



O'ROURKE
ENGINEERING & PLANNING

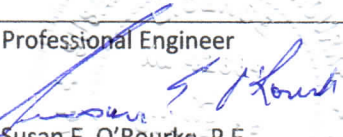
TRAFFIC ANALYSIS
FOR
PLANTATION STORAGE OF STUART

Prepared for:
Ted Glasrud Associates, Inc
759 SW Federal Highway
Stuart, FL 34994

Prepared by:
O'Rourke Engineering & Planning
969 SE Federal Highway, Suite 402
Stuart, FL 34994
(772) 781-7918

March 20, 2019

MR19011.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 969 SE Federal Highway, Suite 402 Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 3/20/19 License #: 42684
---	---



O'ROURKE
ENGINEERING & PLANNING

March 20, 2019

Ms. Kristen Brown
Ted Glasrud Associates, Inc
759 SW Federal Highway
Stuart, FL 34994

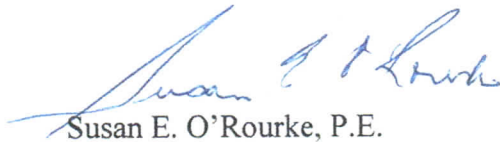
Re: Plantation Storage of Stuart

Dear Ms. Brown:

O'Rourke Engineering and Planning has completed the analysis of the mini-warehouse/self storage development to be located east of Commerce Avenue and south of Indian Street in the City of Stuart. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you. If you have any questions or comments, please give me a call.

Respectfully submitted,
O'Rourke Engineering & Planning



Susan E. O'Rourke, P.E.
President

C6 – Report – Glasrud Parcel 5

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
ROADWAY CONDITIONS	3
PROJECT TRAFFIC	3
PROJECT DISTRIBUTION / ASSIGNMENT / IMPACT	3
FUTURE TRAFFIC / CONCURRENCY REVIEW	7
DRIVEWAY VOLUMES	7
CONCLUSION	7

TABLES

TABLE 1: Project Trip Generation	4
TABLE 2: Project Percent Impact	6
TABLE 3: Link Analysis	8

FIGURES

FIGURE 1: Project Location/Site Plan	2
FIGURE 2: Project Traffic Assignment	5
FIGURE 3: Driveway Lanes/Volumes	9

APPENDICES

APPENDIX A: Site Plan

APPENDIX B: Martin County 2018 Roadway Level of Service Inventory Report

INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed mini-warehouse development to be located east of Commerce Avenue and south of Indian Street in the City of Stuart, Florida. The project will have access to Commerce Avenue via a shared driveway. **Appendix A** includes the site plan. The purpose of this report is to determine the project's impact on the surrounding roadway system. This report follows the procedures outlined in the County Ordinance Article 5.

In order to make the determination that the project complies with City of Stuart concurrency guidelines, the following analytical steps were taken:

- ◆ summary of the project,
- ◆ summary of existing lane geometrics,
- ◆ summary of maximum allowable service volumes,
- ◆ assessment of project traffic,
- ◆ determination of study area
- ◆ summary of cumulative traffic volumes
- ◆ comparison of volumes to allowable levels of service

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed development will consist of 95,400 square feet of mini-warehouse and 1,760 square feet of office. The project site is located east of Commerce Avenue and south of Indian Street and will provide access to Commerce Avenue via a shared driveway connection. A project buildout of 2020 was applied to the analysis. The project location is shown in **Figure 1**.

ROADWAY CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 5% of the level of service capacity of the roadway. Once the project traffic was assigned, the study area was refined based on the impact percentages.

The study area roadways were defined in terms of existing lane geometrics and existing traffic volumes.

Existing Lane Geometrics

The study area was reviewed to determine the existing number and type of lanes and the traffic control along the roadway. Each roadway is described below.

Commerce Avenue is a two-lane collector with a north/south alignment.

Fischer Road is a two-lane roadway with an east/west alignment.

Indian Street is a four-lane divided arterial roadway with an east/west alignment in this location.

PROJECT TRAFFIC

To estimate traffic generated by the project, the ITE Trip Generation, 10th Edition warehouse trip rates and general office were applied to the proposed square footages. These calculations provide an estimate of the typical generation. The trip generation for the proposed project at buildout is shown in **Table 1**.

