

**FINAL
INTERCHANGE CONCEPT REPORT
MIDWAY ROAD (CR 712) AND FLORIDA'S
TURNPIKE (SR 91)**

for

**Project Development and Environment (PD&E) Study
Midway Road (CR 712)
from Glades Cut Off Road (CR 709) to Selvitz Road (CR 615)
St. Lucie County, Florida**

Financial Project ID: 231440-3-22-01

Federal Aid Number:

ETDM Number: 14177

Prepared for:



**Florida Department of Transportation
District IV
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309**

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**Prepared by:
Kimley-Horn and Associates, Inc.**

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate alternatives for the widening of Midway Road (CR 712) between Glades Cut Off Road and Selvitz Road in St. Lucie County, Florida. In addition, to the PD&E, the FDOT is evaluating concepts for an interchange with the Florida's Turnpike (SR 91) and Midway Road (CR 712). See Project Location Map - *Figure 1*. The Florida's Turnpike prepared a similar study in December 2005. The purpose of this study is to evaluate the need for the interchange and to prepare concepts for consideration with current data. Additional studies and evaluations would be required if an interchange is considered in the future at this location. The PD&E study does not include detailed analyses of the developed alternatives or conducting a full analysis of the interchange.

2.0 STUDY AREA AND PROJECT DESCRIPTION

Study Area

Midway Road (CR 712) is centrally located in St. Lucie County, Florida, and is owned and maintained by St. Lucie County. As part of the PD&E Study, FDOT is evaluating the widening of Midway Road from 2 to 4 lanes from Glades Cut Off Road (CR709) to Selvitz Road (CR 615). Midway Road (CR 712) is a major east-west roadway that provides a vital connection to residents and commuters to and from Interstate 95 (I-95) to the commercial areas along US Highway 1 (US 1). St. Lucie County is currently completing construction of Midway Road (CR 712) from Selvitz to 25th Street and the FDOT has completed the design for Midway Road from 25th Street to US 1. Midway Road is already 4-lanes from I-95 east to Glades Cut Off Road.

The Midway Road bridge (ID 940050) crosses over the Florida's Turnpike (SR 91) near Milepost (MP) 150 approximately 5 miles north of the Turnpike's Fort Pierce Service Plaza and 3 miles south of SR 70 interchange. I-95 and the Florida's Turnpike closely parallel each other in this part of the County and both roads have interchanges with SR 70 that are about one mile apart. The next interchanges south of SR 70 on I-95 are at Midway Road (approximately 3 miles), St. Lucie West Boulevard (approximately 7.5 miles), Crosstown Parkway (approximately 9 miles), SW Gatlin Boulevard (approximately 11 miles) and SW Becker Road (approximately 18 miles). The Crosstown Parkway and SW Becker Road interchanges were not constructed when the previous concept study was prepared by the Florida's Turnpike but have now been completed. On the Florida's Turnpike, the next interchanges south of SR 70 are located at Port St. Lucie Boulevard (approximately 10 miles) and at SW Becker Road (approximately 15 miles). Traffic switch overs between the I-95 and the Turnpike mostly occur at SR 70 and SW Becker Road.

The study area for the traffic analysis includes the interchanges directly north of and south of Midway Road at SR 70 and Port St. Lucie Boulevard, respectively. The study area for the direct environmental impacts of the construction of the interchange is the physical footprint of the interchange concepts described in this report.

Project Description

Concurrent with the PD&E Study for Midway Road, FDOT and St. Lucie County initiated a study of a potential new Turnpike interchange at Midway Road. The construction of a new interchange at Midway Road would serve two purposes: (1) direct access to the Turnpike for users between SR 70 and Port St. Lucie Boulevard; and (2) an additional switch over connection between I-95 and the Turnpike.

At the initiation of the PD&E Study for Midway Road, a coordination meeting was held with the Florida's Turnpike Enterprise (FTE). FTE informed the study team that their proposed buildout typical section is eight (8) lanes. This consists of two (2) general use lanes and two (2) managed lanes in each direction (see **Figure 2**). It is also important to note that inside of the Turnpike right-of-way (R/W) Florida Gas Transmission (FGT) has a 75-foot wide easement that is located adjacent to the east R/W. Extensive coordination between FTE and FGT over the past several years has resulted in giving FGT autonomy over this easement, however, FGT has agreed to allow ramps to cross over the easement provided they are at-grade and utilize a minimum of area within the easement.

The Florida East Coast (FEC) railroad is located adjacent and parallel to the Glades Cut Off Road and crosses under the Turnpike approximately 2,000 feet north of Midway Road. A new Turnpike interchange will need to consider these restrictions in the design.

2.1 PURPOSE AND NEED

The US Census-designated Port St. Lucie-Fort Pierce Metropolitan Statistical Area has been identified as one of the fastest growing metropolitan areas in Florida, which includes all of Martin and St. Lucie counties. From 2000 to 2010, this metropolitan area has experienced population growth from 319,426 persons in 2000 to 424,107 persons in 2010, representing an annual increase of 2.9%. Evaluating the population growth for the City of Port St. Lucie by itself revealed an even greater percentage increase. According to the Bureau of Economic and Business Research, the City has grown from a population of 88,769 in 2000 to 164,603 in 2010, representing an annual increase of 6.4%.

As the population in the metropolitan area continues to increase, the developments in St. Lucie County will continue to push westward. In addition, the county is anticipated to experience traffic growth from multiple Developments of Regional Impact (DRI). A review of the recent DRI applications in the Treasure Coast Regional Planning Council shows the following statuses for the DRIs in the vicinity of the potential Midway Road Turnpike interchange:

Completed - Orange Blossom Mall and St. Lucie West

Approved - The Reserve


Pending Notice of Proposed Change - LTC Ranch

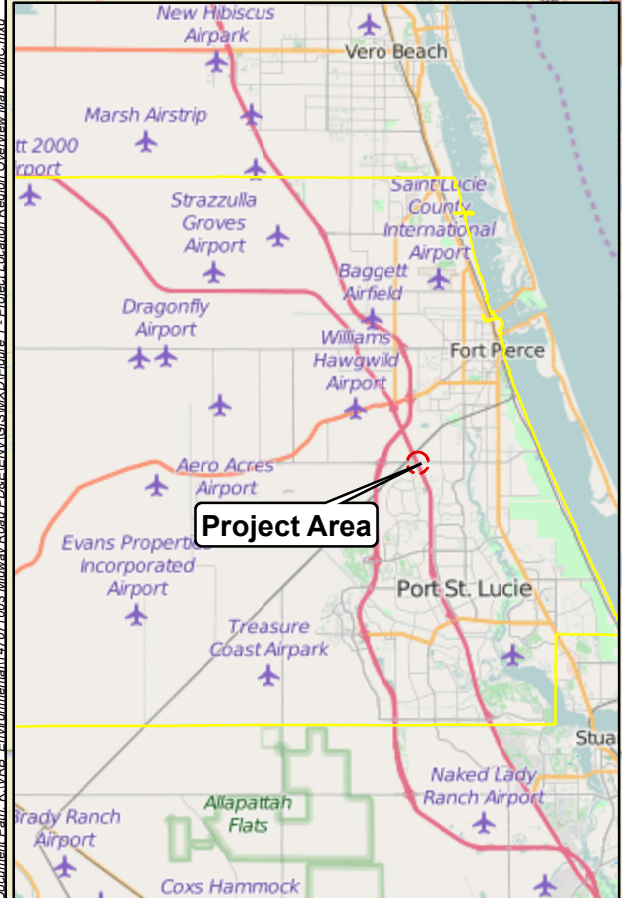
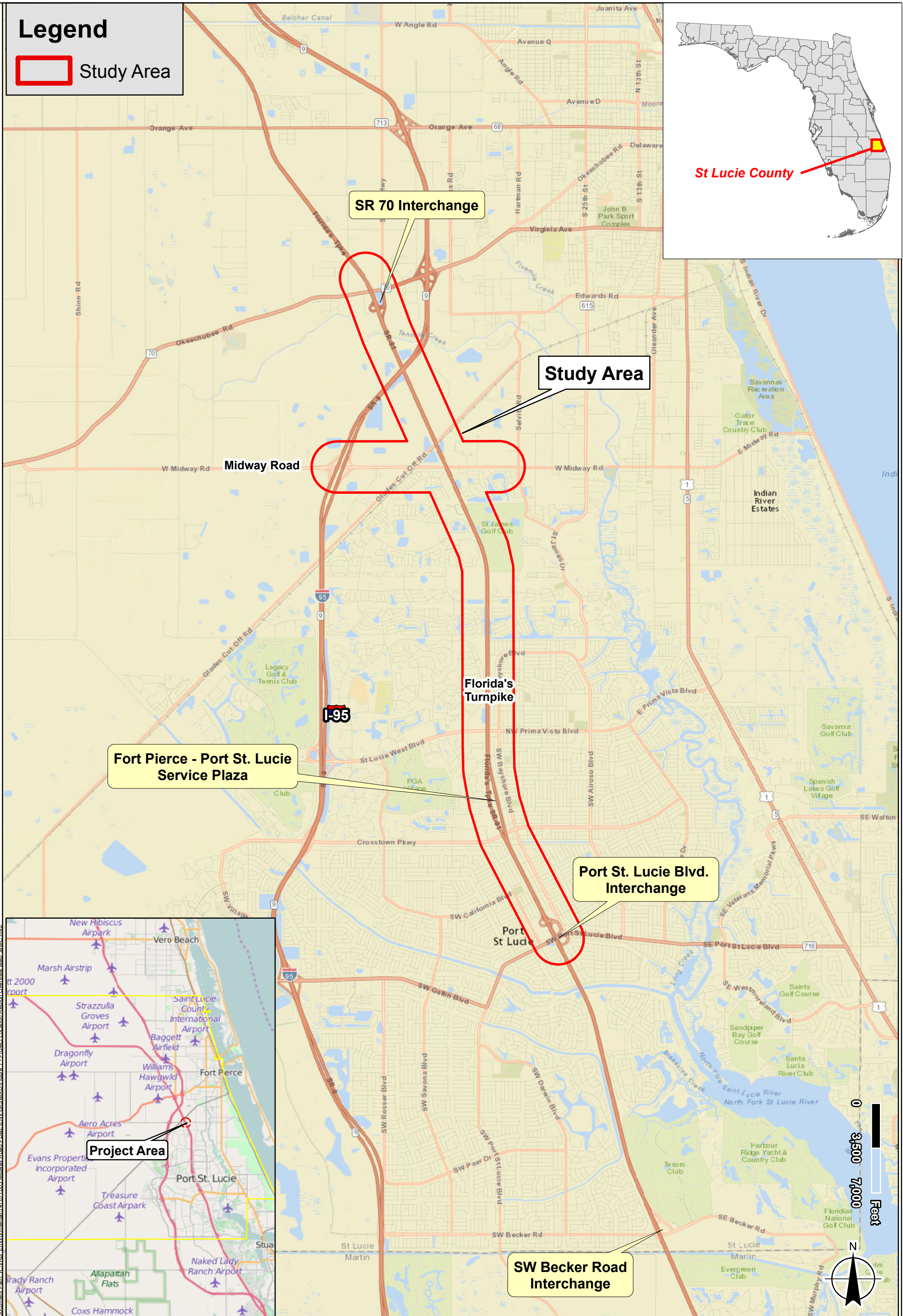
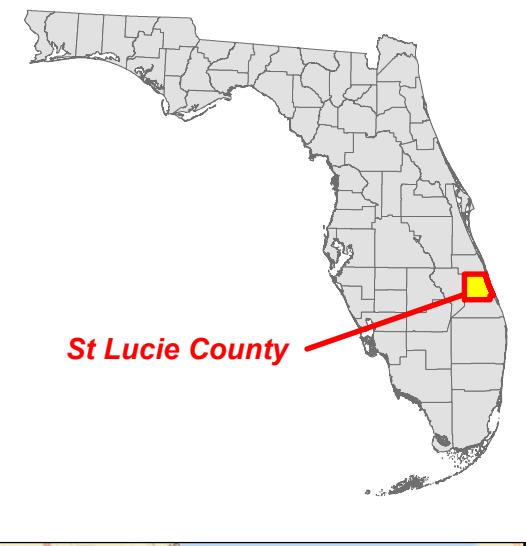
Withdrawn - Provinces and Orchard Park

Currently residents in the areas surrounding Midway Road do not have direct access to Florida's Turnpike, instead needing to travel north to SR 70/Okeechobee Road or south to SR 716/Port St. Lucie Boulevard for direct access. As the population continues to increase the local roadway network will see a corresponding increase in traffic by drivers navigating to the direct Turnpike access connections to the north and south. A new Turnpike interchange at Midway Road will direct traffic to Midway Road, which is planned to be widened as part of the PD&E, and alleviate demand on north-south corridors parallel to the Turnpike.

St. Lucie County engineering and the St. Lucie County Transportation Planning Organization (TPO) have expressed a desire for an additional interchange at Midway Road (CR 712). The Go2040 St. Lucie TPO Long Range Transportation Plan lists the Florida's Turnpike at Midway Road interchange (Project Number 550) as "interchange needed". Additionally, the City of Port St. Lucie engineering department has indicated they would be in favor of an interchange at Midway Road as it would better serve their residents at the north end of the city.

Legend

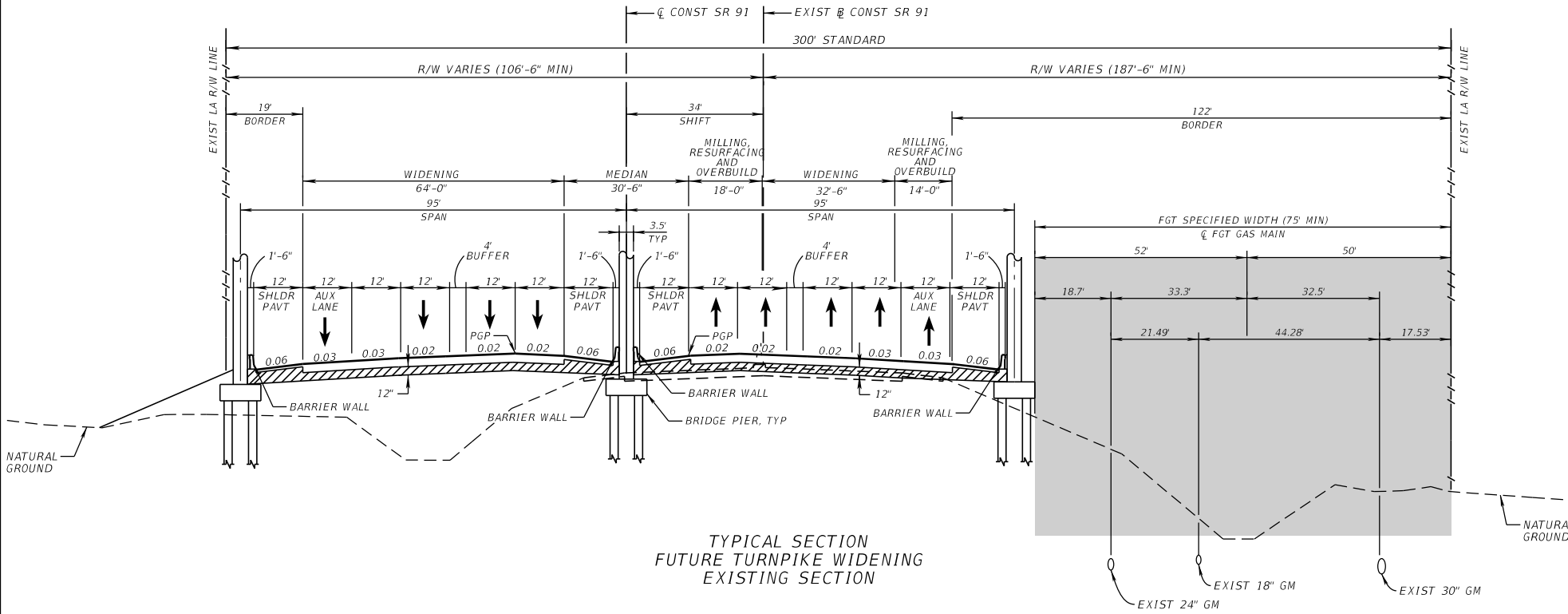
 Study Area



Source: Data courtesy of ESRI.

Project Location Map
Interchange Concept Report - Midway Road (CR 712)
and Florida's Turnpike (SR 91)
St. Lucie County, Florida
Financial Project ID: 231440-3-22-01; ETDM Number: 14177





TYPICAL SECTION
 FUTURE TURNPIKE WIDENING
 EXISTING SECTION

DESIGN SPEED 70 MPH

MIDWAY RD. CR 712 FROM GLADES CUT OFF ROAD
 TO SELVITZ ROAD, ST. LUCIE COUNTY

Kimley-Horn and Associates, Inc.
 Certificate of Authorization No. 696
 Kenneth W. Jackson, P.E.
 P.E. License No. 50602
 1920 Wekiva Way, Suite 200
 West Palm Beach, Florida 33411

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 91	ST. LUCIE	231440-3-22-01

TYPICAL SECTION

FIGURE
2

3.0 EXISTING CONDITIONS

3.1 EXISTING TRANSPORTATION SYSTEM

The study area is located within unincorporated St. Lucie County. Within the study area, Florida's Turnpike is a four-lane limited access tolled facility which runs in the north-south direction. An interchange is not currently provided at Midway Road which is approximately located at Mile Post (MP) 150. The closest interchange to the north is SR 70/Okeechobee Road (Fort Pierce) at MP 152 and the closest interchange to the south is Port St. Lucie Boulevard (Port St. Lucie) at MP 142. The posted speed limit is 70 miles per hour (mph).

In the vicinity of the Turnpike, Midway Road is a two (2)-lane undivided roadway that runs east-west. The existing typical section includes one (1) 11-foot westbound lane and one (1) 11-foot eastbound lane. The posted speed limit within the study area is 45 mph. Although there is not currently an interchange for the Turnpike, there is an interchange for I-95 approximately 1.5 miles to the west of the Midway Road bridge over the Turnpike.

3.2 EXISTING TRAFFIC AND RECENT GROWTH TRENDS

3.2.1 TRAFFIC

Florida's Turnpike

Historical Annual Average Daily Traffic (AADT) data for the Turnpike Mainline and Ramps at SR 70 and Port St. Lucie Boulevard was obtained from Florida's Turnpike Enterprise for 2010 (historical) and 2014 and 2015 (planning level projections). The data was then utilized to calculate a growth rate. The growth rate was calculated using the "Traffic Trends Analysis Tool" spreadsheet. A linear trendline was fit to the data. Results are summarized in **Table 1**. The AADTs information obtained from Florida's Turnpike for 2010, 2014, and 2015 is provided in *Appendix A*.

Mile Post - Description	2010	2014	2015	Historical Growth Rate
Turnpike North of SR 70	26,400	28,800	30,800	3.1%
SR 70 NB On-Ramp and SB Off-Ramp	5,000	5,100	5,400	1.2%
SR 70 SB On-Ramp and NB Off-Ramp	10,900	11,400	12,100	1.9%
Turnpike from SR 70 to Port St. Lucie Blvd.	32,300	35,100	37,500	2.9%
Port St. Lucie Blvd. NB On-Ramp and SB Off-Ramp	3,300	3,100	3,300	-0.6%
Port St. Lucie Blvd SB On-Ramp and NB Off-Ramp	9,300	8,700	9,300	-0.4%
Turnpike south of Port St. Lucie Blvd.	38,300	40,700	43,500	2.4%

Midway Road

Historical AADT data was also collected for Midway Road for the most recent five (5) years for which data was available as well as 2015 count data collected for the Midway Road PD&E study. The count data for year 2010 to 2014 was collected at site location 94-8538: Midway Road from Glades Road to Florida’s Turnpike. The 2015 count data collected for the Midway Road PD&E Study included 72-hour count data collected from February 10, 2015, through February 12, 2015, for Midway Road from NW East Torino Parkway to Selvitz Road. The corresponding seasonal factor for the second week of February was 0.92 and the corresponding weekly axle correction factor was 0.78. The calculated AADTs (ADT x season factor x axle factor) were lower than the previous years of historical data; therefore, to provide a conservative analysis the 2014 AADT was used as a minimum threshold. Although the historical data showed that the count station at Midway Road west of Selvitz Road had a higher AADT than the station east of NW East Torino Parkway, the 2015 traffic counts revealed that the segment east of NW East Torino Parkway had a higher ADT than the segment west of Selvitz Road. Therefore, the 2014 AADT for the segment west of Selvitz Road was utilized for both segments with a minimal increase of 100 vehicles. The historical growth rate was calculated using the “Traffic Trends Analysis Tool” spreadsheet. A linear trendline was fit to the data and revealed a 6.8 percent (6.8%) growth rate east of NW East Torino Parkway and 4.7 percent (4.7%) west of Selvitz Road. The peak season factor category report, weekly axle factor category report, and historical trendline growth analysis worksheets are included in *Appendix B*. Results are summarized in *Table 2*.

Table 2: Midway Road Historical Traffic and Growth Rate								
Mile Post - Description	FDOT Station No.	2010	2011	2012	2013	2014	2015	Historical Growth Rate
Midway Road east of NW East Torino Parkway	94-8538	13,000	13,000	16,200	15,700	15,900	17,500	6.8%
Midway Road west of Selvitz Road	94-7028	14,500	15,200	15,000	17,400	17,400	17,500	4.7%

3.2.2 POPULATION

According to the United States Census Bureau the population of St. Lucie County as of 2013 was 286,832 and is estimated to increase by 4.1% from April 2010 to July 2015. About 24% of the population is under the age of 18.

3.3 EXISTING LAND USE

Existing land use in the area of the proposed Midway Road Interchange generally consist of industrial, institutional and medium to high density residential. The following specific developments occur in the area: CEMEX cement plant (NW quadrant), Packers of Indian River and All Scape Supply (NE quadrant), undeveloped lots in the Midway Commerce Center business park (SE quadrant) and City owned open space (Tract 26 and City of Port St. Lucie Tract west of the Turnpike) and single-family residential (SW quadrant).

West of Glades Cut Off Road is the Tropicana fruit packing facility. Approximately 0.5 mile and 1 mile north on Glades Cut Off Road is the County Solid Waste Facility and the Wal-Mart Distribution Center, respectively. Due to the industrial uses, heavy vehicle/truck traffic is high in this area.

3.4 EXISTING UTILITIES

There are existing overhead utilities that run east-west along both sides of Midway Road; however, the utilities do not cross over the Turnpike. Additional utility information along Midway Road will be provided upon receipt. Additionally, a Florida Gas transmission (FGT) line exists along the east side of the Turnpike, within the Turnpike R/W. A 2013 Agreement between FDOT and Florida Gas describes the easement utilized for the FGT. A description of the Agreement is provided below:

FDOT / Florida Gas Transmission 2013 Agreement

In general, the Global Settlement Agreement 2013 between FDOT and FGT provides a Specified Width in the existing Turnpike R/W in the area of FGT's Turnpike Easement Facilities. The Specified Width is further defined for three (3) pipelines as a seventy-five (75) foot (within Turnpike R/W only) of unencumbered and free of obstructions area, measured from centerline-to-centerline between the two (2) outer pipelines. Further, for pipelines at those locations of the three (3) pipelines where the width between the centerline of the two outermost pipelines is greater than forty-five (45) feet, such pipelines shall constitute a single pipeline. For a single pipeline, the specified width is defined as fifteen (15) feet unencumbered and free of obstructions measured from both outer edges of a single pipeline or lateral the size of nine (9) inches internal diameter or greater, plus an additional twenty-five (25) feet of temporary workspace on one (1) side of the fifteen (15) feet, which shall be free of MSE walls, barrier walls, sound walls, bridge piers, box culverts, and standing bodies of water. Any other structure or facility, including, but not limited to, pavement, guard rails, signs, and drainage structures that are not box culverts, may be located in the additional temporary workspace ("TWS Removable Structures").

The agreement states in general:

1. Existing encroachments may remain unless altered or changed.
2. Any new improvements inside the FGT Specified Width are subjected to FGT Review.
3. Triggering event – possible local or project-wide relocation of the gas pipeline(s).
4. FDOT and FGT each responsible for 50% of relocation costs and R/W acquisition costs – if necessary.

4.0 FUTURE CONDITIONS

4.1 ADOPTED FUTURE TRANSPORTATION PLANS AND PROGRAMS

The Florida's Turnpike Five Year Work program was reviewed to determine if there were any planned or programmed improvements within the study corridor. There are no capacity improvements included within the work program; however there are three (3) non-capacity improvements:

- FPID 435410-1: Paint Bridges in St. Lucie County (940050 at MP 150.5) (940072 at MP 152)
- FPID 431737-1: All Electronic Tolling (AET) Phase 8, Ticket System (Mile Point 88-236)

- FPID 437986-1 and 437986-2: Resurface and Canal Protection from Mile Point 138.13 – 153.23 (St. Lucie County)

There is one (1) project that is currently in procurement at Florida's Turnpike to evaluate capacity improvements and interchange improvements/new interchanges:

- FPID 423374-1: PD&E Widen Florida's Turnpike (SR 91) from Jupiter (Indiantown Road) to Okeechobee Road (SR 70) (MP 116 to 152) in Palm Beach, Martin, and St. Lucie Counties

The FDOT Five Year Work Program was also reviewed for any planned or programmed improvements within the study corridor. There are no capacity improvements included within the Work Program; however, there is one (1) non-capacity improvement:

- FPID 436646-1: Bridge Rehabilitation for SR 9/Interstate 95 over Gatlin Boulevard and SR 9/Interstate 95 over CR 712/Midway Road

The St. Lucie Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) and St. Lucie County Engineering Projects were reviewed to determine if there were any planned or programmed improvements within the study corridor. The St. Lucie TPO TIP lists a PD&E for adding two (2) lanes to Midway Road from Glades Cut-Off Road to Selvitz Road (Project Number 2314403) as a Priority Project.

The Go2040 St. Lucie TPO Long Range Transportation Plan was also reviewed. The following projects are included in the final roadway needs plan:

- Florida's Turnpike at Midway Road (Project Number 550) – add interchange – total cost \$39 million
- Midway Road from Glades Cut-off Road to Selvitz Road (Project 413) – add two (2) lanes, bike lanes, and sidewalks – total cost \$16.1 million
- Jenkins Road from Midway Road to St. Lucie Boulevard (Project 450) – new four (4) lanes, bike lanes, and sidewalks – total cost \$120.1 million
- East Torino Parkway from Cashmere Boulevard to Midway Road (Project 406) – add two (2) lanes, bike lanes, and sidewalks – \$31.7 million

Go2040 Cost Feasible Plan Roadways improvements were also reviewed from the St. Lucie TPO Long Range Transportation Plan. One (1) project on Midway Road, from Glades Cut-off Road to Selvitz Road, is planned during year 2026-2030. Two (2) lanes, bikes lanes, and sidewalks are needed. The project is anticipated to cost \$24.05 million. It should be noted that the \$24.05 million cost does not match the \$16.1 million cost listed in the Go2040 St. Lucie TPO Long Range Transportation Plan.

Project summary sheets for the listed projects are provided in *Appendix C*.

4.2 FUTURE LAND USE

Future land use in the area of the Midway Road interchange is consistent with existing land use as the area is almost built out. Per the St. Lucie County Future Land Use Map, the area along the north side of Midway Road in the immediate vicinity of the potential interchange are Industrial (IND). Other adjacent uses include Mixed Use (MXD) to the north and east and Public Facilities (P/F), Commercial (COM), and

Residential Suburban (RS) to the east. Per the City of Port St. Lucie Future Land Use Map the areas along the south side of Midway Road in the immediate vicinity of the potential interchange are Residential (RL)(RGC), Institutional (I), Commercial Service (CS), Commercial Limited (CG), Utility (U), Recreation Open Space, and Preservation. In addition, LTC Ranch DRI is located west of I-95 and Glades Cut Off Road, south of Midway Road.

5.0 ENVIRONMENTAL MANAGEMENT CONSIDERATIONS

5.1 ENVIRONMENTAL ASSESSMENT

5.1.1 WETLANDS

Based on field reviews conducted for the project, there are linear wetlands along the Turnpike at the NW, SW and SE quadrants of the Midway Road Interchange and surface water detention ponds at the NE quadrant. Canal 103 is an east-west oriented canal that extends along the south side of Midway Road through the proposed interchange area. There are no natural wetlands in this area.

