0	48	29	0	0	11	0	0	
Kings Center								9			2			
Village of Sunset Lakes								1			3			
Bent Creek								39			23			
Celebration Pointe								14			25			
Whispering Oaks								100			103			
St. Lucie Commerce Center								5			20			
Kings Hwy Wawa							24	24			29			
Project Hurricane							4							
Project Hunt							11	11			4			
Kings Hwy Commerce Park							37	74			23			
Total	0	0	0	0	0	0	265	679	0	0	969	0	1912	



Seasonal Factor: 1
Growth Rate: 1.01
Trips In: 70
Trips Out: 192
Years Grown: 5



NORTH

LEGEND

Site Location

E-3

FIGURE 3
Kings Highway Warehouse
KH #046265006
Project Traffic Driveway Volumes

Kimley»Horn

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Kings Highway Commerce Park
Concurrency

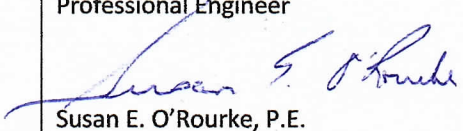
Prepared for:

Mr. Ken Morin
Kings Highway Development Partners, LLC
4923 W. Cypress St.
Tampa, FL 33607

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

March 11, 2021
Revised June 4, 2021
Revised July 27, 2021
SR21021.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 7/27/21 License #: 42684

TURNING MOVEMENT VOLUME COUNTS

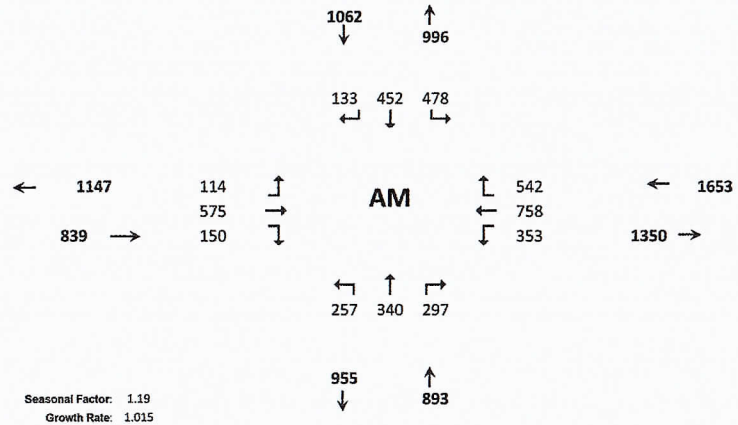
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	60	273	185	470	364	64	82	441	95	162	319	518	3033	
In/Out				-										
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	169	0	0	0	0	56	12	62	37	0	282	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	196	67	112	7	88	69	32	134	55	192	439	24	0	
Total	257	340	297	478	452	133	114	575	150	353	758	542	3033	



Seasonal Factor: 1.19
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

TURNING MOVEMENT VOLUME COUNTS

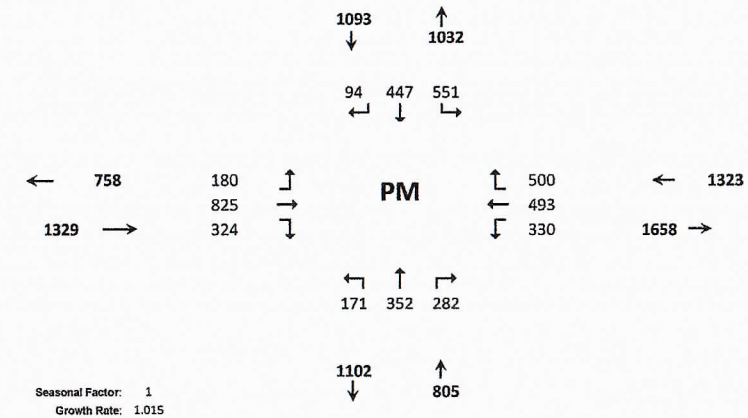
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	85	306	168	528	353	65	81	337	69	159	317	486	2954	
In/Out	0	0	0	-	0	0	0	0	0	0	0	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	62	0	0	0	0	21	78	392	235	0	104	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	86	46	114	23	95	29	99	488	255	171	177	14	0	
Total	171	352	282	551	447	94	180	825	324	330	493	500	2954	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	0	0

TURNING MOVEMENT VOLUME COUNTS

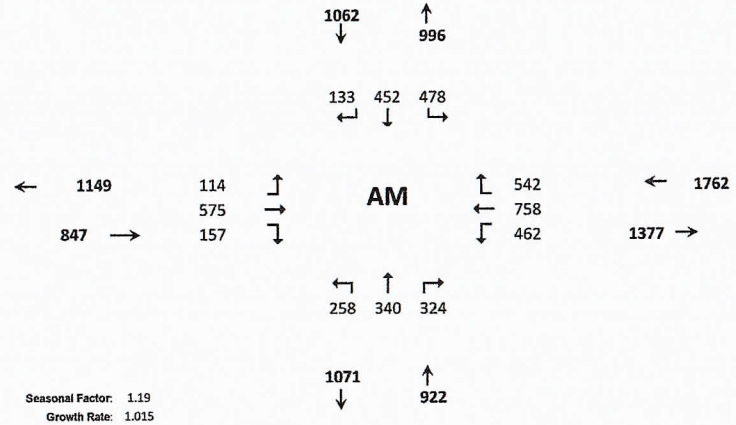
N/S STREET: Kings Hwy **E/W STREET:** Orange Ave **CONTROL:** Signalized

FILENAME:

COUNT DATE: 10/3/2018 **DAY:** Wednesday **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	56	253	171	437	338	60	76	409	88	150	296	481	2816	
Growth	60	273	185	470	364	64	82	441	95	162	319	518	3033	
In/Out	OUT		OUT	-					IN	IN				
Percentage	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%	0%	
PROJECT	2	0	27	0	0	0	0	0	7	109	0	0	145	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	0	
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	169	0	0	0	0	56	12	62	37	0	282	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	1	1	0	0	0	2	0	3	8	5	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	4	2	0	0	0	0	0	11	0	7	0	
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	13	0	0	0	6	6	13	35	0	19	16	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	0	
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	0	
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	4	0	0	0	6	0	8	31	12	0	
Subtotal	196	67	112	7	88	69	32	134	55	192	439	24	0	
Total	258	340	324	478	452	133	114	575	157	462	758	542	3178	



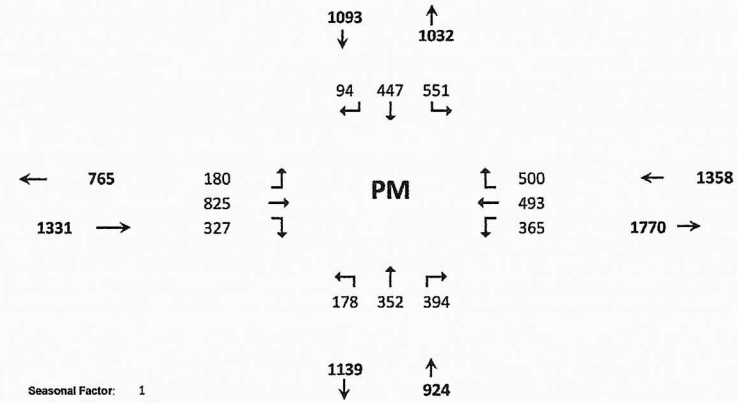
Seasonal Factor: 1.19
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	362	90
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385

Kings and Orange
W/ Project 2023-PM

TURNING MOVEMENT VOLUME COUNTS

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	79	284	156	490	327	61	75	313	64	148	294	451	2742	
Growth	85	306	168	528	353	65	81	337	69	159	317	486	2954	
In/Out	OUT	0	OUT	-	0	0	0	0	IN	IN	0	0		
Percentage	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%	0%	
PROJECT	7	0	111	0	0	0	0	0	2	35	0	0	156	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	0	Hunt
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	62	0	0	0	0	21	78	392	235	0	104	0	0	St. Lucie Commerce Center
%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%		
In/Out				IN				IN		OUT	OUT	OUT		
Volume	0	0	0	3	0	0	0	9	0	2	5	3	0	Whispering Oaks
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out			IN	IN						OUT		OUT		
Volume	0	0	12	8	0	0	0	0	0	7	0	5	0	Bent Creek
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%		
In/Out	IN				IN	IN	OUT	OUT		IN	IN			
Volume	11	0	0	0	6	6	12	32	0	17	14	0	0	Wawa Kings
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	0	Kings Highway Warehouse
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	0	Walsh Crossroads
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%		
In/Out	OUT		OUT						IN	IN				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	0	Project Hurricane
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	8	12	0	0	0	20	0	5	18	7	0	Celebration Pointe
Subtotal	86	46	114	23	95	29	99	488	255	171	177	14	0	
Total	178	352	394	551	447	94	180	825	327	365	493	500	3109	



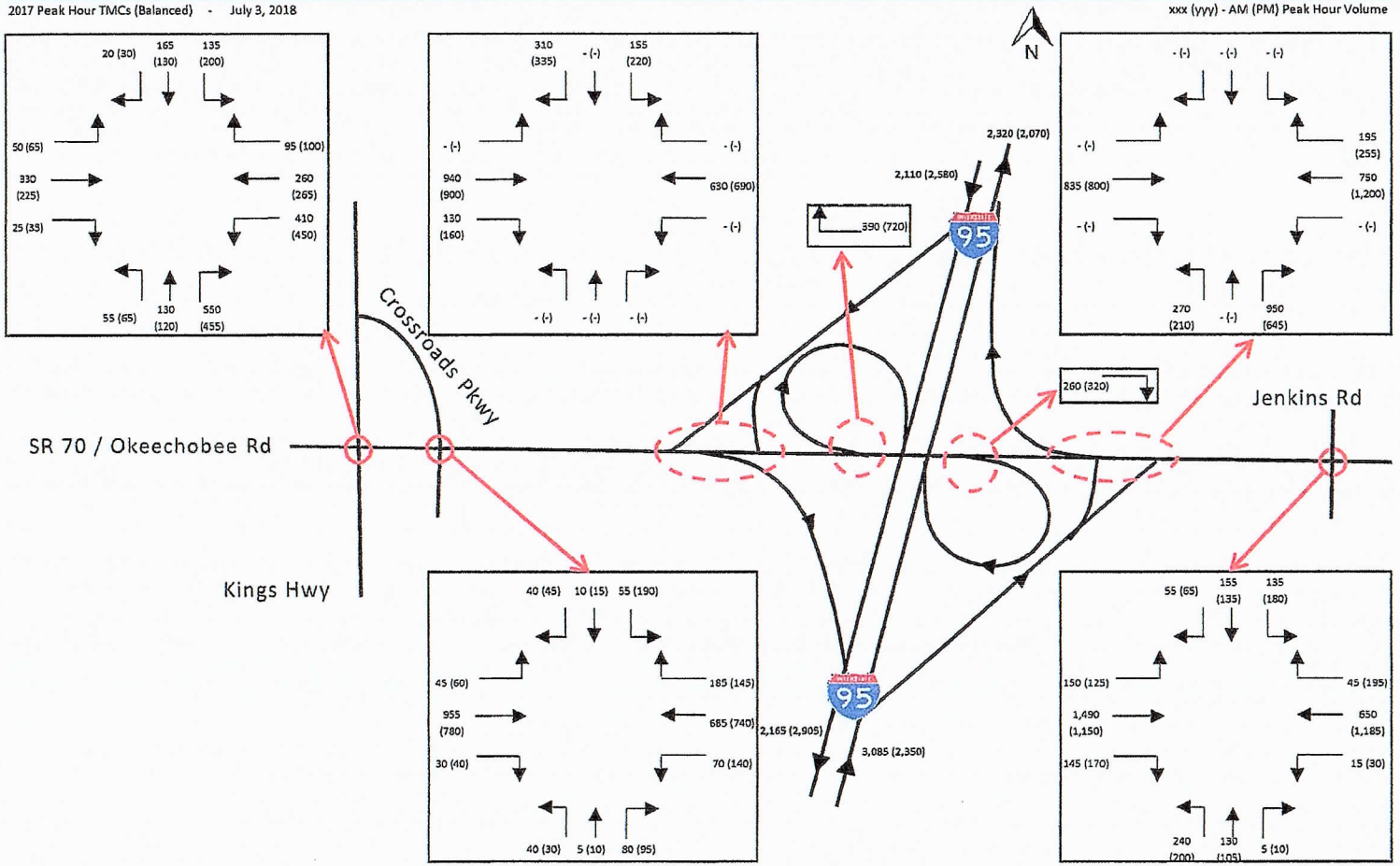
Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 5

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SR 70/Okeechobee Road Interchange

2017 Peak Hour TMCs (Balanced) - July 3, 2018

xxx (yyy) - AM (PM) Peak Hour Volume



Estimated 2017 Turning Movement Volumes based on data collected for the Master Plan study in Oct. and Nov. 2017.

TURNING MOVEMENT VOLUME COUNTS

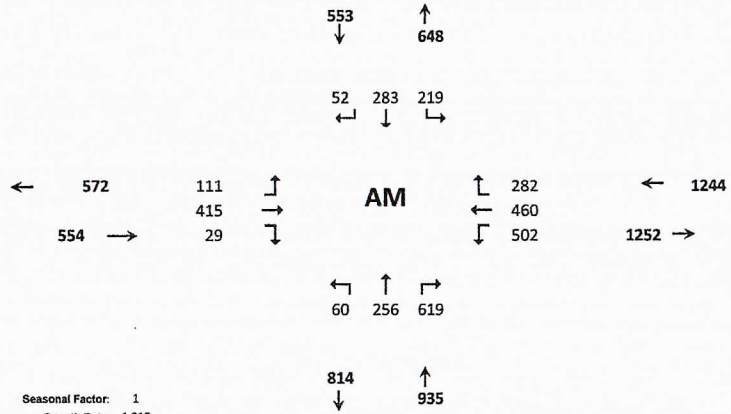
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME: Oct.2017 FDOT Adjusted

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 without project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	55	130	135	165	20	50	330	25	410	260	95	0			
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225		
Growth	60	142	601	148	180	22	55	361	27	448	284	104	2433		
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN			
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0		
SUBPROJECTS															
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0		
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	28	0	25	6	6	28	0	0	0	0	113	0		
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%			
In/Out			IN	IN				IN		OUT	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0		
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%			
In/Out								IN			OUT				
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0		
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0		
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0		
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%			
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN				
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0		
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%			
In/Out		IN			OUT			IN			OUT				
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0		
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%			
In/Out			IN					IN	IN	OUT	OUT				
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0		
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%			
In/Out			IN					IN		OUT	OUT				
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0		
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%			
In/Out	IN					IN	OUT	OUT	OUT		IN				
Volume	7	0	0	0	0	7	21	337	21	0	114	0			
Subtotal	0	114	17	71	103	30	56	54	2	54	176	178	0		
Total	60	256	619	219	283	52	111	415	29	502	460	282	3287		

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385
Creekside	143	421

TURNING MOVEMENT VOLUME COUNTS

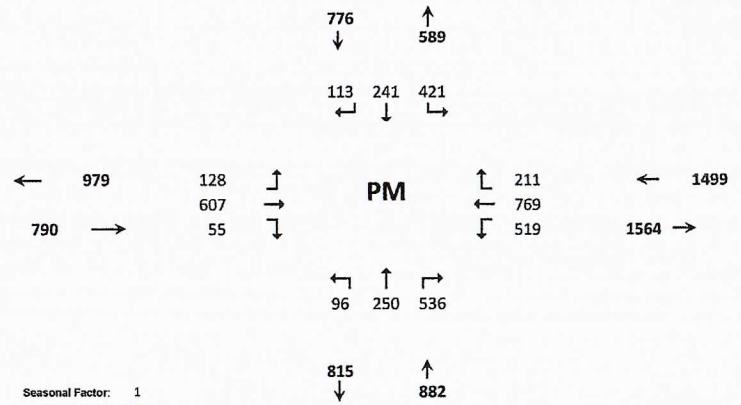
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME:

COUNT DATE: Oct 2017 FDOT Adjusted **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 Without Project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	
PM PEAK HOUR IS FROM:			5:00PM TO 6:00PM											
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	71	131	498	219	142	33	71	246	38	492	290	109	2340	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN		
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	10	0	157	39	39	10	0	0	0	0	42	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	25	0	0	0	0	25	16	249	16	0	398	0	0	
Subtotal	25	119	38	202	99	81	57	361	17	27	480	101	0	
Total	96	250	536	421	241	113	128	607	55	519	769	211	3947	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	0	0
Hunt	19	57
St. Lucie Commerce Center	208	784
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Stonemont	68	186
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Pointe	398	229
Creekside	498	311

TURNING MOVEMENT VOLUME COUNTS

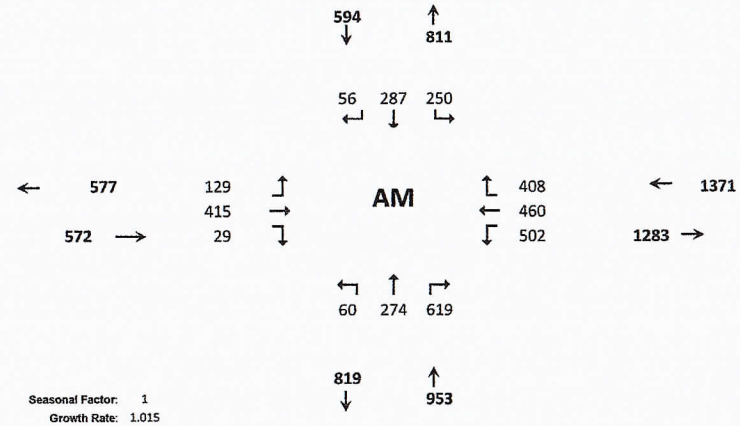
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME: Oct.2017 FDOT Adjusted

COUNT DATE: **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023 with project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15													0	0
7:15-7:30													0	0
7:30-7:45													0	0
7:45-8:00													0	0
8:00-8:15													0	0
8:15-8:30													0	
8:30-8:45													0	
8:45-9:00													0	



AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM											
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	60	142	601	148	180	22	55	361	27	448	284	104	2433	
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN		IN			IN		
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%	
PROJECT	0	18	0	32	5	5	18	0	0	0	0	127	203	
SUBPROJECTS														
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	28	0	25	6	6	28	0	0	0	0	113	0	
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0%	5%	0.0%	5.0%	5.0%	1.0%		
In/Out			IN	IN				IN		OUT	OUT	OUT		
Volume	0	0	2	0	0	0	0	2	0	8	8	2	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%		
In/Out								IN			OUT			
Volume	0	0	0	0	0	0	0	9	0	0	26	0	0	
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5%	0%	0.0%	0.0%	0.0%	5.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%		
In/Out		IN		OUT	OUT	OUT	IN					IN		
Volume	0	72	0	38	72	14	14	0	0	0	0	38	0	
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13%	52%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN			
Volume	0	6	7	0	20	6	7	29	0	26	102	0	0	
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%		
In/Out		IN			OUT			IN			OUT			
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	5%	5.0%	5.0%	5.0%	0.0%		
In/Out			IN					IN	IN	OUT	OUT			
Volume	0	0	2	0	0	0	0	2	2	1	1	0	0	
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%		
In/Out			IN					IN		OUT	OUT			
Volume	0	0	6	0	0	0	0	12	0	19	39	0	0	
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%		
In/Out	IN					IN	OUT	OUT	OUT		IN			
Volume	7	0	0	0	0	7	21	337	21	0	114	0		
Subtotal	0	114	17	71	103	30	56	54	2	54	176	178	0	
Total	60	274	619	250	287	56	129	415	29	502	460	408	3490	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	362	90
Hunt	76	17
St. Lucie Commerce Center	563	124
Whispering Oaks	45	167
Bent Creek	123	371
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Stonemont	197	55
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Pointe	121	385
Creekside	143	421

TURNING MOVEMENT VOLUME COUNTS

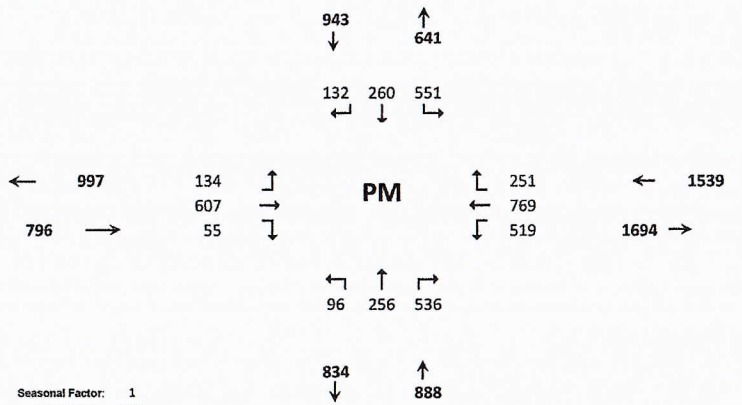
N/S STREET: Kings Hwy **E/W STREET:** Okeechobee Rd **CONTROL:** Signalized

FILENAME:

COUNT DATE: Oct 2017 FDOT Adjusted **DAY:** **CITY:** St Lucie

REPORT DATE: 7/22/2021 **ANALYSIS YEAR:** 2023

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15													0	0
4:15-4:30													0	0
4:30-4:45													0	0
4:45-5:00													0	0
5:00-5:15													0	0
5:15-5:30													0	
5:30-5:45													0	
5:45-6:00													0	



PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140
Growth	71	131	498	219	142	33	71	246	38	492	290	109	2340
In/Out	OUT	IN	OUT	OUT	OUT	OUT	IN	0	IN	0	0	IN	
Percentage	0%	5%	0%	35%	5%	5%	5%	0%	0%	0%	0%	35%	0%
PROJECT	0	6	0	130	19	19	6	0	0	0	0	40	219

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 6

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30.0%			
In/Out		IN		OUT	OUT	OUT	IN					IN			
Volume	0	1	0	17	3	3	1	0	0	0	0	6	0	Hunt	19	57
%	0.0%	5.0%	0.0%	20.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	20.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	10	0	157	39	39	10	0	0	0	0	42	0	St. Lucie Commerce Center	208	784
%	0.0%	0.0%	5.0%	1.0%	0.0%	0.0%	0.0%	5.0%	0.0%	5.0%	5.0%	1.0%				
In/Out			IN	IN				IN		OUT	OUT	OUT				
Volume	0	0	9	2	0	0	0	9	0	5	5	1	0	Whispering Oaks	172	94
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	7.0%	0.0%				
In/Out								IN			OUT					
Volume	0	0	0	0	0	0	0	27	0	0	16	0	0	Bent Creek	385	226
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0	Wawa Kings	57	58
%	0.0%	21.0%	0.0%	11.0%	21.0%	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	11.0%				
In/Out		IN		OUT	OUT	OUT	IN					IN				
Volume	0	96	0	24	45	9	18	0	0	0	0	50	0	Kings Highway Warehouse	458	216
%	0.0%	10.0%	13.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%				
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN					
Volume	0	7	9	0	7	2	9	35	0	9	35	0	0	Stonemont	68	186
%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%				
In/Out		IN			OUT			IN			OUT					
Volume	0	2	0	0	2	0	0	1	0	0	1	0	0	Walsh Crossroads	10	11
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%				
In/Out			IN					IN	IN	OUT	OUT					
Volume	0	0	1	0	0	0	0	1	1	2	2	0	0	Project Hurricane	23	37
%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.0%	10.0%	0.0%				
In/Out			IN					IN		OUT	OUT					
Volume	0	0	20	0	0	0	0	40	0	11	23	0	0	Celebration Pointe	398	229
%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5%	80%	5.0%	0.0%	80.0%	0.0%				
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	25	0	0	0	0	25	16	249	16	0	398	0	0	Creekside	498	311
Subtotal	25	119	38	202	99	81	57	361	17	27	480	101	0			
Total	96	256	536	551	260	132	134	607	55	519	769	251	4166			

TURNING MOVEMENT VOLUME COUNTS

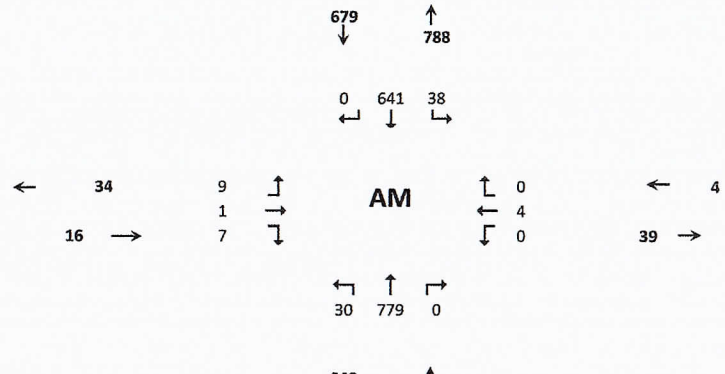
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15		91			81								172	701
7:15-7:30		81			76								157	708
7:30-7:45		100			101								201	730
7:45-8:00		90			81								171	672
8:00-8:15		86			93								179	642
8:15-8:30		88			91								179	
8:30-8:45		80			63								143	
8:45-9:00		50			91								141	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	0	364	0	0	366	0	0	0	0	0	0	0	730	
Season Factor	0	364	0	0	366	0	0	0	0	0	0	0	730	
Growth	0	386	0	0	388	0	0	0	0	0	0	0	775	
In/Out	-					-	-	-	-		-			
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

SUBPROJECTS

															Trips In	Trips Out
%	40%			50%			50%	5%	40%		5%			Kings Highway Commerce Park	0	0
In/Out	IN			IN			OUT	OUT	OUT		IN					
Volume	30	0	0	38	0	0	9	1	7	0	4	0	0	Project Hunt	76	17
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	169	0	0	37	0	0	0	0	0	0	0	0	St Lucie Commerce Center	563	124
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	3	0	0	0	0	0	0	0	0	Whispering Oaks	45	167
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	7	0	0	0	0	0	0	0	0	Bent Creek	123	371
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	10	0	0	0	0	0	0	0	0	Wawa Kings	63	64
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	178	0	0	177	0	0	0	0	0	0	0	0	Kings Highway Warehouse	342	341
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	30	0	0	8	0	0	0	0	0	0	0	0	Stonemont	197	55
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	8	0	0	0	0	0	0	0	0	Celebration Pointe	121	385
Subtotal	30	393	0	38	253	0	9	1	7	0	4	0	0			
Total	30	779	0	38	641	0	9	1	7	0	4	0	1509			

TURNING MOVEMENT VOLUME COUNTS

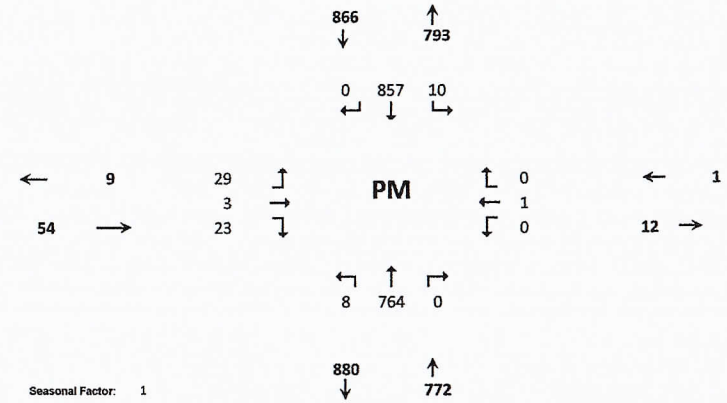
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 (WITHOUT PROJECT)

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	
PM PEAK HOUR IS FROM:		4:15PM TO 5:15PM												
Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847	
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847	
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899	
In/Out	-	0	0	0	0	-	-	-	-	0	-	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	40.0%			50.0%			50.0%	5.0%	40.0%		5.0%			
In/Out	IN			IN			OUT	OUT	OUT		IN			
Volume	8	0	0	10	0	0	29	3	23	0	1	0	0	Project Hunt
%		30.0%			30.0%									
In/Out		IN			OUT									
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek
%		15.0%			15.0%									
In/Out		IN			OUT									
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings
%		52.0%			52.0%									
In/Out		IN			OUT									
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse
%		15.0%			15.0%									
In/Out		IN			OUT									
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont
%		30.0%			30.0%									
In/Out		OUT			IN									
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads
%														
In/Out														
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane
%		2.0%			2.0%									
In/Out		IN			OUT									
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe
Subtotal	8	342	0	10	380	0	29	3	23	0	1	0	0	
Total	8	764	0	10	857	0	29	3	23	0	1	0	1693	



Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	0	0

TURNING MOVEMENT VOLUME COUNTS

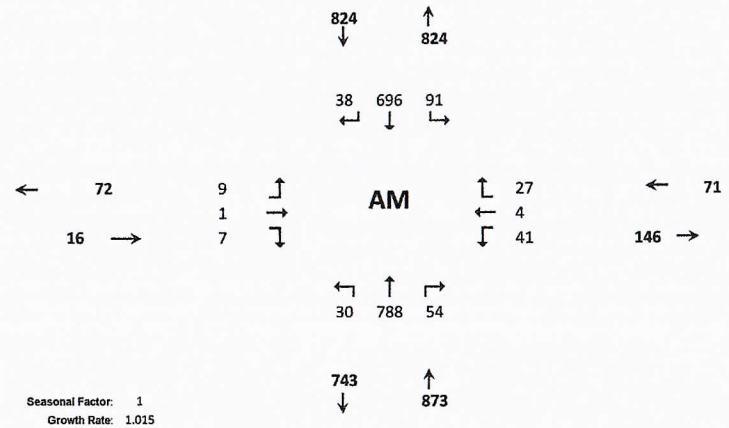
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15		91			81								172	701
7:15-7:30		81			76								157	708
7:30-7:45		100			101								201	730
7:45-8:00		90			81								171	672
8:00-8:15		86			93								179	642
8:15-8:30		88			91								179	
8:30-8:45		80			63								143	
8:45-9:00		50			91								141	



AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	0	364	0	0	366	0	0	0	0	0	0	0	730	
Season Factor	0	364	0	0	366	0	0	0	0	0	0	0	730	
Growth	0	386	0	0	388	0	0	0	0	0	0	0	775	
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT		
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%		
PROJECT	0	9	54	91	54	0	0	0	0	41	0	27	276	

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

SUBPROJECTS															Trips In	Trips Out
%	40%					50%	50%	5%	40%		5%					
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	30	0	0	0	0	38	9	1	7	0	4	0	0	Project Hunt	76	17
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	169	0	0	37	0	0	0	0	0	0	0	0	St Lucie Commerce Center	563	124
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	1	0	0	3	0	0	0	0	0	0	0	0	Whispering Oaks	45	167
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	7	0	0	0	0	0	0	0	0	Bent Creek	123	371
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	10	0	0	0	0	0	0	0	0	Wawa Kings	63	64
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	178	0	0	177	0	0	0	0	0	0	0	0	Kings Highway Warehouse	342	341
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	30	0	0	8	0	0	0	0	0	0	0	0	Stonemont	197	55
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	36	12
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	2	0	0	8	0	0	0	0	0	0	0	0	Celebration Pointe	121	385
Subtotal	30	393	0	0	253	38	9	1	7	0	4	0	0			
Total	30	788	54	91	696	38	9	1	7	41	4	27	1785			

TURNING MOVEMENT VOLUME COUNTS

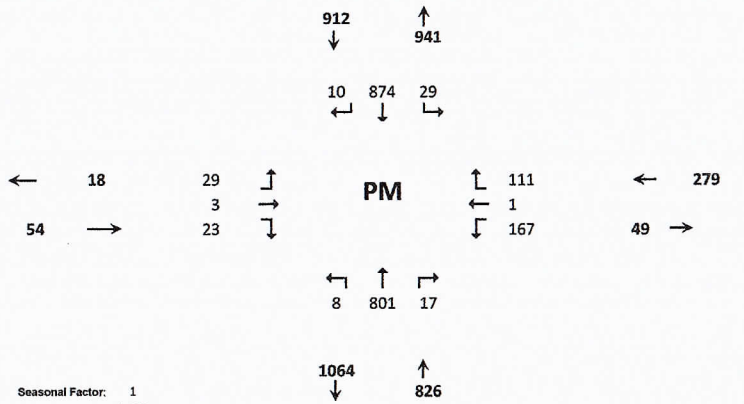
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 With project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	



PM PEAK HOUR IS FROM:	4:15PM TO 5:15PM												
Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT	
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%	
PROJECT	0	37	17	29	17	0	0	0	0	167	0	111	379

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

															Trips In	Trips Out
%	40.0%					50.0%	50.0%	5.0%	40.0%		5.0%					
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	8	0	0	0	0	10	29	3	23	0	1	0	0	Project Hunt	19	57
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center	208	784
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek	385	226
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe	398	229
Subtotal	8	342	0	0	380	10	29	3	23	0	1	0	0			
Total	8	801	17	29	874	10	29	3	23	167	1	111	2072			

TURNING MOVEMENT VOLUME COUNTS

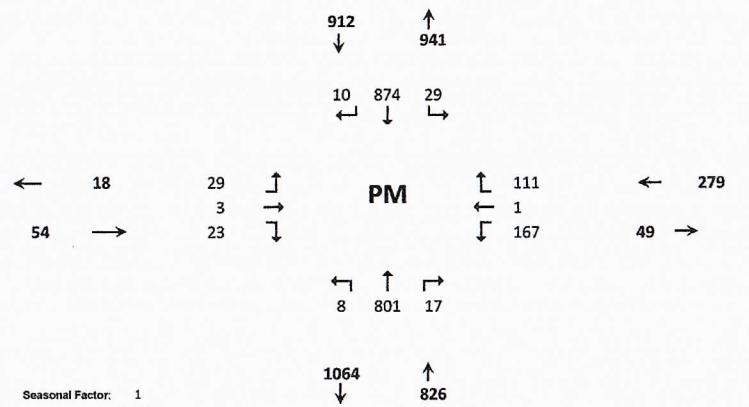
N/S STREET: Kings Highway **E/W STREET:** White Road **CONTROL:** Signalized

FILENAME:

COUNT DATE: 2/12/2019 **DAY:** **CITY:** Ft Pierce

REPORT DATE: 6/2/2021 **ANALYSIS YEAR:** 2023 With Project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15		88			89								177	813
4:15-4:30		116			111								227	847
4:30-4:45		95			103								198	810
4:45-5:00		85			126								211	802
5:00-5:15		102			109								211	730
5:15-5:30		91			99								190	
5:30-5:45		98			92								190	
5:45-6:00		71			68								139	



PM PEAK HOUR IS FROM:	4:15PM TO 5:15PM												
Volumes	0	398	0	0	449	0	0	0	0	0	0	0	847
Season Factor	0	398	0	0	449	0	0	0	0	0	0	0	847
Growth	0	422	0	0	477	0	0	0	0	0	0	0	899
In/Out	-	OUT	IN	IN	IN	-	-	-	-	OUT	-	OUT	
Percentage	0%	10%	15%	25%	15%	0%	0%	0%	0%	45%	0%	30%	
PROJECT	0	37	17	29	17	0	0	0	0	167	0	111	379

Seasonal Factor: 1
Growth Rate: 1.015
Years Grown: 4

	Trips In	Trips Out
Kings Highway Commerce Park	115	371

SUBPROJECTS

%	40.0%					50.0%	50.0%	5.0%	40.0%		5.0%					
In/Out	IN					IN	OUT	OUT	OUT		IN					
Volume	8	0	0	0	0	10	29	3	23	0	1	0	0	Project Hunt	19	57
%		30.0%			30.0%											
In/Out		IN			OUT											
Volume	0	62	0	0	235	0	0	0	0	0	0	0	0	St Lucie Commerce Center	208	784
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	3	0	0	2	0	0	0	0	0	0	0	0	Whispering Oaks	172	94
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Bent Creek	385	226
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	9	0	0	9	0	0	0	0	0	0	0	0	Wawa Kings	57	58
%		52.0%			52.0%											
In/Out		IN			OUT											
Volume	0	238	0	0	112	0	0	0	0	0	0	0	0	Kings Highway Warehouse	458	216
%		15.0%			15.0%											
In/Out		IN			OUT											
Volume	0	10	0	0	10	0	0	0	0	0	0	0	0	Stonemont	68	186
%		30.0%			30.0%											
In/Out		OUT			IN											
Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%																
In/Out																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Project Hurricane	23	37
%		2.0%			2.0%											
In/Out		IN			OUT											
Volume	0	8	0	0	5	0	0	0	0	0	0	0	0	Celebration Pointe	398	229
Subtotal	8	342	0	0	380	10	29	3	23	0	1	0	0			
Total	8	801	17	29	874	10	29	3	23	167	1	111	2072			

TRAFFIC IMPACT ANALYSIS

PRUITT COMMERCE CENTER (F.K.A. TCERDA)

ST. LUCIE COUNTY, FL

PREPARED FOR:
PCC2023, LLC.

Kimley»Horn

September 9, 2025
Revised December 16, 2025
KH # 245490000
Registry No. 35106
Kimley-Horn and Associates, Inc.
477 South Rosemary Avenue, Suite 215
West Palm Beach, Florida 33401
561/845-0665 TEL

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Orange Avenue

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		36	143	123		189	216	373		109	411	229		231	151	83
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume		40	157	135		208	238	410		120	452	252		254	166	91
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		66	142	119		344	170	233		67	191	228		196	174	32
Hope Commercial				2		33				4	0	10	0	0	0	0
TOTAL "VESTED" TRAFFIC		66	142	121		377	170	233		71	191	238		196	174	32
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		11	44	38		58	67	115		34	127	71		71	46	25
Background Traffic Volumes		110	315	270		607	433	686		204	690	516		477	357	133

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering				10.0%		33.0%									7.0%	
				26		84									18	
Exiting										10.0%	7.0%	33.0%				
										8	5	25				
AM TOTAL PROJECT TRAFFIC	0	0	0	26	0	84	0	0	0	8	5	25	0	0	18	0
Future Total AM Volumes	0	110	315	296	0	691	433	686	0	212	695	541	0	477	375	133

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Orange Avenue

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		89	334	117		181	279	291		111	206	237		318	399	24
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume		98	367	129		199	307	320		122	227	261		350	439	26
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		74	204	88		271	149	317		148	221	349		266	230	61
Hope Commercial				1		13				2		33				
TOTAL "VESTED" TRAFFIC		74	204	89		284	149	317		150	221	382		266	230	61
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		27	103	36		56	86	90		34	64	73		98	123	7
Background Traffic Volumes		182	609	231		504	488	670		285	472	670		653	715	90

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	10.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%
	0	0	0	10	0	33	0	0	0	0	0	0	0	0	7	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	7.0%	33.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	0	0	0	26	18	84	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	10	0	33	0	0	0	26	18	84	0	0	7	0
Future Total PM Volumes	0	182	609	241	0	537	488	670	0	311	490	754	0	653	722	90

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Driveway 1

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	405	0	0	0	451	0
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume	0	0	0	0	0	0	0	0	0	0	446	0	0	0	496	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											486				637	
Hope Commercial								20			13	47		35	22	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	20	0	0	499	47	0	35	659	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	125	0	0	0	139	0
Background Traffic Volumes		0	0	0		0	0	20		0	992	47		35	1,207	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										30.0%						25.0%
										77						64
Exiting		50.0%		20.0%												
		38		15												
AM TOTAL PROJECT TRAFFIC	0	38	0	15	0	0	0	0	0	77	0	0	0	0	0	64
Future Total AM Volumes	0	38	0	15	0	0	0	20	0	77	992	47	0	35	1,207	64

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Driveway 1

EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	0	0	0	0	0	0	0	434	0	0	0	502	0
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume	0	0	0	0	0	0	0	0	0	0	477	0	0	0	552	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											718				589	
Hope Commercial								65			44	18		13	74	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	65	0	0	762	18	0	13	663	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	134	0	0	0	155	0
Background Traffic Volumes		0	0	0		0	0	65		0	1,289	18		13	1,273	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%
	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	25
Exiting	0.0%	50.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	128	0	51	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	128	0	51	0	0	0	0	0	30	0	0	0	0	0	25
Future Total PM Volumes	0	128	0	51	0	0	0	65	0	30	1,289	18	0	13	1,273	25

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Picos Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	5	0	77	0	0	0	0	0	23	400	0	0	0	432	19
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume	0	6	0	91	0	0	0	0	0	27	472	0	0	0	510	22
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											533				302	
Hope Commercial											74				22	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	607	0	0	0	324	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH	0	2	0	25	0	0	0	0	0	8	132	0	0	0	143	6
Background Traffic Volumes		8	0	116		0	0	0		35	1,128	0		0	887	28

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering										18.0%	30.0%				5.0%	5.0%
										46	77				13	13
Exiting				18.0%												
				14												
AM TOTAL PROJECT TRAFFIC	0	0	0	14	0	0	0	0	0	46	77	0	0	0	13	13
Future Total AM Volumes	0	8	0	130	0	0	0	0	0	81	1,205	0	0	0	900	41

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Kings Highway & Picos Road

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	4	0	60	0	0	0	0	0	47	430	0	0	0	488	14
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume	0	5	0	71	0	0	0	0	0	55	507	0	0	0	576	17
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development											387				589	
Hope Commercial											29				74	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	416	0	0	0	663	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	1	0	20	0	0	0	0	0	15	142	0	0	0	161	5
Background Traffic Volumes		6	0	91		0	0	0		70	976	0		0	1,299	22

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	30.0%	0.0%	0.0%	0.0%	5.0%	5.0%
	0	0	0	0	0	0	0	0	0	18	30	0	0	0	5	5
Exiting	0.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	46	0	0	0	0	0	18	30	0	0	0	5	5
Future Total PM Volumes	0	6	0	137	0	0	0	0	0	88	1,006	0	0	0	1,304	27

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Kings Highway & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: January 8, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		106	415	89		457	260	146		54	268	589		136	188	99
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
AM Peak Season Volume		117	457	98		503	286	161		59	295	648		150	207	109
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		76	9	0		1	23	242			215	2		113	155	34
Hope Commercial		5	0	0		0	0	27			5			8	2	2
TOTAL "VESTED" TRAFFIC		81	9	0		1	23	269		0	220	2		121	157	36
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		33	128	27		141	80	45		17	83	181		42	58	31
Background Traffic Volumes		210	585	125		644	366	447		76	546	829		287	386	156

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		5.0%						18.0%			20.0%					
		13						46			51					
Exiting														18.0%	20.0%	5.0%
														14	15	4
AM TOTAL PROJECT TRAFFIC	0	13	0	0	0	0	0	46	0	0	51	0	0	14	15	4
Future Total AM Volumes	0	223	585	125	0	644	366	493	0	76	597	829	0	301	401	160

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Kings Highway & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: January 8, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		79	332	35		438	440	111		80	181	572		154	194	78
Peak Season Correction Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
PM Peak Season Volume		87	365	39		482	484	122		88	199	629		169	213	86
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		42	25	0		2	16	141			204	1		254	257	78
Hope Commercial		2	0	0		0	0	11			2			27	5	5
TOTAL "VESTED" TRAFFIC		44	25	0		2	16	152		0	206	1		281	262	83
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		24	102	11		135	136	34		25	56	176		47	60	24
Background Traffic Volumes		140	467	50		617	620	287		113	426	805		468	497	178

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	5	0	0	0	0	0	18	0	0	20	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	20.0%	5.0%
	0	0	0	0	0	0	0	0	0	0	0	0	0	46	51	13
PM TOTAL PROJECT TRAFFIC	0	5	0	0	0	0	0	18	0	0	20	0	0	46	51	13
Future Total PM Volumes	0	145	467	50	0	617	620	305	0	113	446	805	0	514	548	191

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Southbound Ramps & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	922	193		0	647	808		0	0	0		326	0	267
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		0	1,023	214		0	718	897		0	0	0		362	0	296
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7	8			47									
TOTAL "VESTED" TRAFFIC		0	131	8		0	313	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	287	60		0	201	251		0	0	0		101	0	83
Background Traffic Volumes		0	1,310	274		0	1,106	1,148		0	0	0		463	0	379

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							20.0%									
							51									
Exiting			20.0%													
			15													
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	0	1,325	274	0	0	1,157	1,148	0	0	0	0	0	463	0	379

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Southbound Ramps & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	1,180	281	0	0	756	909	0	0	0	0	0	277	0	350
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume	0	0	1,310	312	0	0	839	1,009	0	0	0	0	0	307	0	389
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22	25			18									
TOTAL "VESTED" TRAFFIC		0	302	25		0	177	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH	0	0	367	87	0	0	235	283	0	0	0	0	0	86	0	109
Background Traffic Volumes		0	1,749	399		0	1,104	1,292		0	0	0		393	0	498

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	0	1,800	399	0	0	1,124	1,292	0	0	0	0	0	393	0	498

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Northbound Ramps & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	954	294		0	1,233	242		215	0	1,091		0	0	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		0	1,059	326		0	1,369	269		239	0	1,211		0	0	0

Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7							25						
TOTAL "VESTED" TRAFFIC		0	131	0		0	266	0		25	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	297	91		0	383	75		67	0	339		0	0	0
Background Traffic Volumes		0	1,356	417		0	1,778	344		306	0	1,550		0	0	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							20.0%									
							51									
Exiting			20.0%													
			15													
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	0	1,371	417	0	0	1,829	344	0	306	0	1,550	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Northbound Ramps & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	991	466		0	1,493	328		161	0	757		0	0	0
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		0	1,100	517		0	1,657	364		179	0	840		0	0	0

Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22							10						
TOTAL "VESTED" TRAFFIC		0	302	0		0	159	0		10	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		0	308	145		0	464	102		50	0	235		0	0	0
Background Traffic Volumes		0	1,517	662		0	2,121	466		229	0	1,075		0	0	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	0	1,568	662	0	0	2,141	466	0	229	0	1,075	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		192	1,528	320		115	947	142		368	171	134		264	191	112
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		213	1,696	355		128	1,051	158		408	190	149		293	212	124
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			124				266									
Hope Commercial			7				27									
TOTAL "VESTED" TRAFFIC		0	131	0		0	293	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		60	475	99		36	294	44		114	53	42		82	59	35
Background Traffic Volumes		273	2,171	454		164	1,454	202		522	243	191		375	271	159

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering			0.0%				20.0%	3.0%								
			0				51	8								
Exiting			20.0%											3.0%		
			15											2		
AM TOTAL PROJECT TRAFFIC	0	0	15	0	0	0	51	8	0	0	0	0	0	2	0	0
Future Total AM Volumes	0	273	2,186	454	0	164	1,505	210	0	522	243	191	0	377	271	159

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Okeechobee Road
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		197	1,265	328		186	1,307	170		342	173	51		324	199	112
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		219	1,404	364		206	1,451	189		380	192	57		360	221	124
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			280				159									
Hope Commercial			22				11									
TOTAL "VESTED" TRAFFIC		0	302	0		0	170	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		61	393	102		58	406	53		106	54	16		101	62	35
Background Traffic Volumes		280	1,853	466		264	1,857	242		486	246	73		461	283	159

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	20	3	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%
	0	0	51	0	0	0	0	0	0	0	0	0	0	8	0	0
PM TOTAL PROJECT TRAFFIC	0	0	51	0	0	0	20	3	0	0	0	0	0	8	0	0
Future Total PM Volumes	0	280	1,904	466	0	264	1,877	245	0	486	246	73	0	469	283	159

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		29	968	70		172	711	22		99	17	180		11	14	14
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
AM Peak Season Volume		32	1,074	78		191	789	24		110	19	200		12	16	16
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			298				334									
Hope Commercial			5				22					2				
TOTAL "VESTED" TRAFFIC		0	303	0		0	356	0		0	0	2		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		9	301	22		53	221	7		31	5	56		3	4	4
Background Traffic Volumes		41	1,489	100		244	1,228	31		141	24	256		15	20	20

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									
							26									
Exiting			10.0%													
			8													
AM TOTAL PROJECT TRAFFIC	0	0	8	0	0	0	26	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	41	1,497	100	0	244	1,254	31	0	141	24	256	0	15	20	20

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Jenkins Road & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		10	562	80		234	760	7		92	6	169		22	28	26
Peak Season Correction Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
PM Peak Season Volume		11	624	89		260	844	8		102	7	188		24	31	29
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			418				351									
Hope Commercial			16				8					5				
TOTAL "VESTED" TRAFFIC		0	434	0		0	359	0		0	0	5		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		3	175	25		73	236	2		29	2	53		7	9	8
Background Traffic Volumes		14	1,123	114		333	1,291	10		131	9	241		31	40	37

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	26	0	0	0	10	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	14	1,149	114	0	333	1,301	10	0	131	9	241	0	31	40	37

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Northbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		134	313	0		0	393	0		0	0	0		0	0	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM Peak Season Volume		134	313	0		0	393	0		0	0	0		0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		141	298	0		0	334	0		0	0	0	0	0	0	0
Hope Commercial		5	5				16	0								
TOTAL "VESTED" TRAFFIC		146	303	0		0	350	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		38	88	0		0	110	0		0	0	0		0	0	0
Background Traffic Volumes		294	649	0		0	784	0		0	0	0		0	0	0

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									0.0%
							26									0
Exiting		13.0%	10.0%													
		10	8													
AM TOTAL PROJECT TRAFFIC	0	10	8	0	0	0	26	0	0	0	0	0	0	0	0	0
Future Total AM Volumes	0	304	657	0	0	0	810	0	0	0	0	0	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Northbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		127	519	0		0	681	0		0	0	0	0	0	0	0
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM Peak Season Volume		127	519	0		0	681	0		0	0	0	0	0	0	0
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development		259	418	0		0	351	0		0	0	0	0	0	0	0
Hope Commercial		16	16				6	0								
TOTAL "VESTED" TRAFFIC		275	434	0		0	357	0		0	0	0		0	0	0
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		36	145	0		0	191	0		0	0	0	0	0	0	0
Background Traffic Volumes		415	1,007	0		0	1,109	0		0	0	0		0	0	0

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Exiting	0.0%	13.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	33	26	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	33	26	0	0	0	10	0	0	0	0	0	0	0	0	0
Future Total PM Volumes	0	448	1,033	0	0	0	1,119	0	0	0	0	0	0	0	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Soutbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	210	0		298	413	0		0	0	0		0	0	240
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AM Peak Season Volume		0	210	0		298	413	0		0	0	0		0	0	240
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			408			23	381									186
Hope Commercial			10				16			0	0	0		0	0	16
TOTAL "VESTED" TRAFFIC		0	418	0		23	397	0		0	0	0		0	0	202
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH		0	59	0		83	116	0		0	0	0		0	0	67
Background Traffic Volumes		0	650	0		381	853	0		0	0	0		0	0	467

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering							10.0%									10.0%
							26									26
Exiting			23.0%													
			17													
AM TOTAL PROJECT TRAFFIC	0	0	17	0	0	0	26	0	0	0	0	0	0	0	0	26
Future Total AM Volumes	0	0	667	0	0	381	879	0	0	0	0	0	0	0	0	493

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
I-95 Soutbound Ramps & Orange Avenue
EXISTING GEOMETRY

COUNT DATE: March 27, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	482	0		285	622	0		0	0	0		0	0	138
Peak Season Correction Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PM Peak Season Volume		0	482	0		285	622	0		0	0	0		0	0	138
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development			633			40	457									196
Hope Commercial			33				6									6
TOTAL "VESTED" TRAFFIC		0	666	0		40	463	0		0	0	0		0	0	202
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH		0	135	0		80	174	0		0	0	0		0	0	39
Background Traffic Volumes		0	1,198	0		365	1,150	0		0	0	0		0	0	354

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%
	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10
Exiting	0.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTAL PROJECT TRAFFIC	0	0	59	0	0	0	10	0	0	0	0	0	0	0	0	10
Future Total PM Volumes	0	0	1,257	0	0	365	1,160	0	0	0	0	0	0	0	0	364

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Picos Road & Driveway 5
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			82				42									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume			97				50									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH			27				14									
Background Traffic Volumes			124				64									

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		0.0%		1.0%		7.0%		8.0%								
		0		3		18		20								
Exiting										1.0%		6.0%		6.0%		0.0%
										1		5		5		0
AM TOTAL PROJECT TRAFFIC	0	0	0	3	0	18	0	20	0	1	0	5	0	5	0	0
Future Total AM Volumes	0	0	124	3	0	18	64	20	0	1	0	5	0	5	0	0

VOLUME DEVELOPMENT SHEET
Pruitt Commerce Center
Picos Road & Driveway 5
EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			64				61									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume			76				72									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH			21				20									
Background Traffic Volumes			97				92									

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	0.0%	0.0%	1.0%	0.0%	7.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	0	0	1	0	7	0	8	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	6.0%	0.0%	6.0%	0.0%	0.0%
	0	0	0	0	0	0	0	0	0	3	0	15	0	15	0	0
PM TOTAL PROJECT TRAFFIC	0	0	0	1	0	7	0	8	0	3	0	15	0	15	0	0
Future Total PM Volumes	0	0	97	1	0	7	92	8	0	3	0	15	0	15	0	0

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Picos Road & Driveway 6

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
AM PEAK HOUR FACTOR:

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			82				42									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
AM Peak Season Volume			97				50									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
AM BACKGROUND TRAFFIC GROWTH			27				14									
Background Traffic Volumes			124				64									

AM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering		1.0%				4.0%		4.0%								
		3				10		10								
Exiting										0.0%		3.0%		3.0%		1.0%
										0		2		2		1
AM TOTAL PROJECT TRAFFIC	0	3	0	0	0	10	0	10	0	0	0	2	0	2	0	1
Future Total AM Volumes	0	3	124	0	0	10	64	10	0	0	0	2	0	2	0	1

VOLUME DEVELOPMENT SHEET

Pruitt Commerce Center

Picos Road & Driveway 6

EXISTING GEOMETRY

COUNT DATE: September 3, 2025
PM PEAK HOUR FACTOR:

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			64				61									
Peak Season Correction Factor	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
PM Peak Season Volume			76				72									
Vested Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
0																
Committed Development																
Hope Commercial																
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Yearly Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
PM BACKGROUND TRAFFIC GROWTH			21				20									
Background Traffic Volumes			97				92									

PM PROJECT DISTRIBUTION

TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Entering	0.0%	1.0%	0.0%	0.0%	0.0%	4.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0
Exiting	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	3.0%	0.0%	1.0%
	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	3
PM TOTAL PROJECT TRAFFIC	0	1	0	0	0	4	0	4	0	0	0	8	0	8	0	3
Future Total PM Volumes	0	1	97	0	0	4	92	4	0	0	0	8	0	8	0	3

MILLCREEK PD

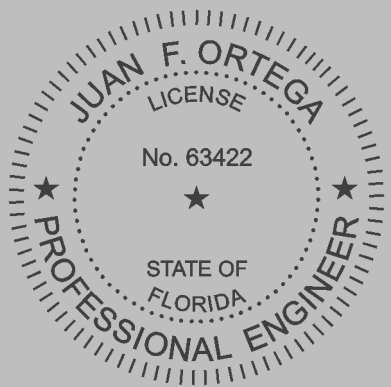
CITY OF FORT PIERCE, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
DREAM FINDERS HOMES, LLC

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458



June 14, 2024

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on June 14, 2024, using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

2. TRIP GENERATION

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

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

Table 1: Trip Generation Rates

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

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

Table 2: Trip Generation

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

MEMORANDUM

TO: St. Lucie County Growth Management

FROM: William Blazak, Sr. Project Manager

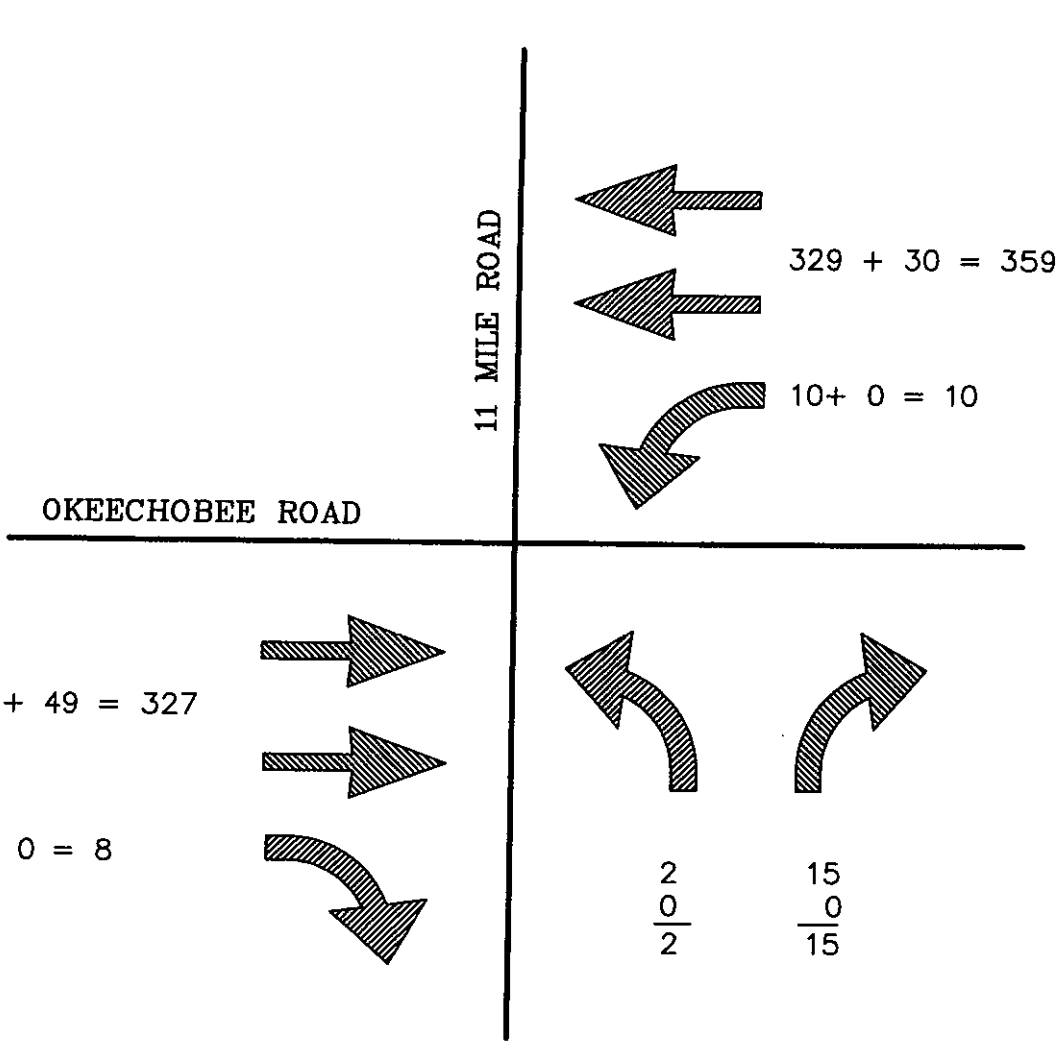
DATE: April 2006

Re: Traffic Impact Report

The following Traffic impact report was prepared for the Creekside PUD. The Creekside Addition will utilize the same entrances as previously approved with the Creekside PUD.

It is important to note that the Traffic Impact Report recognizes the 40 additional units that the Creekside Addition will add to the already approved Creekside PUD.

The 40 additional units were openly discussed with the Board of County Commissioners, St. Lucie County Road and Bridge Department and the Growth Management Division with all in agreement that the Creekside PUD with a total of 840 units, complied with concurrency requirements with regard to traffic impacts.



P.M. PEAK

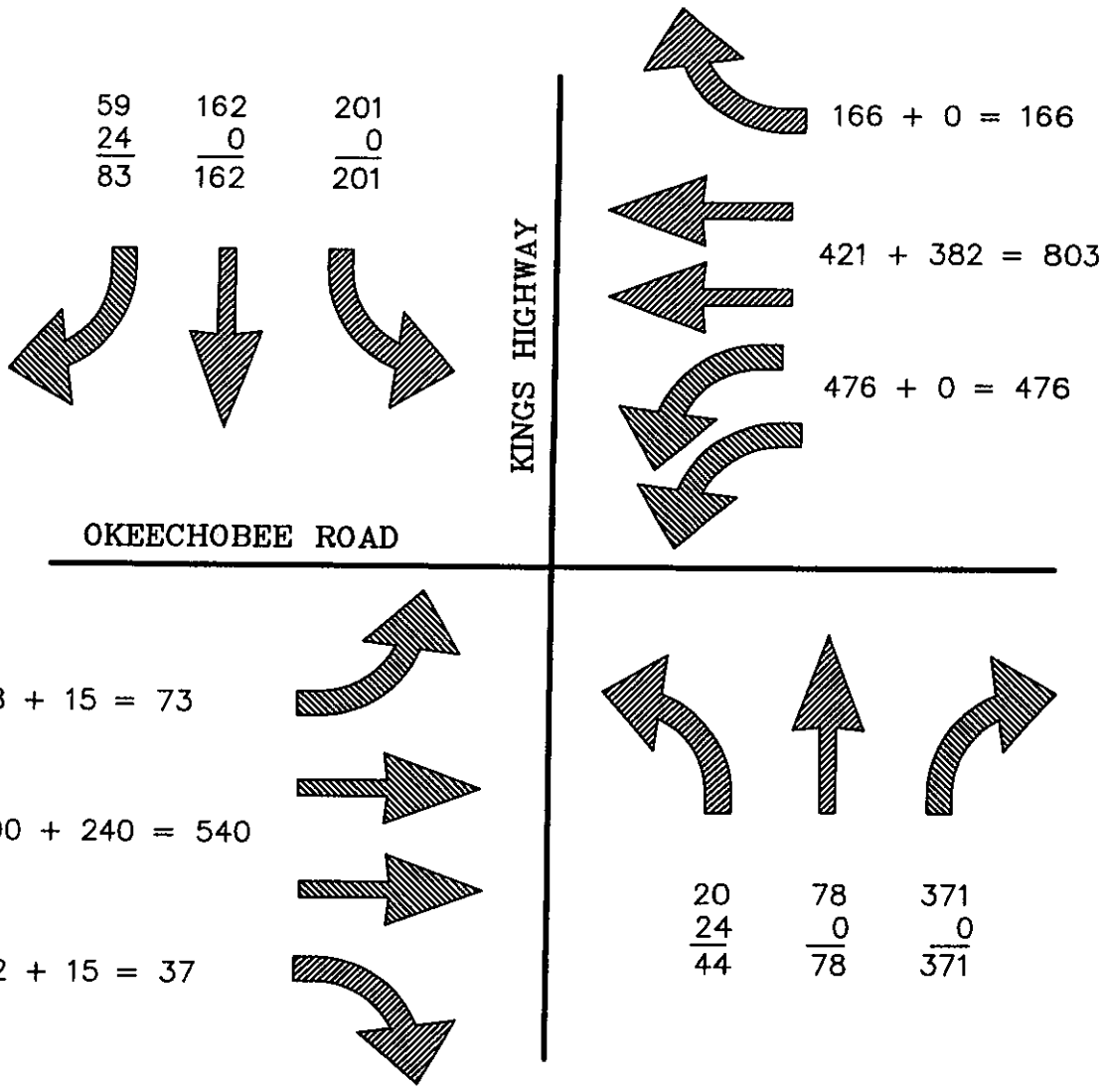
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 4

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & 11 Mile Road

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



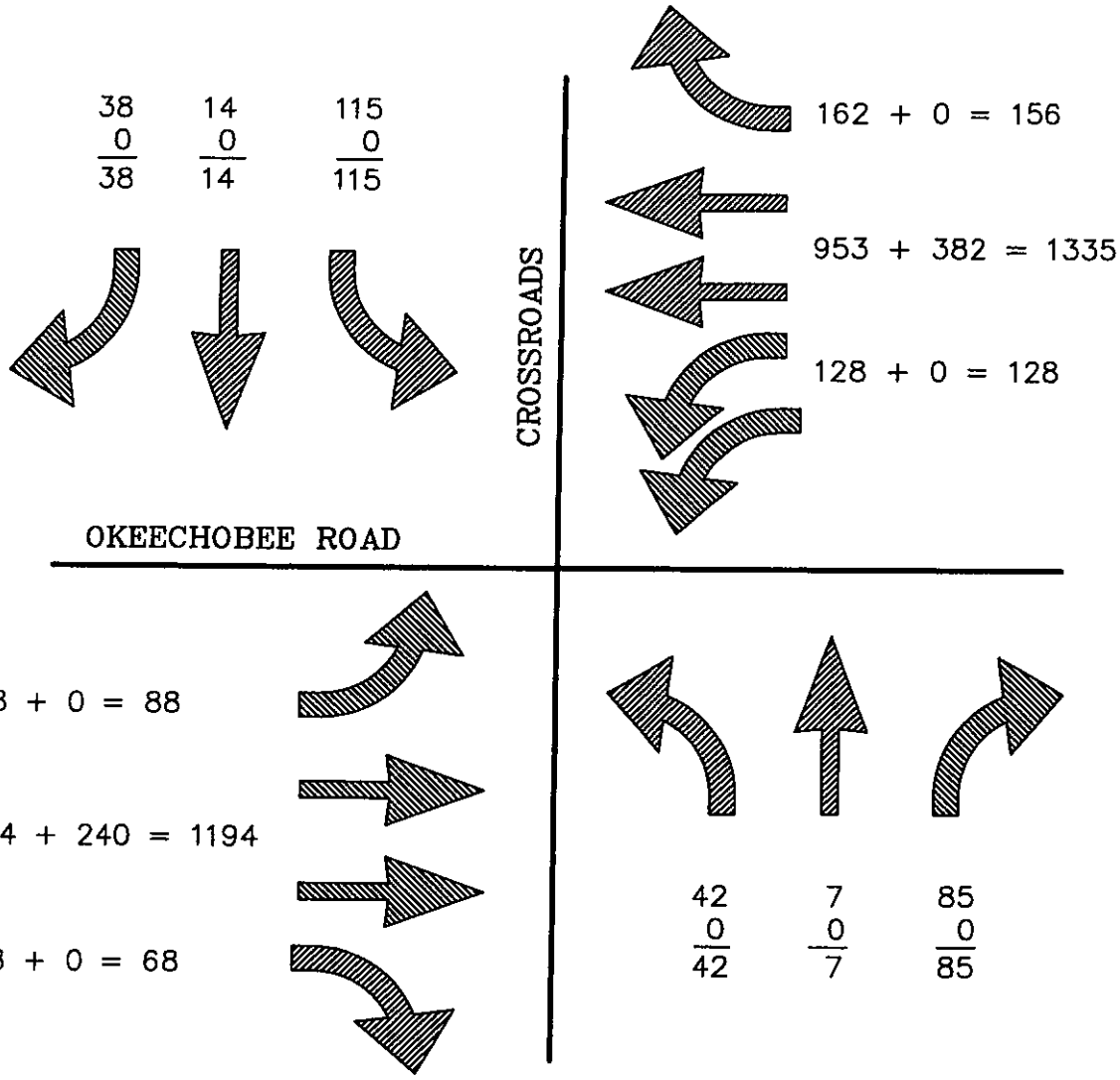
P.M. PEAK

XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 5

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE	
P.M. PEAK HOUR MOVEMENTS	
Okeechobee Road & Kings Highway	
JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

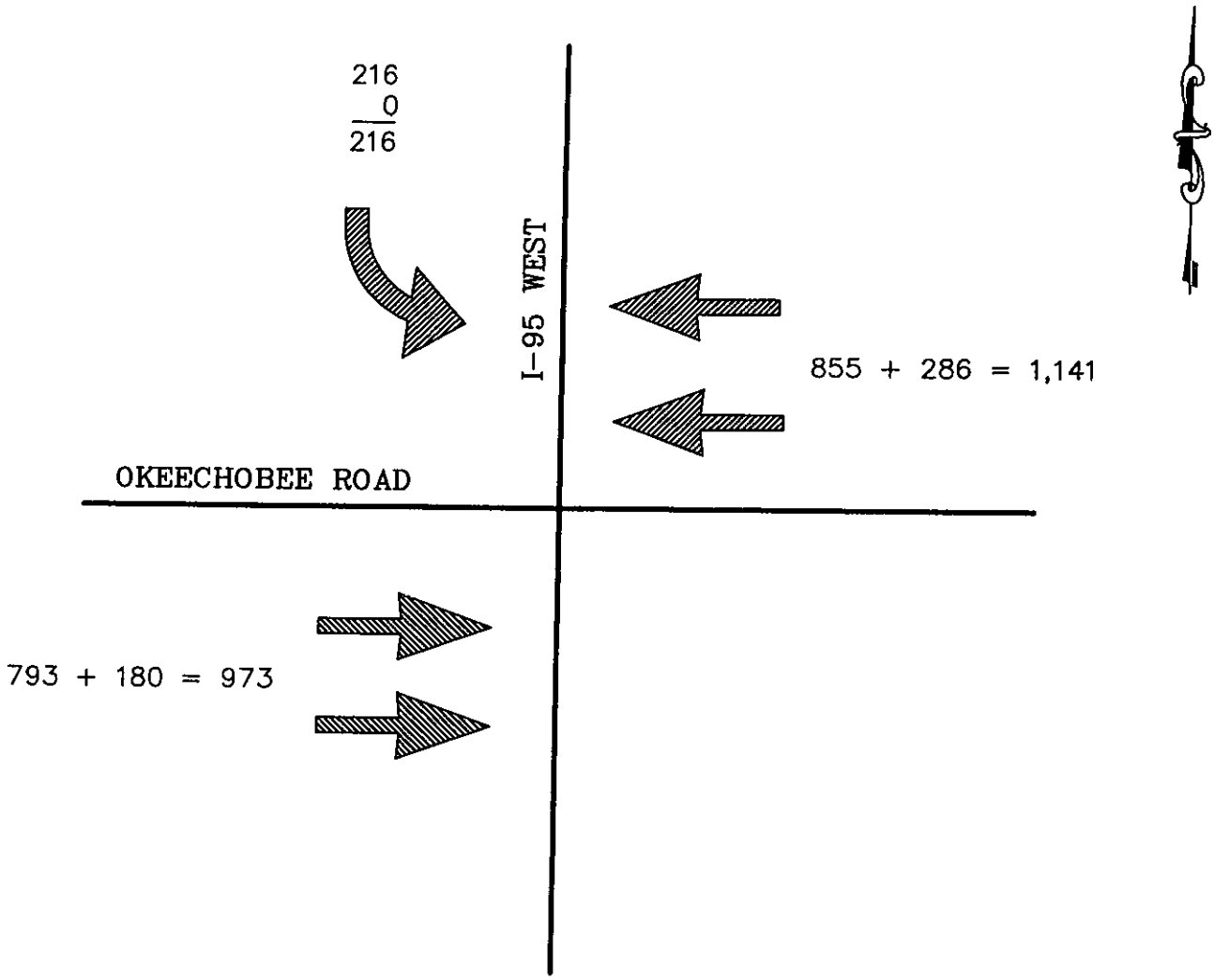
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 6

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & Crossroads

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

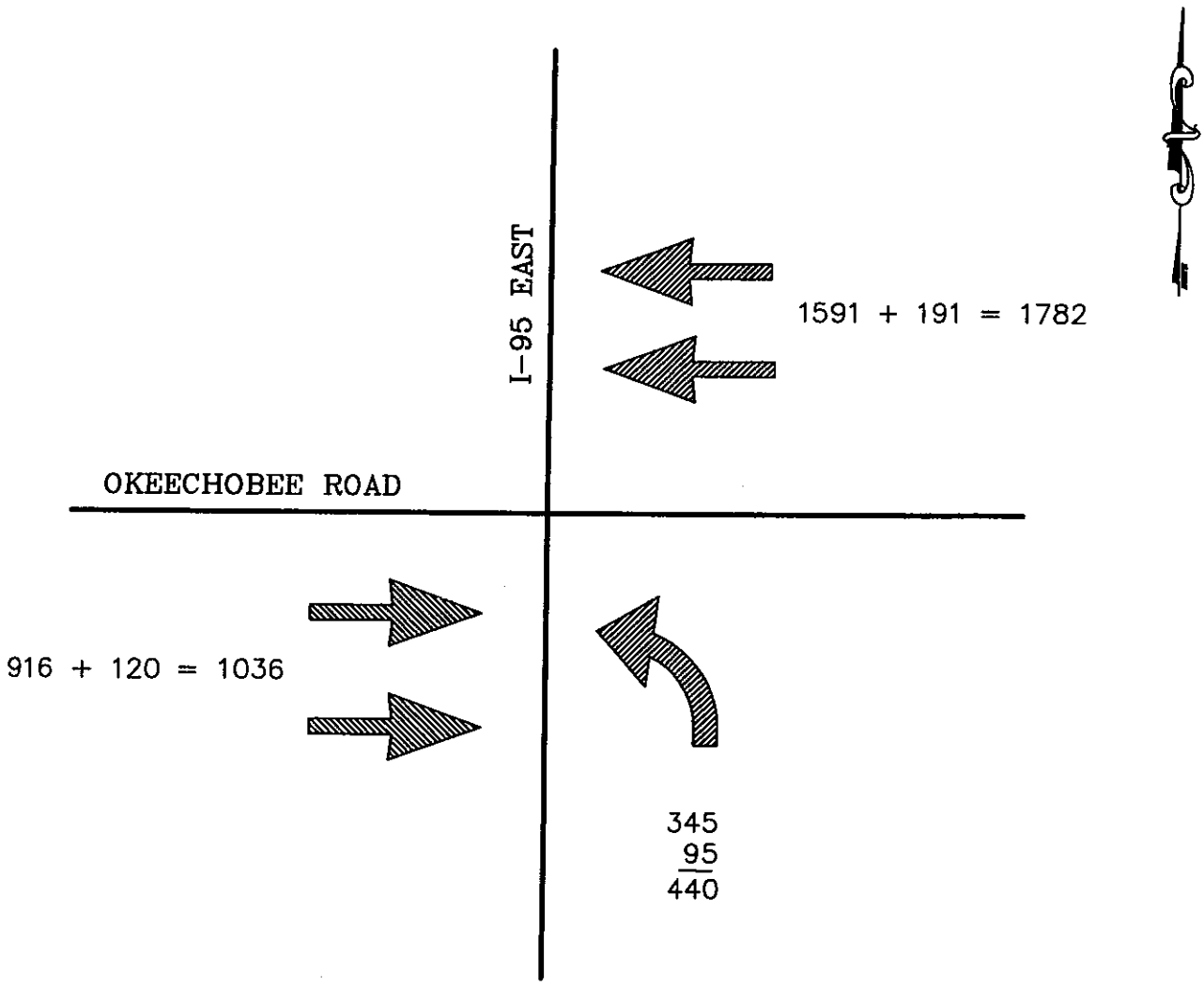
XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 7

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & I-95 West

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 8

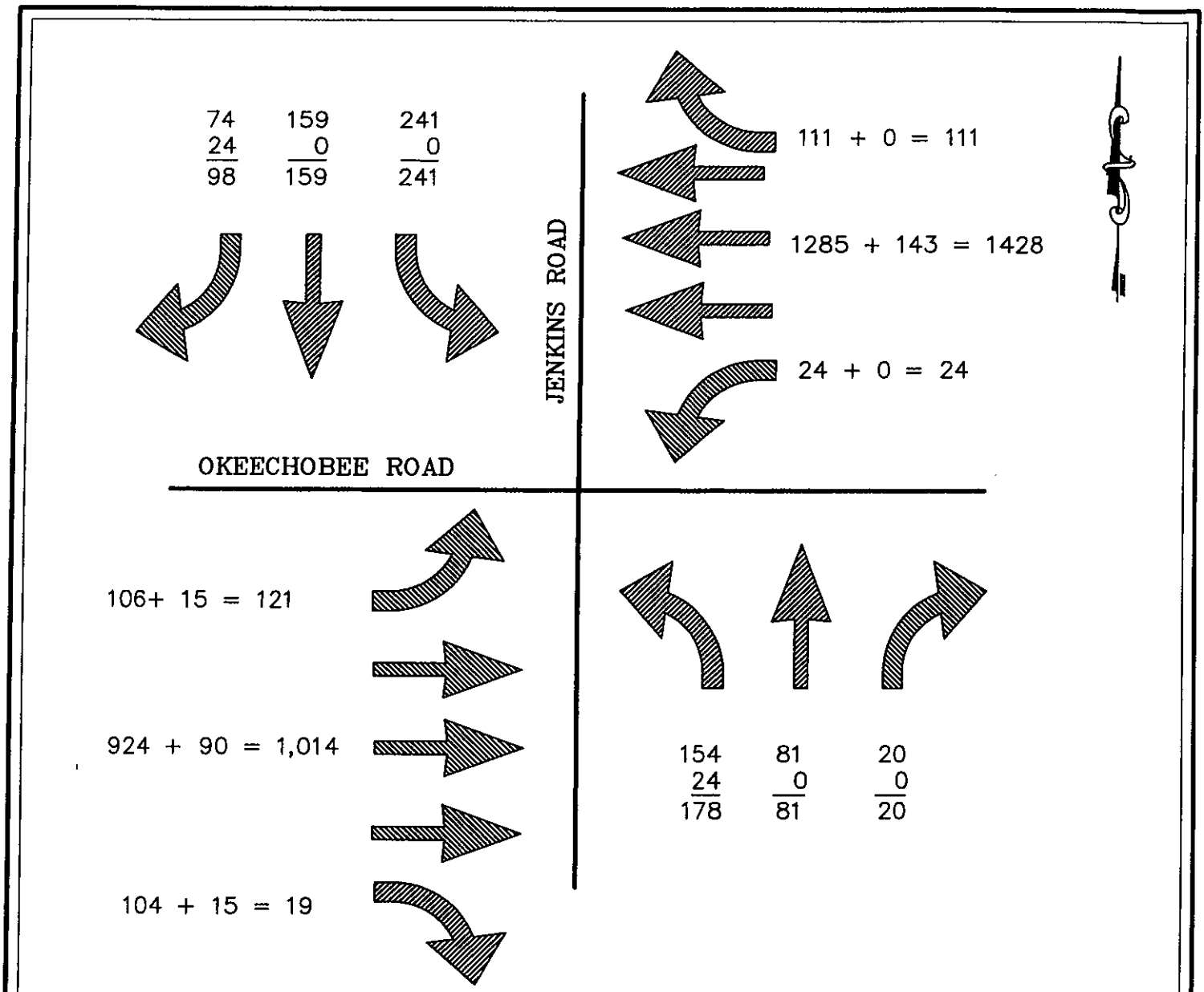
CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE

P.M. PEAK HOUR MOVEMENTS

Okeechobee Road & I-95 East

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06



P.M. PEAK

XX EXISTING
XX PROJECTED
XX TOTAL

FIGURE 9

CULPEPPER & TERPENING, INC.