As shown, the project will generate 13 net new AM peak hour trips with 7 trips entering the project and 5 trips exiting the project. The PM peak hour will have 18 trips with 9 trips entering and 9 trips exiting.

PROJECT DISTRIBUTION / ASSIGNMENT/ IMPACT

The project traffic was distributed by general geographic direction and then assigned to the roadway network.

Assignment -- This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure 2** for the buildout.

Project Impact -- **Table 2** summarizes the project impact as it related to the percent of the service volume capacity or maximum allowable service volume for the project. As shown, there are no links with a 5% or greater impact.

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split			Gross Trips (Driveaway Volumes)			Pass-by Trips			Net New Trips		
					In	Out	%	In	Out	Total	In	Out	Total	In	Out	Total
Small Office Building	712	1,760	Sft	T = 16.19(X)	50%	50%		14	14	28	2	1	3	12	13	25
Mini-Warehouse	151	95,400	Sft	T = 1.51(X)	50%	50%		72	72	144	7	7	14	65	65	130
TOTALS								86	86	172	9	8	17	77	78	155

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

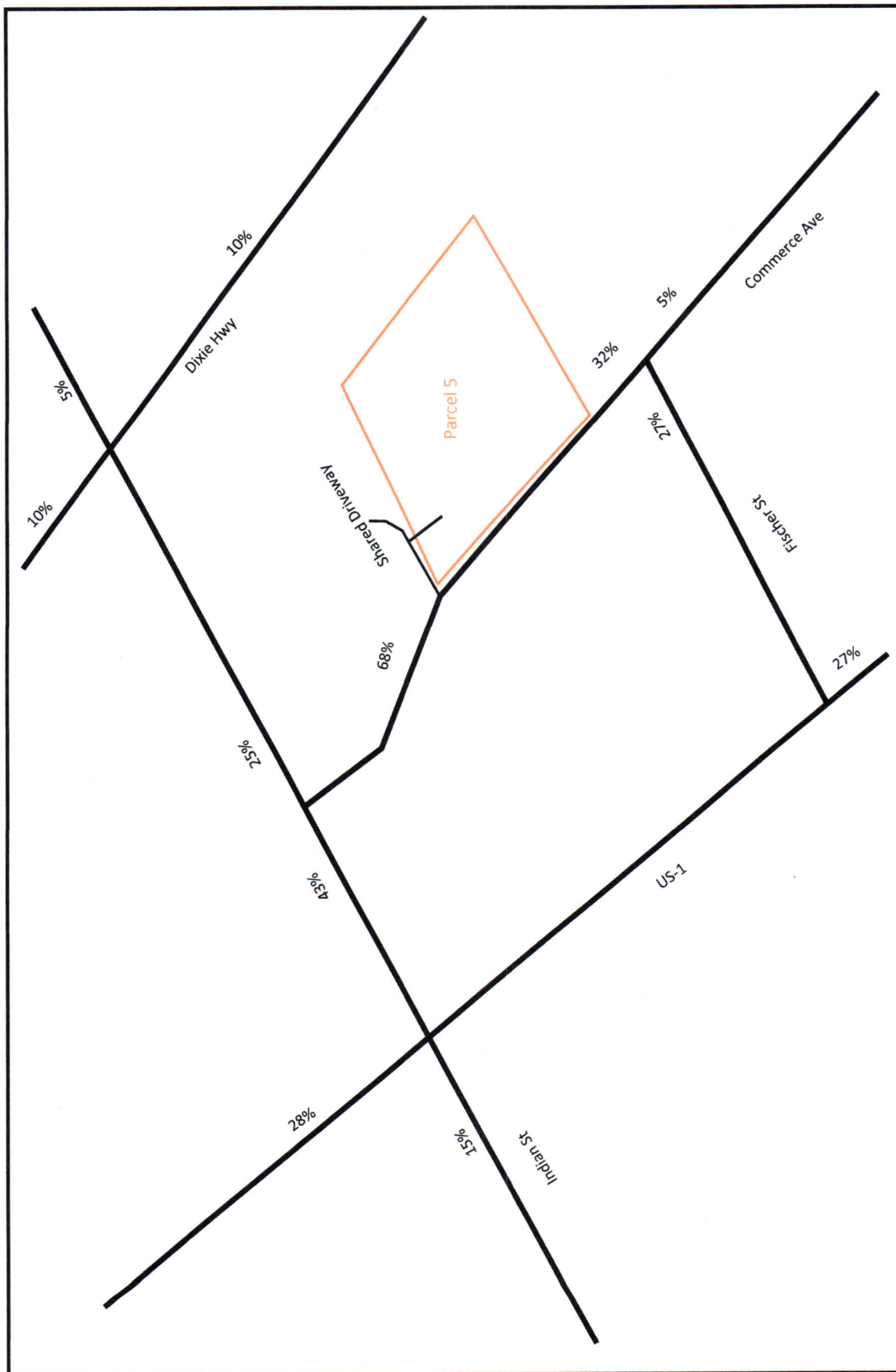
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split			Gross Trips (Driveaway Volumes)			Pass-by Trips			Net New Trips		
					In	Out	%	In	Out	Total	In	Out	Total	In	Out	Total
Small Office Building	712	1,760	Sft	T = 1.92(X)	83%	17%		2	1	3	-	-	-	2	1	3
Mini-Warehouse	151	95,400	Sft	T = 0.10(X)	60%	40%		6	4	10	1	-	1	5	4	9
TOTALS								8	5	13	1	-	1	7	5	12