5.1.2 CONTAMINATION

Based on the Contamination Screening Evaluation Report prepared for the Midway Road PD&E Study, there are no potential contamination sites that could be considered medium or high risk in the proposed interchange area. The CEMEX and All Scape Supply (formerly FECPC Cast Crete /Prestige Gunite) facilities are listed as low risk.

5.1.3 FEDERAL AND STATE-LISTED SPECIES

As part of the Midway Road PD&E Study exiting databases information on the potential occurrence of federal and state listed species within the project corridor was qualitatively assessed based on a review of available literature, database review, and based on site reconnaissance that was conducted along the corridor on July 2, 2015, July 15, 2015 and March 2016. Literature reviews were conducted and data was collected from numerous regulatory agencies including the United States Fish and Wildlife Service (USFWS), United States Department of Agriculture - Natural Resources Conservation Service (NRCS), Florida Department of Agriculture and Consumer Services (FDA), Florida Fish and Wildlife Conservation Commission (FWC), Florida Fish and Wildlife Research Institute (FWRI), FWC's Eagle Nest Locator Database (<https://public.myfwc.com/FWRI/EagleNests/nestlocator.aspx>, accessed 03/04/2015), and FWC's Waterbird Colony Locator (<http://atoll.floridamarine.org/WaterBirds/>, accessed 10/02/2015). Additionally, Geographic Information Systems data were obtained from the above agencies as well as the Florida Natural Areas Inventory (FNAI) and Florida Geographic Data Library (FGDL).

Based on literature and GIS data reviews, the project corridor is located within the Core Foraging Areas of three active wood stork nesting colonies (*Sewal Point MC2-Bird Island, Cypress Creek Bluefield Road, North Fork St. Lucie River*) and the USFWS designated Consultation Areas for the Audubon's Crested Caracara, Red-cockaded woodpecker, Florida scrub jay, Everglade snail kite, and Florida grasshopper sparrow.. The project study area is not located within the USFWS Critical Habitat for any species.

Table 3 lists the potential state and federally listed species that could potentially occur within the project area.

Table 3 – Potential State and Federally Listed Fauna and Flora				
Scientific Name	Common Name	Federal Status	State Status	Likelihood of Occurrence
Mammals				
<i>Sciurus niger shermani</i>	Sherman's Fox Squirrel	N	SSC	Low
Birds				
<i>Polyborus plancus audubonii</i>	Audubon's Crested Caracara	T	T	Moderate
<i>Mycteria americana</i>	Wood Stork	E	E	Moderate
<i>Haliaeetus leucocephalus</i>	Bald Eagle	N	N	Moderate
<i>Aphelocoma coerulescens</i>	Florida Scrub Jay	T	T	Low
<i>Eudocimus albus</i>	White ibis	NL	SSC	Moderate
<i>Egretta tricolor</i>	Tricolored heron	NL	SSC	Moderate
<i>Egretta thula</i>	Snowy egret	NL	SSC	Moderate
Reptiles				
<i>Drymarchon couperi</i>	Eastern Indigo Snake	T	T	Moderate
<i>Gopherus polyphemus</i>	Gopher Tortoise	C	T	High
<i>Pituophis melanoleucus mugitus</i>	Florida Pine Snake	L	SSC	Low
Plants				
<i>Coelorachis tuberculosa</i>	Piedmont Jointgrass	N	T	Low
<i>Conradina grandiflora</i>	Large-flowered Rosemary	N	T	Low
<i>Glandularia maritima</i>	Coastal Vervain	N	E	Low
<i>Lechea cernua</i>	Nodding Pinweed	N	T	Low
<i>Linum carteri var. smallii</i>	Small's Flax	N	E	Low
<i>Nemastylis floridana</i>	Celestial Lily	N	E	Low
<i>Polygala smallii</i>	Tiny Polygala	E	E	Low
<i>Pteroglossaspis ecristata</i>	Giant Orchid	N	T	Low
E = Endangered T = Threatened T(S/A) = Listed Threatened due to similarity of appearance SSC = Species of Special Concern				
¹ The American Bald Eagle is no longer listed, but is protected under the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and FWC's bald eagle rule (F.A.C. 68A-16.002).				

There are no known federal or state-listed species documented in the proposed Midway Road Interchange. Based on field evaluations, there is habitat for gopher tortoises in the undeveloped uplands. Wood storks and state listed wading bird species could utilize the ponds, canals and linear wetlands along the Turnpike for foraging but nesting habitat is not available. There is one known Bald Eagle nest (SL 006) approximately 1.9 miles north of the interchange study area. Based on the USFWS *National Bald Eagle*

Management Guidelines and the FWC *Bald Eagle Management Plan*, construction activities proposed at least 660 feet from an eagle nest do not require an Eagle Permit from the FWC/USFWS. Based on these guidelines, and the nest location as reported by FWC, the proposed interchange would not affect the bald eagle.

5.1.4 SOCIO-CULTURAL RESOURCES

There are no religious institutions, schools, parks or recreation areas, medical facilities, cemeteries, or other community facilities (fire stations, police stations, libraries, community centers etc.) in the proposed interchange area.

Based on a review of the Cultural Resources Assessment Survey (CRAS) prepared for the Midway Road PD&E and the pond screening memorandum, there are three previously recorded historic resources and 1 historic bridge within the interchange study area – Midway Road (8SL1657), Florida’s Turnpike (8SL1789), Canal 103 (8SL1809) and FDOT Bridge No. 940050 (SL3282). Each of these resources have been evaluated and determined ineligible for listing on the National Register of Historic Places (NRHP). A concurrence on the CRAS findings from the State Historic Preservation Officer (SHPO) is pending. Archaeological evaluations have not been completed for the interchange study area.

5.1.5 RIGHT-OF-WAY AND RELOCATIONS

As described in Section 7 below, multiple concepts were evaluated and two were considered potentially viable and carried forward for more detailed analysis – Concept 1 – Diamond Interchange and Concept 2 – Split Partial Cloverleaf Interchange. Concept 1 would require approximately 20.75 acres of R/W in all four quadrants of the intersection. Concept 2 would require approximately 36.45 acres of R/W in the NW, SW and SE quadrants.

Concept 1 would impact a portion of the building and the parking for the Packers of Indian River (NE quadrant), a portion of CEMEX property, but would not impact the building infrastructure (NW quadrant), tract 26 in the Winterlakes Subdivision and the City of Port St. Lucie Tract adjoining Tract 26 (SW quadrant), and two parcels within the Midway Commerce Center (SE quadrant). The City of Port St. Lucie indicated that the City of Port St. Lucie Tract is proposed for future recreation. According to the St. Lucie County property appraiser, the parcels in the Midway Commerce Center are individually owned.

Concept 2 would require relocation of the CEMEX property (NW quadrant). In addition, this interchange concept would impact the City of Port St. Lucie Tract (SW quadrant) and three undeveloped parcels in the Midway Commerce Center (SE quadrant) as well as requiring relocation of the road and cul-de-sac within the Commerce Center.

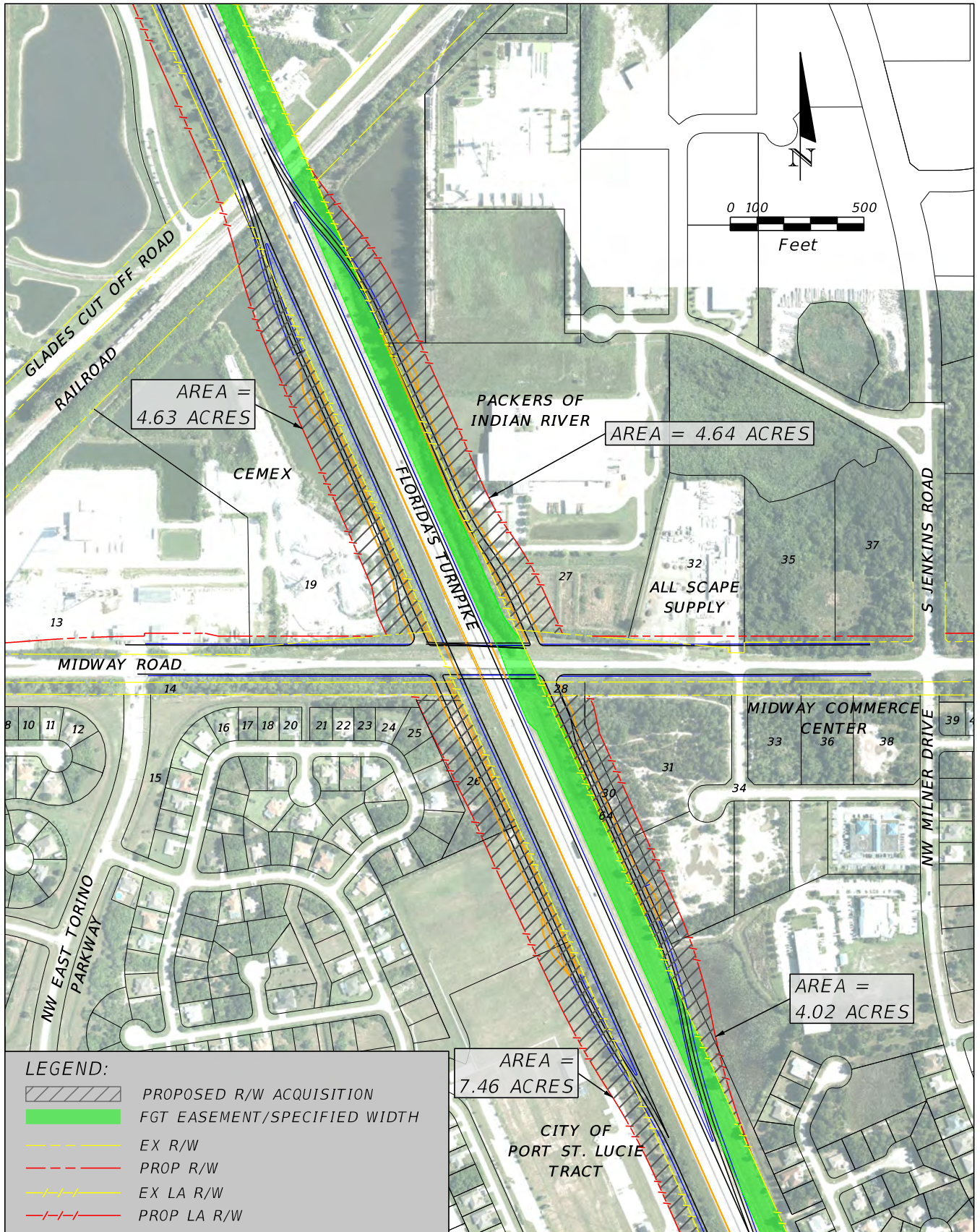
Figure 3 and *Figure 4* show the R/W required for Concepts 1 and 2, respectively.

5.2 ENVIRONMENTAL PERMITS

It is anticipated that the following permits would be required for the interchange:

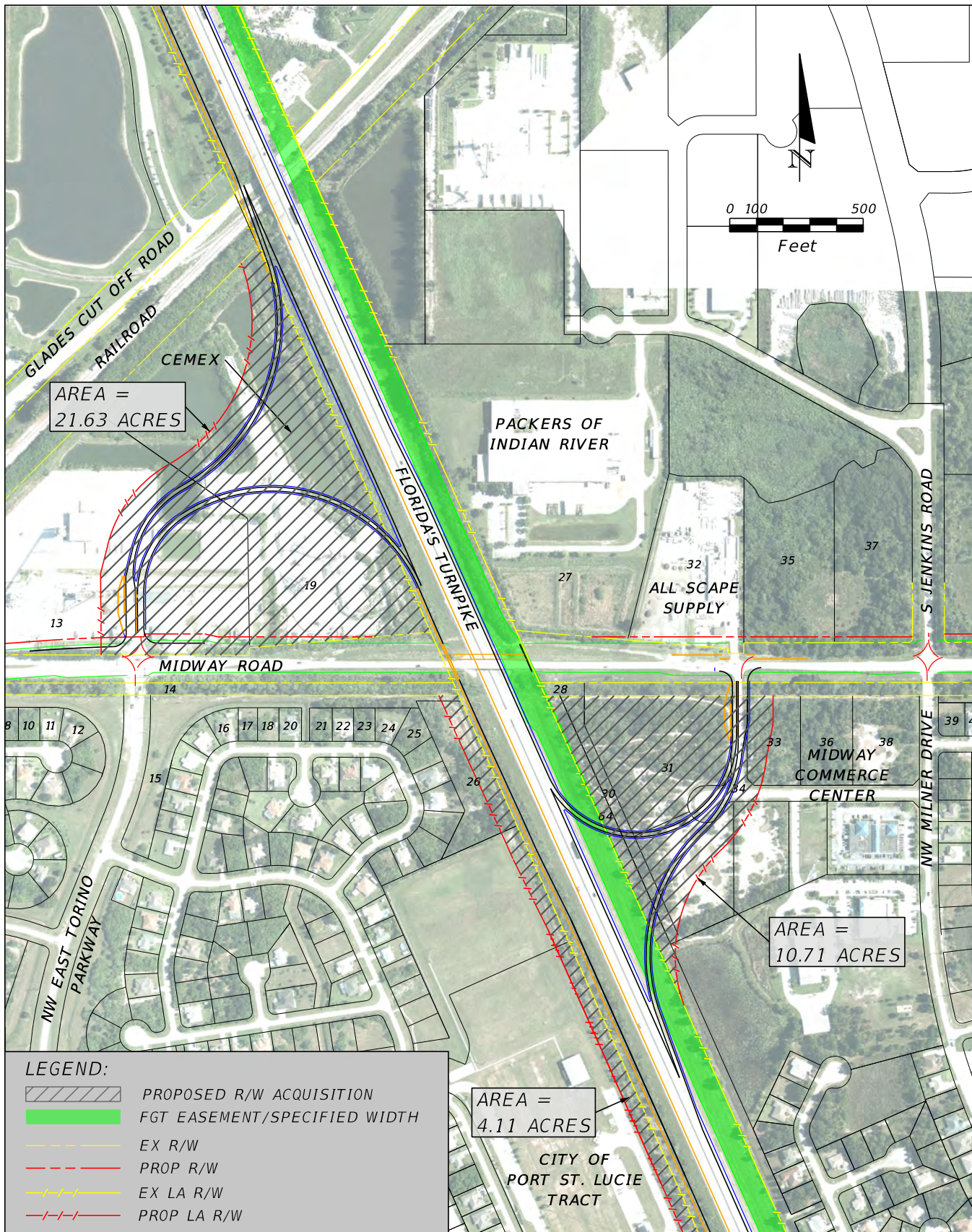
- South Florida Water Management District Environmental Resource Permit for the Stormwater Management System and impacts to surface waters.

- US Army Corps of Engineers Section 404 Dredge and Fill Permit for impacts to Waters of the US (ditches)
- Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) for construction.
- Florida Fish and Wildlife Conservation Commission (FWC) Gopher Tortoise Relocation permit if gopher tortoises are located within the interchange footprint or within less than 25 feet.



INTERCHANGE CONCEPTUAL DESIGN
 CONCEPT 1
 RIGHT-OF-WAY ACQUISITION

FIGURE
 3



AREA =
21.63 ACRES




PACKERS OF
INDIAN RIVER

ALL SCAPE
SUPPLY

AREA =
10.71 ACRES

AREA =
4.11 ACRES

LEGEND:

-  PROPOSED R/W ACQUISITION
-  FGT EASEMENT/SPECIFIED WIDTH
-  EX R/W
-  PROP R/W
-  EX LA R/W
-  PROP LA R/W

INTERCHANGE CONCEPTUAL DESIGN
CONCEPT 2
RIGHT-OF-WAY ACQUISITION

FIGURE
4

6.0 TRAFFIC CONSIDERATIONS

6.1 TRANSPORTATION NEED

A new Turnpike interchange at Midway Road is anticipated to serve the population that currently lives along the 10-mile stretch of the Turnpike between Port St. Lucie Boulevard and SR 70. In particular there are residential developments to the south Midway Road that do not have convenient access to the Turnpike and must either utilize the local roadway network to access SR 70 to the north or Port St. Lucie Boulevard to the south in order to access the Turnpike. St. Lucie County has discussed the possible extension of Jenkins Road from Midway Road to SR 70. This will create a parallel corridor to the Turnpike in the study area. Therefore, two Midway Road interchange scenarios were considered: (1) Without the extension of Jenkins Road; and (2) With the extension of Jenkins Road.

6.2 FUTURE TRAFFIC

The 2040 Treasure Coast Regional Planning Model, Version 4 (TCRPM4) was used to determine anticipated traffic that would utilize the new Midway Road interchange. TCRPM4 was used to estimate growth rates for traffic segments. The TCRPM growth rates were calculated by interpolating the 2010 TCRPM and 2040 TCRPM volumes to 2014/2015. The TCRPM interpolated 2014/2015 volumes were then validated against the existing counts in the project area. Adjustments to the 2014/2015 TCRPM volumes were applied as necessary to bring the model data in-line with existing counts. The 2014/2015 adjustments were considered a baseline for future year analyses and were therefore also applied to the 2040 TCRPM volumes for the No-Build, Scenario 1: Without Jenkins Road, and Scenario 2: With Jenkins Road scenarios. Adjustments to the Midway Road Turnpike interchange ramp volumes were not necessary as all trips associated with the interchange are considered “new” and did not have to be validated to existing data. The TCRPM results are included in *Appendix D*. As shown in *Figure 5*, the model projects that a new Midway Road interchange will accommodate approximately 16,000 vehicles per day in 2040 for both scenarios, although the split of traffic to/from the north and south differs by scenario. *Figure 6, Figure 7, and Figure 8* graphically depict the 2040 No-Build, Scenario 1, and Scenario 2 AADTs, respectively, for Midway Road from west of Interstate 95 to east of Selvitz Road.

6.3 DESIGN TRAFFIC DEVELOPMENT

The AADTs developed from TCRPM4 were then utilized to develop hourly design traffic. The K-Factor, D-Factor, and T-Factor for the Turnpike interchanges were obtained from FDOT Count Station 97-1964: SR-91 M/L, Between MP 152 and Ten Mile Creek Bridge (see *Appendix E*). The factors obtained from the counts station are K-Factor = 10.5, D-Factor = 55.4%, and T-Factor = 12.3 (daily). Per FDOT’s Project Traffic Forecasting Handbook, for the design hour the daily T-Factor should be divided by 2 resulting in an hourly T-Factor of 6.2%. The K-Factor, D-Factor, and T-Factor for the I-95 interchange was obtained from FDOT Count Station 94-1904: SR 9/I-95 – North of St. Lucie Boulevard (see *Appendix E*). The factors obtained from the counts station are K-Factor = 9.0, D-Factor = 62.5%, and T-Factor = 9.2 (daily). Per FDOT’s Project Traffic Forecasting Handbook, for the design hour the daily T-Factor should be divided by 2 resulting in an hourly T-Factor of 4.6%. *Figure 9* depicts the design hour traffic for the Turnpike

Interchange. *Figure 10* and *Figure 11* depict the 2040 hourly ramp volumes on Midway Road at the Turnpike. *Figure 12* and *Figure 13* depict the 2040 hourly ramp volumes in Fort Pierce at the Turnpike. *Figure 14* and *Figure 15* depict the 2040 hourly ramp volumes in St. Lucie at the Turnpike. *Figure 16* and *Figure 17* depict the 2040 hourly ramp volumes on Midway Road at I-95.

Figure 5: 2040 AADTs – Turnpike Interchange








Milepost	Description		2040 No-Build	Scenario 1 w/o Jenkins	Scenario 2 w/ Jenkins
184	184 - Fort Drum Service Area		51,100	51,100	51,100
152	152 - Fort Pierce (SR 70)		13,400 18,700	12,800 20,500	13,400 18,700
151	151 - from SR 70 to Midway Road		56,500	58,800	56,500
150	150 - Midway Road		0 0	6,800 9,100	5,600 10,000
144	144 - Ft. Pierce/Port St. Lucie Service Area		56,500	61,100	60,900
142	142 - Port St. Lucie (Port St. Lucie Boulevard)		5,800 12,800	8,100 11,500	8,200 11,600
136	136 - South of Becker Road		69,700	69,700	69,700

Figure 6: 2040 AADTs – Midway Road and Interstate 95 – No-Build

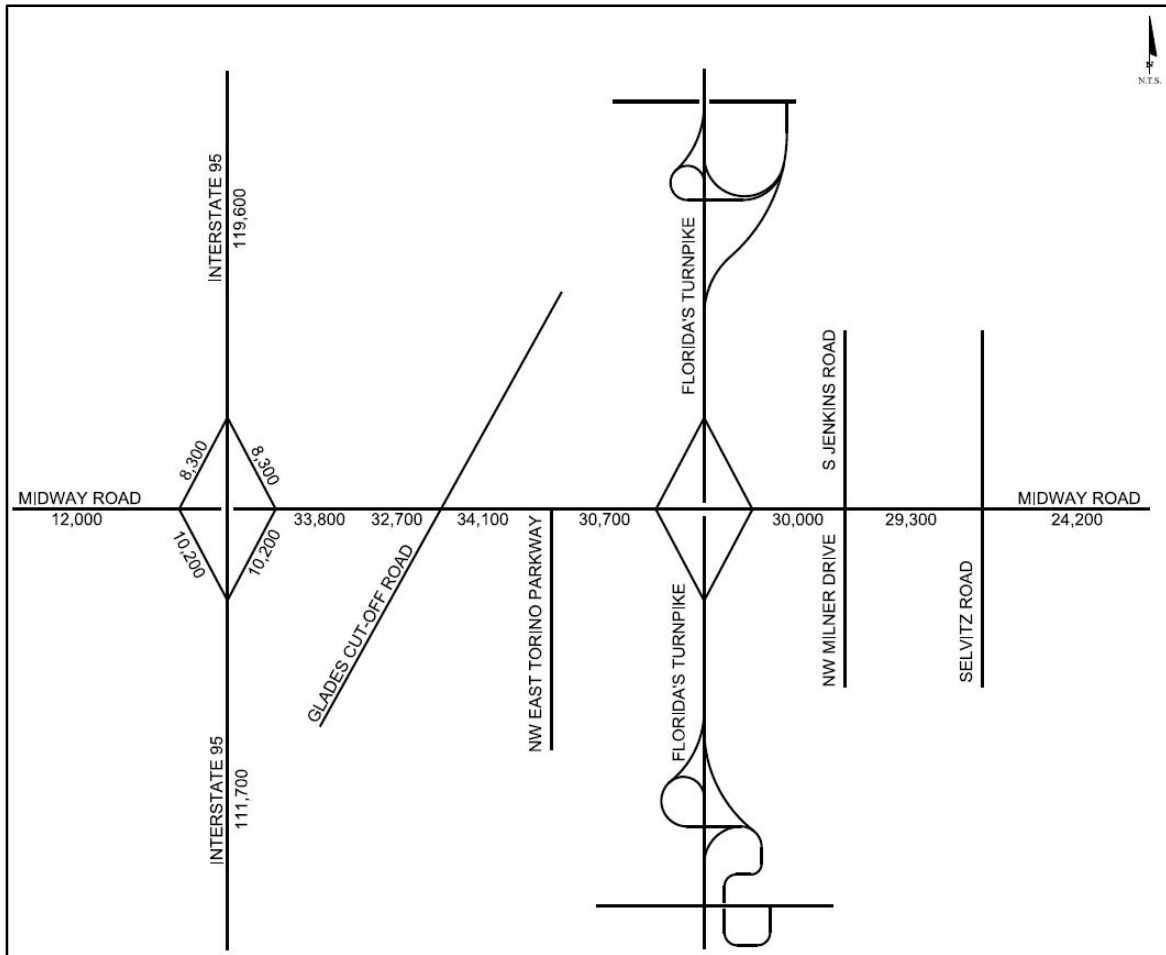


Figure 7: 2040 AADTs – Midway Road and Interstate 95 – Scenario 1

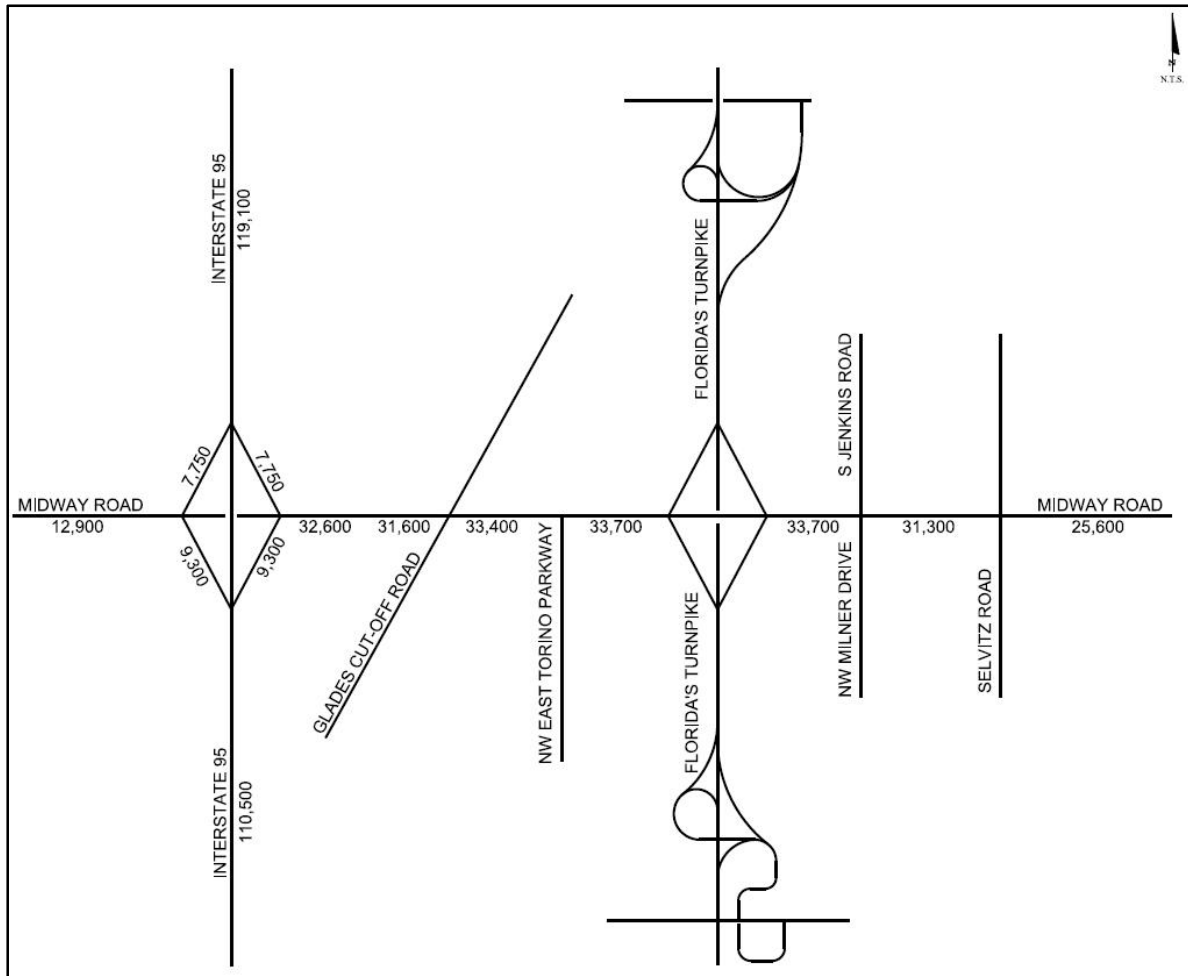


Figure 8: 2040 AADTs – Midway Road and Interstate 95 – Scenario 2

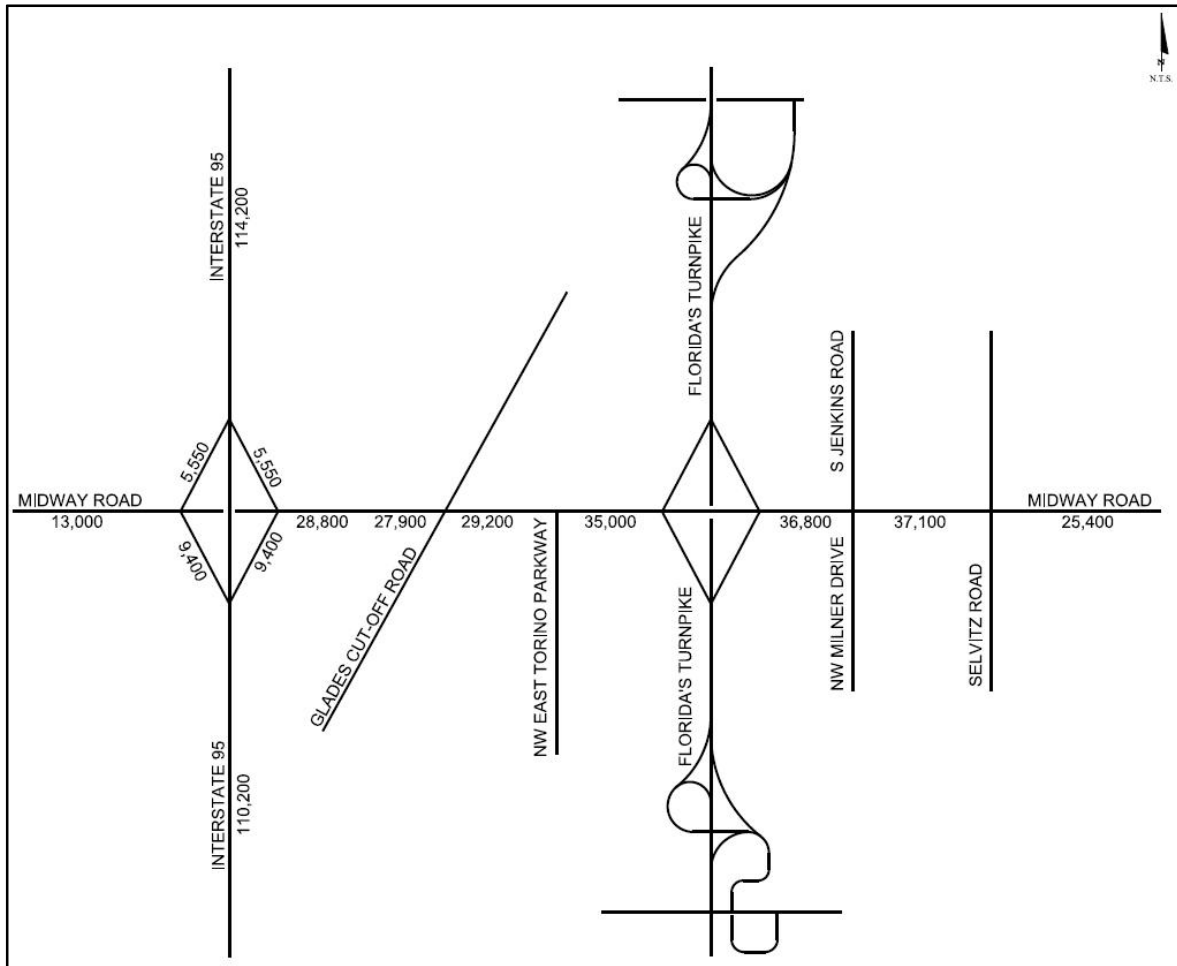


Figure 9: 2040 Design Hour Traffic – Turnpike Interchange








Milepost	Description		2040 No-Build	Scenario 1 w/o Jenkins	Scenario 2 w/ Jenkins
184	184 - Fort Drum Service Area		5,370	5,370	5,370
152	152 - Fort Pierce (SR 70)		1,410 1,960	1,340 2,150	1,410 1,960
151	151 - from SR 70 to Midway Road		5,930	6,170	5,930
150	150 - Midway Road		0 0	710 960	590 1,050
144	144 - Ft. Pierce/Port St. Lucie Service Area		5,930	6,420	6,390
142	142 - Port St. Lucie (Port St. Lucie Boulevard)		610 1,340	850 1,210	860 1,220
136	136 - South of Becker Road		7,320	7,320	7,320