CONSULTING ENGINEERS
&
LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
AUTHORIZATION NO. 4286

CREEKSIDE
P.M. PEAK HOUR MOVEMENTS
Okeechobee Road & Jenkins Road

JOB NO: 05-320	SCALE: N.T.S.
FILE: 05-320 EXH.DWG	DATE: 4-10-06

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Drawdy Angle Road Residential

Prepared for:

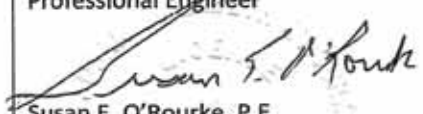
Mr. Brad Currie
EDC
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987

Prepared by

O'Rourke Engineering & Planning
22 SE Seminole St
Stuart, Florida 34994
772-781-7918

January 30, 2023
Revised May 11, 2023

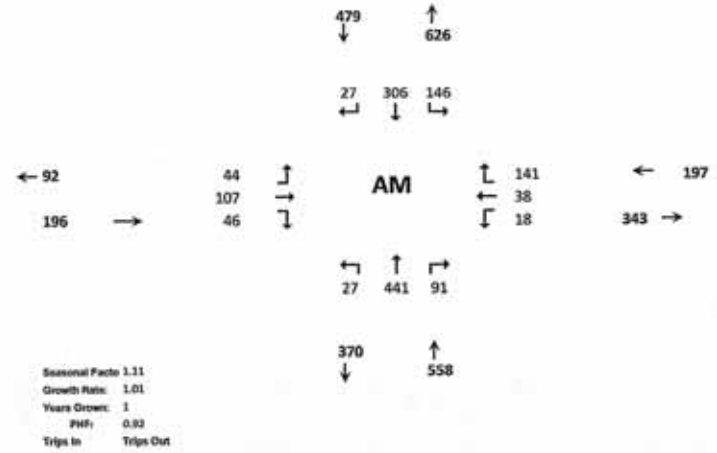
SR21112.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 5/11/2023 License #: 42684

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	12	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	89	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	
AM PEAK HOUR IS FROM:	7:00 AM TO 8:30AM													
Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	27	441	91	146	306	27	44	107	46	18	38	141	1431	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	27	441	91	146	306	27	44	107	46	18	38	141	1431	



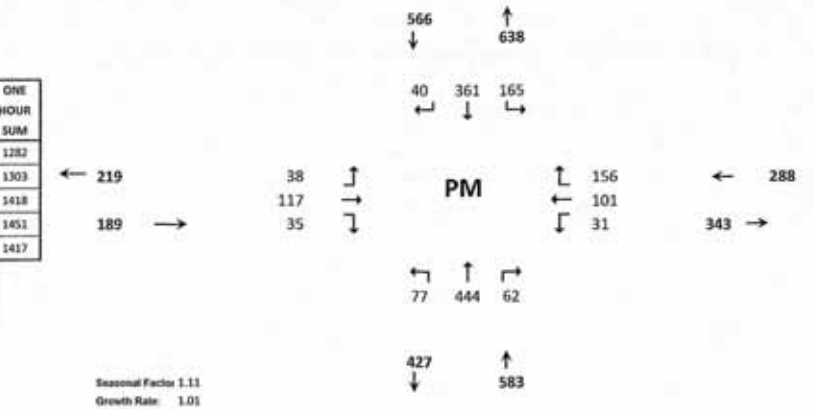
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.92
Trips In
Trips Out

E-6

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / W Angle Rd - PM 2022
Existing

15 Min Period / lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451	
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611	
Growth	77	444	62	165	361	40	38	117	35	31	101	156	1627	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	77	444	62	165	361	40	38	117	35	31	101	156	1627	



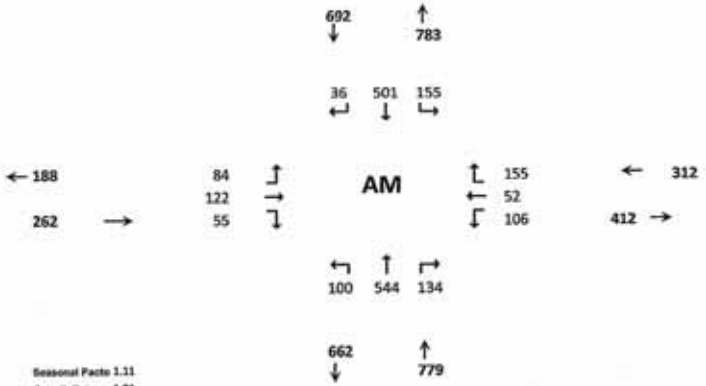
Seasonal Factor 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.94
Trips In
Trips Out

E-8

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 11/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	12	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	83	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	28	463	95	153	322	28	46	112	48	19	40	148	1503	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	28	463	95	153	322	28	46	112	48	19	40	148	1503	

Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.92
Trips In
Trips Out

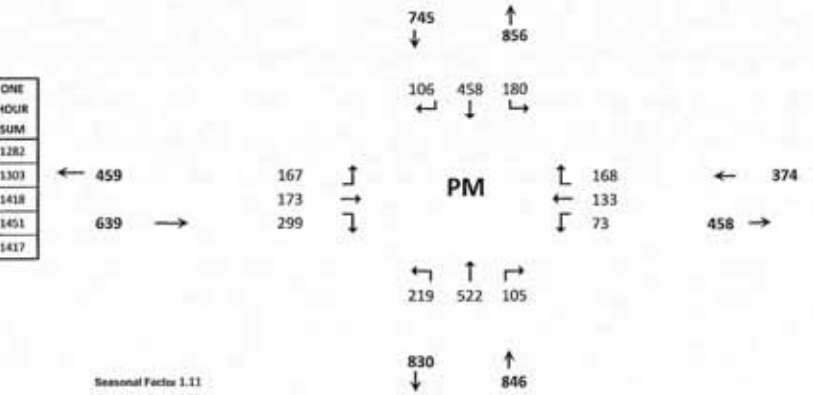
Other Projects															Trips In	Trips Out
In/Out				-		IN	OUT	OUT			IN			Sunnyland	75	223
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%				
Volume	0	0	0	0	0	8	22	4	0	0	2	0	36			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		KRE	393	117
Percentage	0%	25%	10%	0%	25%	0%	0%	0%	0%	10%	0%	0%	0%			
Volume	0	29	12	0	98	0	0	0	0	39	0	0	179			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	42	7	2	0	7	0	0	0	0	7	0	0	59	St. Lucie Commerce Center (25%)	141	81
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	13	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	7	34	20	0	34	0	0	0	7	21	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	4	3	0	16	0	0	0	0	10	0	0	34	Stone Mont	203	56
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	23	0	0	0	16	0	16	5	0	2	2	0	64	7-11 Angle	45	46
Subtotal	72	81	39	2	179	8	38	10	7	87	12	7	542			
Total	100	544	134	155	501	36	84	122	55	106	52	155	2045			

E-10

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / W Angle Rd - PM 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
lanes														
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	



PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611
Growth	81	467	65	173	379	42	40	123	37	33	106	164	1710
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	81	467	65	173	379	42	40	123	37	33	106	164	1710

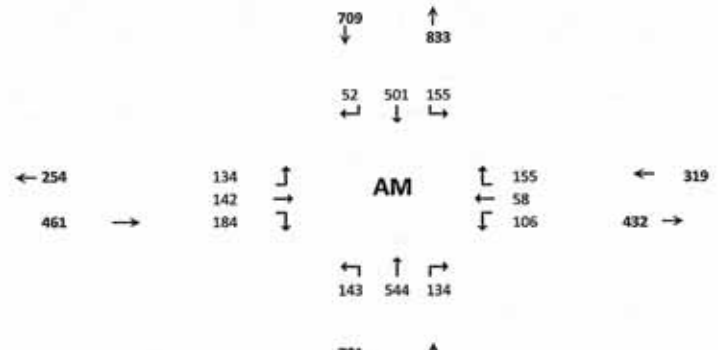
Seasonal Factor 1.11
Growth Rate 1.01
Years Grown 6
PHF: 0.94
Trips In **Trips Out**

Other Projects																
In/Out				-		IN	OUT	OUT			IN				**Trips In**	**Trips Out**
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%		Sunnyland	261	154
Volume	0	0	0	0	0	26	15	3	0	0	5	0	50			
In/Out	IN			-	IN	IN	OUT	OUT	OUT		IN	-			**Trips In**	**Trips Out**
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	KRE	151	389
Volume	98	0	0	0	0	38	97	39	253	0	15	0	540			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	19	57
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	16	10	10	0	3	0	0	0	0	3	0	0	40	St. Lucie Commerce Center (25%)	52	196
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	Whispering Oaks	172	94
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	Bent Creek (50%)	193	113
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	Wawa Kings	57	58
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	4	22	13	0	46	0	0	0	9	27	0	0	121	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Kings Highway Commerce Park\White	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	15	10	0	6	0	0	0	0	4	0	0	34	Stone Mont	70	192
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	Celebration Pointe (25%)	100	57
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	20	0	0	0	14	0	14	4	0	2	2	0	56	7-11 Angle	40	40
Subtotal	138	55	40	7	79	64	127	51	262	40	27	4	894			
Total	219	522	105	180	458	106	167	173	299	73	133	168	2603			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	100	17	27	84	3	10	26	5	4	21	22	322	1273
7:15-7:30	6	95	12	27	70	4	6	13	8	6	7	21	274	1260
7:30-7:45	6	120	18	29	60	7	12	21	10	3	8	38	332	1276
7:45-8:00	7	105	28	29	72	8	8	32	9	6	6	35	345	1210
8:00-8:15	5	83	14	37	72	2	12	27	10	3	12	32	309	1167
8:15-8:30	6	85	21	35	69	7	7	15	12	4	8	21	290	
8:30-8:45	8	80	5	28	85	2	6	12	11	2	9	18	266	
8:45-9:00	9	85	14	24	85	7	6	24	14	5	12	17	302	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	24	393	81	130	273	24	39	95	41	16	34	126	1276	
Season Factor	27	436	90	144	303	27	43	105	46	18	38	140	1416	
Growth	28	463	95	153	322	28	46	112	48	19	40	148	1503	
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-		
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	
PROJECT	43	0	0	0	0	17	50	20	129	0	7	0	265	
Total	71	463	95	153	322	45	96	132	178	19	47	148	1768	

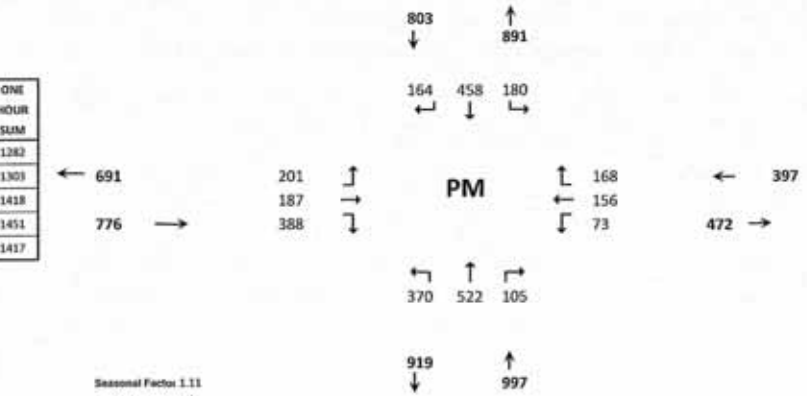
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.93
Trips In: 66
Trips Out: 199

Other Projects															Trips In	Trips Out
In/Out				-		IN	OUT	OUT			IN					
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%		Sunnyland	75	223
Volume	0	0	0	0	0	8	22	4	0	0	2	0	36			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Percentage	0%	25%	10%	0%	25%	0%	0%	0%	0%	10%	0%	0%	0%	KRE	393	117
Volume	0	29	12	0	98	0	0	0	0	39	0	0	179			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	10.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	42	2	2	0	7	0	0	0	0	7	0	0	59	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	7	34	20	0	34	0	0	0	7	21	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Kings Highway Commerce Park\White	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	4	3	0	16	0	0	0	0	10	0	0	34	Stone Mont	203	56
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	23	0	0	0	16	0	16	5	0	2	2	0	64	7-11 Angle	45	46
Subtotal	115	81	39	2	179	24	88	30	136	87	18	7	807			
Total	143	544	134	155	501	52	134	142	184	106	58	155	2310			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / W Angle Rd - PM 2027
With Project

15 Min Period (lanes)	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	16	76	12	41	99	10	6	28	3	6	21	19	337	1282
4:15-4:30	6	81	6	30	71	8	5	14	8	4	18	21	272	1303
4:30-4:45	13	83	16	33	92	12	10	13	14	3	11	26	326	1418
4:45-5:00	22	99	18	34	71	6	7	31	3	5	23	28	347	1451
5:00-5:15	13	89	13	33	85	8	8	23	10	13	21	42	358	1417
5:15-5:30	17	113	13	42	86	14	9	21	10	6	24	32	387	
5:30-5:45	17	95	11	38	80	8	10	29	8	4	22	37	359	
5:45-6:00	7	85	18	16	79	14	9	18	9	9	24	25	313	



PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM												
Volumes	69	396	55	147	322	36	34	104	31	28	90	139	1451
Season Factor	77	440	61	163	357	40	38	115	34	31	100	154	1611
Growth	81	467	65	173	379	42	40	123	37	33	106	164	1710
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-	
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	
PROJECT	151	0	0	0	0	58	34	14	89	0	23	0	369
Total	232	467	65	173	379	100	74	136	126	33	129	164	2079

Seasonal Factor	1.11
Growth Rate:	1.01
Years Grown:	6
PHF:	0.94
Trips In	Trips Out
232	137

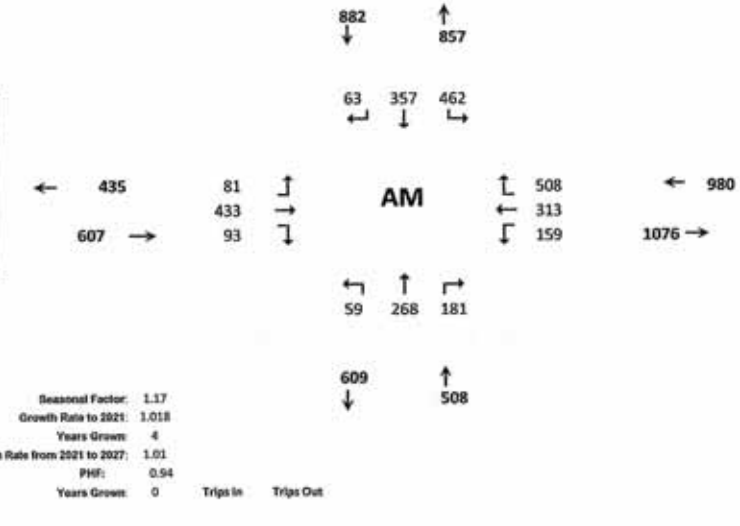
Other Projects															Trips In	Trips Out
In/Out				-		IN	OUT	OUT			IN			Sunnyland	261	154
Percentage	0%	0%	0%	0%	0%	10%	10%	2%	0%	0%	2%	0%				
Volume	0	0	0	0	0	26	15	3	0	0	5	0	50			
In/Out	IN			-	IN	IN	OUT	OUT	OUT		IN	-			Trips In	Trips Out
Percentage	65%	0%	0%	0%	0%	25%	25%	10%	65%	0%	10%	0%	0%	KRE	151	389
Volume	98	0	0	0	0	38	97	39	253	0	15	0	540			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	19	57
%	30.0%	5.0%	5.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	IN	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	16	10	10	0	3	0	0	0	0	3	0	0	40	St. Lucie Commerce Center (25%)	52	196
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	Whispering Oaks	172	94
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	Bent Creek (50%)	193	113
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	Wawa Kings	57	58
%	2.0%	10.0%	6.0%	0.0%	10.0%	0.0%	0.0%	0.0%	2.0%	6.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	4	22	13	0	46	0	0	0	9	27	0	0	121	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%	0.0%	8.0%	5.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Volume	0	15	10	0	6	0	0	0	0	4	0	0	34	Stone Mont	70	132
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	Celebration Pointe (25%)	100	57
%	50.0%	0.0%	0.0%	0.0%	35.0%	0.0%	35.0%	10.0%	0.0%	5.0%	5.0%	0.0%				
In/Out	IN	-	-	-	IN	-	OUT	OUT	-	IN	IN	-				
Volume	20	0	0	0	14	0	14	4	0	2	2	0	56	7-11 Angle	40	40
Subtotal	289	55	40	7	79	122	161	65	351	40	50	4	1263			
Total	370	522	105	180	458	164	201	187	388	73	156	168	2972			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 10/3/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/28/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	

AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM												
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978
Growth to 2027	59	268	181	462	357	63	81	433	93	159	313	508	2978
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	268	181	462	357	63	81	433	93	159	313	508	2978

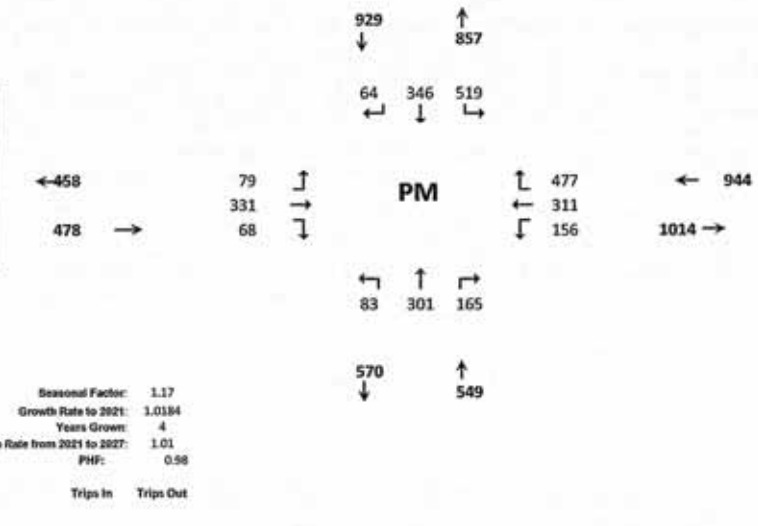


Seasonal Factor:	1.17		
Growth Rate to 2021:	1.018		
Years Grown:	4		
Growth Rate from 2021 to 2027:	1.01		
PHF:	0.94		
Years Grown:	0	Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2022
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	83	301	165	519	346	64	79	331	68	156	311	477	2900	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	83	301	165	519	346	64	79	331	68	156	311	477	2900	

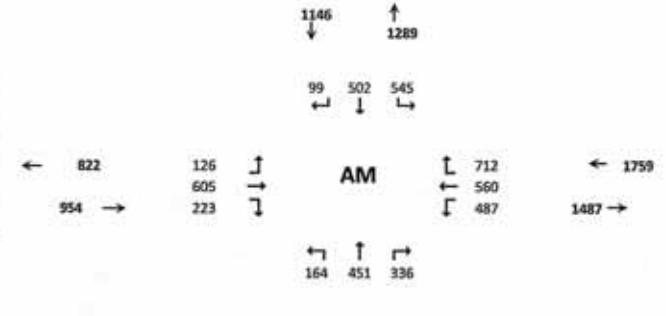


Seasonal Factor:	1.17
Growth Rate to 2021:	1.0184
Years Grown:	4
Growth Rate from 2021 to 2027:	1.01
PHF:	0.98
Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 10/3/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/28/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	53	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	631	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	



AM PEAK HOUR IS FROM: 7:00AM TO 8:00AM

Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978
Growth to 2027	62	282	190	485	376	66	85	455	98	167	329	534	3130
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	282	190	485	376	66	85	455	98	167	329	534	3130

Seasonal Factor: 1.17
Growth Rate to 2022: 1.0184
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.94
Years Grown: 5

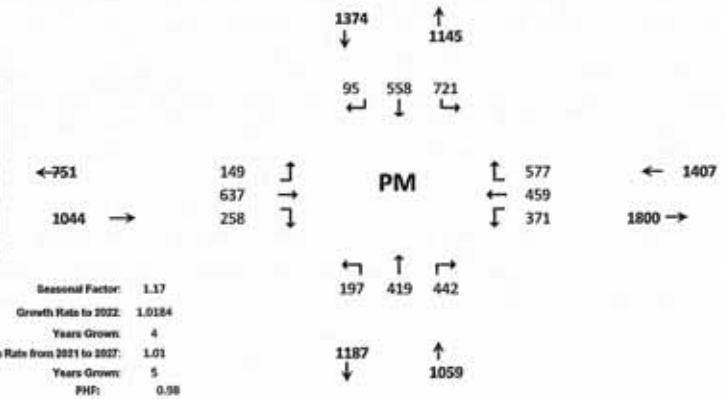
Other Projects																Trips In	Trips Out
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN					
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%					
Volume	0	50	0	47	27	2	8	0	0	0	0	157	332	ERE		393	117
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%					
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-					
Volume	90	0	0	0	0	3	9	67	89	0	23	0	221	Sunnyland		75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	1	0	7	0	0	0	0	0	2	30	0	0	40	Hunt		76	17
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%					
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-					
Volume	42	0	0	0	0	14	3	16	9	0	70	0	155	St. Lucie Commerce Center (25%)		141	31
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%					
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT					
Volume	0	0	1	1	0	0	0	2	0	3	8	5	21	Whispering Oaks		45	167
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%					
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT					
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)		62	186
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	30%	25%	0%					
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-					
Volume	13	0	0	0	6	6	13	35	0	19	16	0	108	Wawa Kings		63	64
%	4%	18%	30%	0%	18%	0%	0%	0%	4%	26%	0%	0%					
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-					
Volume	14	61	89	0	62	0	0	0	14	89	0	0	328	Kings Highway Warehouse		342	341
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	2	0	34	0	0	0	0	0	9	139	0	0	185	Kings Highway Commerce Park\ White Parcel		463	114
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%					
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-					
Volume	0	0	2	0	0	0	0	0	0	2	0	0	4	Walsh Crossroads		7	5
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%					
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-					
Volume	1	0	1	0	0	0	0	0	2	4	0	0	7	Project Hurricane		36	12
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%					
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT					
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)		30	56
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%					
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT					
Volume	0	6	10	0	20	6	7	29	0	26	106	0	210	Stonemont		203	56
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%					
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN					
Volume	0	12	0	9	11	1	1	0	0	0	0	9	43	7-11 Angle		45	46
Subtotal	102	169	146	59	126	33	41	150	126	320	230	178	1680				
Total	164	451	336	545	502	99	126	605	223	487	560	712	4810				

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / Orange Ave - PM 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:				**4:45PM TO 5:45PM**										
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	87	316	173	545	364	67	83	348	71	164	327	501	3048	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	87	316	173	545	364	67	83	348	71	164	327	501	3048	

Other Projects															Trips In	Trips Out
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		KRE		
Volume	0	35	0	156	89	8	3	0	0	0	0	60	351		151	389
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	62	0	0	0	0	6	6	46	104	0	46	0	271	Sunnyland	261	154
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	33	Hunt	19	57
%	30%	0%	0%	0%	0%	10%	10%	50%	30%	0%	50%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	16	0	0	0	0	5	20	98	59	0	26		223	St. Lucie Commerce Center (25%)	52	196
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	5%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	3	5	0	0	0	9	0	2	5	3	27	Whispering Oaks	172	94
%	0%	0%	3%	2%	0%	0%	0%	0%	0%	3%	0%	2%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	Bent Creek (50%)	193	113
%	20%	0%	0%	0%	10%	10%	20%	55%	0%	10%	25%	0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	11	0	0	0	6	6	12	32	0	17	34	0	98	Wawa Kings	57	58
%	4%	18%	26%	0%	18%	0%	0%	0%	4%	26%	0%	0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	324	Kings Highway Warehouse	458	216
%	2%	0%	30%	0%	0%	0%	0%	0%	2%	30%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	9	0	137	0	0	0	0	0	3	43	0	0	192	Kings Highway Commerce Park\Whi	142	458
%	0%	0%	30%	0%	0%	0%	0%	0%	0%	30%	0%	0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	6	Walsh Crossroads	10	11
%	5%	0%	10%	0%	0%	0%	0%	0%	5%	10%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	4	0	0	0	0	0	1	2	0	0	9	Project Hurricane	23	37
%	0%	0%	2%	3%	0%	0%	0%	5%	0%	2%	8%	3%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	Celebration Pointe (25%)	100	57
%	0%	10%	18%	0%	10%	3%	13%	52%	0%	13%	52%	0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	19	35	0	7	2	25	100	0	9	36	0	233	Stonemont	70	192
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	10	0	8	10	1	1	0	0	0	0	8	38	7-11 Angle	40	40
Subtotal	110	103	269	176	195	28	66	290	186	207	132	75	1836			
Total	197	419	442	721	558	95	149	637	258	371	459	577	4884			



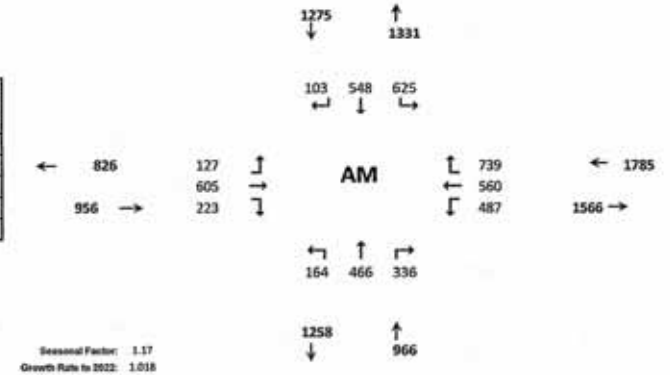
Seasonal Factor:	1.17
Growth Rate to 2022:	1.0184
Years Grown:	4
Growth Rate from 2021 to 2027:	1.01
Years Grown:	5
PHF:	0.98

Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drowdy Angle Road Residential
COUNT DATE: 10/3/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 1/28/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	8	42	30	97	82	15	24	79	10	22	64	77	550	2366
7:15-7:30	9	62	31	107	75	10	16	88	21	36	51	110	616	2337
7:30-7:45	14	50	51	93	67	12	13	82	20	25	46	96	569	2188
7:45-8:00	16	59	32	70	60	13	11	95	23	43	88	121	633	2154
8:00-8:15	12	58	45	81	62	8	4	49	10	20	53	119	521	1974
8:15-8:30	12	48	31	68	67	7	11	42	4	38	44	95	467	
8:30-8:45	10	50	30	93	68	7	9	62	18	28	59	101	535	
8:45-9:00	17	29	28	77	69	10	6	49	12	41	38	75	451	



AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	47	213	144	367	284	50	64	344	74	126	249	404	2366	
Season Factor	55	249	168	429	332	59	75	402	87	147	291	473	2768	
Growth to 2021	59	268	181	462	357	63	81	433	93	159	313	508	2978	
Growth to 2027	62	282	190	485	376	66	85	455	98	167	329	534	3130	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Project	0	15	0	80	46	4	1	0	0	0	0	26	0	
Total	62	297	190	565	423	70	86	455	98	167	329	561	3130	

Seasonal Factor: 1.17
Growth Rate to 2022: 1.018
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.94
Years Grown: 5

															Trips In	Trips Out
Other Projects																
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%				
Volume	0	90	0	47	27	2	8	0	0	0	0	157	332	KRE	393	117
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	30	0	0	0	0	3	9	67	89	0	23	0	221	Sunnyland	75	223
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	7	0	0	0	0	0	2	30	0	0	40	Hunt	26	37
%	30.0%	0.0%	0.0%	0.0%	0.0%	30.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	42	0	0	0	0	14	3	16	9	0	70	0	155	St. Lucie Commerce Center (25%	141	31
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0%	5%	0.0%	2.0%	5.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	3	8	5	21	Whispering Oaks	45	167
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	2	1	0	0	0	0	0	6	0	4	12	Bent Creek (50%)	62	186
%	20.0%	0.0%	0.0%	0.0%	10.0%	10.0%	20%	55%	0.0%	30.0%	25.0%	0.0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	13	0	0	0	6	6	13	35	0	19	16	0	108	Wawa Kings	63	64
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	14	61	89	0	62	0	0	0	14	89	0	0	328	Kings Highway Warehouse	342	341
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0%	0%	2.0%	30.0%	0.0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	34	0	0	0	0	0	9	139	0	0	185	Kings Highway Commerce Park\/F	463	114
%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	2	0	0	0	0	0	0	2	0	0	4	Walsh Crossroads	7	5
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0%	0%	5.0%	10.0%	0.0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	1	0	1	0	0	0	0	0	2	4	0	0	7	Project Hurricane	36	12
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	1	1	0	0	0	2	0	2	8	3	16	Celebration Pointe (25%)	30	96
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	6	10	0	10	6	7	29	0	26	106	0	210	Stonemont	203	56
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	12	0	9	11	1	1	0	0	0	0	9	43	7-11 Angle	45	46
Subtotal	102	184	146	139	172	37	42	150	126	320	230	204	1680			
Total	164	466	336	625	548	103	127	605	223	487	560	739	4810			

TURNING MOVEMENT VOLUME COUNTS

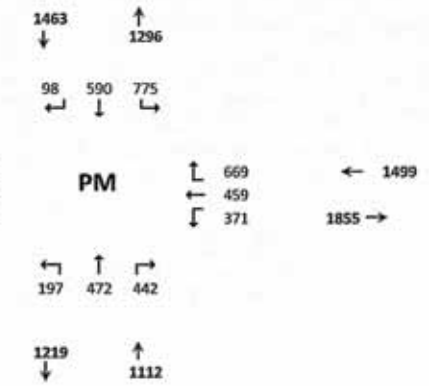
Kings Hwy / Orange Ave - PM 2027
With Project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	15	61	37	89	61	7	24	56	6	34	54	82	526	2193
4:15-4:30	17	46	32	109	62	11	12	36	11	37	70	86	529	2233
4:30-4:45	10	57	46	112	77	11	20	48	8	36	44	79	548	2280
4:45-5:00	19	58	38	114	61	21	29	59	15	29	60	87	590	2304
5:00-5:15	17	69	32	75	73	11	20	75	8	27	58	101	566	2279
5:15-5:30	14	64	24	96	60	11	6	86	20	42	59	94	576	
5:30-5:45	16	48	37	127	81	8	8	43	11	26	70	97	572	
5:45-6:00	17	50	42	106	70	9	14	81	6	25	57	88	565	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	66	239	131	412	275	51	63	263	54	124	247	379	2304	
Season Factor	77	280	153	482	322	60	74	308	63	145	289	443	2696	
Growth to 2021	83	301	165	519	346	64	79	331	68	156	311	477	2900	
Growth to 2026	87	316	173	545	364	67	83	348	71	164	327	501	3048	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%		
Project	0	53	0	55	33	3	5	0	0	0	0	93	0	
Total	87	369	173	600	395	70	88	348	71	164	327	594	3048	

Trips In	Trips Out
232	137

Seasonal Factor: 1.17
Growth Rate to 2022: 1.019
Years Grown: 4
Growth Rate from 2021 to 2027: 1.01
PHF: 0.98

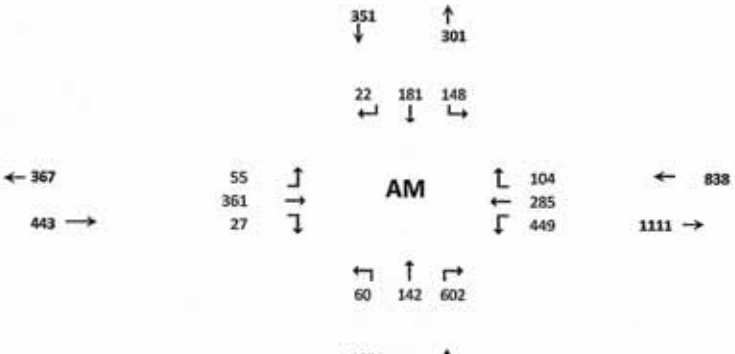
Other Projects														Trips In	Trips Out
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN			
Percentage	0%	23%	0%	40%	23%	2%	2%	0%	0%	0%	0%	40%			
Volume	0	35	0	156	89	8	3	0	0	0	0	60	351	KRE	151	389
%	40%	0%	0%	0%	0%	4%	4%	30%	40%	0%	30%	0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	52	0	0	0	0	6	6	46	104	0	46	0	271	Sunnyland	261	154
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	23	0	0	0	0	0	1	8	0	0	33	Hunt	19	57
%	30.0%	0.0%	0.0%	0.0%	0.0%	10.0%	10.0%	50.0%	30.0%	0.0%	50.0%	0.0%				
In/Out	IN	-	-	-	-	IN	OUT	OUT	OUT	-	IN	-				
Volume	16	0	0	0	0	5	20	98	59	0	26		223	St. Lucie Commerce Center (25%	52	196
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	5.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	3	5	0	0	0	9	0	2	5	3	27	Whispering Oaks	172	94
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%				
In/Out	-	-	IN	IN	-	-	-	-	-	OUT	-	OUT				
Volume	0	0	6	4	0	0	0	0	0	3	0	2	15	Bent Creek (50%)	193	113
%	20.0%	0.0%	0.0%	6.0%	10.0%	10.0%	20.0%	55.0%	0.0%	30.0%	25.0%	0.0%				
In/Out	IN	-	-	-	IN	IN	OUT	OUT	-	IN	IN	-				
Volume	11	0	0	0	6	6	12	32	0	17	14	0	98	Wawa Kings	57	58
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%				
In/Out	OUT	OUT	OUT	-	IN	-	-	-	IN	IN	-	-				
Volume	9	39	56	0	82	0	0	0	18	119	0	0	324	Kings Highway Warehouse	458	216
%	2.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	30.0%	0.0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	9	0	137	0	0	0	0	0	8	43	0	0	192	Kings Highway Commerce Park\/	142	458
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%				
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	3	0	0	0	0	0	0	3	0	0	6	Walsh Crossroads	10	11
%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	10.0%	0.0%	0.0%				
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	2	0	4	0	0	0	0	0	1	2	0	0	9	Project Hurricane	23	37
%	0.0%	0.0%	2.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	8.0%	3.0%				
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT				
Volume	0	0	2	3	0	0	0	5	0	1	5	2	17	Celebration Pointe (25%)	100	57
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%				
In/Out	-	OUT	OUT	-	IN	IN	OUT	OUT	-	IN	IN	OUT				
Volume	0	19	35	0	7	2	25	100	0	9	36	0	233	Stonemont	70	192
%	0%	25%	0%	20%	25%	2%	2%	0%	0%	0%	0%	20%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
Volume	0	10	0	8	10	1	1	0	0	0	0	8	38	7-11 Angle	40	40
Subtotal	110	156	269	230	226	30	71	290	186	207	132	168	1836			
Total	197	472	442	775	590	98	154	637	258	371	459	669	4804			



TURNING MOVEMENT VOLUME COUNTS

N/S STREET:	Kings Highway	**E/W STREET:** Okeechobee Rd	**CONTROL:** Signalized
FILENAME:	Drawdy Angle Road Residential		
COUNT DATE:	Oct. 2017 FDOT Adjusted	**DAY:** Wednesday	**CITY:** St Lucie
REPORT DATE:	10/6/2022	**ANALYSIS YEAR:** 2022	Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM PEAK HOUR IS FROM:	**8:00AM TO 9:00AM**													
Volumes	55	130	550	135	165	20	50	330	25	410	260	95	0	
Season Factor	55	130	550	135	165	20	50	330	25	410	260	95	2225	
Growth	60	142	602	148	181	22	55	361	27	449	285	104	2436	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	60	142	602	148	181	22	55	361	27	449	285	104	2436	



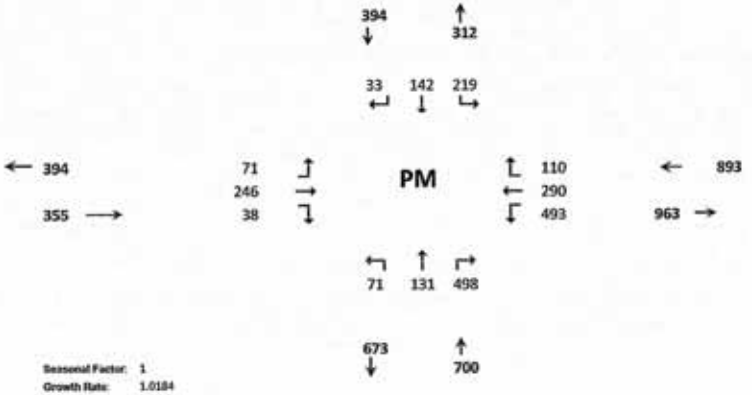
Seasonal Factor: 1
Growth Rate: 1.0184
Years Grown: 5

Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Existing

15 Min Period / lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	65	120	455	200	130	30	65	225	35	450	265	100	0	
Season Factor	65	120	455	200	130	30	65	225	35	450	265	100	2140	
Growth	71	131	498	219	142	33	71	246	38	493	290	110	2342	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	71	131	498	219	142	33	71	246	38	493	290	110	2342	

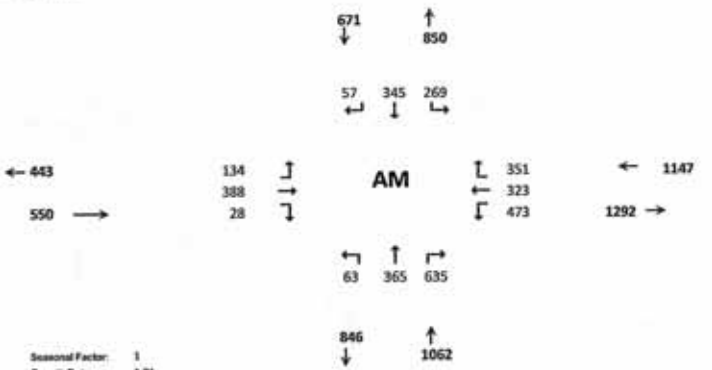


Seasonal Factor:	1
Growth Rate:	1.0184
Years Grown:	5
Trips In	Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Highway
E/W STREET: Okeechobee Rd
CONTROL: Signalized
FILENAME: Drowdy Angle Road Residential
COUNT DATE: Oct. 2017 FDOT Adjusted & Grown to 2022
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	60	142	602	148	181	22	55	361	27	449	285	104	2436
Season Factor	60	142	602	148	181	22	55	361	27	449	285	104	2436
Growth	63	149	633	156	190	23	58	379	28	472	300	109	2560
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	149	633	156	190	23	58	379	28	472	300	109	2560

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

Trips In: 0
Trips Out: 0

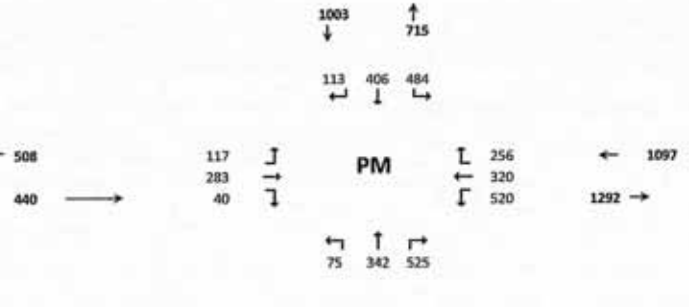
Other Projects														Project Name	Trips In	Trips Out
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	0%	KRE	333	117
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN				
PROJECT	0	31	0	6	9	6	20	0	0	0	0	20	0			
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%				
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		Sunnyland		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0		75	223
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Project Hunt		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0		76	17
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		141	31
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0		62	186
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Wawa Kings		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	0		63	64
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Warehouse		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0		342	341
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Kings Highway Commerce Park / White Parcel		
Volume	0	37	0	34	9	6	23	0	0	0	0	135	0		463	114
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		Walsh Crossroads		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0		7	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%				
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		Project Hurricane		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0		36	12
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0		90	96
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		Stonemont		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0		203	56
%	0.0%	5.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	5.0%				
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		7-11 Angle Road		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0		45	46
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			

Subtotal	0	215	2	113	155	34	76	9	0	1	23	242	0
Total	63	365	635	269	345	57	134	388	28	473	323	351	2560

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM												
Volumes	71	131	498	219	142	33	71	246	38	493	290	110	2342
Season Factor	71	131	498	219	142	33	71	246	38	493	290	110	2343
Growth	75	138	523	230	149	35	75	259	40	518	305	116	2461
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	138	523	230	149	35	75	259	40	518	305	116	2461

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

Trips In	Trips Out

Other Projects														
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5.0%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97	
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42	
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17	
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476	
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	11	0	137	37	23	7	0	0	0	0	43	258	
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5	
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	1	0	2	2	0	6	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Trips In	Trips Out
KRE	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	191
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	236
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40
0		

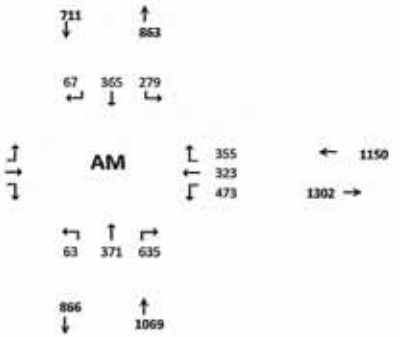
Subtotal	0	204	1	354	257	78	42	25	0	2	16	141	1020
Total	75	342	525	484	406	113	117	283	40	520	320	256	3481

TURNING MOVEMENT VOLUME COUNTS

N/S STREET	Kings Highway	E/W STREET	Cheechobee Rd
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	Oct. 2017 FDOT Adjusted & Grown to 2022	DAY	Wednesday
REPORT DATE	10/6/2022	ANALYSIS YEAR	2027
CITY	St Lucie		
	Future Total		

CONTROL: Signalized

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM											
Volumes	60	142	602	148	181	22	55	363	27	449	285	104	2436	
Season Factor	60	142	602	148	181	22	55	363	27	449	285	104	2436	
Growth	63	149	633	156	190	23	58	379	28	472	300	109	2560	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	10%	0%	5%	10%	5%	5%	0%	0%	0%	0%	5%		
PROJECT	0	7	0	10	20	10	3	0	0	0	0	3	53	
Total	63	156	633	165	210	33	61	379	28	472	300	113	2613	
Other Projects														
Percentage	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
PROJECT	0	31	0	6	0	6	20	0	0	0	0	20	0	
%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	10%		
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN		
Volume	0	0	0	22	0	0	0	0	0	0	0	8	0	
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	4	0	5	1	1	4	0	0	0	0	23	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	8	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	9	0	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	8	0	3	3	3	3	0	0	0	0	3	0	
%	0%	17%	0%	11%	17%	4%	4%	0%	0%	0%	0%	11%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	127	0	38	126	14	14	0	0	0	0	38	0	
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	37	0	34	9	6	23	0	0	0	0	139	0	
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-		
Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	2	0	0	0	0	2	0	1	1	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	2	0	0	5	0	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	10	0	3	3	3	10	0	0	0	0	10	0	
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%		
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Volume	0	2	0	2	2	2	2	0	0	0	0	2	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	222	2	123	175	44	79	9	0	1	23	245	53	
Total	63	371	635	279	365	67	137	388	28	473	323	355	2613	



Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

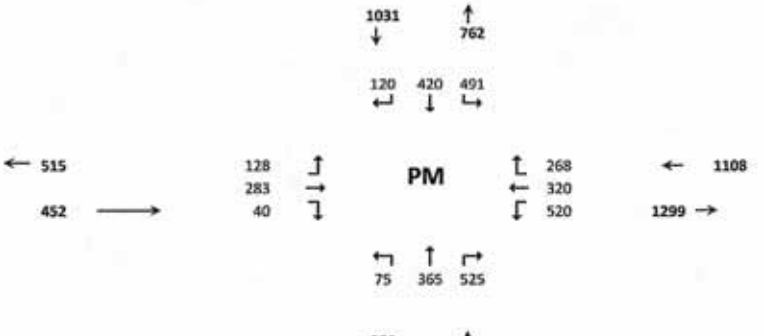
Trips In	Trips Out
66	199

Project Name	Trips In	Trips Out
691	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park/ White Parce	463	114
Welsh Crossroads	7	5
Project Hurricane	36	13
Celebration Point	30	98
Stonemont	209	56
7-11 Angle Road	45	46
0	0	0

TURNING MOVEMENT VOLUME COUNTS

Okeechobee Rd & Kings Hwy
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	



PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM												
Volumes	71	131	498	219	142	33	71	246	38	493	290	110	2342
Season Factor	71	131	498	219	142	33	71	246	38	493	290	110	2342
Growth	75	138	523	230	149	35	75	259	40	518	305	116	2461
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Percentage	0%	10%	0%	5%	10%	5%	5%	0%	0%	0%	0%	5%	
PROJECT	0	23	0	7	14	7	12	0	0	0	0	12	74
Total	75	161	523	237	163	42	86	259	40	518	305	127	2535

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 5

Trips In	Trips Out
232	137

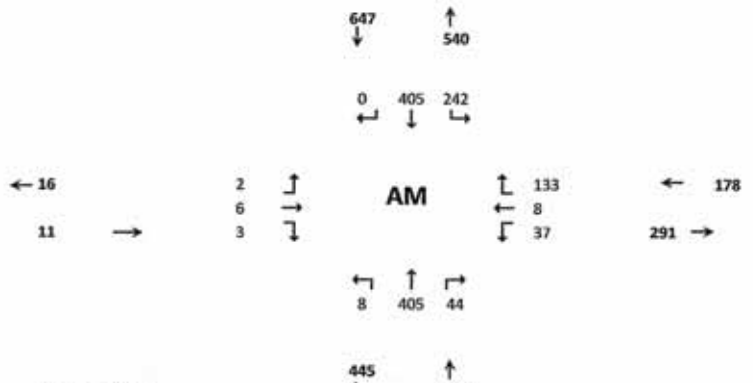
Other Projects													
%	0%	8%	0%	5%	8%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
PROJECT	0	12	0	19	31	19	8	0	0	0	0	8	97
%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%	
In/Out	-	-	-	OUT	-	-	-	-	-	-	-	IN	
Volume	0	0	0	15	0	0	0	0	0	0	0	26	42
%	0%	5%	0%	30%	5%	5%	5%	0%	0%	0%	0%	30%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	1	0	17	3	3	1	0	0	0	0	6	30
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	9	0	0	5	0	13
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	10	0	0	6	0	15
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	3	0	3	3	3	3	0	0	0	0	3	17
%	0%	37%	0%	11%	37%	4%	4%	0%	0%	0%	0%	11%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	169	0	50	169	18	18	0	0	0	0	50	476
%	0%	8%	0%	30%	8%	5%	5%	0%	0%	0%	0%	30%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	11	0	137	37	23	7	0	0	0	0	43	258
%	0%	20%	0%	0%	20%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	IN	-	-	OUT	-	-	IN	-	-	OUT	-	
Volume	0	2	0	0	2	0	0	1	0	0	1	0	5
%	0%	0%	5%	0%	0%	0%	0%	5%	0%	5%	5%	0%	
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-	
Volume	0	0	1	0	0	0	0	1	0	2	2	0	8
%	0%	5%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	4	0	10	10	10	4	0	0	0	0	4	39
%	0%	5%	0%	5%	5%	5%	5%	0%	0%	0%	0%	5%	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Volume	0	2	0	2	2	2	2	0	0	0	0	2	12
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	228	1	261	270	85	54	25	0	2	16	152	1035
Total	75	365	525	491	420	120	128	283	40	520	320	268	3496

KNE	Trips In	Trips Out
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	193	113
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park/ White Pore	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle Road	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153	
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280	
Growth	8	405	44	242	405	0	2	6	3	37	8	133	1293	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	8	405	44	242	405	0	2	6	3	37	8	133	1293	

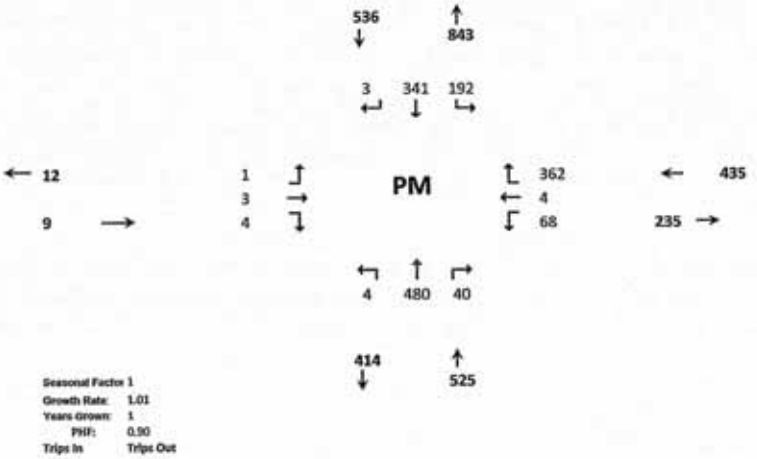


Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 1
PHF: 0.86
Trips In **Trips Out**

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15-5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342	
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490	
Growth	4	480	40	192	341	3	1	3	4	68	4	362	1505	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	480	40	192	341	3	1	3	4	68	4	362	1505	

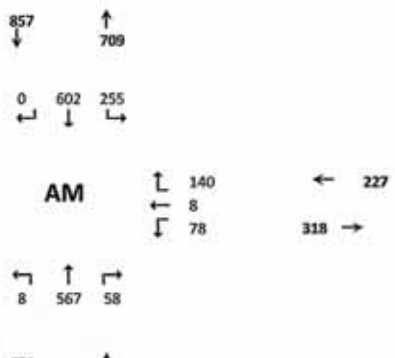


Seasonal Factor 1
Growth Rate: 1.01
Years Grown: 1
PHF: 0.90
Trips In Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	



AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280
Growth	8	425	46	255	425	0	2	6	4	39	8	140	1359
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	425	46	255	425	0	2	6	4	39	8	140	1359

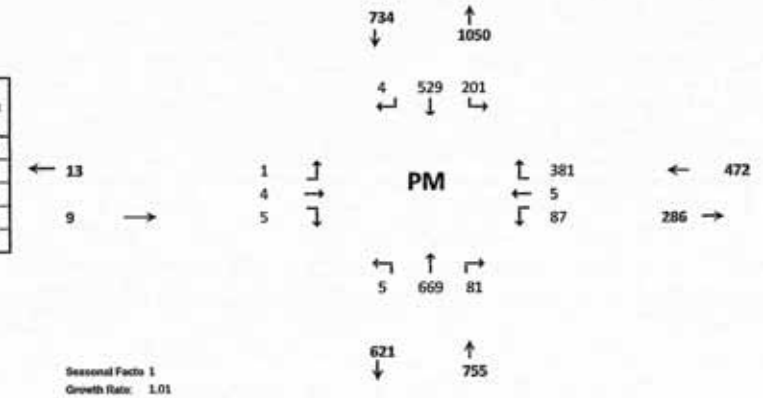
Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.86

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		Sunnyland	75	223
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%				
Volume	0	22	0	0	8	0	0	0	0	0	0	0	30			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		KRE	393	117
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%				
Volume	0	18	12	0	59	0	0	0	0	39	0	0	128			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	7	0	0	0	0	0	0	0	9	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	61	0	0	62	0	0	0	0	0	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\ White Parcel	463	114
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	16	0	0	0	0	0	0	0	21	Stone Mont	203	56
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	1	0	0	0	0	0	0	0	4	Celebration Pointe (25%)	30	96
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	16	0	0	16	0	0	0	0	0	0	0	32	7-11 Angle	45	46
Subtotal	0	141	12	0	177	0	0	0	0	39	0	0	369			
Total	8	567	58	255	602	0	2	6	4	78	8	140	1728			

TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2027
Background

15 Min Period Starting	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15 5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	



PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM										
Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490
Growth	5	504	42	201	358	4	1	4	5	72	5	381	1581
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	504	42	201	358	4	1	4	5	72	5	381	1581

Seasonal Factor	1
Growth Rate:	1.01
Years Grown:	6
PHF:	0.90
Trips In	Trips Out

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-		Sunnyland	261	154
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0.0%				
Volume	0	15	0	0	26	0	0	0	0	0	0	0	42			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-			Trips In	Trips Out
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0.0%	0%	KRE	151	389
Volume	0	58	39	0	23	0	0	0	0	15	0	0	135			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	19	57
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	10	0	0	3	0	0	0	0	0	0	0	12	St. Lucie Commerce Center (25%)	52	196
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	Whispering Oaks	172	94
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	4	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	Wawa Kings	57	58
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	99	0	0	82	0	0	0	0	0	0	0	121	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	15	0	0	6	0	0	0	0	0	0	0	21	Stone Mont	70	192
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	3	0	0	0	0	0	0	0	5	Celebration Pointe (25%)	100	57
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	14	0	0	14	0	0	0	0	0	0	0	28	7-11 Angle	40	40
Subtotal	0	164	39	0	171	0	0	0	0	15	0	0	389			
Total	5	669	81	201	529	4	1	4	5	87	5	381	1971			

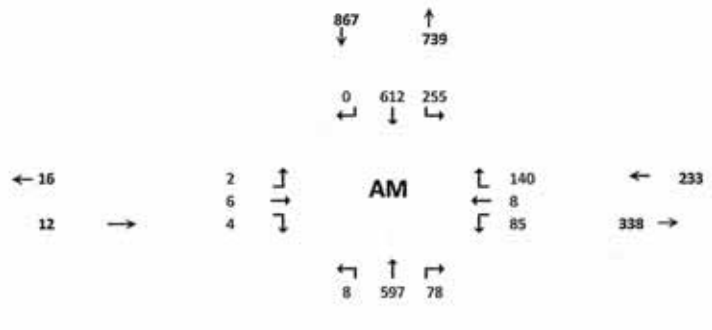
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Kings Hwy
E/W STREET: St. Lucie Blvd
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	67	11	58	101	0	0	1	1	7	0	29	275	1152
7:15-7:30	0	61	8	59	88	1	0	1	4	7	1	33	263	1149
7:30-7:45	1	94	8	59	87	0	1	1	1	7	1	19	279	1153
7:45-8:00	3	99	14	58	110	0	0	1	1	8	1	40	335	1146
8:00-8:15	1	94	7	51	73	0	0	1	0	12	3	30	272	1029
8:15-8:30	2	74	10	48	91	0	1	2	1	6	2	30	267	
8:30-8:45	5	73	7	46	100	0	1	0	0	10	2	28	272	
8:45-9:00	2	63	18	45	66	1	0	0	1	4	0	18	218	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	7	361	39	216	361	0	2	5	3	33	7	119	1153	
Season Factor	8	401	43	240	401	0	2	6	3	37	8	132	1280	
Growth	8	425	46	255	425	0	2	6	4	39	8	140	1359	
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%	0%	
PROJECT	0	30	20	0	10	0	0	0	0	7	0	0	66	
Total	8	455	66	255	435	0	2	6	4	45	8	140	1425	

Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.86
Trips In: 66
Trips Out: 199

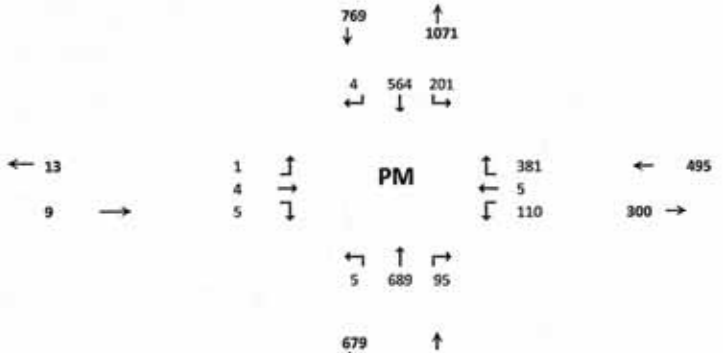
Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		Sunnyland	75	223
Volume	0	22	0	0	8	0	0	0	0	0	0	0	30			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-				
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%		KRE	393	117
Volume	0	18	12	0	59	0	0	0	0	39	0	0	128			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	76	17
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	7	0	0	0	0	0	0	0	9	St. Lucie Commerce Center (25%)	141	31
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	5	0	0	1	0	0	0	0	0	0	0	6	Whispering Oaks	45	167
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	1	0	0	0	0	0	0	0	5	Bent Creek (50%)	62	186
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	13	Wawa Kings	63	64
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	61	0	0	62	0	0	0	0	0	0	0	123	Kings Highway Warehouse	342	341
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	463	114
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	7	5
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	4	0	0	16	0	0	0	0	0	0	0	21	Stone Mont	203	56
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	1	0	0	0	0	0	0	0	4	Celebration Pointe (25%)	30	96
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	16	0	0	16	0	0	0	0	0	0	0	32	7-11 Angle	45	46
Subtotal	0	171	32	0	187	0	0	0	0	46	0	0	435			
Total	8	597	78	255	612	0	2	6	4	85	8	140	1794			



TURNING MOVEMENT VOLUME COUNTS

Kings Hwy / St. Lucie Blvd - PM 2027
With Project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	87	11	37	78	0	0	0	1	18	1	68	301	1190
4:15-4:30	2	86	8	35	82	0	1	1	1	7	0	46	269	1262
4:30-4:45	1	90	10	43	77	1	0	1	0	19	0	85	327	1342
4:45-5:00	1	106	5	38	63	1	1	1	0	14	0	63	293	1330
5:00-5:15	1	121	10	45	83	0	0	0	1	16	1	95	373	1305
5:15-5:30	1	111	11	45	81	1	0	1	3	12	3	80	349	
5:30-5:45	1	94	5	48	75	1	0	0	3	18	4	66	315	
5:45-6:00	4	97	5	36	60	0	0	1	2	9	1	53	268	



PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	4	428	36	171	304	3	1	3	4	61	4	323	1342	
Season Factor	4	475	40	190	337	3	1	3	4	68	4	359	1490	
Growth	5	504	42	201	358	4	1	4	5	72	5	381	1581	
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-		
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0%		
PROJECT	0	21	14	0	35	0	0	0	0	23	0	0	92	
Total	5	525	56	201	393	4	1	4	5	95	5	381	1674	

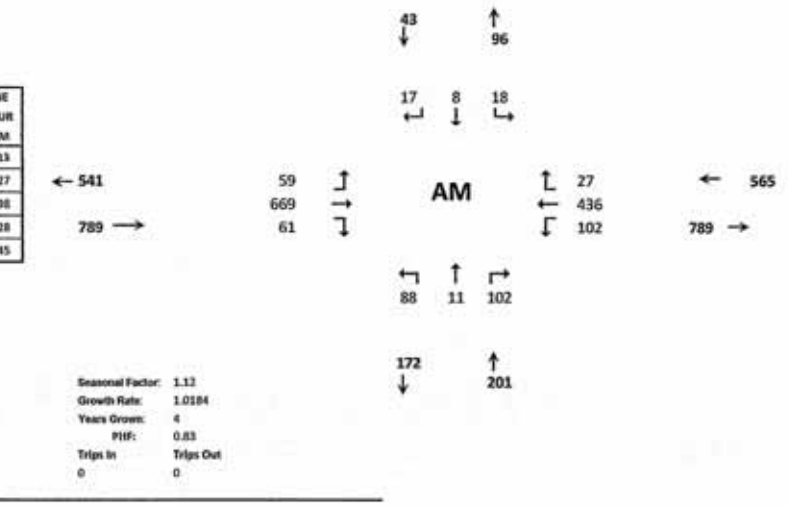
Seasonal Facto 1
Growth Rate: 1.01
Years Grown: 6
PHF: 0.90
Trips In: 232 Trips Out: 137

Other Projects															Trips In	Trips Out
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Percentage	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0.0%	0%	Sunnyland	261	154
Volume	0	15	0	0	26	0	0	0	0	0	0	0	42			
In/Out	-	OUT	OUT	-	IN	-	-	-	-	IN	-	-			Trips In	Trips Out
Percentage	0%	15%	10%	0%	15%	0%	0%	0%	0%	10%	0%	0.0%	0%	KRE	151	389
Volume	0	58	39	0	23	0	0	0	0	15	0	0	135			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Hunt	19	57
%	0.0%	5.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	10	0	0	3	0	0	0	0	0	0	0	12	St. Lucie Commerce Center (25%)	52	196
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	3	0	0	5	0	0	0	0	0	0	0	8	Whispering Oaks	172	94
%	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	4	0	0	0	0	0	0	0	6	Bent Creek (50%)	193	113
%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	6	0	0	6	0	0	0	0	0	0	0	12	Wawa Kings	57	58
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	39	0	0	82	0	0	0	0	0	0	0	121	Kings Highway Warehouse	458	216
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Kings Highway Commerce Park\		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	White Parcel	142	458
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Walsh Crossroads	10	11
%	0.0%	8.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	15	0	0	6	0	0	0	0	0	0	0	21	Stone Mont	70	192
%	0.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	2	0	0	3	0	0	0	0	0	0	0	5	Celebration Pointe (25%)	100	57
%	0.0%	35.0%	0.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	-				
Volume	0	14	0	0	14	0	0	0	0	0	0	0	28	7-11 Angle	40	40
Subtotal	0	185	53	0	206	0	0	0	0	38	0	0	482			
Total	5	689	95	201	564	4	1	4	5	110	5	381	2063			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 6/27/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 11/8/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	21	6	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	8	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	143	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	398	1228
8:00-8:15	17	1	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	8	255	
8:30-8:45	12	2	16	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	3	1	10	128	15	15	91	2	315	
AM PEAK HOUR IS FROM:	7:15AM TO 8:15AM													
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327	
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486	
Growth	88	11	102	18	8	17	59	669	61	102	436	27	1599	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	88	11	102	18	8	17	59	669	61	102	436	27	1599	

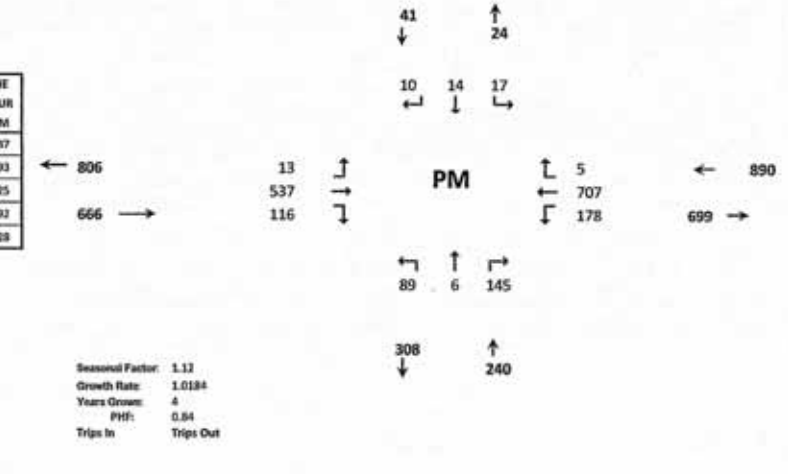


Seasonal Factor:	1.12
Growth Rate:	1.0184
Years Grown:	4
PHF:	0.83
Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	16	21	116	5	293	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	29	115	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15 5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	86	1	258	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	74	5	120	14	12	8	11	446	96	148	587	4	1525	
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708	
Growth	89	6	145	17	14	10	13	537	116	178	707	5	1837	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	89	6	145	17	14	10	13	537	116	178	707	5	1837	

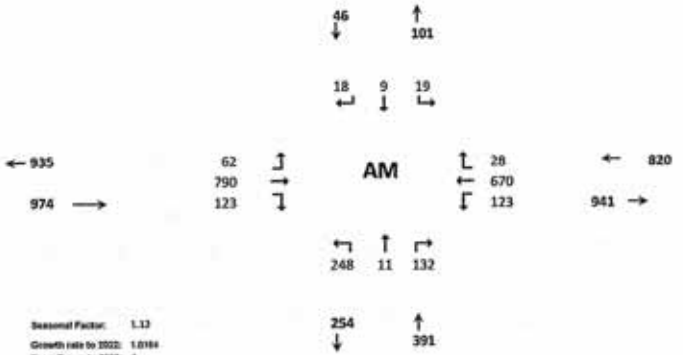


Seasonal Factor: 1.12
Growth Rate: 1.0184
Years Grown: 4
PHF: 0.84
Trips In
Trips Out

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Jenkins Ave
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 6/27/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 11/8/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	21	8	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	9	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	143	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	398	1238
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	3	255	
8:30-8:45	12	2	16	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	5	1	10	128	15	35	91	2	315	



AM PEAK HOUR IS FROM: 7:15AM TO 8:15AM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486
Growth to 2022	88	11	102	18	9	17	59	669	61	102	436	27	1599
Growth 2022-2028	92	11	108	19	9	18	62	703	65	108	458	28	1680
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	92	11	108	19	9	18	62	703	65	108	458	28	1680

Seasonal Factor: 1.12
Growth rate to 2022: 1.0184
Years Grown to 2022: 4
Growth Rate 2022+: 1.01
Years Grown: 5
PHF: 0.83

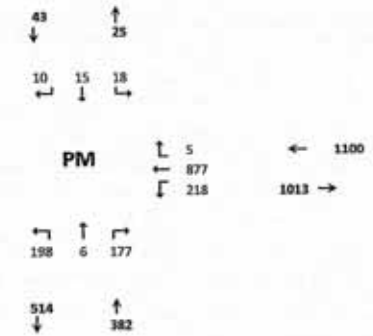
Trips In	Trips Out
0	0

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	Project Name	Trips In	Trips Out
Other Projects Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%	0%	KRE	393	117
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
PROJECT	8	0	0	0	0	0	0	9	2	0	31	0	51			
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		Sunnyland	75	223
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	5	0	0	0	0	0	0	16	11	0	5	0	38			
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		Project Hunt	76	17
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	3	0	0	14	0	17			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		St. Lucie Commerce Center	141	91
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		Whispering Oaks	45	167
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	100	0	17	0	0	0	0	0	27	5	0	0	148			
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		Bent Creek	62	186
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-				
Volume	0	0	1	0	0	0	0	12	0	4	37	0	55			
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		Wave Kings	63	64
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	6	0	0	0	0	0	0	6	6	0	6	0	25			
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%		Kings Highway Warehouse	342	341
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	10	0	0	10	0	20			
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		Kings Highway Commerce Park	463	114
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	21	0	0	83	0	104			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		Welsh Crossroads	7	5
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		Project Hurricane	36	12
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-				
Volume	0	0	2	0	0	0	0	0	0	5	0	0	7			
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		Celebration Point	30	96
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-				
Volume	24	0	5	0	0	0	0	0	8	2	0	0	38			
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		Stonemore	203	56
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	10	0	0	0	0	0	0	6	3	0	10	0	39			
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		7-11 Angle	45	46
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-				
Volume	1	0	0	0	0	0	0	4	1	0	4	0	9			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
Subtotal	155	0	25	0	0	0	0	87	58	15	211	0	551			
Total	248	11	132	19	9	18	62	790	123	123	670	28	1232			

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	18	21	116	5	293	1267
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	28	115	1	322	1432
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	38	1	2	2	1	100	11	28	128	2	329	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	66	1	258	



PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM												
Volumes	74	5	120	14	12	8	11	446	96	148	587	4	1525
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708
Growth to 2022	89	6	145	17	14	10	13	537	116	178	707	5	1837
Growth 2022-2028	94	6	152	18	15	10	14	565	122	187	743	5	1931
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	94	6	152	18	15	10	14	565	122	187	743	5	1931

Seasonal Factor:	1.12
Growth rate to 2022:	1.0184
Years Growth to 2022:	4
Growth Rate:	1.03
Years Grown:	5
PHF:	0.84
Trips In	Trips Out

Other Projects														
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0.0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	1	0	0	0	0	0	0	31	8	0	12	0	54	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	14	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	56	0	9	0	0	0	0	0	103	17	0	0	186	
%	6%	0%	2%	0%	0%	0%	0%	10%	0%	2%	20%	6%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	8	0	0	0	0	77	0	5	45	0	134	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	8%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	82	0	0	26	0	108	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	4	0	0	0	0	0	0	19	10	0	7	0	39	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	1	0	0	0	0	0	0	3	1	0	3	0	8	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	101	0	26	0	0	0	0	254	160	30	134	0	708	
Total	198	6	177	18	15	10	14	819	281	218	877	5	2639	

KNE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	39	57
St. Lucie Commerce Center	52	106
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	142	458
Walsh Crossroads	10	11
Project Hurricane	33	37
Celebration Point	100	57
Stonemont	70	102
7-11 Angle	40	40
0		

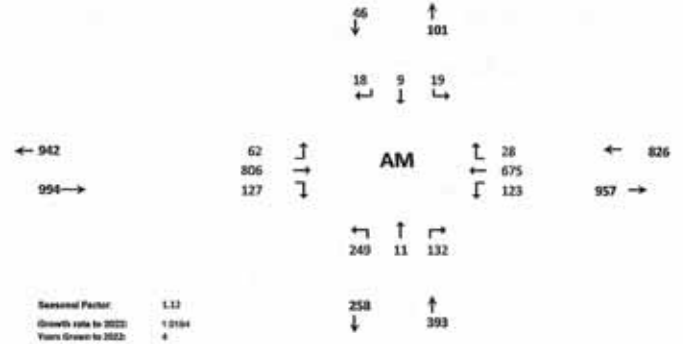
TURNING MOVEMENT VOLUME COUNTS

N/S STREET	Jenkins Ave	E/W STREET: Orange Ave	CONTROL: Signalized
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	6/27/2018	DAY: Wednesday	CITY: St Lucie
REPORT DATE	11/8/2022	ANALYSIS YEAR: 2027	Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	21	6	15	1	2	4	6	101	13	17	99	4	289	1313
7:15-7:30	18	3	18	0	3	3	8	121	13	25	71	1	284	1327
7:30-7:45	17	2	18	2	1	1	16	149	15	22	101	4	342	1298
7:45-8:00	21	1	24	6	1	6	11	183	14	22	98	11	316	1228
8:00-8:15	17	3	25	7	2	4	14	108	9	16	92	6	303	1145
8:15-8:30	4	0	13	2	2	4	7	134	17	8	61	3	255	
8:30-8:45	12	2	18	0	4	1	5	115	16	13	85	3	272	
8:45-9:00	7	6	16	1	3	1	10	128	15	15	91	2	315	
AM PEAK HOUR IS FROM:			7:15AM TO 8:15AM											
Volumes	73	9	85	15	7	14	49	555	51	85	362	22	1327	
Season Factor	82	10	95	17	8	16	55	622	57	95	405	25	1486	
Growth to 2022	88	11	102	18	8	17	59	669	61	102	436	27	1599	
Growth 2022-2028	93	11	108	19	9	18	62	703	65	108	458	28	1680	
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Percentage	3%	0%	6%	0%	0%	0%	0%	8%	3%	6%	8%	0%	0%	
PROJECT	1	0	9	0	0	0	0	16	4	0	5	9	27	
Total	94	11	108	19	9	18	62	719	69	108	464	28	1707	
Other Projects														
Percentage	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	8	0	0	0	0	0	0	8	2	0	31	0	51	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	16	11	0	5	0	38	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	3	0	0	14	0	17	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	90%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	100	0	17	0	0	0	0	0	27	5	0	0	148	
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		
In/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	1	0	0	0	0	12	0	4	37	0	55	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	25	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	10	0	20	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	21	0	0	83	0	104	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	2	0	0	0	0	0	0	5	0	0	7	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
In/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	24	0	5	0	0	0	0	0	8	2	0	0	38	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	10	0	0	0	0	0	0	6	3	0	20	0	39	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	1	0	0	0	0	0	0	4	1	0	4	0	9	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	157	0	25	0	0	0	0	103	62	15	217	0	576	
Total	249	11	132	19	9	18	62	806	127	123	675	28	2258	

Seasonal Factor:	1.12
Growth rate to 2022:	1.0164
Years Grown to 2022:	4
Growth Rate 2022+	1.01
Years Grown:	5
PHF:	0.83
Trips In	Trips Out
68	139

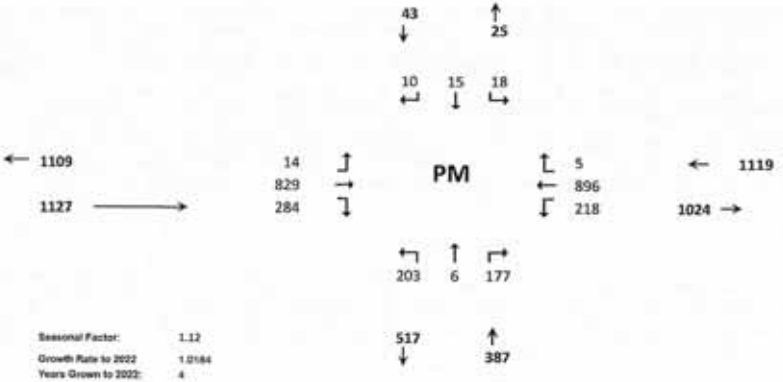
Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	141	31
Whispering Oaks	45	167
Bent Creek	62	189
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park	463	114
Welch Crossroads	7	5
Project Hurricane	39	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	48
0	0	0



TURNING MOVEMENT VOLUME COUNTS

Orange Ave & Jenkins Ave
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	15	1	18	3	5	4	6	81	18	21	116	5	293	1287
4:15-4:30	16	1	25	5	3	1	2	79	14	32	139	3	320	1393
4:30-4:45	23	1	30	5	5	5	5	94	28	24	131	1	352	1525
4:45-5:00	18	1	22	4	1	2	2	107	20	29	115	1	322	1492
5:00-5:15	16	1	36	5	3	1	3	106	25	56	147	0	399	1428
5:15-5:30	17	2	32	0	3	0	1	139	23	39	194	2	452	
5:30-5:45	15	1	28	1	2	2	1	100	11	28	128	2	319	
5:45-6:00	25	0	24	0	0	1	1	81	17	22	86	1	258	



PM PEAK HOUR IS FROM:	4:10 PM TO 5:30PM												
Volumes	74	5	320	14	12	8	11	446	96	148	587	4	1525
Season Factor	83	6	134	16	13	9	12	500	108	166	657	4	1708
Growth to 2022	89	6	145	17	14	10	13	537	116	178	707	5	1837
Growth 2022-2028	94	6	152	18	15	10	14	565	122	187	743	5	1931
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-	
Percentage	2%	0%	8%	0%	0%	0%	0%	8%	2%	0%	8%	0%	
PROJECT	5	0	0	0	0	0	0	11	3	0	19	0	37
Total	98	6	352	18	15	10	14	576	124	187	762	5	1968

Seasonal Factor:	1.12
Growth Rate to 2022	1.0184
Years Grown to 2022:	4
Growth Rate 2022+:	1.01
Years Grown 2022+:	5
PHF:	0.84
Trips In	Trips Out
232	137

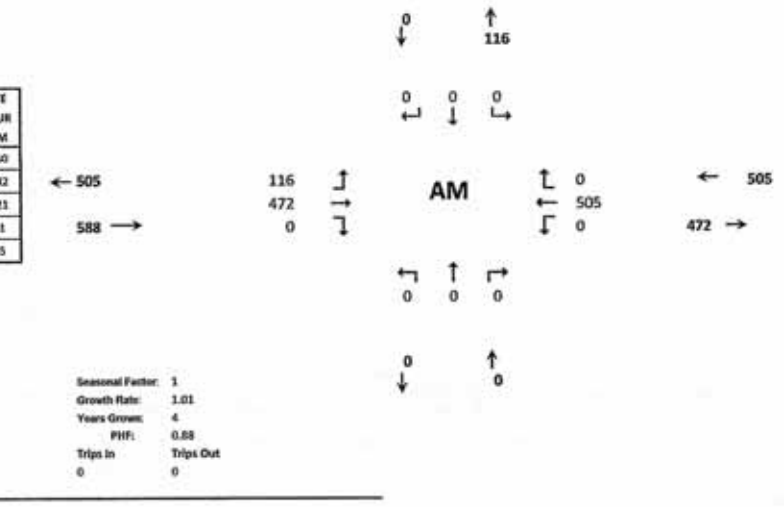
Other Projects														
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
PROJECT	3	0	0	0	0	0	0	31	8	0	12	0	54	
%	8%	0%	0%	0%	0%	0%	0%	7%	5%	0%	7%	0%		
In/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	21	0	0	0	0	0	0	11	8	0	18	0	58	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
in/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	14	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
in/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	60%	0%	10%	0%	0%	0%	0%	0%	60%	10%	0%	0%		
in/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	56	0	9	0	0	0	0	0	103	17	0	0	186	
%	0%	0%	2%	0%	0%	0%	0%	20%	0%	2%	20%	0%		
in/Out	-	-	IN	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	8	0	0	0	0	77	0	5	45	0	134	
%	10%	0%	0%	0%	0%	0%	0%	10%	10%	0%	10%	0%		
in/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	6	0	0	0	0	0	0	6	6	0	6	0	23	
%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%		
in/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	14	0	0	14	0	27	
%	0%	0%	0%	0%	0%	0%	0%	18%	0%	0%	18%	0%		
in/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	82	0	0	26	0	108	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
in/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	15%	0%	0%	0%	0%	0%	0%	15%	0%	0%		
in/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-		
Volume	0	0	6	0	0	0	0	0	0	3	0	0	9	
%	25%	0%	5%	0%	0%	0%	0%	0%	25%	5%	0%	0%		
in/Out	OUT	-	OUT	-	-	-	-	-	IN	IN	-	-		
Volume	14	0	3	0	0	0	0	0	25	5	0	0	47	
%	5%	0%	0%	0%	0%	0%	0%	10%	5%	0%	10%	0%		
in/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	4	0	0	0	0	0	0	19	10	0	7	0	39	
%	2%	0%	0%	0%	0%	0%	0%	8%	2%	0%	8%	0%		
in/Out	IN	-	-	-	-	-	-	OUT	OUT	-	IN	-		
Volume	1	0	0	0	0	0	0	3	1	0	3	0	8	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
in/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	109	0	26	0	0	0	0	265	163	30	153	0	745	
Total	203	6	177	18	15	10	14	829	284	218	896	5	2676	