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split			Gross Trips (Driveaway Volumes)			Pass-by Trips			Net New Trips		
					In	Out	%	In	Out	Total	In	Out	Total	In	Out	Total
Small Office Building	712	1,760	Sft	T = 2.45(X)	32%	68%		1	3	4	-	-	-	1	3	4
Mini-Warehouse	151	95,400	Sft	T = 0.17(X)	47%	53%		8	8	16	-	2	2	8	6	14
TOTALS								9	11	20	-	2	2	9	9	18

Source: ITE 10th Edition Trip Generation Rates



  OROURKE ENGINEERING & PLANNING NTS 969 SE Federal Hwy, Suite 402 Stuart, FL 34994		Figure 2 Percent Assignment Plantation Storage of Stuart	
Legend		Job Number: Date:	

Table 2a: Percent Impact - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	LOS D Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Indian St	Willoughby Blvd	SR-5 (US-1)	EB	IN	4LD	no	2000	1	15%	0.05%
	Willoughby Blvd	SR-5 (US-1)	WB	OUT	4LD	no	2000	1	15%	0.05%
	SR-5 (US-1)	Commerce Ave	EB	IN	4LD	no	2000	3	43%	0.15%
	SR-5 (US-1)	Commerce Ave	WB	OUT	4LD	no	2000	2	43%	0.10%
	Commerce Ave	CR-A1A	EB	OUT	4LD	no	2000	1	25%	0.05%
SR-5 (US-1)	Commerce Ave	CR-A1A	WB	IN	4LD	no	2000	2	25%	0.10%
	Monroe St	Fisher St	NB	IN	6LD	no	3020	2	27%	0.07%
	Monroe St	Fisher St	SB	OUT	6LD	no	3020	1	27%	0.03%
	Indian St	SR-714	NB	OUT	6LD	no	3020	1	28%	0.03%
	Indian St	SR-714	SB	IN	6LD	no	3020	2	28%	0.07%
Commerce Ave	Fisher St	Project Entrance	NB	IN	2L	no	750	2	32%	0.27%
	Fisher St	Project Entrance	SB	OUT	2L	no	750	2	32%	0.27%
	Project Entrance	Indian St	NB	OUT	2L	no	750	3	68%	0.40%
	Project Entrance	Indian St	SB	IN	2L	no	750	5	68%	0.67%
Fisher St	SR-5 (US-1)	Commerce Ave	EB	IN	2L	no	750	2	27%	0.27%
	SR-5 (US-1)	Commerce Ave	WB	OUT	2L	no	750	1	27%	0.13%
Dixie Hwy	Jefferson St	Indian St	NB	IN	4LD	no	1630	1	10%	0.06%
	Jefferson St	Indian St	SB	OUT	4LD	no	1630	1	10%	0.06%
	Indian St	SR-714	NB	OUT	4LD	no	2000	1	10%	0.05%
	Indian St	SR-714	SB	IN	4LD	no	2000	1	10%	0.05%