Figure 10: 2040 Hourly Ramp Volumes – Midway Road at Turnpike – Scenario 1

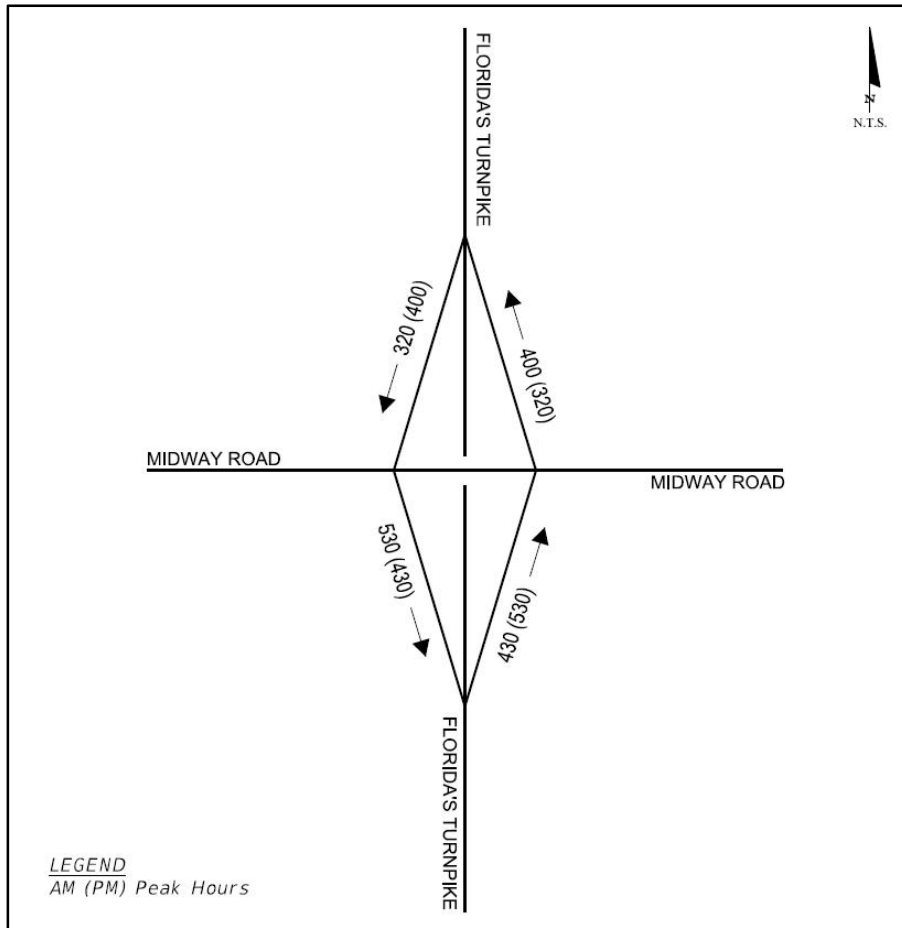


Figure 11: 2040 Hourly Ramp Volumes – Midway Road at Turnpike – Scenario 2

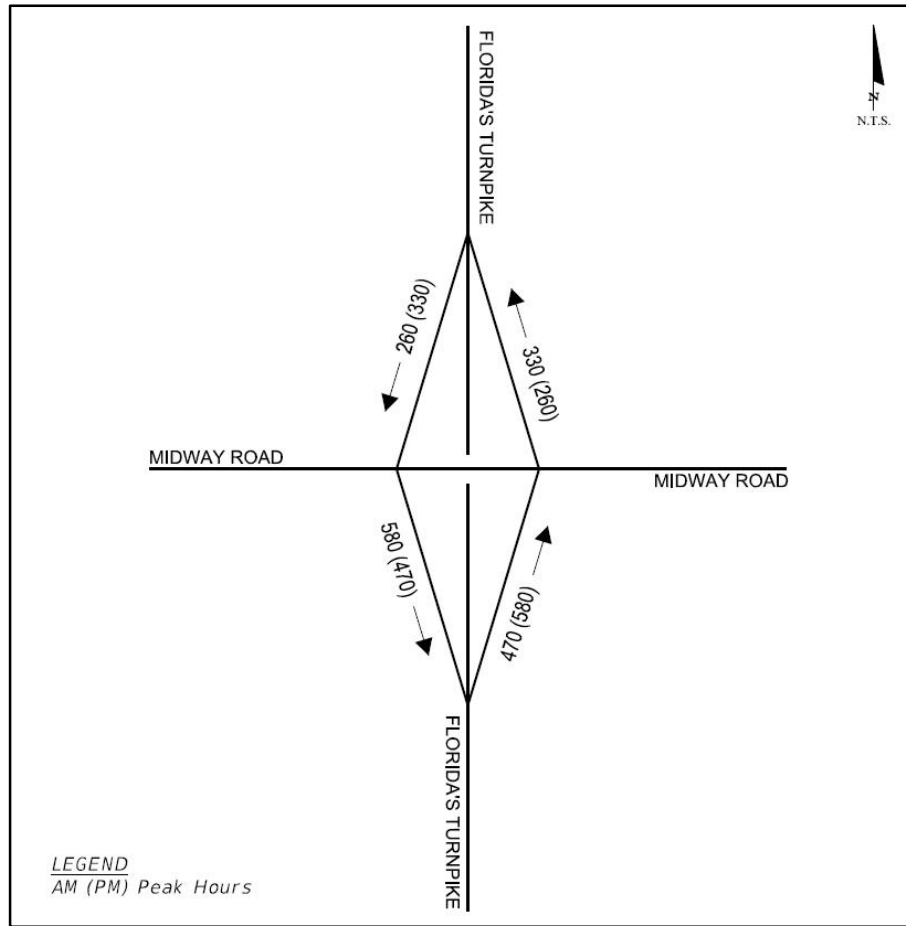


Figure 12: 2040 Hourly Ramp Volumes – Fort Pierce at Turnpike – Scenario 1

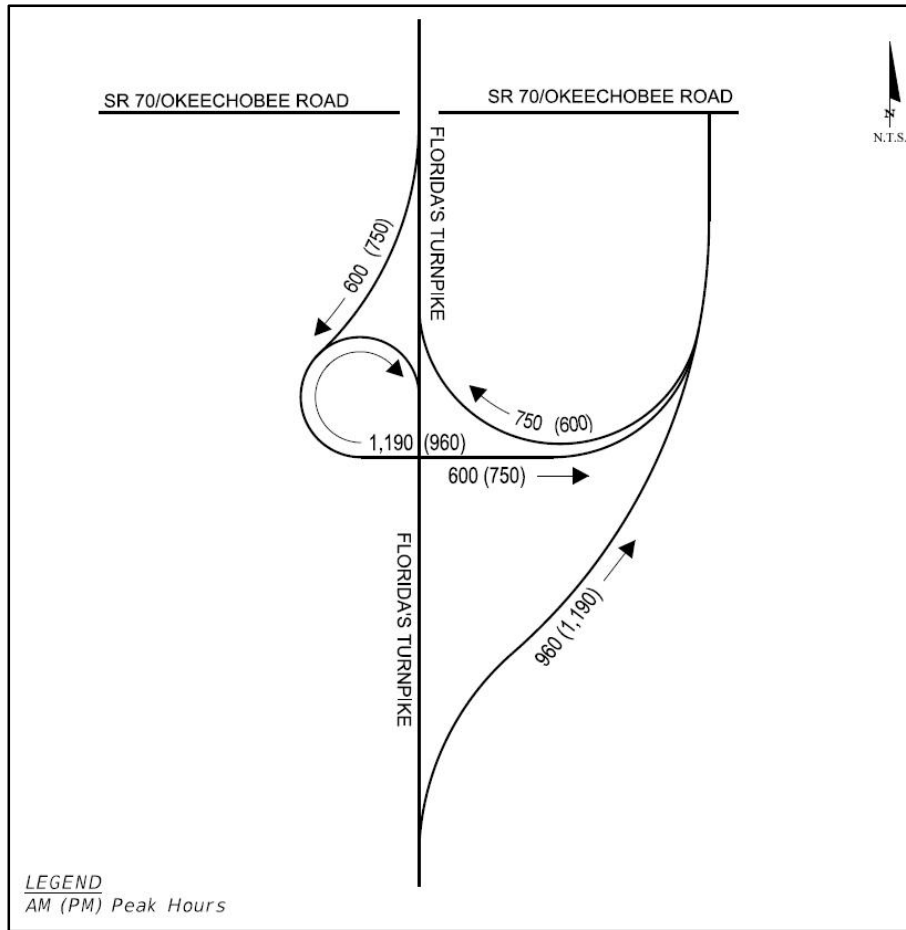


Figure 13: 2040 Hourly Ramp Volumes – Fort Pierce at Turnpike – Scenario 2

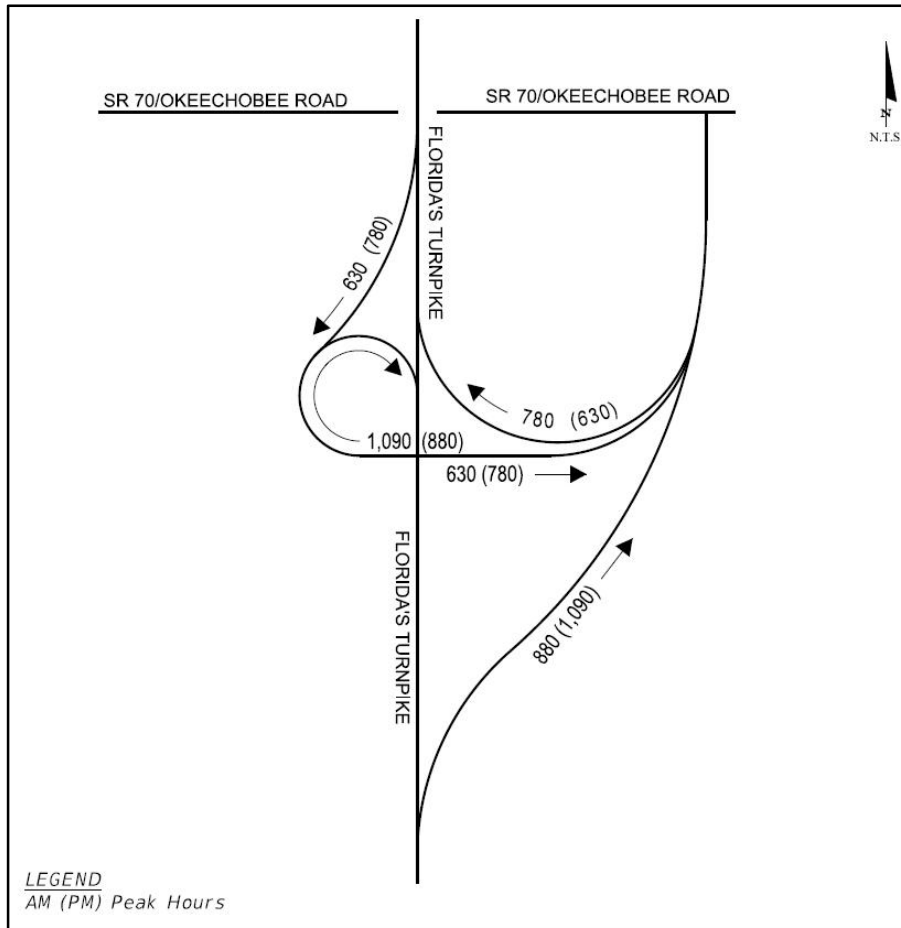


Figure 14: 2040 Hourly Ramp Volumes – St. Lucie at Turnpike – Scenario 1

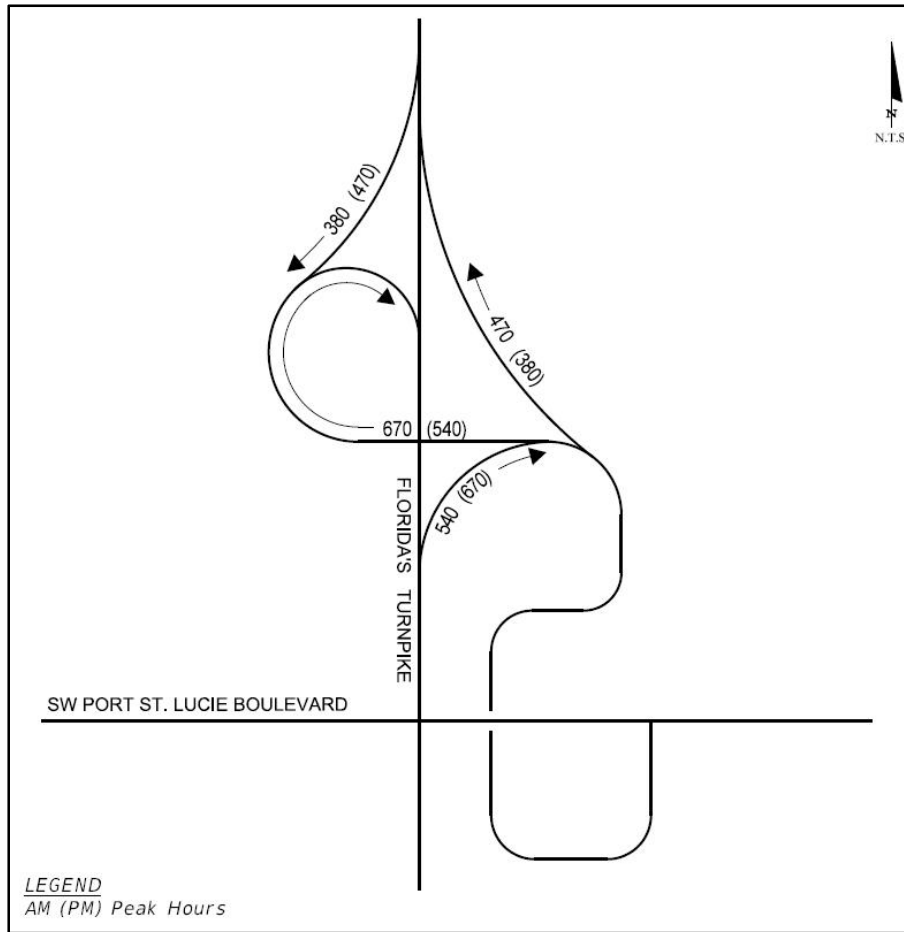


Figure 15: 2040 Hourly Ramp Volumes – St. Lucie at Turnpike – Scenario 2

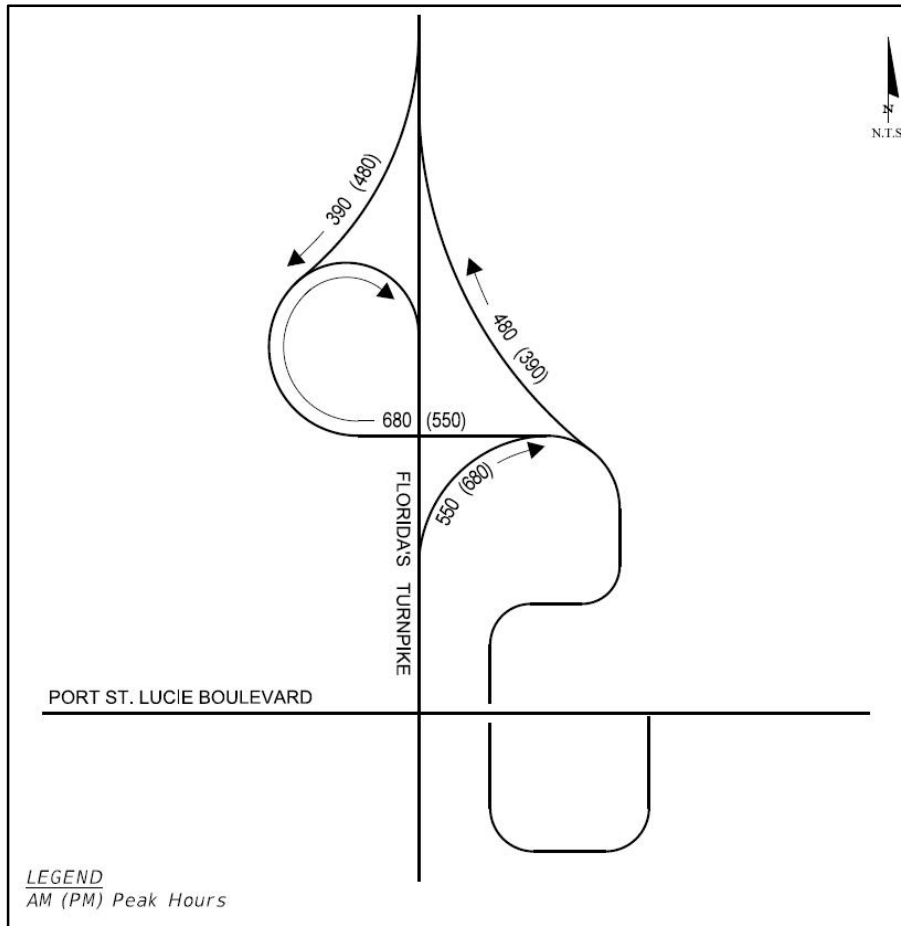


Figure 16: 2040 Hourly Ramp Volumes – Midway Road at I-95 – Scenario 1

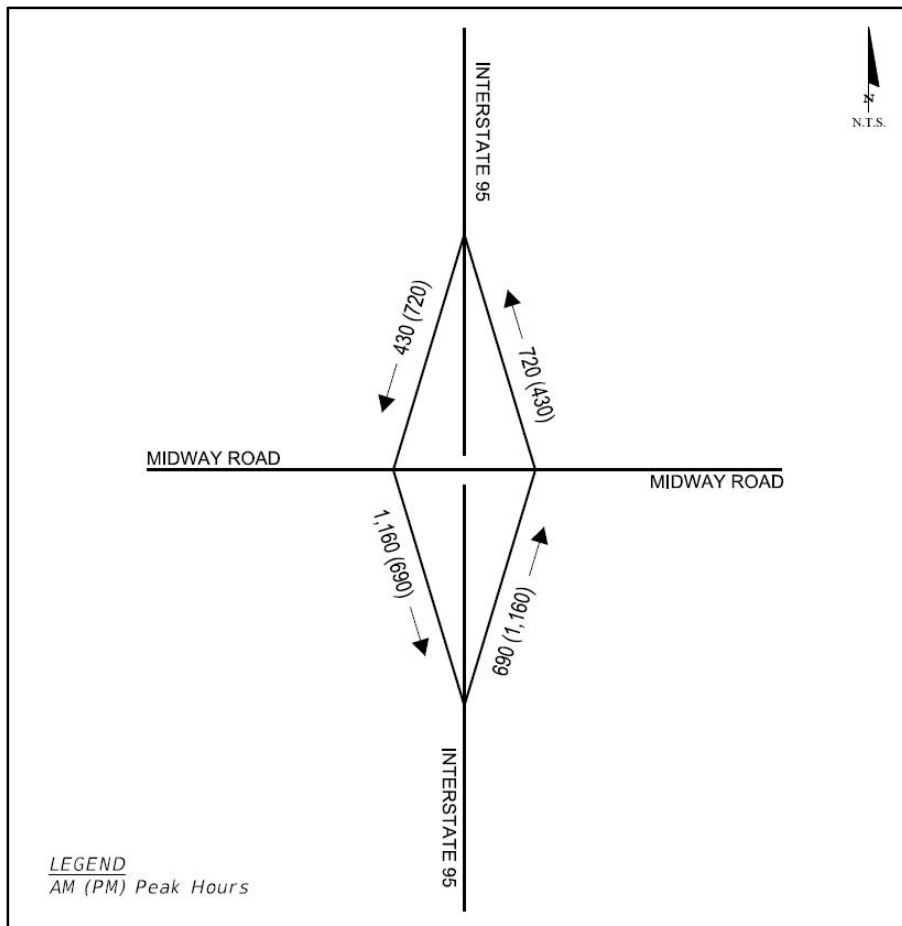
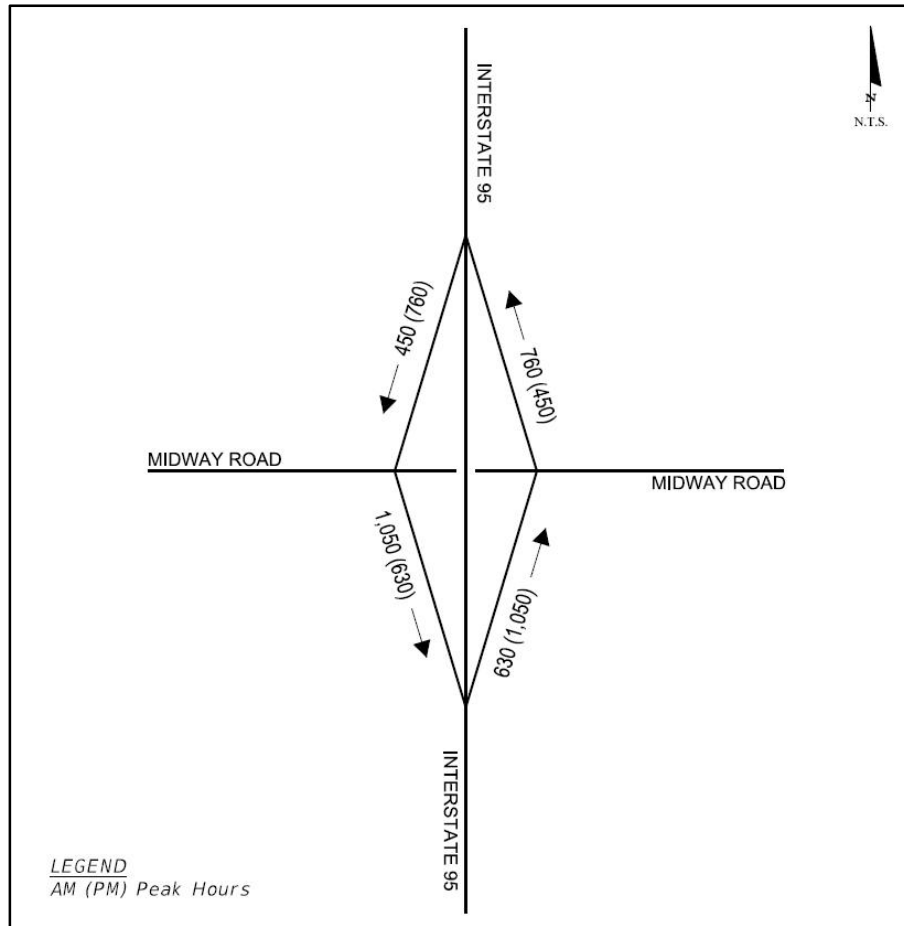


Figure 17: 2040 Hourly Ramp Volumes – Midway Road at I-95 – Scenario 2



6.4 CAPACITY ANALYSIS

Segment Analysis

FDOT’s 2013 Generalized Service Volumes were utilized to determine the capacity of Florida’s Turnpike, I-95, and Midway Road. The 2040 AADT was compared to the roadway segment capacity to determine if additional lanes would be required to accommodate demand. As shown in **Table 4** and **Table 5**, the programmed laneage for each roadway segment is anticipated to accommodate the projected volumes with no additional laneage required for both Scenario 1 (Without Jenkins Road Extension) and Scenario 2 (With Jenkins Road Extension), respectively. For the Turnpike and I-95 a LOS D standard was utilized while an LOS E standard was utilized for Midway Road

Table 4: Programmed Laneage Without Jenkins Road Extension					
Roadway	Segment	No. of Lanes	2040 AADT	LOS D/E Capacity	Capacity Available
Midway Road	West of I-95	2	12,900	14,580 ⁽¹⁾	1,680
	I-95 to Glades Cut Off Road	4	32,600	35,820 ⁽²⁾	3,220
	Glades Cut Off Road to E Torino Pkwy	4	33,400	41,790 ⁽³⁾	8,390
	E Torino Pkwy to Turnpike	4	33,700	41,790 ⁽³⁾	8,090
	Turnpike to Jenkins Road	4	33,700	39,800 ⁽⁴⁾	6,100
	Jenkins Road to Selvitz Road	4	31,300	41,790 ⁽³⁾	10,490
	East of Selvitz Road	4	25,600	39,800 ⁽⁴⁾	14,200
Turnpike	St. Lucie to Midway Road	4	58,800	74,400 ⁽⁵⁾	15,600
	Midway Road to Fort Pierce	4	61,100	74,400 ⁽⁵⁾	13,300
I-95	North of Midway Road	8	119,100	148,700 ⁽⁶⁾	29,600
	South of Midway Road	8	110,500	148,700 ⁽⁶⁾	38,200

Notes:

- (1) FDOT LOS E Capacity for a two lane class I transitioning segment, non-state signalized roadway.
- (2) FDOT LOS E Capacity for a four lane class I urbanized segment, non-state signalized roadway.
- (3) FDOT LOS E Capacity for a four lane urbanized class I segment with exclusive right-turn lanes.
- (4) FDOT LOS E Capacity for a four lane urbanized class I segment without exclusive right-turn lanes.
- (5) FDOT LOS D Capacity for a four lane urbanized freeway.
- (6) FDOT LOS D Capacity for an eight lane urbanized freeway.