	Trips In	Trips Out
RE	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	186
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	143	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drowdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1023
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	11	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	116	472	0	0	505	0	1093	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	116	472	0	0	505	0	1093	

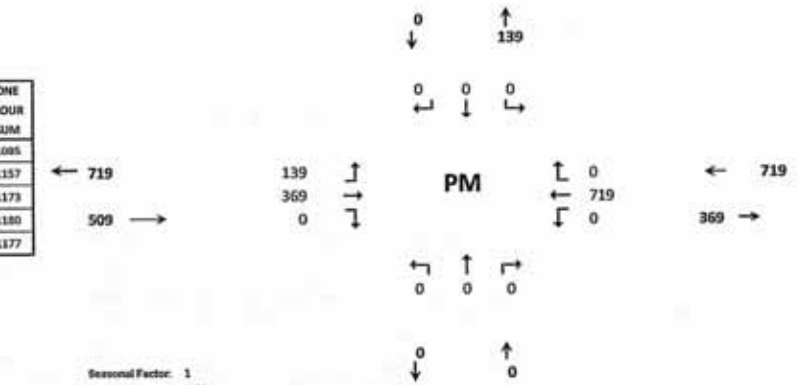


Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.88
Trips In	Trips Out
0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15 5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM													
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180	
Growth	0	0	0	0	0	0	139	369	0	0	719	0	1228	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	139	369	0	0	719	0	1228	



Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	4
PHF:	0.88
Trips In	Trips Out

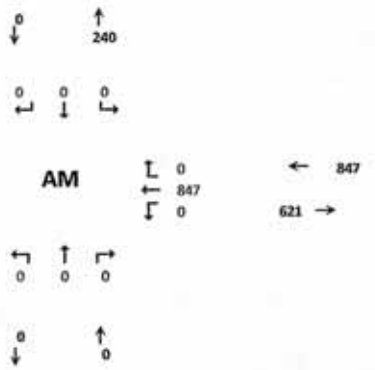
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1033
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	25	142	0	0	130	0	297	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	29	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:				7:00AM TO 8:00AM										
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	121	497	0	0	530	0	1148	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	121	497	0	0	530	0	1148	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%	0%	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	12	12	0	0	38	0	0	
%	0%	0%	0%	0%	0%	0%	7%	12%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	16	29	0	0	30	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	3	3	0	0	15	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	11	0	0	75	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	13	13	0	0	13	0	0	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	38	10	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	23	23	0	0	93	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	1	2	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	14	8	0	0	30	0	0	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	7	0	0	7	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	119	124	0	0	316	0	0	
Total	0	0	0	0	0	0	240	621	0	0	847	0	1148	

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In: 0
Trips Out: 0

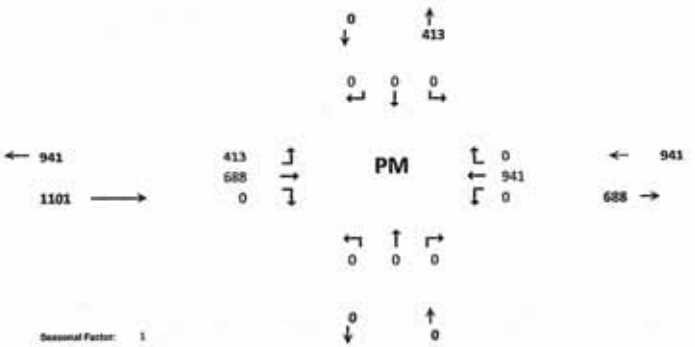
Project Name	Trips In	Trips Out
KRE	393	117
Sunnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	143	31
Whispering Oaks	45	167
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	341
Kings Highway Commerce Park / White Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	45



TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Background

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	9	161	0	286	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	8	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	



PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM

Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180
Growth	0	0	0	0	0	0	147	388	0	0	756	0	1291
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	147	388	0	0	756	0	1291

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In **Trips Out**

Other Projects

%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0.0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	39	39	0	0	15	0	93	
%	0%	0%	0%	0%	0%	0%	7%	13%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	20	0	0	34	0	65	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	11	0	0	4	0	27	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	43	0	0	42	0	85	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	12	12	0	0	11	0	35	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	50	14	0	0	14	0	78	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	92	92	0	0	28	0	212	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	4	6	0	0	3	0	13	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	48	29	0	0	11	0	87	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	6	0	0	6	0	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	

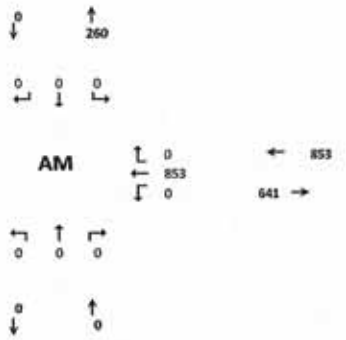
Subtotal	0	0	0	0	0	0	266	300	0	0	186	0	752
Total	0	0	0	0	0	0	413	688	0	0	941	0	2042

	Trips In	Trips Out
KRE	151	369
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	326
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	39	192
7-11 Angle	40	40
0		

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 NB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	23	106	0	0	129	0	258	1050
7:15-7:30	0	0	0	0	0	0	32	108	0	0	107	0	247	1032
7:30-7:45	0	0	0	0	0	0	31	98	0	0	119	0	248	1021
7:45-8:00	0	0	0	0	0	0	35	142	0	0	130	0	307	961
8:00-8:15	0	0	0	0	0	0	18	103	0	0	119	0	240	865
8:15-8:30	0	0	0	0	0	0	31	91	0	0	114	0	236	
8:30-8:45	0	0	0	0	0	0	23	83	0	0	82	0	188	
8:45-9:00	0	0	0	0	0	0	27	72	0	0	102	0	201	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Season Factor	0	0	0	0	0	0	111	454	0	0	485	0	1050	
Growth	0	0	0	0	0	0	121	497	0	0	530	0	1148	
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%		
PROJECT	0	0	0	0	0	0	20	20	0	0	7	0	46	
Total	0	0	0	0	0	0	141	516	0	0	537	0	1195	
Other Projects														
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	13	12	0	0	39	0	0	
%	0%	0%	0%	0%	0%	0%	7%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	16	29	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	3	3	0	0	15	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	11	0	0	75	0	0	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	1	0	0	9	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	13	13	0	0	13	0	0	
%	0%	0%	0%	0%	0%	0%	11%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	16	10	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	23	23	0	0	93	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	1	2	0	0	5	0	0	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	1	0	0	10	0	0	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	14	8	0	0	30	0	0	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	7	0	0	7	0	0	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	139	144	0	0	323	0	46	
Total	0	0	0	0	0	0	260	641	0	0	853	0	1195	



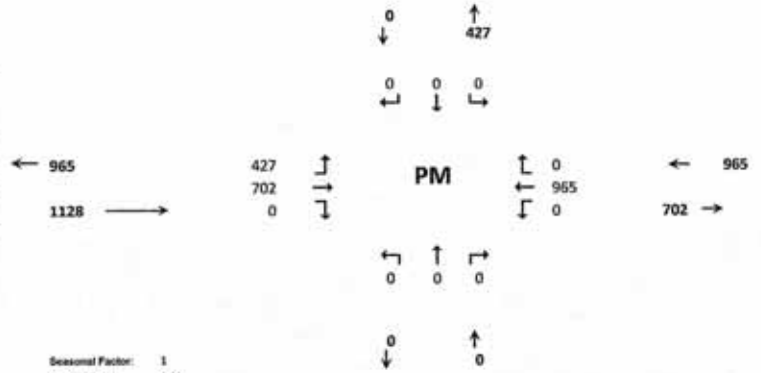
Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In: 66
Trips Out: 199

Project Name	Trips In	Trips Out
KRE	103	117
Sunnyland	75	223
Project Hunt	74	17
St. Lucie Commerce Center	141	31
Whispering Oaks	46	187
Bent Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	143	141
Kings Highway Commerce Park / Wiata Parcel	463	114
Walsh Crossroads	7	5
Project Hurricane	36	12
Celebration Point	30	98
Stonemont	203	56
7-11 Angle	45	46
0	0	0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 NB
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	31	76	0	0	158	0	265	1085
4:15-4:30	0	0	0	0	0	0	40	87	0	0	161	0	288	1157
4:30-4:45	0	0	0	0	0	0	20	75	0	0	165	0	260	1173
4:45-5:00	0	0	0	0	0	0	39	81	0	0	152	0	272	1180
5:00-5:15	0	0	0	0	0	0	41	104	0	0	192	0	337	1177
5:15-5:30	0	0	0	0	0	0	22	89	0	0	193	0	304	
5:30-5:45	0	0	0	0	0	0	32	81	0	0	154	0	267	
5:45-6:00	0	0	0	0	0	0	29	104	0	0	136	0	269	



PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM												
Volumes	0	0	0	0	0	0	134	355	0	0	691	0	1180
Season Factor	0	0	0	0	0	0	134	355	0	0	691	0	1180
Growth	0	0	0	0	0	0	147	388	0	0	756	0	1291
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%	
PROJECT	0	0	0	0	0	0	14	14	0	0	23	0	51
Total	0	0	0	0	0	0	160	402	0	0	779	0	1341

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.88
Trips In	Trips Out
232	137

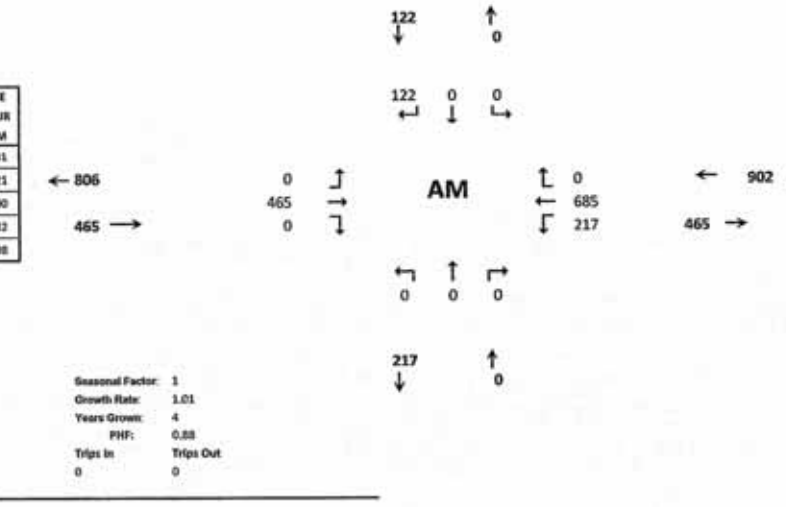
Other Projects														
%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	10%	0%		
In/Out	+	-	-	-	-	-	OUT	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	0	39	39	0	0	15	0	93	
%	0%	0%	0%	0%	0%	0%	7%	13%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	20	0	0	34	0	65	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	11	11	0	0	4	0	27	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	45%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	43	0	0	42	0	85	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	0%	30%	30%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	12	12	0	0	11	0	35	
%	0%	0%	0%	0%	0%	0%	13%	3%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	50	14	0	0	14	0	78	
%	0%	0%	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%		
In/Out	+	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	92	92	0	0	28	0	212	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	0%	10%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	4	6	0	0	3	0	13	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	0%	25%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	OUT	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	48	29	0	0	11	0	87	
%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	6	0	0	6	0	12	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	280	314	0	0	209	0	802	
Total	0	0	0	0	0	0	427	702	0	0	965	0	2093	

KRE	Trips In	Trips Out
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park / White Parcel	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2022
Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Growth	0	0	0	0	0	122	0	465	0	217	685	0	1489	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	122	0	465	0	217	685	0	1489	

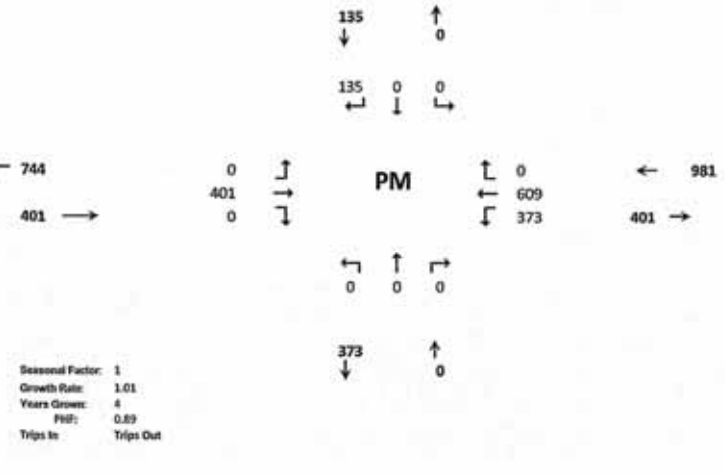


Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 4
PHF: 0.88
Trips In: 0
Trips Out: 0

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15 5:30	0	0	0	0	0	29	0	78	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	141	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458	
Growth	0	0	0	0	0	135	0	401	0	373	609	0	1517	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	135	0	401	0	373	609	0	1517	



Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 4
PHF: 0.89
Trips In
Trips Out

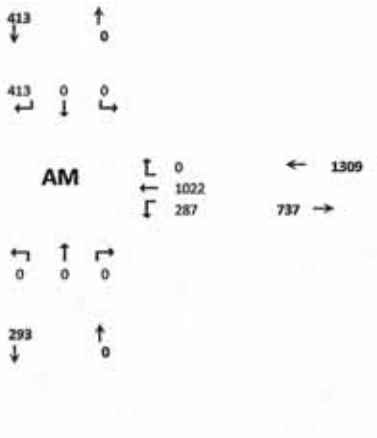
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: I-95 SB Ramp
E/W STREET: Orange Ave
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/18/2018
DAY: Tuesday
CITY: St Lucie
REPORT DATE: 10/6/2022
ANALYSIS YEAR: 2027
Background

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	35	0	139	0	63	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	
AM PEAK HOUR IS FROM:				7:00AM TO 8:00AM										
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Growth	0	0	0	0	0	128	0	489	0	229	720	0	1565	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	128	0	489	0	229	720	0	1565	
Other Projects														
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%	0%	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	39	0	23	0	0	39	0	102	
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	5	0	45	0	0	10	0	60	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	15	0	7	0	0	15	0	37	
%	0%	0%	0%	0%	0%	20%	0%	30%	20%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	OUT	-	IN	-		
Volume	0	0	0	0	0	28	0	9	6	0	42	0	86	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	0	0	0	0	0	5	0	58	17	0	80	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	12	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	13	0	26	0	0	13	0	51	
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	38	0	48	0	0	10	0	96	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	93	0	46	0	0	93	0	231	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	4	0	3	0	0	5	0	12	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	3	0	0	10	0	13	
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	53	0	22	0	0	30	0	104	
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	9	0	0	9	0	18	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	285	0	248	6	58	302	0	900	
Total	0	0	0	0	0	413	0	737	6	287	1022	0	2465	

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 9
PHF: 0.88
Trips In: 0
Trips Out: 0

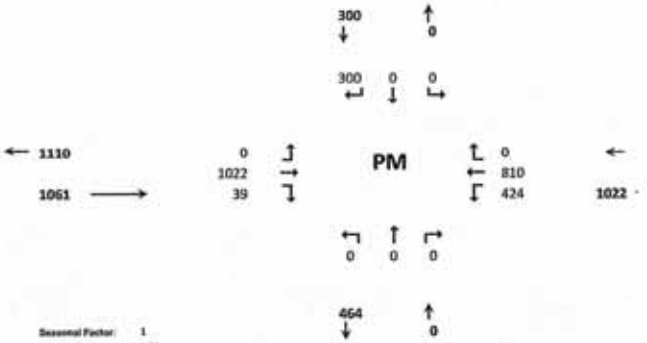
Project Name	Trips In	Trips Out
KRE	393	117
Sonnyland	75	223
Project Hunt	76	17
St. Lucie Commerce Center	143	33
Whispering Oaks	45	167
Bard Creek	62	186
Wawa Kings	63	64
Kings Highway Warehouse	342	943
Kings Highway Commerce Park	463	134
Walsh Crossroads	7	5
Project Hurricane	38	12
Celebration Point	30	96
Stonemont	203	56
7-11 Angle	45	46



TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Background

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	32	0	99	0	68	136	0	336	1312
4:15-4:30	0	0	0	0	0	32	0	70	0	66	137	0	307	1305
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1480
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1459
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	



PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458
Growth	0	0	0	0	0	142	0	421	0	392	640	0	1595
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	142	0	421	0	392	640	0	1595

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.89
Trips In	Trips Out

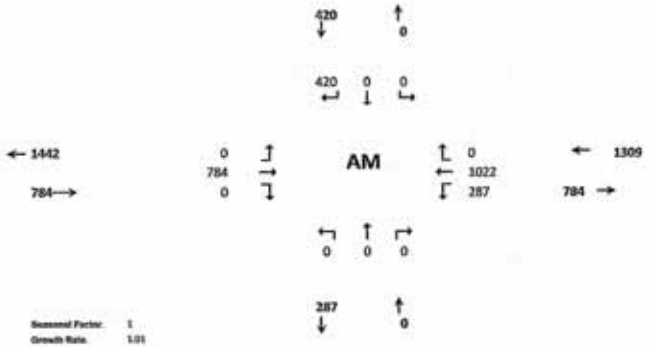
Other Projects

															Trips In	Trips Out
%	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0.0%		KRE	151	389
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
PROJECT	0	0	0	0	0	15	0	78	0	0	15	0	108			
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		Sunnyland	281	154
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	18	0	31	0	0	34	0	83			
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		Project Hunt	19	57
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	4	0	23	0	0	4	0	30			
%	0%	0%	0%	0%	0%	20%	0%	30%	20%	0%	30%	0%		St. Lucie Commerce Center	52	196
In/Out	-	-	-	-	-	IN	-	OUT	OUT	-	IN	-				
Volume	0	0	0	0	0	10	0	59	39	0	16	0	124			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	25%	10%	0%		Whispering Oaks	172	94
In/Out	-	-	-	-	-	-	-	III	-	OUT	OUT	-				
Volume	0	0	0	0	0	0	0	17	0	33	9	0	60			
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		Bent Creek	385	226
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31			
%	0%	0%	0%	0%	0%	10%	0%	40%	0%	0%	10%	0%		Wawa Kings	57	58
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	11	0	23	0	0	11	0	46			
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		Kings Highway Warehouse	458	216
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	50	0	64	0	0	14	0	128			
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		Kings Highway Commerce Park	142	458
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	28	0	183	0	0	28	0	240			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		Walsh Crossroads	10	11
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		Project Hurricane	23	37
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	2	0	9	0	0	3	0	15			
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		Celebration Point	100	57
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16			
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		Stonemont	78	192
In/Out	-	-	-	-	-	III	-	OUT	-	-	III	-				
Volume	0	0	0	0	0	18	0	77	0	0	11	0	105			
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		7-11 Angle	40	40
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Volume	0	0	0	0	0	0	0	8	0	0	8	0	16			
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0			
Subtotal	0	0	0	0	0	158	0	801	39	33	170	0	1001			
Total	0	0	0	0	0	300	0	1022	39	424	810	0	2596			

TURNING MOVEMENT VOLUME COUNTS

N/S STREET	I-95 SB Ramp	**E/W STREET:** Orange Ave	**CONTROL:** Signalized
FILENAME	Drawdy Angle Road Residential		
COUNT DATE	12/18/2018	**DAY:** Tuesday	**CITY:** St Lucie
REPORT DATE	10/6/2022	**ANALYSIS YEAR:** 2027	Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	22	0	94	0	48	166	0	330	1431
7:15-7:30	0	0	0	0	0	22	0	116	0	48	162	0	348	1421
7:30-7:45	0	0	0	0	0	38	0	98	0	52	158	0	346	1390
7:45-8:00	0	0	0	0	0	31	0	139	0	61	172	0	407	1332
8:00-8:15	0	0	0	0	0	39	0	95	0	57	129	0	320	1198
8:15-8:30	0	0	0	0	0	29	0	93	0	59	136	0	317	
8:30-8:45	0	0	0	0	0	35	0	89	0	43	121	0	288	
8:45-9:00	0	0	0	0	0	28	0	85	0	32	128	0	273	



AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Season Factor	0	0	0	0	0	117	0	447	0	209	658	0	1431	
Growth	0	0	0	0	0	128	0	489	0	229	720	0	1565	
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%		
PROJECT	0	0	0	0	0	7	0	40	0	0	7	0	53	
Total	0	0	0	0	0	135	0	529	0	229	726	0	1618	

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.88
Trips In	Trips Out
66	199

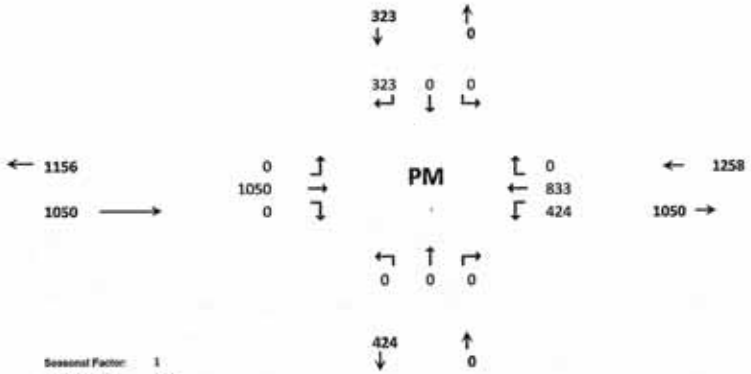
Other Projects														Project Name		
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%		KNL	Trips In	Trips Out
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-				
PROJECT	0	0	0	0	0	39	0	23	0	0	39	0	102		395	117
%	0%	0%	0%	0%	0%	7%	0%	25%	0%	0%	13%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Sunnyland		
Volume	0	0	0	0	0	5	0	45	0	0	10	0	60		75	223
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Project Hunt		
Volume	0	0	0	0	0	15	0	7	0	0	15	0	37		76	17
%	0%	0%	0%	0%	0%	20%	0%	30%	0%	0%	30%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		St. Lucie Commerce Center		
Volume	0	0	0	0	0	28	0	9	0	0	42	0	80		141	31
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		Whispering Oaks		
Volume	0	0	0	0	0	0	0	5	0	58	17	0	80		45	167
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Bent Creek		
Volume	0	0	0	0	0	0	0	3	0	0	9	0	12		62	186
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Wawa Kings		
Volume	0	0	0	0	0	13	0	26	0	0	13	0	51		63	64
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Kings Highway Warehouse		
Volume	0	0	0	0	0	18	0	48	0	0	10	0	96		142	341
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Kings Highway Commerce Park		
Volume	0	0	0	0	0	93	0	46	0	0	83	0	331		463	134
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		Welch Crossroads		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		7	5
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Project Hurricane		
Volume	0	0	0	0	0	4	0	3	0	0	5	0	12		36	12
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		Celebration Point		
Volume	0	0	0	0	0	0	0	10	0	0	3	0	13		30	99
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%				
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		Stonemont		
Volume	0	0	0	0	0	51	0	22	0	0	30	0	104		203	56
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%				
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		7-11 Angle		
Volume	0	0	0	0	0	0	0	9	0	0	9	0	18		45	48
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		0		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0

Subtotal	0	0	0	0	0	292	0	295	0	58	302	0	947
Total	0	0	0	0	0	420	0	784	0	287	1022	0	2512

TURNING MOVEMENT VOLUME COUNTS

Orange Ave & I-95 SB
Future Total

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EDL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	32	0	99	0	69	136	0	336	1812
4:15-4:30	0	0	0	0	0	32	0	70	0	68	137	0	307	1385
4:30-4:45	0	0	0	0	0	29	0	71	0	78	165	0	343	1445
4:45-5:00	0	0	0	0	0	27	0	96	0	62	141	0	326	1440
5:00-5:15	0	0	0	0	0	31	0	115	0	105	158	0	409	1458
5:15-5:30	0	0	0	0	0	29	0	79	0	116	143	0	367	
5:30-5:45	0	0	0	0	0	32	0	92	0	72	142	0	338	
5:45-6:00	0	0	0	0	0	38	0	99	0	65	142	0	344	



PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	0	0	0	0	0	130	0	385	0	358	585	0	1458
Season Factor	0	0	0	0	0	130	0	385	0	358	585	0	1458
Growth	0	0	0	0	0	142	0	421	0	392	640	0	1595
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%	
PROJECT	0	0	0	0	0	23	0	27	0	0	23	0	74
Total	0	0	0	0	0	165	0	448	0	392	663	0	1668

Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	9
PHF:	0.89
Trips In	Trips Out
232	137

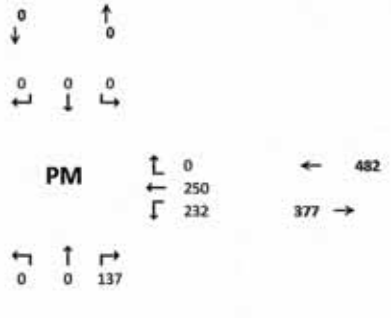
Other Projects														
%	0%	0%	0%	0%	0%	10%	0%	20%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
PROJECT	0	0	0	0	0	15	0	78	0	0	15	0	108	
%	0%	0%	0%	0%	0%	7%	0%	20%	0%	0%	13%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	31	0	0	34	0	83	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	4	0	23	0	0	4	0	30	
%	0%	0%	0%	0%	0%	20%	0%	30%	0%	0%	30%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	10	0	55	0	0	16	0	85	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	35%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	OUT	OUT	-		
Volume	0	0	0	0	0	0	0	17	0	33	9	0	60	
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	19	0	0	11	0	31	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	11	0	23	0	0	11	0	46	
%	0%	0%	0%	0%	0%	11%	0%	14%	0%	0%	3%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	50	0	64	0	0	14	0	128	
%	0%	0%	0%	0%	0%	20%	0%	40%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	28	0	183	0	0	28	0	240	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0%	0%	0%	0%	0%	10%	0%	25%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	2	0	9	0	0	3	0	15	
%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%	0%		
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-		
Volume	0	0	0	0	0	0	0	10	0	0	6	0	16	
%	0%	0%	0%	0%	0%	25%	0%	40%	0%	0%	15%	0%		
In/Out	-	-	-	-	-	IN	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	18	0	77	0	0	11	0	105	
%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%		
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-		
Volume	0	0	0	0	0	0	0	8	0	0	8	0	16	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
In/Out	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	181	0	629	0	33	194	0	1036	
Total	0	0	0	0	0	323	0	1050	0	424	833	0	2630	

KRE	Trips In	Trips Out
	151	389
Sunnyland	261	154
Project Hunt	19	57
St. Lucie Commerce Center	52	196
Whispering Oaks	172	94
Bent Creek	385	226
Wawa Kings	57	58
Kings Highway Warehouse	458	216
Kings Highway Commerce Park	142	458
Walsh Crossroads	10	11
Project Hurricane	23	37
Celebration Point	100	57
Stonemont	70	192
7-11 Angle	40	40
0	0	0

TURNING MOVEMENT VOLUME COUNTS

Rock Road / W Angle Rd - PM 2027
With Project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT [1]	EBR	Westbound WBL	WBT [1]	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	0	0	0	0	0	0	37	0	0	47	0	84	308
4:15-4:30	0	0	0	0	0	0	0	27	0	0	32	0	59	307
4:30-4:45	0	0	0	0	0	0	0	37	0	0	36	0	73	343
4:45-5:00	0	0	0	0	0	0	0	41	0	0	51	0	92	364
5:00-5:15	0	0	0	0	0	0	0	41	0	0	42	0	83	353
5:15-5:30	0	0	0	0	0	0	0	40	0	0	55	0	95	
5:30-5:45	0	0	0	0	0	0	0	47	0	0	47	0	94	
5:45-6:00	0	0	0	0	0	0	0	36	0	0	45	0	81	



(1) Existing EB & WB Volumes taken from Kings Hwy & Angle Rd TMC.

PM PEAK HOUR IS FROM: 4:45PM TO 5:45PM													
Volumes	0	0	0	0	0	0	0	169	0	0	195	0	364
Season Factor	0	0	0	0	0	0	0	188	0	0	216	0	404
Growth	0	0	0	0	0	0	0	199	0	0	230	0	429
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-	
Percentage	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
PROJECT	0	0	137	0	0	0	0	0	0	232	0	0	369
Total	0	0	137	0	0	0	0	199	0	232	230	0	798

Seasonal Facto	1.11	
Growth Rate:	1.01	
Years Grown:	6	
PHF:	0.96	
Trips In	Trips Out	
232	137	

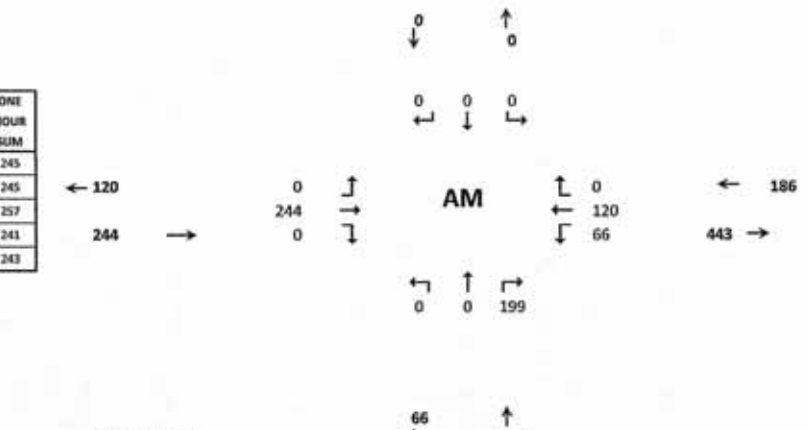
Other Projects															Trips In	Trips Out
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-				
Percentage	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%		Sunnyland	261	154
Volume	0	0	0	0	0	0	0	27	0	0	9	0	36			
%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	7	0	0	7	0	14	Kings Highway Warehouse	458	216
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	5	0	0	3	0	8	Celebration Pointe (25%)	100	57
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%				
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-				
Volume	0	0	0	0	0	0	0	2	0	0	2	0	4	7-11 Angle	40	40
Subtotal	0	0	137	0	0	0	0	41	0	232	21	0	430			
Total	0	0	137	0	0	0	0	240	0	232	250	0	859			

F-3

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: W. Angle Rd.
CONTROL: Signalized
FILENAME: Drawdy Angle Road Residential
COUNT DATE: 12/2/2021
DAY: Wednesday
CITY: St Lucie
REPORT DATE: 3/1/2022
ANALYSIS YEAR: 2027
With Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT (1)	EBR	WBL	WBT (1)	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	41	0	0	27	0	68	245
7:15-7:30	0	0	0	0	0	0	0	26	0	0	17	0	43	245
7:30-7:45	0	0	0	0	0	0	0	43	0	0	21	0	64	257
7:45-8:00	0	0	0	0	0	0	0	49	0	0	21	0	70	241
8:00-8:15	0	0	0	0	0	0	0	49	0	0	19	0	68	243
8:15-8:30	0	0	0	0	0	0	0	34	0	0	21	0	55	
8:30-8:45	0	0	0	0	0	0	0	29	0	0	19	0	48	
8:45-9:00	0	0	0	0	0	0	0	44	0	0	28	0	72	



(1) Existing EB & WB Volumes taken from Kings Hwy & Angle Rd TMC.

AM PEAK HOUR IS FROM: 7:30 AM TO 8:30AM

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Volumes	0	0	0	0	0	0	0	175	0	0	82	0	257
Season Factor	0	0	0	0	0	0	0	194	0	0	91	0	285
Growth	0	0	0	0	0	0	0	206	0	0	97	0	303
In/Out	-	-	OUT	-	-	-	-	-	-	IN	-	-	
Percentage	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
PROJECT	0	0	199	0	0	0	0	0	0	66	0	0	265
Total	0	0	199	0	0	0	0	206	0	66	97	0	568
Other Projects													
In/Out	-	-	-	-	-	-	-	OUT	-	-	IN	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	12%	0%	
Volume	0	0	0	0	0	0	0	27	0	0	9	0	36
%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	7	0	0	7	0	14
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	2	0	0	5	0	6
%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	5%	0%	
In/Out	-	-	-	-	-	-	-	IN	-	-	OUT	-	
Volume	0	0	0	0	0	0	0	2	0	0	2	0	5
Subtotal	0	0	199	0	0	0	0	37	0	66	23	0	325
Total	0	0	199	0	0	0	0	244	0	66	120	0	628

Seasonal Factor: 1.11
Growth Rate: 1.01
Years Grown: 6
PHF: 0.92

Trips In	Trips Out
66	199

	Trips In	Trips Out
Sunnyland	75	223
Kings Highway Warehouse	342	341
Celebration Pointe (25%)	30	96
7-11 Angle	45	46

F-5

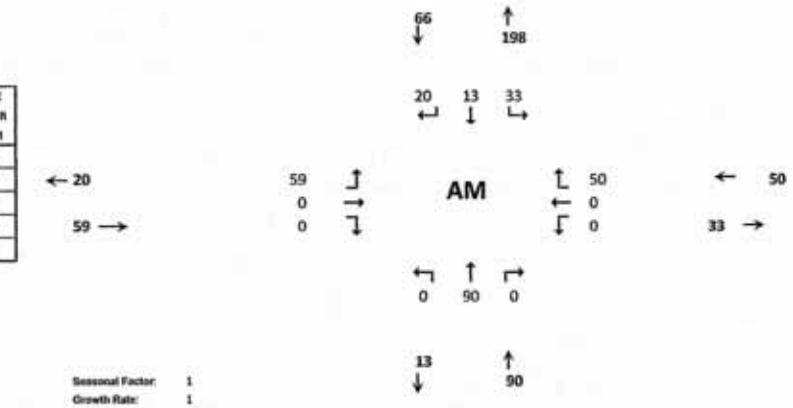
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D1-North Driveway
CONTROL: Signalized
FILENAME: Drawdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

AM PEAK HOUR IS FROM: 8:00AM TO 9:00AM

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	OUT	-	IN	IN	IN	OUT	-	-	-	-	OUT	
Percentage	0%	45%	0%	50%	20%	30%	30%	0%	0%	0%	0%	25%	
PROJECT	0	90	0	33	13	20	59	0	0	0	0	50	264
Total	0	90	0	33	13	20	59	0	0	0	0	50	264

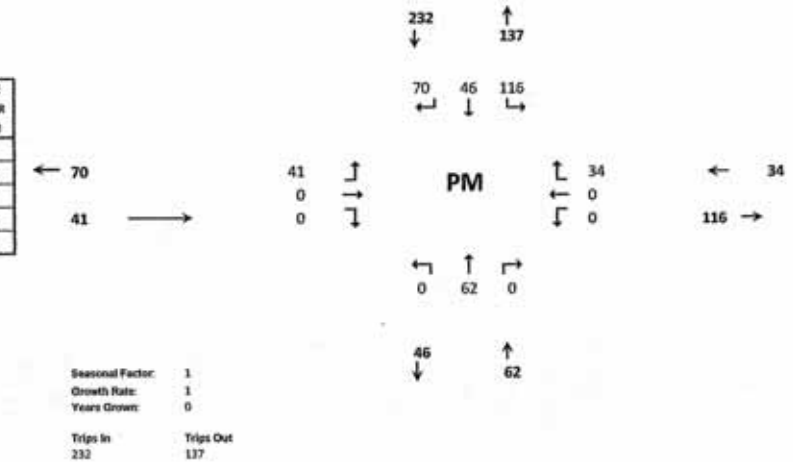


Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0
Trips In	Trips Out
66	199

TURNING MOVEMENT VOLUME COUNTS

Rock at DW 1
Future Total

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PEAK HOUR IS FROM:	**5:00PM TO 6:00PM**													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	OUT	-	IN	IN	IN	OUT	-	-	-	-	OUT		
Percentage	0%	45%	0%	50%	20%	30%	30%	0%	0%	0%	0%	25%		
PROJECT	0	62	0	116	46	70	41	0	0	0	0	34	369	
Total	0	62	0	116	46	70	41	0	0	0	0	34	369	



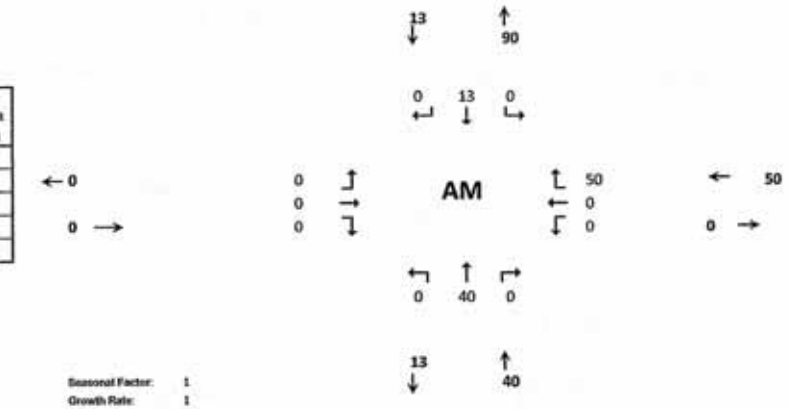
Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0

Trips In	Trips Out
232	137

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D2- East Driveway
CONTROL: Signalized
FILENAME: Drawdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	25%		
PROJECT	0	40	0	0	13	0	0	0	0	0	0	50	103	
Total	0	40	0	0	13	0	0	0	0	0	0	50	103	



Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0

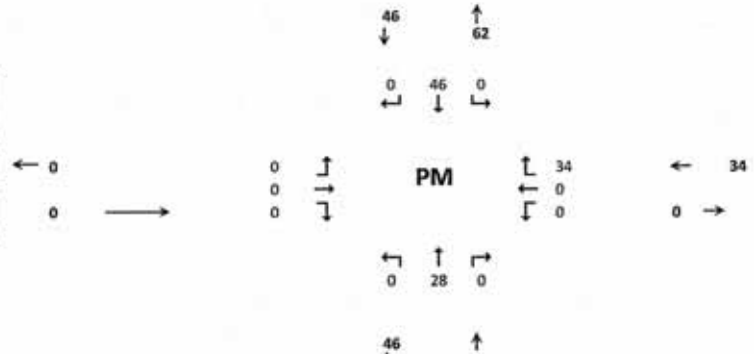
Trips In	Trips Out
66	199

F-11

TURNING MOVEMENT VOLUME COUNTS

Rock & DW2
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PEAK HOUR IS FROM:	5:00PM TO 6:00PM													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	OUT	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	25%		
PROJECT	0	28	0	0	46	0	0	0	0	0	0	34	109	
Total	0	28	0	0	46	0	0	0	0	0	0	34	109	



Seasonal Factor:	1
Growth Rate:	1
Years Grown:	0

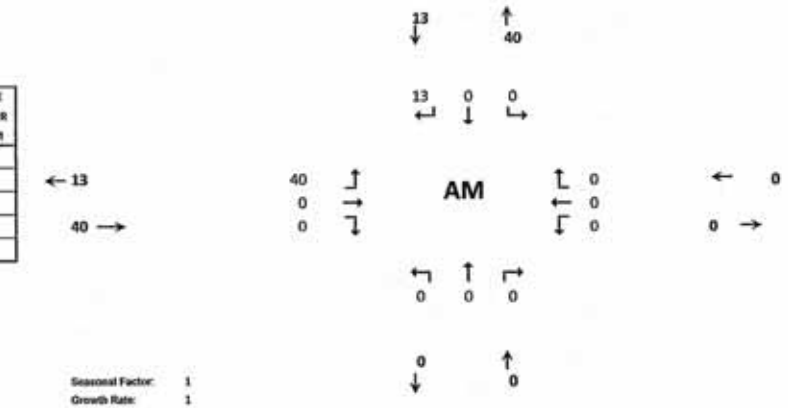
Trips In	Trips Out
232	137

F-13

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Rock Road
E/W STREET: D3 - West Driveway
CONTROL: Signalized
FILENAME: Drowdy Angle Road
COUNT DATE:
DAY:
CITY: St Lucie
REPORT DATE: 5/4/2023
ANALYSIS YEAR: 2027
Future Total

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM													
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	13	40	0	0	0	0	0	53	
Total	0	0	0	0	0	13	40	0	0	0	0	0	53	



Seasonal Factor: 1
Growth Rate: 1
Years Grown: 0

Trips In: 66
Trips Out: 199

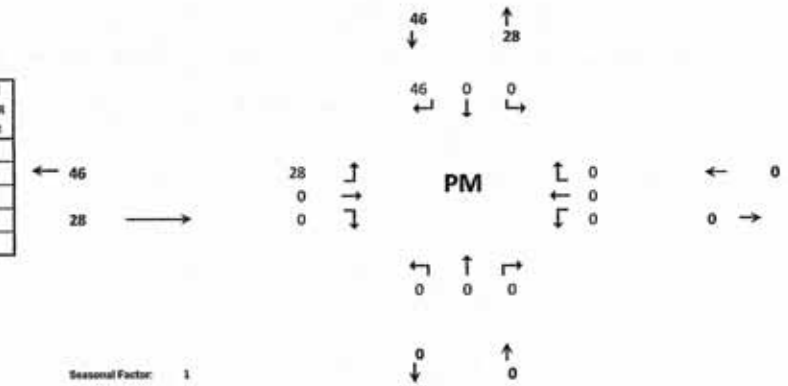
TURNING MOVEMENT VOLUME COUNTS

Rock & DW3
Future Total

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

PM PEAK HOUR IS FROM: 5:00PM TO 6:00PM

Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0
Season Factor	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth	0	0	0	0	0	0	0	0	0	0	0	0	0
In/Out	-	-	-	-	-	IN	OUT	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	20%	20%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	46	28	0	0	0	0	0	74
Total	0	0	0	0	0	46	28	0	0	0	0	0	74


46
28
PM
0
0
0

NVR Fort Pierce

Traffic Impact Analysis

St. Lucie County, FL

August 2023
Revised November 2023
Revised March 2024
Revised May 2024
Revised February 2025

Kimley»Horn

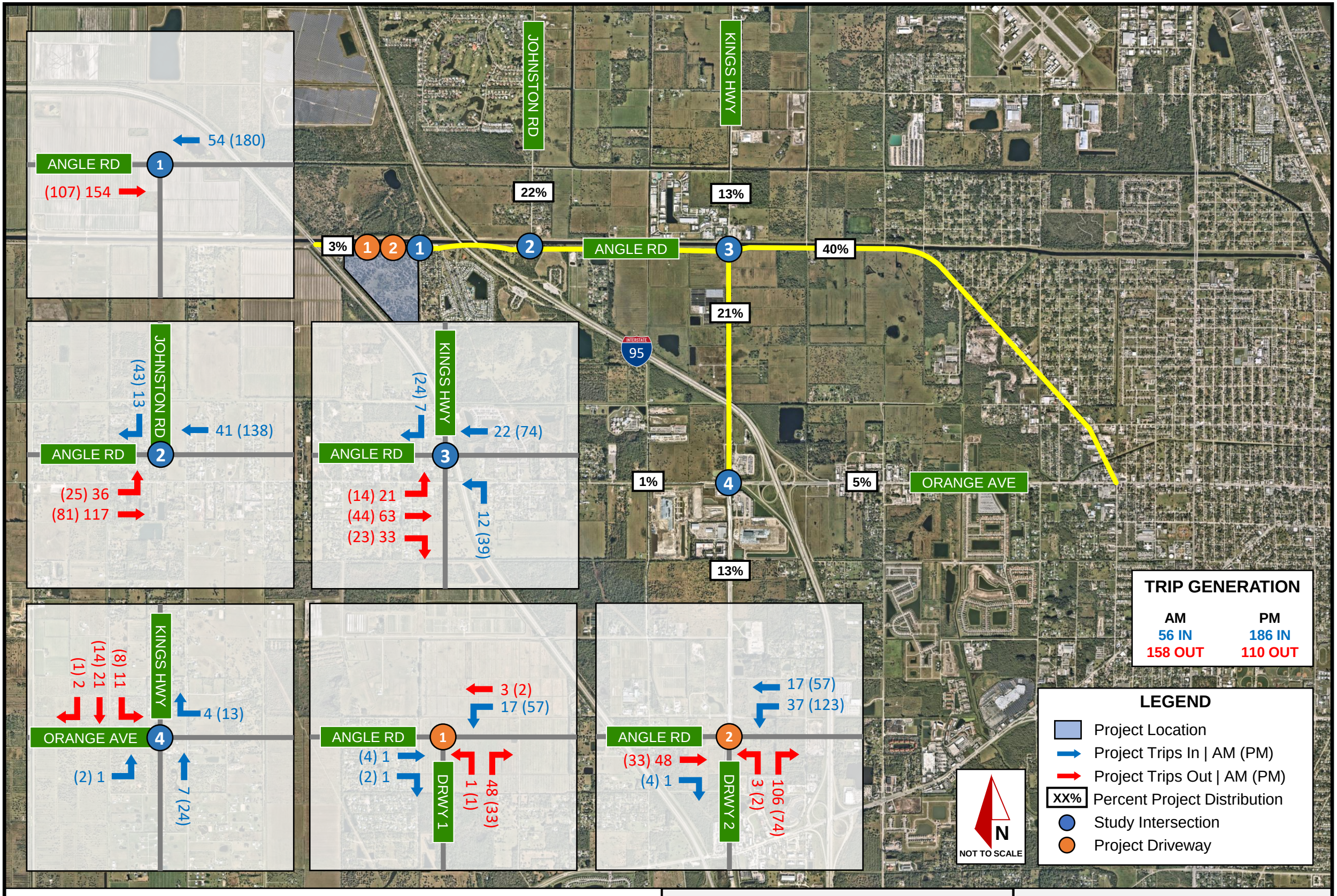


Figure 3: Project Trip Assignment

NVR Fort Pierce | St. Lucie County, Florida

Project No: 147584004

February 2025

Page 12

Kimley»Horn

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200 S Orange Ave, Suite 600, Orlando, FL, 32801
Phone: (407)-898-1511

TRAFFIC IMPACT ANALYSIS

Eagle Bend PUD
St. Lucie County FL

Prepared for:
Whalou Properties, LLC
3507 Kyoto Gardens Drive, Suite #110
Palm Beach Gardens, FL 33410

Prepared by:

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

252001
Revised June 2025
Revised April 2025
Revised February 2025
October 2023
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CA 29013

Shaun G. MacKenzie P.E.
PE Number 61751

TRIP GENERATION

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

Proposed Use

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

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

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

Table 1 presents the project's trip generation.

Table 1. Trip Generation

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

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55

ITE 11th Edition

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TRAFFIC ASSIGNMENT

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

Figure 3A. Traffic Assignment (Scenario 1)

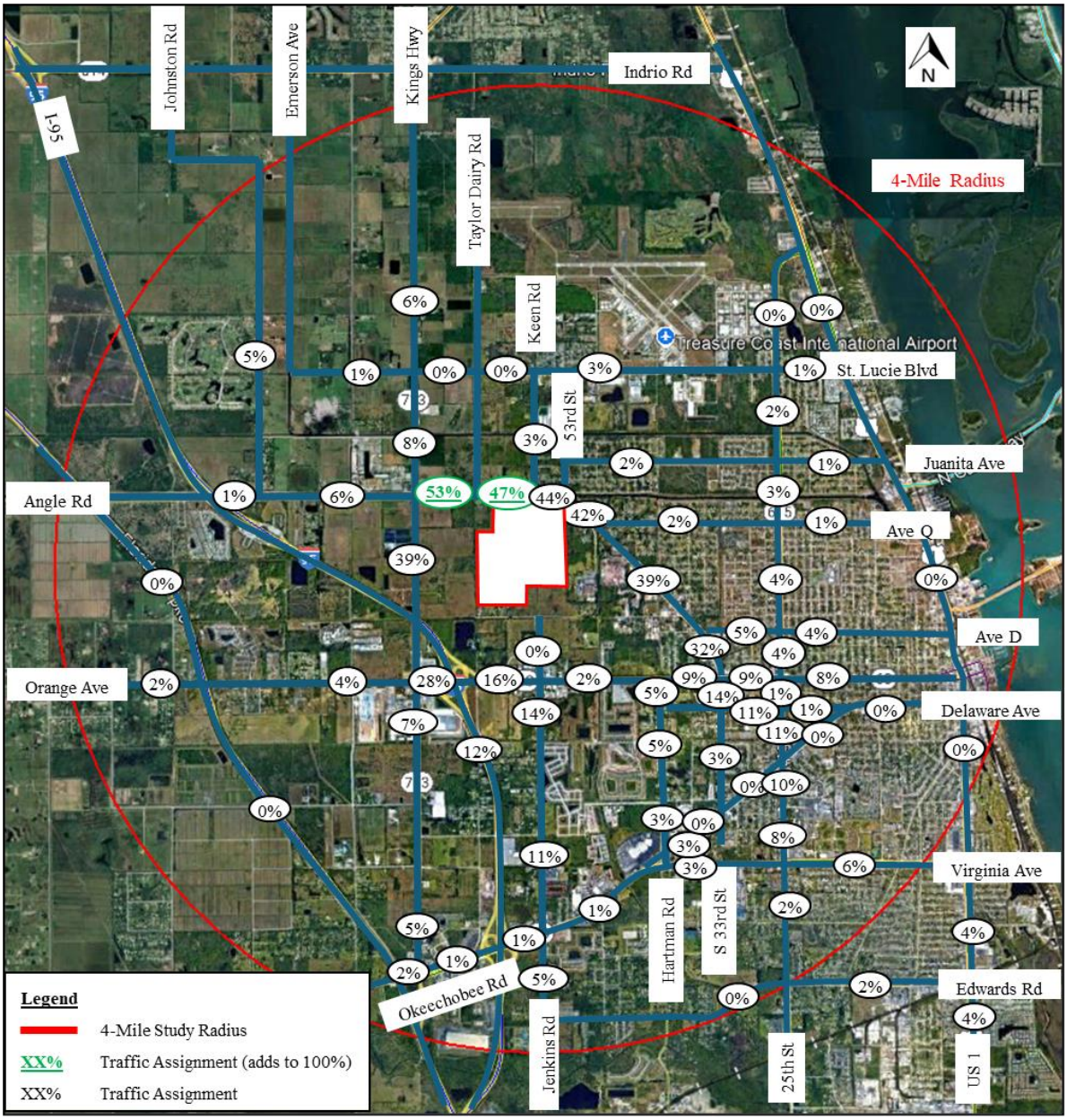
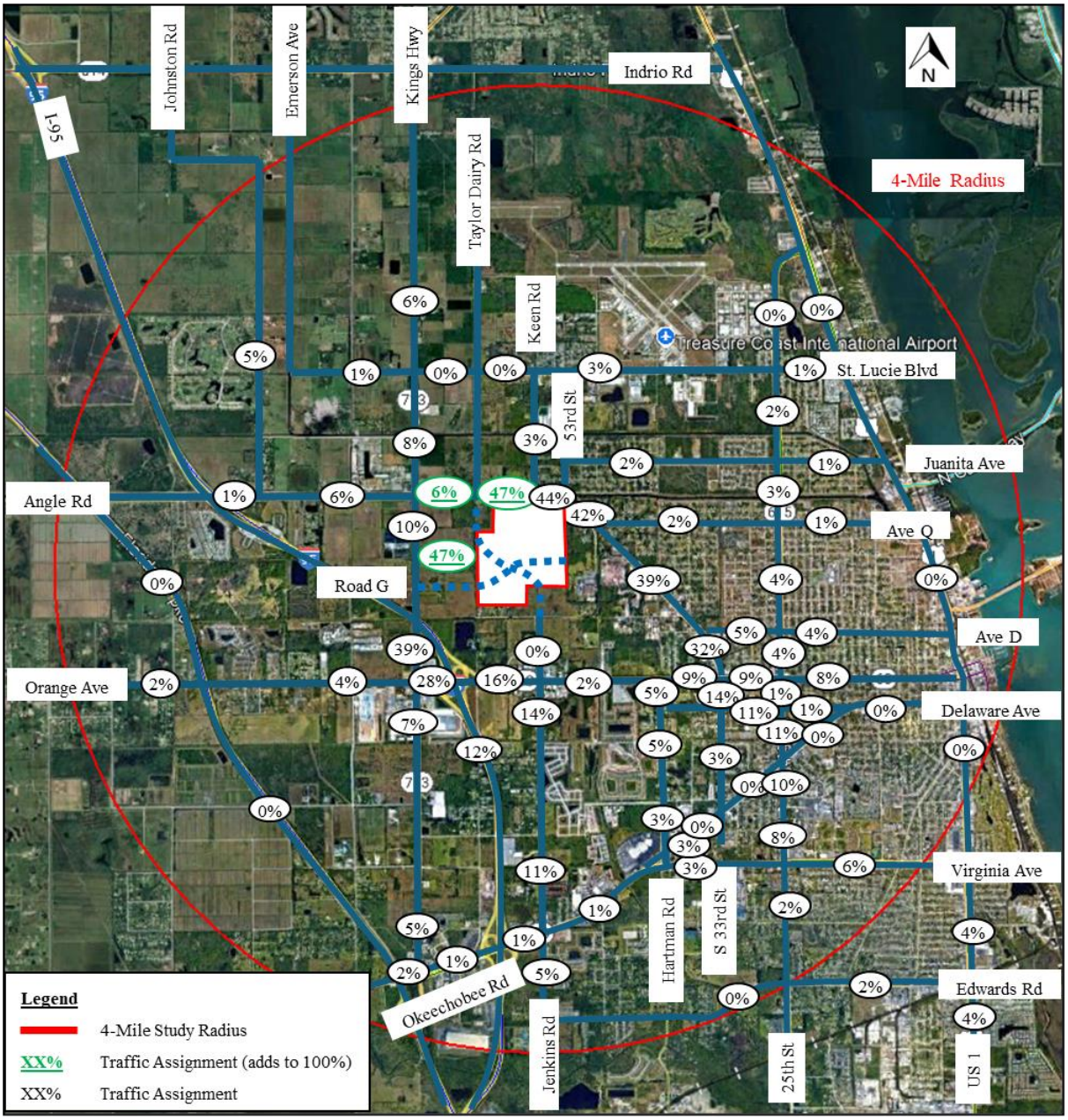


Figure 3B. Traffic Assignment (Scenario 2)



OLD DOMINION FREIGHT LINE

-AKA ODFL FORT PIERCE-

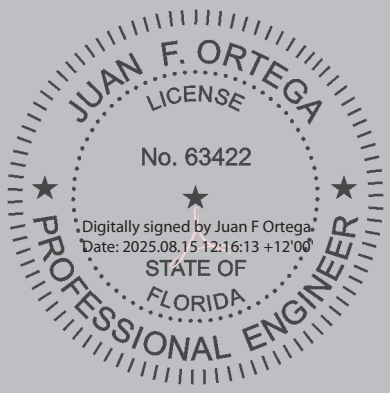
ST. LUCIE COUNTY, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
HOYT + BERENYI

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458



Revised August 15, 2025
Revised May 28, 2025
February 27, 2025

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on August 15, 2025, using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

2. TRIP GENERATION

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

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

Table 1: Trip Generation Rates

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

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

Table 2: Trip Generation

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

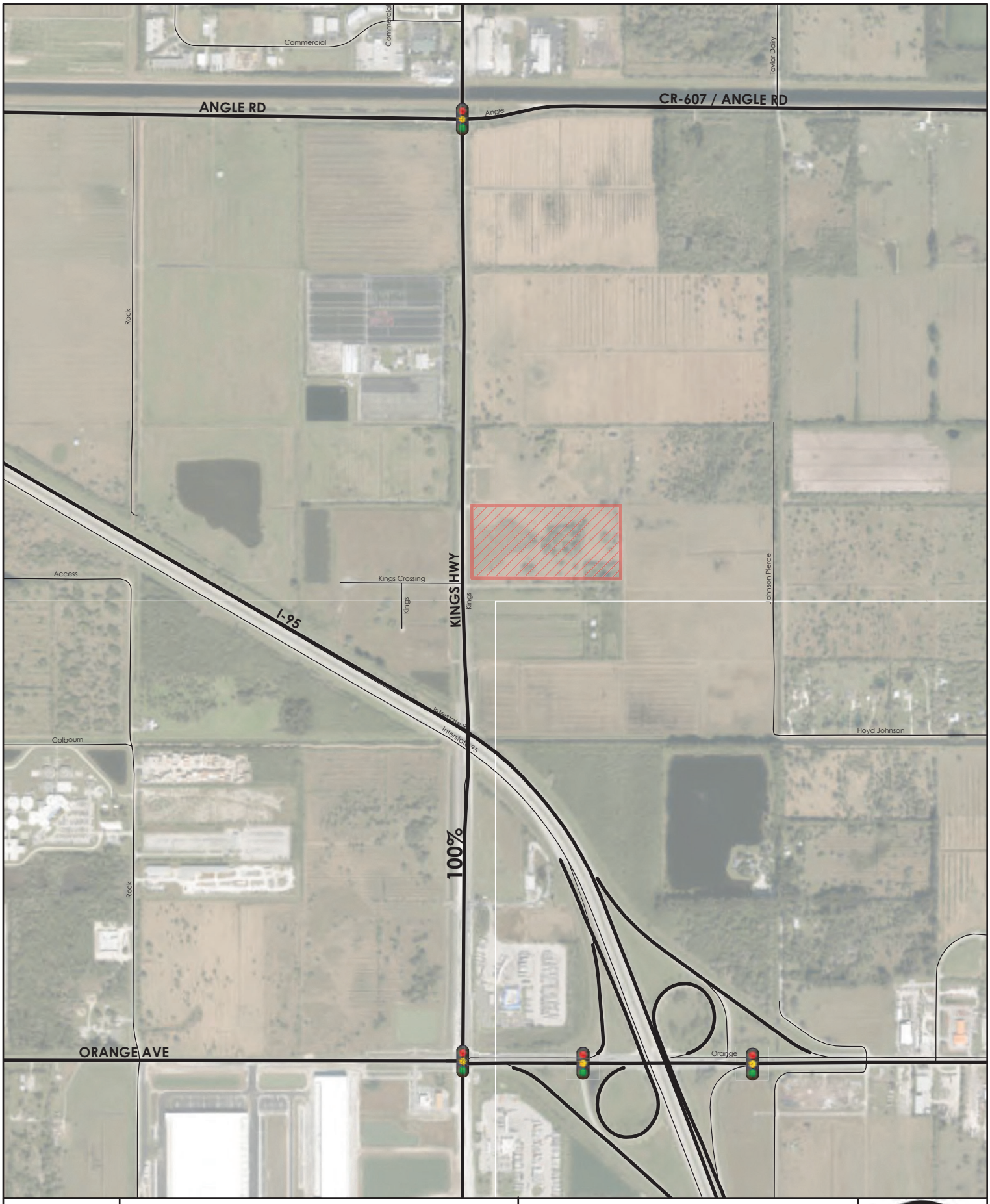


Figure 2:
Traffic Assignment
OLD DOMINION FL

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

4540 NORTH KINGS HIGHWAY

St. Lucie County, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

ACRE Development
4400 Westway Avenue
Dallas, Texas 75205

JOB NO. 23-160

DATE: 02/21/2024
REVISED: 03/04/2024
REVISED: 07/23/2024
REVISED: 10/16/2024
REVISED: 11/22/2024
REVISED: 02/19/2025

Anna Lai, Professional Engineer, State of Florida, License No. 78138 This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 02/19/2025. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

TURNPIKE FEEDER ROAD AND US 1

07/16/24
Revised 11/21/24
Revised 02/18/25

TRIPS

	IN	OUT
AM	34	101
PM	108	63

INPUT DATA

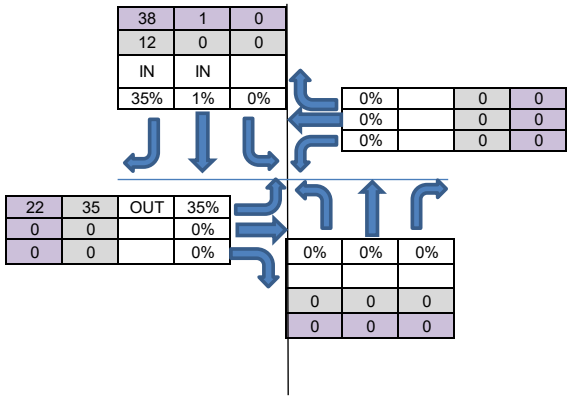
Comments: 2024 volumes do not include construction traffic entering/exiting the westbound approach.

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	21	809	0	0	701	13	592	0	45	0	0	0	2181	Existing Total
Peak Season Adjustment	3	113	0	0	98	2	83	0	6	0	0	0		
Total Existing Traffic	**24**	**922**	**0**	**0**	**799**	**15**	**675**	**0**	**51**	**0**	**0**	**0**		
Background Traffic Growth	2	96	0	0	83	2	70	0	5	0	0	0	**258**	BG Total
1.0% Background Growth	1	37	0	0	32	1	27	0	2	0	0	0	174	1% + MP Total
Publix at Indrio Commons[1]	0	0	0	0	0	7	4	0	0	0	0	0		
Cabo Rio RV Resort[2]	0	0	0	0	0	2	4	0	0	0	0	0		
Sugar Sand Apartment[3]	0	4	0	0	1	2	7	0	0	0	0	0		
Indrio Pines[4]	0	5	0	0	1	2	6	0	0	0	0	0		
Indrio Woods[5]	0	0	0	0	0	4	13	0	0	0	0	0		
Kings Highway Self Storage[5]	0	0	0	0	0	5	6	0	0	0	0	0		
Major Projects Traffic[6]	0	9	0	0	2	22	40	0	0	0	0	0		
Background Growth Used	2	96	0	0	83	2	70	0	5	0	0	0		
Total Background Traffic	**26**	**1018**	**0**	**0**	**882**	**16**	**745**	**0**	**57**	**0**	**0**	**0**		
Project Traffic	0	0	0	0	0	12	35	0	0	0	0	0		
Total 2028 Traffic	**26**	**1018**	**0**	**0**	**882**	**28**	**780**	**0**	**57**	**0**	**0**	**0**		
Approach Total		**1,044**			**910**			**837**			**0**			



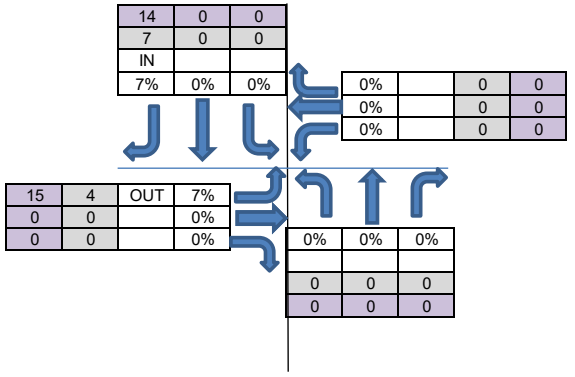
PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	68	710	0	0	886	25	336	0	40	0	0	0	2065	Existing Total
Peak Season Adjustment	10	99	0	0	124	4	47	0	6	0	0	0		
Total Existing Traffic	**78**	**809**	**0**	**0**	**1010**	**29**	**383**	**0**	**46**	**0**	**0**	**0**		
Background Traffic Growth	8	84	0	0	105	3	40	0	5	0	0	0	**244**	BG Total
1.0% Background Growth	3	33	0	0	41	1	16	0	2	0	0	0	206	1% + MP Total
Publix at Indrio Commons[1]	0	0	0	0	0	14	15	0	0	0	0	0		
Cabo Rio RV Resort[2]	0	0	0	0	0	5	3	0	0	0	0	0		
Sugar Sand Apartment[3]	0	2	0	0	4	7	4	0	0	0	0	0		
Indrio Pines[4]	0	3	0	0	5	6	3	0	0	0	0	0		
Indrio Woods[5]	0	0	0	0	0	14	8	0	0	0	0	0		
Kings Highway Self Storage[5]	0	0	0	0	0	9	8	0	0	0	0	0		
Major Projects Traffic[6]	0	5	0	0	9	55	41	0	0	0	0	0		
Background Growth Used	8	84	0	0	105	3	40	0	5	0	0	0		
Total Background Traffic	**86**	**893**	**0**	**0**	**1115**	**31**	**423**	**0**	**50**	**0**	**0**	**0**		
Project Traffic	0	0	0	0	1	38	22	0	0	0	0	0		
Total 2028 Traffic	**86**	**893**	**0**	**0**	**1116**	**69**	**445**	**0**	**50**	**0**	**0**	**0**		
Approach Total		**979**			**1,185**			**495**			**0**			



1. The Publix at Indrio Commons project trips were calculated per the Trip Generation table provided in Appendix G and distributed based on Figure 1 due to the proximity to the Indrio Road Development project.
2. The Cabo Rio RV Resort project trips were obtained from the Cabo Rio RV Resort Traffic Impact Study by Pinder Troutman Consulting, Inc. dated March 17, 2021.
3. The Sugar Sand Apartment project trips were obtained from the Sugar Sand Apartment Traffic Analysis by O'Rourke Engineering & Planning dated June 20, 2022.
4. The Indrio Pines project trips were obtained from the Indrio Pines Concurrency Traffic Analysis by O'Rourke Engineering & Planning dated September 16, 2021.
5. The Indrio Woods and Kings Highway Self Storage project trips were obtained from the 7075 Indrio Road Traffic Study by WGI dated April 12, 2024.
6. Feeder Road Self Storage project trips were not included, as fewer than 18 trips are proposed per day, per the Feeder Road Self Storage Traffic Statement by Abraham Chabab, Inc. dated June 5, 2023.

CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

INDRIO ROAD AND TURNPIKE FEEDER ROAD/KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

TRIPS

	IN	OUT
AM	34	101
PM	108	63

INPUT DATA

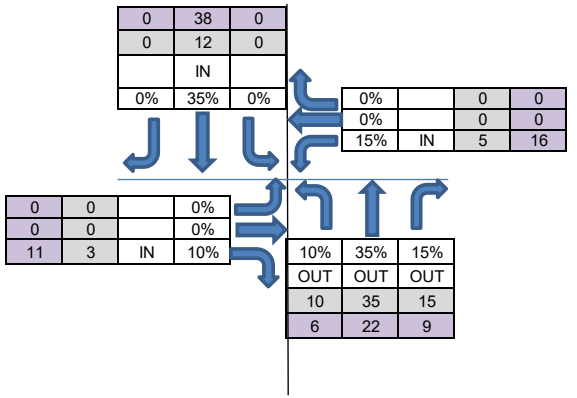
Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	115	311	13	107	352	136	137	148	195	37	93	29	1673	Existing Total
Peak Season Adjustment	16	44	2	15	49	19	19	21	27	5	13	4		
Total Existing Traffic	**131**	**355**	**15**	**122**	**401**	**155**	**156**	**169**	**222**	**42**	**106**	**33**		
Background Traffic Growth	14	37	2	13	42	16	16	18	23	4	11	3	198	BG Total
1.0% Background Growth	5	14	1	5	16	6	6	7	9	2	4	1	**248**	1% + MP Total
Publix at Indrio Commons[1]	6	0	0	0	0	7	4	3	4	0	5	0		
Cabo Rio RV Resort[2]	12	4	4	0	2	0	0	0	7	2	0	0		
Sugar Sand Apartment[3]	0	2	0	0	7	11	4	0	0	0	0	0		
Indrio Pines[4]	0	0	2	2	0	0	0	2	0	6	6	6		
Indrio Woods[5]	0	0	4	4	0	0	0	5	0	13	14	13		
Kings Highway Self Storage[5]	0	2	0	2	1	1	1	0	0	0	0	3		
Major Projects Traffic[6]	18	8	10	8	10	19	9	10	11	21	25	22		
1% + Major Projects Used	23	22	11	13	26	25	15	17	20	23	29	23		
Total Background Traffic	**154**	**377**	**25**	**135**	**428**	**180**	**172**	**186**	**242**	**65**	**135**	**56**		
Project Traffic	10	35	15	0	12	0	0	0	3	5	0	0		
Total 2028 Traffic	**164**	**412**	**40**	**135**	**440**	**180**	**172**	**186**	**245**	**70**	**135**	**56**		
Approach Total		**617**			**755**			**602**			**262**			



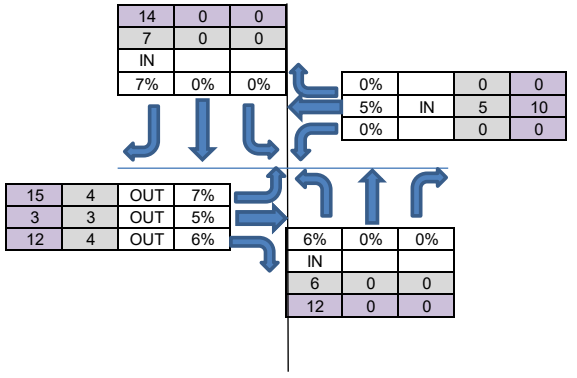
PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	265	425	22	193	154	116	263	413	27	39	229	104	2250	Existing Total
Peak Season Adjustment	37	60	3	27	22	16	37	58	4	5	32	15		
Total Existing Traffic	**302**	**485**	**25**	**220**	**176**	**132**	**300**	**471**	**31**	**44**	**261**	**119**		
Background Traffic Growth	31	50	3	23	18	14	31	49	3	5	27	12	266	BG Total
1.0% Background Growth	12	20	1	9	7	5	12	19	1	2	11	5	**353**	1% + MP Total
Publix at Indrio Commons[1]	12	0	0	0	0	14	15	3	12	0	10	0		
Cabo Rio RV Resort[2]	9	3	3	0	5	0	0	0	16	5	0	0		
Sugar Sand Apartment[3]	0	7	0	0	4	6	11	0	0	0	0	0		
Indrio Pines[4]	0	0	6	6	0	0	0	6	0	4	4	3		
Indrio Woods[5]	0	0	14	14	0	0	0	15	0	8	9	8		
Kings Highway Self Storage[5]	0	2	0	5	2	2	2	0	0	0	0	4		
Major Projects Traffic[6]	21	12	23	25	11	22	28	24	28	17	23	15		
1% + Major Projects Used	33	32	24	34	18	27	40	43	29	19	34	20		
Total Background Traffic	**335**	**516**	**49**	**254**	**194**	**160**	**340**	**514**	**60**	**63**	**295**	**138**		
Project Traffic	6	22	9	0	38	0	0	0	11	16	0	0		
Total 2028 Traffic	**341**	**538**	**58**	**254**	**232**	**160**	**340**	**514**	**71**	**79**	**295**	**138**		
Approach Total		**938**			**645**			**925**			**512**			



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CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

INDRIO ROAD AND US 1

07/16/24
Revised 11/21/24
Revised 02/18/25

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

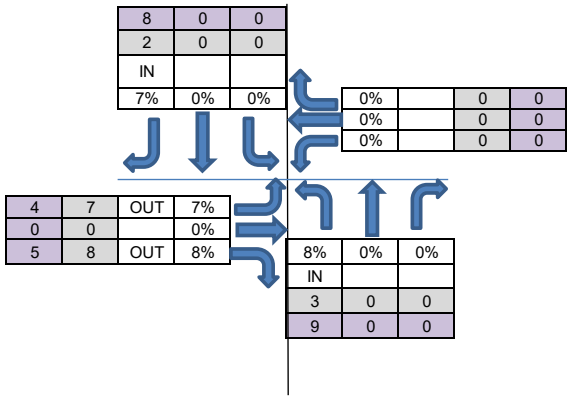
TRIPS

	IN	OUT
AM	34	101
PM	108	63

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	84	847	22	8	739	10	33	18	267	18	4	9	2059 Existing Total
Peak Season Adjustment	12	119	3	1	103	1	5	3	37	3	1	1	
Total Existing Traffic	**96**	**966**	**25**	**9**	**842**	**11**	**38**	**21**	**304**	**21**	**5**	**10**	
Background Traffic Growth	10	100	3	1	87	1	4	2	32	2	0	1	**244** BG Total
1.0% Background Growth	4	39	1	0	34	0	2	1	12	1	0	0	177 1% + MP Total
Publix at Indrio Commons[1]	5	0	0	0	0	0	0	0	3	0	0	0	
Cabo Rio RV Resort[2]	0	0	0	0	0	0	0	4	0	0	2	0	
Sugar Sand Apartment[3]	1	0	0	0	0	1	4	0	4	0	0	0	
Indrio Pines[4]	1	0	0	0	0	1	5	0	5	0	0	0	
Indrio Woods[5]	7	0	0	0	0	0	0	9	22	0	3	0	
Kings Highway Self Storage[5]	2	0	0	0	0	0	0	0	2	0	1	0	
Major Projects Traffic[6]	16	0	0	0	0	2	9	13	36	0	6	0	
Background Growth Used	10	100	3	1	87	1	4	2	32	2	0	1	
Total Background Traffic	**106**	**1066**	**28**	**10**	**930**	**13**	**42**	**23**	**336**	**23**	**5**	**11**	
Project Traffic	3	0	0	0	0	2	7	0	8	0	0	0	
Total 2028 Traffic	**109**	**1066**	**28**	**10**	**930**	**15**	**49**	**23**	**344**	**23**	**5**	**11**	
Approach Total		**1,202**			**955**			**415**			**39**		



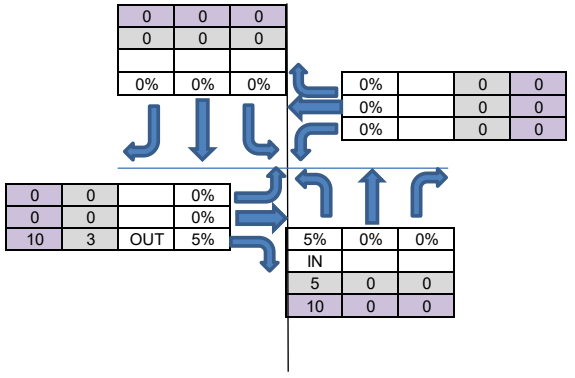
PUBLIX AT INDRIO COMMONS TRIPS

	IN	OUT
AM	97	60
PM	193	208

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing Volume (2024)	254	775	29	5	849	31	18	9	138	30	25	3	2166 Existing Total
Peak Season Adjustment	36	109	4	1	119	4	3	1	19	4	4	0	
Total Existing Traffic	**290**	**884**	**33**	**6**	**968**	**35**	**21**	**10**	**157**	**34**	**29**	**3**	
Background Traffic Growth	30	92	3	1	100	4	2	1	16	4	3	0	**256** BG Total
1.0% Background Growth	12	36	1	0	39	1	1	0	6	1	1	0	217 1% + MP Total
Publix at Indrio Commons[1]	10	0	0	0	0	0	0	0	10	0	0	0	
Cabo Rio RV Resort[2]	0	0	0	0	0	0	0	3	0	0	5	0	
Sugar Sand Apartment[3]	4	0	0	0	0	4	2	0	2	0	0	0	
Indrio Pines[4]	6	0	0	0	0	5	3	0	3	0	0	0	
Indrio Woods[5]	24	0	0	0	0	0	0	5	14	0	8	0	
Kings Highway Self Storage[5]	3	0	0	0	0	0	0	1	4	0	1	0	
Major Projects Traffic[6]	47	0	0	0	0	9	5	9	33	0	14	0	
Background Growth Used	30	92	3	1	100	4	2	1	16	4	3	0	
Total Background Traffic	**320**	**975**	**36**	**6**	**1068**	**39**	**23**	**11**	**174**	**38**	**31**	**4**	
Project Traffic	9	0	0	0	0	8	4	0	5	0	0	0	
Total 2028 Traffic	**329**	**975**	**36**	**6**	**1068**	**47**	**27**	**11**	**179**	**38**	**31**	**4**	
Approach Total		**1,340**			**1,122**			**217**			**73**		



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CMA INTERSECTION ANALYSIS

4540 NORTH KINGS HIGHWAY

ST LUCIE BOULEVARD AND KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

TRIPS

	IN	OUT
AM	34	101
PM	108	63

AM Peak Hour

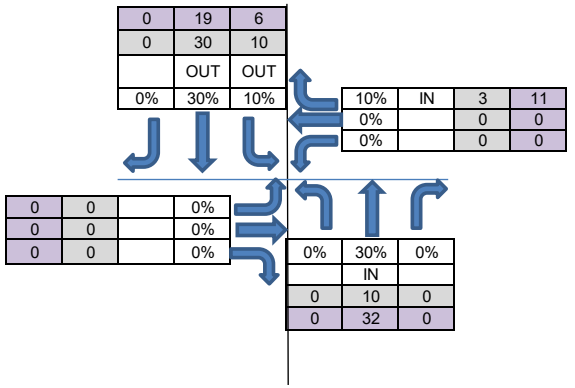
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	9	376	106	148	431	0	0	5	6	62	4	64	1211	Existing Total
Peak Season Adjustment	1	53	15	21	60	0	0	1	1	9	1	9		
Total Existing Traffic	**10**	**429**	**121**	**169**	**491**	**0**	**0**	**6**	**7**	**71**	**5**	**73**		
Background Traffic Growth	1	44	13	18	51	0	0	1	1	7	0	8	143	BG Total
1.0% Background Growth	0	17	5	7	20	0	0	0	0	3	0	3	**776**	1% + MP Total
236 Acres on Kings Highway[7]	0	23	15	0	59	0	0	0	0	39	0	0		
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	106	118	36	13	102	36	72	30	135	66	39	22		
Total Background Traffic	**117**	**547**	**157**	**182**	**593**	**36**	**72**	**36**	**142**	**137**	**44**	**95**		
Project Traffic	0	10	0	10	30	0	0	0	0	0	0	3		
Total 2028 Traffic	**117**	**557**	**157**	**192**	**623**	**36**	**72**	**36**	**142**	**137**	**44**	**98**		
Approach Total		**830**			**851**			**250**			**278**			

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	8	516	112	114	378	4	1	3	5	90	3	157	1391	
Peak Season Adjustment	1	72	16	16	53	1	0	0	1	13	0	22		
Total Existing Traffic	**9**	**588**	**128**	**130**	**431**	**5**	**1**	**3**	**6**	**103**	**3**	**179**		
Background Traffic Growth	1	61	13	13	45	0	0	0	1	11	0	19	165	
1.0% Background Growth	0	24	5	5	17	0	0	0	0	4	0	7	**784**	
236 Acres on Kings Highway[7]	0	58	39	0	18	0	0	0	0	12	0	0		Existing Total
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	106	125	36	11	99	36	72	30	135	67	39	26		
Total Background Traffic	**115**	**713**	**164**	**141**	**530**	**41**	**73**	**34**	**141**	**170**	**43**	**205**		BG Total
Project Traffic	0	32	0	6	19	0	0	0	0	0	0	11		1% + MP Total
Total 2028 Traffic	**115**	**745**	**164**	**147**	**549**	**41**	**73**	**34**	**141**	**170**	**43**	**216**		
Approach Total		**1,024**			**737**			**248**			**429**			



7. The 236 Acres on Kings Highway project trips and the Major Projects trips were obtained from the 236 Acres on Kings Highway Traffic Analysis Study by O'Rourke Engineering & Planning dated September 21, 2022.