In: 7
Out: 5

Table 2b: Percent Impact - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	LOS D Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Indian St	Willoughby Blvd	SR-5 (US-1)	EB	IN	4LD	no	2000	1	15%	0.05%
	Willoughby Blvd	SR-5 (US-1)	WB	OUT	4LD	no	2000	1	15%	0.05%
	SR-5 (US-1)	Commerce Ave	EB	IN	4LD	no	2000	4	43%	0.20%
	SR-5 (US-1)	Commerce Ave	WB	OUT	4LD	no	2000	4	43%	0.20%
	Commerce Ave	CR-A1A	EB	OUT	4LD	no	2000	2	25%	0.10%
SR-5 (US-1)	Commerce Ave	CR-A1A	WB	IN	4LD	no	2000	2	25%	0.10%
	Monroe St	Fisher St	NB	IN	6LD	no	3020	2	27%	0.07%
	Monroe St	Fisher St	SB	OUT	6LD	no	3020	2	27%	0.07%
	Indian St	SR-714	NB	OUT	6LD	no	3020	3	28%	0.10%
	Indian St	SR-714	SB	IN	6LD	no	3020	3	28%	0.10%
Commerce Ave	Fisher St	Project Entrance	NB	IN	2L	no	750	3	32%	0.40%
	Fisher St	Project Entrance	SB	OUT	2L	no	750	3	32%	0.40%
	Project Entrance	Indian St	NB	OUT	2L	no	750	6	68%	0.80%
	Project Entrance	Indian St	SB	IN	2L	no	750	6	68%	0.80%
Fisher St	SR-5 (US-1)	Commerce Ave	EB	IN	2L	no	750	2	27%	0.27%
	SR-5 (US-1)	Commerce Ave	WB	OUT	2L	no	750	2	27%	0.27%
Dixie Hwy	Jefferson St	Indian St	NB	IN	4LD	no	1630	1	10%	0.06%
	Jefferson St	Indian St	SB	OUT	4LD	no	1630	1	10%	0.06%
	Indian St	SR-714	NB	OUT	4LD	no	2000	1	10%	0.05%
	Indian St	SR-714	SB	IN	4LD	no	2000	1	10%	0.05%

In: 9
Out: 9

FUTURE TRAFFIC / CONCURRENCY REVIEW

Since no links have a 5% or greater impact, the first directly accessed link of Commerce Avenue was analyzed. Glasrud Commerce Park Parcel 5 is estimated to be completed by 2020. To estimate 2020 volumes, 2018 peak hour volumes from the Martin County 2018 Roadway Level of Service Inventory Report were used. Growth rates from that same report were used to grow the traffic to 2020. The project traffic was then added to the grown volumes to estimate the 2020 future Total Traffic volumes. **Table 3** summarizes the results. As shown, Commerce Avenue will operate at an acceptable Level of Service at project buildout.

Appendix B provides the Martin County 2018 Roadway Level of Service Inventory Report.

DRIVEWAY VOLUMES

The project traffic volumes are illustrated in **Figure 3**. As shown, the project volumes are very low and will not meet industry thresholds to require turn lanes.

CONCLUSION

Glasrud Commerce Park Parcel 5 will have a traffic impact of 18 net PM peak hour trips. These trips will not cause levels of service to fall below acceptable levels in the future. Based on the data and calculations presented herein, the project does not require additional analysis and is deemed to be consistent with transportation concurrency requirements.