Table 5: Programmed Laneage With Jenkins Road Extension					
Roadway	Segment	No. of Lanes	2040 AADT	LOS D/E Capacity	Capacity Available
Midway Road	West of I-95	2	13,000	14,580 ⁽⁷⁾	1,580
	I-95 to Glades Cut Off Road	4	28,800	35,820 ⁽⁸⁾	7,020
	Glades Cut Off Road to E Torino Pkwy	4	29,200	41,790 ⁽⁹⁾	12,590
	E Torino Pkwy to Turnpike	4	35,000	41,790 ⁽⁹⁾	6,790
	Turnpike to Jenkins Road	4	36,800	39,800 ⁽¹⁰⁾	3,000
	Jenkins Road to Selvitz Road	4	37,100	41,790 ⁽⁹⁾	4,690
	East of Selvitz Road	4	25,400	39,800 ⁽¹⁰⁾	14,400
Turnpike	Fort Pierce to Midway Road	4	56,500	74,400 ⁽¹¹⁾	17,900
	Midway Road to St. Lucie	4	60,900	74,400 ⁽¹¹⁾	13,500
I-95	North of Midway Road	8	114,200	148,700 ⁽¹²⁾	34,500
	South of Midway Road	8	110,200	148,700 ⁽¹²⁾	38,500

Notes:

- (7) FDOT LOS E Capacity for a two lane class I transitioning segment, non-state signalized roadway.
- (8) FDOT LOS E Capacity for a four lane class I urbanized segment, non-state signalized roadway.
- (9) FDOT LOS E Capacity for a four lane urbanized class I segment with exclusive right-turn lanes.
- (10) FDOT LOS E Capacity for a four lane urbanized class I segment without exclusive right-turn lanes.
- (11) FDOT LOS D Capacity for a four lane urbanized freeway.
- (12) FDOT LOS D Capacity for an eight lane urbanized freeway.

Ramp Analysis

The Highway Capacity Manual, 2010 Edition (HCM 2010), was utilized to determine the capacity of the I-95 and Turnpike ramps since ramp capacities are not provided in the QLOS Generalized Service Volume tables. Per HCM 2010 Exhibit 13-10, the capacity of a single-lane ramp roadway is based on the ramp free flow speed. **Table 6** and **Table 7** provide a summary of the available capacity for each ramp for the “with Jenkins Road Extension” and “without Jenkins Road Extension” scenarios, respectively.

Table 6: Available Ramp Capacity Without Jenkins Road Extension						
Interchange	Ramp	No. of Lanes	Advisory Speed (mph)	2040 Peak Hourly Volume	Capacity	Capacity Available
Turnpike at Fort Pierce	Northbound On	1	35	750	2,000	1,250
	Northbound Off	1	50	1,190	2,100	910
	Southbound On	1	25	1,190	1,900	710
	Southbound Off	1	25	750	1,900	1,150
Turnpike at Midway Road	Northbound On	1	35	400	2,000	1,600
	Northbound Off	1	35	530	2,000	1,470
	Southbound On	1	35	530	2,000	1,470
	Southbound Off	1	35	400	2,000	1,600
Turnpike at St. Lucie	Northbound On	1	35	470	2,000	1,530
	Northbound Off	1	30	670	1,900	1,230
	Southbound On	1	25	670	1,900	1,230
	Southbound Off	1	25	470	1,900	1,430
I-95 at Midway Road	Northbound On	1	35	720	2,000	1,280
	Northbound Off	1	35	1,160	2,000	840
	Southbound On	1	35	1,160	2,000	840
	Southbound Off	1	35	720	2,000	1,280

Table 7: Available Ramp Capacity With Jenkins Road Extension						
Interchange	Ramp	No. of Lanes	Advisory Speed (mph)	2040 Peak Hourly Volume	Capacity	Capacity Available
Turnpike at Fort Pierce	Northbound On	1	35	780	2,000	1,220
	Northbound Off	1	50	1,090	2,100	1,010
	Southbound On	1	25	1,090	1,900	810
	Southbound Off	1	25	780	1,900	1,120
Turnpike at Midway Road	Northbound On	1	35	330	2,000	1,670
	Northbound Off	1	35	580	2,000	1,420
	Southbound On	1	35	580	2,000	1,420
	Southbound Off	1	35	330	2,000	1,670
Turnpike at St. Lucie	Northbound On	1	35	480	2,000	1,520
	Northbound Off	1	30	680	1,900	1,220
	Southbound On	1	25	680	1,900	1,220
	Southbound Off	1	25	480	1,900	1,420
I-95 at Midway Road	Northbound On	1	35	760	2,000	1,240
	Northbound Off	1	35	1,050	2,000	950
	Southbound On	1	35	1,050	2,000	950
	Southbound Off	1	35	760	2,000	1,240

7.0 EVALUATION OF CONCEPTS

7.1 CONCEPTS STUDIED

Six concepts were developed and evaluated (see *Figure 18*). The following is a brief description of each interchange alternative:

7.1.1 Alternative 1 – Full Diamond

This full diamond interchange is anticipated to meet the traffic demand for the 2040 design year. Based on volumes it is likely that traffic signal will be warranted, although a signal spacing variation will be required from St. Lucie County. This interchange will function similar to other diamond interchanges where the two signals are coordinated to efficiently handle the various movements onto and off of the ramp at an acceptable level of service (LOS).

7.1.2 Alternative 2 – Partial Cloverleaf

This partial cloverleaf interchange has the advantage over the Alternative 1 full diamond because the eastbound Midway Road to northbound Turnpike and westbound Midway to southbound Turnpike movements are free flowing. This advantage is offset by the additional R/W required but it is a suitable alternative to Alternative 1 because it will not require a signal spacing variation from St. Lucie County.

7.1.3 Alternative 3 – Partial Cloverleaf and Half Diamond

The Turnpike northbound on-ramp and off-ramp are similar to the full diamond, but the on-ramp and off-ramp for southbound Turnpike are similar to the partial cloverleaf. This alternative is not anticipated to appreciably improve the LOS as only the westbound to southbound movement would be removed from signal control. Additionally, this alternative has considerable R/W impacts. It was not superior to Alternatives 1 or 2 and was not considered further.

7.1.4 Alternative 4 – Partial Cloverleaf and Half Diamond

This alternative is similar to Alternative 3, but the movements are flipped with the half diamond used to facilitate movements to and from southbound Turnpike and the partial cloverleaf used to accommodate northbound Turnpike on and off movements. Similar to Alternative 3, this alternative is not anticipated to appreciably improve the LOS as only the eastbound to northbound movement would be removed from signal control. Additionally, this alternative also has considerable R/W impacts. As this alternative had no advantages compared to Alternatives 1 and 2 it was not considered further.

7.1.5 Alternative 5 – Full Cloverleaf

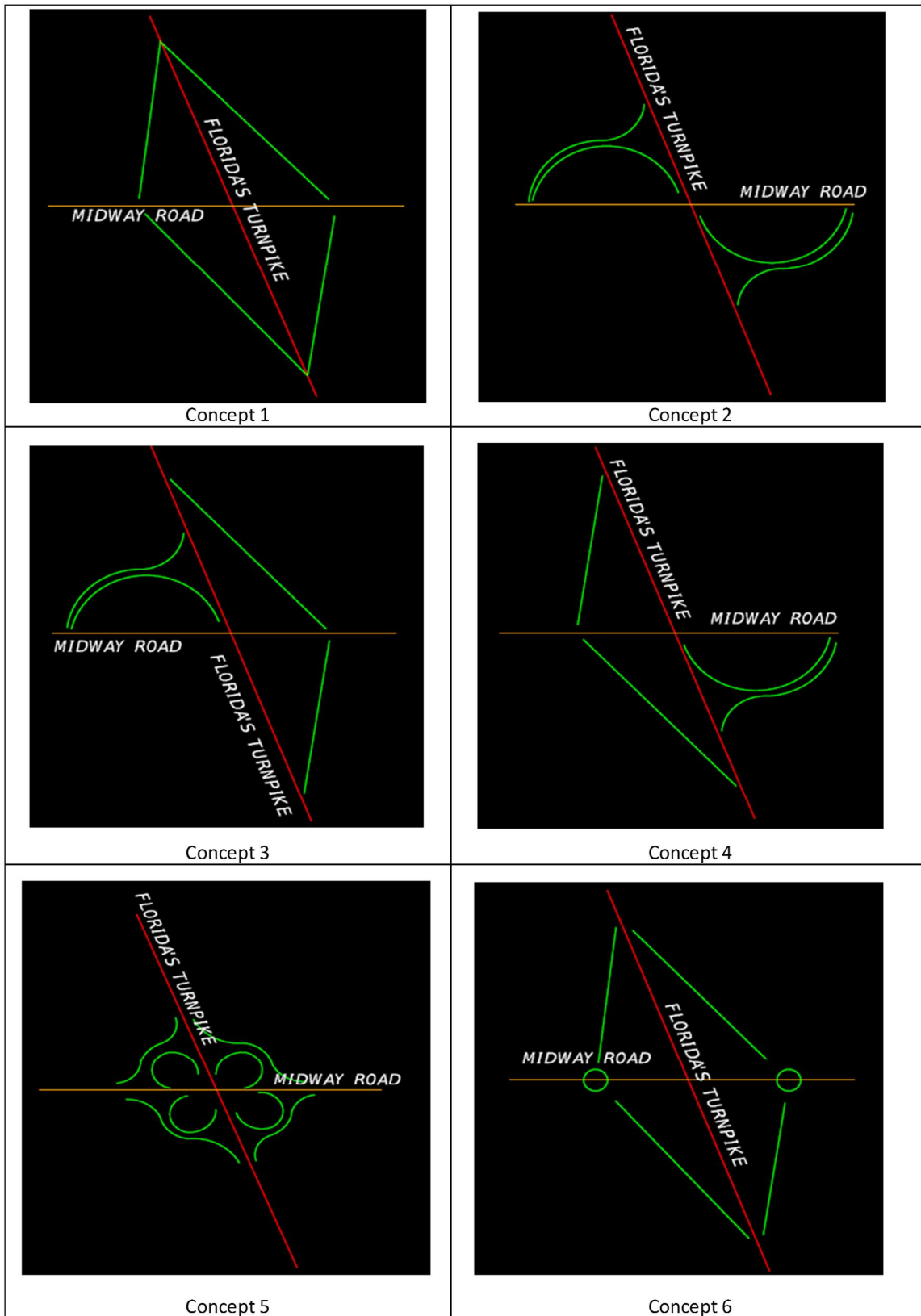
Future traffic volumes are not anticipated to warrant a full Cloverleaf interchange and R/W impacts would be extensive. Therefore, this alternative was not considered further.

7.1.6 Alternative 6 – Full Diamond with Roundabouts

This alternative utilized the Alternative 1 full diamond interchange and added roundabouts with Midway Road and the Turnpike ramps. Although this alternative eliminated the need for signals at the ramps, traffic

volumes do not warrant the utilization of roundabout. Conventional signals are anticipated to adequately handle projected traffic at an acceptable LOS. Therefore, this alternative was not considered further.

Figure 18: Interchange Conceptual Design Alternatives

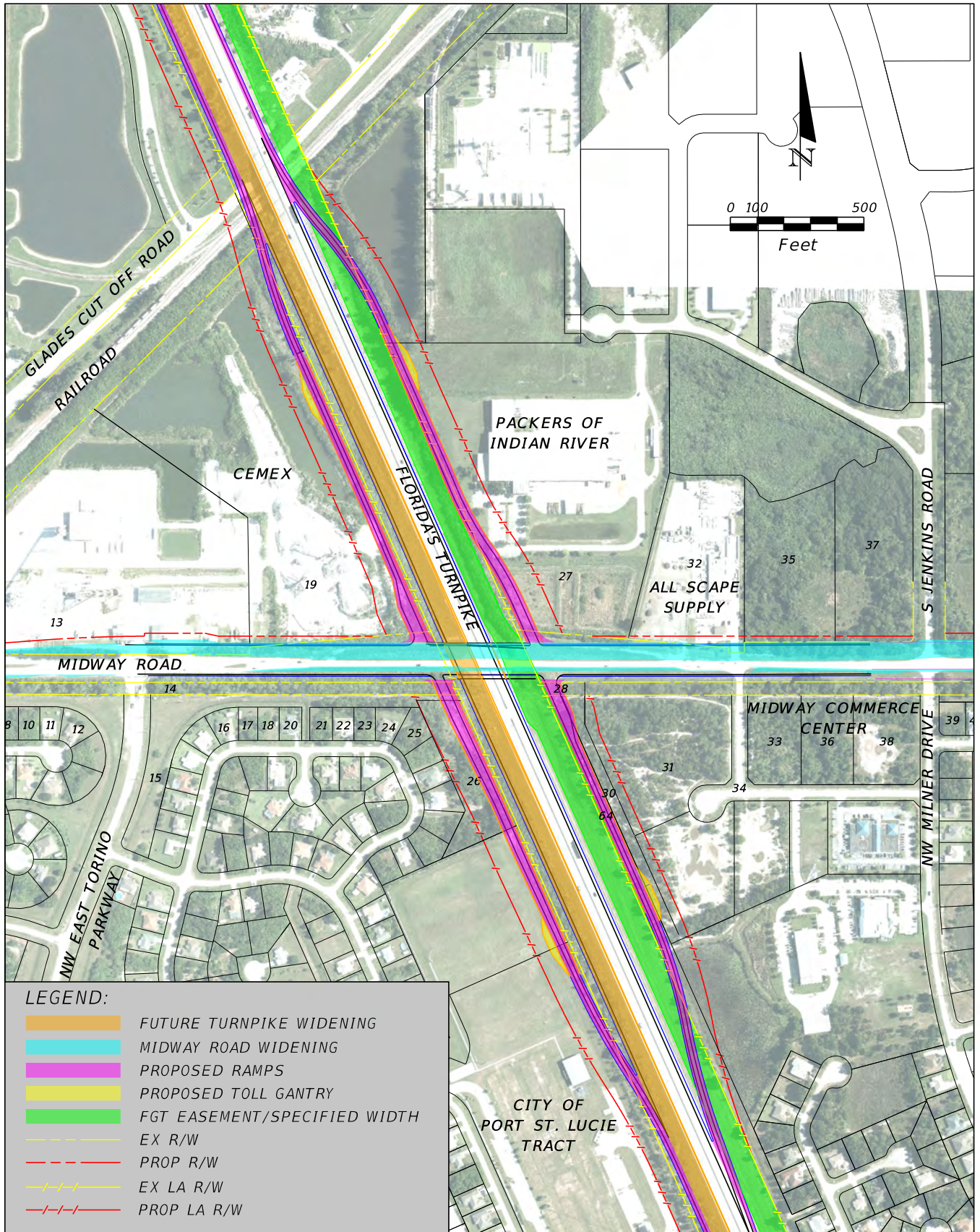


7.2 EVALUATION OF CONCEPTS

Concepts 1, 3, and 4 will require a signal spacing variation from St. Lucie County. Concepts 2 and 5 will not require a signal spacing variation. Concept 6 does not require signals. The concepts were developed based on the assumption of single-lane ramps exiting and entering Florida’s Turnpike. The single exiting ramp is branched out of the Turnpike at a 4 degree angle without deceleration lane. At the intersections of Midway Road, the exiting ramp assumes two left-turn lanes and a single right-turn lane, whereas the entering ramp assumes two receiving lanes that merge into a single lane before the gore point of Florida’s Turnpike. The entering ramp would have an acceleration lane of 1,200 feet followed by a 300 feet taper before merging with Florida’s Turnpike. This criteria applies to all concepts. The assumed preliminary lane configuration is to be verified in the final design. Concepts 1 and 2 (see **Figures 19 and 20**) were carried forward for further analysis. An evaluation matrix (see **Table 8**) was developed to further evaluate Concepts 1 and 2.

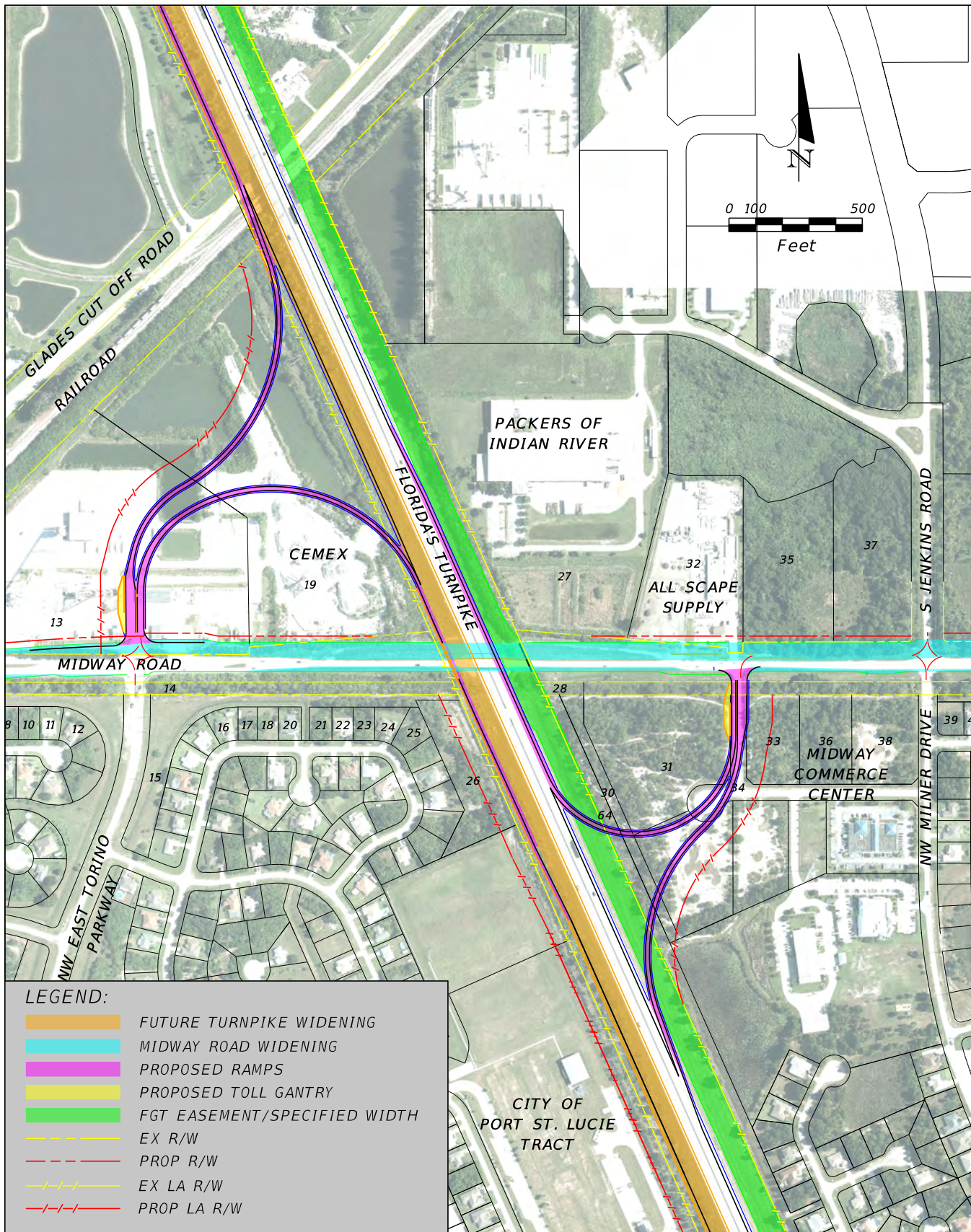
Table 8 – Evaluation Matrix		
General	Concept 1 – Full Diamond	Concept 2 –Partial Cloverleaf
Meets purpose and need	Yes	Yes
Consistent with TIP	A proposed interchange is currently not on the TIP. The TIP would need to be amended.	Same as Concept 1
Community Support	To be determined	To be determined
Engineering		
Traffic Operation	This is a conventional diamond interchange and traffic operation is consistent with driver expectations.	This is a split partial cloverleaf interchange and traffic operation is consistent with driver expectations.
Maintenance of Traffic	All construction is performed away from Midway Road. Traffic disruption will be minimal.	Same as Concept 1
Constructability	All construction is performed away from Midway Road.	Same as Concept 1
Drainage	The diamond interchange has very little residual space to treat stormwater. Off-site ponds will be required.	The split partial cloverleaf interchange results in the acquisition of considerable R/W and area will be available for stormwater requirements.
Access Management	A signal spacing variation must be granted by St. Lucie County.	The existing and new traffic signal are 2,150 feet apart which is 85% of the required spacing of 2,640 feet.
Right-of-Way		
Impacts to NW quadrant	About 4.63 acres of R/W required.	About 21.63 acres of R/W required.
Impacts to SW quadrant	About 7.46 acres of R/W required.	About 4.11 acres of R/W required.
Impacts to NE quadrant	About 4.64 acres of R/W required.	No R/W is required.

Impacts to SE quadrant	About 4.02 acres of R/W required.	About 10.71 acres of R/W required.
Table 8 – Evaluation Matrix (continued)		
General	Concept 1 – Full Diamond	Concept 2 –Partial Cloverleaf
Right-of-Way (continued)		
Business relocations	No business relocations are required. All Scape Supply (NE) and CEMEX (NW) impacted.	CEMEX (NW) would have to be relocated.
Residential relocations	No residential relocations.	No residential relocations.
Environmental		
Wetland/Surface Water Impacts	Yes (ditch impacts along Midway Road and Turnpike)	Yes (ditch impacts along Midway Road and Turnpike)
Federally and State Listed Species	Potential for gopher tortoises	Potential for gopher tortoises
Contamination	None	None
Community Facilities	Requires R/W from City of Port St. Lucie future park site	Requires R/W from City of Port St. Lucie future park site
Historic Resources eligible for the NRHP	None	None
Costs		
Construction	\$27,900,000	\$20,650,000
Design, Permitting and CEI (25%)	\$6,975,000	\$5,162,500
Right-of-Way	TBD	TBD
TOTAL COST	\$34,875,000	\$25,812,500



INTERCHANGE CONCEPTUAL DESIGN
CONCEPT 1

FIGURE
19



INTERCHANGE CONCEPTUAL DESIGN
CONCEPT 2

FIGURE
20

7.2.1 TRAFFIC EVALUATION ISSUES

If a new interchange of Florida's Turnpike and Midway Road is determined to be appropriate it is anticipated that it will serve approximately 16,000 vehicles per day (vpd) and 1,700 vehicles per hour (vph) combined on all four ramps. The directional split results in a maximum vph on any ramp of approximately 580 vph. Per Exhibit 13-10 of the *Highway Capacity Manual 2010 Volume 2: Uninterrupted Flow*, a single-lane ramp has a capacity of 1,800 – 2,200 passenger cars per hour depending on free-flow speed. Therefore, a single-lane ramp is sufficient to accommodate the anticipated future traffic on all ramps.

Scenario 1, without Jenkins Road extension, is anticipated to increase the traffic at the SR 70 interchange by four percent (4%) and increase the traffic at the Port St. Lucie Boulevard interchange by five percent (5%). Traffic north of SR 70 is anticipated to remain unchanged while traffic south of SR 70 is anticipated to increase, likely due to interaction with Midway Road. Traffic south of St. Lucie Boulevard is anticipated to increase and traffic north of St. Lucie Boulevard is also anticipated to increase, likely due to interaction with Midway Road.

Scenario 2, with Jenkins Road extension, is not anticipated to impact traffic at the SR 70 interchange but will increase the traffic at the Port St. Lucie Boulevard intersection by six percent (6%). Traffic north of SR 70 is anticipated to remain unchanged while traffic south of SR 70 is not anticipated to be impacted. Traffic south of St. Lucie Boulevard is anticipated to increase slightly while traffic north of St. Lucie Boulevard is anticipated to increase, likely due to interaction with Midway Road. In the event that a traffic signal is warranted at Jenkins Road and Concept 2 has been determined to be the new interchange configuration the distance between the new signal for the northbound on and off ramps and the new signal at Jenkins Road will only be about 700 feet apart. These two signals will require an operational analysis to coordinate signal phasing and timing similar to what is required for a tight diamond interchange.

7.3 ENVIRONMENTAL ISSUES

Minor surface water impacts and the potential for gopher tortoise impact and relocation would occur with either concept. R/W and relocation impacts are greater for Concept 2. No significant environmental impacts were identified.

7.4 COST AND REVENUE ESTIMATES

We are currently coordinating with Florida's Turnpike and will include Revenue Estimates provided by Florida Turnpike when received.

8.0 CONCLUSIONS

A potential Turnpike interchange at Midway Road was analyzed to determine if the interchange meet the purpose and need of the project. Two scenarios were considered for projecting future traffic: without the extension of Jenkins Road from SR 70 to Midway Road; and with the extension of Jenkins Road from SR 70 to Midway Road. It was determined that although traffic patterns are anticipated to be different between the two (2) scenarios overall the interchange is anticipated to serve approximately 16,000 vehicles per day. During the peak hour the ramps are anticipated to serve a maximum of 580 vehicles per hour, therefore, single-lane ramps will be able to accommodate the anticipated traffic. For both scenarios, it is not anticipated that the new interchange will have a significant impact on the adjacent interchanges at SR 70, to the north, or Port St. Lucie Boulevard, to the south.

Two conceptual plans were created for the Midway Road interchange: Concept 1 is a tight diamond; and Concept 2 is a partial cloverleaf. A detailed analysis of the ramp intersections with Midway Road was not conducted to determine if unsignalized or signalized intersections will be needed, but concept plans were created assuming both unsignalized and signalized traffic control. Due to the existing traffic signal at East Torino Parkway, traffic signals cannot be accommodated for Concept 1, tight diamond, and still meet signal spacing standards. Therefore, Concept 2 was created with a partial cloverleaf that shifted the southbound ramps connection further to the west, becoming the northern leg to the East Torino Parkway intersection. Concept 2 will require the acquisition of the CEMEX property in the northwest quadrant to accommodate the cloverleaf ramp. Concept 1 is anticipated to cost approximately \$34.9 million, not including R/W acquisition and Concept 2 is anticipated to cost approximately \$25.8 million, not including R/W acquisition.

Based on the analysis, a new interchange at this location is feasible; however coordination is currently ongoing with Florida's Turnpike to determine if the interchange is economically viable.