CMA INTERSECTION ANALYSIS
4540 NORTH KINGS HIGHWAY
ANGLE ROAD AND KINGS HIGHWAY

07/16/24
Revised 11/21/24
Revised 02/18/25

TRIPS	IN	OUT
AM	34	101
PM	108	63

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.14 Current Year = 2024 Buildout Year = 2028

AM Peak Hour

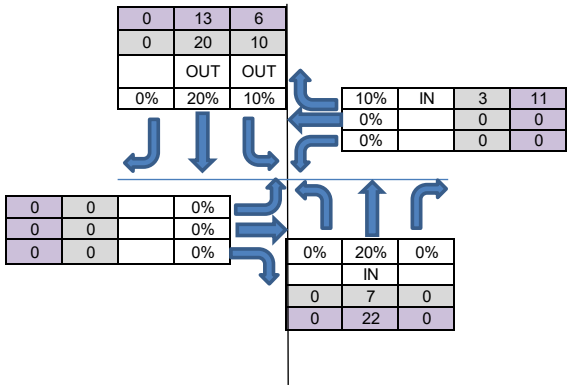
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	20	433	67	97	362	29	39	63	57	25	41	115	1348	Existing Total
Peak Season Adjustment	3	61	9	14	51	4	5	9	8	4	6	16		
Total Existing Traffic	**23**	**494**	**76**	**111**	**413**	**33**	**44**	**72**	**65**	**29**	**47**	**131**		
Background Traffic Growth	2	51	8	11	43	3	5	7	7	3	5	14	160	BG Total
1.0% Background Growth	1	20	3	4	17	1	2	3	3	1	2	5	**782**	1% + MP Total
236 Acres on Kings Highway[7]	12	49	0	0	17	12	0	0	0	7	0	0		
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	107	121	34	10	99	37	74	33	138	64	41	24		
Total Background Traffic	**130**	**615**	**110**	**121**	**511**	**70**	**118**	**105**	**203**	**93**	**88**	**155**		
Project Traffic	0	7	0	10	20	0	0	0	0	0	0	3		
Total 2028 Traffic	**130**	**622**	**110**	**131**	**531**	**70**	**118**	**105**	**203**	**93**	**88**	**158**		
Approach Total		**862**			**733**			**426**			**339**			

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume (2024)	56	436	50	97	439	13	23	70	48	57	69	124	1482	
Peak Season Adjustment	8	61	7	14	61	2	3	10	7	8	10	17		
Total Existing Traffic	**64**	**497**	**57**	**111**	**500**	**15**	**26**	**80**	**55**	**65**	**79**	**141**		
Background Traffic Growth	7	52	6	11	52	2	3	8	6	7	8	15	175	
1.0% Background Growth	3	20	2	4	20	1	1	3	2	3	3	6	**789**	
236 Acres on Kings Highway[7]	39	97	0	0	38	39	0	0	0	15	0	0		Existing Total
Major Projects Traffic	106	101	31	6	82	36	72	30	135	63	39	19		
1% + Major Projects Used	109	121	33	10	102	37	73	33	137	66	42	25		
Total Background Traffic	**172**	**618**	**90**	**121**	**603**	**51**	**99**	**113**	**192**	**131**	**121**	**166**		BG Total
Project Traffic	0	22	0	6	13	0	0	0	0	0	0	11		1% + MP Total
Total 2028 Traffic	**172**	**640**	**90**	**127**	**616**	**51**	**99**	**113**	**192**	**131**	**121**	**177**		
Approach Total		**903**			**794**			**404**			**429**			



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SIMMONS & WHITE
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407
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TRAFFIC IMPACT STATEMENT

FARRELL COMMUNITIES – FT. PIERCE
FORT PIERCE, FLORIDA

Prepared for:

Farrell Building Company
2317 Montauk Highway
PO Box 14
Bridgehampton, New York 11932

Job No. 22-158

Date: September 13, 2022
Revised: December 16, 2022

BRYAN G. KELLEY LICENSE No. 74006 DEC 16 2022 STATE OF FLORIDA PROFESSIONAL ENGINEER

Bryan G. Kelley, P.E.
FL Reg. No. 74006

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT KINGS HIGHWAY/FLORIDA TURNPIKE

TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025

AM Peak Hour

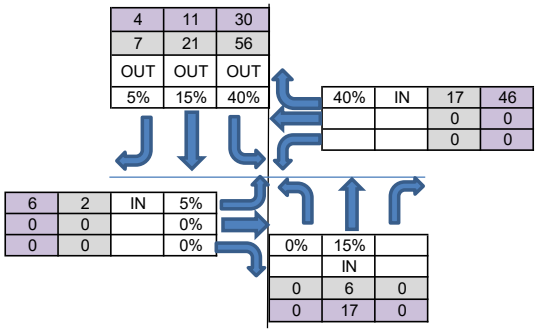
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	46	105	437	70	152	24	41	363	41	353	291	169
Peak Season Adjustment	5	12	48	8	17	3	5	40	5	39	32	19
Adjusted Existing Volume (2020)	51	117	485	78	169	27	46	403	46	392	323	188
Background Traffic Growth	7	15	64	10	22	4	6	53	6	51	42	25
Major Projects Traffic	0	0	62	39	0	0	0	38	0	25	14	15
Kings Hwy Commerce Center	0	8	0	7	2	1	5	0	0	0	0	30
2025 Background Traffic	58	140	611	134	193	31	56	494	51	468	379	257
Project Traffic	0	6	0	56	21	7	2	0	0	0	0	17
Total 2025 Traffic	**58**	**146**	**611**	**190**	**214**	**38**	**58**	**494**	**51**	**468**	**379**	**274**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	66	108	465	184	172	36	44	301	26	409	433	148
Peak Season Adjustment	7	12	51	20	19	4	5	33	3	45	48	16
Adjusted Existing Volume (2020)	73	120	516	204	191	40	49	334	29	454	481	164
Background Traffic Growth	10	16	68	27	25	5	6	44	4	60	63	22
Major Projects Traffic	0	0	37	13	0	0	0	12	0	62	23	24
Kings Hwy Commerce Center	0	2	0	26	7	4	1	0	0	0	0	8
2025 Background Traffic	83	138	621	270	223	49	56	390	33	576	567	218
Project Traffic	0	17	0	30	11	4	6	0	0	0	0	46
Total 2025 Traffic	**83**	**155**	**621**	**300**	**234**	**53**	**62**	**390**	**33**	**576**	**567**	**264**



CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT CROSSROADS PARKWAY

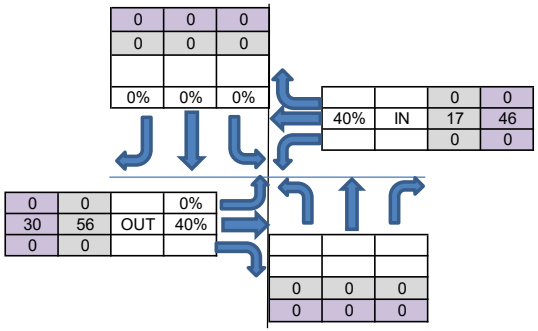
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	24	6	51	78	16	48	57	1116	12	64	823	128
Peak Season Adjustment	3	1	6	9	2	5	6	123	1	7	91	14
Adjusted Existing Volume (2020)	27	7	57	87	18	53	63	1239	13	71	914	142
Background Traffic Growth	4	1	7	11	2	7	8	163	2	9	120	19
Major Projects Traffic	32	0	36	0	0	0	0	27	99	119	22	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	7	0	0	30	0
2025 Background Traffic	62	8	100	98	20	60	72	1436	114	199	1086	161
Project Traffic	0	0	0	0	0	0	0	56	0	0	17	0
Total 2025 Traffic	**62**	**8**	**100**	**98**	**20**	**60**	**72**	**1492**	**114**	**199**	**1103**	**161**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	29	9	103	147	9	34	80	991	42	161	1345	132
Peak Season Adjustment	3	1	11	16	1	4	9	109	5	18	148	15
Adjusted Existing Volume (2020)	32	10	114	163	10	38	89	1100	47	179	1493	147
Background Traffic Growth	4	1	15	21	1	5	12	145	6	23	196	19
Major Projects Traffic	94	0	203	0	0	0	0	21	39	46	14	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	26	0	0	8	0
2025 Background Traffic	130	11	332	185	11	43	100	1292	92	248	1711	166
Project Traffic	0	0	0	0	0	0	0	30	0	0	46	0
Total	**130**	**11**	**332**	**185**	**11**	**43**	**100**	**1322**	**92**	**248**	**1757**	**166**

Note:
Westbound through volume derived from Okeechobee Road at I-95 turning movement counts (WBT + SBR of adjacent I-95 intersection)

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT I-95 WEST INTERSECTION

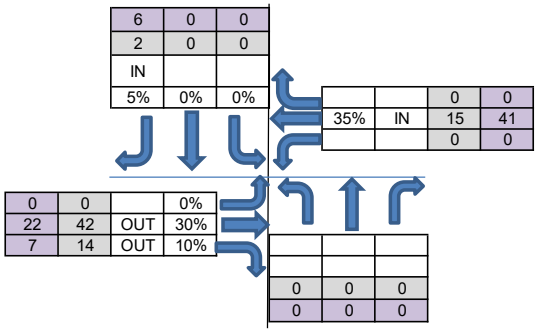
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	245	0	260	0	917	450	0	563	0
Peak Season Adjustment	0	0	0	27	0	29	0	101	50	0	62	0
Adjusted Existing Volume (2020)	0	0	0	272	0	289	0	1018	500	0	625	0
Background Traffic Growth	0	0	0	36	0	38	0	134	66	0	82	0
Major Projects Traffic	0	0	0	8	0	23	0	45	18	0	118	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	2	5	0	30	0
2025 Background Traffic	0	0	0	316	0	350	0	1199	588	0	855	0
Project Traffic	0	0	0	0	0	2	0	42	14	0	15	0
Total 2025 Traffic	**0**	**0**	**0**	**316**	**0**	**352**	**0**	**1241**	**602**	**0**	**870**	**0**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	0	0	0	267	0	441	0	453	767	0	904	0
Peak Season Adjustment	0	0	0	29	0	49	0	50	84	0	99	0
Adjusted Existing Volume (2020)	0	0	0	296	0	490	0	503	851	0	1003	0
Background Traffic Growth	0	0	0	39	0	64	0	66	112	0	132	0
Major Projects Traffic	0	0	0	5	0	9	0	84	53	0	50	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	9	17	0	8	0
2025 Background Traffic	0	0	0	340	0	563	0	662	1033	0	1193	0
Project Traffic	0	0	0	0	0	6	0	22	7	0	41	0
Total	**0**	**0**	**0**	**340**	**0**	**569**	**0**	**684**	**1040**	**0**	**1234**	**0**

Note: I-95 eastbound on ramp to both NB and SB I-95 included in Easbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT I-95 EAST INTERSECTION

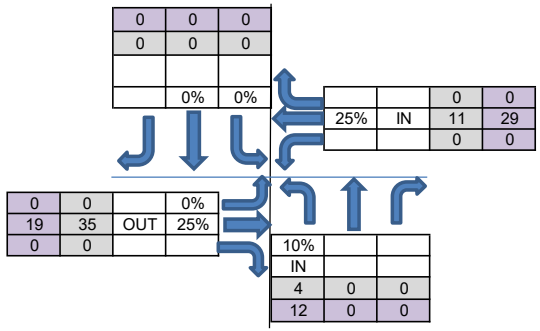
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.11 Current Year = 2020 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	189	0	929	0	0	0	0	766	0	0	421	732
Peak Season Adjustment	21	0	102	0	0	0	0	84	0	0	46	81
Adjusted Existing Volume (2020)	210	0	1031	0	0	0	0	850	0	0	467	813
Background Traffic Growth	28	0	136	0	0	0	0	112	0	0	61	107
Major Projects Traffic	33	0	8	0	0	0	0	52	0	0	85	21
Kings Hwy Commerce Center	20	0	0	0	0	0	0	2	0	0	10	0
2025 Background Traffic	290	0	1175	0	0	0	0	1016	0	0	624	940
Project Traffic	4	0	0	0	0	0	0	35	0	0	11	0
Total 2025 Traffic	**294**	**0**	**1175**	**0**	**0**	**0**	**0**	**1051**	**0**	**0**	**635**	**940**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	178	0	769	0	0	0	0	720	0	0	540	881
Peak Season Adjustment	20	0	85	0	0	0	0	79	0	0	59	97
Adjusted Existing Volume (2020)	198	0	854	0	0	0	0	799	0	0	599	978
Background Traffic Growth	26	0	112	0	0	0	0	105	0	0	79	129
Major Projects Traffic	12	0	5	0	0	0	0	85	0	0	38	18
Kings Hwy Commerce Center	5	0	0	0	0	0	0	9	0	0	3	0
2025 Background Traffic	241	0	971	0	0	0	0	998	0	0	719	1124
Project Traffic	12	0	0	0	0	0	0	19	0	0	29	0
Total	**253**	**0**	**971**	**0**	**0**	**0**	**0**	**1017**	**0**	**0**	**748**	**1124**

Note: I-95 westbound on ramp to both NB and SB I-95 included in Westbound Right volumes due to dedicated and seperated turn lane for both on-ramps.

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
OKEECHOBEE ROAD AT JENKINS ROAD

TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.07 Current Year = 2020 Buildout Year = 2025

AM Peak Hour

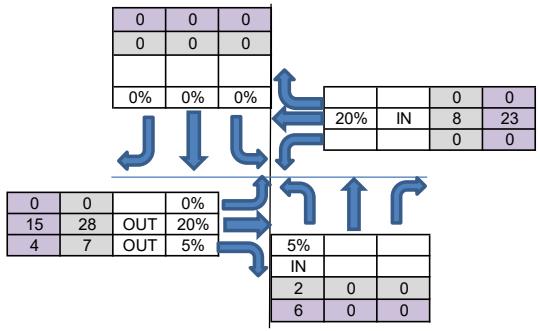
INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	330	153	82	225	169	84	234	1414	319	107	736	73
Peak Season Adjustment	23	11	6	16	12	6	16	99	22	7	52	5
Adjusted Existing Volume (2020)	353	164	88	241	181	90	250	1513	341	114	788	78
Background Traffic Growth	46	22	12	32	24	12	33	199	45	15	103	10
Major Projects Traffic	52	14	119	0	19	1	1	15	52	184	53	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	2	0	0	10	0
2025 Background Traffic	452	199	218	272	224	103	284	1729	438	314	954	88
Project Traffic	2	0	0	0	0	0	0	28	7	0	8	0
Total 2025 Traffic	**454**	**199**	**218**	**272**	**224**	**103**	**284**	**1757**	**445**	**314**	**962**	**88**

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2020)	289	118	25	322	160	97	197	1057	279	93	1208	150
Peak Season Adjustment	20	8	2	23	11	7	14	74	20	7	85	11
Adjusted Existing Volume (2020)	309	126	27	345	171	104	211	1131	299	100	1293	161
Background Traffic Growth	41	17	4	45	22	14	28	149	39	13	170	21
Major Projects Traffic	35	6	39	0	7	1	1	50	60	32	19	0
Kings Hwy Commerce Center	0	0	0	0	0	0	0	9	0	0	3	0
2025 Background Traffic	385	149	69	390	201	118	239	1339	398	145	1484	182
Project Traffic	6	0	0	0	0	0	0	15	4	0	23	0
Total	**391**	**149**	**69**	**390**	**201**	**118**	**239**	**1354**	**402**	**145**	**1507**	**182**



CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT KINGS HIGHWAY

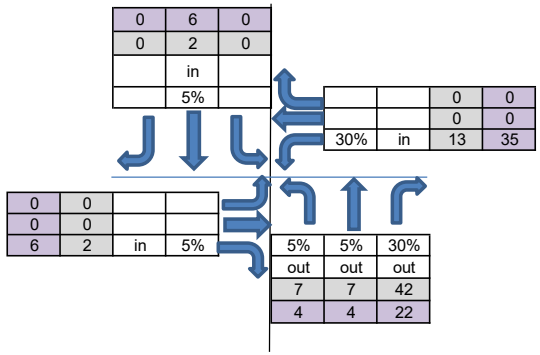
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.17 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	47	213	144	367	284	50	64	344	74	126	249	404
Peak Season Adjustment	8	36	24	62	48	9	11	58	13	21	42	69
Adjusted Existing Volume (2018)	55	249	168	429	332	59	75	402	87	147	291	473
Background Traffic Growth	10	47	32	81	63	11	14	76	16	28	55	89
Major Projects Traffic	102	173	142	133	160	36	33	93	41	301	254	209
2025 Background Traffic	167	469	342	643	555	106	122	571	144	476	600	771
Project Traffic	7	7	42	0	2	0	0	0	2	13	0	0
Total 2025 Traffic	**174**	**476**	**384**	**643**	**557**	**106**	**122**	**571**	**146**	**489**	**600**	**771**
Approach Total		**1,035**			**1,306**			**839**			**1,860**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	66	239	131	412	275	51	63	263	54	124	247	379
Peak Season Adjustment	11	41	22	70	47	9	11	45	9	21	42	64
Adjusted Existing Volume (2018)	77	280	153	482	322	60	74	308	63	145	289	443
Background Traffic Growth	15	53	29	91	61	11	14	58	12	27	55	84
Major Projects Traffic	69	146	255	235	216	26	66	275	89	206	117	168
2025 Background Traffic	161	478	437	808	598	97	154	641	164	378	461	695
Project Traffic	4	4	22	0	6	0	0	0	6	35	0	0
Total	**165**	**482**	**459**	**808**	**604**	**97**	**154**	**641**	**170**	**413**	**461**	**695**
Approach Total		**1,106**			**1,509**			**964**			**1,569**	

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT I-95 NORTHBOUND

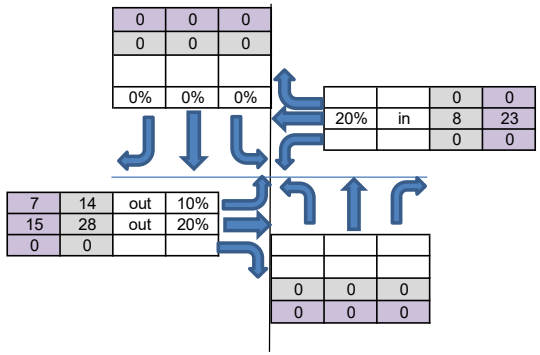
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	111	454	0	0	485	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	0	111	454	0	0	485	0
Background Traffic Growth	0	0	0	0	0	0	21	86	0	0	92	0
Major Projects Traffic	0	0	0	0	0	0	237	270	0	0	328	0
2025 Background Traffic	0	0	0	0	0	0	369	810	0	0	905	0
Project Traffic	0	0	0	0	0	0	14	28	0	0	8	0
Total 2025 Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**383**	**838**	**0**	**0**	**913**	**0**
Approach Total		**0**			**0**			**1,221**			**913**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	0	134	355	0	0	691	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	0	134	355	0	0	691	0
Background Traffic Growth	0	0	0	0	0	0	25	67	0	0	130	0
Major Projects Traffic	0	0	0	0	0	0	592	700	0	0	161	0
2025 Background Traffic	0	0	0	0	0	0	751	1122	0	0	982	0
Project Traffic	0	0	0	0	0	0	7	15	0	0	23	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**758**	**1137**	**0**	**0**	**1005**	**0**
Approach Total		**0**			**0**			**1,895**			**1,005**	

758

CMA INTERSECTION ANALYSIS
FARRELL COMMUNITIES - FT. PIERCE
ORANGE AVENUE AT I-95 NORTHBOUND

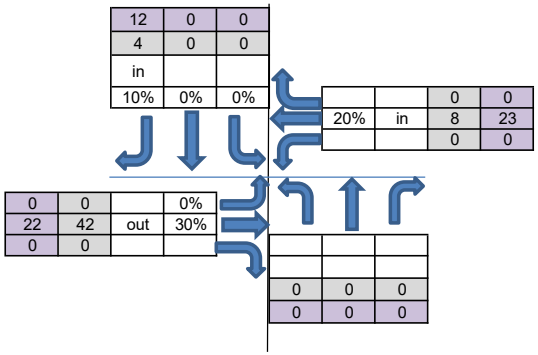
TRIPS

	IN	OUT
AM	42	139
PM	116	74

INPUT DATA

Comments:

Area Wide Growth Rate = 2.50% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2025



AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	117	0	447	0	209	658	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	117	0	447	0	209	658	0
Background Traffic Growth	0	0	0	0	0	22	0	84	0	39	124	0
Major Projects Traffic	0	0	0	0	0	183	0	160	0	32	315	0
2025 Background Traffic	0	0	0	0	0	322	0	691	0	280	1097	0
Project Traffic	0	0	0	0	0	4	0	42	0	0	8	0
Total 2025 Traffic	**0**	**0**	**0**	**0**	**0**	**326**	**0**	**733**	**0**	**280**	**1105**	**0**
Approach Total		**0**			**326**			**733**			**1,386**	

PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018)	0	0	0	0	0	130	0	385	0	358	585	0
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Existing Volume (2020)	0	0	0	0	0	130	0	385	0	358	585	0
Background Traffic Growth	0	0	0	0	0	25	0	73	0	68	110	0
Major Projects Traffic	0	0	0	0	0	90	0	264	0	19	120	0
2025 Background Traffic	0	0	0	0	0	245	0	722	0	445	815	0
Project Traffic	0	0	0	0	0	12	0	22	0	0	23	0
Total	**0**	**0**	**0**	**0**	**0**	**257**	**0**	**744**	**0**	**445**	**838**	**0**
Approach Total		**0**			**257**			**744**			**1,283**	

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Viva at Treasure Coast East

Prepared for:

TEG Developers, LLC
VCorp Agent Services, Inc
1200 South Pine Island Road
Plantation, Florida 33324

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

July 13, 2023

SR23061.0

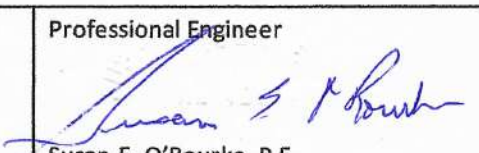
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 7/13/2023 License #: 42684

Table 1 - Trip Generation

Table 1a: Daily

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

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Multi-Family (Low-Rise)	220	206	DU	T = 0.31(X) + 22.85	24%	76%	21	66	87
TOTALS							**21**	**66**	**87**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Multi-Family (Low-Rise)	220	206	DU	T = 0.43(X) + 20.55	63%	37%	69	40	109
TOTALS							**69**	**40**	**109**

Source: ITE 11th Edition Trip Generation Rates

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

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Regatta

Prepared for:

Mr. Pedro Quijada
Alva Stone Group
591 Evernia St
West Palm Beach, FL 33401

Prepared by:

O'Rourke Engineering & Planning
3725 SE Ocean Blvd. Suite 201
Stuart, Florida 34996
772-781-7918

August 11, 2023
Revised October 31, 2023

SR23071.0

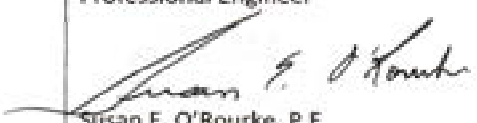
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 3725 SE Ocean Blvd. Suite 201 Stuart, Florida 34996 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 10/31/2023 License #: 42684

Table 1 - Trip Generation

Table 1a: Daily

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

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

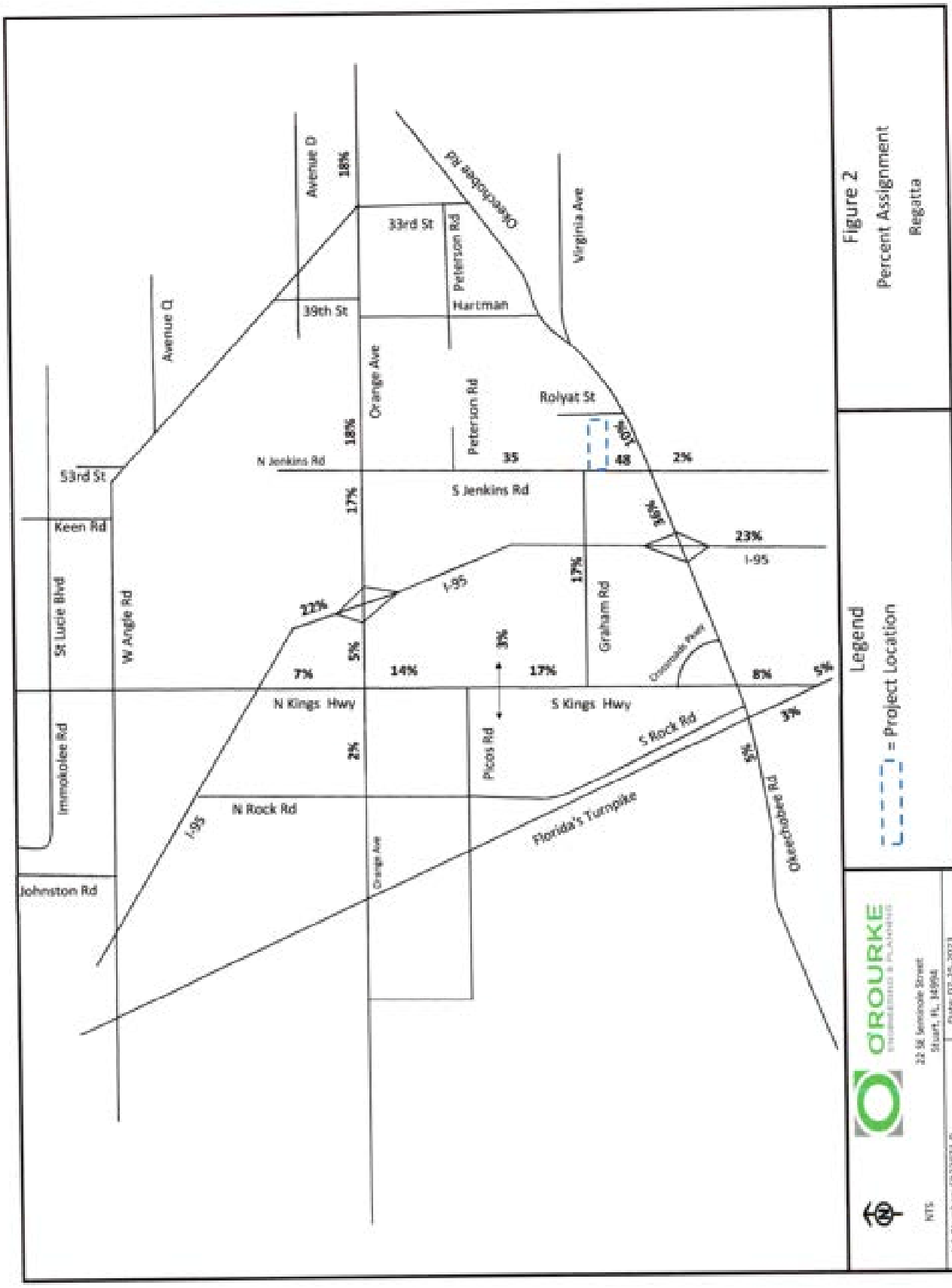
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	312	DU	T = 0.31(X) + 22.85	24%	76%	29	91	120
TOTALS							**29**	**91**	**120**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

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

Source: ITE 11th Edition Trip Generation Rates



CE - Figures - Regatta

TRAFFIC IMPACT ANALYSIS

NEILL FARMS
FORT PIERCE, FL

PREPARED FOR:
CGV INVESTMENTS,LLC

Kimley»Horn

January 14, 2019
Revised May 15, 2019
Kimley-Horn Project #140520000
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & I-95 SOUTH OFF-RAMP
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.13	1.13
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	0	0	234	0	254	0	879	176	0	615	456
Peak Season Volume	0	0	0	264	0	287	0	993	199	0	695	515
Traffic Volume Growth	0	0	0	41	0	45	0	155	31	0	108	80
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								15				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											56	
Project Traffic	0	0	0	0	0	0	0	15	0	0	56	0
Committed Bent Creek												
Inbound Traffic Assignment								7.0%				
Inbound Traffic Volumes								27				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											36	
Project Traffic	0	0	0	0	0	0	0	27	0	0	36	0
Committed Carriage Pointe												
Inbound Traffic Assignment				20.0%								
Inbound Traffic Volumes				7								
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	7	0	0	0	0	0	0	0	0
Total Committed Projects	0	0	0	7	0	0	0	42	0	0	92	0
1.0% Traffic Volume Growth	0	0	0	11	0	12	0	40	8	0	28	21
Committed + 1.0% Growth	0	0	0	18	0	12	0	82	8	0	120	21
Max (Committed + 1.0% or Historic Growth)	0	0	0	41	0	45	0	155	31	0	120	80
Background Traffic Volumes	0	0	0	305	0	332	0	1,148	230	0	815	595
Project Traffic												
Inbound Traffic Assignment				18.0%				2.0%				
Inbound Traffic Volumes				10				1				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											3	
Project Traffic	0	0	0	10	0	0	0	1	0	0	3	0
Total Traffic w/o RTOR	0	0	0	315	0	332	0	1,149	230	0	818	595
RTOR Reduction												
TOTAL TRAFFIC	0	0	0	315	0	332	0	1,149	230	0	818	595

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	0	0	170	0	292	0	919	248	0	760	635
Peak Season Volume	0	0	0	192	0	330	0	1,038	280	0	859	718
Traffic Volume Growth	0	0	0	30	0	51	0	162	44	0	134	112
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								60				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											32	
Project Traffic	0	0	0	0	0	0	0	60	0	0	32	0
Committed Bent Creek												
Inbound Traffic Assignment								7.0%				
Inbound Traffic Volumes								16				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											44	
Project Traffic	0	0	0	0	0	0	0	16	0	0	44	0
Committed Carriage Pointe												
Inbound Traffic Assignment				20.0%								
Inbound Traffic Volumes				25								
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	25	0	0	0	0	0	0	0	0
Total Committed Projects	0	0	0	25	0	0	0	76	0	0	76	0
1.0% Traffic Volume Growth	0	0	0	8	0	13	0	42	11	0	35	29
Committed + 1.0% Growth	0	0	0	33	0	13	0	118	11	0	111	29
Max (Committed + 1.0% or Historic Growth)	0	0	0	33	0	51	0	162	44	0	134	112
Background Traffic Volumes	0	0	0	225	0	381	0	1,200	324	0	993	830
Project Traffic												
Inbound Traffic Assignment				18.0%				2.0%				
Inbound Traffic Volumes				33				4				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											2	
Project Traffic	0	0	0	33	0	0	0	4	0	0	2	0
Total Traffic w/o RTOR	0	0	0	258	0	381	0	1,204	324	0	995	830
RTOR Reduction												
TOTAL TRAFFIC	0	0	0	258	0	381	0	1,204	324	0	995	830

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & I-95 NORTH OFF-RAMP
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	213	0	814	0	0	0	0	805	308	0	858	211
Peak Season Volume	232	0	887	0	0	0	0	877	336	0	935	230
Traffic Volume Growth	36	0	138	0	0	0	0	137	52	0	146	36
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								15				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											56	
Project Traffic	0	0	0	0	0	0	0	15	0	0	56	0
Committed Bent Creek												
Inbound Traffic Assignment			8.0%					7.0%				
Inbound Traffic Volumes			31					27				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											36	
Project Traffic	0	0	31	0	0	0	0	27	0	0	36	0
Committed Camping World												
Inbound Traffic Assignment			10.0%					10.0%				
Inbound Traffic Volumes			4					4				
Outbound Traffic Assignment											10.0%	
Outbound Traffic Volumes											1	
Project Traffic	0	0	4	0	0	0	0	4	0	0	1	0
Total Committed Projects	0	0	35	0	0	0	0	46	0	0	93	0
1.0% Traffic Volume Growth	9	0	36	0	0	0	0	36	14	0	38	9
Committed + 1.0% Growth	9	0	71	0	0	0	0	82	14	0	131	9
Max (Committed + 1.0% or Historic Growth)	36	0	138	0	0	0	0	137	52	0	146	36
Background Traffic Volumes	268	0	1,025	0	0	0	0	1,014	388	0	1,081	266
Project Traffic												
Inbound Traffic Assignment			20.0%					2.0%				
Inbound Traffic Volumes			11					1				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											3	
Project Traffic	0	0	11	0	0	0	0	1	0	0	3	0
Total Traffic w/o RTOR	268	0	1,036	0	0	0	0	1,015	388	0	1,084	266
RTOR Reduction												
TOTAL TRAFFIC	268	0	1,036	0	0	0	0	1,015	388	0	1,084	266

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	186	0	548	0	0	0	0	759	330	0	1,209	266
Peak Season Volume	203	0	597	0	0	0	0	827	360	0	1,318	290
Traffic Volume Growth	32	0	93	0	0	0	0	129	56	0	206	45
Committed Celebration Pointe												
Inbound Traffic Assignment								15.0%				
Inbound Traffic Volumes								60				
Outbound Traffic Assignment											15.0%	
Outbound Traffic Volumes											32	
Project Traffic	0	0	0	0	0	0	0	60	0	0	32	0
Committed Bent Creek												
Inbound Traffic Assignment			8.0%					7.0%				
Inbound Traffic Volumes			18					16				
Outbound Traffic Assignment											7.0%	
Outbound Traffic Volumes											44	
Project Traffic	0	0	18	0	0	0	0	16	0	0	44	0
Committed Camping World												
Inbound Traffic Assignment			10.0%					10.0%				
Inbound Traffic Volumes			7					7				
Outbound Traffic Assignment											10.0%	
Outbound Traffic Volumes											8	
Project Traffic	0	0	7	0	0	0	0	7	0	0	8	0
Total Committed Projects	0	0	25	0	0	0	0	83	0	0	84	0
1.0% Traffic Volume Growth	8	0	24	0	0	0	0	34	15	0	54	12
Committed + 1.0% Growth	8	0	49	0	0	0	0	117	15	0	138	12
Max (Committed + 1.0% or Historic Growth)	32	0	93	0	0	0	0	129	56	0	206	45
Background Traffic Volumes	235	0	690	0	0	0	0	956	416	0	1,524	335
Project Traffic												
Inbound Traffic Assignment			20.0%					2.0%				
Inbound Traffic Volumes			37					4				
Outbound Traffic Assignment											2.0%	
Outbound Traffic Volumes											2	
Project Traffic	0	0	37	0	0	0	0	4	0	0	2	0
Total Traffic w/o RTOR	235	0	727	0	0	0	0	960	416	0	1,526	335
RTOR Reduction												
TOTAL TRAFFIC	235	0	727	0	0	0	0	960	416	0	1,526	335

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & JENKINS ROAD
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.12	1.12
Buildout Year =	2023	2023
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/10/2018	212	101	13	122	139	32	114	1,028	175	24	652	27
Peak Season Volume	237	113	15	137	156	36	128	1,151	196	27	730	30
Traffic Volume Growth	47	22	3	27	31	7	25	229	39	5	145	6
Committed Celebration Pointe												
Inbound Traffic Assignment		10.0%					25.0%		25.0%			
Inbound Traffic Volumes		10					26		26			
Outbound Traffic Assignment				25.0%	10.0%	25.0%						
Outbound Traffic Volumes				93	37	93						
Project Traffic	0	10	0	93	37	93	26	0	26	0	0	0
Committed Bent Creek												
Inbound Traffic Assignment			3.0%	2.0%				15.0%				
Inbound Traffic Volumes			11	8				57				
Outbound Traffic Assignment										3.0%	15.0%	2.0%
Outbound Traffic Volumes										15	77	10
Project Traffic	0	0	11	8	0	0	0	57	0	15	77	10
Committed Camping World												
Inbound Traffic Assignment							20.0%					30.0%
Inbound Traffic Volumes							8					13
Outbound Traffic Assignment				30.0%		20.0%						
Outbound Traffic Volumes				4		2						
Project Traffic	0	0	0	4	0	2	8	0	0	0	0	13
Committed KOA												
Inbound Traffic Assignment					5.0%			65.0%			5.0%	
Inbound Traffic Volumes					1			12			1	
Outbound Traffic Assignment	65.0%	5.0%	5.0%									
Outbound Traffic Volumes	20	2	2									
Project Traffic	20	2	2	0	1	0	0	12	0	0	1	0
Committed Carriage Pointe												
Inbound Traffic Assignment									20.0%			
Inbound Traffic Volumes									7			
Outbound Traffic Assignment	20.0%											
Outbound Traffic Volumes	22											
Project Traffic	22	0	0	0	0	0	0	0	7	0	0	0
Total Committed Projects	42	12	13	105	38	95	34	69	33	15	78	23
1.0% Traffic Volume Growth	12	6	1	7	8	2	7	59	10	1	37	2
Committed + 1.0% Growth	54	18	14	112	46	97	41	128	43	16	115	25
Max (Committed + 1.0% or Historic Growth)	54	22	14	112	46	97	41	229	43	16	145	25
Background Traffic Volumes	291	135	29	249	202	133	169	1,380	239	43	875	55
Project Traffic												
Inbound Traffic Assignment								5.0%	35.0%	5.0%		
Inbound Traffic Volumes								3	19	3		
Outbound Traffic Assignment	35.0%		5.0%								5.0%	
Outbound Traffic Volumes	57		8								8	
Project Traffic	57	0	8	0	0	0	0	3	19	3	8	0
Total Traffic w/o RTOR	348	135	37	249	202	133	169	1,383	258	46	883	55
RTOR Reduction												
TOTAL TRAFFIC	348	135	37	249	202	133	169	1,383	258	46	883	55

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 07/10/2018	268	108	34	181	161	72	185	859	176	16	1,141	89
Peak Season Volume	300	121	38	203	180	81	207	962	197	18	1,278	100
Traffic Volume Growth	60	24	8	40	36	16	41	191	39	4	254	20
Committed Celebration Pointe												
Inbound Traffic Assignment		10.0%					25.0%		25.0%			
Inbound Traffic Volumes		40					100		100			
Outbound Traffic Assignment				25.0%	10.0%	25.0%						
Outbound Traffic Volumes				54	22	54						
Project Traffic	0	40	0	54	22	54	100	0	100	0	0	0
Committed Bent Creek												
Inbound Traffic Assignment			3.0%	2.0%				15.0%				
Inbound Traffic Volumes			7	5				34				
Outbound Traffic Assignment										3.0%	15.0%	2.0%
Outbound Traffic Volumes										19	95	13
Project Traffic	0	0	7	5	0	0	0	34	0	19	95	13
Committed Camping World												
Inbound Traffic Assignment							20.0%					30.0%
Inbound Traffic Volumes							13					20
Outbound Traffic Assignment				30.0%		20.0%						
Outbound Traffic Volumes				24		16						
Project Traffic	0	0	0	24	0	16	13	0	0	0	0	20
Committed KOA												
Inbound Traffic Assignment					5.0%			65.0%			5.0%	
Inbound Traffic Volumes					4			46			4	
Outbound Traffic Assignment	65.0%	5.0%	5.0%									
Outbound Traffic Volumes	25	2	2									
Project Traffic	25	2	2	0	4	0	0	46	0	0	4	0
Committed Carriage Pointe												
Inbound Traffic Assignment									20.0%			
Inbound Traffic Volumes									25			
Outbound Traffic Assignment	20.0%											
Outbound Traffic Volumes	15											
Project Traffic	15	0	0	0	0	0	0	0	25	0	0	0
Total Committed Projects	40	42	9	83	26	70	113	80	125	19	99	33
1.0% Traffic Volume Growth	15	6	2	10	9	4	11	49	10	1	65	5
Committed + 1.0% Growth	55	48	11	93	35	74	124	129	135	20	164	38
Max (Committed + 1.0% or Historic Growth)	60	48	11	93	36	74	124	191	135	20	254	38
Background Traffic Volumes	360	169	49	296	216	155	331	1,153	332	38	1,532	138
Project Traffic												
Inbound Traffic Assignment								5.0%	35.0%	5.0%		
Inbound Traffic Volumes								9	65	9		
Outbound Traffic Assignment	35.0%		5.0%								5.0%	
Outbound Traffic Volumes	38		5								5	
Project Traffic	38	0	5	0	0	0	0	9	65	9	5	0
Total Traffic w/o RTOR	398	169	54	296	216	155	331	1,162	397	47	1,537	138
RTOR Reduction												
TOTAL TRAFFIC	398	169	54	296	216	155	331	1,162	397	47	1,537	138

VOLUME DEVELOPMENT SHEET
NEILL FARMS
OKEECHOBEE ROAD & MCNEIL ROAD
SIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	45	34	65	163	50	62	47	1,231	42	29	709	80
Peak Season Volume	49	37	71	178	55	68	51	1,342	46	32	773	87
Traffic Volume Growth	8	6	11	28	9	11	8	209	7	5	121	14
Committed Celebration Pointe												
Inbound Traffic Assignment	5.0%										20.0%	
Inbound Traffic Volumes	5										21	
Outbound Traffic Assignment								20.0%	5.0%			
Outbound Traffic Volumes								74	19			
Project Traffic	5	0	0	0	0	0	0	74	19	0	21	0
Committed Bent Creek												
Inbound Traffic Assignment								20.0%				
Inbound Traffic Volumes								77				
Outbound Traffic Assignment											20.0%	
Outbound Traffic Volumes											102	
Project Traffic	0	0	0	0	0	0	0	77	0	0	102	0
Committed Camping World												
Inbound Traffic Assignment											30.0%	
Inbound Traffic Volumes											13	
Outbound Traffic Assignment								30.0%				
Outbound Traffic Volumes								4				
Project Traffic	0	0	0	0	0	0	0	4	0	0	13	0
Total Committed Projects	5	0	0	0	0	0	0	155	19	0	136	0
1.0% Traffic Volume Growth	2	2	3	7	2	3	2	54	2	1	31	4
Committed + 1.0% Growth	7	2	3	7	2	3	2	209	21	1	167	4
Max (Committed + 1.0% or Historic Growth)	8	6	11	28	9	11	8	209	21	5	167	14
Background Traffic Volumes	57	43	82	206	64	79	59	1,551	67	37	940	101
Project Traffic												
Inbound Traffic Assignment									5.0%	35.0%	5.0%	
Inbound Traffic Volumes									3	19	3	
Outbound Traffic Assignment	5.0%		35.0%					5.0%				
Outbound Traffic Volumes	8		57					8				
Project Traffic	8	0	57	0	0	0	0	8	3	19	3	0
Total Traffic w/o RTOR	65	43	139	206	64	79	59	1,559	70	56	943	101
RTOR Reduction												
TOTAL TRAFFIC	65	43	139	206	64	79	59	1,559	70	56	943	101

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	96	76	38	265	74	79	109	967	53	50	1,105	192
Peak Season Volume	105	83	41	289	81	86	119	1,054	58	55	1,204	209
Traffic Volume Growth	16	13	6	45	13	13	19	164	9	9	188	33
Committed Celebration Pointe												
Inbound Traffic Assignment	5.0%										20.0%	
Inbound Traffic Volumes	20										80	
Outbound Traffic Assignment								20.0%	5.0%			
Outbound Traffic Volumes								43	11			
Project Traffic	20	0	0	0	0	0	0	43	11	0	80	0
Committed Bent Creek												
Inbound Traffic Assignment								20.0%				
Inbound Traffic Volumes								46				
Outbound Traffic Assignment											20.0%	
Outbound Traffic Volumes											127	
Project Traffic	0	0	0	0	0	0	0	46	0	0	127	0
Committed Camping World												
Inbound Traffic Assignment											30.0%	
Inbound Traffic Volumes											20	
Outbound Traffic Assignment								30.0%				
Outbound Traffic Volumes								24				
Project Traffic	0	0	0	0	0	0	0	24	0	0	20	0
Total Committed Projects	20	0	0	0	0	0	0	113	11	0	227	0
1.0% Traffic Volume Growth	4	3	2	12	3	3	5	43	2	2	49	8
Committed + 1.0% Growth	24	3	2	12	3	3	5	156	13	2	276	8
Max (Committed + 1.0% or Historic Growth)	24	13	6	45	13	13	19	164	13	9	276	33
Background Traffic Volumes	129	96	47	334	94	99	138	1,218	71	64	1,480	242
Project Traffic												
Inbound Traffic Assignment									5.0%	35.0%	5.0%	
Inbound Traffic Volumes									9	65	9	
Outbound Traffic Assignment	5.0%		35.0%					5.0%				
Outbound Traffic Volumes	5		38					5				
Project Traffic	5	0	38	0	0	0	0	5	9	65	9	0
Total Traffic w/o RTOR	134	96	85	334	94	99	138	1,223	80	129	1,489	242
RTOR Reduction												
TOTAL TRAFFIC	134	96	85	334	94	99	138	1,223	80	129	1,489	242

VOLUME DEVELOPMENT SHEET
NEILL FARMS
MCNEIL ROAD & KIRBY LOOP ROAD
UNSIGNALIZED INTERSECTION

Growth Rate =	3.69%	
Peak Season =	1.09	1.09
Buildout Year =	2023	2023
Years =	4	4

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	0	113	0	46	91	0	2	1	0	8	0	24
Peak Season Volume	0	123	0	50	99	0	2	1	0	9	0	26
Traffic Volume Growth	0	19	0	8	15	0	0	0	0	1	0	4
Committed Development from TPS												
Committed Celebration Pointe												
Inbound Traffic Assignment		5.0%										
Inbound Traffic Volumes		5										
Outbound Traffic Assignment					5.0%							
Outbound Traffic Volumes					19							
Project Traffic	0	5	0	0	19	0	0	0	0	0	0	0
Total Committed Projects	0	5	0	0	19	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	5	0	2	4	0	0	0	0	0	0	1
Committed + 1.0% Growth	0	10	0	2	23	0	0	0	0	0	0	1
Max (Committed + 1.0% or Historic Growth)	0	19	0	8	23	0	0	0	0	1	0	4
Background Traffic Volumes	0	142	0	58	122	0	2	1	0	10	0	30
Project Traffic												
Inbound Traffic Assignment		4.0%										13.0%
Inbound Traffic Volumes		2										7
Outbound Traffic Assignment				13.0%	4.0%							
Outbound Traffic Volumes				21	7							
Project Traffic	0	2	0	21	7	0	0	0	0	0	0	7
Total Traffic w/o RTOR	0	144	0	79	129	0	2	1	0	10	0	37
RTOR Reduction												
TOTAL TRAFFIC	0	144	0	79	129	0	2	1	0	10	0	37

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 05/07/2019	1	140	7	42	125	0	0	0	0	15	1	75
Peak Season Volume	1	153	8	46	136	0	0	0	0	16	1	82
Traffic Volume Growth	0	24	1	7	21	0	0	0	0	2	0	13
Committed Development from TPS												
Committed Celebration Pointe												
Inbound Traffic Assignment		5.0%										
Inbound Traffic Volumes		20										
Outbound Traffic Assignment					5.0%							
Outbound Traffic Volumes					11							
Project Traffic	0	20	0	0	11	0	0	0	0	0	0	0
Total Committed Projects	0	20	0	0	11	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	6	0	2	6	0	0	0	0	1	0	3
Committed + 1.0% Growth	0	26	0	2	17	0	0	0	0	1	0	3
Max (Committed + 1.0% or Historic Growth)	0	26	1	7	21	0	0	0	0	2	0	13
Background Traffic Volumes	1	179	9	53	157	0	0	0	0	18	1	95
Project Traffic												
Inbound Traffic Assignment		4.0%										13.0%
Inbound Traffic Volumes		7										24
Outbound Traffic Assignment				13.0%	4.0%							
Outbound Traffic Volumes				14	4							
Project Traffic	0	7	0	14	4	0	0	0	0	0	0	24
Total Traffic w/o RTOR	1	186	9	67	161	0	0	0	0	18	1	119
RTOR Reduction												
TOTAL TRAFFIC	1	186	9	67	161	0	0	0	0	18	1	119

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Kings Highway Commerce Center
Concurrency

Prepared for:

Mr. Ken Morin
JA Development Partners, LLC
4923 W. Cypress St.
Tampa, FL 33607

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

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SR22061.0

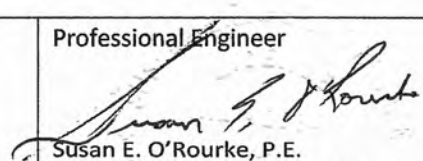
Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 6/22/2022 License #: 42684

Table 1 - Trip Generation - White Parcel

Table 1a: Daily

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

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

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

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

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

Source: ITE 10th Edition Trip Generation Rates

Okeechobee Rd
4%
5%
Virginia Ave
2%
Rolyat St
11%
10%
20%
I-95
Peters Rd
5%
30%
30%
Crossroads
43%
8%
Turnpike
Okeechobee Rd
5%
18%
Orange Ave
2%
2%
Peterson Rd
5%
Jenkins Rd
5%
20%
20%
I-95
Graham Rd
5%
White Rd
3%
40%
45%
Kings Hwy
45%
2%
3%
Orange Ave
Picos Rd
Pruitt Research Center Rd
Figure 2
Percent Assignment
Kings Highway Commerce Center
Legend
= Project Location
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
NTS
Job Number: SR22061.0
Date: 06.20.2022

APPENDIX D: SIGNAL TIMING DATA

ECONOLITE

MOVING TRAFFIC FORWARD

00018 - KINGS HWY @ ORANGE AVE - Kings Hwy @ Orange Ave. - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Q-Inuse 1-8

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	10	15	10	15	10	15	10	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	38	0	42	0	38	0	42	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	8.0	8.0	8.0	8.0	5.0	5.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	50	35	45	25	50	25	45	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.1	4.8	4.8	5.1	5.1	4.8	4.8	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

00030 - ORANGE AVE @ I-95 NB RAMP - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBL	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	10	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	45	40	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ø in use

00031 - ORANGE AVE @ I-95 SB RAMP - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W	N	N	WBL	E	N	S	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	15	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	20	0	16	0	20	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	40	35	35	30	40	35	40	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	3.0	4.0	4.5	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.5	2.0	2.0	2.5	2.5	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ø in use

Fort Pierce, FL

ECONOLITE

MOVING TRAFFIC FORWARD

SR70 & Kings Hwy (SR713) - Cobalt [redacted] - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - "" NE-L/NWT/SE-L/N-T/W-L/E-T/NW-L/S-T/

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	~~N~~	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00019 - KINGS HWY @ ST LUCIE BLVD - Kings Hwy @ St Lucie Blvd - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	S-L	N-T	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	10	0	7	7	10	10	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	5.0	0.0	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	45	0	25	15	45	25	25	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.1	0.0	4.8	5.1	5.1	4.8	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00016 - KINGS HWY @ ANGLE RD - Kings Hwy @ Angle Rd - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	30	0	7	0	30	0	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	15	0	23	0	15	0	18	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	4.5	0.0	4.0	0.0	4.5	0.0	4.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	60	0	30	0	60	0	30	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	5.1	0.0	4.8	0.0	5.1	0.0	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

APPENDIX E: VOLUME DEVELOPMENT SHEETS

VOLUME DEVELOPMENT SHEET
ORCHID
Kings Highway & Orange Avenue
AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
AM PEAK HOUR FACTOR: 0.92

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			81	423	99		200	242	310		56	191	149		277	335	60
Peak Season Correction Factor			1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
AM PEAK SEASON VOLUMES			*83*	*431*	*101*		*204*	*247*	*316*		*57*	*195*	*152*		*283*	*342*	*61*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics			1	14			26	106				3	3			20	6
Hope Commercial					2		33				4	0	10	0	0	0	0
Kings Highway Warehouse					14		89				14	61	89			62	
Crossroads Business Center				4			8	1	10				41		51		
Kings Highway Commerce Park					9		139				2		34				
Kings Highway Commerce Center				2	2		38	2			1		10				
Old Dominion Freight Line			2						4			3			1	1	1
Celebration Pointe (90% Buildout)								1									
Project Hunt					3		34				1		7				
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove			1	8					26			15			80	46	4
Avalon Crossing (Built)																	
Farrel Communities					2		13				7	7	42			2	
Hillpointe				1				3	6						2		
Regatta				1	2		2	4			5	12			2	4	
Pulte's Cornerstone																	
Viva South/East				1				3									
7-Eleven at Kings/Angle			1						9			12			9	11	1
Eagle Bend			8						58			14			177	44	25
Serenoa			1						4			7			11	21	2
Millcreek							5		8				2		3		
4540 King's Highway Residential			0														
Pruitt Commerce Center					26		84				8	5	25			18	
AM TOTAL "COMMITTED" TRAFFIC		0	14	31	60	0	471	120	125	0	42	139	263	0	336	229	39
Years To Buildout																	
1% Background Traffic Growth			4	22	5		10	13	16		3	10	8		14	17	3
Committed Project Traffic + 1% Growth			18	53	65		481	133	141		45	149	271		350	246	42
2.5% Growth Rate Calculations																	
Years To Buildout			5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			11	57	13		27	32	42		7	26	20		37	45	8
Highest Background Growth Used																	
Maximum Background Growth Used			*18*	*57*	*65*		*481*	*133*	*141*		*45*	*149*	*271*		*350*	*246*	*42*
AM BACKGROUND TRAFFIC VOLUMES			*101*	*488*	*166*		*685*	*380*	*457*		*102*	*344*	*423*		*633*	*588*	*103*
Project Traffic																	
Non-Residential	Entering							49.0%			29.0%						19.0%
								270			160						105
	Exiting		19.0%	49.0%	29.0%												
			35	90	53												
AM Non-Residential Project Traffic			35	90	53			270			160						105
AM TOTAL PROJECT TRAFFIC			*35*	*90*	*53*			*270*			*160*						*105*
AM FUTURE TOTAL VOLUMES			*136*	*578*	*219*		*685*	*650*	*457*		*262*	*344*	*423*		*633*	*588*	*208*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
PM PEAK HOUR FACTOR: 0.92

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		85	375	107		163	285	275		109	212	195		269	378	74
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
PM PEAK SEASON VOLUMES		*87*	*383*	*109*		*166*	*291*	*281*		*111*	*216*	*199*		*274*	*386*	*75*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		6	100			9	36				19	25			7	2
Hope Commercial				1		13				2		33				
Kings Highway Warehouse				18		119				9	39	56			82	
Crossroads Business Center			1			39	4	49				11		14		
Kings Highway Commerce Park				3		43				9		137				
Kings Highway Commerce Center				2		10				3		37				
Old Dominion Freight Line		1		3				2			2			4	2	2
Celebration Pointe (90% Buildout)							1									
Project Hunt				1		12				3		34				
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		5						93			53			55	32	3
Avalon Crossing (Built)																
Farrel Communities				6		35				4	4	22			6	
Hillpointe			4				2	5						8		
Regatta				1			2	6		5	17			1	3	
Pulte's Cornerstone																
Viva South/East			4				2									
7-Eleven at Kings/Angle		1						8			10			8	10	1
Eagle Bend		30						207			52			122	30	17
Serenoa		2						13			24			8	14	1
Millcreek						3		6				5		9		
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center				10		33				26	18	84			7	
PM TOTAL "COMMITTED" TRAFFIC	0	45	109	45	0	316	47	389	0	61	238	444	0	229	193	26
Years to Buildout		6	6	6		6	6	6		6	6	6		6	6	6
1% Background Traffic Growth		5	24	7		10	18	17		7	13	12		17	24	5
Committed Project Traffic + 1% Growth		50	133	52		326	65	406		68	251	456		246	217	31
2.5% Growth Rate Calculations																
Years To Buildout		6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		14	61	17		27	46	45		18	34	32		44	62	12
Highest Background Growth Used																
Maximum Background Growth Used		*50*	*133*	*52*		*326*	*65*	*406*		*68*	*251*	*456*		*246*	*217*	*31*
PM BACKGROUND TRAFFIC VOLUMES		*137*	*516*	*161*		*492*	*356*	*687*		*179*	*467*	*655*		*520*	*603*	*106*
Project Traffic																
Non-Residential – Entering							49.0%			29.0%						19.0%
							129			77						50
Non-Residential – Exiting		19.0%	49.0%	29.0%												
		123	317	187												
PM Non-Residential Project Traffic		123	317	187			129			77						50
PM TOTAL PROJECT TRAFFIC		*123*	*317*	*187*			*129*			*77*						*50*
PM FUTURE TOTAL VOLUMES		*260*	*833*	*348*		*492*	*485*	*687*		*256*	*467*	*655*		*520*	*603*	*156*

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Northbound Ramps & Orange Avenue

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
AM PEAK HOUR FACTOR: 0.96

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			133	310				389									
Peak Season Correction Factor			1.00	1.00				1.00									
AM PEAK SEASON VOLUMES			*133*	*310*				*389*									
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics			14	8				30									
Hope Commercial			5	5				16	0								
Kings Highway Warehouse			38	10				10									
Crossroads Business Center				118				25									
Kings Highway Commerce Park			11	23				93									
Kings Highway Commerce Center			3	3				20									
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)				1				1									
Project Hunt			3	3			17										
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove			20	20				7									
Avalon Crossing (Built)																	
Farrel Communities			14	28				8									
Hillpointe				6				9									
Regatta				25				5	15								
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle				5				5									
Eagle Bend				101				33									
Serenoa																	
Millcreek				12				45	20				8				
4540 King's Highway Residential			0				0	0	0								
Pruitt Commerce Center			10	8				26									
AM TOTAL "COMMITTED" TRAFFIC		0	118	376	0	0	17	333	35	0	0	0	8	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			8	19				24									
Committed Project Traffic + 1% Growth			126	395				357									
2.5% Growth Rate Calculations																	
Years To Buildout			6	6				6									
Yearly Growth Rate			2.50%	2.50%				2.50%									
2.5% Areawide Background Traffic Growth			21	50				62									
Highest Background Growth Used																	
Maximum Background Growth Used			*126*	*395*				*357*									
AM BACKGROUND TRAFFIC VOLUMES			*259*	*705*				*746*									
Project Traffic																	
Non-Residential	Entering							16.0%									
								88									
	Exiting		12.0%	16.0%													
			22	29													
AM Non-Residential Project Traffic			22	29				88									
AM TOTAL PROJECT TRAFFIC			*22*	*29*				*88*									
AM FUTURE TOTAL VOLUMES			*281*	*734*				*834*									

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Northbound Ramps & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
PM PEAK HOUR FACTOR: 0.96

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		126	514				674									
Peak Season Correction Factor		1.00	1.00				1.00									
PM PEAK SEASON VOLUMES		*126*	*514*				*674*									
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		48	29				11									
Hope Commercial		16	16				6	0								
Kings Highway Warehouse		24	6				14									
Crossroads Business Center			32				124									
Kings Highway Commerce Park		46	92				28									
Kings Highway Commerce Center		17	18				5	2								
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)			1				1									
Project Hunt		17	17				6									
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		14	14				23									
Avalon Crossing (Built)																
Farrel Communities		7	15				23									
Hillpointe			25				7									
Regatta			10				5	22								
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle			4				4									
Eagle Bend			70				118									
Serenoa																
Millcreek			41				24	16				27				
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center		33	26				10									
PM TOTAL "COMMITTED" TRAFFIC	0	222	416	0	0	0	409	40	0	0	0	27	0	0	0	0
Years to Buildout		6	6				6									
1% Background Traffic Growth		8	32				41									
Committed Project Traffic + 1% Growth		230	448				450									
2.5% Growth Rate Calculations																
Years To Buildout		6	6				6									
Yearly Growth Rate		2.50%	2.50%				2.50%									
2.5% Areawide Background Traffic Growth		20	82				108									
Highest Background Growth Used																
Maximum Background Growth Used		*230*	*448*				*450*									
PM BACKGROUND TRAFFIC VOLUMES		*356*	*962*				*1,124*									
Project Traffic																
Non-Residential – Entering							16.0%									
							42									
Non-Residential – Exiting		12.0%	16.0%													
		78	103													
PM Non-Residential Project Traffic		78	103				42									
PM TOTAL PROJECT TRAFFIC		*78*	*103*				*42*									
PM FUTURE TOTAL VOLUMES		*434*	*1,065*				*1,166*									

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Southbound Ramps & Orange Avenue

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
AM PEAK HOUR FACTOR: 0.98

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts				208			295	409									238
Peak Season Correction Factor				1.00			1.00	1.00									1.00
AM PEAK SEASON VOLUMES				*208*			*295*	*409*									*238*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics				22				81									51
Hope Commercial				10				16			0	0	0		0	0	16
Kings Highway Warehouse				48				51									38
Crossroads Business Center				96			6	19									
Kings Highway Commerce Park				34				93									46
Kings Highway Commerce Center				6	3			20									20
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)				1				1									
Project Hunt				7				17									17
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove				40				7									7
Avalon Crossing (Built)																	
Farrel Communities				42				8									4
Hillpointe				3				9									
Regatta				5				6							20		
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle				5				9									
Eagle Bend				101				58									
Serenoa																	
Millcreek				4				13							8		
4540 King's Highway Residential							0	0	0								
Pruitt Commerce Center				17				26									26
AM TOTAL "COMMITTED" TRAFFIC		0	0	441	3	0	6	434	0	0	0	0	0	0	28	0	225
Years To Buildout																	
1% Background Traffic Growth				13			18	25									15
Committed Project Traffic + 1% Growth				454			24	459									240
2.5% Growth Rate Calculations																	
Years To Buildout				6			6	6									6
Yearly Growth Rate				2.50%			2.50%	2.50%									2.50%
2.5% Areawide Background Traffic Growth				33			47	65									38
Highest Background Growth Used																	
Maximum Background Growth Used				*454*			*47*	*459*									*240*
AM BACKGROUND TRAFFIC VOLUMES				*662*			*342*	*868*									*478*
Project Traffic																	
Non-Residential	Entering							37.0%									12.0%
								204									66
	Exiting			28.0%													
				52													
AM Non-Residential Project Traffic				52				204									66
AM TOTAL PROJECT TRAFFIC				*52*				*204*									*66*
AM FUTURE TOTAL VOLUMES				*714*			*342*	*1,072*									*544*

VOLUME DEVELOPMENT SHEET

ORCHID

I-95 Southbound Ramps & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/27/2025
PM PEAK HOUR FACTOR: 0.98

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts			477			282	616									137
Peak Season Correction Factor			1.00			1.00	1.00									1.00
PM PEAK SEASON VOLUMES			*477*			*282*	*616*									*137*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics			77				28									18
Hope Commercial			33				6									6
Kings Highway Warehouse			30				69									50
Crossroads Business Center			26			31	93									
Kings Highway Commerce Park			137				28									14
Kings Highway Commerce Center			35				5									6
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)			1				1									
Project Hunt			34				6									6
Creekside																
Drawdy Angle Road Residential/Pineapple Grove			27				23									23
Avalon Crossing (Built)																
Farrel Communities			22				23									12
Hillpointe			12				7									
Regatta			3				3							13		
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle			4				8									
Eagle Bend			70				207									
Serenoa																
Millcreek			15			8								27		
4540 King's Highway Residential		0				0	0	0								
Pruitt Commerce Center			59				10									10
PM TOTAL "COMMITTED" TRAFFIC	0	0	585	0	0	39	517	0	0	0	0	0	0	40	0	145
Years to Buildout			6			6	6									6
1% Background Traffic Growth			29			17	38									8
Committed Project Traffic + 1% Growth			614			56	555									153
2.5% Growth Rate Calculations																
Years To Buildout			6			6	6									6
Yearly Growth Rate			2.50%			2.50%	2.50%									2.50%
2.5% Areawide Background Traffic Growth			76			45	98									22
Highest Background Growth Used																
Maximum Background Growth Used			*614*			*56*	*555*									*153*
PM BACKGROUND TRAFFIC VOLUMES			*1,091*			*338*	*1,171*									*290*
Project Traffic																
Non-Residential – Entering							37.0%									12.0%
							98									32
Non-Residential – Exiting			28.0%													
			181													
PM Non-Residential Project Traffic			181				98									32
PM TOTAL PROJECT TRAFFIC			*181*				*98*									*32*
PM FUTURE TOTAL VOLUMES			*1,272*			*338*	*1,269*									*322*

VOLUME DEVELOPMENT SHEET
ORCHID
Jenkins Road & Orange Avenue
AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 9/3/2025
AM PEAK HOUR FACTOR: 0.91

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			29	968	70		172	711	22		99	17	180		11	14	14
Peak Season Correction Factor			1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11
AM PEAK SEASON VOLUMES			*32*	*1,074*	*78*		*191*	*789*	*24*		*110*	*19*	*200*		*12*	*16*	*16*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																	
Hope Commercial				5				22					2				
Kings Highway Warehouse			38	10				10									
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center				4	1		2	20					1				
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove				36	4			5			1						
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta					16		17				21		22				
Pulte's Cornerstone					2		2				6		6				
Viva South/East							1						3				
7-Eleven at Kings/Angle																	
Eagle Bend				13	88			4			29						
Serenoa																	
Millcreek				22			26	55					6				
4540 King's Highway Residential																	
Pruitt Commerce Center				8				26									
AM TOTAL "COMMITTED" TRAFFIC		0	38	98	111	0	48	142	0	0	57	0	40	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			2	66	5		12	49	1		7	1	12		1	1	1
Committed Project Traffic + 1% Growth			40	164	116		60	191	1		64	1	52		1	1	1
2.5% Growth Rate Calculations																	
Years To Buildout			6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			5	172	12		31	126	4		18	3	32		2	3	3
Highest Background Growth Used																	
Maximum Background Growth Used			*40*	*172*	*116*		*60*	*191*	*4*		*64*	*3*	*52*		*2*	*3*	*3*
AM BACKGROUND TRAFFIC VOLUMES			*72*	*1,246*	*194*		*251*	*980*	*28*		*174*	*22*	*252*		*14*	*19*	*19*
Project Traffic																	
Non-Residential	Entering							13.0%			2.0%						
								72			11						
	Exiting			13.0%	2.0%												
				24	4												
AM Non-Residential Project Traffic				24	4			72			11						
AM TOTAL PROJECT TRAFFIC				*24*	*4*			*72*			*11*						
AM FUTURE TOTAL VOLUMES			*72*	*1,270*	*198*		*251*	*1,052*	*28*		*185*	*22*	*252*		*14*	*19*	*19*

VOLUME DEVELOPMENT SHEET

ORCHID

Jenkins Road & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 9/3/2025
PM PEAK HOUR FACTOR: 0.91

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		10	562	80		234	760	7		92	6	169		22	28	26
Peak Season Correction Factor		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11		1.11	1.11	1.11
PM PEAK SEASON VOLUMES		*11*	*624*	*89*		*260*	*844*	*8*		*102*	*7*	*188*		*24*	*31*	*29*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial			16				8					5				
Kings Highway Warehouse		24	6				14									
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center				5		1	4					5				
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		11	3				29			5						
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta				10		11				27		28				
Pulte's Cornerstone				7		7				5		5				
Viva South/East						4						2				
7-Eleven at Kings/Angle																
Eagle Bend			9	61			15			104						
Serenoa																
Millcreek			71			11	41					18				
4540 King's Highway Residential						0	0	0								
Pruitt Commerce Center			26				10									
PM TOTAL "COMMITTED" TRAFFIC	0	35	131	83	0	34	121	0	0	141	0	63	0	0	0	0
Years to Buildout		6	6	6		6	6	6		6	6	6		6	6	6
1% Background Traffic Growth		1	38	5		16	52	0		6	0	12		1	2	2
Committed Project Traffic + 1% Growth		36	169	88		50	173	0		147	0	75		1	2	2
2.5% Growth Rate Calculations																
Years To Buildout		6	6	6		6	6	6		6	6	6		6	6	6
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		2	100	14		42	135	1		16	1	30		4	5	5
Highest Background Growth Used																
Maximum Background Growth Used		*36*	*169*	*88*		*50*	*173*	*1*		*147*	*1*	*75*		*4*	*5*	*5*
PM BACKGROUND TRAFFIC VOLUMES		*47*	*793*	*177*		*310*	*1,017*	*9*		*249*	*8*	*263*		*28*	*36*	*34*
Project Traffic																
Non-Residential – Entering							13.0%			2.0%						
							34			5						
Non-Residential – Exiting			13.0%	2.0%												
			84	13												
PM Non-Residential Project Traffic			84	13			34			5						
PM TOTAL PROJECT TRAFFIC			*84*	*13*			*34*			*5*						
PM FUTURE TOTAL VOLUMES		*47*	*877*	*190*		*310*	*1,051*	*9*		*254*	*8*	*263*		*28*	*36*	*34*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Okeechobee Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
AM PEAK HOUR FACTOR: 0.94

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		77	378	48		372	304	83		53	169	486		119	237	54
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
AM PEAK SEASON VOLUMES		*79*	*386*	*49*		*379*	*310*	*85*		*54*	*172*	*496*		*121*	*242*	*55*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		18		7				127		2	18	27		32	5	5
Hope Commercial		5	0	0		0	0	27			5			8	2	2
Kings Highway Warehouse								38			127			38	140	
Crossroads Business Center																
Kings Highway Commerce Park		23						139			37			34	9	6
Kings Highway Commerce Center		2	2	1				30			8			1	1	8
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)							1									
Project Hunt		4						23			4			5	1	1
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		3						3			7			22	33	10
Avalon Crossing (Built)																
Farrel Communities		7	2					17			6			56	21	7
Hillpointe																
Regatta			5			10	6					8				
Pulte's Cornerstone			2			6	6					2				
Viva South/East						3	3									
7-Eleven at Kings/Angle		2						2			2			2	2	2
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center		13						46			51			14	15	4
AM TOTAL "COMMITTED" TRAFFIC	0	77	11	8	0	19	16	452	0	2	265	37	0	212	229	45
Years To Buildout																
1% Background Traffic Growth		4	20	2		19	16	4		3	9	25		6	12	3
Committed Project Traffic + 1% Growth		81	31	10		38	32	456		5	274	62		218	241	48
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		10	51	6		50	41	11		7	23	65		16	32	7
Highest Background Growth Used																
Maximum Background Growth Used		*81*	*51*	*10*		*50*	*41*	*456*		*7*	*274*	*65*		*218*	*241*	*48*
AM BACKGROUND TRAFFIC VOLUMES		*160*	*437*	*59*		*429*	*351*	*541*		*61*	*446*	*561*		*339*	*483*	*103*
Project Traffic																
Non-Residential – Entering		3.0%						2.0%			10.0%					
		17						11			55					
Non-Residential – Exiting														2.0%	10.0%	3.0%
														4	18	6
AM Non-Residential Project Traffic		17						11			55			4	18	6
AM TOTAL PROJECT TRAFFIC		*17*						*11*			*55*			*4*	*18*	*6*
AM FUTURE TOTAL VOLUMES		*177*	*437*	*59*		*429*	*351*	*552*		*61*	*501*	*561*		*343*	*501*	*109*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Okeechobee Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 2/3/2026
PM PEAK HOUR FACTOR: 0.94

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		87	377	38		461	401	105		48	179	487		129	272	79
Peak Season Correction Factor		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02
PM PEAK SEASON VOLUMES		*89*	*385*	*39*		*470*	*409*	*107*		*49*	*183*	*497*		*132*	*277*	*81*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics		6		2				40		7	6	111		130	19	19
Hope Commercial		2	0	0		0	0	11			2			27	5	5
Kings Highway Warehouse								50			169			24	89	
Crossroads Business Center																
Kings Highway Commerce Park		7						43			11			137	37	23
Kings Highway Commerce Center		2						8			2			3	4	30
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)			1													
Project Hunt		1						6			1			17	3	3
Creekside		15	240	15			382			24						24
Drawdy Angle Road Residential/Pineapple Grove		12						12			23			3	14	7
Avalon Crossing (Built)																
Farrel Communities		6						46			17			30	11	4
Hillpointe																
Regatta			3			7	5					5				
Pulte's Cornerstone			7			5	5					7				
Viva South/East						2	2									
7-Eleven at Kings/Angle		2						2			2			2	2	2
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center		5						18			20			46	51	13
PM TOTAL "COMMITTED" TRAFFIC	0	58	251	17	0	14	394	236	0	31	253	123	0	419	235	130
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		5	20	2		24	21	5		2	9	25		7	14	4
Committed Project Traffic + 1% Growth		63	271	19		38	415	241		33	262	148		426	249	134
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		12	51	5		62	54	14		6	24	65		17	36	11
Highest Background Growth Used																
Maximum Background Growth Used		*63*	*271*	*19*		*62*	*415*	*241*		*33*	*262*	*148*		*426*	*249*	*134*
PM BACKGROUND TRAFFIC VOLUMES		*152*	*656*	*58*		*532*	*824*	*348*		*82*	*445*	*645*		*558*	*526*	*215*
Project Traffic																
Non-Residential – Entering		3.0%						2.0%			10.0%					
		8						5			26					
Non-Residential – Exiting														2.0%	10.0%	3.0%
														13	65	19
PM Non-Residential Project Traffic		8						5			26			13	65	19
PM TOTAL PROJECT TRAFFIC		*8*						*5*			*26*			*13*	*65*	*19*
PM FUTURE TOTAL VOLUMES		*160*	*656*	*58*		*532*	*824*	*353*		*82*	*471*	*645*		*571*	*591*	*234*

VOLUME DEVELOPMENT SHEET
ORCHID
Rock Road & Orange Avenue
AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/14/2026
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts			2	499	3		4	335	49		1	1	13		17	2	0
Peak Season Correction Factor			1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10
AM PEAK SEASON VOLUMES			*2*	*549*	*3*		*4*	*369*	*54*		*1*	*1*	*14*		*19*	*2*	*0*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics					4		51				1		14				
Hope Commercial				2				1									
Kings Highway Warehouse				14				14									
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center								1									
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove																	
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta				3				2									
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend				8				25									
Serenoa																	
Millcreek																	
4540 King's Highway Residential																	
Pruitt Commerce Center																	
AM TOTAL "COMMITTED" TRAFFIC		0	0	27	4	0	51	43	0	0	1	0	14	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth			0	28	0		0	19	3		0	0	1		1	0	0
Committed Project Traffic + 1% Growth			0	55	4		51	62	3		1	0	15		1	0	0
2.5% Growth Rate Calculations																	
Years To Buildout			5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			0	72	0		1	48	7		0	0	2		2	0	0
Highest Background Growth Used																	
Maximum Background Growth Used			*0*	*72*	*4*		*51*	*62*	*7*		*1*	*0*	*15*		*2*	*0*	*0*
AM BACKGROUND TRAFFIC VOLUMES			*2*	*621*	*7*		*55*	*431*	*61*		*2*	*1*	*29*		*21*	*2*	*0*
Project Traffic																	
Non-Residential	Entering		3.0%						97.0%								
			17						535								
	Exiting														97.0%		3.0%
															178		6
AM Non-Residential Project Traffic			17						535						178		6
AM TOTAL PROJECT TRAFFIC			*17*						*535*						*178*		*6*
AM FUTURE TOTAL VOLUMES			*19*	*621*	*7*		*55*	*431*	*596*		*2*	*1*	*29*		*199*	*2*	*6*