Table 3a: Link Analysis - AM Peak Hour

Segment	From	To	Direction	Lanes	Is Project Traffic 5% or More of Capacity?	2018 AADT	K Factor	D Factor	2018 Volume Peak Hour Peak Direction	Growth Rate	2020 Volume Peak Hour Peak Direction	LOS D Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Commerce Ave	Fisher St	Project Entrance	NB	2L	no	6,726	0.11	0.400	296	1.012	303	750	2	32%	0.27%	305	Yes
	Fisher St	Project Entrance	SB	2L	no	6,726	0.11	0.600	432	1.012	442	750	2	32%	0.27%	444	Yes
	Project Entrance	Indian St	NB	2L	no	6,726	0.11	0.400	296	1.012	303	750	3	68%	0.40%	306	Yes
	Project Entrance	Indian St	SB	2L	no	6,726	0.11	0.600	432	1.012	442	750	5	68%	0.67%	447	Yes

Source: Martin County 2018 Roadway Level of Service Inventory Report

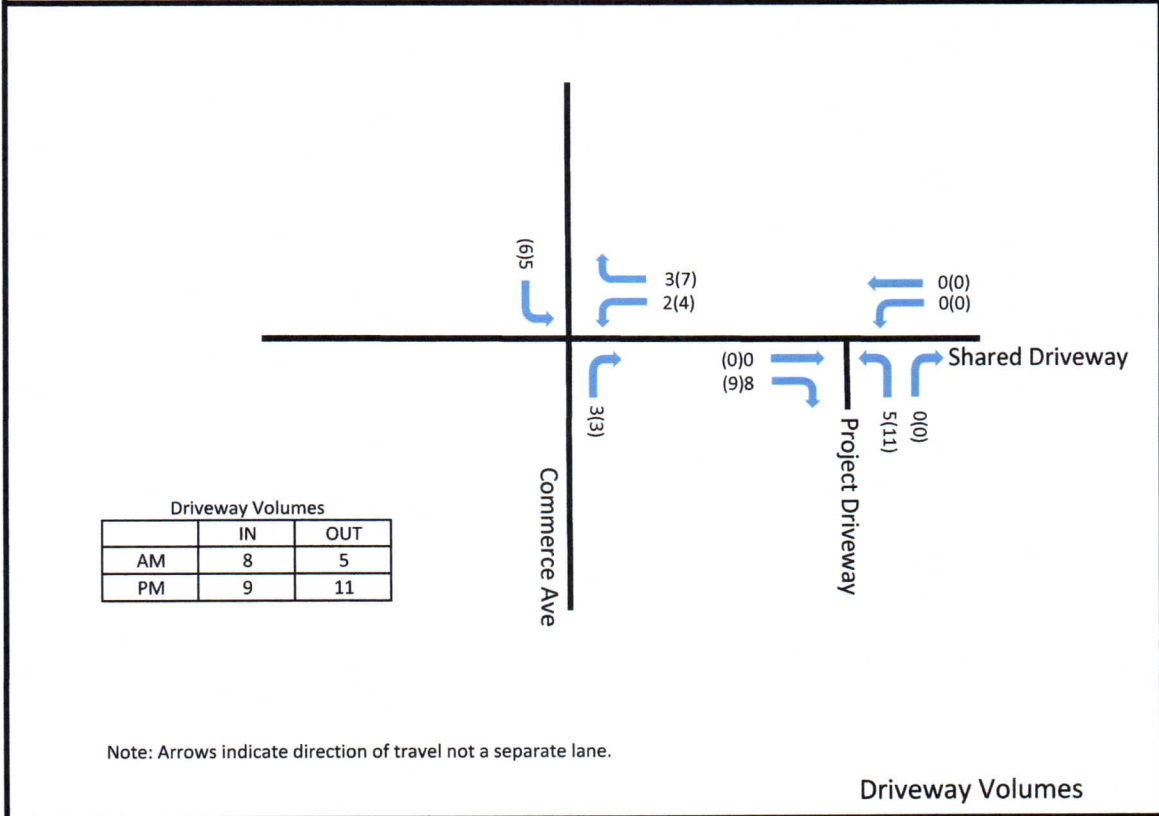
In: 7
Out: 5
Years Grown: 2

Table 3b: Link Analysis - PM Peak Hour

Segment	From	To	Direction	Lanes	Is Project Traffic 5% or More of Capacity?	2018 AADT	K Factor	D Factor	2018 Volume Peak Hour Peak Direction	Growth Rate	2020 Volume Peak Hour Peak Direction	LOS D Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Commerce Ave	Fisher St	Project Entrance	NB	2L	no	6,726	0.11	0.400	296	1.012	303	750	3	32%	0.40%	306	Yes
	Fisher St	Project Entrance	SB	2L	no	6,726	0.11	0.600	432	1.012	442	750	3	32%	0.40%	445	Yes
	Project Entrance	Indian St	NB	2L	no	6,726	0.11	0.400	296	1.012	303	750	6	68%	0.80%	309	Yes
	Project Entrance	Indian St	SB	2L	no	6,726	0.11	0.600	432	1.012	442	750	6	68%	0.80%	448	Yes

Source: Martin County 2018 Roadway Level of Service Inventory Report

In: 9
Out: 9
Years Grown: 2






NTS 969 SE Federal Hwy, Suite 402
Stuart, FL 34994

Legend

XX(XX) = AM(PM) Project Volume

 = Stop Sign

Figure 3

Driveway Lanes/Volumes

Plantation Storage of Stuart

Job #:

Date:

APPENDIX A

SITE PLAN



2431 NE DIXIE HIGHWAY
STUART, FL 34908

PHONE: (772) 287-0635