APPENDIX A
Turnpike AADT Year 2010 to Year 2040

Turnpike Mainline - St. Lucie County

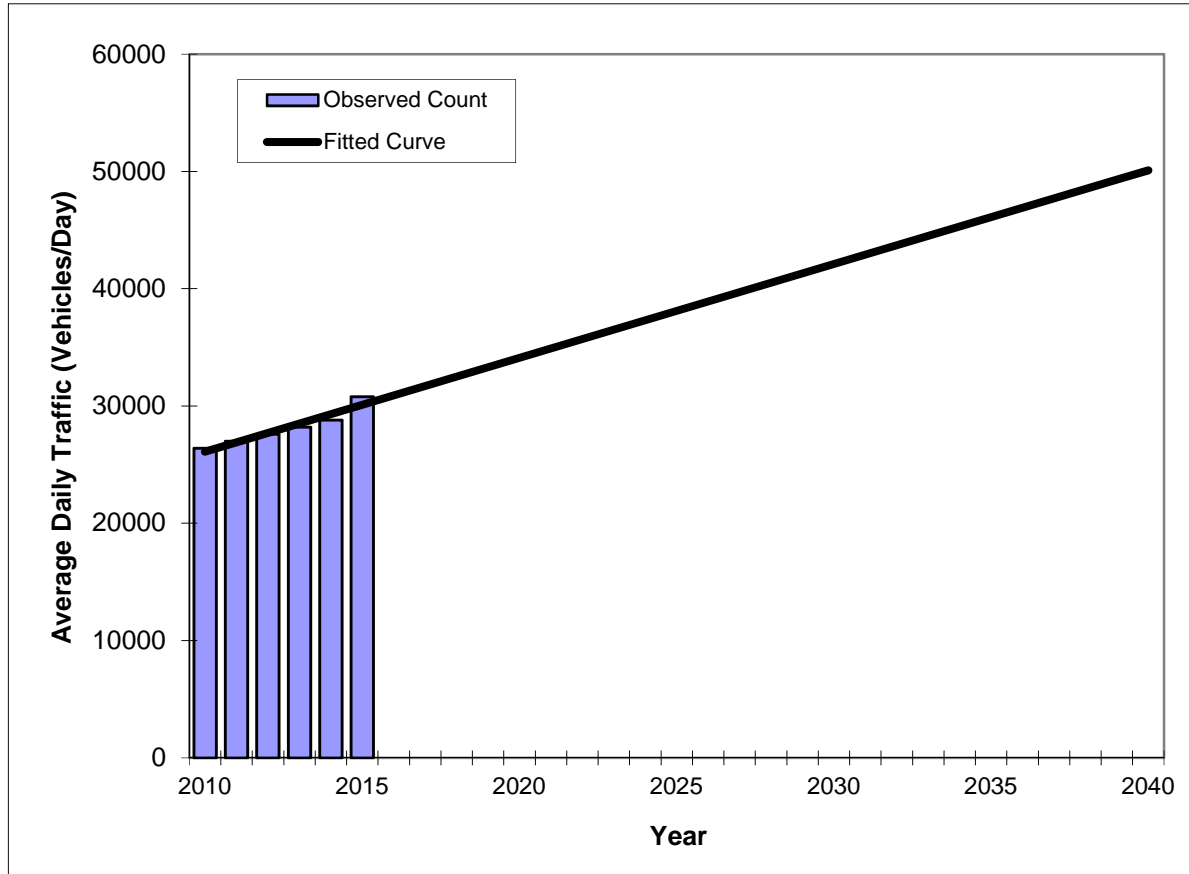
Milepost	Description	2010 Toll Amount	2010 AADT
184	184 - Fort Drum Service Area	\$ 2.90	26,400
152	152 - Fort Pierce (S.R. 70)		5,000 10,900
144	144 - Ft. Pierce/Port St. Lucie Service Area	\$ 0.70	32,300
142	142 - Port St. Lucie (Port St. Lucie Boulevard)		3,300 9,300 38,300
		\$ 0.30	
138	138 - Becker Road (SunPass only ramps)		900 3,700 41,100
		\$ 0.40	

APPENDIX B
Historical Trendline Worksheets
and Count Data

TRAFFIC TRENDS

Florida's Turnpike -- North of SR 70

County:	St. Lucie
Station #:	0
Highway:	Florida's Turnpike



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	26400	26100
2011	27000	26900
2012	27600	27700
2013	28200	28500
2014	28800	29300
2015	30800	30100
2020 Opening Year Trend		
2020	N/A	34100
2030 Mid-Year Trend		
2030	N/A	42100
2040 Design Year Trend		
2040	N/A	50100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** 800
Trend R-squared: 92.3%
Trend Annual Historic Growth Rate: 3.07%
Trend Growth Rate (2015 to Design Year): 2.66%
Printed: 18-Apr-16

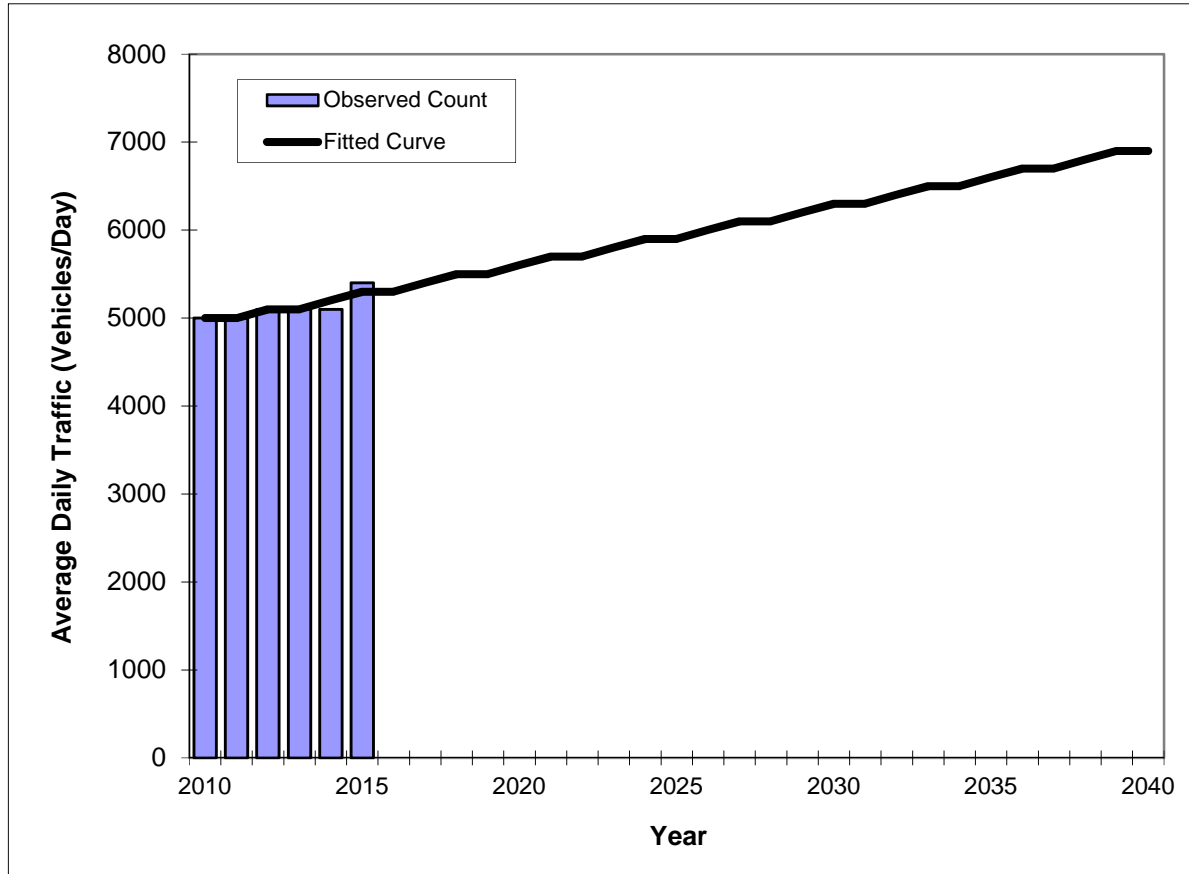
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Florida's Turnpike Ramps -- North of SR 70

County:	St. Lucie
Station #:	0
Highway:	Florida's Turnpike Ramps



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	5000	5000
2011	5000	5000
2012	5100	5100
2013	5100	5100
2014	5100	5200
2015	5400	5300
2020 Opening Year Trend		
2020	N/A	5600
2030 Mid-Year Trend		
2030	N/A	6300
2040 Design Year Trend		
2040	N/A	6900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 66
 Trend R-squared: 69.8%
 Trend Annual Historic Growth Rate: 1.20%
 Trend Growth Rate (2015 to Design Year): 1.21%
 Printed: 18-Apr-16

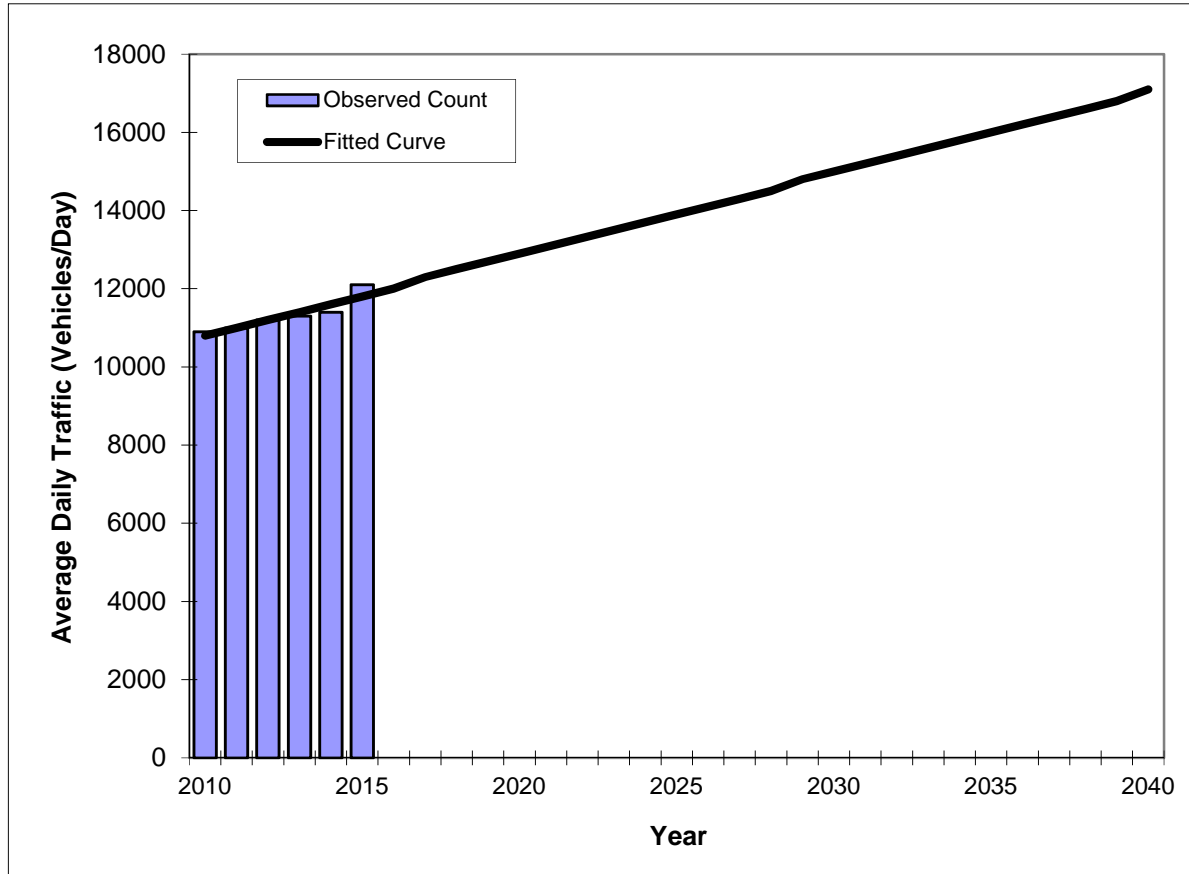
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Florida's Turnpike Ramps -- South of SR 70

County:	St. Lucie
Station #:	0
Highway:	Florida's Turnpike Ramps



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	10900	10800
2011	11000	11000
2012	11200	11200
2013	11300	11400
2014	11400	11600
2015	12100	11800
2020 Opening Year Trend		
2020	N/A	12900
2030 Mid-Year Trend		
2030	N/A	15000
2040 Design Year Trend		
2040	N/A	17100
TRANPLAN Forecasts/Trends		

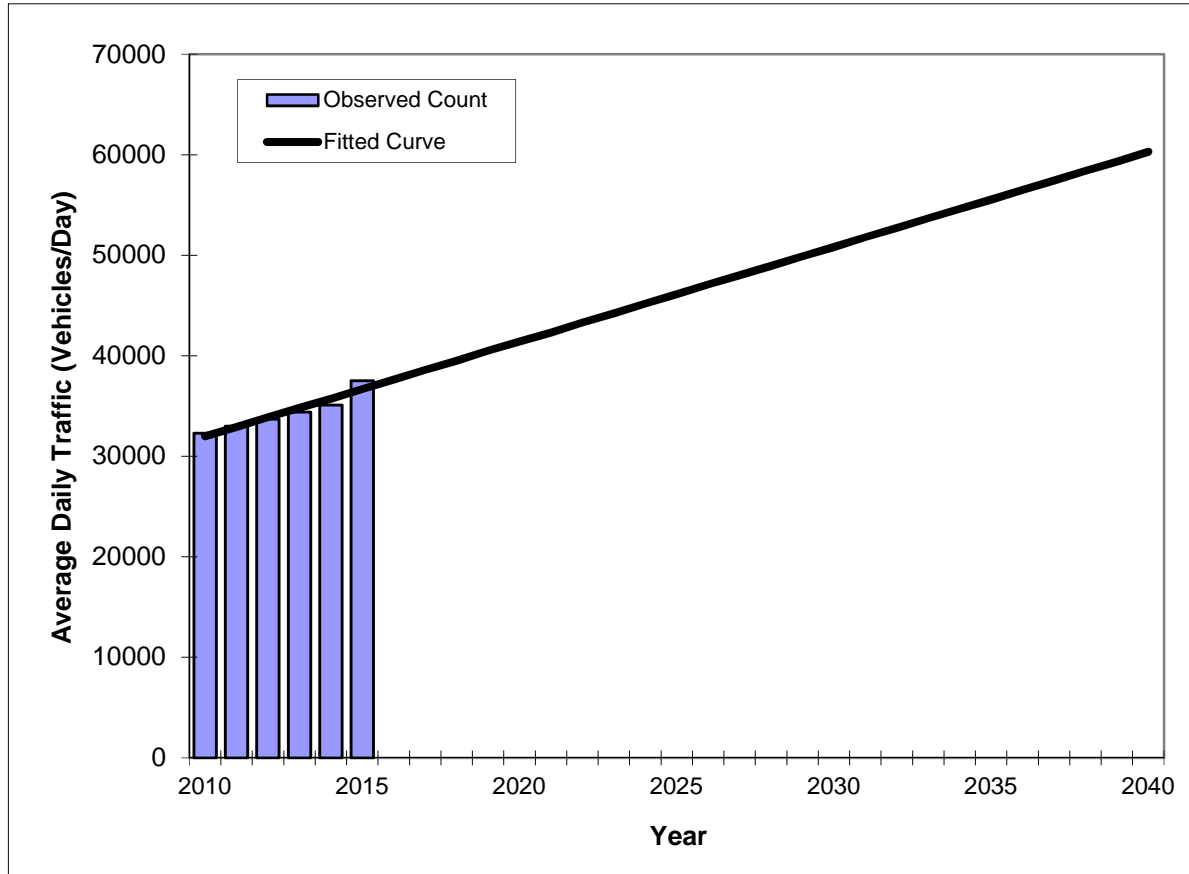
** Annual Trend Increase: 209
 Trend R-squared: 83.8%
 Trend Annual Historic Growth Rate: 1.85%
 Trend Growth Rate (2015 to Design Year): 1.80%
 Printed: 18-Apr-16
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Florida's Turnpike -- South of SR 70

County:	St. Lucie
Station #:	0
Highway:	Florida's Turnpike



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	32300	32000
2011	33000	32900
2012	33700	33900
2013	34400	34800
2014	35100	35700
2015	37500	36700
2020 Opening Year Trend		
2020	N/A	41400
2030 Mid-Year Trend		
2030	N/A	50800
2040 Design Year Trend		
2040	N/A	60300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** 943
Trend R-squared: 91.9%
Trend Annual Historic Growth Rate: 2.94%
Trend Growth Rate (2015 to Design Year): 2.57%
Printed: 18-Apr-16

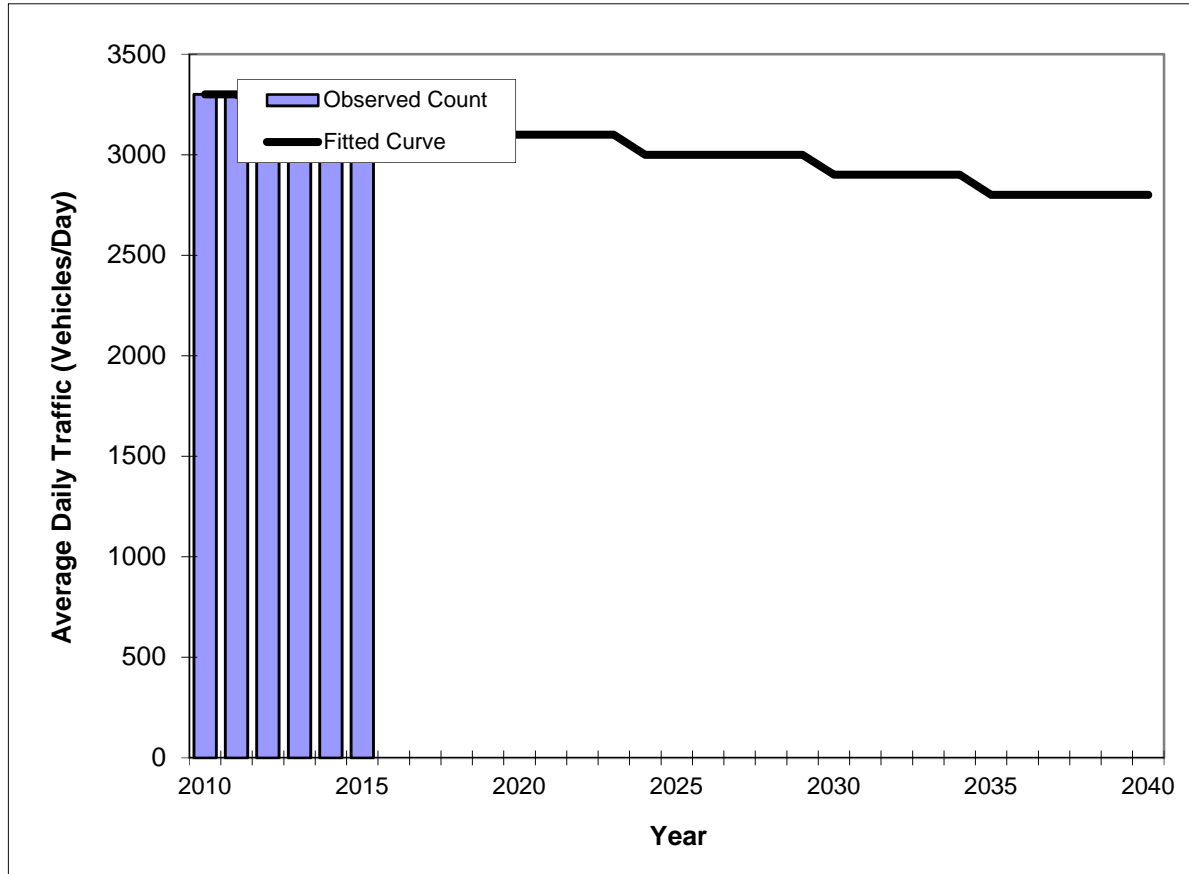
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Florida's Turnpike Ramps -- North of Port St. Lucie Blvd.

County:	St. Lucie
Station #:	0
Highway:	Florida's Turnpike Ramps



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	3300	3300
2011	3300	3300
2012	3200	3200
2013	3200	3200
2014	3100	3200
2015	3300	3200

2020 Opening Year Trend		
2020	N/A	3100
2030 Mid-Year Trend		
2030	N/A	2900
2040 Design Year Trend		
2040	N/A	2800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: -17
 Trend R-squared: 15.4%
 Trend Annual Historic Growth Rate: -0.61%
 Trend Growth Rate (2015 to Design Year): -0.50%
 Printed: 18-Apr-16

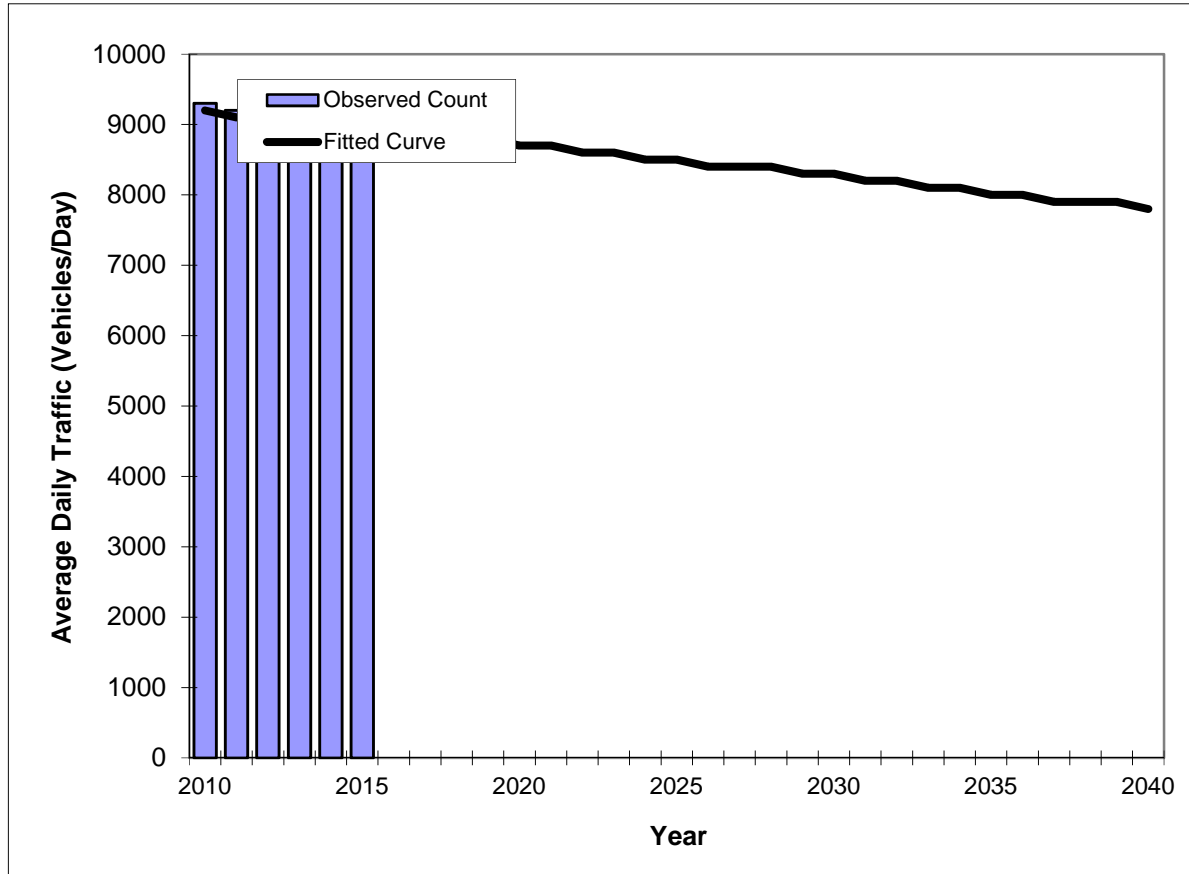
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Florida's Turnpike Ramps -- South of Port St. Lucie Blvd.

County:	St. Lucie
Station #:	0
Highway:	Florida's Turnpike Ramps



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	9300	9200
2011	9200	9100
2012	9000	9100
2013	8900	9000
2014	8700	9000
2015	9300	9000
2020 Opening Year Trend		
2020	N/A	8700
2030 Mid-Year Trend		
2030	N/A	8300
2040 Design Year Trend		
2040	N/A	7800
TRANPLAN Forecasts/Trends		

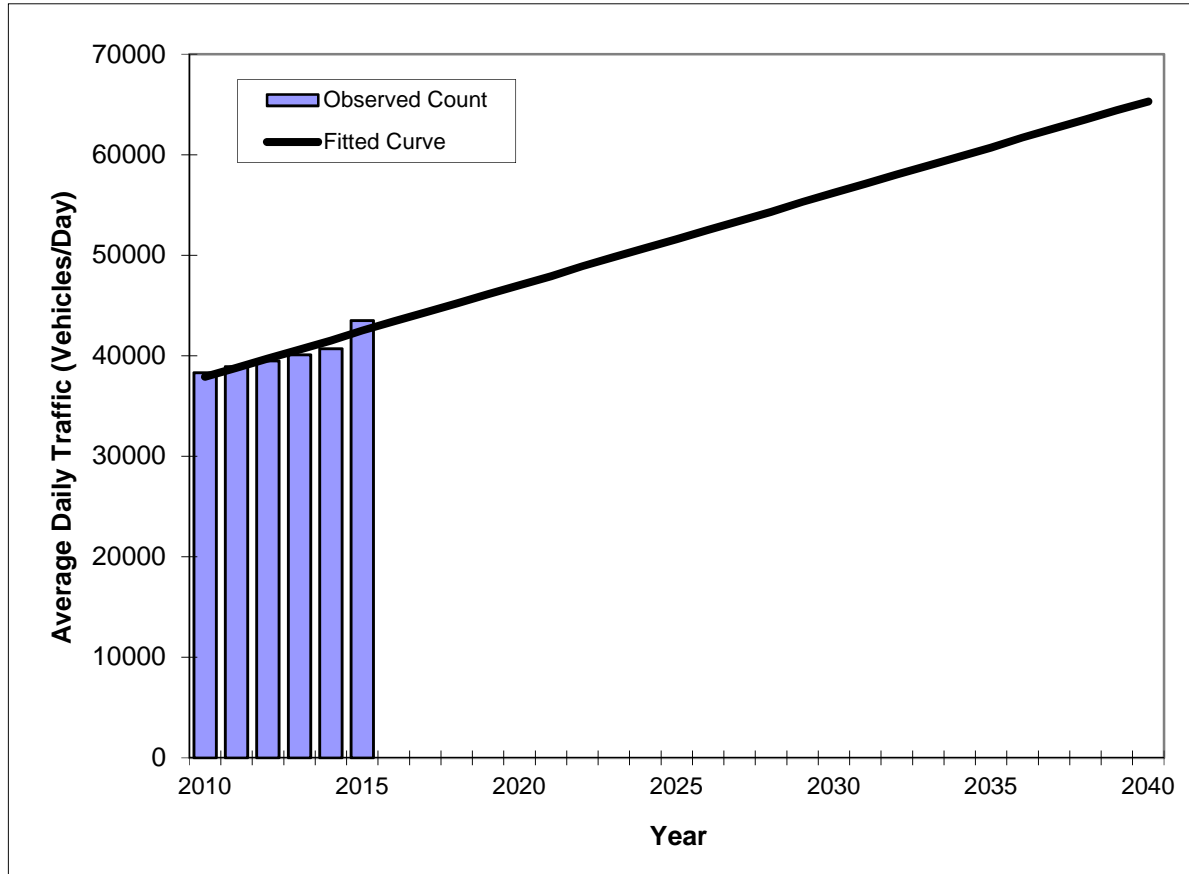
** Annual Trend Increase:	-46
Trend R-squared:	12.5%
Trend Annual Historic Growth Rate:	-0.43%
Trend Growth Rate (2015 to Design Year):	-0.53%
Printed:	18-Apr-16
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

Florida's Turnpike -- South of Port St. Lucie Blvd.