VOLUME DEVELOPMENT SHEET

ORCHID

Rock Road & Orange Avenue

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/14/2026
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts			3	468	1		3	446	23		1	1	12		47	0	4
Peak Season Correction Factor			1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10
PM PEAK SEASON VOLUMES			*3*	*515*	*1*		*3*	*491*	*25*		*1*	*1*	*13*		*52*	*0*	*4*
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics					1		18				4		48				
Hope Commercial				1				2									
Kings Highway Warehouse				27				27									
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center								3									
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove																	
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta				3				2									
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend				30				17									
Serenoa																	
Millcreek																	
4540 King's Highway Residential																	
Pruitt Commerce Center																	
PM TOTAL "COMMITTED" TRAFFIC		0	0	61	1	0	18	51	0	0	4	0	48	0	0	0	0
Years to Buildout			5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth			0	26	0		0	25	1		0	0	1		3	0	0
Committed Project Traffic + 1% Growth			0	87	1		18	76	1		4	0	49		3	0	0
2.5% Growth Rate Calculations																	
Years To Buildout			5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate			2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth			0	68	0		0	65	3		0	0	2		7	0	1
Highest Background Growth Used																	
Maximum Background Growth Used			*0*	*87*	*1*		*18*	*76*	*3*		*4*	*0*	*49*		*7*	*0*	*1*
PM BACKGROUND TRAFFIC VOLUMES			*3*	*602*	*2*		*21*	*567*	*28*		*5*	*1*	*62*		*59*	*0*	*5*
Project Traffic																	
Non-Residential	Entering		3.0%						97.0%								
			8						256								
	Exiting														97.0%		3.0%
															627		19
PM Non-Residential Project Traffic			8						256						627		19
PM TOTAL PROJECT TRAFFIC			*8*						*256*						*627*		*19*
PM FUTURE TOTAL VOLUMES			*11*	*602*	*2*		*21*	*567*	*284*		*5*	*1*	*62*		*686*	*0*	*24*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Angle Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
AM PEAK HOUR FACTOR: 0.93

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		16	80	71		60	40	98		22	391	92		40	433	10
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
AM PEAK SEASON VOLUMES		*16*	*79*	*70*		*59*	*40*	*97*		*22*	*387*	*91*		*40*	*429*	*10*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						10					4	3			16	
Hope Commercial																
Kings Highway Warehouse				7		24				7	34	24			34	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		50	20	120			7			43						17
Avalon Crossing (Built)																
Farrel Communities						0					6	1			2	
Hillpointe																
Regatta				0		0				1	5	1			1	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle		16	5			2	2			23					16	
Eagle Bend		0	12	0		246	38	51		0	0	81		17	0	0
Serenoa		21	63	33			22			12						7
Millcreek						1					6	2			2	
4540 King's Highway Residential								3		0	7	0		10	20	0
Pruitt Commerce Center						5					4	2			13	
AM TOTAL "COMMITTED" TRAFFIC	0	87	100	160	0	288	69	54	0	86	66	114	0	27	104	24
Years To Buildout																
1% Background Traffic Growth		1	4	4		3	2	5		1	20	5		2	22	1
Committed Project Traffic + 1% Growth		88	104	164		291	71	59		87	86	119		29	126	25
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		2	10	9		8	5	13		3	51	12		5	56	1
Highest Background Growth Used																
Maximum Background Growth Used		*88*	*104*	*164*		*291*	*71*	*59*		*87*	*86*	*119*		*29*	*126*	*25*
AM BACKGROUND TRAFFIC VOLUMES		*104*	*183*	*234*		*350*	*111*	*156*		*109*	*473*	*210*		*69*	*555*	*35*
Project Traffic																
Non-Residential – Entering						5.0%									13.0%	
						28									72	
Non-Residential – Exiting											13.0%	5.0%				
											24	9				
AM Non-Residential Project Traffic						28					24	9			72	
AM TOTAL PROJECT TRAFFIC						*28*					*24*	*9*			*72*	
AM FUTURE TOTAL VOLUMES		*104*	*183*	*234*		*378*	*111*	*156*		*109*	*497*	*219*		*69*	*627*	*35*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Angle Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
PM PEAK HOUR FACTOR: 0.93

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		15	71	47		141	88	87		58	385	54		69	437	16
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
PM PEAK SEASON VOLUMES		*15*	*70*	*47*		*140*	*87*	*86*		*57*	*381*	*53*		*68*	*433*	*16*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						4					15	10			6	
Hope Commercial																
Kings Highway Warehouse				9		32				4	22	15			46	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove		34	14	89			23			151						58
Avalon Crossing (Built)																
Farrel Communities						1					3	1			5	
Hillpointe																
Regatta				1		1				1	3	1			5	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle		14	4			2	2			20					14	
Eagle Bend		0	44	0		170	26	35		0	0	289		59	0	0
Serenoa		14	44	23			74			39						24
Millcreek						2					4	1			7	
4540 King's Highway Residential								11		0	22	0		6	13	0
Pruitt Commerce Center						2					13	5			5	
PM TOTAL "COMMITTED" TRAFFIC	0	62	106	122	0	214	125	46	0	215	82	322	0	65	101	82
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		1	4	2		7	4	4		3	19	3		3	22	1
Committed Project Traffic + 1% Growth		63	110	124		221	129	50		218	101	325		68	123	83
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		2	9	6		18	11	11		7	50	7		9	57	2
Highest Background Growth Used																
Maximum Background Growth Used		*63*	*110*	*124*		*221*	*129*	*50*		*218*	*101*	*325*		*68*	*123*	*83*
PM BACKGROUND TRAFFIC VOLUMES		*78*	*180*	*171*		*361*	*216*	*136*		*275*	*482*	*378*		*136*	*556*	*99*
Project Traffic																
Non-Residential – Entering						5.0%									13.0%	
						13									34	
Non-Residential – Exiting											13.0%	5.0%				
											84	32				
PM Non-Residential Project Traffic						13					84	32			34	
PM TOTAL PROJECT TRAFFIC						*13*					*84*	*32*			*34*	
PM FUTURE TOTAL VOLUMES		*78*	*180*	*171*		*374*	*216*	*136*		*275*	*566*	*410*		*136*	*590*	*99*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & St Lucie Boulevard

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
AM PEAK HOUR FACTOR: 0.94

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts		0	10	7		22	8	138		6	372	48		240	407	1
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
AM PEAK SEASON VOLUMES		*0*	*10*	*7*		*22*	*8*	*137*		*6*	*368*	*48*		*238*	*403*	*1*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						2					4	1			14	
Hope Commercial																
Kings Highway Warehouse						3					31	3			31	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove						7					30	20			10	
Avalon Crossing (Built)																
Farrel Communities						0					4	1			1	
Hillpointe																
Regatta						0					1	0			1	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle											16				16	
Eagle Bend				2						6	38				12	
Serenoa											21				7	
Millcreek						1					5	2			2	
4540 King's Highway Residential								3		0	10	0		10	30	0
Pruitt Commerce Center						3					3	1			10	
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	2	0	16	0	3	0	6	163	28	0	10	134	0
Years To Buildout																
1% Background Traffic Growth		0	1	0		1	0	7		0	19	2		12	21	0
Committed Project Traffic + 1% Growth		0	1	2		17	0	10		6	182	30		22	155	0
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		0	1	1		3	1	18		1	48	6		31	53	0
Highest Background Growth Used																
Maximum Background Growth Used		*0*	*1*	*2*		*17*	*1*	*18*		*6*	*182*	*30*		*31*	*155*	*0*
AM BACKGROUND TRAFFIC VOLUMES		*0*	*11*	*9*		*39*	*9*	*155*		*12*	*550*	*78*		*269*	*558*	*1*
Project Traffic																
Non-Residential – Entering						1.0%									10.0%	
						6									55	
Non-Residential – Exiting											10.0%	1.0%				
											18	2				
AM Non-Residential Project Traffic						6					18	2			55	
AM TOTAL PROJECT TRAFFIC						*6*					*18*	*2*			*55*	
AM FUTURE TOTAL VOLUMES		*0*	*11*	*9*		*45*	*9*	*155*		*12*	*568*	*80*		*269*	*613*	*1*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & St Lucie Boulevard

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/11/2026
PM PEAK HOUR FACTOR: 0.94

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts		2	3	2		45	9	309		5	433	55		176	359	1
Peak Season Correction Factor		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99
PM PEAK SEASON VOLUMES		*2*	*3*	*2*		*45*	*9*	*306*		*5*	*429*	*54*		*174*	*355*	*1*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics						1					13	2			5	
Hope Commercial																
Kings Highway Warehouse						5					19	2			41	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove						23					21	14			35	
Avalon Crossing (Built)																
Farrel Communities						1					2	1			3	
Hillpointe																
Regatta						1					4	1			4	
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle											14				14	
Eagle Bend				7						4	26				44	
Serenoa											14				24	
Millcreek						2					3	1			5	
4540 King's Highway Residential								11		0	32	0		6	19	0
Pruitt Commerce Center						1					10	3			4	
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	7	0	34	0	11	0	4	158	24	0	6	198	0
Years to Buildout		5	5	5		5	5	5		5	5	5		5	5	5
1% Background Traffic Growth		0	0	0		2	0	16		0	22	3		9	18	0
Committed Project Traffic + 1% Growth		0	0	7		36	0	27		4	180	27		15	216	0
2.5% Growth Rate Calculations																
Years To Buildout		5	5	5		5	5	5		5	5	5		5	5	5
Yearly Growth Rate		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth		0	0	0		6	1	40		1	56	7		23	47	0
Highest Background Growth Used																
Maximum Background Growth Used		*0*	*0*	*7*		*36*	*1*	*40*		*4*	*180*	*27*		*23*	*216*	*0*
PM BACKGROUND TRAFFIC VOLUMES		*2*	*3*	*9*		*81*	*10*	*346*		*9*	*609*	*81*		*197*	*571*	*1*
Project Traffic																
Non-Residential – Entering						1.0%									10.0%	
						3									26	
Non-Residential – Exiting											10.0%	1.0%				
											65	6				
PM Non-Residential Project Traffic						3					65	6			26	
PM TOTAL PROJECT TRAFFIC						*3*					*65*	*6*			*26*	
PM FUTURE TOTAL VOLUMES		*2*	*3*	*9*		*84*	*10*	*346*		*9*	*674*	*87*		*197*	*597*	*1*

VOLUME DEVELOPMENT SHEET

ORCHID

Kings Highway & Graham Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/24/2026
AM PEAK HOUR FACTOR: 0.90

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts						23	0	104			286	12		185	349	
Peak Season Correction Factor						1.00	1.00	1.00			1.00	1.00		1.00	1.00	
AM PEAK SEASON VOLUMES						*23*	*0*	*104*			*286*	*12*		*185*	*349*	
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics											30				8	
Hope Commercial								16			58			5	18	
Kings Highway Warehouse											177				177	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center						11		11				46		46		
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside											15				25	
Drawdy Angle Road Residential/Pineapple Grove											13				40	
Avalon Crossing (Built)																
Farrel Communities											56				17	
Hillpointe																
Regatta								15						5		
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend											15				44	
Serenoa											21				7	
Millcreek											2				5	
4540 King's Highway Residential																
Pruitt Commerce Center								8			114			2	34	
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	11	0	50	0	0	501	46	0	58	375	0
Years To Buildout																
1% Background Traffic Growth						1	0	5			15	1		9	18	
Committed Project Traffic + 1% Growth						12	0	55			516	47		67	393	
2.5% Growth Rate Calculations																
Years To Buildout						5	5	5			5	5		5	5	
Yearly Growth Rate						2.50%	2.50%	2.50%			2.50%	2.50%		2.50%	2.50%	
2.5% Areawide Background Traffic Growth						3	0	14			38	2		24	46	
Highest Background Growth Used																
Maximum Background Growth Used						*12*	*0*	*55*			*516*	*47*		*67*	*393*	
AM BACKGROUND TRAFFIC VOLUMES						*35*	*0*	*159*			*802*	*59*		*252*	*742*	
Project Traffic																
Non-Residential – Entering								10.0%			16.0%					
								55			88					
Non-Residential – Exiting														10.0%	16.0%	
														18	29	
AM Non-Residential Project Traffic								55			88			18	29	
AM TOTAL PROJECT TRAFFIC								*55*			*88*			*18*	*29*	
AM FUTURE TOTAL VOLUMES						*35*	*0*	*214*			*890*	*59*		*270*	*771*	

VOLUME DEVELOPMENT SHEET
ORCHID
Kings Highway & Graham Road
PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 3/24/2026
PM PEAK HOUR FACTOR: 0.90

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts						28	0	133		0	326	13		152	393	0
Peak Season Correction Factor						1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PM PEAK SEASON VOLUMES						*28*	*0*	*133*		*0*	*326*	*13*		*152*	*393*	*0*
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics											11				29	
Hope Commercial								6			22			16	58	
Kings Highway Warehouse											238				112	
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center						39		39				12		12		
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside											15				25	
Drawdy Angle Road Residential/Pineapple Grove											46				27	
Avalon Crossing (Built)																
Farrel Communities											30				46	
Hillpointe																
Regatta								10						17		
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend											52				31	
Serenoa											14				24	
Millcreek											5				3	
4540 King's Highway Residential																
Pruitt Commerce Center								3			45			8	115	
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	39	0	58	0	0	478	12	0	53	470	0
Years to Buildout						5	5	5		5	5	5		5	5	5
1% Background Traffic Growth						1	0	7		0	17	1		8	20	0
Committed Project Traffic + 1% Growth						40	0	65		0	495	13		61	490	0
2.5% Growth Rate Calculations																
Years To Buildout						5	5	5		5	5	5		5	5	5
Yearly Growth Rate						2.50%	2.50%	2.50%		2.50%	2.50%	2.50%		2.50%	2.50%	2.50%
2.5% Areawide Background Traffic Growth						4	0	17		0	43	2		20	52	0
Highest Background Growth Used																
Maximum Background Growth Used						*40*	*0*	*65*		*0*	*495*	*13*		*61*	*490*	*0*
PM BACKGROUND TRAFFIC VOLUMES						*68*	*0*	*198*		*0*	*821*	*26*		*213*	*883*	*0*
Project Traffic																
Non-Residential – Entering								10.0%			16.0%					
								26			42					
Non-Residential – Exiting														10.0%	16.0%	
														65	103	
PM Non-Residential Project Traffic								26			42			65	103	
PM TOTAL PROJECT TRAFFIC								*26*			*42*			*65*	*103*	
PM FUTURE TOTAL VOLUMES						*68*	*0*	*224*		*0*	*863*	*26*		*278*	*986*	*0*

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 1 & Rock Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts																
Peak Season Correction Factor																
AM PEAK SEASON VOLUMES																
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial																
Kings Highway Warehouse																
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta																
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
AM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout																
1% Background Traffic Growth																
Committed Project Traffic + 1% Growth																
2.5% Growth Rate Calculations																
Years To Buildout																
Yearly Growth Rate																
2.5% Areawide Background Traffic Growth																
Highest Background Growth Used																
Maximum Background Growth Used																
AM BACKGROUND TRAFFIC VOLUMES																
Project Traffic																
Non-Residential – Entering										55.0%	45.0%					
										304	248					
Non-Residential – Exiting				55.0%											45.0%	
				101											83	
AM Non-Residential Project Traffic				101						304	248				83	
AM TOTAL PROJECT TRAFFIC				*101*						*304*	*248*				*83*	
AM FUTURE TOTAL VOLUMES				*101*						*304*	*248*				*83*	

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 1 & Rock Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts																
Peak Season Correction Factor																
PM PEAK SEASON VOLUMES																
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial																
Kings Highway Warehouse																
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta																
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years to Buildout																
1% Background Traffic Growth																
Committed Project Traffic + 1% Growth																
2.5% Growth Rate Calculations																
Years To Buildout																
Yearly Growth Rate																
2.5% Areawide Background Traffic Growth																
Highest Background Growth Used																
Maximum Background Growth Used																
PM BACKGROUND TRAFFIC VOLUMES																
Project Traffic																
Non-Residential – Entering										55.0%	45.0%					
										145	119					
Non-Residential – Exiting				55.0%											45.0%	
				355											291	
PM Non-Residential Project Traffic				355						145	119				291	
PM TOTAL PROJECT TRAFFIC				*355*						*145*	*119*				*291*	
PM FUTURE TOTAL VOLUMES				*355*						*145*	*119*				*291*	

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 2 & Rock Road

AM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
AM PEAK HOUR FACTOR: 0.00

AM Peak Hour

		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Turning Movement Counts																	
Peak Season Correction Factor																	
AM PEAK SEASON VOLUMES																	
Committed Projects		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																	
Hope Commercial																	
Kings Highway Warehouse																	
Crossroads Business Center																	
Kings Highway Commerce Park																	
Kings Highway Commerce Center																	
Old Dominion Freight Line																	
Celebration Pointe (90% Buildout)																	
Project Hunt																	
Creekside																	
Drawdy Angle Road Residential/Pineapple Grove																	
Avalon Crossing (Built)																	
Farrel Communities																	
Hillpointe																	
Regatta																	
Pulte's Cornerstone																	
Viva South/East																	
7-Eleven at Kings/Angle																	
Eagle Bend																	
Serenoa																	
Millcreek																	
4540 King's Highway Residential																	
Pruitt Commerce Center																	
AM TOTAL "COMMITTED" TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout																	
1% Background Traffic Growth																	
Committed Project Traffic + 1% Growth																	
2.5% Growth Rate Calculations																	
Years To Buildout																	
Yearly Growth Rate																	
2.5% Areawide Background Traffic Growth																	
Highest Background Growth Used																	
Maximum Background Growth Used																	
AM BACKGROUND TRAFFIC VOLUMES																	
Project Traffic																	
Non-Residential	Entering										45.0%						
											248						
	Exiting				45.0%												
					83												
AM Non-Residential Project Traffic					83						248						
AM TOTAL PROJECT TRAFFIC					*83*						*248*						
AM FUTURE TOTAL VOLUMES					*83*						*248*						

VOLUME DEVELOPMENT SHEET

ORCHID

Driveway 2 & Rock Road

PM PEAK HOUR EXISTING GEOMETRY

COUNT DATE: 1/0/1900
PM PEAK HOUR FACTOR: 0.00

PM Peak Hour

	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Turning Movement Counts																
Peak Season Correction Factor																
PM PEAK SEASON VOLUMES																
Committed Projects	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
SF Logistics																
Hope Commercial																
Kings Highway Warehouse																
Crossroads Business Center																
Kings Highway Commerce Park																
Kings Highway Commerce Center																
Old Dominion Freight Line																
Celebration Pointe (90% Buildout)																
Project Hunt																
Creekside																
Drawdy Angle Road Residential/Pineapple Grove																
Avalon Crossing (Built)																
Farrel Communities																
Hillpointe																
Regatta																
Pulte's Cornerstone																
Viva South/East																
7-Eleven at Kings/Angle																
Eagle Bend																
Serenoa																
Millcreek																
4540 King's Highway Residential																
Pruitt Commerce Center																
PM TOTAL "COMMITTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years to Buildout																
1% Background Traffic Growth																
Committed Project Traffic + 1% Growth																
2.5% Growth Rate Calculations																
Years To Buildout																
Yearly Growth Rate																
2.5% Areawide Background Traffic Growth																
Highest Background Growth Used																
Maximum Background Growth Used																
PM BACKGROUND TRAFFIC VOLUMES																
Project Traffic																
Non-Residential – Entering										45.0%						
										119						
Non-Residential – Exiting				45.0%												
				291												
PM Non-Residential Project Traffic				291						119						
PM TOTAL PROJECT TRAFFIC				*291*						*119*						
PM FUTURE TOTAL VOLUMES				*291*						*119*						

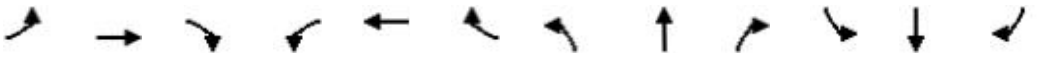
APPENDIX F: SYNCHRO OUTPUT SHEETS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Future Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.3	22.8	37.5	13.9	26.4	51.1	7.9	43.1	64.1	18.0	53.1	70.5
Actuated g/C Ratio	0.08	0.18	0.30	0.11	0.21	0.41	0.06	0.34	0.51	0.14	0.42	0.56
v/c Ratio	0.33	0.76	0.20	0.62	0.38	0.42	0.63	0.20	0.21	1.34	0.27	0.08
Control Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
LOS	E	E	A	E	D	A	F	C	A	F	C	A
Approach Delay (s/veh)		49.1			32.3			28.4			104.9	
Approach LOS		D			C			C			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 125.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay (s/veh): 56.0	Intersection LOS: E
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



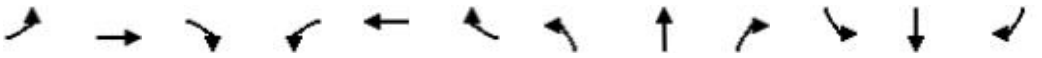


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	454	106	215	260	333	60	205	160	298	360	64
v/c Ratio	0.33	0.76	0.20	0.62	0.38	0.42	0.63	0.20	0.21	1.34	0.27	0.08
Control Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.9	57.6	4.1	62.2	43.8	4.0	88.2	31.1	2.6	222.9	25.5	2.6
Queue Length 50th (ft)	37	198	0	95	104	0	56	71	0	~353	111	0
Queue Length 95th (ft)	71	272	31	149	151	60	#149	121	34	#620	176	20
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	724	1275	532	454	983	784	95	1031	813	222	1315	1003
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.36	0.20	0.47	0.26	0.42	0.63	0.20	0.20	1.34	0.27	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



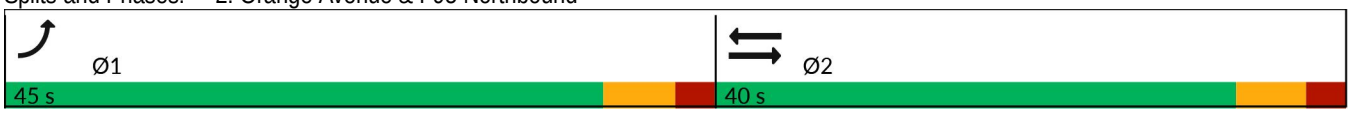
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Future Volume (vph)	83	431	101	204	247	316	57	195	152	283	342	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	87	454	106	215	260	333	60	205	160	298	360	64
RTOR Reduction (vph)	0	0	80	0	0	215	0	0	87	0	0	32
Lane Group Flow (vph)	87	454	26	215	260	118	60	205	73	298	360	32
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.3	22.8	30.7	13.9	26.4	44.4	7.9	43.1	57.0	18.0	53.2	63.5
Effective Green, g (s)	10.3	22.8	30.7	13.9	26.4	44.4	7.9	43.1	57.0	18.0	53.2	63.5
Actuated g/C Ratio	0.08	0.18	0.24	0.11	0.21	0.35	0.06	0.34	0.45	0.14	0.42	0.51
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	263	601	362	346	677	509	94	1032	610	222	1318	703
v/s Ratio Prot	0.03	c0.14	0.00	c0.07	c0.08	0.03	0.04	0.07	0.01	c0.19	c0.12	0.00
v/s Ratio Perm			0.01			0.05			0.04			0.02
v/c Ratio	0.33	0.76	0.07	0.62	0.38	0.23	0.64	0.20	0.12	1.34	0.27	0.05
Uniform Delay, d1	54.4	48.8	36.5	53.3	42.6	28.6	57.5	29.1	19.8	53.8	23.6	15.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	5.4	0.1	3.4	0.4	0.2	13.4	0.4	0.1	181.1	0.5	0.0
Delay (s)	55.1	54.1	36.6	56.8	43.0	28.8	70.8	29.5	19.9	234.9	24.1	15.7
Level of Service	E	D	D	E	D	C	E	C	B	F	C	B
Approach Delay (s/veh)		51.4			40.8			31.7			110.4	
Approach LOS		D			D			C			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	125.6	Sum of lost time (s)	27.8
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	133	310	389
Future Volume (vph)	133	310	389
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.0	39.1	39.1
Actuated g/C Ratio	0.17	0.67	0.67
v/c Ratio	0.26	0.15	0.18
Control Delay (s/veh)	22.3	5.3	5.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.3	5.4
LOS	C	A	A
Approach Delay (s/veh)		10.4	5.4
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 31.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	140	326	409
v/c Ratio	0.26	0.15	0.18
Control Delay (s/veh)	22.3	5.3	5.4
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.3	5.4
Queue Length 50th (ft)	23	26	32
Queue Length 95th (ft)	46	43	50
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2032	2150	2292
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.15	0.18

Intersection Summary



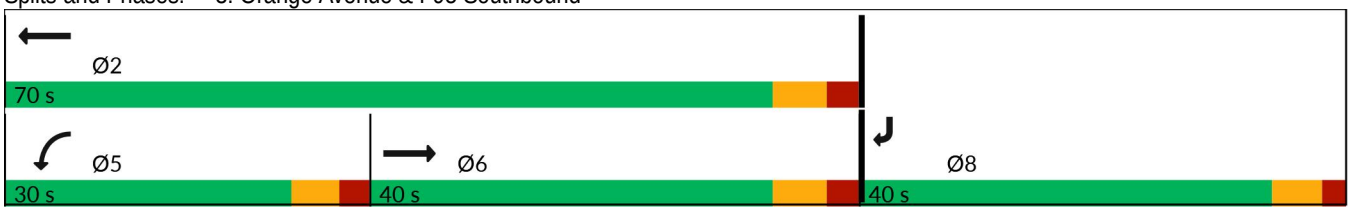
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	133	310	389	0	0	0
Future Volume (vph)	133	310	389	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	140	326	409	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	140	326	409	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	7.9	37.6	37.6			
Effective Green, g (s)	7.9	37.6	37.6			
Actuated g/C Ratio	0.13	0.63	0.63			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	411	2019	2152			
v/s Ratio Prot	c0.05	0.10	c0.12			
v/s Ratio Perm						
v/c Ratio	0.34	0.16	0.19			
Uniform Delay, d1	23.4	4.5	4.6			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.5	0.2	0.2			
Delay (s)	23.9	4.7	4.8			
Level of Service	C	A	A			
Approach Delay (s/veh)		10.4	4.8		0.0	
Approach LOS		B	A		A	

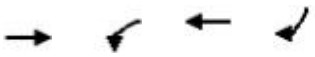
Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	59.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	208	295	409	238
Future Volume (vph)	208	295	409	238
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.0	12.7	52.3	15.0
Actuated g/C Ratio	0.41	0.16	0.65	0.19
v/c Ratio	0.17	0.59	0.14	0.24
Control Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.9	36.3	5.4	0.5
LOS	B	D	A	A
Approach Delay (s/veh)	15.9		18.4	
Approach LOS	B		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 80.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 14.2	Intersection LOS: B
Intersection Capacity Utilization 31.2%	ICU Level of Service A
Analysis Period (min) 15	

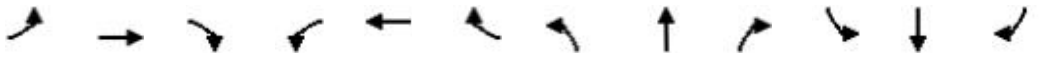
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	219	311	431	251
v/c Ratio	0.17	0.59	0.14	0.24
Control Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.9	36.3	5.4	0.5
Queue Length 50th (ft)	40	79	27	0
Queue Length 95th (ft)	70	120	39	0
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1280	967	3842	1466
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.32	0.11	0.17

Intersection Summary



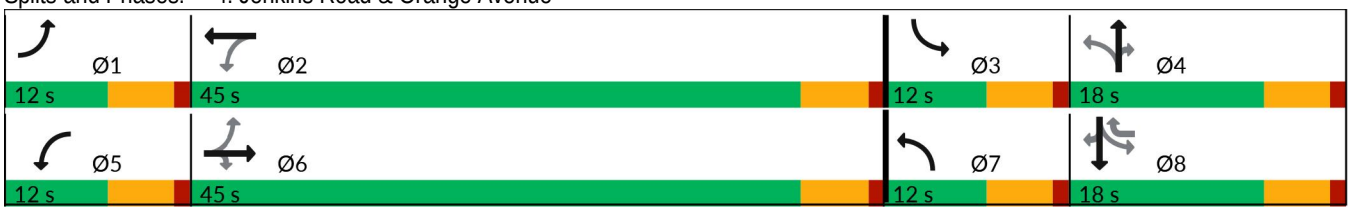
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	208	0	295	409	0	0	0	0	0	0	238
Future Volume (vph)	0	208	0	295	409	0	0	0	0	0	0	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	219	0	311	431	0	0	0	0	0	0	251
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	204
Lane Group Flow (vph)	0	219	0	311	431	0	0	0	0	0	0	47
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		12.7	52.3							15.0
Effective Green, g (s)		33.1		12.7	52.3							15.0
Actuated g/C Ratio		0.41		0.16	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1282		522	3186							461
v/s Ratio Prot		c0.07		c0.09	0.09							c0.02
v/s Ratio Perm												
v/c Ratio		0.17		0.60	0.14							0.10
Uniform Delay, d1		14.9		31.4	5.4							27.1
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		0.3		1.8	0.0							0.1
Delay (s)		15.2		33.2	5.4							27.2
Level of Service		B		C	A							C
Approach Delay (s/veh)		15.2			17.1			0.0			27.2	
Approach LOS		B			B			A			C	

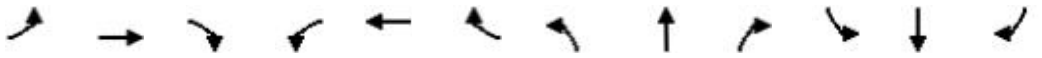
Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	80.3	Sum of lost time (s)	19.5
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Future Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	17.9	16.7	16.7	14.7	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.23	0.22	0.22	0.19	0.16	0.16
v/c Ratio	0.09	0.72	0.10	0.78	0.46	0.07	0.38	0.05	0.42	0.05	0.07	0.05
Control Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
LOS	A	C	A	D	B	A	C	C	A	C	C	A
Approach Delay (s/veh)		19.0			18.7			15.8			18.6	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 18.4	Intersection LOS: B
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

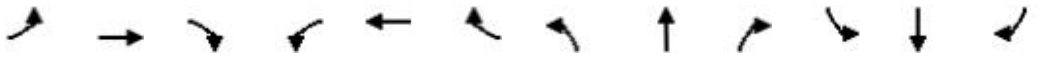




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	1131	82	201	831	25	116	20	211	13	17	17
v/c Ratio	0.09	0.72	0.10	0.78	0.46	0.07	0.38	0.05	0.42	0.05	0.07	0.05
Control Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	20.7	0.3	37.5	14.7	0.3	28.3	27.9	7.7	23.5	33.1	0.3
Queue Length 50th (ft)	7	256	0	51	172	0	50	8	0	6	10	0
Queue Length 95th (ft)	19	339	0	#184	233	0	94	30	62	22	33	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	397	1839	899	257	1789	390	305	409	512	242	255	351
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.62	0.09	0.78	0.46	0.06	0.38	0.05	0.41	0.05	0.07	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



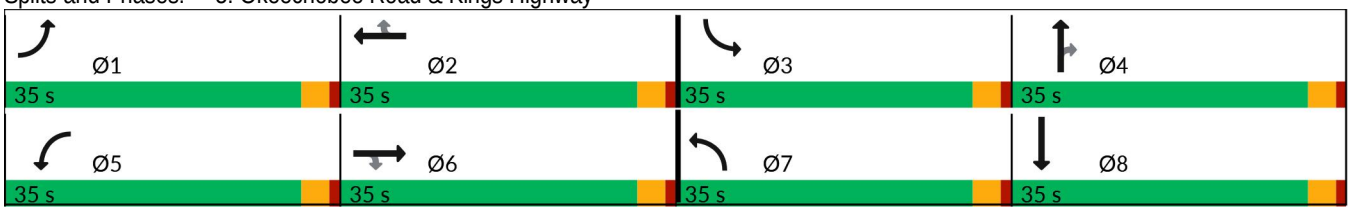
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Future Volume (vph)	32	1074	78	191	789	24	110	19	200	12	16	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.29	1.00	1.00	0.12	1.00	1.00	0.51	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	535	3471	1553	219	3374	1509	940	1845	1568	1122	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	1131	82	201	831	25	116	20	211	13	17	17
RTOR Reduction (vph)	0	0	45	0	0	22	0	0	169	0	0	15
Lane Group Flow (vph)	34	1131	37	201	831	3	116	20	42	13	17	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	11.4	23.2	16.7	16.7	12.6	11.4	11.4
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	11.4	23.2	16.7	16.7	12.6	11.4	11.4
Actuated g/C Ratio	0.49	0.45	0.45	0.57	0.49	0.14	0.28	0.20	0.20	0.15	0.14	0.14
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	314	1556	696	246	1646	206	324	369	313	173	206	175
v/s Ratio Prot	0.00	0.33		c0.07	0.25		c0.03	0.01		0.00	0.01	
v/s Ratio Perm	0.05		0.02	c0.40		0.00	c0.07		0.03	0.01		0.00
v/c Ratio	0.11	0.73	0.05	0.82	0.50	0.02	0.36	0.05	0.13	0.08	0.08	0.01
Uniform Delay, d1	11.2	18.8	13.0	13.4	14.5	31.1	23.5	27.0	27.4	30.3	31.4	31.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.7	0.0	18.6	1.1	0.0	0.7	0.1	0.2	0.2	0.2	0.0
Delay (s)	11.3	20.5	13.0	32.0	15.6	31.2	24.1	27.0	27.6	30.5	31.6	31.2
Level of Service	B	C	B	C	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		19.8			19.1			26.4			31.1	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	83.4	Sum of lost time (s)	21.2
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	79	386	49	379	310	85	54	172	496	121	242
Future Volume (vph)	79	386	49	379	310	85	54	172	496	121	242
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	10.0	22.4	22.4	16.8	32.1	32.1	8.9	16.8	16.8	10.0	20.6
Actuated g/C Ratio	0.12	0.27	0.27	0.20	0.39	0.39	0.11	0.20	0.20	0.12	0.25
v/c Ratio	0.42	0.32	0.12	0.66	0.27	0.15	0.35	0.56	0.58	0.41	0.48
Control Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
LOS	D	C	A	D	C	A	D	D	A	D	C
Approach Delay (s/veh)		27.4			27.5			16.2			33.1
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 82.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 25.1	Intersection LOS: C
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	

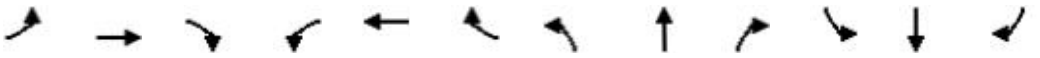
Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	83	406	52	399	326	89	57	181	522	127	313
v/c Ratio	0.42	0.32	0.12	0.66	0.27	0.15	0.35	0.56	0.58	0.41	0.48
Control Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	26.9	5.7	37.2	21.5	6.5	43.9	37.9	5.7	40.9	30.0
Queue Length 50th (ft)	44	64	0	113	70	0	33	99	0	41	94
Queue Length 95th (ft)	105	125	23	191	143	40	85	191	50	88	164
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	637	1831	613	1162	1198	590	589	620	1247	992	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.22	0.08	0.34	0.27	0.15	0.10	0.29	0.42	0.13	0.31

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	386	49	379	310	85	54	172	496	121	242	55
Future Volume (vph)	79	386	49	379	310	85	54	172	496	121	242	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2562	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2562	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	83	406	52	399	326	89	57	181	522	127	255	58
RTOR Reduction (vph)	0	0	38	0	0	55	0	0	411	0	14	0
Lane Group Flow (vph)	83	406	14	399	326	34	57	181	111	127	299	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	8.2	23.4	23.4	16.8	32.0	32.0	7.3	17.9	17.9	10.0	20.6	
Effective Green, g (s)	8.2	23.4	23.4	16.8	32.0	32.0	7.3	17.9	17.9	10.0	20.6	
Actuated g/C Ratio	0.10	0.28	0.28	0.20	0.38	0.38	0.09	0.21	0.21	0.12	0.24	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	160	1311	408	597	1173	525	131	339	508	303	627	
v/s Ratio Prot	0.05	c0.09		c0.13	0.11		0.04	0.11		c0.05	c0.12	
v/s Ratio Perm			0.01			0.02			0.05			
v/c Ratio	0.52	0.31	0.04	0.67	0.28	0.06	0.44	0.53	0.22	0.42	0.48	
Uniform Delay, d1	36.1	24.0	22.1	31.1	18.0	16.5	36.4	29.4	27.3	34.4	27.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.8	0.1	0.0	2.8	0.6	0.2	2.3	1.6	0.2	0.9	0.6	
Delay (s)	38.9	24.1	22.2	33.9	18.6	16.8	38.8	31.0	27.5	35.3	27.7	
Level of Service	D	C	C	C	B	B	D	C	C	D	C	
Approach Delay (s/veh)		26.2			25.9			29.2			29.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	549	3	4	369	54	1	1	14	19	2	0
Future Vol, veh/h	2	549	3	4	369	54	1	1	14	19	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	2	578	3	4	388	57	1	1	15	20	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	445	0	0	581	0	0	982	1037	579	979	982	388
Stage 1	-	-	-	-	-	-	584	584	-	397	397	-
Stage 2	-	-	-	-	-	-	398	454	-	583	585	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	1084	-	-	969	-	-	224	226	505	221	240	640
Stage 1	-	-	-	-	-	-	489	490	-	611	588	-
Stage 2	-	-	-	-	-	-	618	561	-	483	483	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	969	-	-	220	224	505	211	238	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	224	-	211	238	-
Stage 1	-	-	-	-	-	-	488	489	-	608	585	-
Stage 2	-	-	-	-	-	-	612	558	-	467	482	-

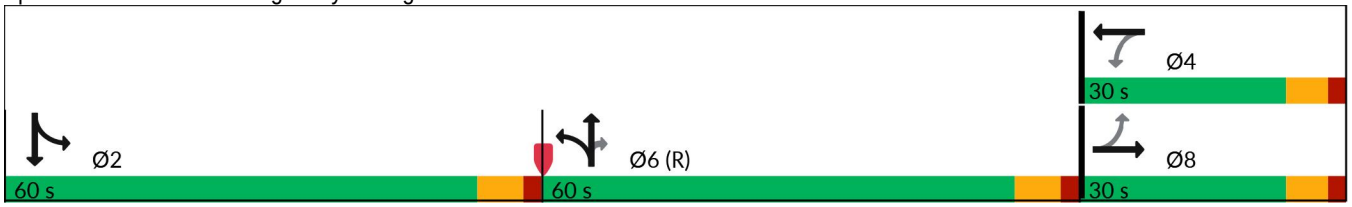
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.08	13.59	23.79
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	436	6	-	-	19	-	-	214
HCM Lane V/C Ratio	0.039	0.002	-	-	0.004	-	-	0.103
HCM Ctrl Dly (s/v)	13.6	8.3	0	-	8.7	0	-	23.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	16	79	59	40	387	91	429
Future Volume (vph)	16	79	59	40	387	91	429
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	16.9	16.9	16.9	16.9	64.0	64.0	48.2
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.43	0.43	0.32
v/c Ratio	0.17	0.73	0.71	0.59	0.56	0.14	0.91
Control Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
LOS	E	E	F	D	D	A	E
Approach Delay (s/veh)		71.9		60.0	33.2		69.4
Approach LOS		E		E	C		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 54.8	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	17	157	62	144	430	96	505
v/c Ratio	0.17	0.73	0.71	0.59	0.56	0.14	0.91
Control Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.8	73.0	102.8	41.6	38.5	9.5	69.4
Queue Length 50th (ft)	16	130	61	72	339	10	496
Queue Length 95th (ft)	41	205	114	144	509	55	#660
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	136	286	120	310	762	695	614
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.55	0.52	0.46	0.56	0.14	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

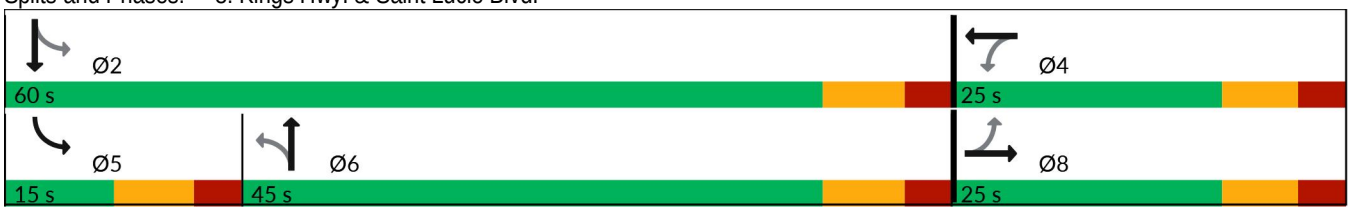
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	79	70	59	40	97	22	387	91	40	429	10
Future Volume (vph)	16	79	70	59	40	97	22	387	91	40	429	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.89			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1752	1714		1736	1633			1788	1524		1731	
Flt Permitted	0.48	1.00		0.43	1.00			1.00	1.00		1.00	
Satd. Flow (perm)	880	1714		780	1633			1788	1524		1731	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	83	74	62	42	102	23	407	96	42	452	11
RTOR Reduction (vph)	0	22	0	0	61	0	0	0	45	0	1	0
Lane Group Flow (vph)	17	135	0	62	83	0	0	430	51	0	504	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	16.9	16.9		16.9	16.9			63.9	63.9		48.2	
Effective Green, g (s)	16.9	16.9		16.9	16.9			63.9	63.9		48.2	
Actuated g/C Ratio	0.11	0.11		0.11	0.11			0.43	0.43		0.32	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	99	193		87	183			761	649		556	
v/s Ratio Prot		0.08			0.05			c0.24			c0.29	
v/s Ratio Perm	0.02			c0.08					0.03			
v/c Ratio	0.17	0.70		0.71	0.45			0.57	0.08		0.91	
Uniform Delay, d1	60.2	64.1		64.2	62.2			32.5	25.6		48.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.8	10.5		24.0	1.8			3.0	0.2		18.4	
Delay (s)	61.0	74.6		88.2	64.0			35.6	25.8		67.2	
Level of Service	E	E		F	E			D	C		E	
Approach Delay (s/veh)		73.3			71.3			33.8			67.2	
Approach LOS		E			E			C			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	10	22	8	6	368	238	403
Future Volume (vph)	10	22	8	6	368	238	403
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.3	8.3	8.3	20.2	20.2	36.1	38.6
Actuated g/C Ratio	0.15	0.15	0.15	0.36	0.36	0.64	0.68
v/c Ratio	0.07	0.12	0.45	0.02	0.70	0.50	0.34
Control Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
LOS	C	C	B	B	C	A	A
Approach Delay (s/veh)	21.1		13.2		22.8		7.7
Approach LOS	C		B		C		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 56.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 13.7	Intersection LOS: B
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	23	152	6	438	251	425
v/c Ratio	0.07	0.12	0.45	0.02	0.70	0.50	0.34
Control Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.1	27.0	11.2	12.5	22.9	9.2	6.8
Queue Length 50th (ft)	3	8	3	1	135	36	67
Queue Length 95th (ft)	22	31	55	9	250	77	136
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	574	419	580	620	1187	501	1612
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.26	0.01	0.37	0.50	0.26

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	10	7	22	8	137	6	368	48	238	403	1
Future Volume (vph)	0	10	7	22	8	137	6	368	48	238	403	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1765		1656	1495		1671	1729		1736	1826	
Flt Permitted		1.00		0.75	1.00		0.51	1.00		0.30	1.00	
Satd. Flow (perm)		1765		1300	1495		905	1729		542	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	11	7	23	8	144	6	387	51	251	424	1
RTOR Reduction (vph)	0	6	0	0	129	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	12	0	23	23	0	6	432	0	251	425	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		6.0		6.0	6.0		20.7	20.7		36.1	36.1	
Effective Green, g (s)		6.0		6.0	6.0		20.7	20.7		36.1	36.1	
Actuated g/C Ratio		0.10		0.10	0.10		0.36	0.36		0.62	0.62	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		182		134	154		322	617		487	1136	
v/s Ratio Prot		0.01			0.02			c0.25		0.06	c0.23	
v/s Ratio Perm				c0.02			0.01			0.26		
v/c Ratio		0.06		0.17	0.15		0.02	0.70		0.52	0.37	
Uniform Delay, d1		23.5		23.7	23.7		12.1	16.0		6.5	5.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		0.6	0.4		0.0	3.5		0.9	0.2	
Delay (s)		23.6		24.3	24.1		12.1	19.5		7.5	5.6	
Level of Service		C		C	C		B	B		A	A	
Approach Delay (s/veh)		23.6			24.2			19.4			6.3	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	23	104	0	286	12	185	349
Future Vol, veh/h	23	104	0	286	12	185	349
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	24	109	0	301	13	195	367

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	881	157	367	0	0	314	0
Stage 1	307	-	-	-	-	-	-
Stage 2	573	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	282	854	778	-	-	1155	-
Stage 1	713	-	-	-	-	-	-
Stage 2	522	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	235	854	778	-	-	1155	-
Mov Cap-2 Maneuver	343	-	-	-	-	-	-
Stage 1	713	-	-	-	-	-	-
Stage 2	434	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11	0	3.03
HCM LOS	B		

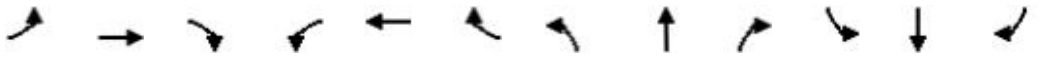
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	778	-	-	343	854	1155	-
HCM Lane V/C Ratio	-	-	-	0.071	0.128	0.169	-
HCM Ctrl Dly (s/v)	0	-	-	16.3	9.8	8.7	-
HCM Lane LOS	A	-	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Future Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.4	19.3	34.1	13.5	22.4	47.2	7.9	43.0	63.7	18.0	53.0	70.6
Actuated g/C Ratio	0.09	0.16	0.28	0.11	0.18	0.39	0.06	0.35	0.52	0.15	0.44	0.58
v/c Ratio	0.36	0.71	0.26	0.61	0.55	0.44	1.28	0.22	0.34	1.48	0.31	0.03
Control Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
LOS	E	E	A	E	D	A	F	C	A	F	C	A
Approach Delay (s/veh)		45.7			34.1			59.6			130.7	
Approach LOS		D			C			E			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 121.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.48	
Intersection Signal Delay (s/veh): 69.7	Intersection LOS: E
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	386	136	209	323	337	128	239	275	368	462	27
v/c Ratio	0.36	0.71	0.26	0.61	0.55	0.44	1.28	0.22	0.34	1.48	0.31	0.03
Control Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.7	56.3	6.7	59.9	48.4	4.4	228.0	29.3	7.4	274.3	24.0	0.1
Queue Length 50th (ft)	41	158	0	89	134	0	~143	77	44	~417	127	0
Queue Length 95th (ft)	76	223	50	141	189	63	#316	129	115	#685	197	0
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	774	1365	528	464	1005	760	100	1090	852	248	1470	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.28	0.26	0.45	0.32	0.44	1.28	0.22	0.32	1.48	0.31	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

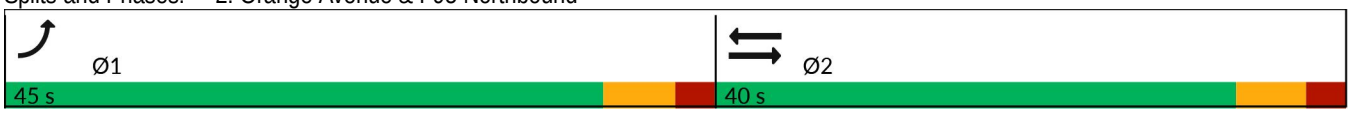
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Future Volume (vph)	98	367	129	199	307	320	122	227	261	350	439	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	103	386	136	209	323	337	128	239	275	368	462	27
RTOR Reduction (vph)	0	0	106	0	0	225	0	0	94	0	0	13
Lane Group Flow (vph)	103	386	30	209	323	112	128	239	181	368	462	14
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.4	19.3	27.2	13.5	22.4	40.3	7.9	43.0	56.5	17.9	53.0	63.4
Effective Green, g (s)	10.4	19.3	27.2	13.5	22.4	40.3	7.9	43.0	56.5	17.9	53.0	63.4
Actuated g/C Ratio	0.09	0.16	0.22	0.11	0.18	0.33	0.07	0.35	0.47	0.15	0.44	0.52
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	285	546	344	344	589	473	100	1091	641	248	1471	787
v/s Ratio Prot	0.03	c0.11	0.01	c0.07	c0.10	0.03	0.08	0.08	0.03	c0.22	c0.14	0.00
v/s Ratio Perm			0.01			0.04			0.10			0.01
v/c Ratio	0.36	0.71	0.09	0.61	0.55	0.24	1.28	0.22	0.28	1.48	0.31	0.02
Uniform Delay, d1	52.4	48.4	37.3	51.5	45.0	29.4	56.8	27.5	20.0	51.8	22.4	14.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	4.2	0.1	3.0	1.0	0.3	182.7	0.5	0.2	238.1	0.6	0.0
Delay (s)	53.2	52.6	37.4	54.5	46.0	29.7	239.5	28.0	20.3	289.9	22.9	14.0
Level of Service	D	D	D	D	D	C	F	C	C	F	C	B
Approach Delay (s/veh)		49.4			41.7			66.8			137.3	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	76.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	27.8
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	127	519	681
Future Volume (vph)	127	519	681
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.0	39.6	39.6
Actuated g/C Ratio	0.17	0.68	0.68
v/c Ratio	0.25	0.25	0.30
Control Delay (s/veh)	22.3	5.7	5.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.7	5.9
LOS	C	A	A
Approach Delay (s/veh)		9.0	5.9
Approach LOS		A	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A
Intersection Capacity Utilization 38.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	134	546	717
v/c Ratio	0.25	0.25	0.30
Control Delay (s/veh)	22.3	5.7	5.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	22.3	5.7	5.9
Queue Length 50th (ft)	22	46	60
Queue Length 95th (ft)	44	71	88
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2054	2198	2392
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.07	0.25	0.30

Intersection Summary



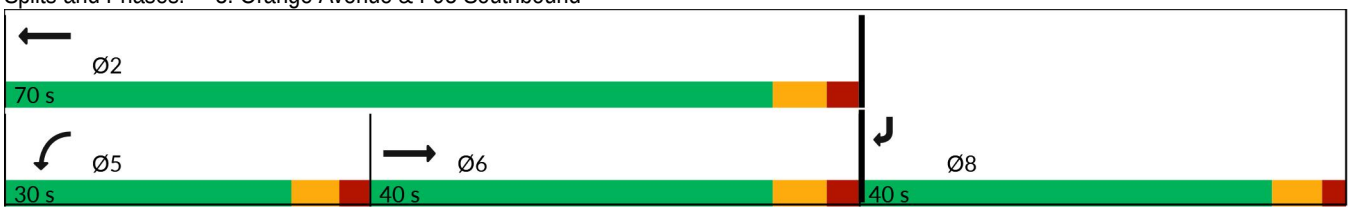
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	519	681	0	0	0
Future Volume (vph)	127	519	681	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	546	717	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	134	546	717	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	7.9	38.1	38.1			
Effective Green, g (s)	7.9	38.1	38.1			
Actuated g/C Ratio	0.13	0.64	0.64			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	415	2065	2247			
v/s Ratio Prot	c0.04	0.17	c0.20			
v/s Ratio Perm						
v/c Ratio	0.32	0.26	0.32			
Uniform Delay, d1	23.6	4.8	5.0			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.5	0.3	0.4			
Delay (s)	24.1	5.1	5.4			
Level of Service	C	A	A			
Approach Delay (s/veh)		8.9	5.4		0.0	
Approach LOS		A	A		A	

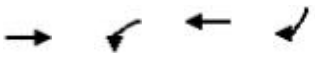
Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	482	285	622	138
Future Volume (vph)	482	285	622	138
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.0	12.3	51.8	15.0
Actuated g/C Ratio	0.41	0.15	0.65	0.19
v/c Ratio	0.38	0.58	0.20	0.18
Control Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.7	36.1	5.8	0.5
LOS	B	D	A	A
Approach Delay (s/veh)	17.7		15.3	
Approach LOS	B		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 79.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 14.7	Intersection LOS: B
Intersection Capacity Utilization 38.8%	ICU Level of Service A
Analysis Period (min) 15	

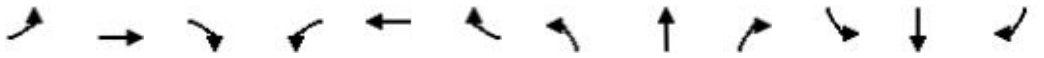
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	507	300	655	145
v/c Ratio	0.38	0.58	0.20	0.18
Control Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.7	36.1	5.8	0.5
Queue Length 50th (ft)	98	74	43	0
Queue Length 95th (ft)	151	114	58	0
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1332	991	3938	1310
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.30	0.17	0.11

Intersection Summary



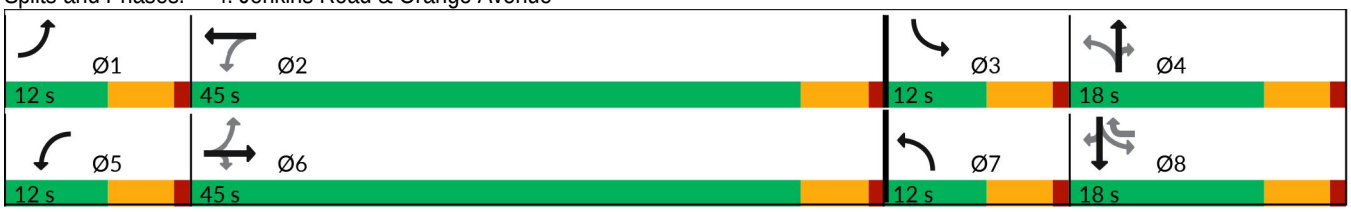
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	482	0	285	622	0	0	0	0	0	0	138
Future Volume (vph)	0	482	0	285	622	0	0	0	0	0	0	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	507	0	300	655	0	0	0	0	0	0	145
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	118
Lane Group Flow (vph)	0	507	0	300	655	0	0	0	0	0	0	27
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.0		12.3	51.8							15.0
Effective Green, g (s)		33.0		12.3	51.8							15.0
Actuated g/C Ratio		0.41		0.15	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1332		518	3237							468
v/s Ratio Prot		c0.16		c0.09	0.13							c0.01
v/s Ratio Perm												
v/c Ratio		0.38		0.58	0.20							0.06
Uniform Delay, d1		16.3		31.3	5.7							26.6
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		0.8		1.6	0.0							0.1
Delay (s)		17.1		32.9	5.7							26.7
Level of Service		B		C	A							C
Approach Delay (s/veh)		17.1			14.2			0.0			26.7	
Approach LOS		B			B			A			C	

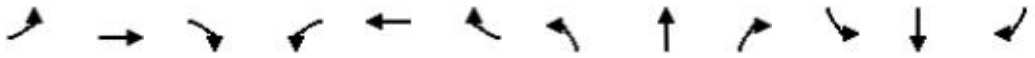
Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	19.5
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Future Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	36.9	30.1	30.1	41.4	40.3	12.3	17.0	14.6	14.6	14.8	12.3	12.3
Actuated g/C Ratio	0.51	0.42	0.42	0.58	0.56	0.17	0.24	0.20	0.20	0.21	0.17	0.17
v/c Ratio	0.03	0.46	0.13	0.64	0.45	0.02	0.35	0.02	0.42	0.09	0.11	0.08
Control Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
LOS	A	B	A	B	B	A	C	C	A	C	C	A
Approach Delay (s/veh)		14.9			13.3			14.4			17.3	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 72	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

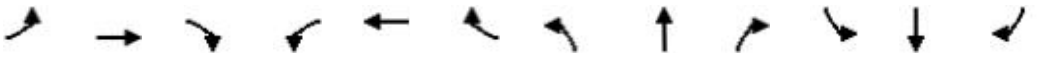




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	657	94	274	888	8	107	7	198	25	33	31
v/c Ratio	0.03	0.46	0.13	0.64	0.45	0.02	0.35	0.02	0.42	0.09	0.11	0.08
Control Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	17.0	0.7	18.1	12.0	0.1	24.7	28.4	8.4	21.2	30.2	0.4
Queue Length 50th (ft)	3	126	0	66	127	0	37	2	0	9	15	0
Queue Length 95th (ft)	10	175	5	#124	242	0	89	16	61	32	47	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	382	1906	924	426	1962	413	311	379	478	291	301	388
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.34	0.10	0.64	0.45	0.02	0.34	0.02	0.41	0.09	0.11	0.08

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



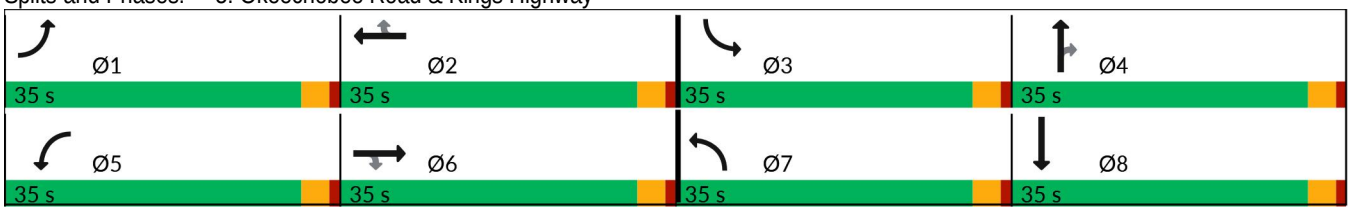
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Future Volume (vph)	11	624	89	260	844	8	102	7	188	24	31	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.29	1.00	1.00	0.29	1.00	1.00	0.53	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	528	3406	1524	543	3505	1568	957	1810	1538	1266	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	657	94	274	888	8	107	7	198	25	33	31
RTOR Reduction (vph)	0	0	53	0	0	7	0	0	162	0	0	27
Lane Group Flow (vph)	12	657	41	274	888	1	107	7	36	25	33	4
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	35.7	34.6	34.6	46.7	40.3	10.5	21.1	14.6	14.6	12.9	10.5	10.5
Effective Green, g (s)	35.7	34.6	34.6	46.7	40.3	10.5	21.1	14.6	14.6	12.9	10.5	10.5
Actuated g/C Ratio	0.45	0.43	0.43	0.59	0.51	0.13	0.27	0.18	0.18	0.16	0.13	0.13
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	253	1480	662	421	1774	206	315	331	282	215	221	188
v/s Ratio Prot	0.00	0.19		c0.06	0.25		c0.03	0.00		0.00	0.02	
v/s Ratio Perm	0.02		0.03	c0.33		0.00	c0.06		0.02	0.02		0.00
v/c Ratio	0.05	0.44	0.06	0.65	0.50	0.01	0.34	0.02	0.13	0.12	0.15	0.02
Uniform Delay, d1	12.2	15.8	13.1	9.2	13.0	30.0	23.0	26.6	27.2	28.4	30.6	30.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.2	0.0	3.6	1.0	0.0	0.6	0.0	0.2	0.2	0.3	0.0
Delay (s)	12.3	16.0	13.1	12.8	14.0	30.0	23.7	26.7	27.4	28.6	30.9	30.1
Level of Service	B	B	B	B	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		15.6			13.8			26.1			30.0	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	87	365	39	482	484	122	88	199	629	169	213
Future Volume (vph)	87	365	39	482	484	122	88	199	629	169	213
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	10.8	19.9	19.9	20.0	32.1	32.1	11.8	20.6	20.6	11.5	23.5
Actuated g/C Ratio	0.12	0.22	0.22	0.23	0.36	0.36	0.13	0.23	0.23	0.13	0.27
v/c Ratio	0.46	0.36	0.11	0.71	0.43	0.21	0.50	0.60	0.65	0.48	0.41
Control Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
LOS	D	C	A	D	C	A	D	D	A	D	C
Approach Delay (s/veh)		33.1			29.7			17.2			33.3
Approach LOS		C			C			B			C

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 88.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 27.0	Intersection LOS: C
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

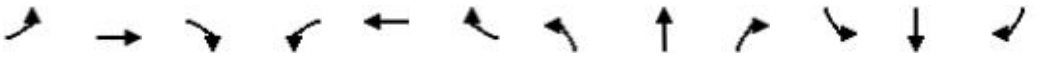
Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	92	384	41	507	509	128	93	209	662	178	315
v/c Ratio	0.46	0.36	0.11	0.71	0.43	0.21	0.50	0.60	0.65	0.48	0.41
Control Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.5	32.7	3.8	39.0	26.3	6.3	48.7	39.6	5.7	43.3	27.7
Queue Length 50th (ft)	53	70	0	150	126	0	61	130	0	58	83
Queue Length 95th (ft)	119	132	14	239	234	49	137	243	57	112	148
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	600	1725	581	1143	1178	609	511	538	1227	1032	1043
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.22	0.07	0.44	0.43	0.21	0.18	0.39	0.54	0.17	0.30

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	365	39	482	484	122	88	199	629	169	213	86
Future Volume (vph)	87	365	39	482	484	122	88	199	629	169	213	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2808	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2808	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	92	384	41	507	509	128	93	209	662	178	224	91
RTOR Reduction (vph)	0	0	31	0	0	82	0	0	502	0	30	0
Lane Group Flow (vph)	92	384	10	507	509	46	93	209	160	178	285	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	8.9	21.0	21.0	20.0	32.1	32.1	9.8	21.8	21.8	11.5	23.5	
Effective Green, g (s)	8.9	21.0	21.0	20.0	32.1	32.1	9.8	21.8	21.8	11.5	23.5	
Actuated g/C Ratio	0.10	0.23	0.23	0.22	0.36	0.36	0.11	0.24	0.24	0.13	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	163	1106	344	698	1156	517	153	358	536	362	730	
v/s Ratio Prot	0.06	0.08		c0.16	c0.16		c0.07	c0.14		0.06	0.10	
v/s Ratio Perm			0.01			0.03			0.07			
v/c Ratio	0.56	0.35	0.03	0.73	0.44	0.09	0.61	0.58	0.30	0.49	0.39	
Uniform Delay, d1	38.8	28.9	26.8	32.6	22.2	19.4	38.4	30.2	28.0	36.7	27.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.4	0.2	0.0	3.8	1.2	0.3	6.7	2.4	0.3	1.1	0.3	
Delay (s)	43.3	29.1	26.8	36.4	23.5	19.7	45.1	32.7	28.3	37.7	27.9	
Level of Service	D	C	C	D	C	B	D	C	C	D	C	
Approach Delay (s/veh)		31.5			28.8			30.9			31.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	477	1	3	455	23	1	1	12	48	0	4
Future Vol, veh/h	3	477	1	3	455	23	1	1	12	48	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	3	502	1	3	479	24	1	1	13	51	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	503	0	0	503	0	0	994	1018	503	994	995	479
Stage 1	-	-	-	-	-	-	509	509	-	485	485	-
Stage 2	-	-	-	-	-	-	485	509	-	509	509	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	1051	-	-	1036	-	-	213	226	546	224	245	587
Stage 1	-	-	-	-	-	-	525	519	-	563	551	-
Stage 2	-	-	-	-	-	-	541	519	-	547	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1036	-	-	209	224	546	216	243	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	224	-	216	243	-
Stage 1	-	-	-	-	-	-	523	517	-	561	549	-
Stage 2	-	-	-	-	-	-	535	516	-	531	536	-

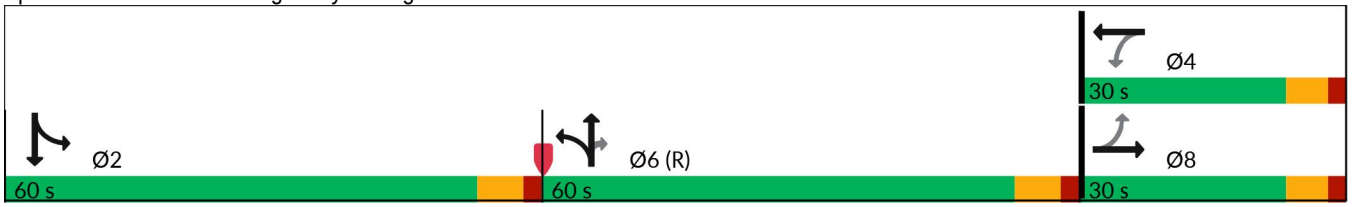
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.05	13.3	25.84
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	448	11	-	-	12	-	-	227
HCM Lane V/C Ratio	0.033	0.003	-	-	0.003	-	-	0.241
HCM Ctrl Dly (s/v)	13.3	8.4	0	-	8.5	0	-	25.8
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.9

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	15	70	140	87	381	53	433
Future Volume (vph)	15	70	140	87	381	53	433
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.0	23.0	23.0	23.0	57.0	57.0	49.0
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.38	0.38	0.33
v/c Ratio	0.13	0.43	0.85	0.64	0.71	0.09	0.92
Control Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
LOS	E	D	F	E	D	A	E
Approach Delay (s/veh)		53.5		78.1	43.7		70.3
Approach LOS		D		E	D		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 61.5	Intersection LOS: E
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.

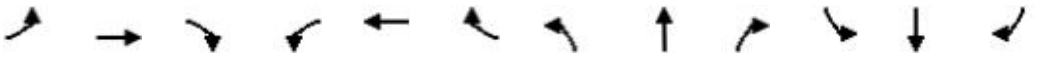




Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	16	123	147	183	461	56	545
v/c Ratio	0.13	0.43	0.85	0.64	0.71	0.09	0.92
Control Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	53.1	99.9	60.6	48.7	3.0	70.3
Queue Length 50th (ft)	14	92	140	142	448	0	515
Queue Length 95th (ft)	39	164	#276	235	592	18	#714
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	130	299	182	302	655	609	637
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.41	0.81	0.61	0.70	0.09	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



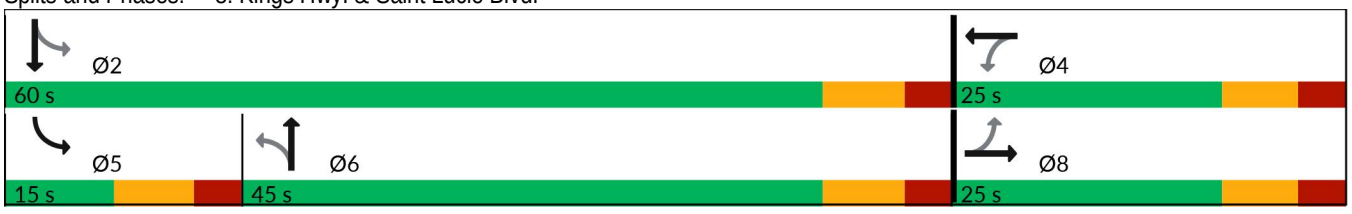
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	70	47	140	87	86	57	381	53	68	433	16
Future Volume (vph)	15	70	47	140	87	86	57	381	53	68	433	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.94		1.00	0.93			1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1770	1751		1770	1724			1701	1455		1807	
Flt Permitted	0.43	1.00		0.60	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	802	1751		1125	1724			1701	1455		1807	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	74	49	147	92	91	60	401	56	72	456	17
RTOR Reduction (vph)	0	16	0	0	24	0	0	0	35	0	1	0
Lane Group Flow (vph)	16	107	0	147	159	0	0	461	21	0	544	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.0	23.0		23.0	23.0			57.0	57.0		49.0	
Effective Green, g (s)	23.0	23.0		23.0	23.0			57.0	57.0		49.0	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.38	0.38		0.33	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	122	268		172	264			646	552		590	
v/s Ratio Prot		0.06			0.09			c0.27			c0.30	
v/s Ratio Perm	0.02			c0.13					0.01			
v/c Ratio	0.13	0.40		0.85	0.60			0.71	0.04		0.92	
Uniform Delay, d1	54.9	57.3		61.9	59.2			39.6	29.3		48.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.0		31.5	3.9			6.6	0.1		20.1	
Delay (s)	55.4	58.2		93.4	63.1			46.2	29.4		68.8	
Level of Service	E	E		F	E			D	C		E	
Approach Delay (s/veh)		57.9			76.6			44.3			68.8	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	45	9	5	429	174	355
Future Volume (vph)	2	3	45	9	5	429	174	355
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		9.2	9.2	9.2	23.1	23.1	38.5	38.5
Actuated g/C Ratio		0.14	0.14	0.14	0.36	0.36	0.60	0.60
v/c Ratio		0.07	0.24	0.66	0.01	0.78	0.46	0.34
Control Delay (s/veh)		25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		25.0	29.6	11.2	13.2	27.1	9.8	7.6
LOS		C	C	B	B	C	A	A
Approach Delay (s/veh)		25.0		13.5		27.0		8.4
Approach LOS		C		B		C		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 64.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	7	47	331	5	509	183	375
v/c Ratio	0.07	0.24	0.66	0.01	0.78	0.46	0.34
Control Delay (s/veh)	25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	29.6	11.2	13.2	27.1	9.8	7.6
Queue Length 50th (ft)	2	16	3	1	162	26	60
Queue Length 95th (ft)	15	52	75	8	319	69	143
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	204	383	667	583	1067	398	1508
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.12	0.50	0.01	0.48	0.46	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	2	45	9	306	5	429	54	174	355	1
Future Volume (vph)	2	3	2	45	9	306	5	429	54	174	355	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.96		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1580		1752	1575		1736	1796		1719	1809	
Flt Permitted		0.46		0.75	1.00		0.54	1.00		0.24	1.00	
Satd. Flow (perm)		735		1389	1575		984	1796		426	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	2	47	9	322	5	452	57	183	374	1
RTOR Reduction (vph)	0	2	0	0	275	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	5	0	47	56	0	5	503	0	183	375	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		9.2		9.2	9.2		23.3	23.3		38.5	38.5	
Effective Green, g (s)		9.2		9.2	9.2		23.3	23.3		38.5	38.5	
Actuated g/C Ratio		0.14		0.14	0.14		0.37	0.37		0.61	0.61	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		106		200	227		360	657		402	1095	
v/s Ratio Prot					c0.04			c0.28		0.05	c0.21	
v/s Ratio Perm		0.01		0.03			0.01			0.22		
v/c Ratio		0.05		0.24	0.24		0.01	0.77		0.46	0.34	
Uniform Delay, d1		23.4		24.1	24.1		12.8	17.7		8.1	6.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2		0.6	0.6		0.0	5.3		0.8	0.2	
Delay (s)		23.6		24.7	24.7		12.8	23.1		8.9	6.4	
Level of Service		C		C	C		B	C		A	A	
Approach Delay (s/veh)		23.6			24.7			23.0			7.2	
Approach LOS		C			C			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	63.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	28	133	0	326	13	152	393
Future Vol, veh/h	28	133	0	326	13	152	393
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	29	140	0	343	14	160	414

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	877	178	414	0	0	357	0
Stage 1	350	-	-	-	-	-	-
Stage 2	527	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	286	831	714	-	-	1156	-
Stage 1	682	-	-	-	-	-	-
Stage 2	554	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	246	831	714	-	-	1156	-
Mov Cap-2 Maneuver	363	-	-	-	-	-	-
Stage 1	682	-	-	-	-	-	-
Stage 2	477	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.18	0	2.4
HCM LOS	B		

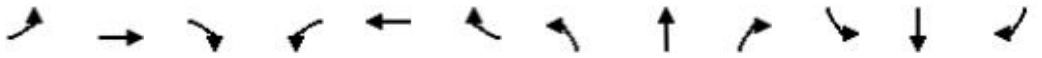
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	714	-	-	363	831	1156	-
HCM Lane V/C Ratio	-	-	-	0.081	0.169	0.138	-
HCM Ctrl Dly (s/v)	0	-	-	15.8	10.2	8.6	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Future Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	10.7	26.3	41.0	18.2	33.8	58.6	7.9	43.0	68.3	17.9	53.0	70.8
Actuated g/C Ratio	0.08	0.20	0.31	0.14	0.25	0.44	0.06	0.32	0.51	0.13	0.40	0.53
v/c Ratio	0.41	0.79	0.32	1.69	0.49	0.60	1.20	0.37	0.57	3.19	0.50	0.14
Control Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
LOS	E	E	B	F	D	B	F	D	B	F	C	A
Approach Delay (s/veh)		50.0			174.5			47.6			501.3	
Approach LOS		D			F			D			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 133.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.19	
Intersection Signal Delay (s/veh): 225.6	Intersection LOS: F
Intersection Capacity Utilization 103.8%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



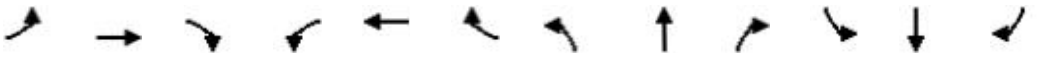


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	106	514	175	721	400	481	107	362	445	666	619	108
v/c Ratio	0.41	0.79	0.32	1.69	0.49	0.60	1.20	0.37	0.57	3.19	0.50	0.14
Control Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.2	59.9	12.2	354.5	44.5	12.9	211.1	36.9	16.9	Error	32.6	3.4
Queue Length 50th (ft)	49	240	32	~514	169	117	~130	147	180	~1138	236	0
Queue Length 95th (ft)	86	308	94	#697	231	246	#291	216	338	#1490	330	34
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	680	1199	544	427	932	803	89	969	775	209	1237	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.43	0.32	1.69	0.43	0.60	1.20	0.37	0.57	3.19	0.50	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



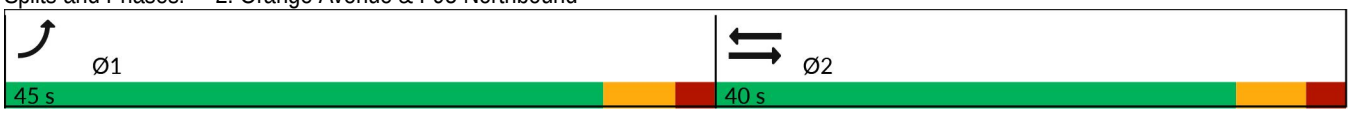
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Future Volume (vph)	101	488	166	685	380	457	102	344	423	633	588	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	106	514	175	721	400	481	107	362	445	666	619	108
RTOR Reduction (vph)	0	0	94	0	0	185	0	0	95	0	0	56
Lane Group Flow (vph)	106	514	81	721	400	296	107	362	350	666	619	52
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	10.7	26.3	34.2	18.2	33.8	51.7	7.9	43.0	61.2	17.9	53.0	63.7
Effective Green, g (s)	10.7	26.3	34.2	18.2	33.8	51.7	7.9	43.0	61.2	17.9	53.0	63.7
Actuated g/C Ratio	0.08	0.20	0.26	0.14	0.25	0.39	0.06	0.32	0.46	0.13	0.40	0.48
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	258	653	380	427	817	559	89	971	618	209	1238	665
v/s Ratio Prot	0.03	c0.16	0.01	c0.23	0.12	0.07	0.07	0.12	c0.08	c0.43	0.20	0.01
v/s Ratio Perm			0.04			0.13			0.18			0.03
v/c Ratio	0.41	0.79	0.21	1.69	0.49	0.53	1.20	0.37	0.57	3.19	0.50	0.08
Uniform Delay, d1	58.3	50.8	38.9	57.5	42.3	31.4	62.6	34.7	26.3	57.7	30.1	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	6.2	0.3	319.9	0.5	0.9	159.6	1.1	1.2	996.4	1.4	0.1
Delay (s)	59.3	57.0	39.2	377.4	42.8	32.3	222.2	35.8	27.5	1054.0	31.6	18.9
Level of Service	E	E	D	F	D	C	F	D	C	F	C	B
Approach Delay (s/veh)		53.4			190.2			53.6			519.4	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	238.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	133.2	Sum of lost time (s)	27.8
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	259	705	746
Future Volume (vph)	259	705	746
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	10.9	33.2	33.2
Actuated g/C Ratio	0.19	0.57	0.57
v/c Ratio	0.47	0.41	0.40
Control Delay (s/veh)	23.9	8.0	7.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	23.9	8.0	7.9
LOS	C	A	A
Approach Delay (s/veh)		12.2	7.9
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.1	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay (s/veh): 10.3	Intersection LOS: B
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	273	742	785
v/c Ratio	0.47	0.41	0.40
Control Delay (s/veh)	23.9	8.0	7.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	23.9	8.0	7.9
Queue Length 50th (ft)	48	71	71
Queue Length 95th (ft)	81	120	118
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2028	1825	1946
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.13	0.41	0.40

Intersection Summary



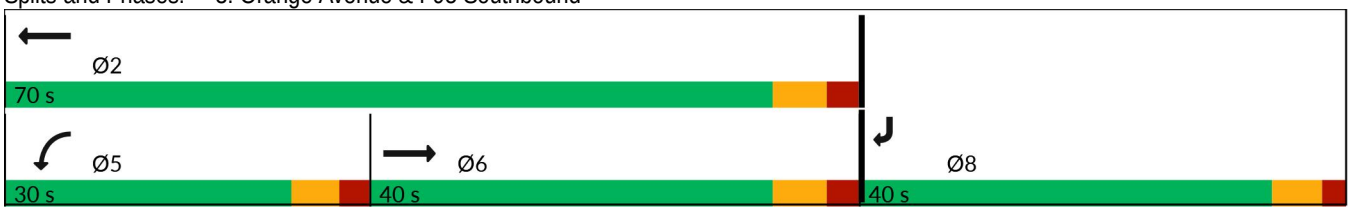
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	259	705	746	0	0	0
Future Volume (vph)	259	705	746	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	273	742	785	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	273	742	785	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	10.9	33.2	33.2			
Effective Green, g (s)	10.9	33.2	33.2			
Actuated g/C Ratio	0.19	0.57	0.57			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	581	1825	1946			
v/s Ratio Prot	c0.09	c0.23	0.23			
v/s Ratio Perm						
v/c Ratio	0.47	0.41	0.40			
Uniform Delay, d1	21.0	7.0	6.9			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.6	0.7	0.6			
Delay (s)	21.6	7.6	7.6			
Level of Service	C	A	A			
Approach Delay (s/veh)		11.4	7.6		0.0	
Approach LOS		B	A		A	