EB 0004456

M

MATHERS ENGINEERING CORPORATION

APPENDIX B

**MARTIN COUNTY 2018 ROADWAY LEVEL OF SERVICE
INVENTORY REPORT**

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₅₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
Baker Rd	SR-5	CR-723	750	5,134	0.09	0.51	230	C	2.2%
Berry Ave	Golden Bear Wy	CR-714	750	3,496	0.09	0.50	157	C	0.9%
Berry Ave	CR-714	Sunset Tr	750	1,917	0.09	0.53	91	C	1.0%
Britt Rd	Pine Lake Dr	SR-5	750	4,538	0.08	0.58	208	C	0.5%
Citrus Blvd.	CR-714 (Martin Hwy)	Port St. Lucie Blvd.	1200	5,145	0.12	0.81	479	C	6.3%
Commerce Ave	Salerno Rd	Monroe St	750	6,810	0.10	0.60	413	D	2.5%
Commerce Ave	Monroe St	Indian St	750	6,726	0.11	0.60	432	D	1.2%
Country Club Dr	Palm Beach County	Island Way	750	2,978	0.08	0.53	120	C	4.2%
Country Club Dr	Island Way	Little Club Dr	750	3,665	0.08	0.59	164	C	4.4%
County Line Rd	Little Club Dr	SR-5	750	2,517	0.08	0.53	105	C	0.5%
Cove Rd	SR-76	Willoughby Blvd	880	13,912	0.10	0.51	681	C	3.3%
Cove Rd	Willoughby Blvd	SR-5	880	14,894	0.09	0.54	732	C	2.1%
Cove Rd	SR-5	CR-A1A	750	12,683	0.08	0.52	547	D	4.2%
Cove Rd	CR-A1A	End	675	5,547	0.09	0.57	285	C	0.5%
CR-609 (Allapattah Rd)	SR-710	CR-714	740	1,793	0.09	0.53	85	A/B	5.3%
CR-609 (Allapattah Rd)	CR-714	St Lucie County	740	1,812	0.09	0.65	106	A/B	6.0%
CR-707 (Beach Rd)	Palm Beach County	CR-708	675	1,928	0.09	0.63	111	C	5.3%
CR-707 (Dixie Hwy)	CR-723/CR-707	CR-707 (Indian River Dr)	750	5,401	0.09	0.51	237	C	0.5%
CR-707 (Indian River Dr)	CR-707 (Dixie Hwy)	CR-707A (Jensen Beach Blvd.)	675	10,488	0.10	0.54	578	D	2.2%
CR-707 (Indian River Dr)	CR-707A	SR-732	675	5,683	0.08	0.53	241	C	0.5%
CR-707 (Indian River Dr)	SR-732	St. Lucie County	675	6,216	0.09	0.61	334	C	3.1%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB); CR-713 (PM/SB); Murphy Rd (PM/NB); SR-5 (AM/SB); SR-714 [Palm City Bridge] (PM/WB) and SR-714 (PM/WB).