County:	St. Lucie
Station #:	0
Highway:	Florida's Turnpike



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	38300	37900
2011	38900	38800
2012	39500	39700
2013	40100	40600
2014	40700	41500
2015	43500	42500
2020 Opening Year Trend		
2020	N/A	47000
2030 Mid-Year Trend		
2030	N/A	56200
2040 Design Year Trend		
2040	N/A	65300
TRANPLAN Forecasts/Trends		

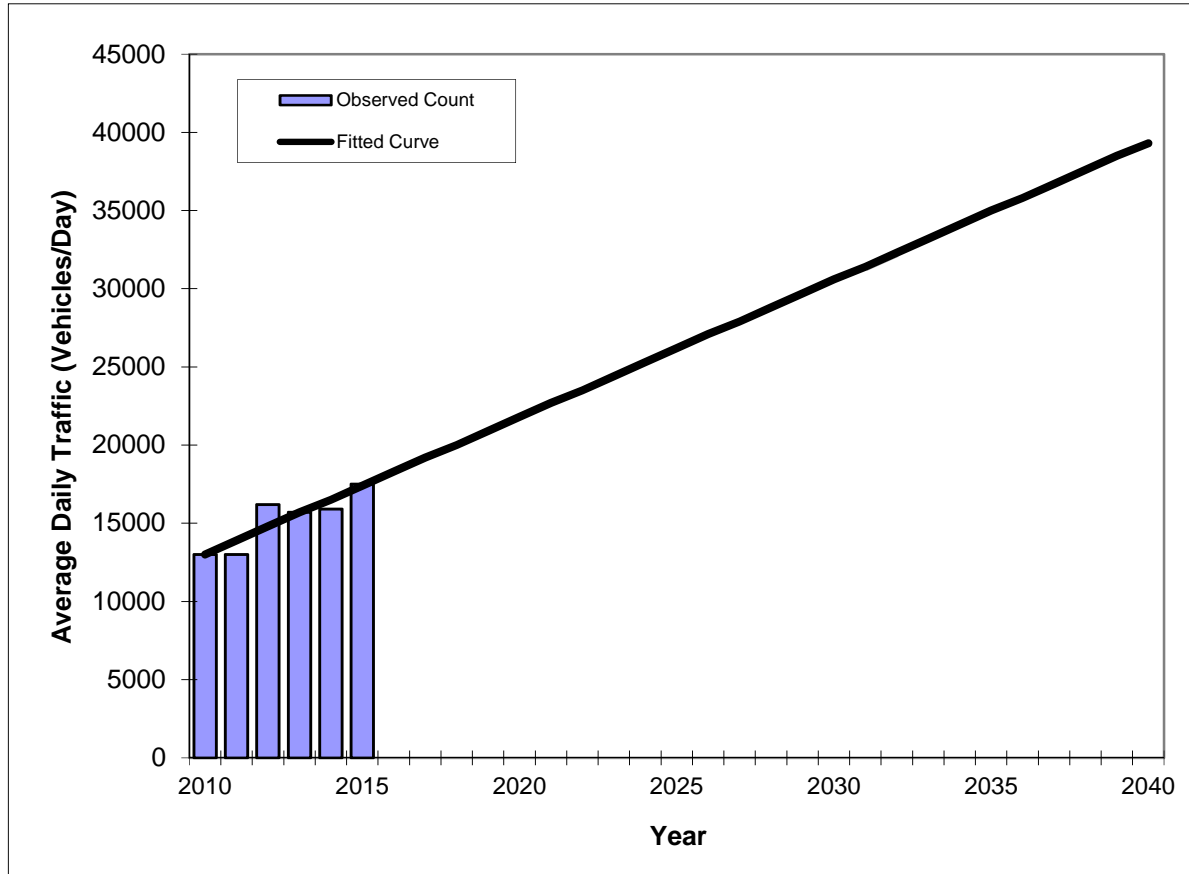
** Annual Trend Increase:	914
Trend R-squared:	86.4%
Trend Annual Historic Growth Rate:	2.43%
Trend Growth Rate (2015 to Design Year):	2.15%
Printed:	18-Apr-16
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

MIDWAY RD -- FROM GLADE RD TO FLORIDA TURNPIKE

County:	94
Station #:	8538
Highway:	MIDWAY RD



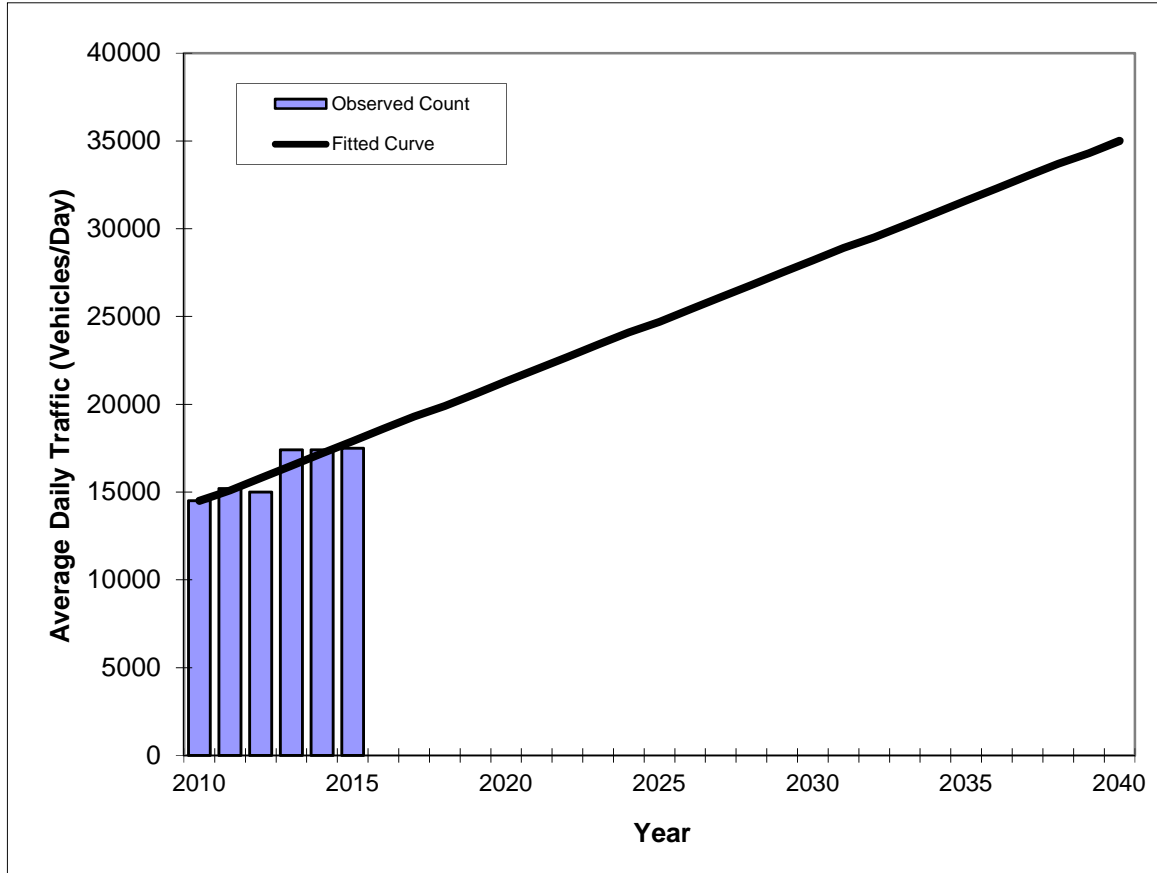
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	13000	13000
2011	13000	13900
2012	16200	14800
2013	15700	15700
2014	15900	16500
2015	17500	17400
2020 Opening Year Trend		
2020	N/A	21800
2030 Mid-Year Trend		
2030	N/A	30600
2040 Design Year Trend		
2040	N/A	39300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** 877
Trend R-squared: 80.6%
Trend Annual Historic Growth Rate: 6.77%
Trend Growth Rate (2015 to Design Year): 5.03%
Printed: 7-Mar-16
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS ON MIDWAY RD -- W. OF SELVITZ RD

County:	94
Station #:	7028
Highway:	ON MIDWAY RD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	14500	14500
2011	15200	15100
2012	15000	15800
2013	17400	16500
2014	17400	17200
2015	17500	17900
2020 Opening Year Trend		
2020	N/A	21300
2030 Mid-Year Trend		
2030	N/A	28200
2040 Design Year Trend		
2040	N/A	35000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	686
Trend R-squared:	83.2%
Trend Annual Historic Growth Rate:	4.69%
Trend Growth Rate (2015 to Design Year):	3.82%
Printed:	4-May-16
Straight Line Growth Option	

*Axle-Adjusted

County: 94
 Station: 0203
 Description: MIDWAY RD E OF E.TORINO PKWY
 Start Date: 02/10/2015
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	22	21	23	17	83	9	8	8	5	30	113		
0100	11	9	8	9	37	7	9	8	6	30	67		
0200	7	10	15	12	44	4	3	7	8	22	66		
0300	9	8	4	8	29	8	4	11	11	34	63		
0400	7	11	12	10	40	8	18	27	32	85	125		
0500	22	26	35	59	142	20	48	62	97	227	369		
0600	48	74	117	211	450	74	105	177	195	551	1001		
0700	225	240	226	266	957	185	164	229	187	765	1722		
0800	226	199	190	177	792	192	141	174	159	666	1458		
0900	164	141	137	124	566	138	153	147	149	587	1153		
1000	158	154	135	148	595	145	135	118	131	529	1124		
1100	141	141	131	136	549	137	139	150	153	579	1128		
1200	136	171	143	166	616	150	135	138	140	563	1179		
1300	169	160	158	181	668	152	125	137	168	582	1250		
1400	193	163	164	214	734	175	159	172	164	670	1404		
1500	180	168	209	217	774	183	188	185	180	736	1510		
1600	215	179	229	214	837	208	178	263	252	901	1738		
1700	189	217	174	164	744	276	230	198	158	862	1606		
1800	173	155	136	154	618	178	153	157	97	585	1203		
1900	121	105	89	62	377	114	106	108	85	413	790		
2000	61	70	51	57	239	69	70	102	66	307	546		
2100	51	43	55	32	181	60	62	34	40	196	377		
2200	39	28	28	37	132	36	38	26	16	116	248		
2300	24	29	14	22	89	17	21	6	17	61	150		
24-Hour Totals:						10293						10097	20390

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	958	645	773	715	1730
P.M.	1630	849	1630	1021	1630	1870
Daily	715	958	1630	1021	1630	1870

County: 94
 Station: 0203
 Description: MIDWAY RD E OF E.TORINO PKWY
 Start Date: 02/11/2015
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	11	11	17	17	56	18	9	5	8	40	96		
0100	11	12	9	12	44	6	16	11	9	42	86		
0200	5	15	26	8	54	6	4	7	9	26	80		
0300	8	11	3	7	29	10	5	6	6	27	56		
0400	8	13	15	12	48	8	21	27	32	88	136		
0500	20	27	26	51	124	19	60	74	102	255	379		
0600	72	91	107	178	448	90	129	191	198	608	1056		
0700	220	236	271	260	987	220	233	177	211	841	1828		
0800	276	254	179	169	878	190	219	162	123	694	1572		
0900	163	140	149	131	583	168	141	132	133	574	1157		
1000	129	150	130	145	554	103	115	135	132	485	1039		
1100	151	118	152	165	586	135	114	154	160	563	1149		
1200	146	155	155	179	635	136	132	111	123	502	1137		
1300	144	183	172	168	667	167	145	144	196	652	1319		
1400	155	153	189	210	707	196	150	166	152	664	1371		
1500	196	191	218	236	841	169	212	187	232	800	1641		
1600	220	230	223	211	884	229	213	219	209	870	1754		
1700	197	221	205	232	855	270	260	172	199	901	1756		
1800	160	158	145	149	612	156	162	129	99	546	1158		
1900	115	92	99	88	394	141	101	114	113	469	863		
2000	87	62	82	46	277	118	124	80	77	399	676		
2100	60	44	38	31	173	77	80	63	42	262	435		
2200	35	34	33	20	122	47	19	52	23	141	263		
2300	41	22	34	14	111	28	18	20	19	85	196		
24-Hour Totals:						10669						10534	21203

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1061	700	841	730	1858
P.M.	1545	909	1630	958	1630	1810
Daily	730	1061	1630	958	730	1858

County: 94
 Station: 0203
 Description: MIDWAY RD E OF E.TORINO PKWY
 Start Date: 02/12/2015
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	22	19	14	6	61	14	11	7	9	41	102	
0100	10	6	6	8	30	7	10	5	8	30	60	
0200	9	16	26	10	61	2	6	6	7	21	82	
0300	8	5	5	9	27	6	2	15	16	39	66	
0400	13	8	8	18	47	8	15	27	41	91	138	
0500	15	25	38	44	122	21	46	79	110	256	378	
0600	72	74	104	184	434	100	121	156	238	615	1049	
0700	224	240	242	227	933	230	202	236	208	876	1809	
0800	186	184	183	171	724	190	142	178	130	640	1364	
0900	142	157	125	159	583	149	151	137	129	566	1149	
1000	136	129	155	140	560	134	125	124	142	525	1085	
1100	154	157	142	146	599	124	147	178	112	561	1160	
1200	148	154	190	139	631	141	130	143	133	547	1178	
1300	157	176	169	136	638	144	147	129	188	608	1246	
1400	166	171	173	241	751	148	168	170	151	637	1388	
1500	194	195	199	181	769	162	203	190	220	775	1544	
1600	212	217	211	223	863	217	189	219	237	862	1725	
1700	215	207	197	203	822	279	244	201	185	909	1731	
1800	173	197	191	155	716	172	181	131	141	625	1341	
1900	109	110	114	84	417	97	110	80	80	367	784	
2000	67	57	59	55	238	79	86	76	66	307	545	
2100	50	46	53	33	182	63	69	47	42	221	403	
2200	45	29	39	32	145	48	59	24	21	152	297	
2300	34	31	37	13	115	24	16	18	14	72	187	
24-Hour Totals:					10468						10343	20811

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	933	645	906	700	1809
P.M.	1615	866	1630	979	1630	1835
Daily	700	933	1630	979	1630	1835

County: 94
 Station: 0417
 Description: MIDWAY RD W OF SELVITZ RD
 Start Date: 02/10/2015
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	21	16	24	14	75	8	4	6	5	23	98		
0100	8	10	8	15	41	11	7	4	11	33	74		
0200	3	13	23	10	49	4	5	8	5	22	71		
0300	10	8	8	7	33	7	7	9	10	33	66		
0400	9	11	12	16	48	8	16	29	34	87	135		
0500	17	23	25	35	100	24	53	68	95	240	340		
0600	44	57	92	177	370	82	79	160	176	497	867		
0700	201	223	208	207	839	166	146	202	203	717	1556		
0800	180	173	168	161	682	211	166	155	142	674	1356		
0900	159	124	136	121	540	143	161	143	140	587	1127		
1000	167	147	149	143	606	125	133	128	124	510	1116		
1100	149	162	132	131	574	133	120	148	130	531	1105		
1200	137	159	136	152	584	146	137	138	153	574	1158		
1300	142	157	137	173	609	158	134	152	183	627	1236		
1400	170	154	169	195	688	167	163	162	144	636	1324		
1500	189	155	190	227	761	197	173	155	139	664	1425		
1600	212	183	211	205	811	191	192	211	173	767	1578		
1700	221	203	178	178	780	184	193	157	144	678	1458		
1800	155	152	125	145	577	146	154	124	97	521	1098		
1900	104	96	89	62	351	94	77	84	68	323	674		
2000	55	75	49	45	224	58	71	86	69	284	508		
2100	46	41	46	31	164	54	49	40	32	175	339		
2200	33	23	22	30	108	29	30	22	25	106	214		
2300	26	28	23	21	98	22	11	5	13	51	149		
24-Hour Totals:						9712						9360	19072

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	839	730	782	715	1580
P.M.	1630	840	1600	767	1630	1601
Daily	1630	840	730	782	1630	1601
Truck Percentage	12.48		11.26		11.88	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	56	5376	3068	144	803	72	16	83	41	6	0	2	4	41	0	1212	9712
W	46	5543	2717	130	677	84	11	73	37	6	0	1	14	21	0	1054	9360

County: 94
 Station: 0417
 Description: MIDWAY RD W OF SELVITZ RD
 Start Date: 02/11/2015
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	13	11	13	12	49	14	10	4	5	33	82		
0100	8	7	6	7	28	2	11	7	5	25	53		
0200	4	13	24	5	46	6	2	6	5	19	65		
0300	9	9	3	6	27	9	8	3	6	26	53		
0400	6	11	13	14	44	8	15	25	34	82	126		
0500	15	24	18	36	93	19	54	65	94	232	325		
0600	67	74	93	143	377	84	85	148	179	496	873		
0700	216	181	167	88	652	178	171	130	121	600	1252		
0800	119	190	208	164	681	150	180	148	139	617	1298		
0900	136	132	132	127	527	127	136	127	122	512	1039		
1000	132	148	138	161	579	111	109	147	133	500	1079		
1100	144	137	165	151	597	134	123	125	140	522	1119		
1200	155	161	135	166	617	117	138	130	141	526	1143		
1300	160	146	166	157	629	165	156	133	194	648	1277		
1400	143	176	185	196	700	191	164	171	134	660	1360		
1500	183	179	183	215	760	191	204	179	184	758	1518		
1600	212	220	195	206	833	169	170	166	169	674	1507		
1700	207	220	209	232	868	198	180	143	164	685	1553		
1800	163	142	150	145	600	136	139	100	104	479	1079		
1900	95	100	104	89	388	124	105	96	105	430	818		
2000	85	59	70	36	250	98	96	77	65	336	586		
2100	56	54	33	28	171	69	72	49	36	226	397		
2200	31	35	32	18	116	35	29	34	27	125	241		
2300	42	23	37	17	119	30	6	15	14	65	184		
24-Hour Totals:						9751						9276	19027

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	707	645	658	645	1365
P.M.	1700	868	1500	758	1700	1553
Daily	1700	868	1500	758	1700	1553
Truck Percentage	11.96		10.72		11.35	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	92	5704	2789	117	785	57	33	64	54	5	0	1	4	46	0	1166	9751
W	51	5640	2591	103	635	77	8	74	47	8	0	1	8	33	0	994	9276

County: 94
 Station: 0417
 Description: MIDWAY RD W OF SELVITZ RD
 Start Date: 02/12/2015
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	16	17	11	7	51	11	12	6	6	35	86		
0100	8	4	5	7	24	10	5	4	4	23	47		
0200	7	12	25	8	52	1	4	6	5	16	68		
0300	7	7	3	7	24	6	4	14	12	36	60		
0400	14	9	11	14	48	7	15	27	32	81	129		
0500	16	21	30	30	97	25	46	68	92	231	328		
0600	62	57	84	152	355	79	107	153	158	497	852		
0700	199	220	212	181	812	179	154	200	216	749	1561		
0800	145	151	141	155	592	185	146	169	130	630	1222		
0900	132	132	128	145	537	144	135	148	112	539	1076		
1000	138	141	148	154	581	115	138	146	142	541	1122		
1100	144	136	153	162	595	126	139	129	126	520	1115		
1200	165	155	166	130	616	125	126	158	135	544	1160		
1300	147	153	161	124	585	150	139	129	191	609	1194		
1400	139	154	171	207	671	157	168	145	158	628	1299		
1500	194	182	196	179	751	167	202	181	203	753	1504		
1600	189	203	201	227	820	182	187	192	203	764	1584		
1700	195	235	186	182	798	183	197	161	169	710	1508		
1800	163	181	172	152	668	151	159	114	133	557	1225		
1900	111	103	104	81	399	74	96	77	77	324	723		
2000	57	55	55	54	221	74	74	64	63	275	496		
2100	56	40	53	30	179	51	71	38	36	196	375		
2200	39	26	35	32	132	50	43	26	26	145	277		
2300	32	33	42	15	122	21	14	13	8	56	178		
24-Hour Totals:						9730						9459	19189

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	812	715	755	700	1561
P.M.	1630	858	1630	775	1630	1633
Daily	1630	858	1630	775	1630	1633
Truck Percentage	11.44		10.62		11.04	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	65	5673	2879	114	771	35	18	91	39	8	1	0	1	35	0	1113	9730
W	47	5707	2700	116	643	88	12	73	40	7	1	1	8	16	0	1005	9459

Location	Counts					
	2015 Daily Count	2015 (With 0.78 Axle Factor)	2015 (With 0.92 Seasonal Factor)	2015 AADT (rounded)	2014 AADT (FTO)	2015 AADT
Midway Rd EAST of E Torino Pkwy	20,801	16,225	14,927	14,900	15,900	17,500
Midway Rd WEST of Selvitz Rd	19,096	14,895	13,703	13,700	17,400	17,500

2014 Weekly Axle Factor Category Report - Report Type: ALL

County: 94 - ST.LUCIE

Week	Dates	9410 COUNTY ROADS (URBAN)	9411 SR713, I-95-US 1	I-95	9412	9413 SR713, SR70 - I-95
1	01/01/2014 - 01/04/2014	0.78	0.92		0.93	0.85
2	01/05/2014 - 01/11/2014	0.78	0.92		0.92	0.85
3	01/12/2014 - 01/18/2014	0.78	0.92		0.90	0.85
4	01/19/2014 - 01/25/2014	0.78	0.92		0.90	0.85
5	01/26/2014 - 02/01/2014	0.78	0.92		0.90	0.85
6	02/02/2014 - 02/08/2014	0.78	0.92		0.90	0.85
7	02/09/2014 - 02/15/2014	0.78	0.92		0.90	0.85
8	02/16/2014 - 02/22/2014	0.78	0.92		0.90	0.85
9	02/23/2014 - 03/01/2014	0.78	0.92		0.91	0.85
10	03/02/2014 - 03/08/2014	0.78	0.92		0.91	0.85
11	03/09/2014 - 03/15/2014	0.78	0.92		0.91	0.85
12	03/16/2014 - 03/22/2014	0.78	0.92		0.91	0.85
13	03/23/2014 - 03/29/2014	0.78	0.92		0.91	0.85
14	03/30/2014 - 04/05/2014	0.78	0.92		0.90	0.85
15	04/06/2014 - 04/12/2014	0.78	0.92		0.90	0.85
16	04/13/2014 - 04/19/2014	0.78	0.92		0.90	0.85
17	04/20/2014 - 04/26/2014	0.78	0.92		0.90	0.85
18	04/27/2014 - 05/03/2014	0.78	0.92		0.90	0.85
19	05/04/2014 - 05/10/2014	0.78	0.92		0.90	0.85
20	05/11/2014 - 05/17/2014	0.78	0.92		0.90	0.85
21	05/18/2014 - 05/24/2014	0.78	0.92		0.90	0.85
22	05/25/2014 - 05/31/2014	0.78	0.92		0.90	0.85
23	06/01/2014 - 06/07/2014	0.78	0.92		0.90	0.85
24	06/08/2014 - 06/14/2014	0.78	0.92		0.90	0.85
25	06/15/2014 - 06/21/2014	0.78	0.92		0.90	0.85
26	06/22/2014 - 06/28/2014	0.78	0.92		0.90	0.85
27	06/29/2014 - 07/05/2014	0.78	0.92		0.91	0.85
28	07/06/2014 - 07/12/2014	0.78	0.92		0.91	0.85
29	07/13/2014 - 07/19/2014	0.78	0.92		0.91	0.85
30	07/20/2014 - 07/26/2014	0.78	0.92		0.91	0.85
31	07/27/2014 - 08/02/2014	0.78	0.92		0.91	0.85
32	08/03/2014 - 08/09/2014	0.78	0.92		0.90	0.85
33	08/10/2014 - 08/16/2014	0.78	0.92		0.90	0.85
34	08/17/2014 - 08/23/2014	0.78	0.92		0.90	0.85
35	08/24/2014 - 08/30/2014	0.78	0.92		0.90	0.85
36	08/31/2014 - 09/06/2014	0.78	0.92		0.90	0.85
37	09/07/2014 - 09/13/2014	0.78	0.92		0.90	0.85
38	09/14/2014 - 09/20/2014	0.78	0.92		0.90	0.85
39	09/21/2014 - 09/27/2014	0.78	0.92		0.90	0.85
40	09/28/2014 - 10/04/2014	0.78	0.92		0.90	0.85
41	10/05/2014 - 10/11/2014	0.78	0.92		0.90	0.85
42	10/12/2014 - 10/18/2014	0.78	0.92		0.90	0.85
43	10/19/2014 - 10/25/2014	0.78	0.92		0.90	0.85
44	10/26/2014 - 11/01/2014	0.78	0.92		0.91	0.85
45	11/02/2014 - 11/08/2014	0.78	0.92		0.91	0.85
46	11/09/2014 - 11/15/2014	0.78	0.92		0.91	0.85
47	11/16/2014 - 11/22/2014	0.78	0.92		0.91	0.85
48	11/23/2014 - 11/29/2014	0.78	0.92		0.92	0.85
49	11/30/2014 - 12/06/2014	0.78	0.92		0.92	0.85
50	12/07/2014 - 12/13/2014	0.78	0.92		0.93	0.85
51	12/14/2014 - 12/20/2014	0.78	0.92		0.93	0.85
52	12/21/2014 - 12/27/2014	0.78	0.92		0.92	0.85
53	12/28/2014 - 12/31/2014	0.78	0.92		0.90	0.85

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2014 - 01/04/2014	0.99	1.06
2	01/05/2014 - 01/11/2014	0.99	1.06
3	01/12/2014 - 01/18/2014	0.98	1.05
4	01/19/2014 - 01/25/2014	0.97	1.04
* 5	01/26/2014 - 02/01/2014	0.95	1.02
* 6	02/02/2014 - 02/08/2014	0.94	1.01
* 7	02/09/2014 - 02/15/2014	0.92	0.99
* 8	02/16/2014 - 02/22/2014	0.91	0.98
* 9	02/23/2014 - 03/01/2014	0.91	0.98
*10	03/02/2014 - 03/08/2014	0.92	0.99
*11	03/09/2014 - 03/15/2014	0.92	0.99
*12	03/16/2014 - 03/22/2014	0.92	0.99
*13	03/23/2014 - 03/29/2014	0.93	1.00
*14	03/30/2014 - 04/05/2014	0.94	1.01
*15	04/06/2014 - 04/12/2014	0.95	1.02
*16	04/13/2014 - 04/19/2014	0.96	1.03
*17	04/20/2014 - 04/26/2014	0.97	1.04
18	04/27/2014 - 05/03/2014	0.98	1.05
19	05/04/2014 - 05/10/2014	1.00	1.08
20	05/11/2014 - 05/17/2014	1.01	1.09
21	05/18/2014 - 05/24/2014	1.02	1.10
22	05/25/2014 - 05/31/2014	1.03	1.11
23	06/01/2014 - 06/07/2014	1.03	1.11
24	06/08/2014 - 06/14/2014	1.04	1.12
25	06/15/2014 - 06/21/2014	1.04	1.12
26	06/22/2014 - 06/28/2014	1.05	1.13
27	06/29/2014 - 07/05/2014	1.06	1.14
28	07/06/2014 - 07/12/2014	1.06	1.14
29	07/13/2014 - 07/19/2014	1.07	1.15
30	07/20/2014 - 07/26/2014	1.07	1.15
31	07/27/2014 - 08/02/2014	1.06	1.14
32	08/03/2014 - 08/09/2014	1.06	1.14
33	08/10/2014 - 08/16/2014	1.05	1.13
34	08/17/2014 - 08/23/2014	1.05	1.13
35	08/24/2014 - 08/30/2014	1.06	1.14
36	08/31/2014 - 09/06/2014	1.07	1.15
37	09/07/2014 - 09/13/2014	1.08	1.16
38	09/14/2014 - 09/20/2014	1.09	1.17
39	09/21/2014 - 09/27/2014	1.07	1.15
40	09/28/2014 - 10/04/2014	1.06	1.14
41	10/05/2014 - 10/11/2014	1.04	1.12
42	10/12/2014 - 10/18/2014	1.02	1.10
43	10/19/2014 - 10/25/2014	1.02	1.10
44	10/26/2014 - 11/01/2014	1.02	1.10
45	11/02/2014 - 11/08/2014	1.02	1.10
46	11/09/2014 - 11/15/2014	1.02	1.10
47	11/16/2014 - 11/22/2014	1.02	1.10
48	11/23/2014 - 11/29/2014	1.01	1.09
49	11/30/2014 - 12/06/2014	1.01	1.09
50	12/07/2014 - 12/13/2014	1.00	1.08
51	12/14/2014 - 12/20/2014	0.99	1.06
52	12/21/2014 - 12/27/2014	0.99	1.06
53	12/28/2014 - 12/31/2014	0.98	1.05

* PEAK SEASON

09-MAR-2015 16:07:54

830UPD

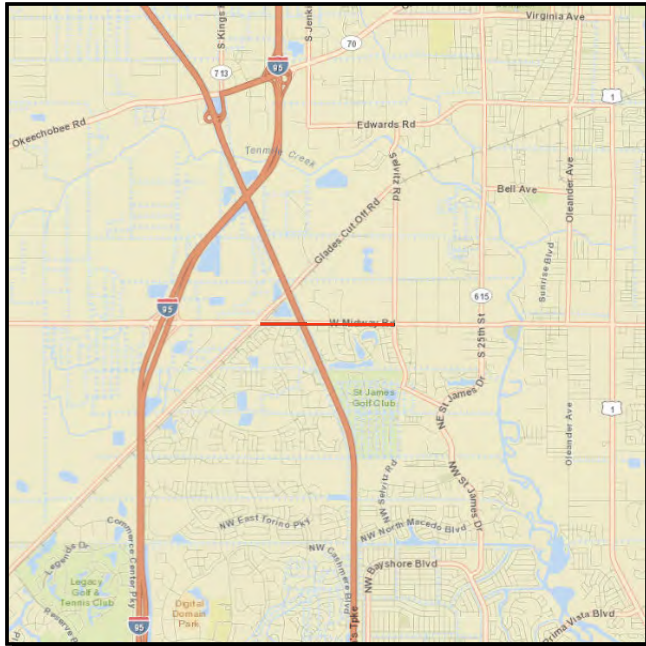
4_9401_PKSEASON.TXT

APPENDIX C
Work Program Project Summary Sheets

MIDWAY ROAD / CR-712

2314403

Non-SIS



Project Description: W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD

Work Summary: PD&E/EMO STUDY **From:** GLADES CUT OFF ROAD
To: SELVITZ ROAD

Lead Agency: Managed by FDOT **Length:** 1.592 MI

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
PE	LFP	0	2,150,000	0	0	0	2,150,000
Total		0	2,150,000	0	0	0	2,150,000