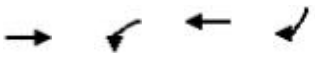
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	58.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	662	342	868	478
Future Volume (vph)	662	342	868	478
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.2	14.5	54.2	17.3
Actuated g/C Ratio	0.39	0.17	0.64	0.20
v/c Ratio	0.57	0.64	0.29	0.73
Control Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	38.4	7.2	23.3
LOS	C	D	A	C
Approach Delay (s/veh)	23.5		16.1	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 84.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

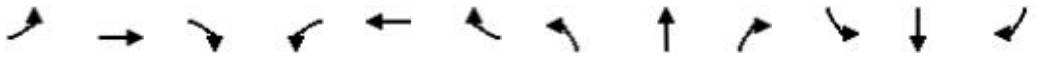
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	697	360	914	503
v/c Ratio	0.57	0.64	0.29	0.73
Control Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	38.4	7.2	23.3
Queue Length 50th (ft)	158	93	66	82
Queue Length 95th (ft)	282	154	116	159
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1220	922	3664	1138
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.39	0.25	0.44

Intersection Summary



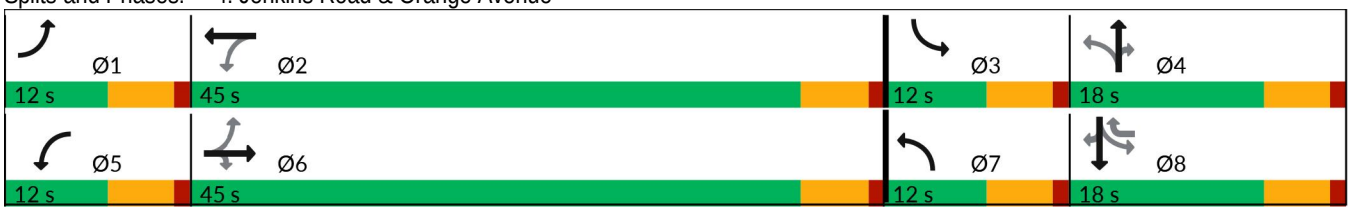
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	662	0	342	868	0	0	0	0	0	0	478
Future Volume (vph)	0	662	0	342	868	0	0	0	0	0	0	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	697	0	360	914	0	0	0	0	0	0	503
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	186
Lane Group Flow (vph)	0	697	0	360	914	0	0	0	0	0	0	317
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.2		14.5	54.2							17.3
Effective Green, g (s)		33.2		14.5	54.2							17.3
Actuated g/C Ratio		0.39		0.17	0.64							0.20
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1222		566	3138							506
v/s Ratio Prot		c0.22		c0.11	0.19							c0.13
v/s Ratio Perm												
v/c Ratio		0.57		0.64	0.29							0.63
Uniform Delay, d1		20.1		32.5	6.7							30.7
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		1.9		2.3	0.1							2.4
Delay (s)		22.0		34.9	6.7							33.1
Level of Service		C		C	A							C
Approach Delay (s/veh)		22.0			14.7			0.0			33.1	
Approach LOS		C			B			A			C	

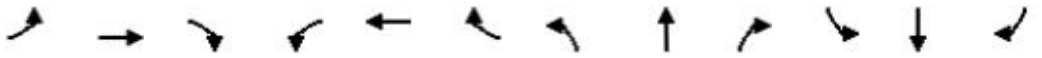
Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	19.5
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Future Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	44.1	37.3	37.3	45.5	40.4	12.3	18.0	16.7	16.7	13.5	12.3	12.3
Actuated g/C Ratio	0.56	0.47	0.47	0.57	0.51	0.16	0.23	0.21	0.21	0.17	0.16	0.16
v/c Ratio	0.24	0.80	0.24	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
LOS	A	C	A	F	B	A	D	C	A	C	C	A
Approach Delay (s/veh)		20.0			39.1			20.3			18.7	
Approach LOS		C			D			C			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 79.2	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 27.4	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



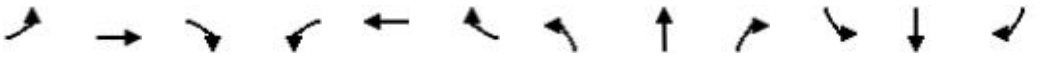


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	1312	204	264	1032	29	183	23	265	15	20	20
v/c Ratio	0.24	0.80	0.24	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.1	23.3	3.0	128.0	17.5	0.4	37.4	28.1	7.8	23.8	33.3	0.3
Queue Length 50th (ft)	16	323	0	~141	233	0	82	9	0	7	12	0
Queue Length 95th (ft)	35	424	37	#304	311	0	#164	34	68	25	36	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	313	1768	891	230	1719	381	298	397	545	218	245	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.74	0.23	1.15	0.60	0.08	0.61	0.06	0.49	0.07	0.08	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



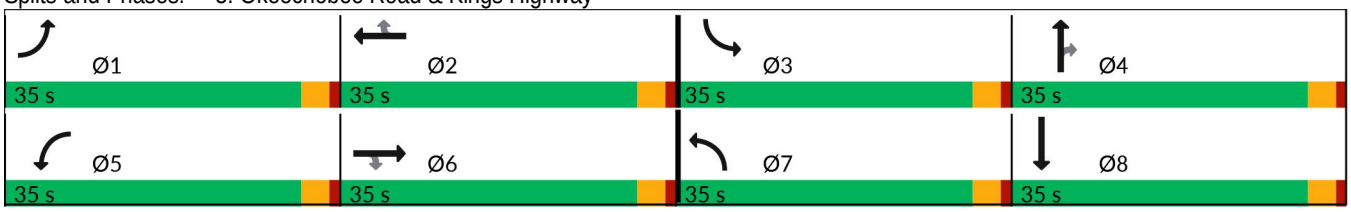
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Future Volume (vph)	72	1246	194	251	980	28	174	22	252	14	19	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.19	1.00	1.00	0.10	1.00	1.00	0.46	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	349	3471	1553	176	3374	1509	850	1845	1568	1119	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	1312	204	264	1032	29	183	23	265	15	20	20
RTOR Reduction (vph)	0	0	111	0	0	26	0	0	213	0	0	18
Lane Group Flow (vph)	76	1312	93	264	1032	3	183	23	52	15	20	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Effective Green, g (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Actuated g/C Ratio	0.52	0.46	0.46	0.56	0.48	0.10	0.27	0.20	0.20	0.12	0.10	0.10
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	264	1587	710	219	1611	153	332	364	309	134	153	130
v/s Ratio Prot	0.02	0.38		c0.10	0.31		c0.06	0.01		0.00	0.01	
v/s Ratio Perm	0.13		0.06	c0.57		0.00	c0.09		0.03	0.01		0.00
v/c Ratio	0.29	0.83	0.13	1.21	0.64	0.02	0.55	0.06	0.17	0.11	0.13	0.02
Uniform Delay, d1	11.3	20.0	13.2	20.3	16.6	34.2	25.1	27.6	28.2	33.4	34.6	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	3.7	0.1	127.4	2.0	0.1	2.0	0.1	0.3	0.4	0.4	0.0
Delay (s)	11.9	23.7	13.3	147.7	18.6	34.3	27.0	27.7	28.5	33.8	35.0	34.2
Level of Service	B	C	B	F	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		21.8			44.7			27.9			34.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	437	59	429	351	541	61	446	561	339	483
Future Volume (vph)	160	437	59	429	351	541	61	446	561	339	483
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	17.4	25.9	25.9	22.8	31.2	31.2	10.4	31.2	31.2	21.6	44.7
Actuated g/C Ratio	0.15	0.22	0.22	0.19	0.27	0.27	0.09	0.27	0.27	0.18	0.38
v/c Ratio	0.69	0.44	0.16	0.78	0.45	0.76	0.48	1.11	0.61	0.76	0.62
Control Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
LOS	E	D	A	E	D	B	E	F	B	E	C
Approach Delay (s/veh)		44.8			34.0			59.1			42.6
Approach LOS		D			C			E			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 117.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay (s/veh): 44.5	Intersection LOS: D
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	460	62	452	369	569	64	469	591	357	616
v/c Ratio	0.69	0.44	0.16	0.78	0.45	0.76	0.48	1.11	0.61	0.76	0.62
Control Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	42.8	9.4	55.4	39.9	13.1	64.8	117.2	12.3	57.2	34.2
Queue Length 50th (ft)	131	119	0	190	138	31	54	~464	51	171	255
Queue Length 95th (ft)	227	184	36	276	228	219	116	#838	146	258	399
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	435	1252	441	794	819	749	402	424	970	678	986
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.37	0.14	0.57	0.45	0.76	0.16	1.11	0.61	0.53	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	437	59	429	351	541	61	446	561	339	483	103
Future Volume (vph)	160	437	59	429	351	541	61	446	561	339	483	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2566	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2566	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	460	62	452	369	569	64	469	591	357	508	108
RTOR Reduction (vph)	0	0	48	0	0	384	0	0	334	0	11	0
Lane Group Flow (vph)	168	460	14	452	369	185	64	469	257	357	605	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	17.4	25.9	25.9	22.8	31.3	31.3	9.0	32.1	32.1	21.6	44.7	
Effective Green, g (s)	17.4	25.9	25.9	22.8	31.3	31.3	9.0	32.1	32.1	21.6	44.7	
Actuated g/C Ratio	0.15	0.22	0.22	0.19	0.26	0.26	0.08	0.27	0.27	0.18	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	241	1031	321	576	815	364	115	432	647	466	968	
v/s Ratio Prot	0.10	0.10		c0.15	0.12		0.04	c0.29		c0.14	0.24	
v/s Ratio Perm			0.01			c0.13			0.11			
v/c Ratio	0.70	0.45	0.04	0.78	0.45	0.51	0.56	1.09	0.40	0.77	0.63	
Uniform Delay, d1	48.0	40.0	36.5	45.5	36.4	37.0	52.8	43.2	35.3	46.0	30.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.5	0.3	0.1	6.9	1.8	5.0	5.7	68.3	0.4	7.4	1.3	
Delay (s)	56.5	40.3	36.5	52.4	38.2	42.0	58.5	111.5	35.7	53.4	31.3	
Level of Service	E	D	D	D	D	D	E	F	D	D	C	
Approach Delay (s/veh)		43.9			44.4			68.6			39.4	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	49.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	118.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	621	7	55	431	61	2	1	29	21	2	0
Future Vol, veh/h	2	621	7	55	431	61	2	1	29	21	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	2	654	7	58	454	64	2	1	31	22	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	518	0	0	661	0	0	1232	1295	657	1228	1235	454
Stage 1	-	-	-	-	-	-	662	662	-	569	569	-
Stage 2	-	-	-	-	-	-	571	634	-	658	665	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	1018	-	-	904	-	-	150	159	456	149	169	588
Stage 1	-	-	-	-	-	-	443	452	-	491	491	-
Stage 2	-	-	-	-	-	-	497	465	-	439	444	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1018	-	-	904	-	-	135	144	456	125	154	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	144	-	125	154	-
Stage 1	-	-	-	-	-	-	442	450	-	447	447	-
Stage 2	-	-	-	-	-	-	450	423	-	407	443	-

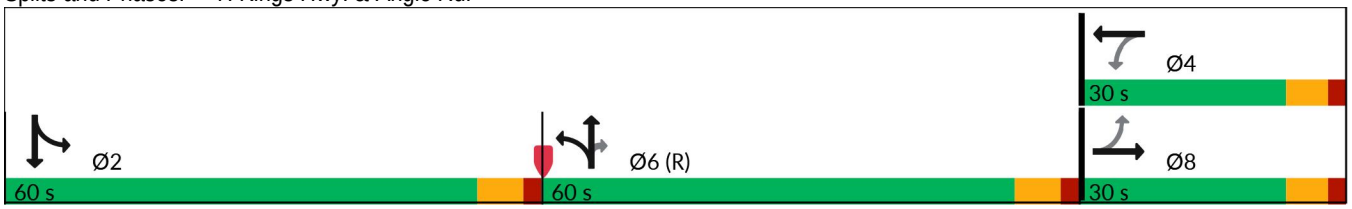
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.93	15.56	39.97
HCM LOS			C	E

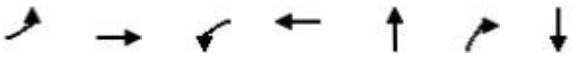
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	375	6	-	-	204	-	-	127
HCM Lane V/C Ratio	0.09	0.002	-	-	0.064	-	-	0.191
HCM Ctrl Dly (s/v)	15.6	8.5	0	-	9.3	0	-	40
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.7

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	104	183	350	111	473	210	555
Future Volume (vph)	104	183	350	111	473	210	555
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14
Control Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
LOS	F	F	F	F	E	C	F
Approach Delay (s/veh)		354.0		1771.9	64.2		125.6
Approach LOS		F		F	E		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 7.67	
Intersection Signal Delay (s/veh): 544.8	Intersection LOS: F
Intersection Capacity Utilization 132.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	109	439	368	281	613	221	694
v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14
Control Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.3	Error	97.7	79.0	23.2	125.6
Queue Length 50th (ft)	~176	~580	~685	249	621	99	~848
Queue Length 95th (ft)	#310	#808	#904	#444	#890	177	#1115
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	291	48	291	626	594	608
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.22	1.51	7.67	0.97	0.98	0.37	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

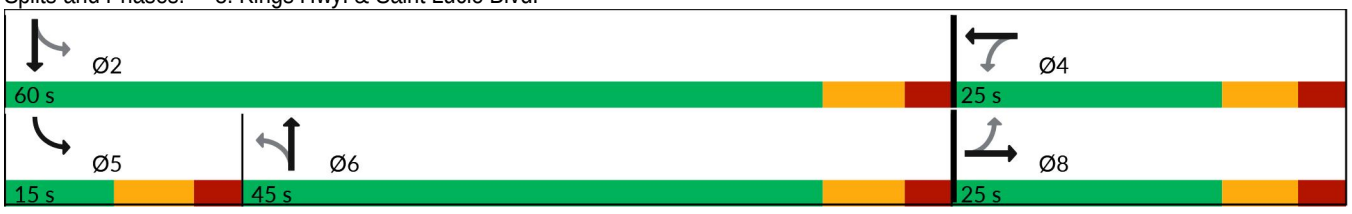
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	183	234	350	111	156	109	473	210	69	555	35
Future Volume (vph)	104	183	234	350	111	156	109	473	210	69	555	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1722	
Flt Permitted	0.17	1.00		0.17	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	318	1690		315	1667			1776	1524		1722	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	109	193	246	368	117	164	115	498	221	73	584	37
RTOR Reduction (vph)	0	30	0	0	34	0	0	0	57	0	1	0
Lane Group Flow (vph)	109	409	0	368	247	0	0	613	164	0	693	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	261		48	257			626	537		607	
v/s Ratio Prot		0.24			0.15			c0.35			c0.40	
v/s Ratio Perm	0.34			c1.17					0.11			
v/c Ratio	2.22	1.57		7.67	0.96			0.98	0.31		1.14	
Uniform Delay, d1	63.4	63.4		63.4	63.0			48.0	35.2		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	611.2	272.3		3042.5	45.4			31.2	1.5		82.1	
Delay (s)	674.6	335.7		3105.9	108.3			79.2	36.7		130.6	
Level of Service	F	F		F	F			E	D		F	
Approach Delay (s/veh)		403.1			1808.0			68.0			130.6	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	565.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.23		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	132.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	11	39	9	12	550	269	558
Future Volume (vph)	11	39	9	12	550	269	558
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.5	8.5	8.5	31.7	31.7	46.9	46.9
Actuated g/C Ratio	0.12	0.12	0.12	0.44	0.44	0.66	0.66
v/c Ratio	0.10	0.27	0.53	0.04	0.86	0.81	0.49
Control Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
LOS	C	C	B	B	C	C	A
Approach Delay (s/veh)	23.4		17.4		30.1		14.5
Approach LOS	C		B		C		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 71.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 20.8	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	41	172	13	661	283	588
v/c Ratio	0.10	0.27	0.53	0.04	0.86	0.81	0.49
Control Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	35.0	13.3	11.7	30.4	27.9	8.0
Queue Length 50th (ft)	5	19	4	3	253	43	109
Queue Length 95th (ft)	25	50	61	14	#505	#144	212
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	433	315	487	406	905	349	1340
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.13	0.35	0.03	0.73	0.81	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	9	39	9	155	12	550	78	269	558	1
Future Volume (vph)	0	11	9	39	9	155	12	550	78	269	558	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1755		1656	1495		1671	1727		1736	1826	
Flt Permitted		1.00		0.74	1.00		0.44	1.00		0.18	1.00	
Satd. Flow (perm)		1755		1296	1495		779	1727		322	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	12	9	41	9	163	13	579	82	283	587	1
RTOR Reduction (vph)	0	8	0	0	144	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	13	0	41	28	0	13	655	0	283	588	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		8.5		8.5	8.5		31.8	31.8		46.9	46.9	
Effective Green, g (s)		8.5		8.5	8.5		31.8	31.8		46.9	46.9	
Actuated g/C Ratio		0.12		0.12	0.12		0.45	0.45		0.66	0.66	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		209		154	178		347	770		350	1201	
v/s Ratio Prot		0.01			0.02			0.38		c0.08	0.32	
v/s Ratio Perm				c0.03			0.02			c0.45		
v/c Ratio		0.06		0.27	0.16		0.04	0.85		0.81	0.49	
Uniform Delay, d1		27.9		28.6	28.2		11.1	17.6		10.9	6.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		0.9	0.4		0.0	8.9		12.9	0.3	
Delay (s)		28.0		29.5	28.6		11.2	26.6		23.7	6.5	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.0			28.8			26.3			12.1	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	71.3	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	35	159	0	802	59	252	742
Future Vol, veh/h	35	159	0	802	59	252	742
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	37	167	0	844	62	265	781

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1796	453	781	0	0	906	0
Stage 1	875	-	-	-	-	-	-
Stage 2	921	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	70	548	415	-	-	670	-
Stage 1	363	-	-	-	-	-	-
Stage 2	343	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	42	548	415	-	-	670	-
Mov Cap-2 Maneuver	138	-	-	-	-	-	-
Stage 1	363	-	-	-	-	-	-
Stage 2	208	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.09	0	3.51
HCM LOS	C		

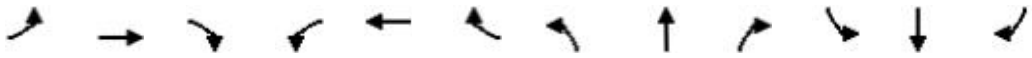
Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	415	-	-	138	548	670	-
HCM Lane V/C Ratio	-	-	-	0.267	0.305	0.396	-
HCM Ctrl Dly (s/v)	0	-	-	40.3	14.4	13.8	-
HCM Lane LOS	A	-	-	E	B	B	-
HCM 95th %tile Q(veh)	0	-	-	1	1.3	1.9	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Future Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	11.6	27.0	41.7	18.2	33.6	58.4	7.9	43.0	68.3	17.9	53.0	71.6
Actuated g/C Ratio	0.09	0.20	0.31	0.14	0.25	0.44	0.06	0.32	0.51	0.13	0.40	0.53
v/c Ratio	0.50	0.78	0.30	1.23	0.47	0.98	2.07	0.50	0.87	2.43	0.48	0.13
Control Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
LOS	E	E	B	F	D	E	F	D	D	F	C	A
Approach Delay (s/veh)		50.8			90.3			107.2			303.4	
Approach LOS		D			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 133.9	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.43	
Intersection Signal Delay (s/veh): 141.9	Intersection LOS: F
Intersection Capacity Utilization 100.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



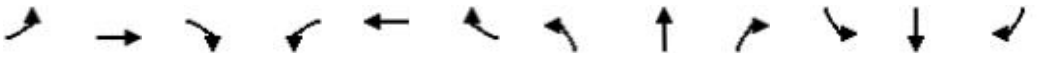


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	144	543	169	518	375	723	188	492	689	547	635	112
v/c Ratio	0.50	0.78	0.30	1.23	0.47	0.98	2.07	0.50	0.87	2.43	0.48	0.13
Control Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	59.3	11.2	169.9	44.7	56.8	547.1	39.6	35.5	679.7	32.3	3.2
Queue Length 50th (ft)	65	247	27	~315	160	543	~292	206	466	~827	226	0
Queue Length 95th (ft)	106	314	84	#474	222	#890	#497	291	#851	#1130	312	32
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	702	1239	566	421	913	735	91	989	789	225	1334	1033
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.44	0.30	1.23	0.41	0.98	2.07	0.50	0.87	2.43	0.48	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



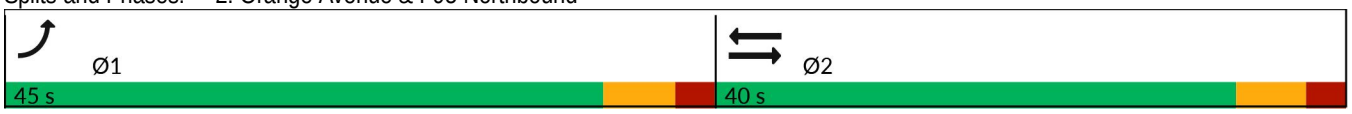
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Future Volume (vph)	137	516	161	492	356	687	179	467	655	520	603	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	144	543	169	518	375	723	188	492	689	547	635	112
RTOR Reduction (vph)	0	0	94	0	0	122	0	0	95	0	0	58
Lane Group Flow (vph)	144	543	75	518	375	601	188	492	594	547	635	54
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	11.6	27.0	34.9	18.2	33.6	51.5	7.9	43.0	61.2	17.9	53.0	64.6
Effective Green, g (s)	11.6	27.0	34.9	18.2	33.6	51.5	7.9	43.0	61.2	17.9	53.0	64.6
Actuated g/C Ratio	0.09	0.20	0.26	0.14	0.25	0.38	0.06	0.32	0.46	0.13	0.40	0.48
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	288	693	400	421	801	549	91	990	630	225	1335	728
v/s Ratio Prot	0.04	0.16	0.01	c0.17	0.12	c0.15	0.12	0.16	c0.13	c0.32	0.19	0.01
v/s Ratio Perm			0.04			0.27			0.30			0.03
v/c Ratio	0.50	0.78	0.19	1.23	0.47	1.09	2.07	0.50	0.94	2.43	0.48	0.07
Uniform Delay, d1	58.4	50.7	38.5	57.9	42.6	41.2	63.0	36.7	34.7	58.0	30.1	18.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	5.8	0.2	122.9	0.4	66.5	515.4	1.8	22.7	657.3	1.2	0.0
Delay (s)	59.7	56.5	38.7	180.8	43.0	107.7	578.4	38.5	57.3	715.3	31.3	18.6
Level of Service	E	E	D	F	D	F	F	D	E	F	C	B
Approach Delay (s/veh)		53.5			116.1			122.1			319.4	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	158.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	133.9	Sum of lost time (s)	27.8
Intersection Capacity Utilization	100.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	356	962	1124
Future Volume (vph)	356	962	1124
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	12.3	33.0	33.0
Actuated g/C Ratio	0.21	0.56	0.56
v/c Ratio	0.57	0.56	0.60
Control Delay (s/veh)	24.8	10.3	10.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.8	10.3	10.7
LOS	C	B	B
Approach Delay (s/veh)		14.3	10.7
Approach LOS		B	B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 59.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	375	1013	1183
v/c Ratio	0.57	0.56	0.60
Control Delay (s/veh)	24.8	10.3	10.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.8	10.3	10.7
Queue Length 50th (ft)	68	117	133
Queue Length 95th (ft)	107	195	215
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2020	1808	1968
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.56	0.60

Intersection Summary



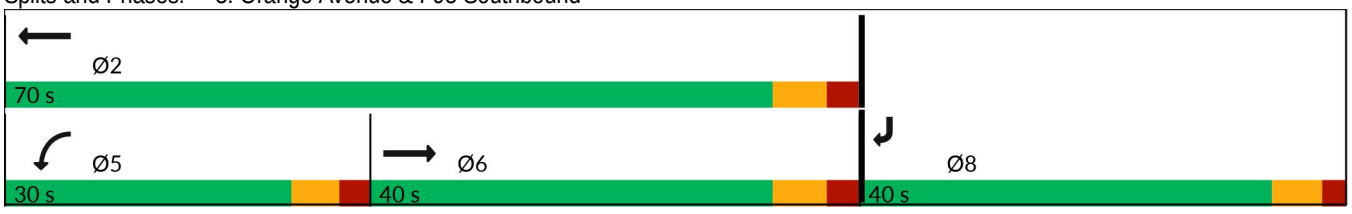
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	356	962	1124	0	0	0
Future Volume (vph)	356	962	1124	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	375	1013	1183	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	375	1013	1183	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	12.3	33.0	33.0			
Effective Green, g (s)	12.3	33.0	33.0			
Actuated g/C Ratio	0.21	0.56	0.56			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	654	1809	1969			
v/s Ratio Prot	c0.12	0.31	c0.33			
v/s Ratio Perm						
v/c Ratio	0.57	0.56	0.60			
Uniform Delay, d1	21.1	8.5	8.8			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	1.2	1.3	1.4			
Delay (s)	22.4	9.7	10.1			
Level of Service	C	A	B			
Approach Delay (s/veh)		13.1	10.1		0.0	
Approach LOS		B	B		A	

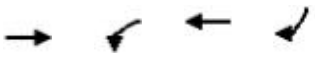
Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	1091	338	1171	290
Future Volume (vph)	1091	338	1171	290
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.1	13.8	53.4	15.5
Actuated g/C Ratio	0.40	0.17	0.65	0.19
v/c Ratio	0.88	0.63	0.38	0.55
Control Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.1	36.9	7.0	23.6
LOS	C	D	A	C
Approach Delay (s/veh)	33.1		13.7	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 81.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 22.0	Intersection LOS: C
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Orange Avenue & I-95 Southbound

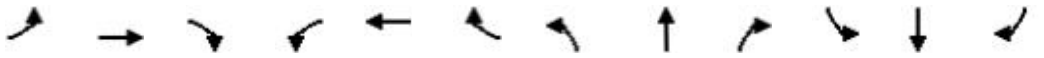




Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	1148	356	1233	305
v/c Ratio	0.88	0.63	0.38	0.55
Control Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.1	36.9	7.0	23.6
Queue Length 50th (ft)	301	90	94	56
Queue Length 95th (ft)	#504	138	130	110
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1301	968	3844	1100
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.37	0.32	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



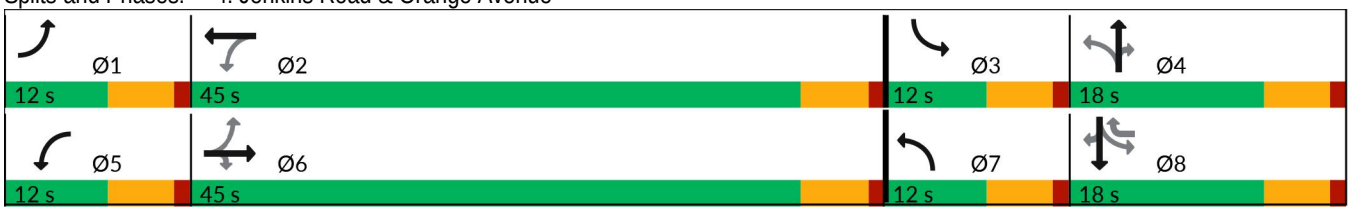
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1091	0	338	1171	0	0	0	0	0	0	290
Future Volume (vph)	0	1091	0	338	1171	0	0	0	0	0	0	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1148	0	356	1233	0	0	0	0	0	0	305
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	88
Lane Group Flow (vph)	0	1148	0	356	1233	0	0	0	0	0	0	217
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		13.8	53.4							15.5
Effective Green, g (s)		33.1		13.8	53.4							15.5
Actuated g/C Ratio		0.40		0.17	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1302		567	3252							471
v/s Ratio Prot		c0.36		c0.11	0.25							c0.09
v/s Ratio Perm												
v/c Ratio		0.88		0.63	0.38							0.46
Uniform Delay, d1		22.6		31.7	6.6							29.5
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		8.8		2.2	0.1							0.7
Delay (s)		31.4		33.8	6.7							30.2
Level of Service		C		C	A							C
Approach Delay (s/veh)		31.4			12.8			0.0			30.2	
Approach LOS		C			B			A			C	

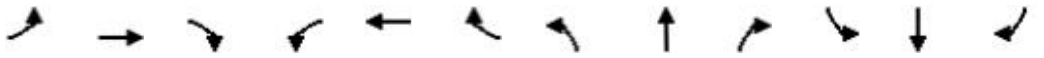
Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	19.5
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Future Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	16.9	14.6	14.6	13.4	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.22	0.19	0.19	0.17	0.16	0.16
v/c Ratio	0.16	0.54	0.23	0.89	0.58	0.02	0.91	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
LOS	A	B	A	D	B	A	E	C	A	C	C	A
Approach Delay (s/veh)		14.4			22.1			37.2			19.4	
Approach LOS		B			C			D			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 22.0	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue

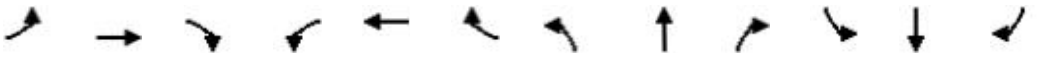




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	835	186	326	1071	9	262	8	277	29	38	36
v/c Ratio	0.16	0.54	0.23	0.89	0.58	0.02	0.91	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	17.2	3.1	42.1	16.2	0.1	67.3	31.0	9.0	24.4	33.5	0.5
Queue Length 50th (ft)	11	172	0	82	234	0	126	3	0	13	20	0
Queue Length 95th (ft)	25	232	36	#226	310	0	#249	17	72	35	52	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	308	1805	895	366	1858	400	287	354	524	249	285	376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.46	0.21	0.89	0.58	0.02	0.91	0.02	0.53	0.12	0.13	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



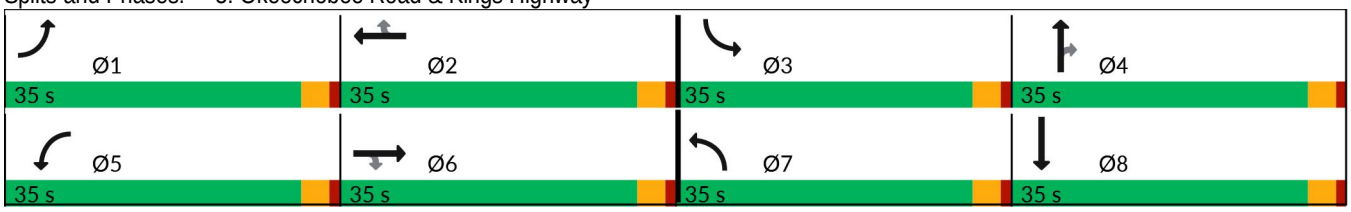
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Future Volume (vph)	47	793	177	310	1017	9	249	8	263	28	36	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.19	1.00	1.00	0.23	1.00	1.00	0.43	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	345	3406	1524	430	3505	1568	776	1810	1538	1265	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	835	186	326	1071	9	262	8	277	29	38	36
RTOR Reduction (vph)	0	0	102	0	0	8	0	0	228	0	0	33
Lane Group Flow (vph)	49	835	84	326	1071	1	262	8	49	29	38	3
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Actuated g/C Ratio	0.50	0.45	0.45	0.58	0.49	0.09	0.27	0.18	0.18	0.12	0.09	0.09
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	230	1544	690	358	1729	142	318	320	272	161	152	129
v/s Ratio Prot	0.01	0.25		c0.08	0.31		c0.09	0.00		0.01	0.02	
v/s Ratio Perm	0.10		0.06	c0.45		0.00	c0.13		0.03	0.02		0.00
v/c Ratio	0.21	0.54	0.12	0.91	0.62	0.01	0.82	0.03	0.18	0.18	0.25	0.03
Uniform Delay, d1	11.5	16.3	13.1	12.7	15.2	34.1	26.7	28.1	28.9	32.5	34.9	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.4	0.1	26.5	1.7	0.0	15.7	0.0	0.3	0.5	0.9	0.1
Delay (s)	12.0	16.7	13.1	39.2	16.9	34.1	42.5	28.1	29.2	33.1	35.7	34.2
Level of Service	B	B	B	D	B	C	D	C	C	C	D	C
Approach Delay (s/veh)		15.9			22.2			35.5			34.5	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	82.5	Sum of lost time (s)	21.2
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	152	656	58	532	824	348	82	445	645	558	526
Future Volume (vph)	152	656	58	532	824	348	82	445	645	558	526
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.0	26.3	26.3	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.5
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.36
v/c Ratio	0.70	0.72	0.17	0.86	0.98	0.55	0.60	1.32	0.73	0.91	0.74
Control Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
LOS	E	D	A	E	E	A	E	F	B	E	D
Approach Delay (s/veh)		53.7			57.1			90.5			52.9
Approach LOS		D			E			F			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 130.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay (s/veh): 63.2	Intersection LOS: E
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	160	691	61	560	867	366	86	468	679	587	780
v/c Ratio	0.70	0.72	0.17	0.86	0.98	0.55	0.60	1.32	0.73	0.91	0.74
Control Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.7	8.9	63.8	73.7	7.3	73.9	201.6	15.9	68.5	41.2
Queue Length 50th (ft)	143	221	0	260	424	0	88	~647	79	300	346
Queue Length 95th (ft)	225	278	34	348	#626	93	159	#968	193	#455	#542
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	396	1139	408	755	883	661	337	355	932	681	1048
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.61	0.15	0.74	0.98	0.55	0.26	1.32	0.73	0.86	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	656	58	532	824	348	82	445	645	558	526	215
Future Volume (vph)	152	656	58	532	824	348	82	445	645	558	526	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2807	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2807	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	160	691	61	560	867	366	86	468	679	587	554	226
RTOR Reduction (vph)	0	0	49	0	0	266	0	0	401	0	25	0
Lane Group Flow (vph)	160	691	12	560	867	100	86	468	278	587	755	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.0	26.4	26.4	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.4	
Effective Green, g (s)	18.0	26.4	26.4	27.0	35.4	35.4	13.4	31.2	31.2	29.6	47.4	
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.36	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	228	964	300	654	884	395	145	355	532	647	1021	
v/s Ratio Prot	0.10	0.15		c0.18	c0.27		0.06	c0.32		c0.21	0.27	
v/s Ratio Perm			0.01			0.07			0.13			
v/c Ratio	0.70	0.72	0.04	0.86	0.98	0.25	0.59	1.32	0.52	0.91	0.74	
Uniform Delay, d1	53.5	48.4	41.7	49.7	47.1	37.1	55.8	49.5	43.0	49.0	36.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.4	2.6	0.1	10.7	26.0	1.5	6.4	161.8	0.9	16.4	2.8	
Delay (s)	62.9	51.0	41.8	60.4	73.0	38.6	62.2	211.3	44.0	65.4	38.9	
Level of Service	E	D	D	E	E	D	E	F	D	E	D	
Approach Delay (s/veh)		52.5			62.1			108.8			50.2	
Approach LOS		D			E			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	68.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	130.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	602	2	21	567	28	5	1	62	59	0	5
Future Vol, veh/h	3	602	2	21	567	28	5	1	62	59	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	3	634	2	22	597	29	5	1	65	62	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	626	0	0	636	0	0	1282	1312	635	1282	1283	597
Stage 1	-	-	-	-	-	-	641	641	-	641	641	-
Stage 2	-	-	-	-	-	-	641	671	-	641	642	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	946	-	-	924	-	-	134	150	458	142	165	503
Stage 1	-	-	-	-	-	-	444	451	-	463	469	-
Stage 2	-	-	-	-	-	-	444	437	-	463	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	946	-	-	924	-	-	127	144	458	116	158	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	144	-	116	158	-
Stage 1	-	-	-	-	-	-	441	449	-	446	452	-
Stage 2	-	-	-	-	-	-	423	421	-	394	466	-

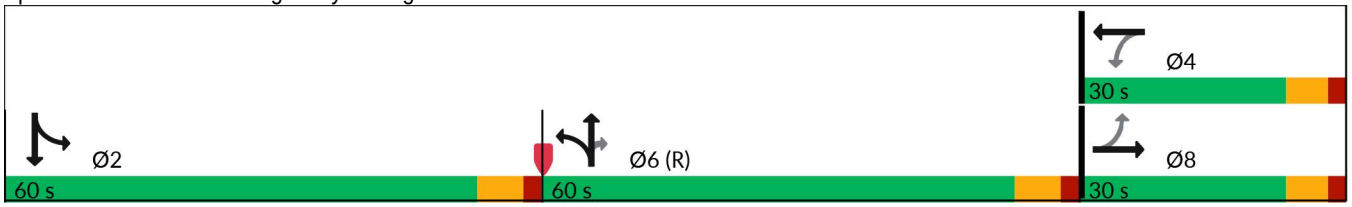
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.31	16.88	64.61
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	9	-	-	64	-	-	123
HCM Lane V/C Ratio	0.191	0.003	-	-	0.024	-	-	0.546
HCM Ctrl Dly (s/v)	16.9	8.8	0	-	9	0	-	64.6
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	2.6

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	180	361	216	482	378	556
Future Volume (vph)	78	180	361	216	482	378	556
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32
Control Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
LOS	F	F	F	F	F	C	F
Approach Delay (s/veh)		233.7		1664.6	147.7		193.8
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 7.76	
Intersection Signal Delay (s/veh): 524.2	Intersection LOS: F
Intersection Capacity Utilization 146.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



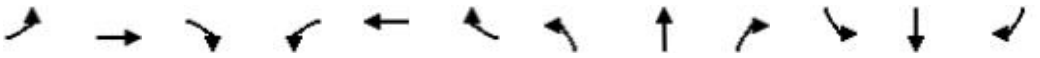


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	82	369	380	370	796	398	832
v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32
Control Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	204.4	34.3	193.8
Queue Length 50th (ft)	~118	~440	~698	~453	~1103	254	~1083
Queue Length 95th (ft)	#238	#655	#913	#669	#1378	392	#1351
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	289	49	286	592	592	630
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	1.28	7.76	1.29	1.34	0.67	1.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



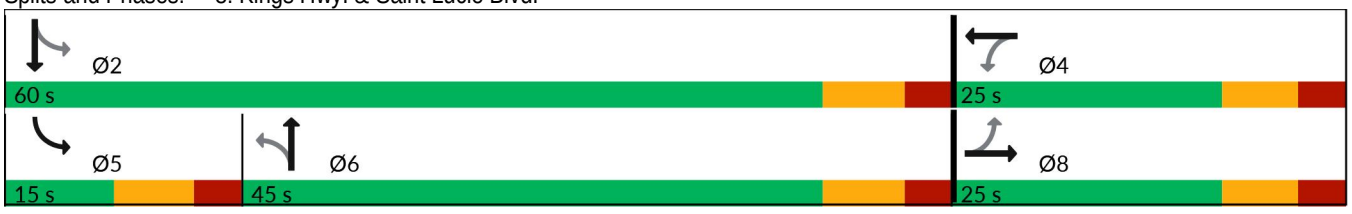
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	180	171	361	216	136	275	482	378	136	556	99
Future Volume (vph)	78	180	171	361	216	136	275	482	378	136	556	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1681	1455		1781	
Flt Permitted	0.17	1.00		0.17	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	321	1726		321	1755			1681	1455		1781	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	82	189	180	380	227	143	289	507	398	143	585	104
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	79	0	3	0
Lane Group Flow (vph)	82	346	0	380	355	0	0	796	319	0	829	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	266		49	271			592	513		628	
v/s Ratio Prot		0.20			0.20			c0.47			c0.47	
v/s Ratio Perm	0.26			c1.18					0.22			
v/c Ratio	1.67	1.30		7.76	1.31			1.34	0.62		1.32	
Uniform Delay, d1	63.4	63.4		63.4	63.4			48.6	40.3		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	376.5	160.4		3081.4	163.1			166.1	5.6		154.9	
Delay (s)	439.9	223.8		3144.8	226.5			214.7	45.8		203.4	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		263.1			1705.1			158.4			203.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	544.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.47		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	146.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	81	10	9	609	197	571
Future Volume (vph)	2	3	81	10	9	609	197	571
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		11.3	11.3	11.3	34.4	34.4	49.6	49.6
Actuated g/C Ratio		0.15	0.15	0.15	0.45	0.45	0.64	0.64
v/c Ratio		0.17	0.42	0.77	0.03	0.90	0.73	0.52
Control Delay (s/veh)		24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		24.2	37.0	18.7	13.6	36.4	26.8	9.8
LOS		C	D	B	B	D	C	A
Approach Delay (s/veh)		24.2		22.1		36.1		14.2
Approach LOS		C		C		D		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 76.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 89.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	85	375	9	726	207	602
v/c Ratio	0.17	0.42	0.77	0.03	0.90	0.73	0.52
Control Delay (s/veh)	24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	37.0	18.7	13.6	36.4	26.8	9.8
Queue Length 50th (ft)	2	40	33	2	301	34	131
Queue Length 95th (ft)	21	83	127	12	#605	#118	268
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	125	311	590	386	874	283	1233
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.27	0.64	0.02	0.83	0.73	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	9	81	10	346	9	609	81	197	571	1
Future Volume (vph)	2	3	9	81	10	346	9	609	81	197	571	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.91		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1511		1752	1576		1736	1795		1719	1809	
Flt Permitted		0.34		0.75	1.00		0.44	1.00		0.13	1.00	
Satd. Flow (perm)		524		1380	1576		798	1795		231	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	9	85	11	364	9	641	85	207	601	1
RTOR Reduction (vph)	0	8	0	0	258	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	6	0	85	117	0	9	720	0	207	602	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		11.3		11.3	11.3		34.4	34.4		49.5	49.5	
Effective Green, g (s)		11.3		11.3	11.3		34.4	34.4		49.5	49.5	
Actuated g/C Ratio		0.15		0.15	0.15		0.45	0.45		0.65	0.65	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		77		203	232		357	805		284	1167	
v/s Ratio Prot					c0.07			c0.40		0.07	c0.33	
v/s Ratio Perm		0.01		0.06			0.01			0.40		
v/c Ratio		0.08		0.42	0.50		0.03	0.90		0.73	0.52	
Uniform Delay, d1		28.2		29.7	30.1		11.8	19.5		13.0	7.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5		1.4	1.7		0.0	12.4		9.0	0.4	
Delay (s)		28.7		31.1	31.8		11.8	31.9		22.0	7.6	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.7			31.7			31.7			11.3	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	76.7	Sum of lost time (s)	24.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	68	198	0	821	26	213	883
Future Vol, veh/h	68	198	0	821	26	213	883
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	72	208	0	864	27	224	929

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1791	446	929	0	0	892	0
Stage 1	878	-	-	-	-	-	-
Stage 2	913	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	~ 71	557	322	-	-	720	-
Stage 1	364	-	-	-	-	-	-
Stage 2	349	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 49	557	322	-	-	720	-
Mov Cap-2 Maneuver	153	-	-	-	-	-	-
Stage 1	364	-	-	-	-	-	-
Stage 2	240	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.5	0	2.38
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	322	-	-	153	557	720	-
HCM Lane V/C Ratio	-	-	-	0.466	0.374	0.312	-
HCM Ctrl Dly (s/v)	0	-	-	47.5	15.3	12.3	-
HCM Lane LOS	A	-	-	E	C	B	-
HCM 95th %tile Q(veh)	0	-	-	2.2	1.7	1.3	-

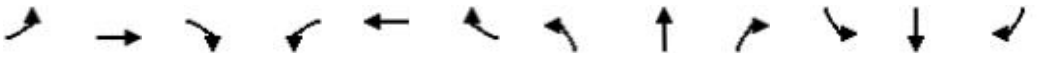
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	11.9	31.2	45.9	18.2	37.6	62.3	7.9	43.0	68.3	17.9	53.0	72.0
Actuated g/C Ratio	0.09	0.23	0.33	0.13	0.27	0.45	0.06	0.31	0.49	0.13	0.38	0.52
v/c Ratio	0.52	0.81	0.40	1.75	0.78	0.61	3.21	0.39	0.59	3.31	0.52	0.29
Control Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
LOS	E	E	B	F	D	B	F	D	B	F	D	B
Approach Delay (s/veh)		51.0			169.3			288.5			489.9	
Approach LOS		D			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 138.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.31	
Intersection Signal Delay (s/veh): 260.1	Intersection LOS: F
Intersection Capacity Utilization 106.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
v/c Ratio	0.52	0.81	0.40	1.75	0.78	0.61	3.21	0.39	0.59	3.31	0.52	0.29
Control Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.1	60.0	17.0	381.6	53.6	15.6	Error	39.7	18.8	Error	35.5	13.3
Queue Length 50th (ft)	69	294	72	~540	327	155	~502	155	194	~1185	251	75
Queue Length 95th (ft)	111	368	151	#730	421	293	#758	228	364	#1551	351	146
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	656	1157	577	412	924	794	86	935	753	201	1193	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.53	0.40	1.75	0.74	0.61	3.21	0.39	0.59	3.31	0.52	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

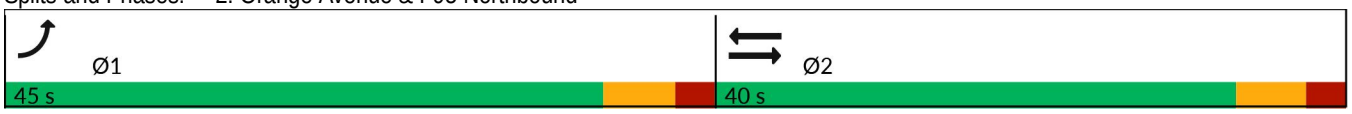
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
RTOR Reduction (vph)	0	0	91	0	0	157	0	0	98	0	0	41
Lane Group Flow (vph)	143	608	140	721	684	324	276	362	347	666	619	178
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	11.9	31.3	39.2	18.2	37.6	55.5	7.9	43.0	61.2	17.9	53.0	64.9
Effective Green, g (s)	11.9	31.3	39.2	18.2	37.6	55.5	7.9	43.0	61.2	17.9	53.0	64.9
Actuated g/C Ratio	0.09	0.23	0.28	0.13	0.27	0.40	0.06	0.31	0.44	0.13	0.38	0.47
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	276	750	420	411	876	579	85	935	596	201	1193	653
v/s Ratio Prot	0.04	0.18	0.02	c0.23	c0.21	0.07	0.18	0.12	c0.08	c0.43	0.20	0.02
v/s Ratio Perm			0.08			0.15			0.18			0.10
v/c Ratio	0.52	0.81	0.33	1.75	0.78	0.56	3.25	0.39	0.58	3.31	0.52	0.27
Uniform Delay, d1	60.4	50.6	39.2	60.0	46.5	31.9	65.1	37.3	28.9	60.2	32.8	22.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	6.6	0.5	349.3	4.6	1.2	1040.9	1.2	1.5	1053.7	1.6	0.2
Delay (s)	62.0	57.3	39.6	409.3	51.1	33.1	1106.1	38.5	30.4	1113.9	34.4	22.5
Level of Service	E	E	D	F	D	C	F	D	C	F	C	C
Approach Delay (s/veh)		53.8			183.4			307.2			510.7	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	274.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	138.2	Sum of lost time (s)	27.8
Intersection Capacity Utilization	106.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	281	734	834
Future Volume (vph)	281	734	834
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	11.2	33.0	33.0
Actuated g/C Ratio	0.19	0.57	0.57
v/c Ratio	0.50	0.43	0.45
Control Delay (s/veh)	24.1	8.3	8.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.1	8.3	8.5
LOS	C	A	A
Approach Delay (s/veh)		12.7	8.5
Approach LOS		B	A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 58.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	296	773	878
v/c Ratio	0.50	0.43	0.45
Control Delay (s/veh)	24.1	8.3	8.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	24.1	8.3	8.5
Queue Length 50th (ft)	53	76	84
Queue Length 95th (ft)	88	129	140
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	2023	1811	1930
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.15	0.43	0.45

Intersection Summary



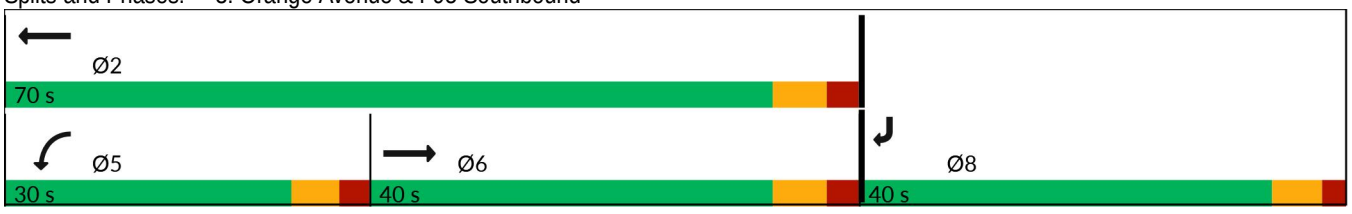
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	281	734	834	0	0	0
Future Volume (vph)	281	734	834	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3099	3195	3406			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3099	3195	3406			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	296	773	878	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	296	773	878	0	0	0
Heavy Vehicles (%)	13%	13%	6%	6%	3%	3%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	11.2	33.0	33.0			
Effective Green, g (s)	11.2	33.0	33.0			
Actuated g/C Ratio	0.19	0.57	0.57			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	596	1811	1931			
v/s Ratio Prot	c0.10	0.24	c0.26			
v/s Ratio Perm						
v/c Ratio	0.50	0.43	0.45			
Uniform Delay, d1	21.0	7.2	7.4			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	0.7	0.7	0.8			
Delay (s)	21.6	7.9	8.1			
Level of Service	C	A	A			
Approach Delay (s/veh)		11.7	8.1		0.0	
Approach LOS		B	A		A	

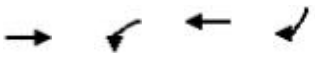
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	14.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	714	342	1072	544
Future Volume (vph)	714	342	1072	544
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.4	15.2	55.2	22.4
Actuated g/C Ratio	0.37	0.17	0.61	0.25
v/c Ratio	0.66	0.65	0.38	0.80
Control Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	42.0	10.2	33.4
LOS	C	D	B	C
Approach Delay (s/veh)	29.1		17.8	
Approach LOS	C		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 90.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

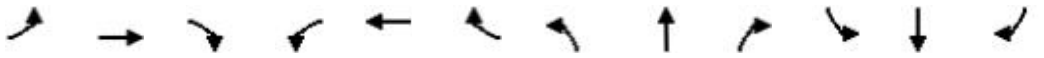
Splits and Phases: 3: Orange Avenue & I-95 Southbound





Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	752	360	1128	573
v/c Ratio	0.66	0.65	0.38	0.80
Control Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.1	42.0	10.2	33.4
Queue Length 50th (ft)	205	103	112	148
Queue Length 95th (ft)	363	171	191	241
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1145	865	3437	1023
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.66	0.42	0.33	0.56

Intersection Summary



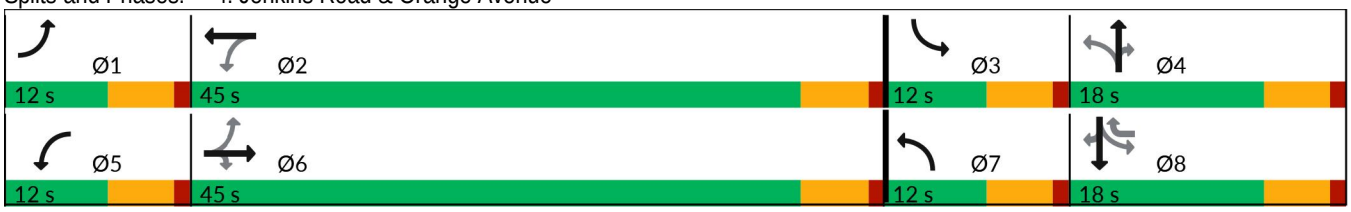
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	714	0	342	1072	0	0	0	0	0	0	544
Future Volume (vph)	0	714	0	342	1072	0	0	0	0	0	0	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3112		3303	4893							2472
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3112		3303	4893							2472
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	752	0	360	1128	0	0	0	0	0	0	573
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	105
Lane Group Flow (vph)	0	752	0	360	1128	0	0	0	0	0	0	468
Heavy Vehicles (%)	16%	16%	16%	6%	6%	6%	2%	2%	2%	15%	15%	15%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.5		15.2	55.2							22.4
Effective Green, g (s)		33.5		15.2	55.2							22.4
Actuated g/C Ratio		0.37		0.17	0.61							0.25
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1150		554	2981							611
v/s Ratio Prot		c0.24		c0.11	0.23							c0.19
v/s Ratio Perm												
v/c Ratio		0.65		0.65	0.38							0.77
Uniform Delay, d1		23.7		35.2	9.0							31.7
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		2.9		2.6	0.1							5.7
Delay (s)		26.6		37.8	9.1							37.4
Level of Service		C		D	A							D
Approach Delay (s/veh)		26.6			16.0			0.0			37.4	
Approach LOS		C			B			A			D	

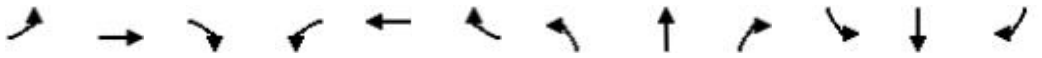
Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	19.5
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Future Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	44.1	37.3	37.3	45.5	40.4	12.3	18.0	16.7	16.7	13.5	12.3	12.3
Actuated g/C Ratio	0.56	0.47	0.47	0.57	0.51	0.16	0.23	0.21	0.21	0.17	0.16	0.16
v/c Ratio	0.26	0.82	0.25	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
LOS	A	C	A	F	B	A	D	C	A	C	C	A
Approach Delay (s/veh)		20.6			38.6			21.6			18.7	
Approach LOS		C			D			C			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 79.2	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 27.8	Intersection LOS: C
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



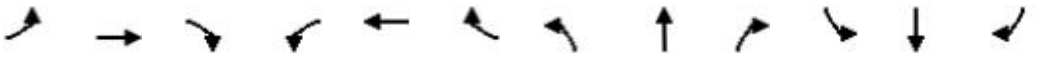


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	1337	208	264	1107	29	195	23	265	15	20	20
v/c Ratio	0.26	0.82	0.25	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.09	0.06
Control Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	24.0	3.0	128.0	18.3	0.4	39.5	28.1	7.8	23.8	33.3	0.3
Queue Length 50th (ft)	16	333	0	~141	258	0	88	9	0	7	12	0
Queue Length 95th (ft)	35	437	38	#304	342	0	#184	34	68	25	36	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	289	1768	893	230	1719	381	298	397	545	218	245	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.76	0.23	1.15	0.64	0.08	0.65	0.06	0.49	0.07	0.08	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



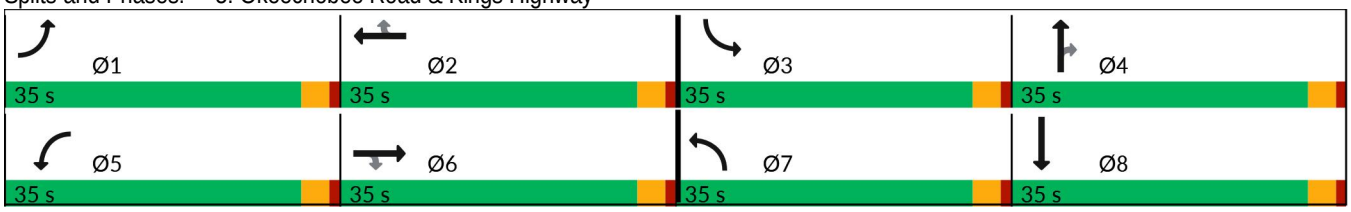
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Future Volume (vph)	72	1270	198	251	1052	28	185	22	252	14	19	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3471	1553	1687	3374	1509	1752	1845	1568	1433	1508	1282
Flt Permitted	0.16	1.00	1.00	0.10	1.00	1.00	0.46	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	299	3471	1553	176	3374	1509	850	1845	1568	1119	1508	1282
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	1337	208	264	1107	29	195	23	265	15	20	20
RTOR Reduction (vph)	0	0	113	0	0	26	0	0	213	0	0	18
Lane Group Flow (vph)	76	1337	95	264	1107	3	195	23	52	15	20	2
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	3%	3%	3%	26%	26%	26%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Effective Green, g (s)	43.8	38.7	38.7	47.2	40.4	8.6	23.2	16.7	16.7	9.8	8.6	8.6
Actuated g/C Ratio	0.52	0.46	0.46	0.56	0.48	0.10	0.27	0.20	0.20	0.12	0.10	0.10
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	241	1587	710	219	1611	153	332	364	309	134	153	130
v/s Ratio Prot	0.02	0.39		c0.10	0.33		c0.06	0.01		0.00	0.01	
v/s Ratio Perm	0.14		0.06	c0.57		0.00	c0.10		0.03	0.01		0.00
v/c Ratio	0.32	0.84	0.13	1.21	0.69	0.02	0.59	0.06	0.17	0.11	0.13	0.02
Uniform Delay, d1	11.7	20.3	13.3	20.5	17.2	34.2	25.3	27.6	28.2	33.4	34.6	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	4.3	0.1	127.4	2.4	0.1	2.6	0.1	0.3	0.4	0.4	0.0
Delay (s)	12.5	24.5	13.4	147.9	19.6	34.3	27.9	27.7	28.5	33.8	35.0	34.2
Level of Service	B	C	B	F	B	C	C	C	C	C	C	C
Approach Delay (s/veh)		22.5			44.1			28.2			34.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	84.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.9	27.1	27.1	23.0	31.3	31.3	10.5	31.3	31.3	22.1	45.2
Actuated g/C Ratio	0.16	0.23	0.23	0.19	0.26	0.26	0.09	0.26	0.26	0.18	0.38
v/c Ratio	0.72	0.43	0.16	0.78	0.46	0.80	0.48	1.26	0.64	0.77	0.66
Control Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
LOS	E	D	A	E	D	B	E	F	B	E	D
Approach Delay (s/veh)		45.4			36.0			89.3			44.0
Approach LOS		D			D			F			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 119.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay (s/veh): 54.1	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



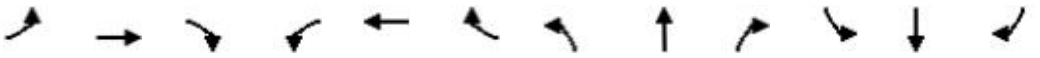


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	460	62	452	369	581	64	527	591	361	642
v/c Ratio	0.72	0.43	0.16	0.78	0.46	0.80	0.48	1.26	0.64	0.77	0.66
Control Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.5	42.6	9.2	56.7	41.2	16.5	66.2	174.1	16.1	58.2	36.0
Queue Length 50th (ft)	148	120	0	194	142	55	55	~585	76	177	277
Queue Length 95th (ft)	250	185	36	284	234	#295	119	#994	184	265	431
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	429	1232	435	782	806	730	396	417	925	667	978
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.37	0.14	0.58	0.46	0.80	0.16	1.26	0.64	0.54	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	460	62	452	369	581	64	527	591	361	527	115
RTOR Reduction (vph)	0	0	48	0	0	371	0	0	298	0	11	0
Lane Group Flow (vph)	186	460	14	452	369	210	64	527	293	361	631	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.9	27.2	27.2	23.0	31.3	31.3	9.1	32.2	32.2	22.1	45.2	
Effective Green, g (s)	18.9	27.2	27.2	23.0	31.3	31.3	9.1	32.2	32.2	22.1	45.2	
Actuated g/C Ratio	0.16	0.23	0.23	0.19	0.26	0.26	0.08	0.27	0.27	0.18	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	257	1064	331	571	801	358	114	426	638	468	961	
v/s Ratio Prot	0.11	0.10		c0.15	0.12		0.04	c0.33		c0.14	0.25	
v/s Ratio Perm			0.01			c0.15			0.12			
v/c Ratio	0.72	0.43	0.04	0.79	0.46	0.59	0.56	1.24	0.46	0.77	0.66	
Uniform Delay, d1	48.3	40.0	36.5	46.5	37.5	39.0	53.8	44.2	36.9	46.8	31.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.7	0.3	0.1	7.4	1.9	6.9	6.2	125.4	0.5	7.7	1.6	
Delay (s)	58.0	40.3	36.5	53.9	39.4	45.8	60.0	169.6	37.4	54.5	32.9	
Level of Service	E	D	D	D	D	D	E	F	D	D	C	
Approach Delay (s/veh)		44.6			46.7			97.6			40.6	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	59.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	65.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	621	7	55	431	596	2	1	29	199	2	6
Future Vol, veh/h	19	621	7	55	431	596	2	1	29	199	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	8	8	8	7	7	7	7	7	7	11	11	11
Mvmt Flow	20	654	7	58	454	627	2	1	31	209	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1081	0	0	661	0	0	1268	1894	657	1264	1271	454
Stage 1	-	-	-	-	-	-	697	697	-	569	569	-
Stage 2	-	-	-	-	-	-	571	1197	-	694	701	-
Critical Hdwy	4.18	-	-	4.17	-	-	7.17	6.57	6.27	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.263	-	-	3.563	4.063	3.363	3.599	4.099	3.399
Pot Cap-1 Maneuver	623	-	-	904	-	-	142	68	456	~ 140	161	588
Stage 1	-	-	-	-	-	-	423	435	-	491	491	-
Stage 2	-	-	-	-	-	-	497	254	-	419	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	623	-	-	904	-	-	106	52	456	~ 98	123	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	52	-	~ 98	123	-
Stage 1	-	-	-	-	-	-	402	413	-	396	396	-
Stage 2	-	-	-	-	-	-	394	204	-	370	406	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.47	17.82	$ 619.71
HCM LOS			C	F

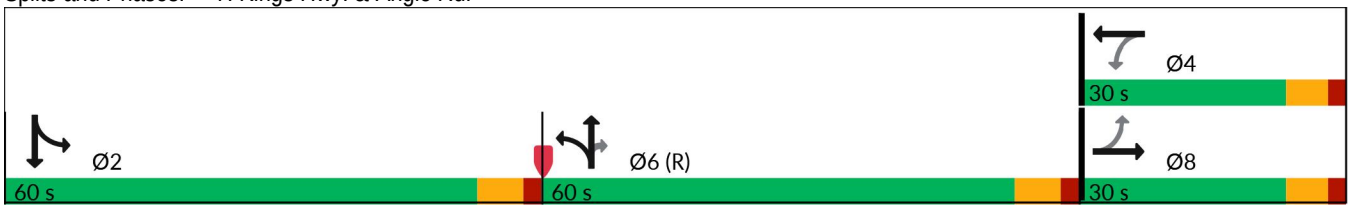
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	314	53	-	-	204	-	-	101
HCM Lane V/C Ratio	0.107	0.032	-	-	0.064	-	-	2.154
HCM Ctrl Dly (s/v)	17.8	11	0	-	9.3	0	-	$ 619.7
HCM Lane LOS	C	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-	-	18.9

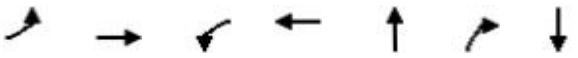
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	104	183	378	111	497	219	627
Future Volume (vph)	104	183	378	111	497	219	627
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26
Control Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
LOS	F	F	F	F	F	C	F
Approach Delay (s/veh)		354.4		1992.8	71.1		171.9
Approach LOS		F		F	E		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 8.29	
Intersection Signal Delay (s/veh): 607.6	Intersection LOS: F
Intersection Capacity Utilization 139.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	109	439	398	281	638	231	770
v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26
Control Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	638.8	283.7	Error	97.8	88.2	23.9	171.9
Queue Length 50th (ft)	~176	~580	~749	249	~691	106	~1015
Queue Length 95th (ft)	#310	#808	#972	#444	#946	187	#1291
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	291	48	291	626	595	609
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.22	1.51	8.29	0.97	1.02	0.39	1.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

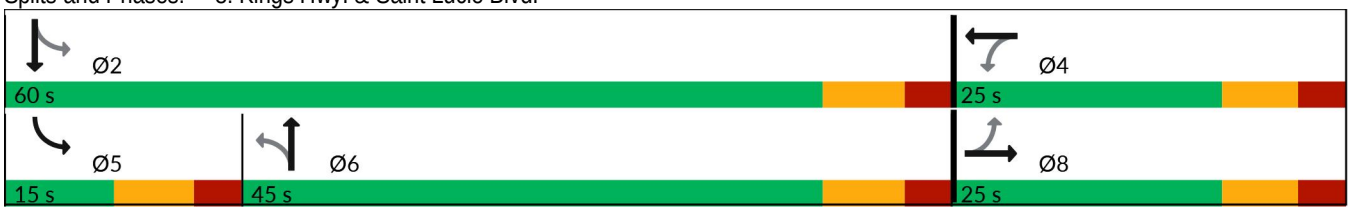
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	183	234	378	111	156	109	497	219	69	627	35
Future Volume (vph)	104	183	234	378	111	156	109	497	219	69	627	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1724	
Flt Permitted	0.17	1.00		0.17	1.00			0.99	1.00		1.00	
Satd. Flow (perm)	318	1690		315	1667			1776	1524		1724	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	109	193	246	398	117	164	115	523	231	73	660	37
RTOR Reduction (vph)	0	30	0	0	34	0	0	0	58	0	1	0
Lane Group Flow (vph)	109	409	0	398	247	0	0	638	173	0	769	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	261		48	257			626	537		607	
v/s Ratio Prot		0.24			0.15			c0.36			c0.45	
v/s Ratio Perm	0.34			c1.26					0.11			
v/c Ratio	2.22	1.57		8.29	0.96			1.02	0.32		1.27	
Uniform Delay, d1	63.4	63.4		63.4	63.0			48.6	35.5		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	611.2	272.3		3323.4	45.4			40.9	1.6		132.6	
Delay (s)	674.6	335.7		3386.8	108.3			89.4	37.1		181.2	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		403.1			2030.0			75.5			181.2	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	629.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.41		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	139.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	11	45	9	12	568	269	613
Future Volume (vph)	11	45	9	12	568	269	613
Turn Type	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	8		4		6	5	2
Permitted Phases		4		6		2	
Detector Phase	8	4	4	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	Min	Min	None	Min
Act Effct Green (s)	8.7	8.7	8.7	32.8	32.8	48.0	48.0
Actuated g/C Ratio	0.12	0.12	0.12	0.45	0.45	0.66	0.66
v/c Ratio	0.10	0.30	0.53	0.04	0.87	0.84	0.54
Control Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
LOS	C	D	B	B	C	C	A
Approach Delay (s/veh)	23.2		18.1		31.1		15.9
Approach LOS	C		B		C		B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 72.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	47	172	13	682	283	646
v/c Ratio	0.10	0.30	0.53	0.04	0.87	0.84	0.54
Control Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	36.1	13.2	11.8	31.5	32.5	8.7
Queue Length 50th (ft)	5	23	4	3	270	44	129
Queue Length 95th (ft)	25	56	61	14	#530	#150	245
Internal Link Dist (ft)	394		407		5382		984
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	425	309	481	377	889	337	1315
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.15	0.36	0.03	0.77	0.84	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	11	9	45	9	155	12	568	80	269	613	1
Future Volume (vph)	0	11	9	45	9	155	12	568	80	269	613	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1755		1656	1495		1671	1727		1736	1826	
Flt Permitted		1.00		0.74	1.00		0.42	1.00		0.17	1.00	
Satd. Flow (perm)		1755		1296	1495		738	1727		303	1826	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	12	9	47	9	163	13	598	84	283	645	1
RTOR Reduction (vph)	0	8	0	0	143	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	13	0	47	29	0	13	676	0	283	646	0
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	8%	8%	8%	4%	4%	4%
Turn Type		NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		8.7		8.7	8.7		32.9	32.9		48.0	48.0	
Effective Green, g (s)		8.7		8.7	8.7		32.9	32.9		48.0	48.0	
Actuated g/C Ratio		0.12		0.12	0.12		0.45	0.45		0.66	0.66	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		210		155	179		334	782		338	1207	
v/s Ratio Prot		0.01			0.02			0.39		0.08	c0.35	
v/s Ratio Perm				c0.04			0.02			c0.47		
v/c Ratio		0.06		0.30	0.16		0.04	0.86		0.84	0.54	
Uniform Delay, d1		28.3		29.2	28.7		11.0	17.8		11.5	6.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.1	0.4		0.0	9.8		16.3	0.5	
Delay (s)		28.5		30.3	29.1		11.1	27.7		27.8	6.9	
Level of Service		C		C	C		B	C		C	A	
Approach Delay (s/veh)		28.5			29.3			27.3			13.3	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	72.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	35	214	0	890	59	270	771
Future Vol, veh/h	35	214	0	890	59	270	771
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	16	16	16	15	15
Mvmt Flow	37	225	0	937	62	284	812

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1942	499	812	0	0	999	0
Stage 1	968	-	-	-	-	-	-
Stage 2	974	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.72	-	-	4.4	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.66	-	-	2.35	-
Pot Cap-1 Maneuver	56	511	396	-	-	615	-
Stage 1	324	-	-	-	-	-	-
Stage 2	322	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 30	511	396	-	-	615	-
Mov Cap-2 Maneuver	115	-	-	-	-	-	-
Stage 1	324	-	-	-	-	-	-
Stage 2	173	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.07	0	4.09
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	396	-	-	115	511	615	-
HCM Lane V/C Ratio	-	-	-	0.32	0.441	0.462	-
HCM Ctrl Dly (s/v)	0	-	-	50.2	17.5	15.8	-
HCM Lane LOS	A	-	-	F	C	C	-
HCM 95th %tile Q(veh)	0	-	-	1.2	2.2	2.4	-

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

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	101	304	248	83	0
Future Vol, veh/h	0	101	304	248	83	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	106	320	261	87	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	988	87	87	0	-	0
Stage 1	87	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	274	971	1509	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	971	1509	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.16	4.42	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	971	-	-
HCM Lane V/C Ratio	0.212	-	0.109	-	-
HCM Ctrl Dly (s/v)	8	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.8	-	0.4	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	83	248	0	0	0
Future Vol, veh/h	0	83	248	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	87	261	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	523	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	514	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	431	1084	1622	-	-	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.61	7.65	0
HCM LOS	A		

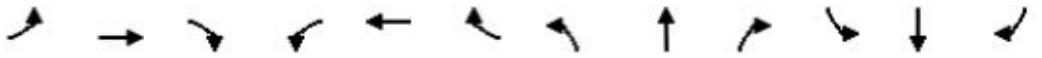
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.161	-	0.081	-	-
HCM Ctrl Dly (s/v)	7.6	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	35.0	55.0	15.0	25.0	45.0	25.0	15.0	50.0	25.0	25.0	60.0	35.0
Total Split (%)	22.6%	35.5%	9.7%	16.1%	29.0%	16.1%	9.7%	32.3%	16.1%	16.1%	38.7%	22.6%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	17.6	43.7	58.4	18.2	44.3	69.0	7.9	42.9	68.3	17.9	53.0	77.7
Actuated g/C Ratio	0.12	0.29	0.39	0.12	0.29	0.46	0.05	0.28	0.45	0.12	0.35	0.52
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.20
Control Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
LOS	E	E	C	F	D	E	F	D	D	F	D	B
Approach Delay (s/veh)		55.4			111.3			247.7			353.1	
Approach LOS		E			F			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 150.6	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.36	
Intersection Signal Delay (s/veh): 183.6	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue



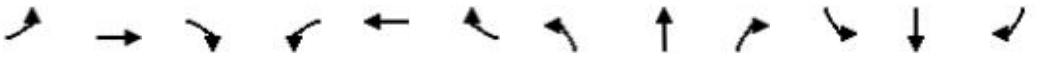


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.20
Control Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.2	62.0	25.6	235.3	47.6	67.5	Error	49.3	54.3	817.5	41.6	10.7
Queue Length 50th (ft)	143	451	188	~391	246	691	~538	252	620	~978	283	47
Queue Length 95th (ft)	192	541	295	#532	327	#1060	#762	328	#966	#1244	358	90
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	624	1101	674	374	939	722	80	879	721	200	1186	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.80	0.54	1.39	0.54	1.00	3.36	0.56	0.96	2.74	0.54	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



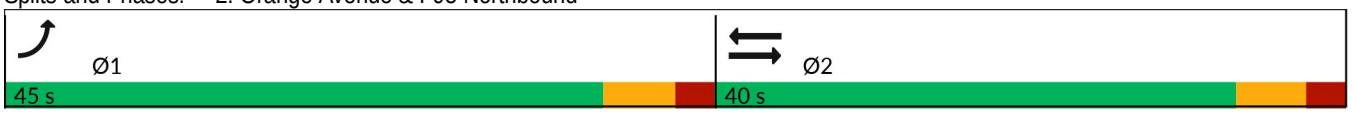
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
RTOR Reduction (vph)	0	0	83	0	0	73	0	0	104	0	0	41
Lane Group Flow (vph)	274	877	283	518	511	650	269	492	585	547	635	123
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	17.6	43.7	51.6	18.2	44.3	62.2	7.9	43.0	61.2	17.9	53.0	70.6
Effective Green, g (s)	17.6	43.7	51.6	18.2	44.3	62.2	7.9	43.0	61.2	17.9	53.0	70.6
Actuated g/C Ratio	0.12	0.29	0.34	0.12	0.29	0.41	0.05	0.29	0.41	0.12	0.35	0.47
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	389	997	526	374	939	590	80	880	560	200	1187	707
v/s Ratio Prot	0.08	0.26	0.03	c0.17	0.16	c0.13	0.17	0.16	c0.13	c0.32	0.19	0.02
v/s Ratio Perm			0.16			0.32			0.30			0.06
v/c Ratio	0.70	0.88	0.54	1.39	0.54	1.10	3.36	0.56	1.04	2.74	0.53	0.17
Uniform Delay, d1	64.0	50.9	39.9	66.2	44.7	44.2	71.4	45.7	44.7	66.4	39.0	23.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	9.0	1.1	189.1	0.6	67.8	1094.2	2.6	50.3	794.7	1.7	0.1
Delay (s)	69.7	59.9	40.9	255.3	45.3	112.0	1165.6	48.3	95.0	861.0	40.7	23.3
Level of Service	E	E	D	F	D	F	F	D	F	F	D	C
Approach Delay (s/veh)		57.1			134.9			277.7			371.9	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	202.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	150.6	Sum of lost time (s)	27.8
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT
Lane Configurations			
Traffic Volume (vph)	434	1065	1166
Future Volume (vph)	434	1065	1166
Turn Type	Prot	NA	NA
Protected Phases	1	2	2
Permitted Phases			
Detector Phase	1	2	2
Switch Phase			
Minimum Initial (s)	10.0	5.0	5.0
Minimum Split (s)	17.0	37.0	37.0
Total Split (s)	45.0	40.0	40.0
Total Split (%)	52.9%	47.1%	47.1%
Yellow Time (s)	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	Max	Max
Act Effct Green (s)	13.8	33.0	33.0
Actuated g/C Ratio	0.23	0.54	0.54
v/c Ratio	0.64	0.64	0.64
Control Delay (s/veh)	25.6	12.3	12.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	25.6	12.3	12.2
LOS	C	B	B
Approach Delay (s/veh)		16.1	12.2
Approach LOS		B	B

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 60.9	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 14.4	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Orange Avenue & I-95 Northbound





Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	457	1121	1227
v/c Ratio	0.64	0.64	0.64
Control Delay (s/veh)	25.6	12.3	12.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	25.6	12.3	12.2
Queue Length 50th (ft)	85	148	152
Queue Length 95th (ft)	129	246	247
Internal Link Dist (ft)		1014	2978
Turn Bay Length (ft)	470		
Base Capacity (vph)	1970	1764	1919
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.64	0.64

Intersection Summary



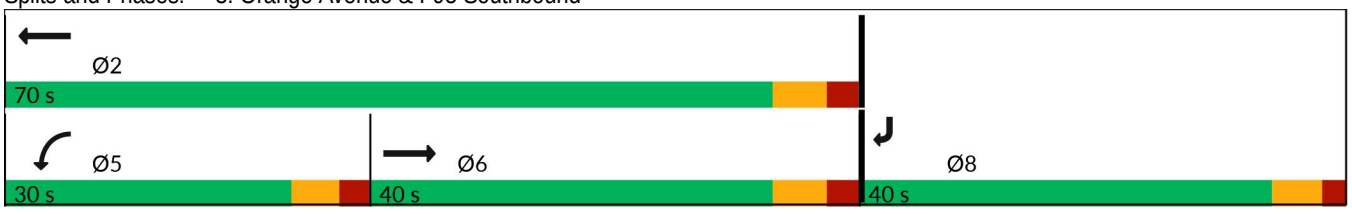
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	434	1065	1166	0	0	0
Future Volume (vph)	434	1065	1166	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0			
Lane Util. Factor	0.97	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	3155	3252	3539			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	3155	3252	3539			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	457	1121	1227	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	457	1121	1227	0	0	0
Heavy Vehicles (%)	11%	11%	2%	2%	5%	5%
Turn Type	Prot	NA	NA			
Protected Phases	1	2	2			
Permitted Phases						
Actuated Green, G (s)	13.9	33.1	33.1			
Effective Green, g (s)	13.9	33.1	33.1			
Actuated g/C Ratio	0.23	0.54	0.54			
Clearance Time (s)	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0	3.0			
Lane Grp Cap (vph)	718	1764	1920			
v/s Ratio Prot	c0.14	0.34	c0.35			
v/s Ratio Perm						
v/c Ratio	0.64	0.64	0.64			
Uniform Delay, d1	21.3	9.7	9.8			
Progression Factor	1.00	1.00	1.00			
Incremental Delay, d2	1.9	1.8	1.6			
Delay (s)	23.1	11.5	11.4			
Level of Service	C	B	B			
Approach Delay (s/veh)		14.9	11.4		0.0	
Approach LOS		B	B		A	