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₃₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
CR-714 (Veteran's Memorial Bridge)	Mapp Rd	SR-76	2000	23,323	0.11	0.59	1,500	C	8.0%
CR-723 (Savanna Rd)	CR-707	NE 24th St	880	9,023	0.09	0.50	393	C	2.4%
CR-723 (Savanna Rd)	NE 24th St	CR-707A (Jensen Beach Blvd.)	880	10,500	0.09	0.53	473	C	1.6%
CR-726 (Citrus Blvd)	SR-710	Greenridge Ln	740	2,779	0.08	0.58	132	A/B	4.7%
CR-726 (Citrus Blvd)	Greenridge Ln	CR-76A	740	2,553	0.09	0.57	131	A/B	5.3%
CR-76A (Citrus Blvd.)	CR-726	SR-714	1200	4,204	0.09	0.55	215	A/B	5.6%
CR-76A (SW 96th St)	CR-726	Pennsylvania Ave	1200	3,768	0.09	0.56	190	A/B	4.7%
CR-76A (SW 96th St)	Pennsylvania Ave	SR-76	800	8,115	0.09	0.63	435	C	4.5%
CR-A1A (Dixie Hwy)	SR-5	CR-708	750	3,233	0.09	0.50	147	C	4.6%
CR-A1A (Dixie Hwy)	CR-708	Osprey St	880	7,508	0.11	0.53	454	C	3.6%
CR-A1A (Dixie Hwy)	Osprey St	Heritage Blvd	1190	6,641	0.08	0.55	292	A/B	4.1%
CR-A1A (Dixie Hwy)	Heritage Blvd	Cove Rd	1190	7,348	0.09	0.54	341	A/B	4.7%
CR-A1A (Dixie Hwy)	Cove Rd	Salerno Rd	790	12,223	0.09	0.53	602	D	3.6%
CR-A1A (Dixie Hwy)	Salerno Rd	St. Lucie Blvd	750	16,587	0.09	0.51	753	E	3.1%
CR-A1A (Dixie Hwy)	St. Lucie Blvd	Jefferson St	750	13,991	0.10	0.50	700	D	2.5%
CR-A1A (Dixie Hwy)	Jefferson St	Indian St	1630	18,643	0.08	0.52	756	D	4.0%
CR-A1A (Dixie Hwy)	Indian St	SR-714	2000	16,285	0.10	0.50	790	C	0.9%
CR-A1A (Dixie Hwy)	SR-714	SE Fifth St	675	6,585	0.09	0.55	340	D	2.0%
Dr Martin Luther King Jr Blvd	Farm Rd	SR-710	675	2,169	0.07	0.53	83	C	4.0%
Farm Rd	Dr Martin Luther King Jr Dr	Palm Wy	750	2,588	0.06	0.59	93	C	2.0%
Fox Brown Rd	SR-710	CR-714	740	333	0.08	0.60	16	A/B	0.0%

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₃₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
Goldenrod Rd	Britt Rd	SR-732	1630	4,838	0.08	0.61	242	C	0.5%
Goldenrod Rd	SR-732	SR-5	750	6,933	0.09	0.56	357	C	2.1%
Goldenrod Rd	SR-5	Westmoreland Blvd	750	4,350	0.09	0.73	273	C	4.6%
Gomez Ave	CR-708	Crossrip St	750	3,616	0.09	0.64	199	C	0.5%
Gomez Ave	Crossrip St	Osprey St	750	1,079	0.08	0.58	49	C	0.5%
Green River Parkway	Dixie Hwy	Baker Rd	750	6,728	0.10	0.64	444	D	5.2%
Green River Parkway	Baker Rd	SR-732	880	8,203	0.12	0.65	635	C	6.1%
Green River Parkway	SR-732	St. Lucie County	1190	8,395	0.10	0.63	513	C	4.2%
Horseshoe Point Rd	CR-A1A	Kubin Ave	675	5,725	0.08	0.53	252	C	0.5%
Indian St	SR-76	Willoughby Blvd	2000	28,668	0.10	0.58	1,679	C	7.0%
Indian St	Willoughby Blvd	SR-5	2000	28,304	0.08	0.50	1,189	C	3.9%
Indian St	SR-5	Commerce Ave	2000	22,456	0.09	0.54	1,031	C	0.5%
Indian St	Commerce Ave	CR-A1A	2000	24,848	0.09	0.50	1,068	C	1.0%
Indian St	CR-A1A	St Lucie Blvd	675	7,214	0.09	0.53	359	D	0.5%
Indian River Dr	Palmer St	CR-707	750	7,243	0.09	0.57	363	C	0.5%
Island Way	Palm Beach County	Jupiter Road	1200	4,326	0.10	0.58	261	A/B	2.6%
Island Way	Jupiter Road	Country Club Dr	750	5,230	0.08	0.52	204	C	3.1%
Jack James Rd	SR-76	Blue Water Wy	750	2,999	0.13	0.66	255	C	4.2%
Lares St	CR-708	CR-A1A	675	3,430	0.09	0.69	206	C	2.8%
Little Club Wy	Country Club Dr	Wooden Bridge Wy	675	2,382	0.08	0.55	103	C	1.2%
Locks Rd	Canal St	SR-76	675	3,722	0.08	0.53	154	C	1.1%

Segments with shaded LOS require additional analysis.

The peaks are: CR-A1A (PM/SB); CR-713 (PM/NB); Murphy Rd (PM/NB); SR-5 (AM/SB); SR-714 [Palm City Bridge] (PM/WB) and SR-714 (PM/WB).

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₃₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
Salerno Rd	Willoughby Blvd	SR-5	790	9,765	0.12	0.62	727	D	1.8%
Salerno Rd	SR-5	Commerce Ave	750	9,439	0.08	0.55	431	D	0.5%
Salerno Rd	Commerce Ave	CR-A1A	750	7,502	0.09	0.51	337	C	0.5%
Seabranh Blvd	Doubletree Dr	SR-5	2000	6,403	0.09	0.55	310	C	0.5%
Sewalls Pt Rd	SR-A1A	Palmer St	675	9,542	0.09	0.52	461	D	1.0%
Skyline Dr	CR-707A	CR-707	675	2,064	0.08	0.55	87	C	3.0%
SR-5 (US-1)	Palm Beach County	CR-A1A	3110	21,690	0.09	0.56	1,032	A/B	3.8%
SR-5 (US-1)	CR-A1A	CR-708	2000	17,113	0.09	0.68	1,094	C	3.1%
SR-5 (US-1)	CR-708	Osprey St	2000	24,451	0.10	0.65	1,589	C	2.0%
SR-5 (US-1)	Osprey St	Seabranh Blvd	2000	24,010	0.08	0.61	1,128	C	1.2%
SR-5 (US-1)	Seabranh Blvd	Cove Rd	3020	30,639	0.08	0.51	1,313	C	0.5%
SR-5 (US-1)	Cove Rd	Salerno Rd	3020	34,682	0.08	0.54	1,461	C	0.5%
SR-5 (US-1)	Salerno Rd	Monroe St	3020	42,146	0.08	0.52	1,775	C	0.9%
SR-5 (US-1)	Monroe St	Indian St	3020	45,627	0.08	0.52	1,922	C	1.3%
SR-5 (US-1)	Indian St	SR-714	3020	45,758	0.09	0.51	2,194	C	0.9%
SR-5 (US-1)	SR-714	SR-5A	3020	38,109	0.09	0.54	1,934	C	0.7%
SR-5 (US-1)	SR-5A(Cut-off Rd)	SR-76	3020	36,130	0.09	0.51	1,640	C	0.5%
SR-5 (US-1)	SR-76	Palm City Rd	2520	49,890	0.08	0.57	2,247	D	1.4%
SR-5 (US-1)	Palm City Rd	Joan Jefferson Wy	2520	55,868	0.08	0.64	2,860	F	0.8%
SR-5 (US-1)	Joan Jefferson Wy	Wright Blvd	3020	59,857	0.08	0.60	2,892	C	1.4%
SR-5 (US-1)	Wright Blvd	Baker Rd	3020	54,975	0.08	0.50	2,172	C	1.1%