Prior Year Cost: 1,650,000
Future Year Cost: 0
Total Project Cost: 3,800,000
LRTP: Page 4-7

Table 3-1: Final Roadway Needs Plan Projects

Project #	Project Limits	Length (mi)	Project Description	Total Cost (\$ M)
State Projects				
1535	I-95: N of Glades Cut-Off Rd to S of SR-70	3.5	Add 2 auxiliary lanes	\$31.2
1536	I-95: N of Becker Rd to N of Glades Cut-Off Rd	10.0	Add 2 auxiliary lanes	\$100.8
550	Turnpike @ Midway Rd		Interchange	\$39.0
401	Turnpike Feeder Rd, Indrio Rd to US 1	2.7	Add 2 lanes, bike lanes, sidewalks	\$35.6
402	Kings Hwy: N of I-95 Overpass to Indrio Rd	4.4	Add 2 lanes, bike lanes, sidewalks	\$57.7
500	US 1: Martin County to Indian River County	21.4	Operational Improvement	\$26.3
			State Project Total Cost	\$290.6
Local Projects				
403	Glades Cut-Off Rd: Commerce Center Dr to Selvitz Rd	5.4	Add 2 lanes, bike lanes, sidewalks	\$70.1
404	Selvitz Rd: Glades Cut-Off Rd to Edwards Rd	0.7	Add 2 lanes, bike lanes, sidewalks	\$9.3
413	Midway Rd: Glades Cut-Off Rd to Selvitz Rd	1.6	Add 2 lanes, bike lanes, sidewalks	\$16.1
450	Jenkins Rd: Midway Rd to St Lucie Blvd	13.0	New 4 lanes, bike lanes, sidewalks	\$120.1
2702	Northern Connector: I-95 to Kings Hwy	2.2	New 4 lanes, bike lanes, sidewalks	\$40.6
2703	North Mid-County Connector: Turnpike to Midway Rd	8.2	New 4 lanes, bike lanes, sidewalks	\$150.8
405	California Blvd: Savona Blvd to St Lucie W Blvd	3.0	Add 2 lanes, bike lanes, sidewalks	\$39.3
406	East Torino Pkwy: Cashmere Blvd to Midway Rd	2.4	Add 2 lanes, bike lanes, sidewalks	\$31.7
407	Port St Lucie Blvd: Becker Rd to Paar Dr	1.2	Add 2 lanes, bike lanes, sidewalks	\$15.4
408	Port St Lucie Blvd: Paar Dr to Darwin Rd	1.7	Add 2 lanes, bike lanes, sidewalks	\$21.6
414	St Lucie W Blvd: E of I-95 to Cashmere Blvd	1.9	Add 2 lanes, bike lanes, sidewalks	\$25.6
415	Floresta Dr: Oaklyn St to Port St Lucie Blvd	0.6	Add 2 lanes, bike lanes, sidewalks	\$7.9
416	Southbend Blvd: Becker Rd to Floresta Dr	4.2	Add 2 lanes, bike lanes, sidewalks	\$54.4
428	Savona Blvd: Gatlin Blvd to California Blvd	1.1	Add 2 lanes, bike lanes, sidewalks	\$14.0
500	Floresta Dr: Port St Lucie Blvd to Crosstown Pkwy	3.5	Operational Improvement	\$15.0
			Local Project Total Cost	\$631.9
Developer Projects				
2501	E-W-Road 6: Shinn Rd to Glades Cut-Off Rd	2.3	New 4 lanes, bike lanes, sidewalks	\$42.4
2502	Williams Rd: Shinn Rd to McCarty Rd	1.5	New 2 lanes, bike lanes, sidewalks	\$18.4
2503	Williams Ext: McCarty Rd to Glades Cutoff Rd	1.8	New 4 lanes, bike lanes, sidewalks	\$32.9
2504	Newell Rd: Shinn Rd to Arterial A	2.5	New 4 lanes, bike lanes, sidewalks	\$46.7
2505	Range Line Rd: Glades Cut-Off Rd to Midway Rd	5.5	New 4 lanes, bike lanes, sidewalks	\$47.1
2506	Shinn Rd: Midway Rd to Glades Cut-Off Rd	5.0	New 4 lanes, bike lanes, sidewalks	\$42.8
2507	McCarty Rd: Williams Rd to Midway Rd	1.3	Add 2 lanes, bike lanes, sidewalks	\$16.3
2508	McCarty Rd: Glades Cut-Off Rd to Williams Rd	2.0	New 4 lanes, bike lanes, sidewalks	\$36.3
2509	Arterial A: Glades Cut-Off Rd to Midway Rd	2.3	New 4 lanes, bike lanes, sidewalks	\$42.9
2601	Becker Rd: Village Pkwy to Range Line Rd	4.3	New 4 lanes, bike lanes, sidewalks	\$78.2
2602	Paar Dr (W): Village Pkwy to Range Line Rd	4.2	New 4 lanes, bike lanes, sidewalks	\$78.0
2603	Open View Dr (W): Village Pkwy to Range Line Rd	3.9	New 4 lanes, bike lanes, sidewalks	\$72.1
2604	E-W Road 2: Village Pkwy to N-S Road A	2.7	New 4 lanes, bike lanes, sidewalks	\$49.0
2605	Discovery Way: Village Pkwy to Community Blvd	0.3	Add 2 lanes, bike lanes, sidewalks	\$3.5
2606	Discovery Way: Community Blvd to Range Line Rd	3.0	New 4 lanes, bike lanes, sidewalks	\$55.8
2607	Stony Creek Way: Range Line Rd to Tradition Pkwy	1.7	New 4 lanes, bike lanes, sidewalks	\$30.8
2608	Tradition Pkwy: Range Line Rd to Stony Creek Way	2.1	New 4 lanes, bike lanes, sidewalks	\$37.9

Chapter 6: Go2040 Cost Feasible Plan



Table 6-3: Go2040 Cost Feasible Plan Roadway Improvements

Map Identifier	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
2021-2025						
402a	Kings Hwy	N. of I-95 Overpass	St. Lucie Blvd	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$27,510,000
408	Port St. Lucie Blvd	Paar Dr.	Darwin Rd.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$17,800,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$6,750,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$3,270,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$4,410,000
					Total:	\$59,740,000
2026-2030						
402b	Kings Hwy	St. Lucie Blvd	Indrio Rd	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$40,000,000
413	Midway Rd.	Glades Cut-Off Rd.	Selvitz Rd.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$24,050,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$17,600,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$4,210,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$9,870,000
					Total:	\$95,730,000

* - All roadway improvements shall incorporate an urban cross section that includes curbs, gutters, and closed drainage.



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Office of Work Program and Budget [Lisa Saliba - Director](#)

Five Year Work Program

Selection Criteria	
All in State (Updated: 2/17/2016-21.15.02)	2016-2021 G1 Item Number:437986-1

- [Display current records in a Report Style](#)
- [Display current records in an Excel Document](#)

Project Summary						
Transportation System: INTRASTATE TURNPIKE				District 04 - St Lucie County ** Turnpike **		
Description: RESURFACE TPK MAINLINE IN ST. LUCIE CNTY, MP 138.13 - 153.23						
Type of Work: RESURFACING				View Scheduled Activities		
Item Number: 437986-1				SIS		
Length: 15.100				View Map of Item		
Project Detail						
Fiscal Year:	2016	2017	2018	2019	2020	2021
Turnpike/Preliminary Engineering						
Amount:			\$1,419,169			
Turnpike/Construction						
Amount:				\$18,079,184		
Item Total:			\$1,419,169	\$18,079,184		

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
(Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622)

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Florida Department of Transportation
Consistent, Predictable, Repeatable

Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
District 04 (Updated: 2/17/2016-21.15.02) Category:Highways	2016-2021 G1 St Lucie County Item Number:436646-1

[Display current records in a Report Style](#)
[Display current records in an Excel Document](#)

Project Summary						
Transportation System: INTRASTATE INTERSTATE			District 04 - St Lucie County			
Description: SR-9/I-95 OVER GATLIN BLVD. & SR-9/I-95 OVER CR-712 MIDWAY RD.						
Type of Work: BRIDGE REHABILITATION			View Scheduled Activities			
Item Number: 436646-1			SIS			
Length: 7.894						
Construction Contract Information						
Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used		
05/12/2016		458	0	0.00%		
Vendor Name: MORRISON - COBALT JV						
Project Detail						
Fiscal Year:	2016	2017	2018	2019	2020	2021
Highways/Preliminary Engineering						(On-Going)
Amount:	\$140,799					
Highways/Construction						
Amount:	\$12,180,640					
Highways/Contract Incentives						
Amount:			\$300,000			
Highways/Environmental						(On-Going)
Amount:						
Item Total:	\$12,321,439		\$300,000			

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(Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622 ☎)

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Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All in State <small>(Updated: 2/17/2016-21.15.02)</small>	2016-2021 G1 <small>Item Number:435410-1</small>

- [Display current records in a Report Style](#)
- [Display current records in an Excel Document](#)

Project Summary						
Transportation System: INTRASTATE TURNPIKE					District 04 - St Lucie County ** Turnpike **	
Description: PAINT BRIDGES IN ST. LUCIE COUNTY (940050 @ MP 150.5)(940072 @ MP 152.						
Type of Work: BRIDGE - PAINTING					View Scheduled Activities	
Item Number: 435410-1					SIS	
Length: 0.132					View Map of Item	
Project Detail						
Fiscal Year:	2016	2017	2018	2019	2020	2021
Turnpike/Preliminary Engineering <i>(On-Going)</i>						
Amount:		\$44,920				
Turnpike/Construction						
Amount:			\$328,351			
Item Total:		\$44,920	\$328,351			

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Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All in State <small>(Updated: 2/17/2016-21.15.02)</small>	2016-2021 G1 <small>Item Number:431737-1</small>

- [Display current records in a Report Style](#)
- [Display current records in an Excel Document](#)

Project Summary						
Transportation System: INTRASTATE TURNPIKE				Statewide - Turnpike County ** Turnpike **		
Description: ALL ELECTRONIC TOLLING (AET) PHASE 8 - TICKET SYSTEM (MP 88-236)						
Type of Work: TOLL PLAZA						View Scheduled Activities
Item Number: 431737-1						SIS
Length: 151.496						View Map of Item
Project Detail						
Fiscal Year:	2016	2017	2018	2019	2020	2021
Turnpike/Preliminary Engineering						<i>(On-Going)</i>
Amount:	\$175		\$2,000,000	\$864,735		
Turnpike/Design Build						<i>(On-Going)</i>
Amount:				\$94,016,769		
Item Total:	\$175		\$2,000,000	\$94,881,504		

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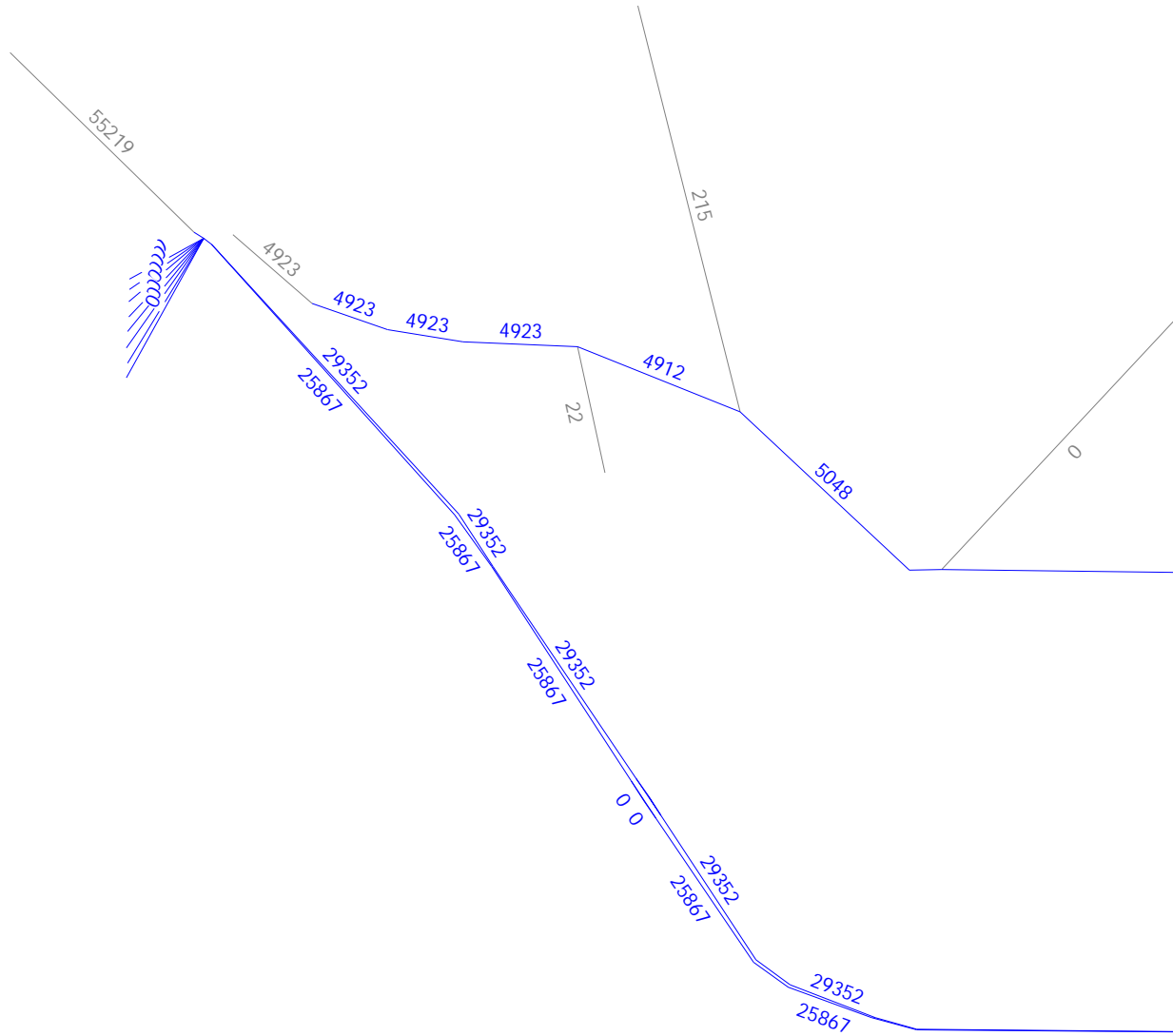
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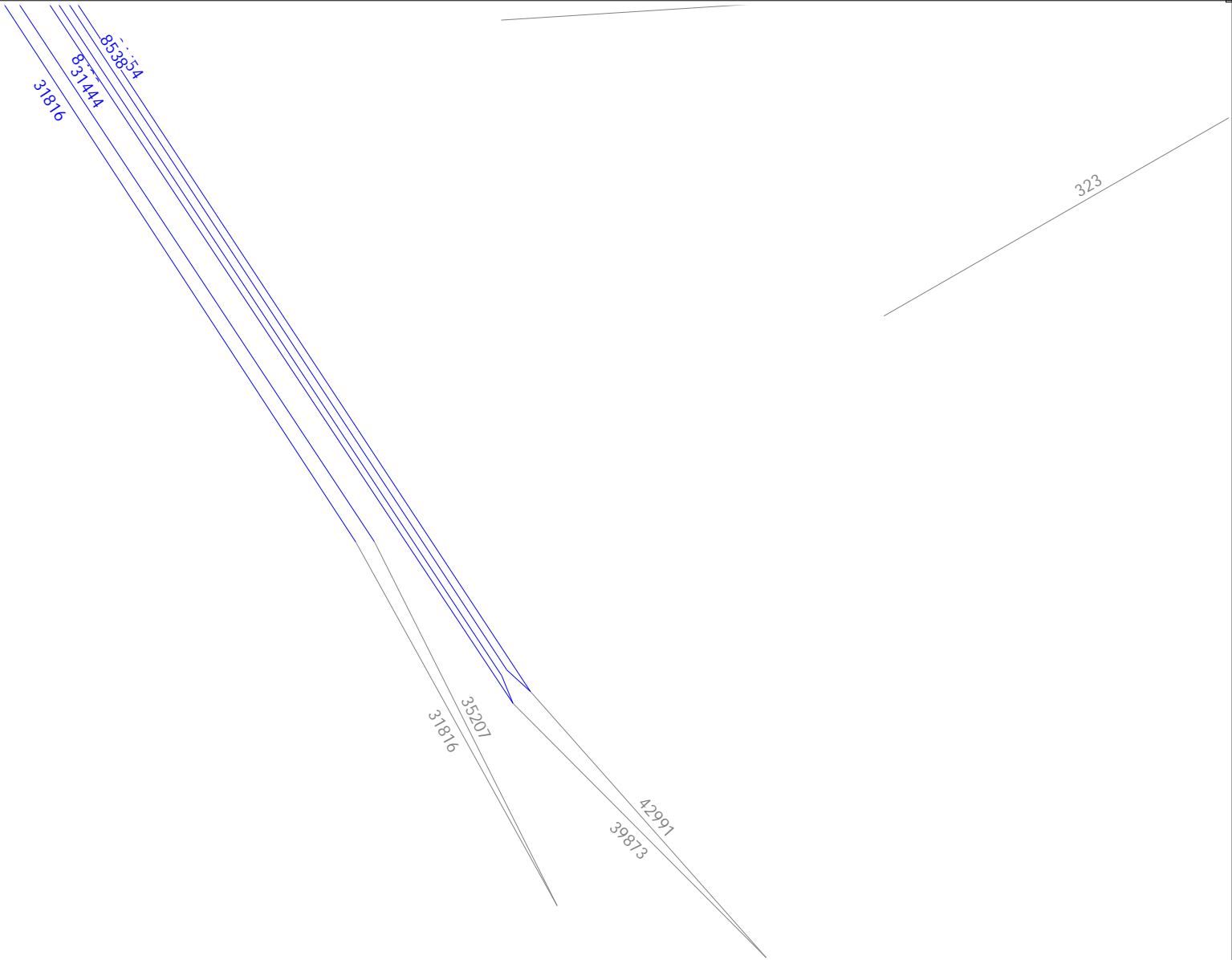
APPENDIX D
TCRPM4 Output

2040CF

Midway Road
2040CF Volumes
TCRPM4



Midway Road
2040CF Volumes
TCRPM4

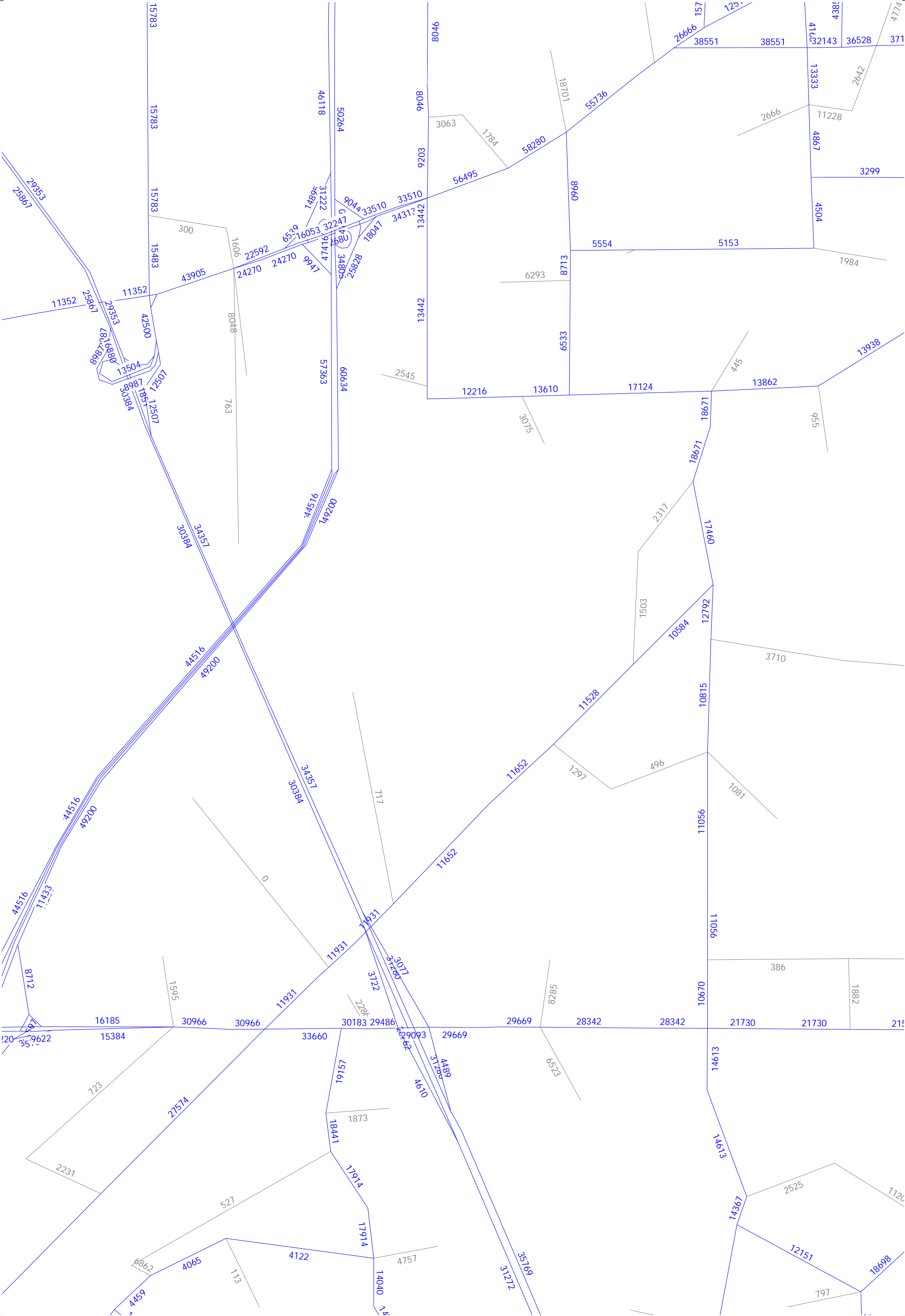


2040CF with Turnpike Interchange

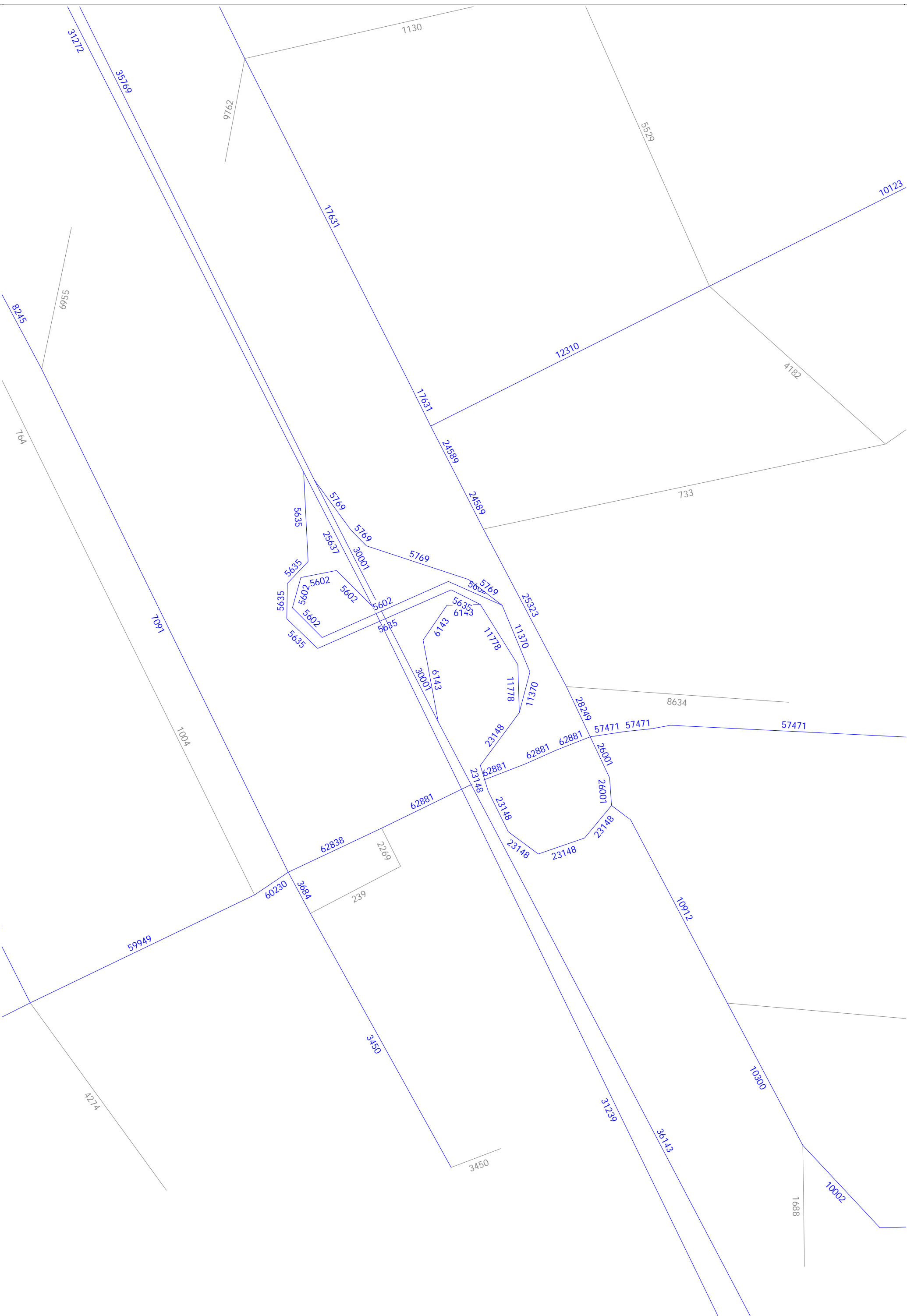
Midway Road (Interchange w/o Jenkins Road)