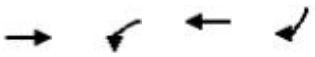
Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	WBL	WBT	SBR
Lane Configurations				
Traffic Volume (vph)	1272	338	1269	322
Future Volume (vph)	1272	338	1269	322
Turn Type	NA	Prot	NA	Prot
Protected Phases	6	5	2	8
Permitted Phases				
Detector Phase	6	5	2	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	15.0
Minimum Split (s)	37.0	26.0	37.0	26.0
Total Split (s)	40.0	30.0	70.0	40.0
Total Split (%)	36.4%	27.3%	63.6%	36.4%
Yellow Time (s)	4.5	4.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	7.0	6.0
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	Max	None	None	None
Act Effct Green (s)	33.1	13.9	53.5	15.9
Actuated g/C Ratio	0.40	0.17	0.65	0.19
v/c Ratio	1.04	0.63	0.41	0.60
Control Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	37.2	7.5	26.0
LOS	E	D	A	C
Approach Delay (s/veh)	61.4		13.7	
Approach LOS	E		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 82.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 33.9	Intersection LOS: C
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Orange Avenue & I-95 Southbound



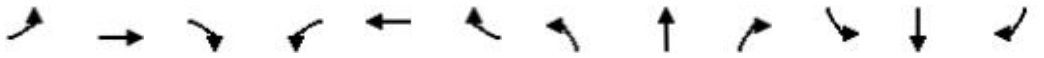


Lane Group	EBT	WBL	WBT	SBR
Lane Group Flow (vph)	1339	356	1336	339
v/c Ratio	1.04	0.63	0.41	0.60
Control Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.4	37.2	7.5	26.0
Queue Length 50th (ft)	~402	90	105	68
Queue Length 95th (ft)	#660	141	154	127
Internal Link Dist (ft)	1028		1014	
Turn Bay Length (ft)		530		390
Base Capacity (vph)	1293	962	3820	1091
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.04	0.37	0.35	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



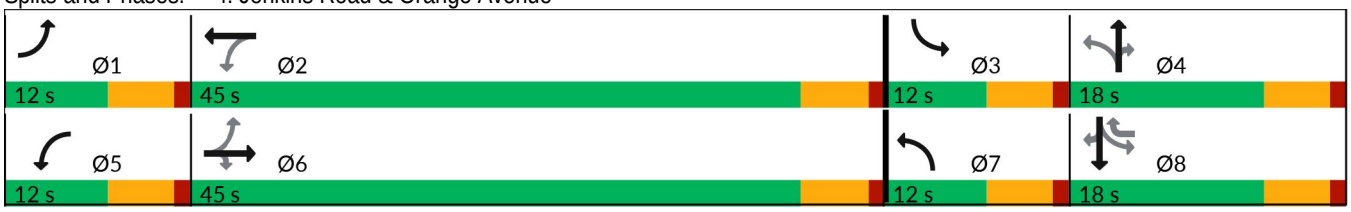
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1272	0	338	1269	0	0	0	0	0	0	322
Future Volume (vph)	0	1272	0	338	1269	0	0	0	0	0	0	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		6.5	7.0							6.0
Lane Util. Factor		0.95		0.97	0.91							0.88
Frt		1.00		1.00	1.00							0.85
Flt Protected		1.00		0.95	1.00							1.00
Satd. Flow (prot)		3223		3367	4988							2493
Flt Permitted		1.00		0.95	1.00							1.00
Satd. Flow (perm)		3223		3367	4988							2493
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1339	0	356	1336	0	0	0	0	0	0	339
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	84
Lane Group Flow (vph)	0	1339	0	356	1336	0	0	0	0	0	0	255
Heavy Vehicles (%)	12%	12%	12%	4%	4%	4%	2%	2%	2%	14%	14%	14%
Turn Type		NA		Prot	NA							Prot
Protected Phases		6		5	2							8
Permitted Phases												
Actuated Green, G (s)		33.1		13.9	53.5							15.9
Effective Green, g (s)		33.1		13.9	53.5							15.9
Actuated g/C Ratio		0.40		0.17	0.65							0.19
Clearance Time (s)		7.0		6.5	7.0							6.0
Vehicle Extension (s)		3.0		3.0	3.0							3.0
Lane Grp Cap (vph)		1294		567	3238							481
v/s Ratio Prot		c0.42		c0.11	0.27							c0.10
v/s Ratio Perm												
v/c Ratio		1.03		0.63	0.41							0.53
Uniform Delay, d1		24.7		31.8	6.9							29.9
Progression Factor		1.00		1.00	1.00							1.00
Incremental Delay, d2		34.5		2.2	0.1							1.1
Delay (s)		59.1		34.0	7.0							31.0
Level of Service		E		C	A							C
Approach Delay (s/veh)		59.1			12.7			0.0			31.0	
Approach LOS		E			B			A			C	

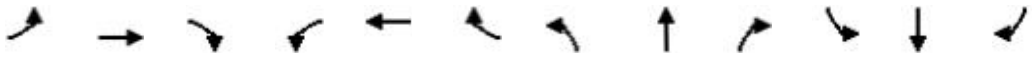
Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	19.5
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Future Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Detector Phase	1	6	6	5	2	8	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	11.0	11.0	7.0	11.0	12.0	6.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	12.3	27.3	27.3	12.3	29.3	38.3	11.3	39.3	39.3	12.3	38.3	38.3
Total Split (s)	12.0	45.0	45.0	12.0	45.0	18.0	12.0	18.0	18.0	12.0	18.0	18.0
Total Split (%)	13.8%	51.7%	51.7%	13.8%	51.7%	20.7%	13.8%	20.7%	20.7%	13.8%	20.7%	20.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	None	None	None	None	None	None	None
Act Effct Green (s)	41.7	34.8	34.8	44.3	40.7	12.4	16.9	14.6	14.6	13.4	12.4	12.4
Actuated g/C Ratio	0.54	0.45	0.45	0.58	0.53	0.16	0.22	0.19	0.19	0.17	0.16	0.16
v/c Ratio	0.16	0.60	0.25	0.98	0.60	0.02	0.93	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
LOS	A	B	A	E	B	A	E	C	A	C	C	A
Approach Delay (s/veh)		15.2			26.6			39.1			19.4	
Approach LOS		B			C			D			B	

Intersection Summary	
Cycle Length: 87	
Actuated Cycle Length: 76.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Jenkins Road & Orange Avenue



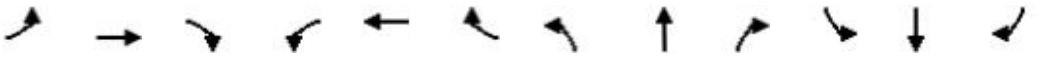


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	49	923	200	326	1106	9	267	8	277	29	38	36
v/c Ratio	0.16	0.60	0.25	0.98	0.60	0.02	0.93	0.02	0.54	0.12	0.14	0.10
Control Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	18.2	3.1	61.5	16.6	0.1	70.5	31.0	9.0	24.4	33.5	0.5
Queue Length 50th (ft)	11	196	0	~95	245	0	129	3	0	13	20	0
Queue Length 95th (ft)	25	264	37	#247	324	0	#257	17	72	35	52	0
Internal Link Dist (ft)		2978			562			1160			425	
Turn Bay Length (ft)	285		320	275		280	270		205	190		300
Base Capacity (vph)	297	1805	902	334	1858	400	287	354	524	249	285	376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.51	0.22	0.98	0.60	0.02	0.93	0.02	0.53	0.12	0.13	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



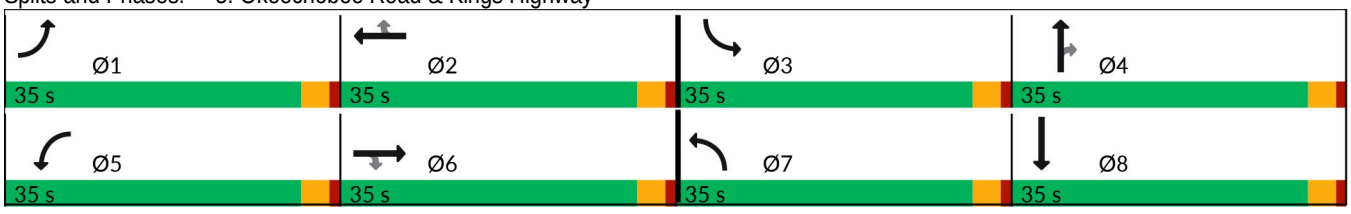
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Future Volume (vph)	47	877	190	310	1051	9	254	8	263	28	36	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	3406	1524	1752	3505	1568	1719	1810	1538	1597	1681	1429
Flt Permitted	0.18	1.00	1.00	0.20	1.00	1.00	0.43	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	322	3406	1524	365	3505	1568	776	1810	1538	1265	1681	1429
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	923	200	326	1106	9	267	8	277	29	38	36
RTOR Reduction (vph)	0	0	109	0	0	8	0	0	228	0	0	33
Lane Group Flow (vph)	49	923	91	326	1106	1	267	8	49	29	38	3
Heavy Vehicles (%)	6%	6%	6%	3%	3%	3%	5%	5%	5%	13%	13%	13%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		8	4		4	8		8
Actuated Green, G (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Effective Green, g (s)	41.0	37.4	37.4	47.6	40.7	7.5	22.3	14.6	14.6	9.9	7.5	7.5
Actuated g/C Ratio	0.50	0.45	0.45	0.58	0.49	0.09	0.27	0.18	0.18	0.12	0.09	0.09
Clearance Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	220	1544	690	326	1729	142	318	320	272	161	152	129
v/s Ratio Prot	0.01	0.27		c0.08	0.32		c0.10	0.00		0.01	0.02	
v/s Ratio Perm	0.10		0.06	c0.49		0.00	c0.13		0.03	0.02		0.00
v/c Ratio	0.22	0.60	0.13	1.00	0.64	0.01	0.84	0.03	0.18	0.18	0.25	0.03
Uniform Delay, d1	11.6	16.9	13.1	14.2	15.5	34.1	26.9	28.1	28.9	32.5	34.9	34.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.6	0.1	49.8	1.8	0.0	17.4	0.0	0.3	0.5	0.9	0.1
Delay (s)	12.1	17.5	13.2	64.1	17.3	34.1	44.3	28.1	29.2	33.1	35.7	34.2
Level of Service	B	B	B	E	B	C	D	C	C	C	D	C
Approach Delay (s/veh)		16.6			28.0			36.5			34.5	
Approach LOS		B			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	82.5	Sum of lost time (s)	21.2
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.37
v/c Ratio	0.71	0.72	0.17	0.86	1.00	0.56	0.60	1.41	0.75	0.92	0.83
Control Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
LOS	E	D	A	E	E	A	E	F	B	E	D
Approach Delay (s/veh)		54.1			59.6			107.8			55.3
Approach LOS		D			E			F			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 130.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay (s/veh): 68.7	Intersection LOS: E
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



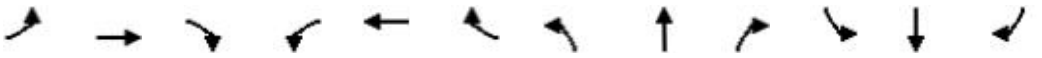


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	691	61	560	867	372	86	496	679	601	868
v/c Ratio	0.71	0.72	0.17	0.86	1.00	0.56	0.60	1.41	0.75	0.92	0.83
Control Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.9	53.9	8.9	64.1	79.0	7.5	74.1	236.0	18.4	69.8	45.3
Queue Length 50th (ft)	150	221	0	260	426	0	88	~708	101	309	405
Queue Length 95th (ft)	233	278	34	348	#637	95	159	#1040	218	#472	#652
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	394	1133	406	751	866	660	335	353	907	678	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.61	0.15	0.75	1.00	0.56	0.26	1.41	0.75	0.89	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	691	61	560	867	372	86	496	679	601	622	246
RTOR Reduction (vph)	0	0	49	0	0	273	0	0	378	0	25	0
Lane Group Flow (vph)	168	691	12	560	867	99	86	496	301	601	843	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9	
Effective Green, g (s)	18.6	26.4	26.4	27.1	34.9	34.9	13.4	31.2	31.2	30.1	47.9	
Actuated g/C Ratio	0.14	0.20	0.20	0.21	0.27	0.27	0.10	0.24	0.24	0.23	0.37	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	235	960	299	653	867	388	144	353	529	655	1029	
v/s Ratio Prot	0.10	0.15		c0.18	c0.27		0.06	c0.33		c0.21	0.30	
v/s Ratio Perm			0.01			0.07			0.14			
v/c Ratio	0.71	0.72	0.04	0.86	1.00	0.26	0.60	1.41	0.57	0.92	0.82	
Uniform Delay, d1	53.6	48.7	42.0	50.0	48.0	37.7	56.1	49.8	43.9	49.1	37.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.9	2.6	0.1	10.8	30.6	1.6	6.5	198.5	1.4	17.7	5.2	
Delay (s)	63.4	51.4	42.1	60.8	78.5	39.3	62.6	248.3	45.3	66.9	42.7	
Level of Service	E	D	D	E	E	D	E	F	D	E	D	
Approach Delay (s/veh)		53.0			64.9			126.3			52.6	
Approach LOS		D			E			F			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	73.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	130.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	825.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	602	2	21	567	284	5	1	62	686	0	24
Future Vol, veh/h	11	602	2	21	567	284	5	1	62	686	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	110	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	7	7	7	14	14	14	2	2	2
Mvmt Flow	12	634	2	22	597	299	5	1	65	722	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	896	0	0	636	0	0	1299	1598	635	1298	1300	597
Stage 1	-	-	-	-	-	-	658	658	-	641	641	-
Stage 2	-	-	-	-	-	-	641	940	-	657	659	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.24	6.64	6.34	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.626	4.126	3.426	3.518	4.018	3.318
Pot Cap-1 Maneuver	749	-	-	924	-	-	131	100	458	~ 139	161	503
Stage 1	-	-	-	-	-	-	434	443	-	~ 463	469	-
Stage 2	-	-	-	-	-	-	444	327	-	~ 454	461	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	749	-	-	924	-	-	115	93	458	~ 109	149	503
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	93	-	~ 109	149	-
Stage 1	-	-	-	-	-	-	424	433	-	~ 439	445	-
Stage 2	-	-	-	-	-	-	400	310	-	~ 379	450	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.22	17.54	$ 2632.09
HCM LOS			C	F

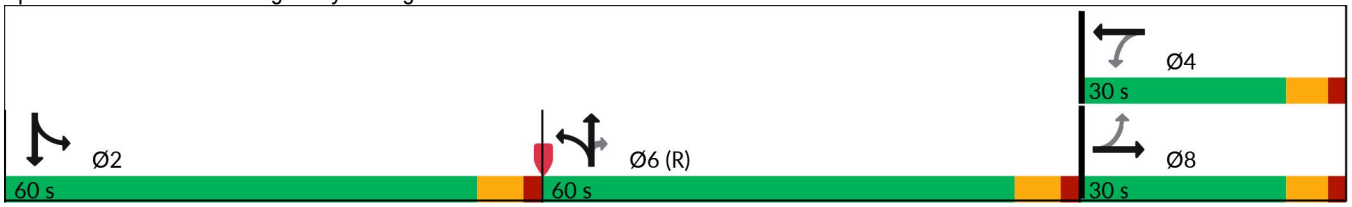
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	32	-	-	64	-	-	112
HCM Lane V/C Ratio	0.2	0.015	-	-	0.024	-	-	6.684
HCM Ctrl Dly (s/v)	17.5	9.9	0	-	9	0	-	$ 2632.1
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	82.8

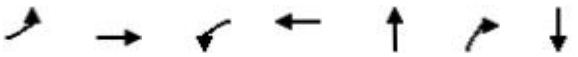
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	78	180	374	216	566	410	590
Future Volume (vph)	78	180	374	216	566	410	590
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	30.0	30.0	30.0	30.0	60.0	60.0	60.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	23.2	23.2	23.2	23.2	52.9	52.9	52.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.35	0.35	0.35
v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37
Control Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
LOS	F	F	F	F	F	D	F
Approach Delay (s/veh)		233.7		1756.8	191.0		215.3
Approach LOS		F		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 8.04	
Intersection Signal Delay (s/veh): 554.7	Intersection LOS: F
Intersection Capacity Utilization 153.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	82	369	394	370	885	432	868
v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37
Control Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	413.2	193.8	Error	201.5	265.5	38.5	215.3
Queue Length 50th (ft)	~118	~440	~727	~453	~1298	299	~1159
Queue Length 95th (ft)	#238	#655	#947	#669	#1580	451	#1428
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	49	289	49	286	593	590	632
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.67	1.28	8.04	1.29	1.49	0.73	1.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

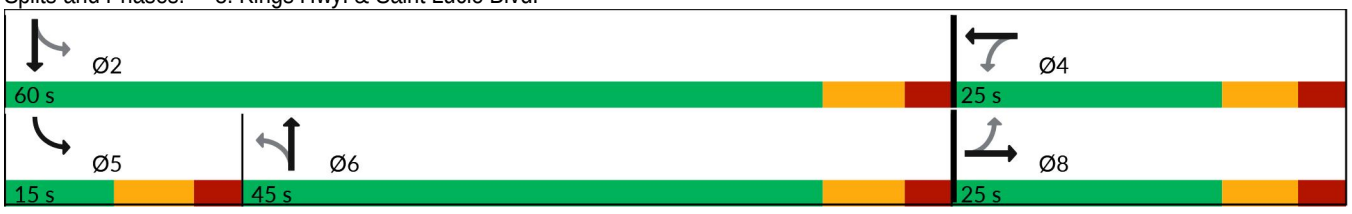
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	180	171	374	216	136	275	566	410	136	590	99
Future Volume (vph)	78	180	171	374	216	136	275	566	410	136	590	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1684	1455		1783	
Flt Permitted	0.17	1.00		0.17	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	321	1726		321	1755			1684	1455		1783	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	82	189	180	394	227	143	289	596	432	143	621	104
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	77	0	3	0
Lane Group Flow (vph)	82	346	0	394	355	0	0	885	355	0	865	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Effective Green, g (s)	23.2	23.2		23.2	23.2			52.9	52.9		52.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15			0.35	0.35		0.35	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	49	266		49	271			593	513		628	
v/s Ratio Prot		0.20			0.20			c0.53			c0.49	
v/s Ratio Perm	0.26			c1.23					0.24			
v/c Ratio	1.67	1.30		8.04	1.31			1.49	0.69		1.38	
Uniform Delay, d1	63.4	63.4		63.4	63.4			48.6	41.6		48.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	376.5	160.4		3209.8	163.1			230.4	7.5		179.5	
Delay (s)	439.9	223.8		3273.2	226.5			279.0	49.1		228.1	
Level of Service	F	F		F	F			F	D		F	
Approach Delay (s/veh)		263.1			1797.7			203.6			228.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	575.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	153.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2	3	84	10	9	674	197	597
Future Volume (vph)	2	3	84	10	9	674	197	597
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	10.0	10.0	7.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	18.1	18.1	15.1	18.1
Total Split (s)	25.0	25.0	25.0	25.0	45.0	45.0	15.0	60.0
Total Split (%)	29.4%	29.4%	29.4%	29.4%	52.9%	52.9%	17.6%	70.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1	5.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.8	7.8	7.8	8.1	8.1	8.1	8.1
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		11.9	11.9	11.9	37.0	37.0	52.1	52.1
Actuated g/C Ratio		0.15	0.15	0.15	0.46	0.46	0.65	0.65
v/c Ratio		0.16	0.43	0.80	0.03	0.96	0.87	0.53
Control Delay (s/veh)		23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		23.4	37.1	22.7	13.8	45.7	50.0	10.3
LOS		C	D	C	B	D	D	B
Approach Delay (s/veh)		23.4		25.4		45.3		20.1
Approach LOS		C		C		D		C

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 79.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 30.9	Intersection LOS: C
Intersection Capacity Utilization 93.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 8: Kings Hwy. & Saint Lucie Blvd.





Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	14	88	375	9	801	207	629
v/c Ratio	0.16	0.43	0.80	0.03	0.96	0.87	0.53
Control Delay (s/veh)	23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	37.1	22.7	13.8	45.7	50.0	10.3
Queue Length 50th (ft)	2	41	45	2	368	53	147
Queue Length 95th (ft)	21	85	145	12	#701	#199	286
Internal Link Dist (ft)	528		602		5379		774
Turn Bay Length (ft)		100		410		615	
Base Capacity (vph)	127	298	558	360	837	239	1179
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.30	0.67	0.03	0.96	0.87	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	3	9	84	10	346	9	674	87	197	597	1
Future Volume (vph)	2	3	9	84	10	346	9	674	87	197	597	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.91		1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1511		1752	1576		1736	1795		1719	1809	
Flt Permitted		0.36		0.75	1.00		0.43	1.00		0.09	1.00	
Satd. Flow (perm)		555		1380	1576		779	1795		160	1809	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	3	9	88	11	364	9	709	92	207	628	1
RTOR Reduction (vph)	0	8	0	0	237	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	6	0	88	138	0	9	796	0	207	629	0
Heavy Vehicles (%)	14%	14%	14%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)		11.9		11.9	11.9		37.0	37.0		52.0	52.0	
Effective Green, g (s)		11.9		11.9	11.9		37.0	37.0		52.0	52.0	
Actuated g/C Ratio		0.15		0.15	0.15		0.46	0.46		0.65	0.65	
Clearance Time (s)		7.8		7.8	7.8		8.1	8.1		8.1	8.1	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		82		205	235		361	832		239	1178	
v/s Ratio Prot					c0.09			c0.44		0.07	c0.35	
v/s Ratio Perm		0.01		0.06			0.01			0.49		
v/c Ratio		0.08		0.43	0.59		0.02	0.96		0.87	0.53	
Uniform Delay, d1		29.2		30.9	31.7		11.6	20.6		20.0	7.4	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.4		1.4	3.7		0.0	21.0		26.3	0.5	
Delay (s)		29.6		32.3	35.4		11.6	41.7		46.3	7.9	
Level of Service		C		C	D		B	D		D	A	
Approach Delay (s/veh)		29.6			34.8			41.3			17.4	
Approach LOS		C			C			D			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	68	224	0	863	26	278	986
Future Vol, veh/h	68	224	0	863	26	278	986
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	155	0	400	-	-	425	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	19	19	19	8	8
Mvmt Flow	72	236	0	908	27	293	1038

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2026	468	1038	0	0	936	0
Stage 1	922	-	-	-	-	-	-
Stage 2	1104	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.78	-	-	4.26	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.69	-	-	2.28	-
Pot Cap-1 Maneuver	~ 49	539	272	-	-	692	-
Stage 1	345	-	-	-	-	-	-
Stage 2	277	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 29	539	272	-	-	692	-
Mov Cap-2 Maneuver	111	-	-	-	-	-	-
Stage 1	345	-	-	-	-	-	-
Stage 2	160	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	32.35	0	3.07
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	272	-	-	111	539	692	-
HCM Lane V/C Ratio	-	-	-	0.647	0.437	0.423	-
HCM Ctrl Dly (s/v)	0	-	-	83.7	16.8	14	-
HCM Lane LOS	A	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	-	3.3	2.2	2.1	-

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

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	355	145	119	291	0
Future Vol, veh/h	0	355	145	119	291	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	374	153	125	306	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	737	306	306	0	-	0
Stage 1	306	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	386	734	1254	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	734	1254	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.89	4.54	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	989	-	734	-	-
HCM Lane V/C Ratio	0.122	-	0.509	-	-
HCM Ctrl Dly (s/v)	8.3	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.9	-	-

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	291	119	0	0	0
Future Vol, veh/h	0	291	119	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	306	125	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	1084	1622	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	791	-	-	-	-	-

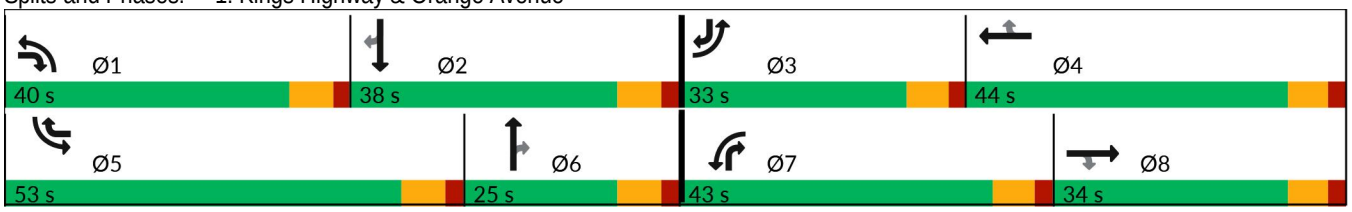
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.63	7.41	0
HCM LOS	A		

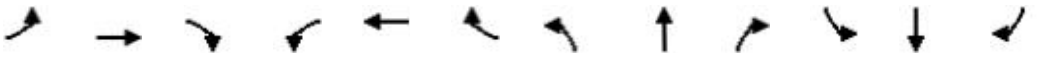
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.077	-	0.283	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	33.0	34.0	40.0	43.0	44.0	53.0	40.0	25.0	43.0	53.0	38.0	33.0
Total Split (%)	21.3%	21.9%	25.8%	27.7%	28.4%	34.2%	25.8%	16.1%	27.7%	34.2%	24.5%	21.3%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	12.5	27.2	65.0	36.2	50.9	103.6	31.0	17.9	61.2	45.9	32.8	52.4
Actuated g/C Ratio	0.08	0.18	0.42	0.23	0.33	0.67	0.20	0.12	0.39	0.30	0.21	0.34
v/c Ratio	0.55	1.05	0.32	0.99	0.65	0.46	0.92	1.04	0.73	1.45	0.94	0.40
Control Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
LOS	E	F	A	F	D	A	F	F	D	F	F	B
Approach Delay (s/veh)		81.4			53.4			80.6			148.5	
Approach LOS		F			D			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay (s/veh): 90.1	Intersection LOS: F
Intersection Capacity Utilization 106.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
v/c Ratio	0.55	1.05	0.32	0.99	0.65	0.46	0.92	1.04	0.73	1.45	0.94	0.40
Control Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.5	110.2	8.7	88.9	48.2	7.8	94.9	124.3	36.1	252.3	82.9	18.5
Queue Length 50th (ft)	78	~375	36	414	340	118	316	~241	327	~1031	376	79
Queue Length 95th (ft)	117	#511	100	#563	433	213	#505	#369	498	#1310	#527	161
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	543	581	739	730	1058	1037	319	347	608	460	658	665
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	1.05	0.31	0.99	0.65	0.46	0.87	1.04	0.73	1.45	0.94	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

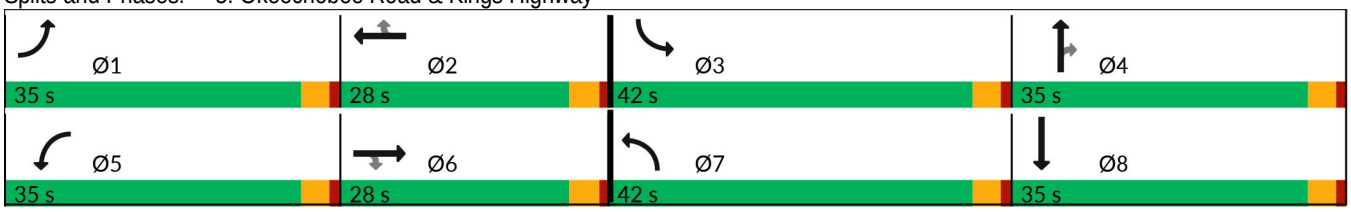
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Future Volume (vph)	136	578	219	685	650	457	262	344	423	633	588	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3213	3312	1482	3127	3223	1442	1504	3008	1346	1556	3112	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	608	231	721	684	481	276	362	445	666	619	219
RTOR Reduction (vph)	0	0	109	0	0	84	0	0	83	0	0	88
Lane Group Flow (vph)	143	608	122	721	684	397	276	362	362	666	619	131
Heavy Vehicles (%)	9%	9%	9%	12%	12%	12%	20%	20%	20%	16%	16%	16%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	12.5	27.2	58.2	36.2	50.9	96.8	31.0	17.9	54.1	45.9	32.8	45.3
Effective Green, g (s)	12.5	27.2	58.2	36.2	50.9	96.8	31.0	17.9	54.1	45.9	32.8	45.3
Actuated g/C Ratio	0.08	0.18	0.38	0.23	0.33	0.62	0.20	0.12	0.35	0.30	0.21	0.29
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	259	581	556	730	1058	900	300	347	469	460	658	406
v/s Ratio Prot	0.04	c0.18	0.04	c0.23	0.21	0.13	0.18	0.12	0.18	c0.43	c0.20	0.03
v/s Ratio Perm			0.04			0.14			0.09			0.07
v/c Ratio	0.55	1.05	0.22	0.99	0.65	0.44	0.92	1.04	0.77	1.45	0.94	0.32
Uniform Delay, d1	68.6	63.9	32.9	59.2	44.4	15.1	60.8	68.6	45.0	54.6	60.1	42.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	50.1	0.2	29.9	1.4	0.3	31.9	60.0	7.7	213.5	23.2	0.5
Delay (s)	71.1	114.0	33.1	89.1	45.7	15.4	92.7	128.6	52.7	268.0	83.4	43.3
Level of Service	E	F	C	F	D	B	F	F	D	F	F	D
Approach Delay (s/veh)		88.7			54.6			88.3			159.3	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	96.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	155.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	106.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	35.0	28.0	28.0	35.0	28.0	28.0	42.0	35.0	35.0	42.0	35.0
Total Split (%)	25.0%	20.0%	20.0%	25.0%	20.0%	20.0%	30.0%	25.0%	25.0%	30.0%	25.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	18.0	20.9	20.9	22.0	24.8	24.8	10.2	31.3	31.3	21.1	44.6
Actuated g/C Ratio	0.16	0.19	0.19	0.20	0.22	0.22	0.09	0.28	0.28	0.19	0.40
v/c Ratio	0.70	0.52	0.19	0.77	0.54	0.80	0.46	1.18	0.61	0.75	0.62
Control Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
LOS	E	D	B	D	D	B	E	F	B	D	C
Approach Delay (s/veh)		45.6			34.3			71.8			39.4
Approach LOS		D			C			E			D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 111.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay (s/veh): 47.7	Intersection LOS: D
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway



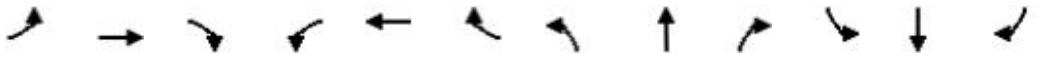


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	460	62	452	369	581	64	527	591	361	642
v/c Ratio	0.70	0.52	0.19	0.77	0.54	0.80	0.46	1.18	0.61	0.75	0.62
Control Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.7	44.7	10.1	52.1	43.4	14.7	61.4	137.3	14.5	53.4	31.5
Queue Length 50th (ft)	135	117	0	177	138	25	50	~511	66	161	244
Queue Length 95th (ft)	243	185	37	271	232	215	115	#945	176	256	408
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	461	1025	374	841	687	728	522	448	964	880	1035
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.45	0.17	0.54	0.54	0.80	0.12	1.18	0.61	0.41	0.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



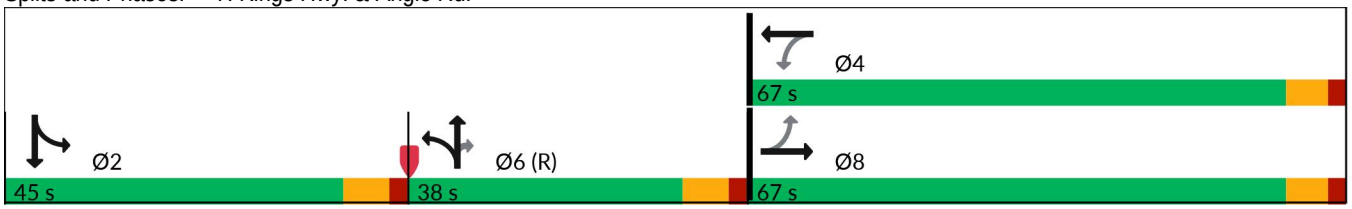
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Future Volume (vph)	177	437	59	429	351	552	61	501	561	343	501	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1641	4715	1468	2993	3085	1380	1517	1597	2389	2556	2564	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	186	460	62	452	369	581	64	527	591	361	527	115
RTOR Reduction (vph)	0	0	50	0	0	422	0	0	290	0	10	0
Lane Group Flow (vph)	186	460	12	452	369	159	64	527	301	361	632	0
Heavy Vehicles (%)	10%	10%	10%	17%	17%	17%	19%	19%	19%	37%	37%	37%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	18.0	20.9	20.9	22.0	24.9	24.9	8.8	32.3	32.3	21.1	44.6	
Effective Green, g (s)	18.0	20.9	20.9	22.0	24.9	24.9	8.8	32.3	32.3	21.1	44.6	
Actuated g/C Ratio	0.16	0.19	0.19	0.20	0.22	0.22	0.08	0.29	0.29	0.19	0.40	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	263	877	273	586	684	305	118	459	687	480	1018	
v/s Ratio Prot	0.11	0.10		c0.15	c0.12		0.04	c0.33		c0.14	0.25	
v/s Ratio Perm			0.01			0.12			0.13			
v/c Ratio	0.71	0.52	0.04	0.77	0.54	0.52	0.54	1.15	0.44	0.75	0.62	
Uniform Delay, d1	44.7	41.2	37.5	42.8	38.6	38.5	49.8	40.0	32.6	43.1	27.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.4	0.6	0.1	6.2	3.0	6.3	5.0	89.3	0.4	6.6	1.2	
Delay (s)	53.0	41.8	37.6	49.0	41.7	44.7	54.8	129.3	33.1	49.7	28.3	
Level of Service	D	D	D	D	D	D	D	F	C	D	C	
Approach Delay (s/veh)		44.4			45.3			77.2			36.0	
Approach LOS		D			D			E			D	

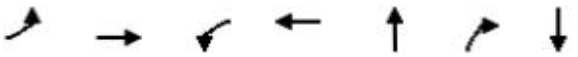
Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	112.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	121	183	350	111	473	210	555
Future Volume (vph)	121	183	350	111	473	210	555
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	67.0	67.0	67.0	67.0	38.0	38.0	45.0
Total Split (%)	44.7%	44.7%	44.7%	44.7%	25.3%	25.3%	30.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	60.2	60.2	60.2	60.2	30.9	30.9	37.9
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.21	0.21	0.25
v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61
Control Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
LOS	C	D	F	C	F	D	F
Approach Delay (s/veh)		35.6		185.6	270.4		318.7
Approach LOS		D		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay (s/veh): 214.3	Intersection LOS: F
Intersection Capacity Utilization 133.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.





Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	127	439	368	281	613	221	700
v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61
Control Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.8	35.9	306.5	27.2	353.0	41.1	318.7
Queue Length 50th (ft)	88	309	~524	160	~914	133	~1054
Queue Length 95th (ft)	149	434	#740	243	#1167	231	#1323
Internal Link Dist (ft)		396		284	759		5382
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	363	708	235	702	365	376	436
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.62	1.57	0.40	1.68	0.59	1.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	183	234	350	111	156	109	473	210	69	555	41
Future Volume (vph)	121	183	234	350	111	156	109	473	210	69	555	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.92		1.00	0.91			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1752	1690		1736	1667			1776	1524		1720	
Flt Permitted	0.49	1.00		0.32	1.00			0.99	1.00		0.99	
Satd. Flow (perm)	907	1690		586	1667			1776	1524		1720	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	127	193	246	368	117	164	115	498	221	73	584	43
RTOR Reduction (vph)	0	31	0	0	34	0	0	0	63	0	1	0
Lane Group Flow (vph)	127	408	0	368	247	0	0	613	158	0	699	0
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	6%	6%	6%	9%	9%	9%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	60.2	60.2		60.2	60.2			30.9	30.9		37.9	
Effective Green, g (s)	60.2	60.2		60.2	60.2			30.9	30.9		37.9	
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.21	0.21		0.25	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	364	678		235	669			365	313		434	
v/s Ratio Prot		0.24			0.15			c0.35			c0.41	
v/s Ratio Perm	0.14			c0.63					0.10			
v/c Ratio	0.35	0.60		1.57	0.37			1.68	0.51		1.61	
Uniform Delay, d1	31.3	35.5		44.9	31.6			59.6	52.8		56.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.6	1.5		274.4	0.3			317.5	5.7		284.8	
Delay (s)	31.8	37.0		319.3	31.9			377.0	58.5		340.9	
Level of Service	C	D		F	C			F	E		F	
Approach Delay (s/veh)		35.8			194.8			292.6			340.9	
Approach LOS		D			F			F			F	

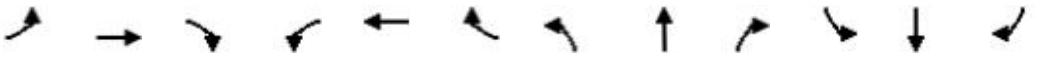
Intersection Summary			
HCM 2000 Control Delay (s/veh)	228.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	133.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0	10.0	15.0	10.0
Minimum Split (s)	16.8	21.8	19.1	16.8	21.8	17.1	19.1	22.1	16.8	17.1	22.1	16.8
Total Split (s)	41.0	44.0	41.0	39.0	42.0	40.0	41.0	32.0	39.0	40.0	31.0	41.0
Total Split (%)	26.5%	28.4%	26.5%	25.2%	27.1%	25.8%	26.5%	20.6%	25.2%	25.8%	20.0%	26.5%
Yellow Time (s)	4.8	4.8	5.1	4.8	4.8	5.1	5.1	5.1	4.8	5.1	5.1	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	18.1	37.2	74.5	32.2	51.3	91.0	30.5	24.9	64.2	32.9	27.3	52.5
Actuated g/C Ratio	0.12	0.24	0.48	0.21	0.33	0.59	0.20	0.16	0.41	0.21	0.18	0.34
v/c Ratio	0.70	1.06	0.47	0.81	0.48	0.81	0.89	0.99	1.12	1.53	1.07	0.27
Control Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
LOS	E	F	C	E	D	C	F	F	F	F	F	B
Approach Delay (s/veh)		79.5			45.4			104.1			173.7	
Approach LOS		E			D			F			F	

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 155	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.53	
Intersection Signal Delay (s/veh): 96.4	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 1: Kings Highway & Orange Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
v/c Ratio	0.70	1.06	0.47	0.81	0.48	0.81	0.89	0.99	1.12	1.53	1.07	0.27
Control Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.7	104.4	22.5	69.1	43.8	29.6	89.6	102.9	110.6	291.0	114.8	10.1
Queue Length 50th (ft)	145	~533	194	287	240	522	299	301	~854	~815	~423	23
Queue Length 95th (ft)	192	#675	282	363	318	820	#453	#443	#1139	#1063	#573	81
Internal Link Dist (ft)		774			1028			456			1046	
Turn Bay Length (ft)	240		155	690			415		290	355		300
Base Capacity (vph)	735	825	811	643	1057	892	337	495	616	358	594	741
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	1.06	0.45	0.81	0.48	0.81	0.80	0.99	1.12	1.53	1.07	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

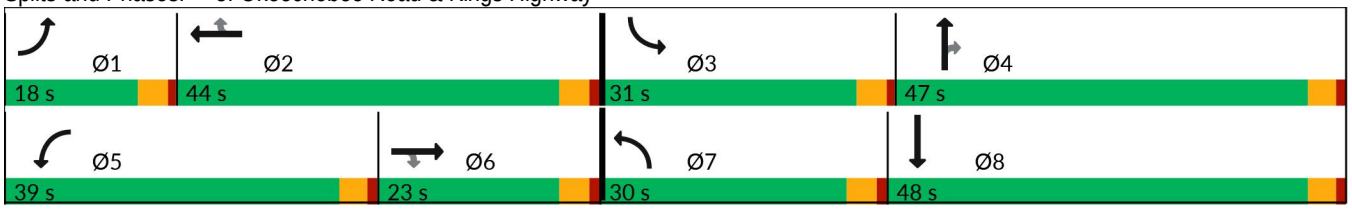
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Future Volume (vph)	260	833	348	492	485	687	256	467	655	520	603	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3438	1538	3099	3195	1429	1543	3085	1380	1687	3374	1509
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	274	877	366	518	511	723	269	492	689	547	635	164
RTOR Reduction (vph)	0	0	43	0	0	59	0	0	49	0	0	94
Lane Group Flow (vph)	274	877	323	518	511	664	269	492	640	547	635	70
Heavy Vehicles (%)	5%	5%	5%	13%	13%	13%	17%	17%	17%	7%	7%	7%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	18.1	37.2	67.7	32.2	51.3	84.2	30.5	24.9	57.1	32.9	27.3	45.4
Effective Green, g (s)	18.1	37.2	67.7	32.2	51.3	84.2	30.5	24.9	57.1	32.9	27.3	45.4
Actuated g/C Ratio	0.12	0.24	0.44	0.21	0.33	0.54	0.20	0.16	0.37	0.21	0.18	0.29
Clearance Time (s)	6.8	6.8	7.1	6.8	6.8	7.1	7.1	7.1	6.8	7.1	7.1	6.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	389	825	671	643	1057	776	303	495	508	358	594	441
v/s Ratio Prot	0.08	c0.26	0.09	0.17	0.16	0.18	0.17	0.16	c0.26	c0.32	0.19	0.02
v/s Ratio Perm			0.12			0.28			0.20			0.03
v/c Ratio	0.70	1.06	0.48	0.81	0.48	0.86	0.89	0.99	1.26	1.53	1.07	0.16
Uniform Delay, d1	65.9	58.9	31.1	58.4	41.3	30.2	60.6	65.0	48.9	61.0	63.9	40.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	49.5	0.5	7.3	0.4	9.1	25.3	39.0	132.4	251.3	56.7	0.2
Delay (s)	71.6	108.4	31.7	65.7	41.6	39.3	85.9	104.0	181.4	312.4	120.6	40.8
Level of Service	E	F	C	E	D	D	F	F	F	F	F	D
Approach Delay (s/veh)		83.2			47.8			137.4			188.8	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	109.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	155.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6			2			4		
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	18.0	23.0	23.0	39.0	44.0	44.0	30.0	47.0	47.0	31.0	48.0
Total Split (%)	12.9%	16.4%	16.4%	27.9%	31.4%	31.4%	21.4%	33.6%	33.6%	22.1%	34.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	Max	Max	None	None	None	None	None
Act Effct Green (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1
Actuated g/C Ratio	0.10	0.17	0.17	0.21	0.29	0.29	0.10	0.31	0.31	0.19	0.40
v/c Ratio	1.02	0.84	0.18	0.84	0.93	0.55	0.62	1.09	0.64	1.09	0.75
Control Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
LOS	F	E	A	E	E	A	E	F	B	F	D
Approach Delay (s/veh)		74.5			53.3			55.7			72.0
Approach LOS		E			D			E			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 62.5	Intersection LOS: E
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Okeechobee Road & Kings Highway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	168	691	61	560	867	372	86	496	679	601	868
v/c Ratio	1.02	0.84	0.18	0.84	0.93	0.55	0.62	1.09	0.64	1.09	0.75
Control Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.8	65.9	3.1	64.5	66.0	6.9	78.5	113.9	10.3	118.4	39.8
Queue Length 50th (ft)	~170	242	0	275	442	0	93	~620	55	~376	400
Queue Length 95th (ft)	#335	#368	10	335	#581	89	160	#893	144	#519	538
Internal Link Dist (ft)		619			545			580			468
Turn Bay Length (ft)	210		325	320		640	400			445	
Base Capacity (vph)	165	826	340	788	929	681	261	455	1069	549	1152
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.84	0.18	0.71	0.93	0.55	0.33	1.09	0.64	1.09	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Future Volume (vph)	160	656	58	532	824	353	82	471	645	571	591	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	0.88	0.97	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1656	4759	1482	3155	3252	1455	1410	1484	2221	2847	2810	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	168	691	61	560	867	372	86	496	679	601	622	246
RTOR Reduction (vph)	0	0	50	0	0	266	0	0	387	0	26	0
Lane Group Flow (vph)	168	691	11	560	867	106	86	496	292	601	842	0
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	28%	28%	28%	23%	23%	23%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			
Actuated Green, G (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1	
Effective Green, g (s)	14.0	24.3	24.3	29.7	40.0	40.0	13.9	43.0	43.0	27.0	56.1	
Actuated g/C Ratio	0.10	0.17	0.17	0.21	0.29	0.29	0.10	0.31	0.31	0.19	0.40	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	165	826	257	669	929	415	139	455	682	549	1126	
v/s Ratio Prot	c0.10	0.15		0.18	c0.27		0.06	c0.33		c0.21	0.30	
v/s Ratio Perm			0.01			0.07			0.13			
v/c Ratio	1.02	0.84	0.04	0.84	0.93	0.26	0.62	1.09	0.43	1.09	0.75	
Uniform Delay, d1	63.0	55.9	48.2	52.8	48.7	38.5	60.5	48.5	38.7	56.5	35.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	74.9	7.4	0.1	9.0	17.2	1.5	8.0	68.8	0.4	66.8	2.8	
Delay (s)	137.9	63.3	48.2	61.8	65.9	40.0	68.5	117.3	39.1	123.3	38.6	
Level of Service	F	E	D	E	E	D	E	F	D	F	D	
Approach Delay (s/veh)		75.9			59.3			71.9			73.3	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	68.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	86	180	361	216	482	378	556
Future Volume (vph)	86	180	361	216	482	378	556
Turn Type	Perm	NA	Perm	NA	NA	Perm	NA
Protected Phases		8		4	6		2
Permitted Phases	8		4			6	
Detector Phase	8	8	4	4	6	6	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	30.0	30.0	30.0
Minimum Split (s)	31.8	31.8	36.8	36.8	37.1	37.1	37.1
Total Split (s)	60.0	60.0	60.0	60.0	44.0	44.0	46.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	29.3%	29.3%	30.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	5.1	5.1	5.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	None	C-Min	C-Min	Min
Act Effct Green (s)	53.2	53.2	53.2	53.2	36.9	36.9	38.9
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.25	0.25	0.26
v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83
Control Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
LOS	D	D	F	D	F	E	F
Approach Delay (s/veh)		40.2		187.0	326.2		414.0
Approach LOS		D		F	F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.93	
Intersection Signal Delay (s/veh): 276.7	Intersection LOS: F
Intersection Capacity Utilization 147.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 7: Kings Hwy. & Angle Rd.



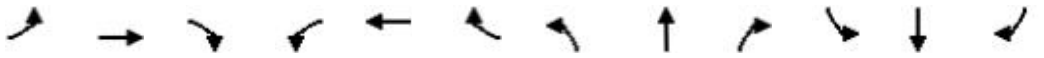


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	91	369	380	370	796	398	852
v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83
Control Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.3	39.7	329.1	41.1	456.4	65.9	414.0
Queue Length 50th (ft)	68	270	~540	280	~1300	320	~1303
Queue Length 95th (ft)	125	384	#752	393	#1576	#540	#1570
Internal Link Dist (ft)		797		790	544		5379
Turn Bay Length (ft)	135		150			140	
Base Capacity (vph)	235	635	235	637	413	437	465
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.58	1.62	0.58	1.93	0.91	1.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



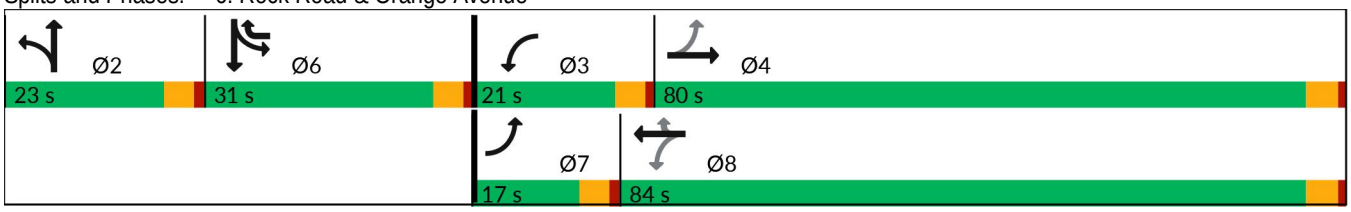
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	180	171	361	216	136	275	482	378	136	556	118
Future Volume (vph)	86	180	171	361	216	136	275	482	378	136	556	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.93		1.00	0.94			1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	1726		1770	1755			1681	1455		1776	
Flt Permitted	0.36	1.00		0.36	1.00			0.98	1.00		0.99	
Satd. Flow (perm)	662	1726		665	1755			1681	1455		1776	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	91	189	180	380	227	143	289	507	398	143	585	124
RTOR Reduction (vph)	0	23	0	0	15	0	0	0	79	0	4	0
Lane Group Flow (vph)	91	346	0	380	355	0	0	796	319	0	848	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	11%	11%	11%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Split	NA	Perm	Split	NA	
Protected Phases		8			4		6	6		2	2	
Permitted Phases	8			4					6			
Actuated Green, G (s)	53.2	53.2		53.2	53.2			36.9	36.9		38.9	
Effective Green, g (s)	53.2	53.2		53.2	53.2			36.9	36.9		38.9	
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.25	0.25		0.26	
Clearance Time (s)	6.8	6.8		6.8	6.8			7.1	7.1		7.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	234	612		235	622			413	357		460	
v/s Ratio Prot		0.20			0.20			c0.47			c0.48	
v/s Ratio Perm	0.14			c0.57					0.22			
v/c Ratio	0.39	0.57		1.62	0.57			1.93	0.89		1.84	
Uniform Delay, d1	36.2	39.1		48.4	39.2			56.6	54.6		55.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	1.1	1.2		296.5	1.3			426.2	27.0		387.5	
Delay (s)	37.3	40.3		344.9	40.4			482.7	81.6		443.1	
Level of Service	D	D		F	D			F	F		F	
Approach Delay (s/veh)		39.7			194.7			349.0			443.1	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	294.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	147.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	19	621	55	431	596	1	199	2
Future Volume (vph)	19	621	55	431	596	1	199	2
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	NA	Split	NA
Protected Phases	7	4	3	8	6	2	6	6
Permitted Phases	4		8		8			
Detector Phase	7	4	3	8	6	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	17.0	80.0	21.0	84.0	31.0	23.0	31.0	31.0
Total Split (%)	11.0%	51.6%	13.5%	54.2%	20.0%	14.8%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	44.0	39.3	46.9	44.4	63.9	6.9	15.8	15.8
Actuated g/C Ratio	0.51	0.46	0.55	0.52	0.75	0.08	0.18	0.18
v/c Ratio	0.04	0.82	0.20	0.49	0.50	0.22	0.38	0.38
Control Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
LOS	A	C	B	B	A	C	D	D
Approach Delay (s/veh)		30.0		8.1		23.4		40.1
Approach LOS		C		A		C		D

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 85.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

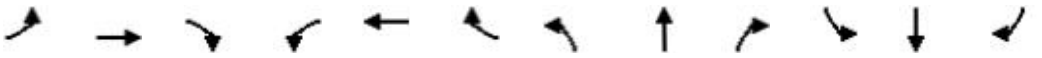
Splits and Phases: 6: Rock Road & Orange Avenue





Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	20	661	58	454	627	34	109	108
v/c Ratio	0.04	0.82	0.20	0.49	0.50	0.22	0.38	0.38
Control Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.8	30.6	10.1	16.6	1.8	23.4	40.5	39.8
Queue Length 50th (ft)	4	311	13	128	5	2	58	56
Queue Length 95th (ft)	17	599	38	339	22	39	154	150
Internal Link Dist (ft)		909		1845		559		525
Turn Bay Length (ft)	110		110		110		100	
Base Capacity (vph)	563	1494	471	1554	1279	398	534	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.44	0.12	0.29	0.49	0.09	0.20	0.20

Intersection Summary



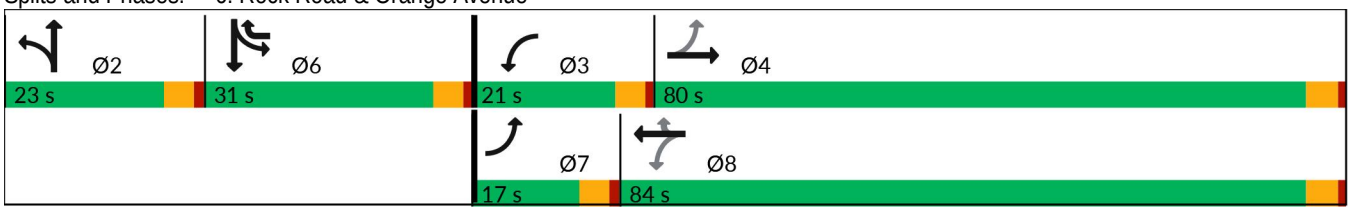
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	621	7	55	431	596	2	1	29	199	2	6
Future Volume (vph)	19	621	7	55	431	596	2	1	29	199	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.88		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (prot)	1671	1756		1687	1776	1509		1553		1545	1541	
Flt Permitted	0.42	1.00		0.18	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (perm)	737	1756		314	1776	1509		1553		1545	1541	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	654	7	58	454	627	2	1	31	209	2	6
RTOR Reduction (vph)	0	0	0	0	0	170	0	29	0	0	2	0
Lane Group Flow (vph)	20	661	0	58	454	457	0	5	0	109	106	0
Heavy Vehicles (%)	8%	8%	8%	7%	7%	7%	7%	7%	7%	11%	11%	11%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	7	4		3	8	6	2	2		6	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	43.3	41.2		49.7	44.4	60.2		6.9		15.8	15.8	
Effective Green, g (s)	43.3	41.2		49.7	44.4	60.2		6.9		15.8	15.8	
Actuated g/C Ratio	0.50	0.47		0.57	0.51	0.69		0.08		0.18	0.18	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	388	829		262	904	1041		122		279	279	
v/s Ratio Prot	0.00	c0.38		c0.01	c0.26	c0.08		c0.00		0.07	0.07	
v/s Ratio Perm	0.02			0.11		0.22						
v/c Ratio	0.05	0.80		0.22	0.50	0.44		0.04		0.39	0.38	
Uniform Delay, d1	11.5	19.5		12.4	14.1	6.0		37.1		31.5	31.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.1	5.4		0.4	0.4	0.3		0.2		0.9	0.9	
Delay (s)	11.5	24.8		12.8	14.6	6.3		37.3		32.4	32.3	
Level of Service	B	C		B	B	A		D		C	C	
Approach Delay (s/veh)		24.4			9.9			37.3			32.3	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	602	21	567	284	1	686	0
Future Volume (vph)	11	602	21	567	284	1	686	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	NA	Split	NA
Protected Phases	7	4	3	8	6	2	6	6
Permitted Phases	4		8		8			
Detector Phase	7	4	3	8	6	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	17.0	80.0	21.0	84.0	31.0	23.0	31.0	31.0
Total Split (%)	11.0%	51.6%	13.5%	54.2%	20.0%	14.8%	20.0%	20.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	40.3	38.2	41.2	40.1	71.8	7.0	27.7	27.7
Actuated g/C Ratio	0.44	0.42	0.45	0.44	0.79	0.08	0.31	0.31
v/c Ratio	0.05	0.83	0.10	0.76	0.24	0.41	0.73	0.66
Control Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
LOS	B	C	B	C	A	C	D	C
Approach Delay (s/veh)		33.1		18.8		22.2		37.6
Approach LOS		C		B		C		D

Intersection Summary	
Cycle Length: 155	
Actuated Cycle Length: 90.6	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 28.7	Intersection LOS: C
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Rock Road & Orange Avenue

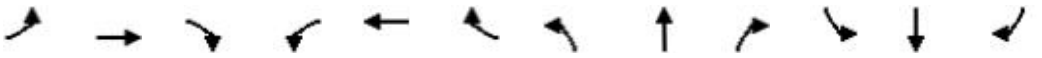




Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	12	636	22	597	299	71	375	372
v/c Ratio	0.05	0.83	0.10	0.76	0.24	0.41	0.73	0.66
Control Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	33.5	12.5	27.9	1.2	22.2	42.5	32.6
Queue Length 50th (ft)	3	279	7	263	7	3	188	145
Queue Length 95th (ft)	13	545	20	515	25	57	#538	#434
Internal Link Dist (ft)		909		1845		559		525
Turn Bay Length (ft)	110		110		110		100	
Base Capacity (vph)	367	1547	389	1546	1237	361	513	562
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.41	0.06	0.39	0.24	0.20	0.73	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	602	2	21	567	284	5	1	62	686	0	24
Future Volume (vph)	11	602	2	21	567	284	5	1	62	686	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00		0.95	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		0.88		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (prot)	1736	1826		1687	1776	1509		1456		1681	1674	
Flt Permitted	0.20	1.00		0.14	1.00	1.00		1.00		0.95	0.96	
Satd. Flow (perm)	370	1826		251	1776	1509		1456		1681	1674	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	12	634	2	22	597	299	5	1	65	722	0	25
RTOR Reduction (vph)	0	0	0	0	0	55	0	60	0	0	52	0
Lane Group Flow (vph)	12	636	0	22	597	244	0	11	0	375	320	0
Heavy Vehicles (%)	4%	4%	4%	7%	7%	7%	14%	14%	14%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	7	4		3	8	6	2	2		6	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	39.9	38.9		42.3	40.1	67.8		7.0		27.7	27.7	
Effective Green, g (s)	39.9	38.9		42.3	40.1	67.8		7.0		27.7	27.7	
Actuated g/C Ratio	0.43	0.41		0.45	0.43	0.72		0.07		0.30	0.30	
Clearance Time (s)	4.5	4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	171	757		146	759	1090		108		496	494	
v/s Ratio Prot	0.00	c0.35		c0.00	0.34	0.07		c0.01		c0.22	0.19	
v/s Ratio Perm	0.03			0.06		0.10						
v/c Ratio	0.07	0.84		0.15	0.79	0.22		0.10		0.76	0.65	
Uniform Delay, d1	18.0	24.7		18.2	23.2	4.3		40.5		30.0	28.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	0.2	8.3		0.5	5.4	0.1		0.4		6.5	2.9	
Delay (s)	18.1	33.0		18.7	28.6	4.4		40.9		36.5	31.7	
Level of Service	B	C		B	C	A		D		D	C	
Approach Delay (s/veh)		32.7			20.5			40.9			34.1	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	93.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX G: DRIVEWAY 1 TURN LANE EVALUATIONS

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

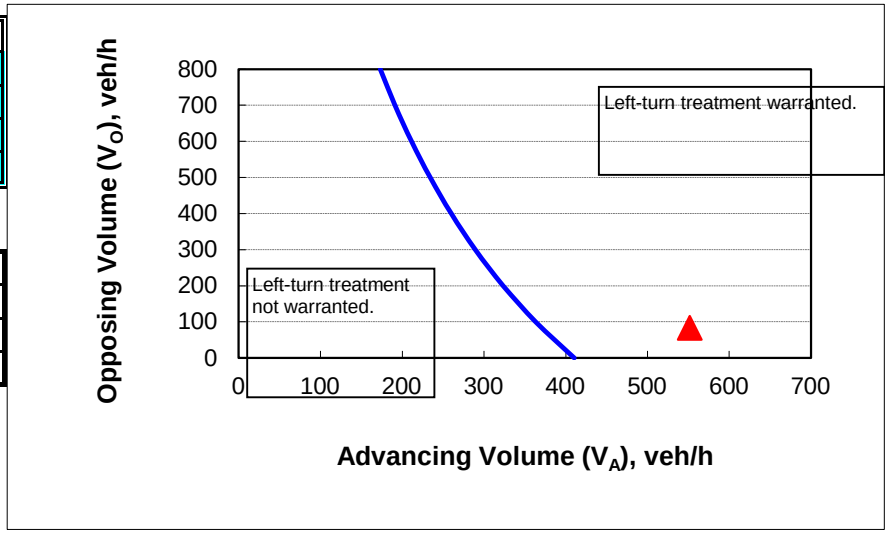
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	55%
Advancing volume (V_A), veh/h:	552
Opposing volume (V_O), veh/h:	83

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	371
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

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

APPENDIX H: DRIVEWAY 2 TURN LANE EVALUATIONS

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

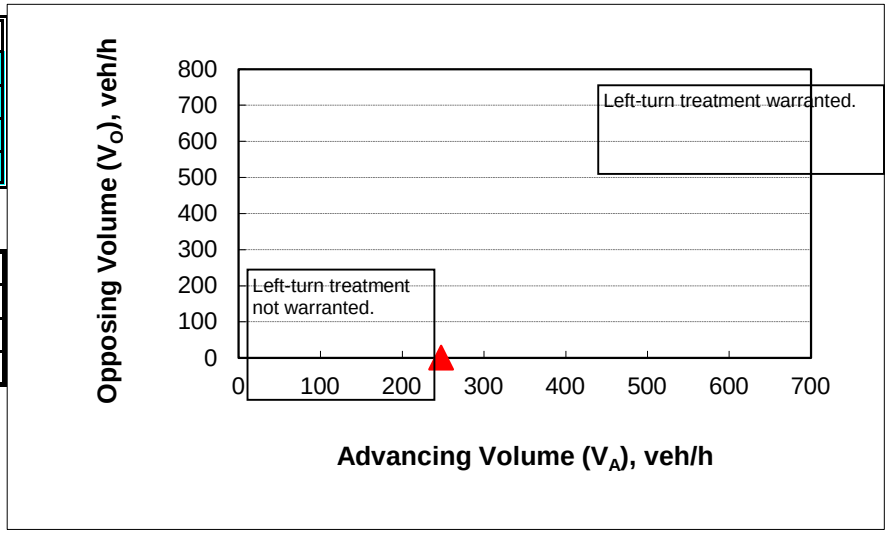
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	99%
Advancing volume (V_A), veh/h:	248
Opposing volume (V_O), veh/h:	1

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	2049
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

APPENDIX I: SIGNAL WARRANT SUMMARY

TRAFFIC SIGNAL WARRANT ANALYSIS

City/County:	St. Lucie County	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	Y
State:	Florida	Isolated community with a population of less than 10,000? (Y or N)	N
Date:	1/20/2026	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	Y
Major Street:	Orange Avenue	Approach Lanes - Major? (1 or 2)	2
Minor Street:	Rock Road	Approach Lanes - Minor? (1 or 2)	2

24-Hour Volume Summary			Major Street	Minor Street	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2
			Total of Both Approaches	Higher Volume Approach	70%		70%		56%		56%		70%
					Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1
07:00 AM	TO	08:00 AM	1182	123	281%	88%	188%	176%	352%	110%	235%	220%	154%
08:00 AM	TO	09:00 AM	908	108	216%	77%	144%	154%	270%	96%	180%	193%	135%
09:00 AM	TO	10:00 AM	685	121	163%	86%	109%	173%	204%	108%	136%	216%	83%
10:00 AM	TO	11:00 AM	619	126	147%	90%	98%	180%	184%	113%	123%	225%	75%
11:00 AM	TO	12:00 PM	729	208	174%	149%	116%	297%	217%	186%	145%	371%	160%
12:00 PM	TO	01:00 PM	831	239	198%	171%	132%	341%	247%	213%	165%	427%	246%
01:00 PM	TO	02:00 PM	796	243	190%	174%	126%	347%	237%	217%	158%	434%	229%
02:00 PM	TO	03:00 PM	829	258	197%	184%	132%	369%	247%	230%	164%	461%	263%
03:00 PM	TO	04:00 PM	925	644	220%	460%	147%	920%	275%	575%	184%	1150%	805%
04:00 PM	TO	05:00 PM	1074	325	256%	232%	170%	464%	320%	290%	213%	580%	406%
					Threshold		Threshold		Threshold		Threshold		MUTCD Figure
Source:		MUTCD, 2009 Edition			420	140	630	70	336	112	504	56	4C-1 and 4C-2
Created By:		Kimley-Horn and Associates, Inc.			Summary		Summary		Summary		Summary		Summary
					TOTAL	6	TOTAL	9	TOTAL	9	TOTAL	10	TOTAL 8
					Met?	NO	Met?	YES	TOTAL	9	Met?	YES	Met? YES

COMMENTS/NOTES:	Analysis:
	Analyzed By: S.G.
	Kimley-Horn and Associates, Inc.

2121 Ponce De Leon Blvd.
Suite 430
Coral Gables, Florida 33134

TEL (786) 632-2100

foundrycommercial.com

March 9, 2026

Dear Property Owner,

Re: Invitation to Neighborhood Community Meeting – Proposed Project on Rock Road

Foundry Commercial Developer is in the early stages of planning a proposed development on property located on the west side of Rock Road, just north of the St. Lucie County Jail. The site is about 3,000 feet from the intersection of Rock Road and Orange Avenue. A location map is attached for your reference.

Project Orchid will include a new 1.4 million square foot window manufacturing facility along with a 27,300 square foot office building.

Because you live or own property nearby, we want to share information directly with you and provide an opportunity to learn more about the project as plans are taking shape. At this time, the project is in the programming and concept design phase, and no final approvals have been granted.

You are invited to attend a Neighborhood Community Meeting:

March 25, 2026
6:00 – 7:00 PM
Sunshine Kitchen
7550 Pruitt Research Road in Fort Pierce

The purpose of the meeting is to:

- Provide an overview of the proposed development
- Share preliminary site plans and project information
- Explain the anticipated review process
- Listen to questions, feedback, and concerns from nearby property owners

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

March 2, 2026

St. Lucie County
Planning & Development Services
2300 Virginia Avenue
Fort Pierce, FL 34982

Foundry Commercial Developer LLC
420 S. Orange Ave., Ste 400,
Orlando, FL 32801

RE: Project Orchid – Comprehensive Plan Amendment, Rezoning, Conditional Use, and Site Plan Applications

Please be advised that Pryse Elam of Foundry Commercial Developer LLC, hereby authorizes HJA Design Studio, LLC to act as its agent relative to the above referenced project and approval process, and to submit any applications or related materials with respect thereto.

Signature

Pryse R. Elam
Print Name

President
Title

03/03/2026
Date

To be filled out by Notary:

The foregoing instrument was acknowledged before me this 4th day of March

2025 by Pryse R. Elam (Name), as President (Title) of

Foundry Commercial Developer LLC (Company Name) a Florida (State) Limited Liability Company, on

behalf of the company who is personally known to me or has produced proper identification.

(Notary Seal or Stamp)

MADISON ROJAS
Commission # HH 307961
Expires September 1, 2026

Signature

Notary Public-State of Florida

Print Name Madison Rojas

My Commission Expires September 1, 2026

HJA Design Studio
50 East Ocean Boulevard, Suite 101 Stuart, Florida USA 34994 T 772-678-7200

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

March 3, 2026

St. Lucie County
Planning & Development Services
2300 Virginia Avenue
Fort Pierce, FL 34982

MC320, LLC -Owner
5701 SW Sunshine Farms Way
Palm City, FL 34990-5608

RE: Project Orchid – Comprehensive Plan Amendment, Rezoning, Conditional Use and Site Plan Applications

Please be advised that Don R. Mancil, Jr. as the manager of MC320, LLC, hereby authorizes HJA Design Studio, LLC to act as its agent relative to the above referenced project and approval process, and to submit any applications or related materials with respect thereto.

Signature

Don R. Mancil, Jr.
Print Name

Manager
Title

3/3/26
Date

To be filled out by Notary:

The foregoing instrument was acknowledged before me this 3 day of March 2026 by Don R. Mancil, Jr., as Manager of MC320 LLC, a Florida Limited Liability Company, on behalf of the company who is personally known to me or has produced proper identification.

(Notary Seal or Stamp)

Myra Smith
Comm.: HH 475334
Expires: Mar. 24, 2028
Notary Public - State of Florida

Signature

Notary Public-State of Florida

Print Name Myra Smith

My Commission Expires 3/24/28

HJA Design Studio
50 East Ocean Boulevard, Suite 101 Stuart, Florida USA 34994 T 772-678-7200

The signed and notarized signature pages are in the process of being executed.

This Instrument Prepared by:
Alexzander Gonano
Gonano Law PLLC
5550 U.S. 1
Suite 3
Fort Pierce, FL 34982

After Recording Return to:
MC320 LLC
5701 Southwest Sunshine Farms Way
Palm City, FL 34990

(Space Above This Line For Recording Data)

*Corrective Special Warranty Deed

THIS CORRECTIVE SPECIAL WARRANTY DEED (this "**Deed**") is made as of this **28TH day of July 2025** between **Lucie Rock LLC, a Florida Limited Liability Company**, whose mailing address is **1000 Mariner Drive, Key Biscayne, FL 33149** ("**Grantor**") to **MC320 LLC, a Florida Limited Liability Company,** whose mailing address is **5701 Southwest Sunshine Farms Way, Palm City, FL 34990** ("**Grantee**").

WITNESSETH:

THAT Grantor, for and in consideration of the sum of TEN DOLLARS ($10.00), and other good and valuable consideration paid to Grantor by Grantee, the receipt of which is hereby acknowledged, by these presents does grant, bargain, sell and convey to Grantee, and Grantee's successors and assigns forever, all the right, title, and interest in and to that certain real property (the "**Property**") located and situated in **St. Lucie** County, Florida and fully described as follows:

FOR PROPERTY DESCRIPTION, SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

TOGETHER with all improvements, easements, tenements, hereditaments and appurtenances belonging to or in any way appertaining to the Property.

SUBJECT to taxes for 2025 and subsequent years, not yet due and payable; covenants, restrictions, easements, reservations and limitations of record, if any, without intention of creation or reimposing same.

TO HAVE AND TO HOLD the same in fee simple forever.

GRANTOR hereby specially warrants the title to the Property and will defend the same against the lawful claims of all persons claiming by, through, or under Grantor, but none other.

***THIS CORRECTIVE SPECIAL WARRANTY DEED IS BEING RECORDED FOR THE PURPOSE OF CORRECTING THE LEGAL DESCRIPTION IN THAT CERTAIN SPECIAL WARRANTY DEED DATED JULY 28, 2025 RECORDED JULY 30, 2025 IN O.R. BOOK 5346, PAGE 2050, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA TO INCLUDE THE ERRANTLY OMITTED LESS-OUT LANGUAGE RESULTING FROM THAT CERTAIN SPECIAL WARRANTY DEED RECORDED AT O.R. BOOK 3664 PAGE 1430 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.**

IN WITNESS WHEREOF, Grantor has duly executed this instrument as of the date first written above.

GRANTOR:

Lucie Rock LLC, a Florida Limited Liability Company

By: Goldmeier (N.J.), LTD, a Florida Limited Partnership, its Manager

By: Goldmeier (N.J.) Corp., a Florida corporation, its general partner

By: _____
Name: Lee S. Goldmeier, its President

WITNESSES:

_____
WITNESS
PRINT NAME: Daniel Cohen

_____
WITNESS
PRINT NAME: GREGORY B. KONZELMAN

12 Laurel St
Morris Plains NJ 07950
WITNESS 1 ADDRESS

75 EISENHOWER PKY
ROSELAND, NJ 07068
WITNESS 2 ADDRESS

STATE OF FLORIDA
COUNTY OF ST. LUCIE

The foregoing instrument was acknowledged before me by means of (✓) physical presence or (_) online notarization, this 24th day of July, 2025, by Lee S. Goldmeier, the President of Goldmeier (N.J.) Corp., a Florida corporation, as the general partner of Goldmeier (N.J.), LTD, a Florida Limited Partnership, as the Manager of Lucie Rock LLC, a Florida Limited Liability Company, on behalf of the company, (✓) who is/are personally known to me or (_) who has/have produced _____ as identification.

_____
Signature of Notary Public

_____
Print, Type/Stamp Name of Notary

RACHEL DAMIANO
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 8/8/2026

EXHIBIT "A"

PARCEL 1:

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

TOGETHER WITH:

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

TOGETHER WITH:

PARCEL 3:

FROM THE SOUTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, RUN NORTH 00°08'13" WEST ALONG THE 1/4 1/4 SECTION LINE 60 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE NORTH 00°08'13"W 846.63 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE FOR INTERSTATE 95 HIGHWAY; THENCE RUN NORTH 60°08'02" WEST ALONG SAID RIGHT-OF-WAY LINE 107.58 FEET; THENCE RUN NORTH 62°25'28" WEST 300.24 FEET; THENCE RUN NORTH 60°08'02" WEST 182.77 FEET; THENCE RUN SOUTH 00°11'29" WEST 346.62 FEET; THENCE RUN SOUTH 60°08'02" EAST 354.41 FEET; THENCE RUN SOUTH 00°08'13" EAST, 607.48 FEET; THENCE RUN NORTH 89°53'47" EAST, 210 FEET TO THE POINT OF BEGINNING.

BILLBOARD PARCEL:

BEING A PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE 1/4 1/4 SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, S60°50'22"E, 700.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 125.00 FEET; THENCE S60°50'22"E, 125.00 FEET; THENCE N29°09'38"E, 125.00 FEET TO THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG SAID SOUTH RIGHT-OF-WAY LINE 125.00 FEET BACK TO THE POINT OF BEGINNING.

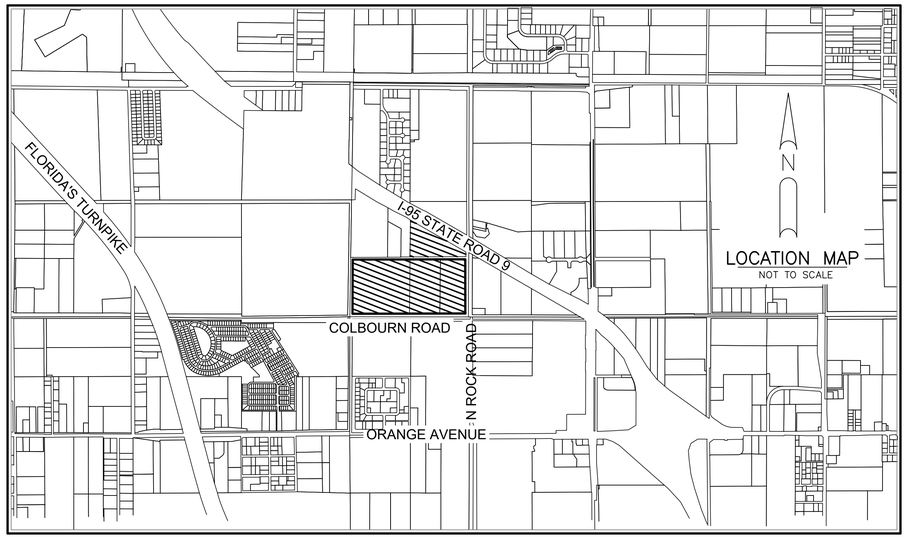
INGRESS/EGRESS EASEMENT:

BEING A PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA THENCE N00°40'25"W ALONG THE 1/4 1/4 SECTION LINE 904.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE S60°50'22"E, 825.71 FEET TO THE POINT OF BEGINNING: THENCE S29°09'38"W, 30.00 FEET; THENCE S60°50'22"E, 682.21 FEET TO THE WEST RIGHT-OF-WAY LINE OF ROCK ROAD; THENCE ALONG THE SAID WEST RIGHT-OF-WAY LINE OF ROCK ROAD N00°45'37"W, 34.61 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95; THENCE N60°50'22"W ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95 664.95 FEET BACK TO THE POINT OF BEGINNING.

ALL LESS AND EXCEPT LANDS DEEDED TO ST. LUCIE COUNTY BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 3664 PAGE 1430.

ALTA/NSPS LAND TITLE SURVEY



LEGEND

BTM –BOTTOM
CMP – CORRUGATED METAL PIPE
CONC – CONCRETE
(D) – DEED
EOW – EDGE OF WATER
FND – FOUND
HDEP – HIGH-DENSITY POLYETHYLENE PIPE
LB – LICENSE BUSINESS
MEAS – MEASURED
N.S.L.W.C.D. – NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
R/W – RIGHT-OF-WAY
TOB – TOP OF BANK
WTR GV – WATER GATE VALVE

– CONCRETE POWER POLE
– WOOD POWER POLE (UNLESS NOTED)
– EXISTING ELEVATION
– INDICATES SECTION CORNER
– INDICATES 1/4 SECTION CORNER
– DENOTES FOUND SURVEY ROD & CAP
– DENOTES FOUND CONCRETE MONUMENT

SURVEY NOTES:

1. THIS SURVEY OR REPRODUCTIONS THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL, OR THE AUTHENTICATED ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER.
2. SURVEY MAP OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED PROFESSIONAL LAND SURVEYOR.
3. LANDS SHOWN HEREON WERE ABSTRACTED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NUMBER: 12889656, REVISION NUMBER: 1:2/18/2026 ISSUING OFFICE FILE NUMBER: G26-004, COMMITMENT DATE: 02/05/2026 AT 05:00 PM. SCHEDULE B-SECTION II EXCEPTIONS WERE REVIEWED BY THIS OFFICE AND ALL PLOTTABLE EXCEPTIONS ARE SHOWN HEREON.
4. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS WITH AN EXPECTED ACCURACY OF +/– 0.05'. ALL PROPERTY CORNERS WERE DOUBLE OCCUPIED FOR REDUNDANT MEASUREMENTS.
5. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
6. THE DESCRIPTION OF THE LAND CONTAINED IN THIS SURVEY WAS PROVIDED BY THE CLIENT AND MATCHES THE DESCRIPTION IN THE TITLE COMMITMENT.
7. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH, AND ARE REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT. THE BEARING BASIS FOR THIS SURVEY IS BASED ON A MEASURED NORTH LINE OF CANAL NO. 44, SAID LINE BEARS S 89°50'19" W AND ALL OTHER BEARINGS ARE RELATIVE THERETO. ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD FEET. FIELD LOCATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS.
8. THE VERTICAL DATUM REFERENCES THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988 AND IS IN THE U.S. SURVEY FOOT UNIT OF MEASUREMENT.
9. ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS ESTABLISHED BY THE NATIONAL GEODETIC SURVEY (NGS) CONTROL POINT DESIGNATION "195 K 14", PDI AF7282 HAVING A PUBLISHED ELEVATION OF 16.46' (NAVD88) A FOUND FDOT SURVEY DISK SET IN A CONCRETE HEADWALL STAMPED BM 195 K 14.
10. SUBJECT PROPERTY FALLS WITHIN ZONE "X", AREA OF MINIMAL FLOOD HAZARD ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM); COMMUNITY PANEL NO. 12111C0160J UNINCORPORATED ST. LUCIE COUNTY, COMMUNITY NO. 12285; DATED FEBRUARY 16, 2012.
11. THERE ARE NOT GAPS, GORES OR HIATUSES, THE TRACTS ARE CONTIGUOUS ALONG THEIR BOUNDARIES..
12. THE SURVEY SKETCH SHOWN HEREON DOES NOT NECESSARILY CONTAIN ALL OF THE INFORMATION OBTAINED OR DEVELOPED BY THE UNDERSIGNED SURVEYOR IN HIS FIELD WORK, OFFICE WORK OR RESEARCH.
13. REVISIONS SHOWN HEREON DO NOT REPRESENT A "SURVEY UPDATE" UNLESS OTHERWISE NOTED.
14. ALL DATES SHOWN WITHIN THE REVISIONS BLOCK HEREON ARE FOR INTEROFFICE FILING USE ONLY AND IN NO WAY AFFECT THE DATE OF THE FIELD SURVEY STATED HEREIN.
15. IT IS A VIOLATION OF RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
16. THE OWNERSHIP OF FENCES, PERIMETER WALLS AND/OR HEDGES SHOWN HEREON ARE NOT KNOWN AND THUS ARE NOT LISTED AS ENCROACHMENTS. FENCES, HEDGES AND/OR PERIMETER WALLS ARE SHOWN IN THEIR RELATIVE POSITION TO THE BOUNDARY.
17. THE SUBJECT PROPERTY HEREON IS CONTIGUOUS, HAVING NO HIATUS, GAPS OR GORES.
18. AT THE TIME OF THIS SURVEY THERE WAS NO OBSERVABLE SURFACE EVIDENCE OF EARTH MOVING WORK OR BUILDING CONSTRUCTION.
19. AT THE TIME OF THE SURVEY THERE WAS NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES OR EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
20. AT THE TIME OF THIS SURVEY THERE WERE NO BUILDINGS EXISTING ON THE SURVEYED PROPERTY.
21. AT THE TIME OF THIS SURVEY THERE WAS NO PARKING ON THE SUBJECT PROPERTY.
22. AT THE TIME OF THIS SURVEY, THERE WAS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
23. AT THE TIME OF THE SURVEY THERE WERE NO WETLANDS MARKED BY OTHERS. THIS SURVEYOR DID NOT PERFORM A WETLAND DELINEATION, JURISDICTIONAL DETERMINATION, OR FIELD VERIFICATION OF SAID WETLANDS.
24. ALL BEARING AND DISTANCES ARE MEASURED BETWEEN FOUND MONUMENTATION. THE BOUNDARY SURVEY IS A RETRACEMENT SURVEY TO FOLLOW IN THE FOOTSTEPS OF THE PREVIOUS SURVEYOR AND BASED ON THE SURVEYS OF CULPEPPER & TERPENING, INC. DATED 11/04/05 WITH A LAST REVISION DATE OF 4/30/13 HAVING A JOB NUMBER 03-243

COMMONWEALTH LAND TITLE INSURANCE COMPANY
COMMITMENT NUMBER: 12889656

SCHEDULE B, PART II – EXCEPTIONS

5. Easement by and between Stalls Fruit Company, Inc, Grantor, and Florida Power and Light Company, Grantee, recorded July 11, 1989, in Official Records Book 645, Page 379, as to Parcel 1. (AFFECTS AS SHOWN)

6. Easement by and between Stalls Fruit Company, Inc, Grantor, and Florida Power and Light Company, Grantee, recorded July 11, 1989, in Official Records Book 645, Page 378, as to Parcel 2. (AFFECTS AS SHOWN)

7. Grant of Temporary Easement by and between Lucie Rock, LLC, a Florida limited liability company, Grantor, and Moseley Advertising, Inc, a Florida corporation, Grantee, recorded March 12, 2004, in Official Records Book 1919, Page 1548, as to Parcel 2. (AFFECTS AS SHOWN)

8. Ordinance No. 04-031 recorded October 29, 2004, in Official Records Book 2087, Page 1213, as to all Parcels. (AFFECTS NOT PLOTTED – BLANKET IN NATURE)

9. Resolution 07-289 recorded December 13, 2007, in Official Records Book 2915, Page 1127, as to Parcel 1 and 3. (AFFECTS NOT PLOTTED)

10. Resolution 07-288 recorded December 14, 2007, in Official Records Book 2915, Page 2635, as to Parcel 1. (AFFECTS NOT PLOTTED)

11. Resolution No. 10-105 recorded August 5, 2010, in Official Records Book 3218, Page 2573, as to Parcel 1. (AFFECTS NOT PLOTTED)

12. Resolution 2013-167 recorded September 18, 2013, in Official Records Book 3560, Page 923, as affected by PDS Order No. 2020-058 recorded in Official Records Book 4494 page 523 and PDS Order 2023-064 recorded in Official Records Book 5060 page 1501, as to all Parcels. (AFFECTS NOT PLOTTED)

13. Development Agreement recorded September 24, 2013, in Official Records Book 3562, Page 2024, as to all Parcels. (AFFECTS NOT PLOTTED)

14. Subject to an unrecorded Billboard Lease by and between Lucie Rock LLC, a Florida limited liability company and Mosely Advertising, Inc, dated March 10, 2004, as evidenced by Affidavit recorded in Official Records Book 4824 page 19 located in Parcel 2. (AFFECTS AS SHOWN)

15. Subject to an unrecorded Lease dated August 21, 2010 in favor of Fletcher Nail. (UNKNOWN TO SURVEYOR)

16. Rights of tenants occupying all or part of the insured land under unrecorded leases or rental agreements. (UNKNOWN TO SURVEYOR)

DESCRIPTION:

PARCEL 1
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPT ALL RIGHTS-OF-WAY OF RECORD.

PARCEL 2:

THAT PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH RANGE 39 EAST, LYING SOUTHWESTERLY OF I-95 LESS AND EXCEPT THE EAST 93 FEET AND THE SOUTH 60 FEET FOR ROAD AND CANAL RIGHT-OF-WAY. ALL LYING AND BEING IN ST. LUCIE COUNTY, FLORIDA.

ALL LESS AND EXCEPT LANDS DEEDED TO ST. LUCIE COUNTY BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 3664 PAGE 1430.

CONTAINING 3,725,282 SQUARE FEET/85.5207 ACRES, MORE OR LESS.

CERTIFICATE:

TO:
COMMONWEALTH LAND TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7A, 8, 11 (OBSERVED) 14, 16, 17, 18 AND 19 ($1,000,000) OF TABLE A THEREOF.

THE FIELDWORK WAS COMPLETED ON FEBRUARY 16, 2026

DATE OF PLAT OR MAP: FEBRUARY 28, 2026

REVISIONS	DATE	BY

FILE NAME: 11784 ALTA SURVEY v3.dwg

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING SURVEYING
LANDSCAPE ARCHITECTURE
7900 GLADES ROAD SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

ALTA/NSPS LAND TITLE SURVEY
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE	01/19/2026
DRAWN BY	RLF
F.B./ PG.	ELECT
SCALE	AS SHOWN

DAVID P. LINDLEY
REGISTERED LAND
SURVEYOR NO. 5005
STATE OF FLORIDA
L.B. 3591

JOB # 11784
SHT.NO. 1
OF 2 SHEETS

NORTH

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
INTENDED DISPLAY SCALE
1 INCH = 100 FEET

SEE SHEET 3 OF 3 FOR PARCELS 2 AND 3

SUNNYLAND DRIVE
65' PUBLIC R/W

N89°50'57"E 2526.89'

FND 3"X3" CONC MON S=2.1' W=2.0'

FND 4"X4" CONC MON STAMPED C&T PRM LB 4286. 30' WEST, 5' NORTH

NORTH LINE OF THE SOUTH 1/2 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

5' PUBLIC R/W DEDICATION (O.R.B. 3664, PAGE 1430)

WIRE FENCE

P.O.C. PARCEL 3
SE CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 2
FND 5/8" IRON ROD
S=0.5'
W=2.5'

FND 5/8" IRON ROD
N=0.14' 0.81' W

NO0°08'13"W (D)
N00°04'25"E
60.00'

SUNNYLAND DRIVE
70' PUBLIC R/W

ACCESS ROAD
60' IDENTIFIED AS (313-0025-000/5) DIRT ROAD
ST. LUCIE COUNTY ASSESSMENT MAP

N89°50'57"E 1270.27'

TOP OF BANK CANAL

FND 4"X4" CONC MON STAMPED C&T PRM LB 4286 5' NORTH 20' EAST

10' FPL EASEMENT (O.R.B. 645, PAGE 379)

NORTH LINE OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

97'

47' 50'

TOP OF BANK CANAL

EMERSON AVENUE
PUBLIC R/W

N.S.L.W.C.D. CANAL NO. 41
97' R/W

EAST LINE OF WEST 97' SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

TOP OF BANK DITCH

WELL/PUMP CONCRETE SLAB

WEST LINE OF THE EAST 1/2 OF THE SE 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

PARCEL 1
THE SOUTH 1/2 OF THE SW 1/4 SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

TOP OF BANK DITCH

WIRE FENCE

TOP OF BANK DITCH

S00°13'36"W 1236.02'

WEST LINE OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

30' PUBLIC R/W DEDICATION (O.R.B. 3664, PAGE 1430)

S00°13'24"E 1168.11'

ROCK ROAD
70' PUBLIC R/W

N.S.L.W.C.D. CANAL NO. 33
86' R/W

EAST LINE OF THE SW 1/4 OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

20' PUBLIC R/W-DEDICATION (O.R.B. 3664, PAGE 1430)

50' 43' 43'

TOP OF BANK CANAL

FND 1" IRON PIPE S=0.3' W=1.6'

FND 1" IRON PIPE S=1.4' W=3.7'

FND 4"X4" CONC MON STAMPED C&T PRM LB 4286, 30' WEST

24" HDPE

SOUTHWEST CORNER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

NORTH LINE OF CANAL NO. 44 (BEARING BASIS) N89°50'19"E

S89°50'19"W 2532.29'

FND 5/8" IRON ROD

10' FPL EASEMENT (O.R.B. 645, PAGE 379)

WIRE FENCE

N.S.L.W.C.D. CANAL NO. 44
80' R/W

SOUTH LINE OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

30" HDPE

TOP OF BANK CANAL

24" HDPE

18" CMP

72" CMP

FND 4"X4" CONC MON STAMPED C&T PRM LB 4286 20' EAST

SEWER PIPELINE MARKER

SOUTH 1/4 CORNER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST

STORM DRAIN INVERT 15.74
STORM DRAIN PIPE TOP 17.59

GAS LINE MARKER

FND MAG AND DISK ST. LUCIE CO. PLS 3916 20.44

1005 18.88
1004 17.48 STORM DRAIN PIPE TOP
STORM DRAIN INVERT

BY	DATE	REVISIONS

FILE NAME: 11784 ALTA SURVEY v3.dwg

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING SURVEYING
LANDSCAPE ARCHITECTURE
7900 GLADES ROAD SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991

ALTA/NSPS LAND TITLE SURVEY
THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA

DATE 01/19/2026
DRAWN BY RLF
F.B./ PG. ELECT
SCALE AS SHOWN

JOB # 11784
SHT.NO. 2
OF 3 SHEETS

PLAN SNAPSHOT REPORT CU-2603-000102
FOR ST LUCIE COUNTY

Plan Type:	Conditional Use	**Project:**	Project Orchid (PR-001710-2026)	**App Date:**	03/05/2026
Work Class:	Conditional Use	**District:**	1	**Exp Date:**	07/03/2026
Status:	In Review	**Square Feet:**	0.00	**Completed:**	NOT COMPLETED
Valuation:	$0.00	**Assigned To:**	Benton, Kori	**Approval Expire Date:**	

Description: The property has an Industrial Heavy (IH) zoning district and the proposed use, foundry is not included in the section of the code for conditional uses. As such we are requesting approval of the foundry use.

Parcel: 230234100010008 Main | **Address:** | **Zone:** IH(IH)

Engineer
Jordan Haggerty, PE
Business: (561) 270-6983
Mobile: (772) 342-3183

Applicant
Michael Houston
3500 SW Coporate PKWY
Suite 203
Palm City, FL 34990
Business: (772) 678-7200
Mobile: (772) 924-8492

Applicant
Kristina Harkins
3500 SW Corporate PKWY
Suite 203
Palm City, FL 34990

Engineer
Paul C Anderson
Business: (239) 271-2648
Mobile: (813) 960-4045

Applicant
Patti Tobin
3500 SW Corporate PARK 203
Palm City, FL 34990
Business: (772) 678-7200
Mobile: (772) 201-9439

Applicant
Yanique Virgo
Mobile: (786) 300-7797

Plan Custom Fields

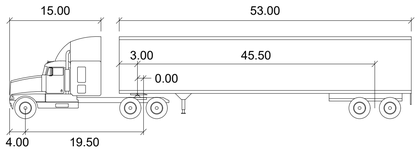
Project Name	Project Orchid	Acres	9.5	Zoning District	IL and IH
Legal Description	2 35 39 E 1/2 OF SE 1/4 OF SW 1/4-LESS S 80 FT AND LESS E 93 FT FOR RD AND CANAL RS/W AND LESS ADDL RD R/W MPDAF: BEG INT OF W R R/W LI OF ROCK RD AND S R/W LI OF SUNNYLAND DR, TH S 00 03 54 E 1240.54 FT TO N R/W LI OF CANAL #44, TH S 89 50 20 W ALG R/W LI 20 FT, TH N 00 03 54 W 1240.54 FT TO S RD R/W LI OF SUNNYLAND DR, TH N 89 50 57 E 20 FT TO POB- AND LESS N 5 FT OF E 1/2 OF SE 1/4 OF SW 1/4 LYG S OF SLY RD R/W LI OF SUNNYLAND DR FOR ADDL RD R/W (16.509 AC 719,132 SF)	Existing Use of Property	Vac Comm	Project Category	Commercial
Type of Use Proposed	Industrial	Description of Specific Use if "Other":		Change in Zoning	Yes
Future Land Use	Yes	Site Plan Approval	Yes	Reason	The project requires a furnace or foundry, and staff has determined that use, since it is not listed as a permitted use would require a conditional use. zoning district.
In Conflict LDC	No. The foundry use is in		the IH (Industrial Heavy)		

PLAN SNAPSHOT REPORT (CU-2603-000102)

Existing Uses	There is a small office building to the east, county jail to the south, and vacant land to the north, east and west.
Environmental Impacts	Outside of possible fumes and noise, no environmental impacts are anticipated. And those impacts are currently being analyzed.

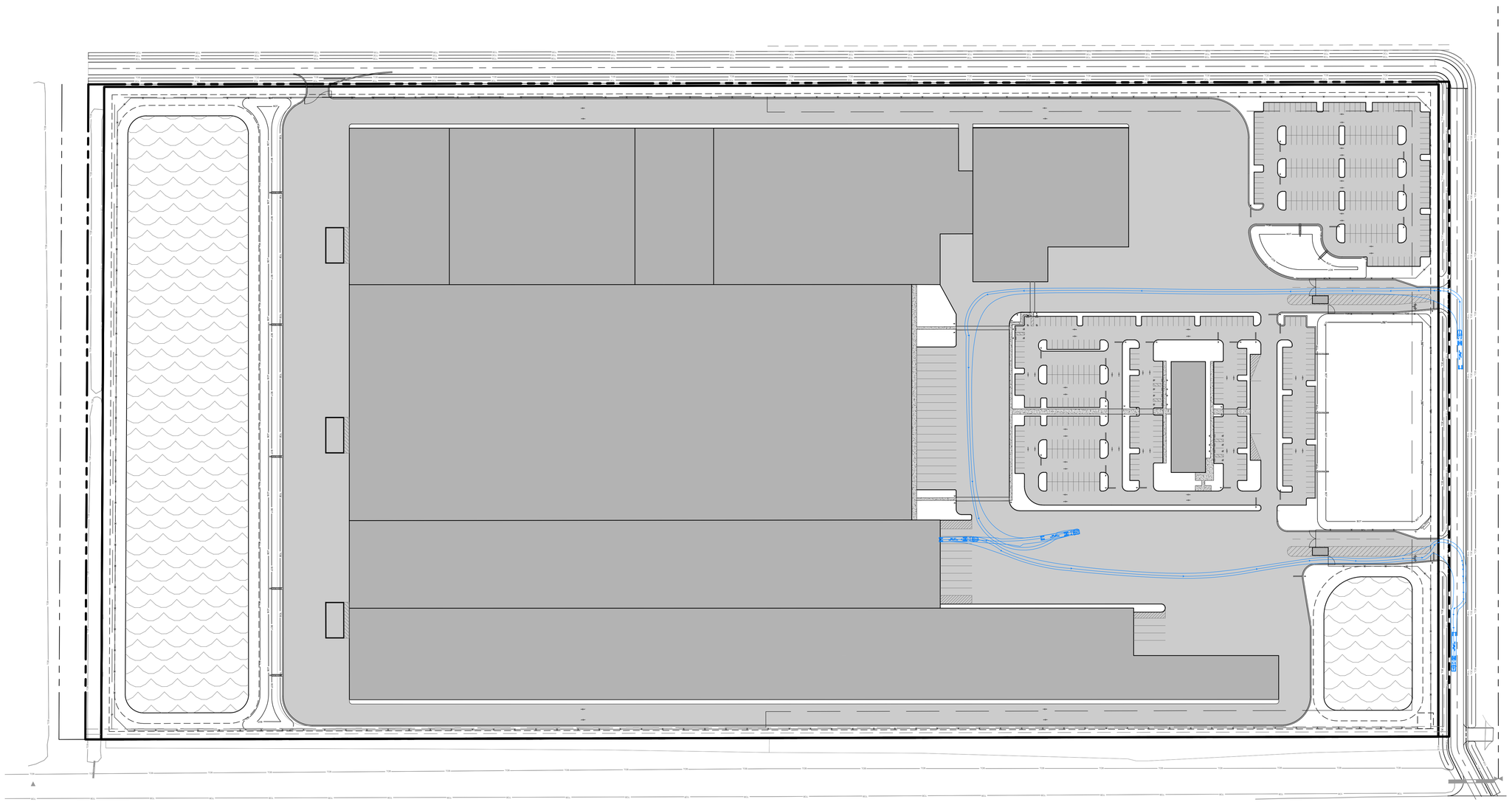
Changed Condition	The proposed use as a window manufacturer requires the use of a foundry to make the customized window frames.
Additional Information	The project is 1,290,00 Sf and ultimately will operate 24 hours/day. There are expected to be 1,005 employees. Trip generation is included in the Traffic Impact Analysis. The applicant is currently analyzing the noise, light, hazardous substances and the effects of the equipment utilized. This analysis will be provided at a later date.

Anticipated Impacts	The proposed use as a foundry will not adversely impact existing or future public buildings. The foundry encompasses less than 6% of the total building area.



WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301 · FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785
DATE:

KHA PROJECT 043918010			
DATE APRIL 2026			
SCALE	AS SHOWN		
DESIGNED BY	KHA	PROJECT MGR	KHA
DRAWN BY	KHA	QUALITY CONTROL	KHA
CHECKED BY	KHA	DATE:	

DELIVERY TRUCK CIRCULATION PLAN

PROJECT ORCHID

PREPARED FOR
FOUNDRY COMMERCIAL

ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
C-400

Plotted By: Anaya, Chase Sheet Set: Kha Layout: C-400 April 07, 2026 05:38:14pm C:\ACC\ACCDocs\Kimley-Horn\043918010_FOUNDRY COMMERCIAL DD\Project Files\CAD\Exhibits\40' Driveway\C-Vehicle 40D.dwg
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St Lucie County Fire Truck

		feet
Width	:	8.50
Track	:	8.00
Lock to Lock Time	:	6.0
Steering Angle	:	41.5

No.	REVISIONS	DATE	BY

Kimley»Horn
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1514 BROADWAY, SUITE 301, FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785
DATE:

KHA PROJECT	043918010
DATE	APRIL 2026
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	KHA

FIRE TRUCK CIRCULATION PLAN

PROJECT ORCHID

PREPARED FOR
FOUNDRY COMMERCIAL

ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
C-401

Plotted By:Anaya Chase Sheet Set:Kha Layout:C-401 April 07, 2026 05:38:14pm C:\ACCDocs\Kimley-Horn\043918010_FOUNDRY COMMERCIAL DD\Project Files\CAD\Exhibits\40' Driveway\C-Vehicle 40D.dwg
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Martin Brower 48ft 2024

		feet
Width	:	8.50
Track	:	8.50
Lock to Lock Time	:	7.0
Steering Angle	:	26.0

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

No.	REVISIONS	DATE	BY

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PHONE: 239-271-2650 FAX: 941-379-4352
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL
DAVID MERCER, P.E.
FLORIDA LICENSE NUMBER
90785
DATE:

KHA PROJECT 043918010			
DATE APRIL 2026			
SCALE	AS SHOWN	PROJECT MGR	KHA
DESIGNED BY	KHA	DRAWN BY	KHA
CHECKED BY	KHA	DATE:	

GARBAGE TRUCK CIRCULATION PLAN

PROJECT ORCHID

PREPARED FOR
FOUNDRY COMMERCIAL

ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
C-402

Plotted By:Anaya, Chase Sheet Set:Kha Layout:C-402 April 07, 2026 05:38:16pm C:\ACC\ACCDocs\Kimley-Horn\043918010_FOUNDRY COMMERCIAL DD\Project Files\CAD\Exhibits\40' Driveway\GC-V Vehicle 40D.dwg
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HEAVY INDUSTRIAL

80'-0" ALLOWABLE HEIGHT

17 18 19 20 21 22 23 24 25 1.2 2.2 3.2 4.2 5.2 6.2 7.2

' - 0" 50' - 0" 39' - 0" 50' - 0" 50' - 0" 50' - 0" 50' - 0" 39' - 6" 35' - 0" 41' - 0" 50' - 0" 50' - 0" 50' - 0" 50' - 0" 54' - 0"

HH 45' - 4" GG 45' - 0" FF 45' - 0" EE 45' - 0" DD 46' - 0" CC 33' - 0" BB 33' - 0" AA

ALUMINUM PLANT
MAX BUILDING
HEIGHT = 60'-0"

296' - 3"

ENTRANCE

POSSIBLE BREAKROOM/ RESTROOM

16' WIDE GARAGE DOOR

24' WIDE GARAGE DOOR

FUTURE USE

446' - 0"

238' - 6"

54' - 0"

POSSIBLE BREAKROOM/ RESTROOM

B.2

167' - 0"

24' WIDE GARAGE DOOR

16' WIDE GARAGE DOOR

24' WIDE GARAGE DOOR

FOUNDRY
MAX BUILDING
HEIGHT = 60'-0"

24' WIDE GARAGE DOOR

EGRESS DOOR, TYP.

24' WIDE GARAGE DOOR

ENTRANCE

POSSIBLE BREAKROOM/ RESTROOM

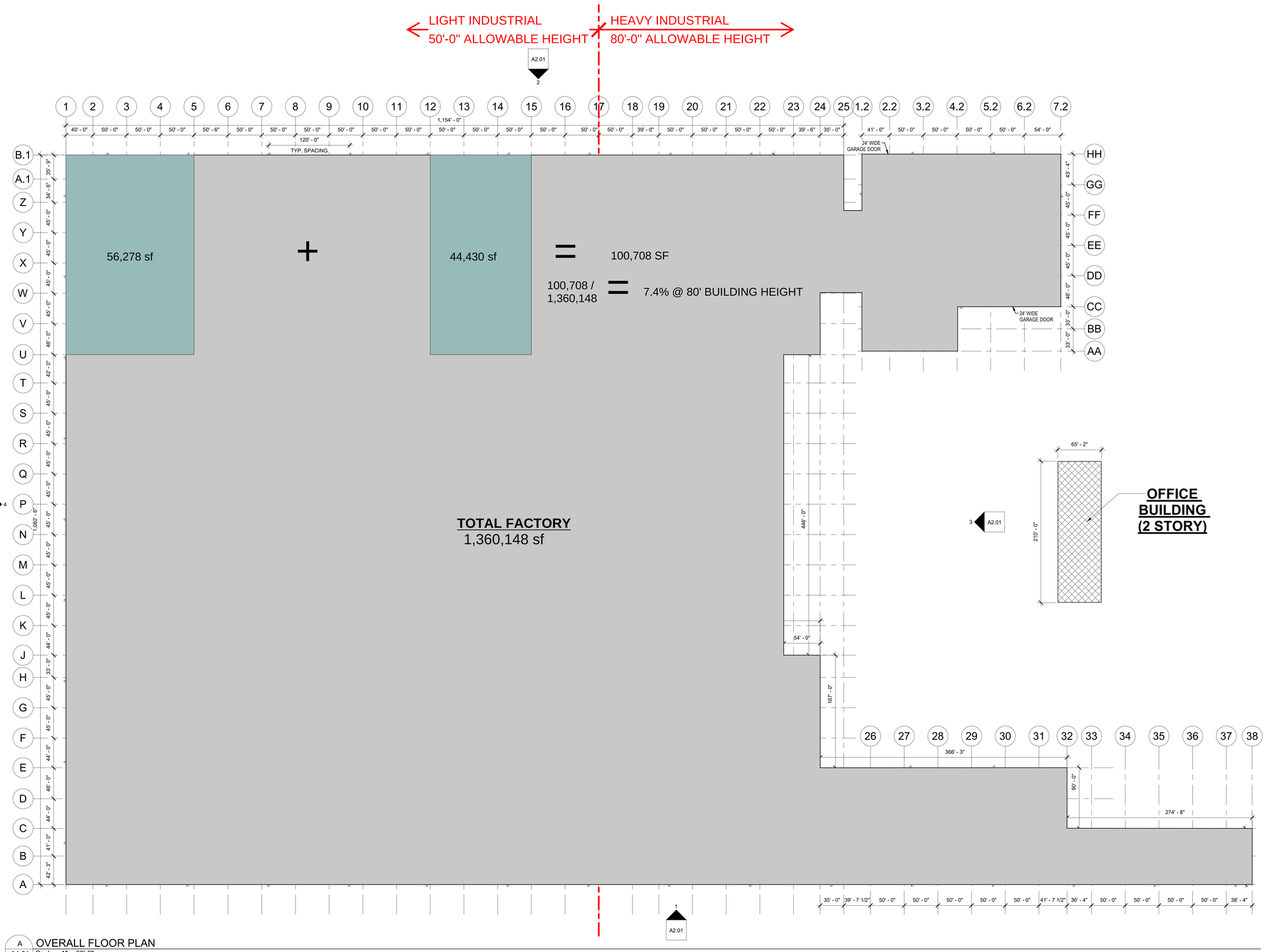
24' WIDE GARAGE DOOR

3 A2.01

65' - 2"

210' - 0"

OFFICE BUILDING (2 STORY)



A A1.01 OVERALL FLOOR PLAN
Scale: 1" = 60'-0"

CESO
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SELECT OFFICE

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FOUNDRY COMMERCIAL

PROJECT ORCHID

STREET ADDRESS
CITY, STATE ZIP

REVISIONS / SUBMISSIONS

ID	DESCRIPTION	DATE

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PROJECT NUMBER:	######
DRAWN BY:	Author
CHECKED BY:	Checker
DATE:	YYYY.MM.DD
ISSUE:	STATUS

SHEET TITLE:
OVERALL FLOOR PLAN

A1.01

Plotted By:Anaya, Chase Sheet Set:Kha Layout:C-100 March 31, 2026 07:50:44am C:\ACCDocs\Kimley-Horn\043918010 FOUNDRY COMMERCIAL DD\Project Files\CAD\Exhibits\FAR Exhibit\West Parcel\C-SITE.dwg
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FAR CALCULATION SUMMARY	
PARCEL ID:	2302-331-0001-000-7
EX PARCEL AREA:	1,620,650 SF (37.21 AC)
PROPOSED PARCEL AREA	1,553,613 SF (35.67 AC)
PROPOSED BUILDING AREA	855,264 SF (19.63 AC)
PROPOSED FAR=	0.55
MAX FAR ALLOWED=	0.60

LEGEND

- PARCEL BOUNDARY
- ROW DONATION
- PROPOSED EASEMENT
- PROPERTY SETBACK
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED LAKE

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

OWNER: R J M DEVELOPMENT LLC
PARCEL ID: 2302233002500000
FLU: RS

OWNER: MC320 LLC
PARCEL ID: 2302321001000002
FLU: MXD

OWNER: MC320 LLC
PARCEL ID: 2302312002000007
FLU: MXD

EX PARCEL BOUNDARY

PROPOSED PARCEL BOUNDARY

EX PARCEL BOUNDARY

PROPOSED PARCEL BOUNDARY

PARCEL BOUNDARY

PARCEL ID: 2302-331-0001-000-7
PARCEL AREA = 1,553,613 SF (35.67 AC)
BUILDING AREA = 855,264 SF (19.63 AC)
FAR = 0.55

OWNER: PIZKIDZ PARTNERS LLC
PARCEL ID: 2303411001000001
FLU: RS

NSLWMD
(CANAL #41)
(80' ROW)

EMERSON AVENUE
(80' PUBLIC ROW)

ROCK ROAD
(70' PUBLIC ROW)

NSLWMD
(CANAL #43)
(80' ROW)

OWNER: SCOTT GROVES LLC
PARCEL ID: 2302433000100000
FLU: RS

OWNER: SCOTT WESCOTT
PARCEL ID: 2302433000100000
FLU: RS

PARCEL BOUNDARY

NSLWMD
(CANAL #44)
(80' ROW)

OWNER: ST LUCIE COUNTY
PARCEL ID: 231122000010004
FLU: P/F

OWNER: ST LUCIE COUNTY
PARCEL ID: 231121000000006
FLU: P/F

No.	REVISIONS	DATE	BY

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WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL

DAVID MERCER, P.E.

FLORIDA LICENSE NUMBER
90785

DATE:

KHA PROJECT	043918010
DATE	MARCH 2026
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	KHA

FAR EXHIBIT

PROJECT ORCHID

PREPARED FOR
FOUNDRY COMMERCIAL

ST. LUCIE COUNTY FLORIDA

SHEET NUMBER
EX-01

ST. LUCIE COUNTY FLORIDA

ENVIRONMENTAL RESOURCES FINAL REPORT

TO:	Thad Crowe & Kori Benton, Planning & Development Services Department
THROUGH:	Amy E. Griffin, Environmental Resources Director
FROM:	Aimee L. Cooper, Environmental Regulations Manager
DATE:	April 10, 2026
SUBJECT:	Project Orchid CU-2603-000102 MJSP-2603-000149

Background

The Environmental Resources Department (ERD) is in receipt of the March 5, 2026, date-stamped submittal, transmitted on March 5, 2026, from Planning and Development Services with comments due March 20, 2026. The applicant is requesting approval of a Future Land Use Map Amendment (FLUMA-2603-000040), a Rezone (RZ-2603-000050), a Conditional Use (CU-2603-000102), and a Major Site Plan (MJSP-2603-000149) for construction of the 1,390,000 SF window manufacturing building. The vacant subject site consists of three (3) parcels (Parcel ID 230234100010008 [±16.46 ac], 230234200010001 [±19.60 ac], 230233100010007 [±37.21 ac]) totaling ±73.27 [*sic*] per the Property Appraiser website and ±73.48 per the applicant's data. The site is located at TBD Rock Road in Ft. Pierce and is north of and adjacent to Colbourn Road, south of I-95, east of the Florida Turnpike, and west of and adjacent to Rock Road.

Findings

The preliminary landscape plan and tree mitigation plan are currently under review and will be finalized for the May 5, 2026, Board of County Commission meeting.

An Environmental Impact Report (EIR) dated March 2026, prepared by EW Consultants, Inc Consultants, Inc., was reviewed for consistency with the Land Development Code (LDC) and Comprehensive Plan (CP). Land cover and vegetative community classifications were based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. A review of historic aerial imagery indicates that the property was converted to agricultural use more than 65 years ago and was subsequently converted for the purpose of citrus production by 1985. The property does not contain any native upland habitat, and no wetlands were identified during field reconnaissance. This opinion of the absence of wetlands onsite has not yet been verified by South Florida Water Management District (SFWMD) as of the date of this report. A site review with SFWMD staff to confirm these conditions will be required as part of a Formal Wetland Determination or upon submittal of an Environmental Resource Permit (ERP) application. A review of permitting records on the SFWMD online portal did not reveal that any past or current permits exist for the subject property. As such, an application for an Environmental Resource Permit (ERP) will be required for any future proposed development. The property is comprised of several different land cover types with the predominate land cover types:

- Abandoned Groves, Citrus (±70.6 ac, FLUCFCS 224) that are no longer in production. The network of ridges, furrows, and ditches were constructed for the purpose of drainage and irrigation of the former citrus grove remains. Invasive plant species including Brazilian pepper, carrotwood, old-world climbing fern, downy rose myrtle, strawberry guava, Caesar weed, smut grass, and cogangrass are present throughout and are the dominant

coverage in some areas. Native tree species meeting mitigation threshold including live oak, laurel oak, and cabbage palm are also present within the abandoned grove portions of the property;

- Ditches (±2.1 ac, FLUCFCS 510) are present within the central and eastern portions of the property. Vegetation present within the ditches includes a variety of native, nuisance, and non-native species including jointed spike rush, cattail, and Peruvian primrose willow, respectively;
- Australina Pine (±0.8 ac, FLUCFCS 437) dominates a portion of the property where the occurrence of other plant species in this area is sparse and consists of scattered ruderal shrubs and ground cover.

Observations for wildlife presence and signs of utilization were made during site reconnaissance conducted beginning in January and continuing on a regular basis through the preparation of the EIR in March 2026. Several common avian species, reptiles, and mammals were observed within the property and several others are likely to occur on a foraging or migratory basis. The survey methodologies used for determining the status of state and/or federally listed wildlife species occurrence on the site followed generally accepted protocols as specified in state and Federal guidance documents. The geographic range of the property and its associated habitats, vegetative cover types, and natural or disturbed status were the primary considerations in assessing the potential occurrence of listed species. Pedestrian and vehicular surveys were employed to assess the relative quality and wildlife utilization of the property. In addition, the protected species evaluations and survey methodologies have been, and will continue to be, addressed on a species-specific basis in accordance with Florida Fish and Wildlife Conservation Commission (FWC) and U.S. Fish and Wildlife Service (FWS) protocols and techniques relative to the species under consideration:

- The subject property is located within the consultation area of the Audubon's crested caracara and the portions of the abandoned citrus groves that contain sparse occurrences of trees provide suitable foraging habitat for this species. The property also contains mature cabbage palms that provide caracara with preferred nesting structures. Although no crested caracara or caracara nests were observed during field reconnaissance, in order to verify the absence of this species, a crested caracara nesting season survey is currently under way. The nesting season survey was initiated on January 1, 2026, and in accordance with FWS guidelines, will continue through April 2026. A caracara nesting season survey report documenting the findings of the nesting season survey will be provided under separate cover following the completion of the survey. Bald eagles, while no longer listed, remain protected under the Bald and Golden Eagle Protection Act. The property does not contain mature slash pines that are large enough to provide nesting opportunities, and no bald eagles or bald eagle nests were observed during field reconnaissance.
- The Florida sandhill crane is a State-designated Threatened species that is relatively common within the region. The preferred nesting habitat for this species is freshwater marsh habitat which does not occur onsite and no sandhill cranes or sandhill crane nests were observed during field reconnaissance.
- The onsite ditches provide potential foraging opportunities for listed wading bird species and one of these species, the State-designated Threatened little blue heron was observed during field reconnaissance. Other listed wading bird species that are likely to forage on the property include the tricolored heron and roseate spoonbill, although neither of these species have been observed during field reconnaissance.
- As of March 9, 2026, the wood stork is no longer listed as a federally threatened species by FWS. As of the date of March 2026, it is not currently clear whether the wood stork will remain protected at the state level by FWC. Regardless, no wood storks were observed during the January and February 2026 site reconnaissance, and the property does not provide suitable nesting habitat due to the absence of naturally forested wetlands.
- The Florida burrowing owls are listed as Threatened by the State of Florida and the portions of the site with only sparse occurrences of canopy trees and palms provide potentially suitable habitat for this species; however, no Florida burrowing owls or burrowing owl burrows were observed during field reconnaissance, and the occurrence of this species is unlikely.
- The Florida scrub-jay is a Federally threatened species that inhabits xeric oak and scrubby flatwoods habitats along sandy ridges and dunes. The subject property does not contain any suitable habitat for this species, and no Florida scrub-jays were observed or heard during field reconnaissance.

- In January and February 2026, habitat reconnaissance surveys were conducted by a licensed gopher tortoise agent (#GTA-14-00024I) to identify the occurrence of gopher tortoises, their burrows, or indicators of their presence. The habitat surveys were conducted in accordance with FWC Gopher Tortoise Permitting Guidelines (revised April 2023). No gopher tortoises, gopher tortoise burrows, or indicators of the presence of gopher tortoises were observed during the representative habitat survey conducted in January and February 2026. Although no gopher tortoises or gopher tortoise burrows were observed, a 100% habitat survey for this species will need to be conducted prior to the commencement of any land development activities. A gopher tortoise relocation permit will be required should any potentially occupied gopher tortoise burrows be identified that cannot be avoided by development within a radius of at least 25' from the burrow entrance.
- The eastern indigo snake is a secretive species that ranges widely over a diversity of upland and wetland habitats and is known to occur in the region. No eastern indigo snakes have been observed during multiple site visits and the absence of any significant gopher tortoise population indicates that indigo snakes are unlikely to occur. Regardless, standardized and specific construction awareness and notification procedures will need to be implemented for the protection of this species during site development.
- The Florida pine snake inhabits areas that feature well-drained sandy soils with moderate to open canopy. According to the FFWCC publicly available database, the subject site is located within the distribution area for this species. The property does not contain any pine flatwoods habitat suitable for this species and no Florida pine snakes were observed, thus the potential for their occurrence is considered low. The Florida bonneted bat is listed as endangered by the U.S. Fish and Wildlife Service (USFWS). This species preferred habitat for roosting and nesting includes a variety of forested habitats and man-made structures which do not occur on site. The property is located outside of the designated consultation area for this species, thus its potential for occurrence is considered low. No bonneted bats were observed during site reconnaissance conducted in January and February 2026.

Development of the project shall require an approved landscape plan and a vegetation removal permit issued by ERD for removal of native trees. Issuance of the vegetation removal permit shall demonstrate avoidance and minimization of impacts to native vegetation, a tree survey, and a tree mitigation plan for proposed impacts. A tree inventory is under way (by others) which will be provided for tree disposition plans. Native vegetation designated to be preserved shall meet the St. Lucie County vegetation protection standards.

Recommendation

The Environmental Resources Department has no objection to the approval of the CU or MJSP applications with the conditions detailed below.

Conditions of Approval

1. Prior to final site plan approval/Board of County Commission hearing, the landscape plan shall comply with the Land Development Code (LDC), including but not limited to LDC 7.09.00.
2. Prior to final site plan approval/Board of County Commission hearing, the tree survey shall comply with LDC 11.02.09.A.2.i.
3. Prior to final site plan approval/Board of County Commission hearing, a tree mitigation plan shall be approved by the Environmental Resources Department.
    a. The St. Lucie County LDC requires all native canopy tree mitigation to be quantified at the 2:1 ratio, (2" diameter at breast height (DBH) shall be replaced for every 1" DBH impacted). Examples of the following tree mitigation ratios:
        i. Native tree onsite relocation receives 1.5:1 relocation/preservation credit, which is deficient of the required mitigation of 2:1 tree mitigation requirement. Using a 30" DBH native tree as an example, there is a relocation credit at 1.5:1 ratio results with 30 x 1.5 = 45" DBH, leaving 15" DBH of required tree mitigation to be made up from the required 60" DBH.
        ii. Native tree preservation in place receives 2:1 preservation credit.

2. Prior to commencement of development, including but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, listed species surveys shall be updated as necessary per individual species-specific requirements. If any listed species impacts are found to be present as a result of these surveys, appropriate mitigative measures per state and federal agency requirements shall be provided prior to initiation of any clearing activities.
3. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, a vegetation removal permit or exemption shall be issued by the Environmental Resources Department per LDC 6.00.03.
4. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, monitoring reports from the certified arborist shall be provided following each root pruning event and following each relocation event to ensure best management practices (BMPs) are followed.
5. Prior to commencement of development, including, but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, monitoring reports from the certified arborist shall be provided prior to issuance of a certificate of completion/occupancy, following twelve (12) months after the last round of canopy trees has been relocated, and at the 18-month follow up inspection. Should any relocated trees die within these timeframes or beyond, the applicant shall provide another method of tree mitigation, or a combination of methods as outlined in LDC 6.00.05.D, as tree mitigation shall be in perpetuity.
6. Prior to commencement of development, including but not limited to clearing, filling, excavation, grading, or planting of vegetation, as defined in LDC 2.00.00, listed species surveys shall be updated as necessary per individual species-specific requirements. If any listed species impacts are found to be present as a result of these surveys, appropriate mitigative measures per state and federal agency requirements shall be provided prior to initiation of any clearing activities.
7. Prior to issuance of a certificate of occupancy, all Category I listed invasive plant species shall be eradicated from the parcel per LDC 7.09.05.

Please contact Aimee Cooper at 772-462-6440 if you have any questions.

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

PROJECT ORCHID

Environmental Impact Report

Prepared For:

Foundry Commercial

Prepared By:

EW Consultants, Inc.

March 2026

1000 SE Monterey Commons Boulevard, Suite 208 • Stuart, FL 34996 772-287-8771 • Fax 772-287-2988
www.ewconsultants.com

Purpose and Intent

This report has been prepared in support of a proposed industrial development on a 73.48 +/- acre property referred to as Project Orchid. The subject property is located north of and adjacent to Colbourn Road, south of I-95, east of the Florida Turnpike, and west of and adjacent to Rock Road. The northern and eastern boundary of the property are defined by Rock Road. This report has been prepared in accordance with Section 11.02.09.A.5 "Environmental Impact Report" of the St. Lucie County Land Development Code.

Introduction

The subject 73.48 +/- acre property covered by this Environmental Impact Report is located within Section 2, Township 35 South, Range 39 East within unincorporated St. Lucie County, Florida. A Location Map (Figure 1), USGS Quad Map (Figure 2), and Aerial Photo (Figure 3) depicting the property boundaries and the immediate surrounding area are provided in the Appendix.

Property Description

The property is comprised of several different land cover types with the predominate land cover type being abandoned citrus groves that are no longer in production. The property also contains several man-made agricultural conveyance ditches that were constructed for the purpose of drainage and irrigation of the former citrus groves. Native species including cabbage palm and laurel oak have naturally colonized throughout the property as have non-native invasive species, predominantly Brazilian pepper and Australian pine. A review of historic aerial imagery indicates that the property was converted to agricultural use more than 65 years ago and was subsequently converted for the purpose of citrus production by 1985. The property does not contain any native upland habitat, and no wetlands were identified during field reconnaissance conducted for this Environmental Impact Report.

Soils

A Custom Soils Resource Report for the subject property is provided in the Appendix. This report, prepared by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) provides complete descriptions of all soil types within the Project Orchid property along with acreage summaries and soil descriptions.

Natural Communities and Land Cover

The following is a summary of the land cover types and vegetative communities found on the subject site. Land cover and vegetative community classifications are mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial imagery interpretation were employed in the mapping of the vegetative communities on the subject property. The vegetative community descriptions include discussions of potential wildlife habitat provided by the various resources present in those communities. Detailed observations and occurrences of wildlife are discussed in subsequent sections of this report.

The FLUCFCS classifications observed on the site are described below. A Land Cover Map of the observed vegetative community types is included as Figure 4 in the Appendix of this report. The land cover types on the property are described as follows:

224 – Abandoned Groves –

This is the predominant land cover type on the subject property and includes the portions of the property that were previously converted for the purpose of citrus production that are no longer in operation. The network of ridges, furrows, and ditches were constructed for the purpose of drainage and irrigation of the former citrus grove remains. Non-native invasive plant species including Brazilian pepper, carrotwood, old-world climbing fern, downy rose myrtle, strawberry guava, Caesar weed, smut grass, and cogan grass are present throughout and are the dominant coverage in some areas. Native species including live oak, laurel oak, and cabbage palm are also present within the abandoned grove portions of the property.

437 – Australian Pine –

There is a portion of the property where the vegetation cover is dominated by non-native invasive Australian pine trees. As generally occurs in areas that are dominated by Australian pines, the occurrence of other plant species in this area is sparse and consists of scattered ruderal shrubs and ground cover.

510 – Ditches –

There are several conveyance ditches present within the central and eastern portions of the property. Vegetation present within the ditches includes a variety of native, non-native, and nuisance species including jointed spike rush, Peruvian primrose willow, and cattail.

Wildlife

Non-listed Wildlife

Observations for wildlife presence and signs of utilization were made during site reconnaissance conducted beginning in January and and continuing on a regular basis through the preparation of this report in March 2026. Several common avian species were observed within the property and several others are likely to occur on a foraging or migratory basis.

The following non-listed avian species have been observed during site reconnaissance of the property: mourning dove, eastern meadowlark, American crow, black vulture, red-shoulder hawk, swallow tailed kite, and cattle egret. Several species of wading birds including great egret, white ibis, and little blue heron were also observed both in transit and forging within the on site agricultural ditches.

Direct observation and signs of utilization by mammals were observed during the site reconnaissance including raccoon, coyote, feral hog, and rodents.

Reptile observations included soft-shell turtle, black racer snake, and southern leopard frog.

Listed Species Inventory and Evaluation –

The survey methodologies used for determining the status of state and/or federally listed wildlife species occurrence on the site followed generally accepted protocols as specified in state and Federal guidance documents. The geographic range of the property and its associated habitats, vegetative cover types, and natural or disturbed status were the primary considerations in assessing the potential occurrence of listed species.

Pedestrian and vehicular surveys were employed to assess the relative quality and wildlife utilization of the property. In addition, the protected species evaluations and survey methodologies have been, and will continue to be, addressed on a species-specific basis in accordance with Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish and Wildlife Service (USFWS) protocols and techniques relative to the species under consideration.

The state and/or federally listed wildlife species with potential to occur on the subject site are summarized in the following table. Likelihood of occurrence has been indicated based on species-specific evaluations and best professional judgement and noted as either observed during site review or likelihood of occurrence as high, medium, or low.

Table 1. Known and Potentially Occurring Listed Faunal Species

Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
					State/Federal
American alligator	*Alligator mississippiensis*	Wetland and aquatic habitat	Pedestrian and vehicular transects	M	FT/SA
Audubon's crested caracara	*Caracara cheriway*	Dry prairie, open rangeland	Pedestrian and vehicular transects	M	FT
Bald eagle	*Haliaeetus leucocephalus*	Nest in tall trees (usually pine) near coasts, rivers, lakes and wetlands	Pedestrian and vehicular transects	L	No longer listed Nest trees protected
Eastern indigo snake	*Drymarchon corais couperi*	A diversity of upland/low land habitat	Pedestrian and vehicular transects	M	FT
Florida bonneted bat	*Eumops floridanus*	A diversity of forested habitats	Acoustic and roost surveys	L	FE
Florida burrowing owl	*Athene cunicularia*	Sandhills, ruderal communities, dry prairies	Pedestrian and vehicular transects	M	ST
Florida pine snake	*Pituophis melanoleucus mugitus*	Well drained sandy soils, moderate to open pine canopy	Pedestrian and vehicular transects	L	ST
Florida sandhill crane	*Grus canadensis pratensis*	Breed in emergent palustrine wetlands; forage in pastures/prairies	Pedestrian and vehicular transects; aerial nest survey	L	ST
Florida scrub-jay	*Aphelocoma coerulescens*	Xeric oak scrub and scrubby flatwoods on sandy ridges and dunes	Pedestrian and vehicular transects	L	FT
Gopher tortoise	*Gopherus polyphemus*	Sandhills, xeric oak scrub, sand pine scrub, scrubby flatwoods; agricultural lands	Burrow survey 100% of suitable habitat	M	ST
Little blue heron	*Egretta caerulea*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	[1]O	ST
Red-cockaded woodpecker	*Picoides borealis*	Mature pine woodlands	Pedestrian and vehicular transects	L	FE
Reddish egret	*Egretta rufescens*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	L	ST

Common Name	Scientific Name	Preferred Habitat	Sampling Method	Occurrence*	Listed Status
Roseate spoonbill	*Ajaia ajaja*	Breeding: marshes, swamps, ponds, estuaries, rivers; nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Southeast American kestrel	*Falco sparverius paulus*	Sandhill and open rangeland nest in cavities of dead trees and abandoned woodpecker nests	Pedestrian and vehicular transects	L	ST
Tricolored heron	*Egretta tricolor*	Breeding: marshes, swamps, ponds, nest in shrubs and small trees	Pedestrian and vehicular transects	M	ST
Wood stork	*Mycteria americana*	Estuarine or freshwater wetlands; nest in tops of trees in cypress or mangrove swamps	Pedestrian and vehicular transects	M	No longer Federally listed

O* = Observed; [1] Observed transient ; [2] Observed nesting and/or resident
Probability of Occurrence: H= High probability; M= Medium; L= Low;

FE = Federally-designated Endangered; FT = Federally-designated Threatened; FXN = Federally-designated Threatened Nonessential Experimental Population; FT(S/A) = Federally-designated Threatened species due to similarity of appearance; ST = State-designated Threatened; SSC = State Species of Special Concern

The American alligator is listed as Federally Threatened due to similarity of appearance with the American crocodile and alligators are relatively common throughout the region in wetland and aquatic systems. Although no alligators were observed during field reconnaissance, there remains a moderate chance of occurrence of alligators within the on site agricultural ditches.

The subject property is located within the consultation area of the Audubon's crested caracara and the portions of the abandoned citrus groves that contain sparse occurrences of trees provide suitable foraging habitat for this species. The property also contains mature cabbage palms that provide caracara with preferred nesting structures. Although no crested caracara or caracara nests were observed during field reconnaissance, in order to verify the absence of this species, a crested caracara nesting season survey is currently under way. The nesting season survey was initiated on January 1, 2026 and, in accordance with U.S. Fish and Wildlife Service (USFWS) guidelines, will continue through April 2026. A caracara nesting season survey report documenting the findings of the nesting season survey will be provided under separate cover following the completion of the survey.

Bald eagles, while no longer listed, remain protected under the Bald and Golden Eagle Protection Act. The property does not contain mature slash pines that are large enough to provide nesting opportunities and no bald eagles or bald eagle nests were observed during field reconnaissance.

The eastern indigo snake is a secretive species that ranges widely over a diversity of upland and wetland habitats and is known to occur in the region. No eastern indigo snakes have been observed during multiple site visits and the absence of any significant gopher tortoise population indicates that indigo snakes are unlikely to occur. Regardless, standardized and specific construction awareness and notification procedures will need to be implemented for the protection of this species during site development.

The Florida bonneted bat is listed as endangered by the U.S. Fish and Wildlife Service (USFWS). This species preferred habitat for roosting and nesting includes a variety of forested habitats and man-made structures which do not occur on site. The property is located outside of the designated consultation area for this species, thus its potential for occurrence is considered low. No bonneted bats were observed during site reconnaissance conducted in January and February 2026.

Florida burrowing owls are listed as Threatened by the State of Florida and the portions of the site with only sparse occurrences of canopy trees and palms provide potentially suitable habitat for this species. However, no Florida burrowing owls or burrowing owl burrows were observed during field reconnaissance and the occurrence of this species is unlikely.

The Florida pine snake inhabits areas that feature well-drained sandy soils with moderate to open canopy. According to the FFWCC publicly available database, the subject site is located within the distribution area for this species. The property does not contain any pine flatwoods habitat suitable for this species and no Florida pine snakes were observed, thus the potential for their occurrence is considered low.

The Florida sandhill crane is a State-designated Threatened species that is relatively common within the region. The preferred nesting habitat for this species is freshwater marsh habitat which does not occur onsite and no sandhill cranes or sandhill crane nests were observed during field reconnaissance.

The Florida scrub-jay is a Federally threatened species that inhabits xeric oak and scrubby flatwoods habitats along sandy ridges and dunes. The subject property does not contain any suitable habitat for this species and no Florida scrub-jays were observed or heard during field reconnaissance.

In January and February 2026, habitat reconnaissance surveys were conducted by Jason Hahner (Licensed Gopher Tortoise Agent #GTA-14-00024I) to identify the occurrence of gopher tortoises, their burrows, or indicators of their presence. The habitat surveys were conducted in accordance with Florida Fish and Wildlife Conservation Commission (FFWCC) Gopher Tortoise Permitting Guidelines (revised April 2023).

No gopher tortoises, gopher tortoise burrows, or indicators of the presence of gopher tortoises were observed during the representative habitat survey conducted in January and February 2026. Although no gopher tortoises or gopher tortoise burrows were observed, a 100% habitat survey for this species will need to be conducted prior to the commencement of any land development activities. A gopher tortoise relocation permit will be required should any potentially occupied gopher tortoise burrows be identified that cannot be avoided by development within a radius of at least 25-feet from the burrow entrance.

The on site ditches provide potential foraging opportunities for listed wading bird species and one of these species, the State-designated Threatened little blue heron was observed during field reconnaissance. Other listed wading bird species that are likely to forage on the property include the tricolored heron and roseate spoonbill, although neither of these species have been observed during field reconnaissance.

As of March 9, 2026, the wood stork is no longer listed as a federally threatened species by the U.S. Fish and Wildlife Service (USFWS). As of the date of this report (March 2026), it is not currently clear whether the wood stork will remain protected at the state level by Florida Fish and Wildlife Conservation Commission (FFWCC). Regardless, no wood storks were observed during the January and February 2026 site reconnaissance and the property does not provide suitable nesting habitat due to the absence of naturally forested wetlands.

Impact Summary

Uplands –

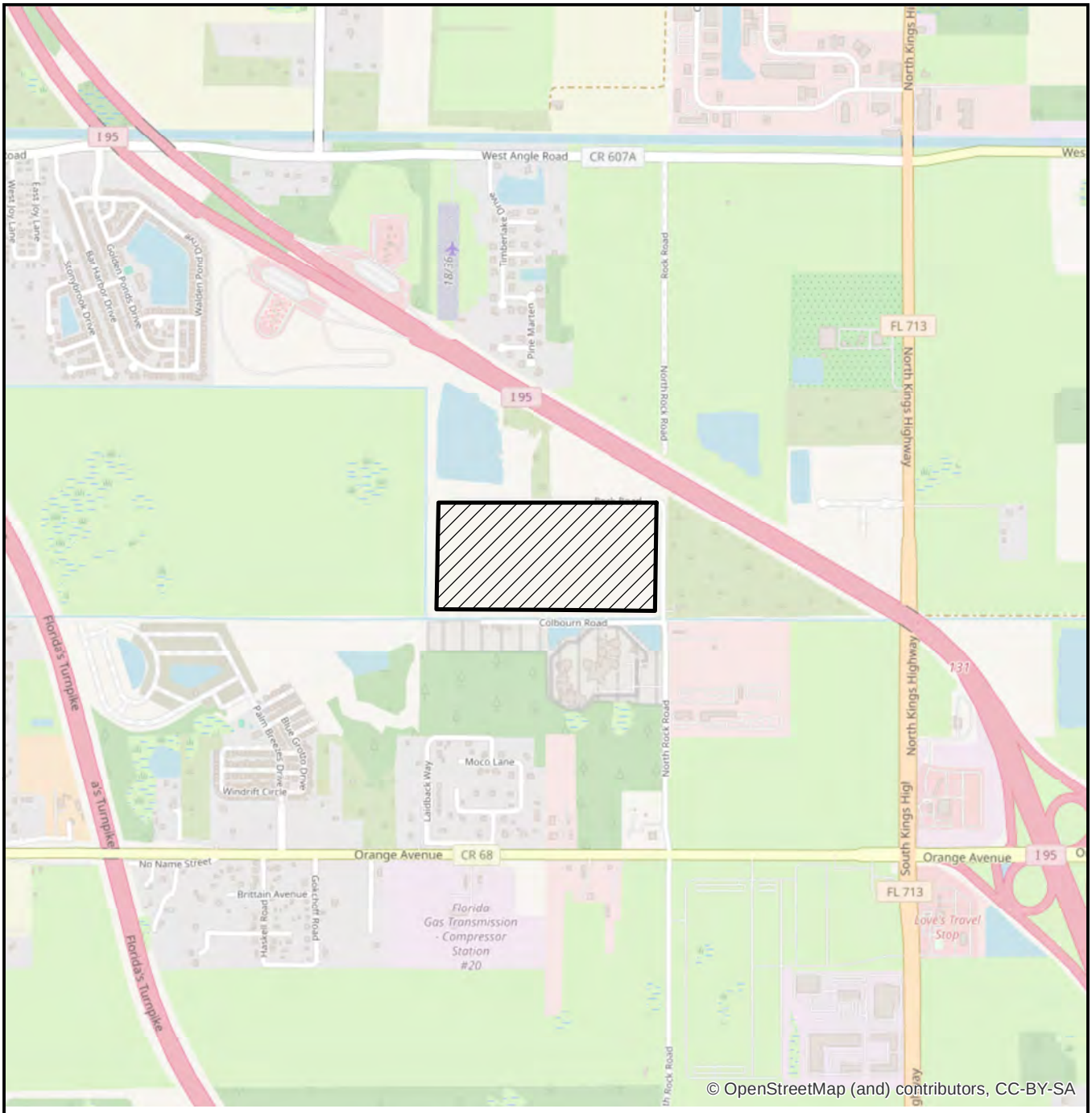
Development of the project will require a vegetation removal permit issued by St. Lucie County for removal of native trees. Issuance of the vegetation removal permit will require demonstration of avoidance and minimization of impacts to native vegetation, a tree survey, and a mitigation plan for proposed impacts. A tree inventory is under way (by others) which will be provided to the project land planner for tree disposition plans. Vegetation designated to be preserved will need to meet the St. Lucie County vegetation protection standards.

Wetlands –

A review of permitting records on the South Florida Water Management District (SFWMD) online web portal did not reveal that any past or current permits exist for the subject property. As such, an application for an Environmental Resource Permit (ERP) will be required for any future proposed development.

The opinion of the absence of wetlands on site has not yet been verified by SFWMD as of the date of this report (March 2026). A site review with SFWMD staff to confirm these conditions will be required as part of a Formal Wetland Determination or upon submittal of an Environmental Resource Permit (ERP) application.

APPENDIX



LEGEND

- SITE (73.5+/- AC)

0 2,000 Feet

N

FOUNDRY COMMERCIAL
PROJECT ORCHID
LOCATION MAP

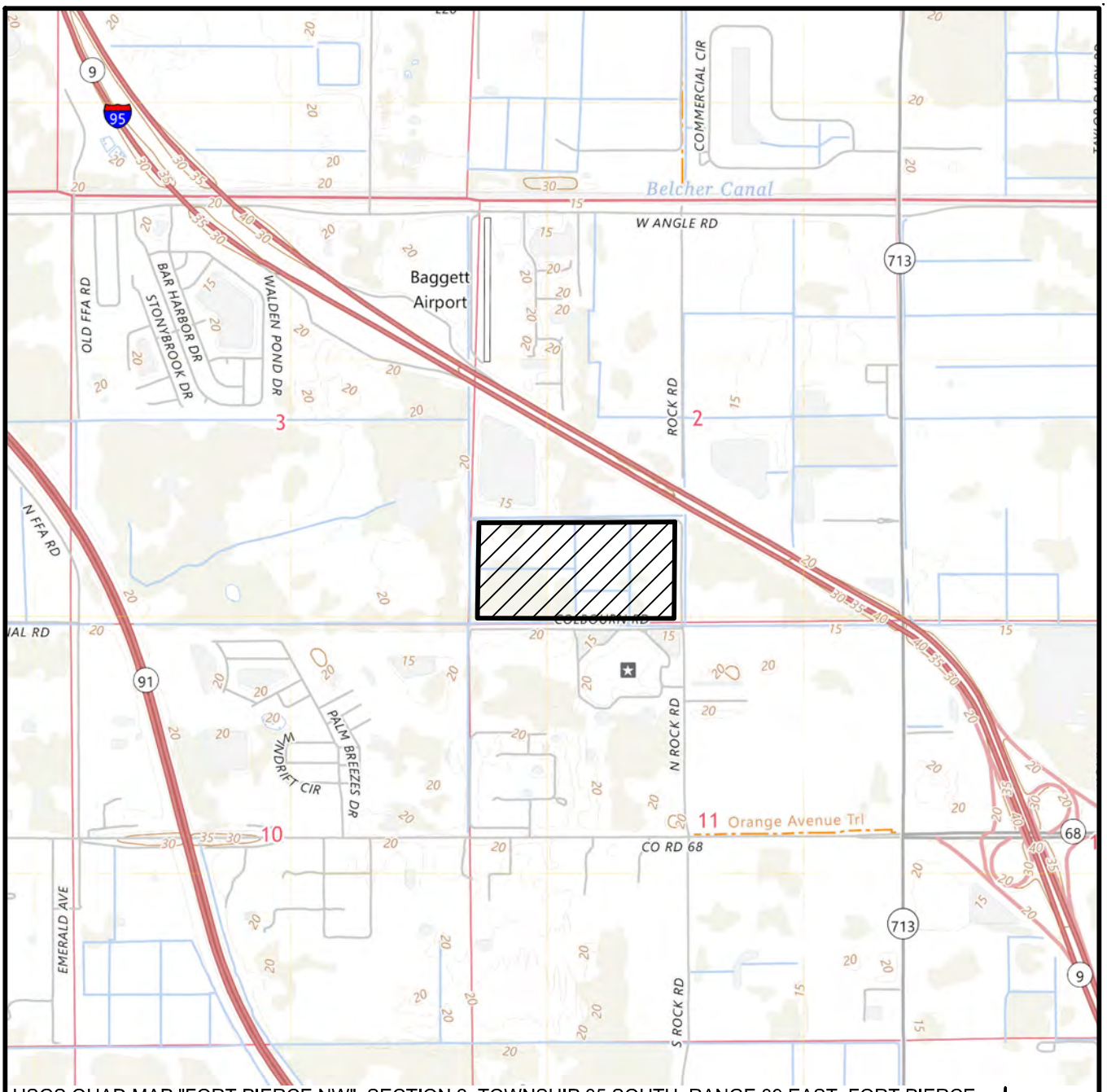
EW CONSULTANTS, INC.

1000 SE Monterey Commons Blvd., Suite 208
Stuart, FL 34996
772-287-8771 Fax 772-287-2988
www.ewconsultants.com

FEB 2026

FIGURE

1



USGS QUAD MAP "FORT PIERCE NW", SECTION 2, TOWNSHIP 35 SOUTH, RANGE 39 EAST, FORT PIERCE, ST LUCI E COUNTY, FLORIDA, LATITUDE 27°27'25" LONGITUDE -80°24'43"

LEGEND

▨ - SITE (73.5± AC)

0 2000

SCALE IN FEET

FOUNDRY COMMERCIAL PROJECT ORCHID

QUAD

EW CONSULTANTS, INC.

1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

MAR 2026

FIGURE

2

Project Orchid.dwg QUAD



FDOT AERIAL DATED 2024

0 500
SCALE IN FEET

FOUNDRY COMMERCIAL
PROJECT ORCHID

AERIAL

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

MAR 2026

FIGURE
3

Project Orchid.dwg AERIAL



FDOT AERIAL DATED 2024

LEGEND
224 - ABANDONED GROVES (70.6 AC)
437 - AUSTRALIAN PINE (0.8± AC)
510 - DITCHES (2.1± AC)
TOTAL SITE (73.5± AC)

0 300
SCALE IN FEET

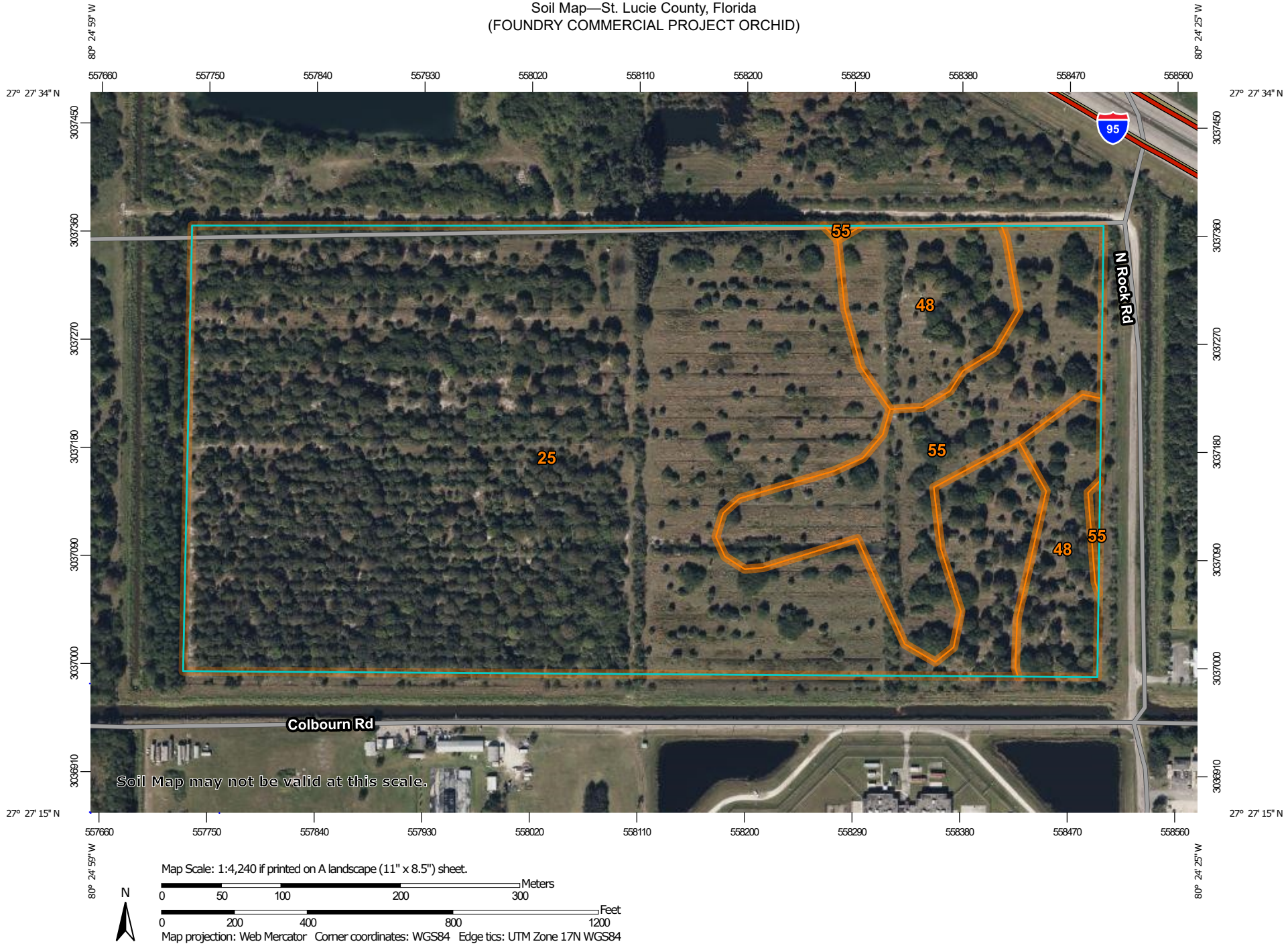
FOUNDRY COMMERCIAL
PROJECT ORCHID
FLUCFCS

EW CONSULTANTS, INC.
1000 SE MONTEREY COMMONS BLVD., SUITE 208
STUART, FL 34996
772-287-8771 · FAX 772-287-2988
WWW.EWCONSULTANTS.COM

MAR 2026
FIGURE 4

Project Orchid.dwg FLUCFCS

Soil Map—St. Lucie County, Florida
(FOUNDRY COMMERCIAL PROJECT ORCHID)



Map Scale: 1:4,240 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 200 400 800 1200

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

MAP LEGEND

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

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

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

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

Background
- Aerial Photography

MAP INFORMATION

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

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

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

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

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

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

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

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 19, Aug 29, 2025

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

Date(s) aerial images were photographed: Jan 18, 2022—Jan 30, 2022

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

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
25	Nettles and Oldsmar sands	56.8	76.4%
48	Wabasso sand, 0 to 2 percent slopes	7.6	10.7%
55	Winder loamy sand	9.1	12.9%
Totals for Area of Interest		**73.5**	**100.0%**

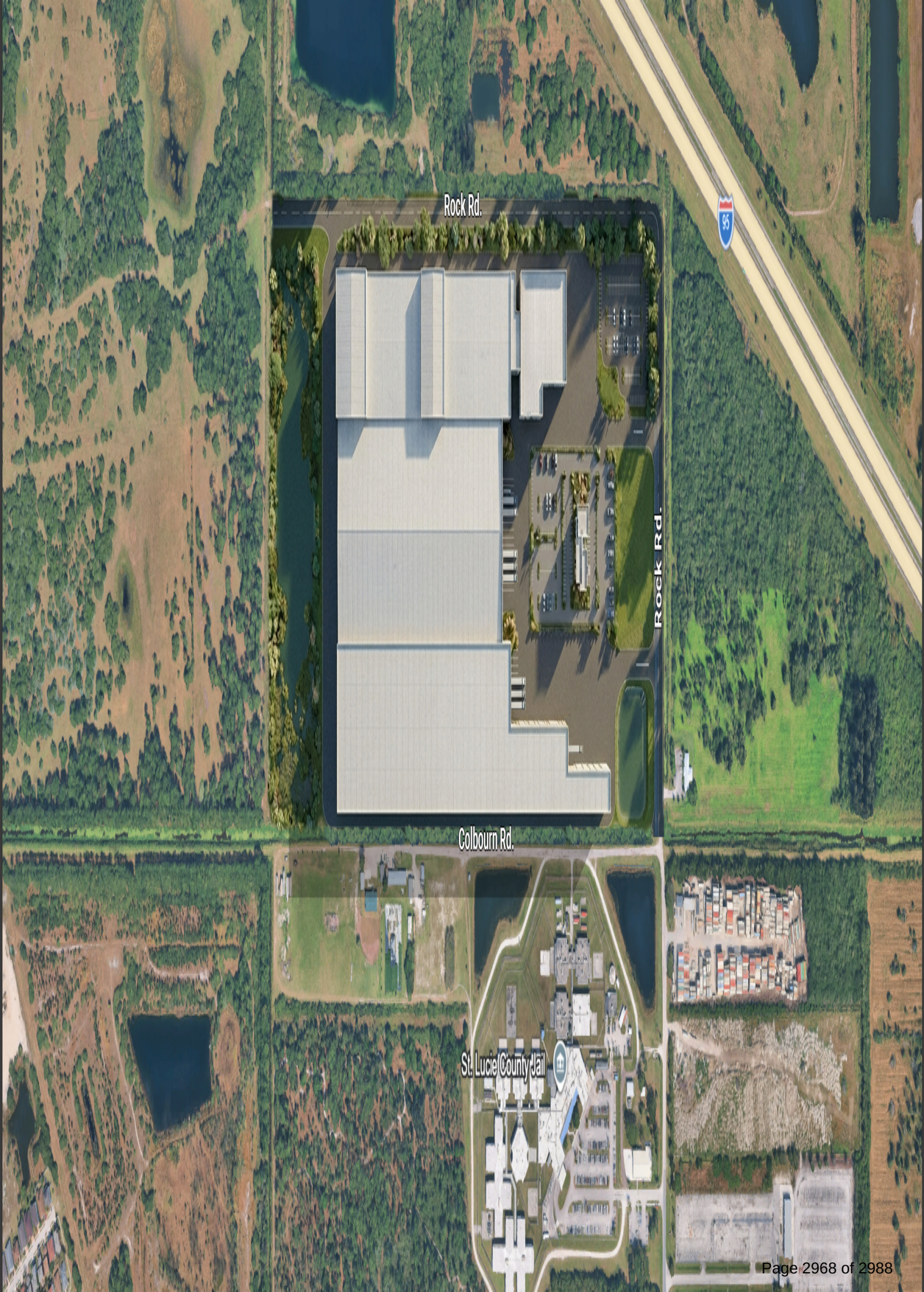











Rock Rd.
95
Rock Rd.
Colbourn Rd.
St. Lucie County Jail





Neighbor Community Meeting

Wednesday, March 25, 2026 | 6:00 – 7:00 PM

Sunshine Kitchen | 7550 Pruitt Research Road, Fort Pierce

Disclaimer: The images shown are preliminary and may change as the design progresses.

What is Project Orchid?



- A window manufacturing company headquartered in Miami
- Designed to serve growing customer portfolio
- A modern, fully enclosed manufacturing operation using advanced technology

Disclaimer: The images shown are preliminary and may change as the design progresses

Project Location



- Located on N. Rock Road
- Approximately 73 acres
- Previously used for agricultural purposes

Disclaimer: The images shown are preliminary and may change as the design progresses

Facility Overview

- Approximately 1.4 million sq ft
- Multiple production areas within one building
- Two-story office component (27,300 sq ft)
- 504 parking spaces
- Ride share & bus drop off
- Two main access drives off Rock Rd
- One driveway off north access road
- Two interconnected lakes
- One dry retention area for stormwater
- Security perimeter fencing
- Secured access via guard booths

Disclaimer: The images shown are preliminary and may change as the design progresses

Building Design



- Modern office entrance
- Parking designed for daily activity
- Landscaped buffers & setbacks

- Approximately 60–80 feet
- Height varies based on specialized equipment needs



Disclaimer: The images shown are preliminary and may change as the design progresses

How the Facility Operates



Inside the building:

- Aluminum is melted and prepared
- Formed into components
- Combined with glass
- Assembled into finished windows

All processes take place indoors

Disclaimer: The images shown are preliminary and may change as the design progresses

Environmental Protections



- Fully enclosed air systems
- Emissions captured and filtered before release
- Closed-loop water system that recycles water

These systems are standard for modern facilities of this type.

Disclaimer: The images shown are preliminary and may change as the design progresses

Noise Expectations



- At the property line, sound levels are expected to be similar to a supermarket loading area.
- Noise is contained within the building and managed through design and buffering.

Disclaimer: The images shown are preliminary and may change as the design progresses

Water and Utilities



- Water is reused through a closed-loop system
- No continuous discharge from manufacturing processes
- Utilities have confirmed capacity to serve the site

The facility is designed to operate efficiently without placing strain on local systems.

Disclaimer: The images shown are preliminary and may change as the design progresses

What This Facility Does NOT Include

- No outdoor manufacturing processes
- No exposed production areas
- No noticeable odors
- No visible emissions

All operations are contained within the building.

Disclaimer: The images shown are preliminary and may change as the design progresses

Traffic Overview

Based on current studies:

- Approximately 6,166 trips per day
- 736 trips during morning peak
- 910 trips during evening peak

Traffic is distributed throughout the day rather than concentrated at a single time.

Disclaimer: The images shown are preliminary and may change as the design progresses

Planned Road Improvements

To support traffic flow, the project includes:

- New turn lanes at Rock Rd & Orange Ave
- Signal installation when warranted
- Additional travel lanes on Orange Ave
- Roadway widening on Rock Rd

These improvements are required as part of the development process.

Disclaimer: The images shown are preliminary and may change as the design progresses

Construction Impacts

- Construction will occur during normal working hours
- Dust and noise will be managed using best practices
- Site will be maintained safely and responsibly
- Goal is to minimize disruption during construction



Construction of the facility is expected to generate over $200 million in economic activity, supporting construction jobs and local contractors during the building phase.

Disclaimer: The images shown are preliminary and may change as the design progresses

Jobs and Economic Impact

- > 1,000 jobs over five years
- $28.50/hour - median starting wage
- $53 million – estimated annual payroll

This represents a significant long-term investment in the local community.

Disclaimer: The images shown are preliminary and may change as the design progresses

Why St. Lucie County?

This location was selected because of:

- Available industrially zoned land
- Access to workforce and training programs
- Strong infrastructure and utilities
- Proximity to major markets
- Supportive economic development environment

Disclaimer: The images shown are preliminary and may change as the design progresses

What Happens Next



- The project is currently in the development review process
- All steps include public input and oversight.

Disclaimer: The images shown are preliminary and may change as the design progresses

Project Timeline



Disclaimer: The images shown are preliminary and may change as the design progresses

Questions

We appreciate your time and input.

What questions or concerns can we address?



Disclaimer: The images shown are preliminary and may change as the design progresses

PROJECT ORCHID

THANK YOU!



Disclaimer: The images shown are preliminary and may change as the design progresses