2040CF Volumes

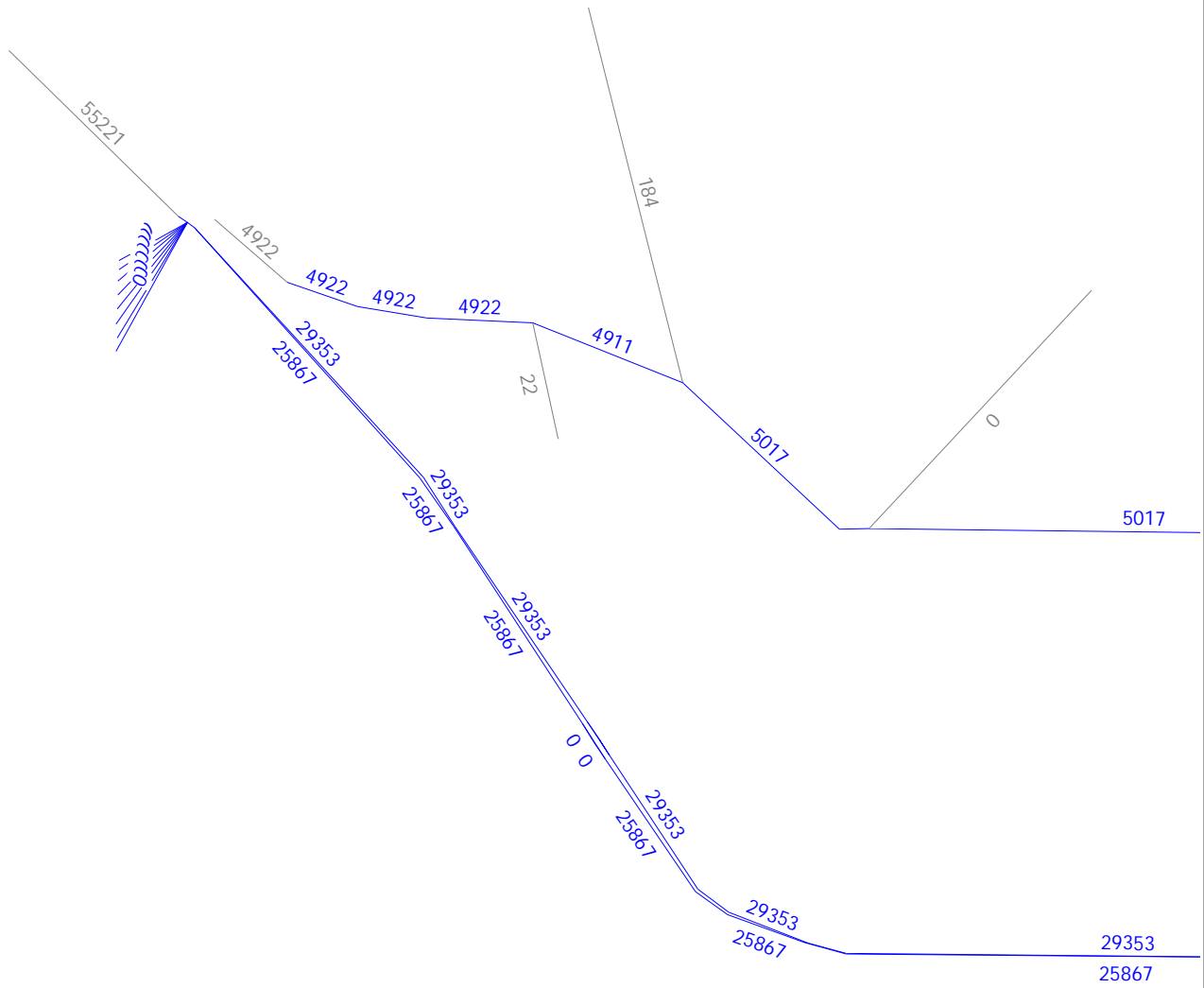
TCRPM4



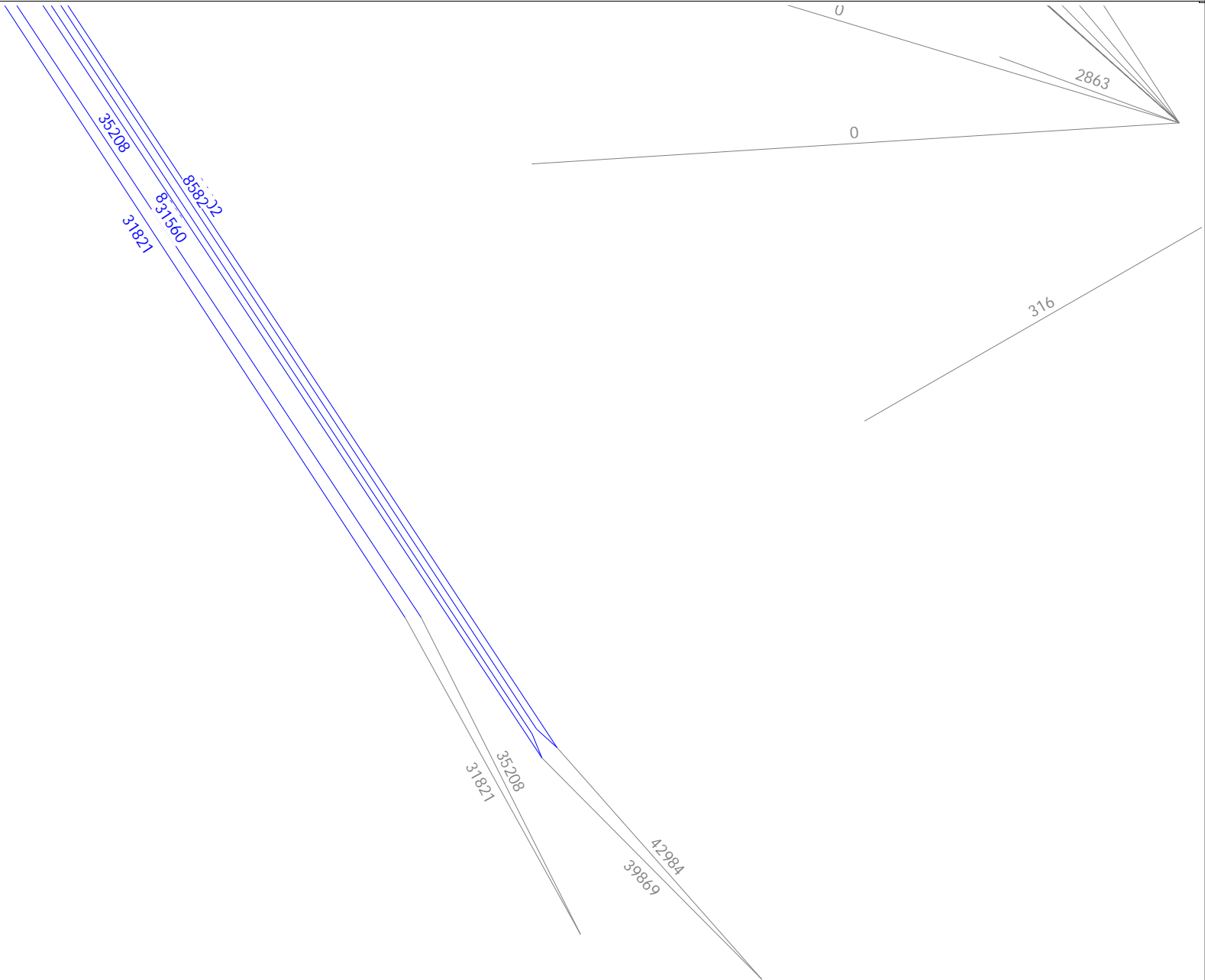
Midway Road (Interchange w/o Jenkins Road)
2040CF Volumes
TCRPM4



Midway Road (Interchange w/o Jenkins Road)
2040CF Volumes
TCRPM4



Midway Road (Interchange w/o Jenkins Road)
2040CF Volumes
TCRPM4



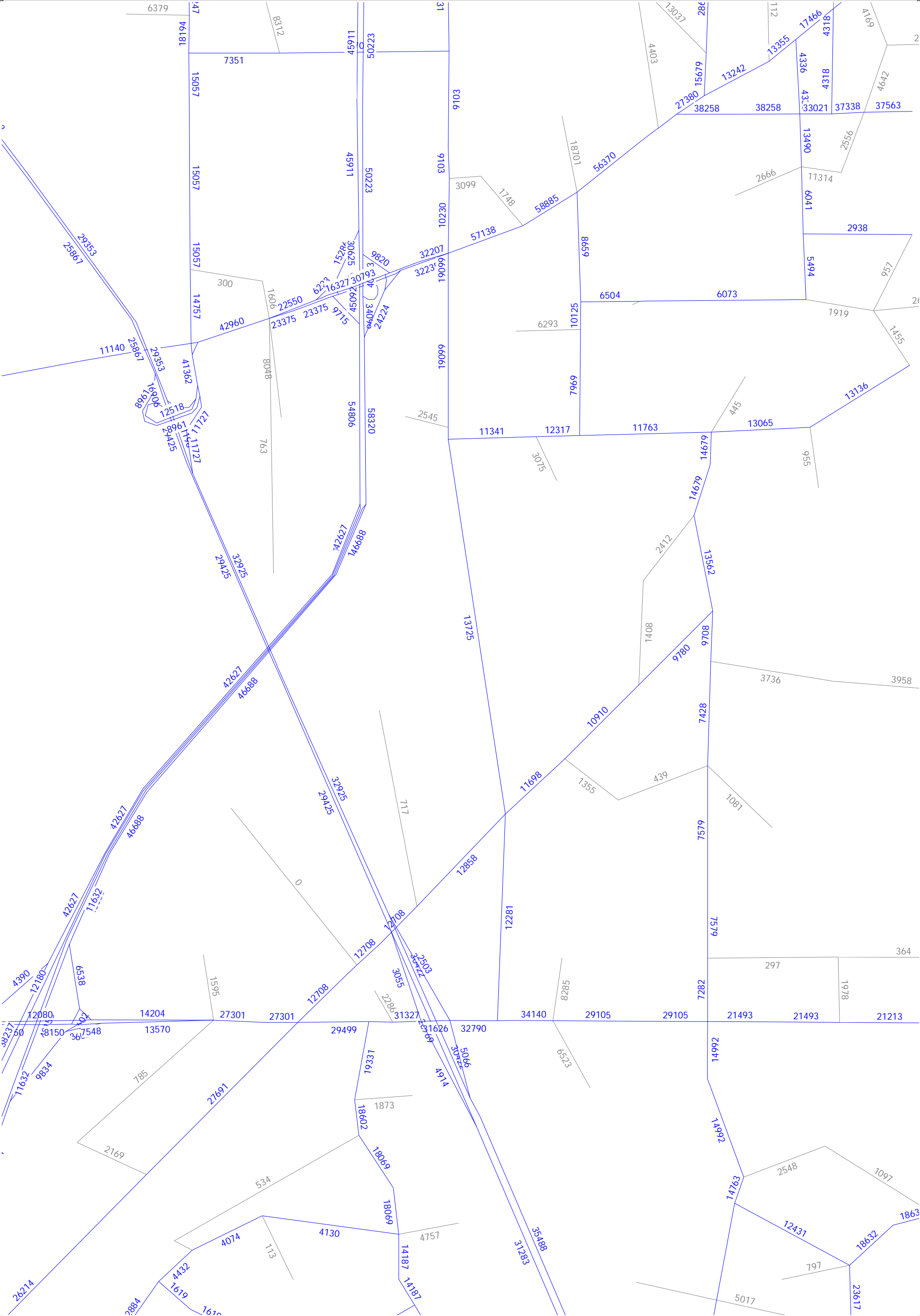
2040CF with Turnpike Interchange and Jenkins Road Extension

Midway Road (Interchange w/Jenkins Road)

2040CF Volumes

TCRPM4

"Assignment Only"

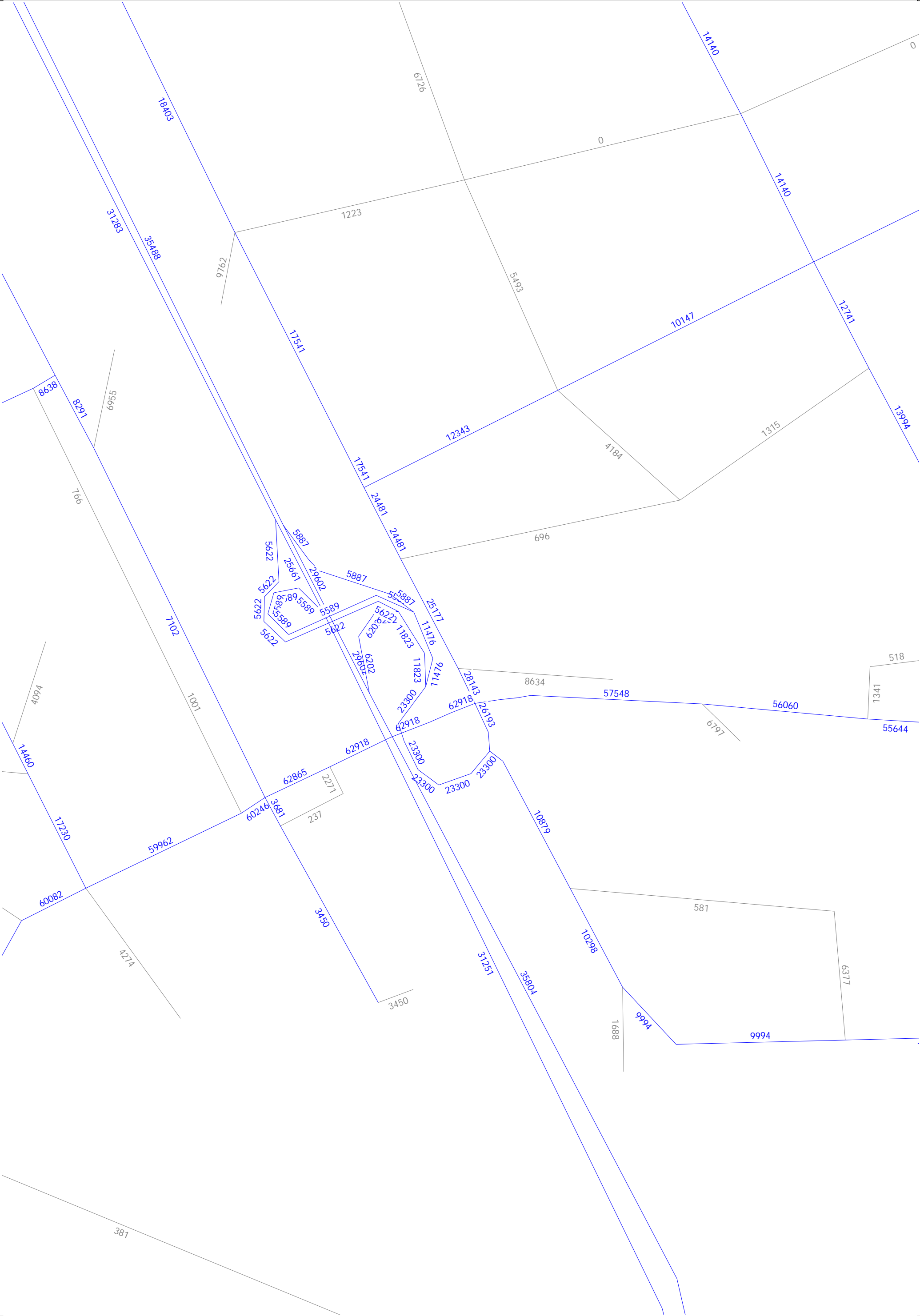


Midway Road (Interchange w/Jenkins Road)

2040CF Volumes

TCRPM4

"Assignment Only"

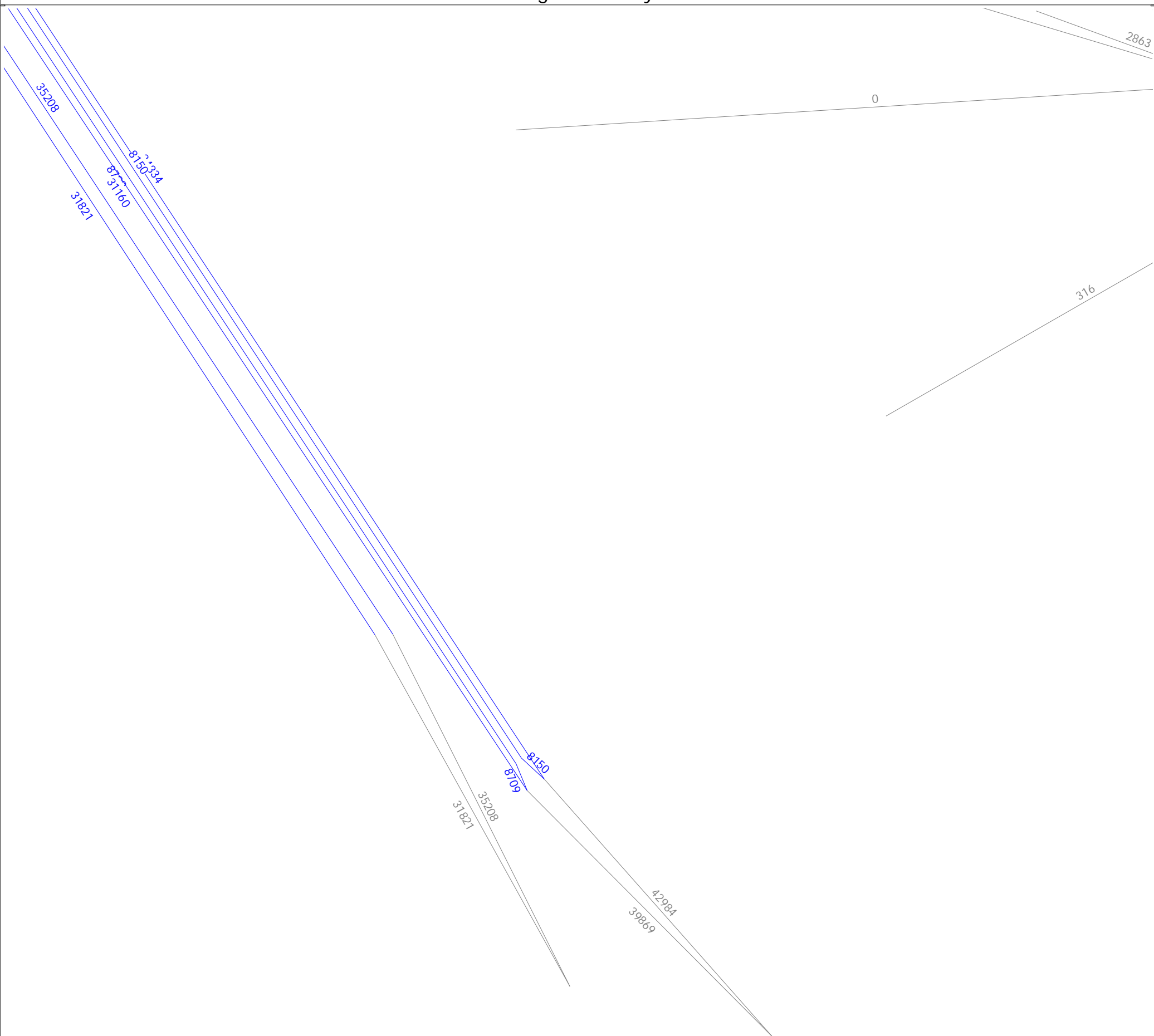


Midway Road (Interchange w/Jenkins Road)

2040CF Volumes

TCRPM4

"Assignment Only"



Location	Turpike Data			Modeling Scenario				
	2010 AADT	2014 AADT	2040 AADT	Base 2010	2014 Interpolated	2040CF	2040CF with TPE	2040CF with TPE and Jenkins
Turnpike at Fort Drum Service Area	26400	28800	52200	29510	32938	55219	55220	55220
North of Fort Pierce						55219	55220	55220
Fort Pierce NB On and SB Off Ramps	3300	5100	7900	7518	8793	17083	16489	17116
Fort Pierce SB On and NB Off Ramps	9300	11400	16700	15727	16862	24240	26011	24245
Turnpike South of Fort Pierce	32300	35100	61000	37719	41006	62375	64741	62350
Midway Road NB On and SB Off Ramps	0	0	0	0	0	0	6799	5558
Midway Road SB On and NB Off Ramps	0	0	0	0	0	0	9099	9980
Turnpike North of St. Lucie	32300	35100	61000	37719	41006	62375	67041	66771
St. Lucie NB On and SB Off Ramps	3300	3100	5800	5954	6379	9144	11404	11509
St. Lucie SB On and NB Off Ramps	9300	8700	13600	8251	8887	13021	11745	11791
South of St. Lucie						66253	67382	67055
Turnpike South of Becker Road	41100	43300	72600	36496	40566	67023	67029	67029

Location	2014 AADT	2014 Interpolated	AADT-Model
Turnpike at Fort Drum Service Area	28800	32900	-4100
Fort Pierce NB On and SB Off Ramps	5100	8800	-3700
Fort Pierce SB On and NB Off Ramps	11400	16900	-5500
Turnpike South of Fort Pierce	35100	41000	-5900
Midway Road NB On and SB Off Ramps	0	0	0
Midway Road SB On and NB Off Ramps	0	0	0
Turnpike North of St. Lucie	35100	41000	-5900
St. Lucie NB On and SB Off Ramps	3100	6400	-3300
St. Lucie SB On and NB Off Ramps	8700	8900	-200
Turnpike South of Becker Road	43300	40600	2700

Location	2040 AADT	Base Adjustment	2040CF	2040CF Adjusted	2040CF with TPE	2040CF with TPE Adjusted	2040CF with TPE and Jenkins	2040CF with TPE and Jenkins Adjusted
Turnpike at Fort Drum Service Area	52,200	-4,100	55,219	51,119	55,220	51,120	55220	51,120
North of Fort Pierce	0	-3,700	55,219	51,519	55,220	51,520	55220	51,520
Fort Pierce NB On and SB Off Ramps	7,900	-3,700	17,083	13,383	16,489	12,789	17116	13,416
Fort Pierce SB On and NB Off Ramps	16,700	-5,500	24,240	18,740	26,011	20,511	24245	18,745
Turnpike South of Fort Pierce	61,000	-5,900	62,375	56,475	64,741	58,841	62350	56,450
Midway Road NB On and SB Off Ramps	0	0	0	0	6,799	6,799	5558	5,558
Midway Road SB On and NB Off Ramps	0	0	0	0	9,099	9,099	9980	9,980
Turnpike North of St. Lucie	61,000	-5,900	62,375	56,475	67,041	61,141	66771	60,871
St. Lucie NB On and SB Off Ramps	5,800	-3,300	9,144	5,844	11,404	8,104	11509	8,209
St. Lucie SB On and NB Off Ramps	13,600	-200	13,021	12,821	11,745	11,545	11791	11,591
South of St. Lucie	0	2,700	66,253	68,953	67,382	70,082	67055	69,755
Turnpike South of Becker Road	72,600	2,700	67,023	69,723	67,029	69,729	67029	69,729

Location	No-Build	Scenario 1: Without Jenkins Road	Scenario 2: With Jenkins Road
Turnpike at Fort Drum Service Area	51,100	51,100	51100
North of Fort Pierce	51,500	51,500	51500
Fort Pierce NB On and SB Off Ramps	13,400	12,800	13400
Fort Pierce SB On and NB Off Ramps	18,700	20,500	18700
Turnpike South of Fort Pierce	56,500	58,800	56500
Midway Road NB On and SB Off Ramps	0	6,800	5600
Midway Road SB On and NB Off Ramps	0	9,100	10000
Turnpike North of St. Lucie	56,500	61,100	60900
St. Lucie NB On and SB Off Ramps	5,800	8,100	8200
St. Lucie SB On and NB Off Ramps	12,800	11,500	11600
South of St. Lucie	69,000	70,100	69800
Turnpike South of Becker Road	69,700	69,700	69700

Location	Count Data			Modeling Scenario				
	2010 AADT	2014/2015 AADT	2040 AADT	Base 2010	2014/2015 Interpolated	2040CF	2040CF with TPE	2040CF with TPE and Jenkins
I-95 North of Midway Road		67000		57827	65914	118476	117996	113127
Midway Road NB On and SB Off Ramps		7000		5278	6764	16424	15345	10928
Midway Road SB On and NB Off Ramps		9700		7489	9150	19946	18103	18334
I-95 South of Midway Road		58000		60039	68300	121997	120754	120534
Midway Road West of I-95		4400		5960	7121	14666	15613	15736
Midway Road East of I-95		15900		12118	14879	32824	31569	27774
Midway Road West of Glades Road		16000		12093	15431	32118	30966	27301
Midway Road West of E Torino Parkway		17700		14732	18015	34432	33660	29499
Midway Road East of E Torino Parkway		17500		11399	14026	27159	30183	31520
Midway Road East of Turnpike		17500		10977	13478	25980	29669	32790
Midway Road East of Jenkins		17500		12153	14506	26273	28342	34140
Midway Road East of Selvitz		14500		8594	10550	20328	21730	21493

Location	2014/2015 AADT	2014/2015 Interpolated	AADT-Model
I-95 North of Midway Road	67000	65900	1100
Midway Road NB On and SB Off Ramps	7000	6800	200
Midway Road SB On and NB Off Ramps	9700	9200	500
I-95 South of Midway Road	58000	68300	-10300
Midway Road West of I-95	4400	7100	-2700
Midway Road East of I-95	15900	14900	1000
Midway Road West of Glades Road	16000	15400	600
Midway Road West of E Torino Parkway	17700	18000	-300
Midway Road East of E Torino Parkway	17500	14000	3500
Midway Road East of Turnpike	17500	13500	4000
Midway Road East of Jenkins	17500	14500	3000
Midway Road East of Selvitz	14500	10600	3900

Location	2040 AADT	Base Adjustment	2040CF	2040CF Adjusted	2040CF with TPE	2040CF with TPE Adjusted	Change in Traffic	2040CF with TPE and Jenkins	2040CF with TPE and Jenkins Adjusted	Change in Traffic
I-95 North of Midway Road	0	1,100	118,476	119,576	117,996	119,096	-480	113127	114,227	-5,349
Midway Road NB On and SB Off Ramps	0	200	16,424	16,624	15,345	15,545	-1,079	10928	11,128	-5,496
Midway Road SB On and NB Off Ramps	0	500	19,946	20,446	18,103	18,603	-1,843	18334	18,834	-1,612
I-95 South of Midway Road	0	-10,300	121,997	111,697	120,754	110,454	-1,243	120534	110,234	-1,463
Midway Road West of I-95	0	-2,700	14,666	11,966	15,613	12,913	947	15736	13,036	1,070
Midway Road East of I-95	0	1,000	32,824	33,824	31,569	32,569	-1,255	27774	28,774	-5,050
Midway Road West of Glades Road	0	600	32,118	32,718	30,966	31,566	-1,152	27301	27,901	-4,817
Midway Road West of E Torino Parkway	0	-300	34,432	34,132	33,660	33,360	-772	29499	29,199	-4,933
Midway Road East of E Torino Parkway	0	3,500	27,159	30,659	30,183	33,683	3,024	31520	35,020	4,361
Midway Road East of Turnpike	0	4,000	25,980	29,980	29,669	33,669	3,689	32790	36,790	6,810
Midway Road East of Jenkins	0	3,000	26,273	29,273	28,342	31,342	2,069	34140	37,140	7,867
Midway Road East of Selvitz	0	3,900	20,328	24,228	21,730	25,630	1,402	21493	25,393	1,165

Location	No-Build	Scenario 1: Without Jenkins Road	Scenario 2: With Jenkins Road
I-95 North of Midway Road	119,600	119,100	114200
Midway Road NB On and SB Off Ramps	16,600	15,500	11100
Midway Road SB On and NB Off Ramps	20,400	18,600	18800
I-95 South of Midway Road	111,700	110,500	110200
Midway Road West of I-95	12,000	12,900	13000
Midway Road East of I-95	33,800	32,600	28800
Midway Road West of Glades Road	32,700	31,600	27900
Midway Road West of E Torino Parkway	34,100	33,400	29200
Midway Road East of E Torino Parkway	30,700	33,700	35000
Midway Road East of Turnpike	30,000	33,700	36800
Midway Road East of Jenkins	29,300	31,300	37100
Midway Road East of Selvitz	24,200	25,600	25400

APPENDIX E
FDOT Count Station 97-1964And
FDOT Count Station 94-1904

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2014 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 1964 - SR-91 M/L, BTWN MM 152 & TEN MILE CREEK BRIDGE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	33000 C	N 16500	S 16500	10.50	55.40	12.30
2013	30000 C	N 15000	S 15000	10.50	54.90	12.60
2012	32000 E	N 16000	S 16000	10.50	55.70	12.30
2011	32000 E	N 16000	S 16000	10.50	56.20	11.30
2010	32300 C	N 16150	S 16150	10.73	58.04	10.30
2009	31000 C	N 15500	S 15500	10.67	56.97	10.00
2008	34400 C	N 18550	S 15850	10.56	56.04	10.00
2007	33200 C	N 16600	S 16600	9.35	52.58	8.40
2006	32700 C	N 16350	S 16350	9.38	54.04	10.80
2005	32100 C	N	S	10.40	57.60	10.50
2004	28100 C	N	S	11.20	57.80	9.50
2003	26000 C	N	S	10.50	54.10	8.50
2002	23800 C	N	S	11.10	54.50	7.70
2001	23300 C	N	S	11.50	54.10	8.00
2000	20300 C	N	S	12.40	55.40	7.10
1999	20200 C	N	S	11.70	56.40	7.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2014 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 1904 - SR 9/I-95 - N OF ST LUCIE W BLVD,2 CABINETS (COUNTY 1904)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	58000	C	N 29500		S 28500	9.00	62.50	9.20
2013	54000	C	N 27500		S 26500	9.00	63.10	9.90
2012	51500	C	N 25000		S 26500	9.00	62.60	10.10
2011	55000	C	N 27500		S 27500	9.00	56.80	9.70
2010	56500	C	N 29000		S 27500	9.44	57.33	14.30
2009	51000	C	N 26000		S 25000	9.69	55.38	14.30
2008	55500	C	N 28500		S 27000	9.84	54.82	14.30
2007	61000	F				9.17	53.41	8.40
2006	59000	C	N 29000		S 30000	9.26	54.46	8.40
2005	55500	C	N 26000		S 29500	9.10	53.40	18.10
2004	54000	C	N 27000		S 27000	9.00	54.40	18.10
2003	53000	C	N 26500		S 26500	9.30	54.40	18.10
2002	51500	C	N 25500		S 26000	9.30	52.80	21.30
2001	48500	C	N 25000		S 23500	9.30	53.80	20.80
2000	41500	C	N 20500		S 21000	9.80	53.10	26.00
1999	41500	C	N 20500		S 21000	9.90	54.40	18.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES