

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS
FOR
COVE ROAD - TUTTLE

Prepared for:

Mr. Brian Tuttle
C/O Cuozzo Design Group, Inc.
P.O. Box 338
Palm City, FL 34991

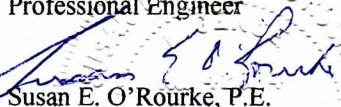
Prepared by:

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

March 6, 2017

Revised October 10, 2017
Revised March 8, 2018
Revised August 5, 2019
Revised March 3, 2020

MR16091.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 969 SE Federal Highway, Suite 402 Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 3/03/2020 License #: 42684
---	---



O'ROURKE
ENGINEERING & PLANNING

March 6, 2017

Mr. Brian Tuttle
C/O Cuozzo Design Group, Inc.
P.O. Box 338
Palm City, FL 34991

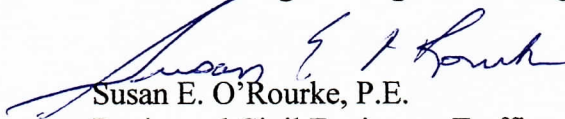
Re: Cove Road – Tuttle

Dear Mr. Tuttle:

O'Rourke Engineering & Planning has completed the analysis of the proposed 97.06 acres of development to be located on Cove Road just east of Trover Lane in Martin County, Florida. The steps in the analysis and the ensuing results are presented herein.

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

Respectfully submitted,
O'Rourke Engineering & Planning


Susan E. O'Rourke, P.E.
Registered Civil Engineer - Traffic

C6-Cove Rd Concurrency Report – Revised 3.3.2020

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
ROADWAY CONDITIONS	3
PROJECT TRAFFIC	3
PROJECT DISTRIBUTION / ASSIGNMENT/IMPACT	5
FUTURE TRAFFIC/CONCURRENCY REVIEW	5
CONCLUSION	5

TABLES

TABLE 1a: Project Trip Generation – Phase 1 - 81 Units	4
TABLE 1b: Project Trip Generation – Buildout - 118 Units	4
TABLE 2a: Project Percent Impact – Phase 1 – 81 Units	7
TABLE 2b: Project Percent Impact – Buildout – 118 Units	7
TABLE 3a: Link Analysis 2022- Phase 1	8
TABLE 3b: Link Analysis 2027- Buildout	8

FIGURES

FIGURE 1: Project Location	2
FIGURE 2: Project Percent Assignment	6

APPENDICES

APPENDIX A: Site Plan/Transit/Non-Motorized Features	
APPENDIX B: Martin County 2018 Roadway Level of Service Inventory Report	
APPENDIX C: ArtPlan Analysis	

INTRODUCTION

O'Rourke Engineering & Planning, Inc. was retained to prepare a traffic analysis for the proposed 97.06 acres of Residential development to be located on Cove Road just east of Trover Lane in Martin County, Florida. The project will have its access a single driveway on Cove Road. **Appendix A** includes the site plan for the project. The purpose of this report is to determine the project's impact on the surrounding roadway system. The buildout is analyzed to demonstrate the ability to receive concurrency.

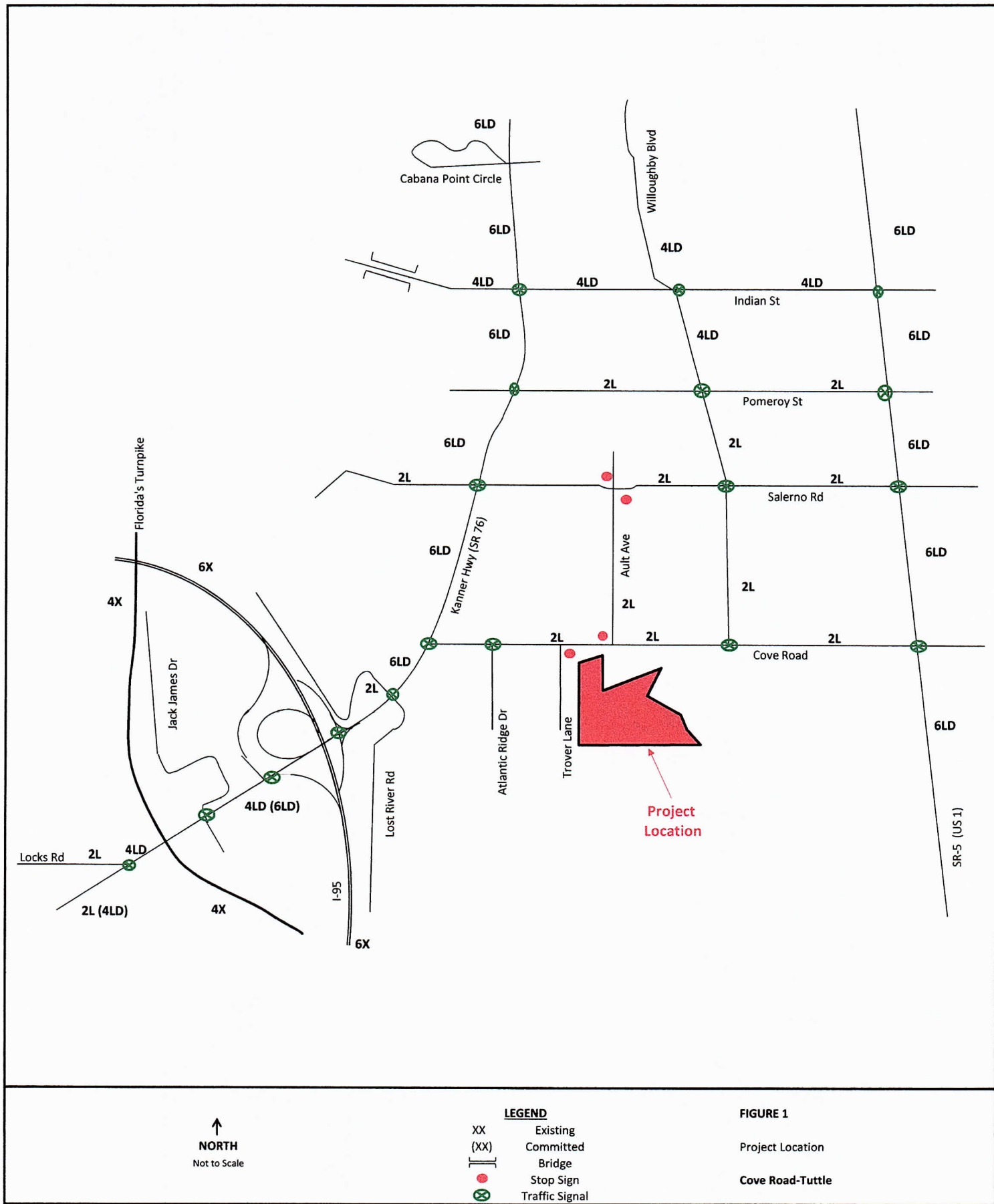
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

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

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed 97.06 acres will be a Residential development consisting of 118 Single Family Residential dwelling units. It will be constructed in two phases. Phase 1 will consist of 81 units with a buildout of 2022. The buildout year of all 118 units is 2027. The project location as well as the surrounding roadway signs and features are shown in **Figure 1**. **Appendix A** also includes the local transit, bicycle, and pedestrian features for the surrounding area.



ROADWAY CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 2% of the level of service capacity of the roadway or any impact to the adjacent street. Once the project traffic was assigned, the study area was refined based on the impact percentages.

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

Existing Lane Geometrics

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

- SE Cove Road is a two-lane arterial roadway with east/west alignment. The road is included in the five-year plan for PDE to go to four-lane and the number 1 MPO priority construction remains unfunded
- SE Salerno Road is a two-lane collector roadway with east/west alignment.
- SE Willoughby Boulevard is a two-lane arterial with a north/south alignment.
- SR76 (Kanner Highway) is a six-lane divided arterial with a generally north/south alignment.

PROJECT TRAFFIC

To estimate traffic generated by the Cove Road project, the ITE Trip Generation, 10th Edition Single Family Residential (ITE Code 210) trip rates were applied. In Phase 1 the project will Generate 52 PM inbound trips. At buildout, the project will generate 75 PM peak hour inbound trips. The trip generation for the proposed project is shown in **Table 1a and 1b.**

Table 1a: Trip Generation - Phase I - 81 Units

Daily

Description	Land Use Code	Intensity	Units	Daily Trip Generation	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Residential	210	81	DU	$\text{Ln}(T) = 0.92 * \text{Ln}(X) + 2.71$	50%	50%	429	429	857

AM Peak Hour

Description	Land Use Code	Intensity	Units	Equation	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Residential	210	81	DU	$T = 0.71(X) + 4.80$	25%	75%	16	46	62

PM Peak Hour

Description	Land Use Code	Intensity	Units	Equation	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Residential	210	81	DU	$\text{Ln}(T) = 0.96 * \text{Ln}(X) + 0.20$	63%	37%	52	31	83

Source: ITE 10th Edition Trip Generation Rates

Table 1b: Trip Generation -Buildout - 118 Units

Daily

Description	Land Use Code	Intensity	Units	Daily Trip Generation	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Residential	210	118	DU	$\text{Ln}(T) = 0.92 * \text{Ln}(X) + 2.71$	50%	50%	606	605	1,211

AM Peak Hour

Description	Land Use Code	Intensity	Units	Equation	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Residential	210	118	DU	$T = 0.71(X) + 4.80$	25%	75%	22	67	89

PM Peak Hour

Description	Land Use Code	Intensity	Units	Equation	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Residential	210	118	DU	$\text{Ln}(T) = 0.96 * \text{Ln}(X) + 0.20$	63%	37%	75	44	119

Source: ITE 10th Edition Trip Generation Rates

PROJECT DISTRIBUTION / ASSIGNMENT/ IMPACT

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

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

Project Impact -- **Table 2a and 2b** summarize the project impact as it relates to the percent of the service volume capacity or maximum allowable service volume for the project at Phase 1 and Project Buildout, respectively. As shown, the project has its greatest impact at 4.32% of capacity on Cove Road.

FUTURE TRAFFIC

Martin County maintains traffic spreadsheets that summarize the existing traffic volumes on the major roadway network. The volumes in the spreadsheet are for 2018. The 2018 volumes were taken from the County spreadsheet and increased by the growth rate provided in the spreadsheets. The project traffic was then added to estimate the 2022 future Total Traffic Volumes for Phase 1 and 2027 for buildout. The total traffic volumes are within an acceptable level of service as shown in **Tables 3a and 3b** for Phase 1 and buildout, respectively. Both directions were provided in order to support the detailed analysis. **Appendix B** includes the Martin County 2018 Roadway LOS Inventory Report. An arterial analysis was prepared for Cove Road to demonstrate acceptable level of service. **Appendix C** includes the detailed Art Plan analysis.

CONCLUSION

The Cove Road development will have a traffic impact of 1,220 net daily trips, 89 net AM peak hour trips, and 120 PM peak hour trips. Based on the data and calculations presented herein, the project does not require additional analysis and is deemed to be consistent with transportation concurrency requirements.

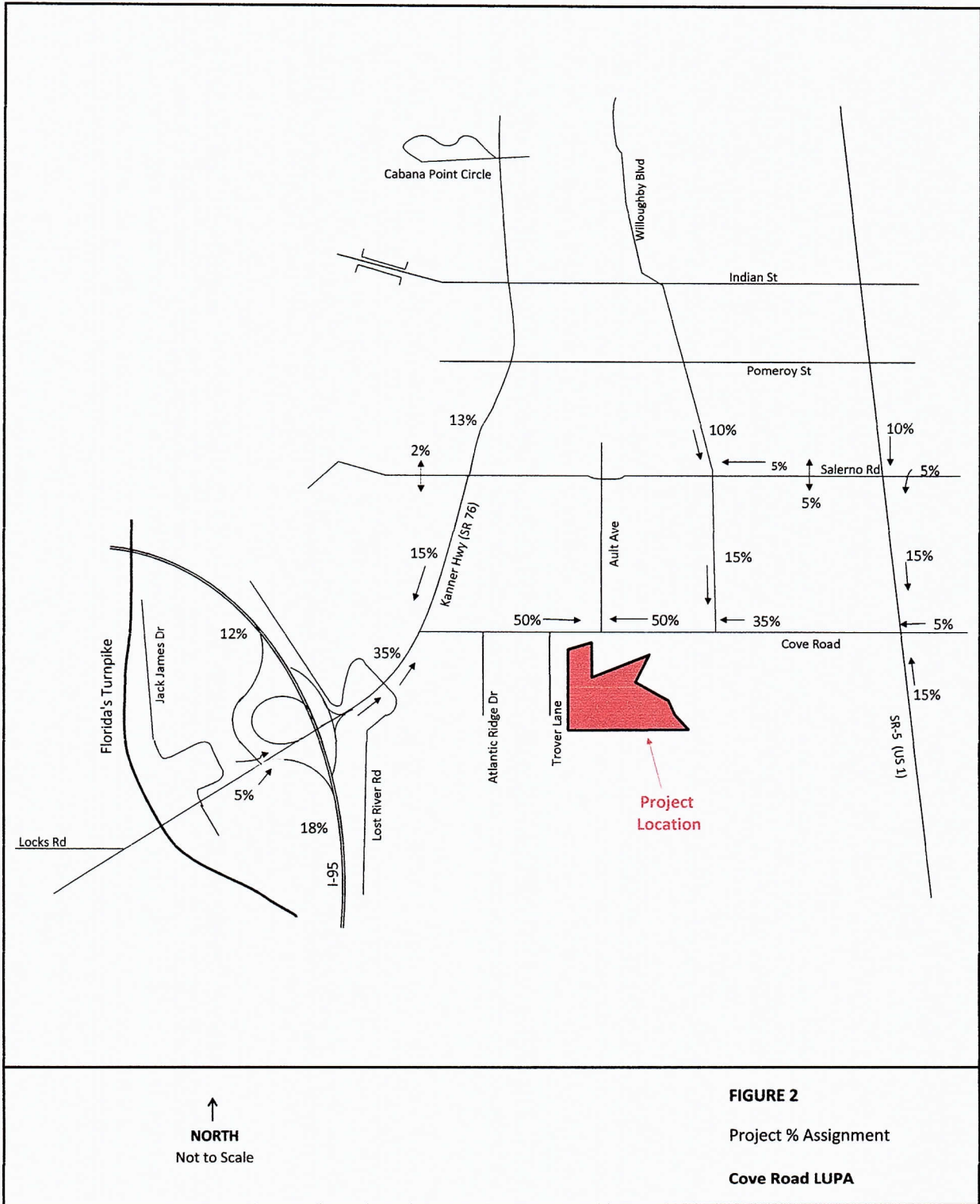


Table 2a: Project Percent Impact - Phase I - 81 Units - PM

Segment	From	To	2% or greater	Direction	IN/OUT	Number of Lanes	LOS D Peak Hour, Peak Direction	Project Volume Peak Direction	% Project of Capacity Peak Direction	Percent Assignment Peak Direction
Cove Rd	SR 76	Project Entrance	yes	EB	IN	2LU	880	26	2.95%	50%
	SR 76	Project Entrance	no	WB	OUT	2LU	880	16	1.82%	50%
	Project Entrance	Willoughby Blvd	no	EB	OUT	2LU	880	16	1.82%	50%
	Project Entrance	Willoughby Blvd	yes	WB	IN	2LU	880	26	2.95%	50%
	Willoughby Blvd	SR 5	no	EB	OUT	2LU	880	11	1.25%	35%
	Willoughby Blvd	SR 5	yes	WB	IN	2LU	880	18	2.05%	35%
	SR 5	CR A1A	no	EB	OUT	2LU	750	2	0.27%	5%
	SR 5	CR A1A	no	WB	IN	2LU	750	3	0.40%	5%
SE Federal Hwy (US 1/SR 5)	Seabranh Blvd	Cove Road	no	NB	IN	6LD	3020	8	0.26%	15%
	Cove Road	Salemo Road	no	SB	IN	6LD	3020	8	0.26%	15%
	Salemo Road	Monroe St	no	SB	IN	6LD	3020	5	0.17%	10%
	Monroe St	Indian Street	no	SB	IN	6LD	3020	0	0.00%	0%
SE Willoughby Blvd	Cove Road	Salemo Road	no	SB	IN	2LU	880	8	0.91%	15%
	Salemo Road	Pomeroy Street	no	SB	IN	2LU	880	5	0.57%	10%
	Pomeroy Street	Indian Street	no	SB	IN	4LD	2000	0	0.00%	0%
Salerno Road	SR 76	Willoughby Blvd	no	EB	IN	2LU	880	0	0.00%	0%
	Willoughby Blvd	SR 5	no	WB	IN	2LU	790	3	0.38%	5%
	SR 5	Commerce Ave	no	WB	IN	2LU	750	3	0.40%	5%
Kanner Highway (SR 76)	Jack James Drive	Cove Road	no	NB	IN	6LD	3020	18	0.60%	35%
	Cove Road	Salemo Road	no	SB	IN	6LD	3020	8	0.26%	15%
	Salemo Road	Indian Street	no	SB	IN	6LD	3020	7	0.23%	13%

Source: Martin County 2018 LOS Report

Trips In	52
Trips Out	31

Table 2b: Project Percent Impact - Buildout - 118 Units - PM

Segment	From	To	2% or greater	Direction	IN/OUT	Number of Lanes	LOS D Peak Hour, Peak Direction	Project Volume Peak Direction	% Project of Capacity Peak Direction	Percent Assignment Peak Direction
Cove Rd	SR 76	Project Entrance	yes	EB	IN	2LU	880	38	4.32%	50%
	SR 76	Project Entrance	yes	WB	OUT	2LU	880	22	2.50%	50%
	Project Entrance	Willoughby Blvd	yes	EB	OUT	2LU	880	22	2.50%	50%
	Project Entrance	Willoughby Blvd	yes	WB	IN	2LU	880	38	4.32%	50%
	Willoughby Blvd	SR 5	no	EB	OUT	2LU	880	15	1.70%	35%
	Willoughby Blvd	SR 5	yes	WB	IN	2LU	880	26	2.95%	35%
	SR 5	CR A1A	no	EB	OUT	2LU	750	2	0.27%	5%
	SR 5	CR A1A	no	WB	IN	2LU	750	4	0.53%	5%
SE Federal Hwy (US 1/SR 5)	Seabranh Blvd	Cove Road	no	NB	IN	6LD	3020	11	0.36%	15%
	Cove Road	Salemo Road	no	SB	IN	6LD	3020	11	0.36%	15%
	Salemo Road	Monroe St	no	SB	IN	6LD	3020	8	0.26%	10%
	Monroe St	Indian Street	no	SB	IN	6LD	3020	0	0.00%	0%
SE Willoughby Blvd	Cove Road	Salemo Road	no	SB	IN	2LU	880	11	1.25%	15%
	Salemo Road	Pomeroy Street	no	SB	IN	2LU	880	8	0.91%	10%
	Pomeroy Street	Indian Street	no	SB	IN	4LD	2000	0	0.00%	0%
Salerno Road	SR 76	Willoughby Blvd	no	EB	IN	2LU	880	0	0.00%	0%
	Willoughby Blvd	SR 5	no	WB	IN	2LU	790	4	0.51%	5%
	SR 5	Commerce Ave	no	WB	IN	2LU	750	4	0.53%	5%
Kanner Highway (SR 76)	Jack James Drive	Cove Road	no	NB	IN	6LD	3020	26	0.86%	35%
	Cove Road	Salemo Road	no	SB	IN	6LD	3020	11	0.36%	15%
	Salemo Road	Indian Street	no	SB	IN	6LD	3020	10	0.33%	13%

Source: Martin County 2018 LOS Report

Trips In	75
Trips Out	44

Table 3a: Link Analysis - 2022

Segment	From	To	2% or greater	Direction	IN/OUT	Number of Lanes	2018 AADT	"K" Factor	"D" Factor	2018 Volume-Peak Hour Direction	Growth Rate	2022 Volume (2018 x growth/ year)	LOS D Peak Hour, Peak Direction	Project Volume-Peak Direction	Total Traffic = 2022 + Project	% Project of Capacity-Peak Direction	Does Project Meet Concurrency?	Percent Assignment Peak Direction
Cove Rd	SR 76	Project Entrance	yes	EB	IN	2LU	13,912	0.100	0.490	681	1.033	775	880	26	801	2.95%	YES	50%
	SR 76	Project Entrance	no	WB	OUT	2LU	13,912	0.100	0.510	681	1.033	775	880	16	791	1.82%	YES	50%
	Project Entrance	Willoughby Blvd	no	EB	OUT	2LU	13,912	0.100	0.490	681	1.033	775	880	16	791	1.82%	YES	50%
	Project Entrance	Willoughby Blvd	yes	WB	IN	2LU	13,912	0.100	0.510	681	1.033	775	880	26	801	2.95%	YES	50%
	Willoughby Blvd	SR 5	no	EB	OUT	2LU	14,894	0.090	0.460	617	1.021	670	880	11	681	1.25%	YES	35%
	Willoughby Blvd	SR 5	yes	WB	IN	2LU	14,894	0.090	0.540	732	1.021	795	880	18	813	2.05%	YES	35%

Source: Martin County 2018 LOS Report

Trips In	52
Trips Out	31
Years Grown	4

Table 3b: Link Analysis - 2027

Segment	From	To	2% or greater	Direction	IN/OUT	Number of Lanes	2018 AADT	"K" Factor	"D" Factor	2018 Volume-Peak Hour Direction	Growth Rate	2027 Volume (2018 x growth/ year)	LOS D Peak Hour, Peak Direction	Project Volume-Peak Direction	Total Traffic = 2027 + Project	% Project of Capacity-Peak Direction	Does Project Meet Concurrency?	Percent Assignment Peak Direction
Cove Rd	SR 76	Project Entrance	yes	EB	IN	2LU	13,912	0.100	0.490	681	1.033	912	880	38	950	4.32%	YES (1)	50%
	SR 76	Project Entrance	yes	WB	OUT	2LU	13,912	0.100	0.510	681	1.033	912	880	22	934	2.50%	YES	50%
	Project Entrance	Willoughby Blvd	yes	EB	OUT	2LU	13,912	0.100	0.490	681	1.033	912	880	22	934	2.50%	YES	50%
	Project Entrance	Willoughby Blvd	yes	WB	IN	2LU	13,912	0.100	0.510	681	1.033	912	880	38	950	4.32%	YES	50%
	Willoughby Blvd	SR 5	no	EB	OUT	2LU	14,894	0.090	0.460	617	1.021	744	880	15	759	1.70%	YES	35%
	Willoughby Blvd	SR 5	yes	WB	IN	2LU	14,894	0.090	0.540	732	1.021	863	880	26	909	2.95%	YES (1)	35%

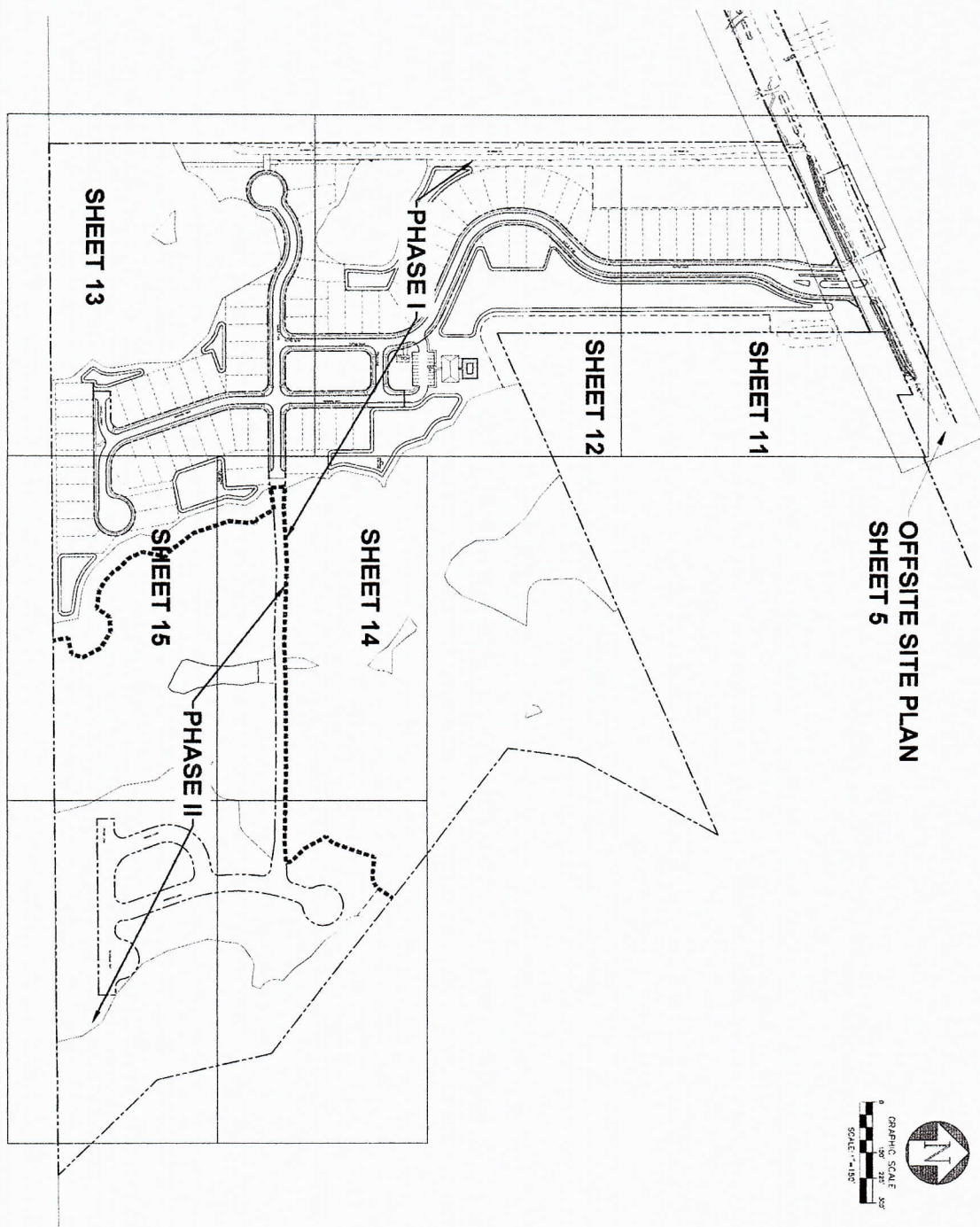
Source: Martin County 2018 LOS Report

(1) LOS demonstrated with Anplan

Trips In	75
Trips Out	44
Years Grown	9

APPENDIX A

SITE PLAN/TRANSIT/NON-MOTORIZED FEATURES



A-1

JULand Projects RZ16042.02 Gov. Repay-DWVG 16042.02_SHT 01_CV											
16042.02	<table border="1"> <tr> <td>DATE</td> <td>FEBRUARY 2020</td> </tr> <tr> <td>DRAWN</td> <td>ACS/YM</td> </tr> <tr> <td>PROJECT ENGINEER</td> <td>ACS</td> </tr> <tr> <td>PROJECT MANAGER</td> <td>ACS</td> </tr> <tr> <td>CHECKED</td> <td>ACS</td> </tr> </table>	DATE	FEBRUARY 2020	DRAWN	ACS/YM	PROJECT ENGINEER	ACS	PROJECT MANAGER	ACS	CHECKED	ACS
DATE	FEBRUARY 2020										
DRAWN	ACS/YM										
PROJECT ENGINEER	ACS										
PROJECT MANAGER	ACS										
CHECKED	ACS										

COVE ROYALE-PHASE I
TLH-82 DOT, LLC
MARTIN COUNTY, FLORIDA
KEY SHEET MAP

©COPYRIGHT 2019 BY
ENGENUITY GROUP, INC. THIS
DRAWING IS PROVIDED FOR
INFORMATIONAL PURPOSES ONLY.
UNLESS SIGNED AND SEALED BY
A LICENSED PROFESSIONAL
ENGINEER REPRESENTING
ENGENUITY GROUP, INC.

ROUTE 1	US 1 & COVE ROAD EAST	US 1 & SALERNO ROAD	WALMART	US 1 & INDIAN STREET	US 1 & MONTEREY ROAD	US 1 & JOHNSON AVENUE	US 1 & KANNER HIGHWAY	US 1 & BAKER ROAD	US 1 & BRITT ROAD	US 1 & MALL ENTRANCE ROAD	US 1 & EUGENIA STREET	WALMART (PSL)
NORTHBOUND - NORTH	BUS STOP #924	BUS STOP #922	BUS STOP #920	BUS STOP #919	BUS STOP #914	BUS STOP #916	BUS STOP #901	BUS STOP #912	BUS STOP #910	BUS STOP #909	BUS STOP #907	BUS STOP #905
									6:00	6:03	6:05	6:10
	6:26	6:28	6:33	6:37	6:40	6:43	6:45	6:48	6:50	6:53	6:55	7:00
	7:16	7:18	7:23	7:27	7:30	7:33	7:35	7:38	7:40	7:43	7:45	7:50
	8:06	8:08	8:13	8:17	8:20	8:23	8:25	8:28	8:30	8:33	8:35	8:40
	8:56	8:58	9:03	9:07	9:10	9:13	9:15	9:18	9:20	9:23	9:25	9:30
	9:46	9:48	9:53	9:57	10:00	10:03	10:05	10:08	10:10	10:13	10:15	10:20
	10:36	10:38	10:43	10:47	10:50	10:53	10:55	10:58	11:00	11:03	11:05	11:10
	11:26	11:28	11:33	11:37	11:40	11:43	11:45	11:48	11:50	11:53	11:55	12:00
	12:16	12:18	12:23	12:27	12:30	12:33	12:35	12:38	12:40	12:43	12:45	12:50
	1:06	1:08	1:13	1:17	1:20	1:23	1:25	1:28	1:30	1:33	1:35	1:40
	1:56	1:58	2:03	2:07	2:10	2:13	2:15	2:18	2:20	2:23	2:25	2:30
	2:46	2:48	2:53	2:57	3:00	3:03	3:05	3:08	3:10	3:13	3:15	3:20
	3:36	3:38	3:43	3:47	3:50	3:53	3:55	3:58	4:00	4:03	4:05	4:10
	4:26	4:28	4:33	4:37	4:40	4:43	4:45	4:48	4:50	4:53	4:55	5:00
	5:16	5:18	5:23	5:27	5:30	5:33	5:35	5:38	5:40	5:43	5:45	5:50
	6:06	6:08	6:13	6:17	6:20	6:23	6:25	6:28	6:30	6:33	6:35	6:40
	6:56	6:58	7:03	7:07	7:10	7:13	7:15	7:18	7:20	7:23	7:25	7:30
	7:46	7:48	7:53	7:57	8:00							
CONNECTIONS	RT 20X			RT 3		RT 3						STL-TCC

*STL-TCC = St. Lucie County Transit



• **Connections with Route 3:** to Downtown Stuart, the Health Department & Sailfish Splash connect at US1 & Johnson Avenue and US1 & Indian Street.

• **Connection with Route 2:** to Indiantown connects at Community Drive @ the Robert Morgade Library.

• **Connections with **Route 20X:** to The Gardens Mall & Palm Tran connect at Community Drive @ the Robert Morgade Library and US1 & Cove Road.

FARE: \$1.50 per boarding
HALF FARE: *\$0.75 per boarding

DISCOUNT FARE:
CASH ONLY onboard the fixed route buses

• \$3.00 all day pass
• \$20 for 20 boardings
For use on routes 1, 2, & 3

****Route 20X fare is \$2.00 per boarding.**
No discounts available on this route.

ROUTE 1	WALMART (PSL)	US 1 & EUGENIA STREET	TREASURE COAST MALL (SEARS)	US 1 & BRITT ROAD	US 1 & 14TH STREET	US 1 & KANNER HIGHWAY	US 1 & JOHNSON AVENUE	US 1 & MONTEREY ROAD	US 1 & INDIAN STREET	WALMART	US 1 & POMEROY STREET	COMMUNITY DRIVE & SALERNO ROAD	COMMUNITY DRIVE @ ROBERT MORGAGE LIBRARY	US 1 & SALERNO ROAD	US 1 & COVE ROAD WEST
SOUTHBOUND - SOUTH	BUS STOP #905	BUS STOP #906	BUS STOP #908	BUS STOP #911	BUS STOP #913	BUS STOP #902	BUS STOP #917	BUS STOP #915	BUS STOP #918	BUS STOP #920	BUS STOP #921	BUS STOP #903	BUS STOP #904	BUS STOP #923	BUS STOP #925
									6:00	6:07	6:09	6:12	6:19	6:22	6:24
	6:18	6:22	6:28	6:32	6:34	6:39	6:41	6:45	6:50	6:57	6:59	7:02	7:09	7:12	7:14
	7:08	7:12	7:18	7:22	7:24	7:29	7:31	7:35	7:40	7:47	7:49	7:52	7:59	8:02	8:04
	7:58	8:02	8:08	8:12	8:14	8:19	8:21	8:25	8:30	8:37	8:39	8:42	8:49	8:52	8:54
	8:48	8:52	8:58	9:02	9:04	9:09	9:11	9:15	9:20	9:27	9:29	9:32	9:39	9:42	9:44
	9:38	9:42	9:48	9:52	9:54	9:59	10:01	10:05	10:10	10:17	10:19	10:22	10:29	10:32	10:34
	10:28	10:32	10:38	10:42	10:44	10:49	10:51	10:55	11:00	11:07	11:09	11:12	11:19	11:22	11:24
	11:18	11:22	11:28	11:32	11:34	11:39	11:41	11:45	11:50	11:57	11:59	12:02	12:09	12:12	12:14
	12:08	12:12	12:18	12:22	12:24	12:29	12:31	12:35	12:40	12:47	12:49	12:52	12:59	1:02	1:04
	12:58	1:02	1:08	1:12	1:14	1:19	1:21	1:25	1:30	1:37	1:39	1:42	1:49	1:52	1:54
	1:48	1:52	1:58	2:02	2:04	2:09	2:11	2:15	2:20	2:27	2:29	2:32	2:39	2:42	2:44
	2:38	2:42	2:48	2:52	2:54	2:59	3:01	3:05	3:10	3:17	3:19	3:22	3:29	3:32	3:34
	3:28	3:32	3:38	3:42	3:44	3:49	3:51	3:55	4:00	4:07	4:09	4:12	4:19	4:22	4:24
	4:18	4:22	4:28	4:32	4:34	4:39	4:41	4:45	4:50	4:57	4:59	5:02	5:09	5:12	5:14
	5:08	5:12	5:18	5:22	5:24	5:29	5:31	5:35	5:40	5:47	5:49	5:52	5:59	6:02	6:04
	5:58	6:02	6:08	6:12	6:14	6:19	6:21	6:25	6:30	6:37	6:39	6:42	6:49	6:52	6:54
	6:48	6:52	6:58	7:02	7:04	7:09	7:11	7:15	7:20	7:27	7:29	7:32	7:39	7:42	7:44
	7:38	7:42	7:48	7:52	7:54	7:59									
CONNECTIONS	STL-TCC		STL-TCC				RT 3		RT 3				RT 2 & RT 20X		RT 20X

*STL-TCC = St. Lucie County Transit



2 3 20x

T Transfer Stops



Park-n-Ride





MARTIN MPO
BICYCLE, PEDESTRIAN & TRAILS
MASTER PLAN

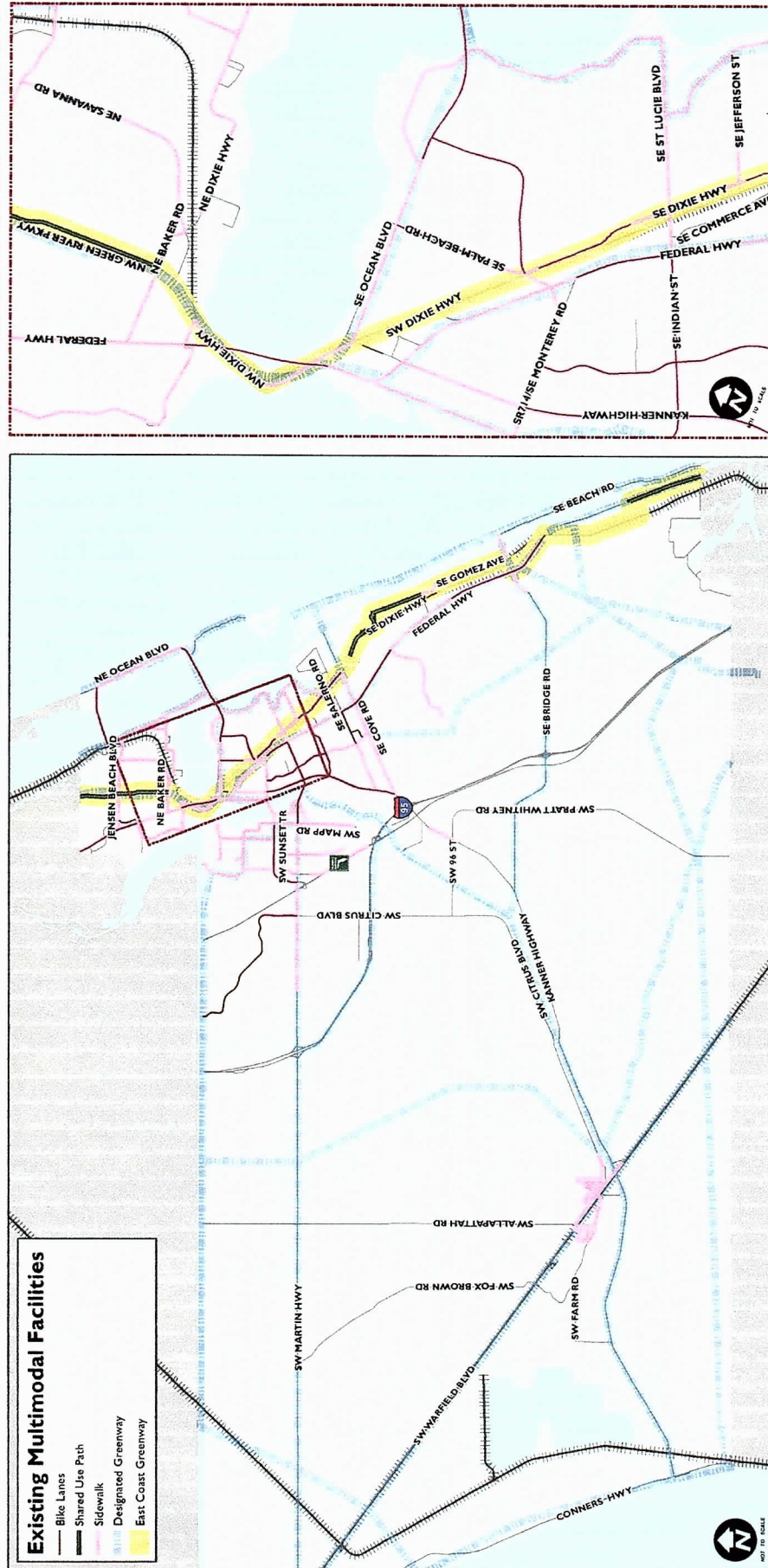


Figure 2.2. Existing Multimodal Facilities

Figure 2-2 provides an overview of existing and designated bicycle and pedestrian facilities. This includes roadways with existing bike lanes, shared use paths, and sidewalks along major roadways. As illustrated, nearly all the existing bike lanes and shared use paths are located within the eastern portion of the County and serve to connect the urbanized areas. Included in Figure 2-2 is the proposed East Coast Greenways (ECG), which are trails of regional and statewide significance and connect to Palm Beach and St. Lucie Counties. The light-green network represents the Designated Greenways – these greenways do not necessarily represent existing bike facilities, rather they identify corridors along which to provide a facility.

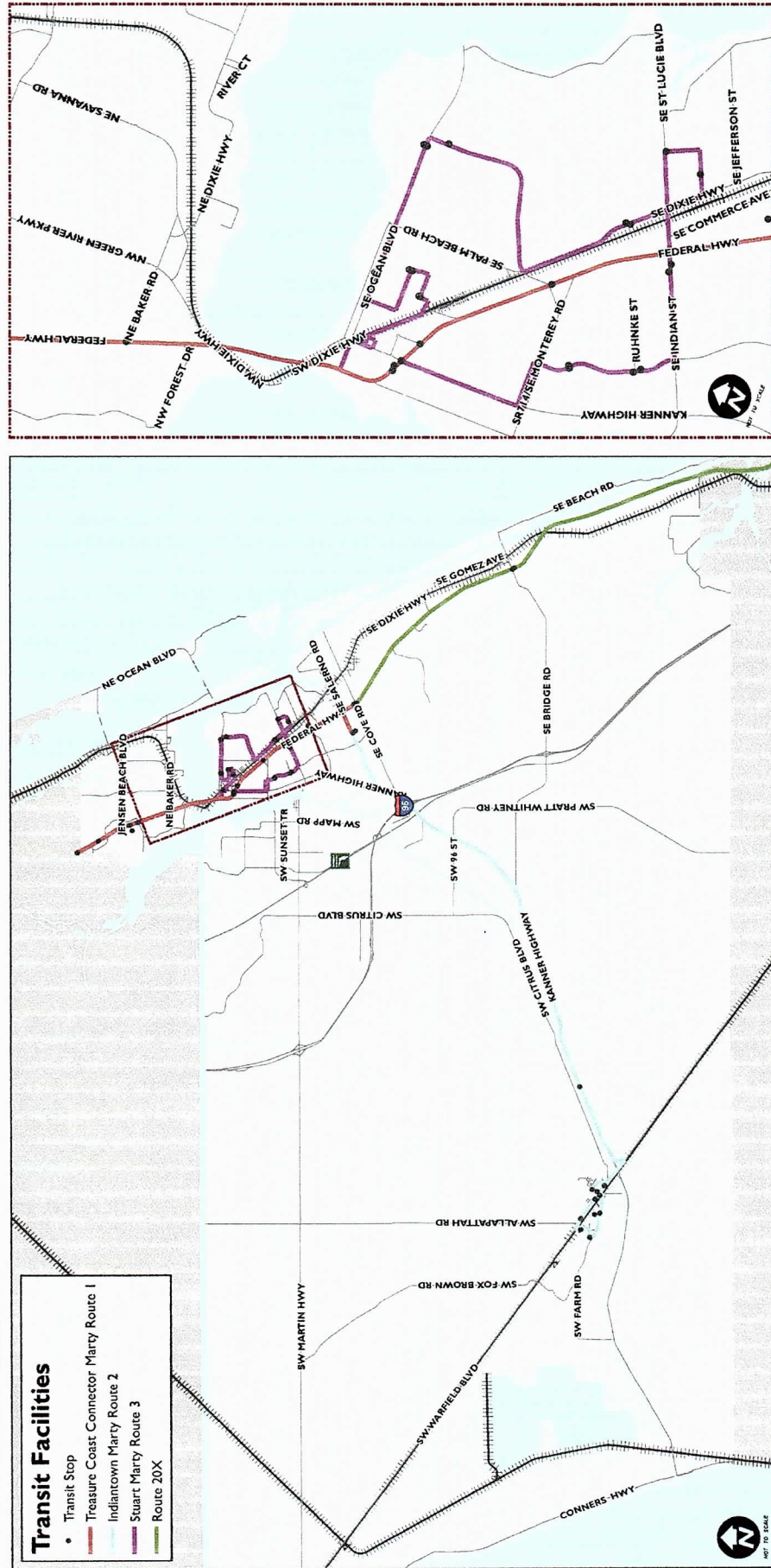


Figure 2-3. Transit Facilities

Figure 2-3 illustrates the locations of the transit routes and stops in Martin County. Four bus routes serve Martin County: Route 1/US 1 Corridor, Route 2/Indiantown, Route 3/Stuart, and Route 20X. Route 1/US 1 Corridor provides service from Port Salerno north to St. Lucie County while Route 20X provides commuter service south to Palm Beach County. Route 2/Indiantown serves as a connector between Indiantown and the urbanized east coast of Martin County while Route 3/Stuart provides a circulator service within the Stuart urbanized area.

APPENDIX B

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

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₉₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
Baker Rd	SR-5	CR-723	750	5,134	0.09	0.51	230	C	2.2%
Berry Ave	Golden Bear Wy	CR-714	750	3,496	0.09	0.50	157	C	0.9%
Berry Ave	CR-714	Sunset Tr	750	1,917	0.09	0.53	91	C	1.0%
Britt Rd	Pine Lake Dr	SR-5	750	4,538	0.08	0.58	208	C	0.5%
Citrus Blvd.	CR-714 (Martin Hwy)	Port St. Lucie Blvd.	1200	5,145	0.12	0.81	479	C	6.3%
Commerce Ave	Salerno Rd	Monroe St	750	6,810	0.10	0.60	413	D	2.5%
Commerce Ave	Monroe St	Indian St	750	6,726	0.11	0.60	432	D	1.2%
Country Club Dr	Palm Beach County	Island Way	750	2,978	0.08	0.53	120	C	4.2%
Country Club Dr	Island Way	Little Club Dr	750	3,665	0.08	0.59	164	C	4.4%
County Line Rd	Little Club Dr	SR-5	750	2,517	0.08	0.53	105	C	0.5%
Cove Rd	SR-76	Willoughby Blvd	880	13,912	0.10	0.51	681	C	3.3%
Cove Rd	Willoughby Blvd	SR-5	880	14,894	0.09	0.54	732	C	2.1%
Cove Rd	SR-5	CR-A1A	750	12,683	0.08	0.52	547	D	4.2%
Cove Rd	CR-A1A	End	675	5,547	0.09	0.57	285	C	0.5%
CR-609 (Allapattah Rd)	SR-710	CR-714	740	1,793	0.09	0.53	85	A/B	5.3%
CR-609 (Allapattah Rd)	CR-714	St Lucie County	740	1,812	0.09	0.65	106	A/B	6.0%
CR-707 (Beach Rd)	Palm Beach County	CR-708	675	1,928	0.09	0.63	111	C	5.3%
CR-707 (Dixie Hwy)	CR-723/CR-707	CR-707 (Indian River Dr)	750	5,401	0.09	0.51	237	C	0.5%
CR-707 (Indian River Dr)	CR-707 (Dixie Hwy)	CR-707A (Jensen Beach Blvd.)	675	10,488	0.10	0.54	578	D	2.2%
CR-707 (Indian River Dr)	CR-707A	SR-732	675	5,683	0.08	0.53	241	C	0.5%
CR-707 (Indian River Dr)	SR-732	St. Lucie County	675	6,216	0.09	0.61	334	C	3.1%

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	2018 Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₃₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
MacArthur Blvd	Sailfish Point	SR-A1A	675	5,386	0.10	0.58	306	C	0.5%
Mapp Rd	South End	CR-714	750	5,277	0.08	0.67	297	C	0.5%
Mapp Rd	CR-714	SR-714	750	11,742	0.09	0.53	529	D	0.5%
Mapp Rd	SR-714	Matheson Ave	750	5,650	0.09	0.53	275	C	1.9%
Mapp Rd	Matheson Ave	North End	750	7,637	0.08	0.54	322	C	0.5%
Market Pl	SR-5	Commerce Ave	790	4,431	0.08	0.54	187	C	1.9%
Matheson Ave	SR-714	Mapp Rd	750	5,077	0.09	0.61	279	C	0.5%
Monroe St	SR-5	Commerce Ave	750	1,775	0.11	0.64	130	C	1.7%
Murphy Rd	Mapp Rd	High Meadow Ave	750	5,986	0.10	0.51	302	C	0.5%
Murphy Rd	High Meadow Ave	St Lucie County	750	9,699	0.13	0.72	887	F	4.5%
Ocean Blvd	Flagler Ave	Palm Beach Rd	790	9,760	0.10	0.60	556	D	1.7%
Ocean Blvd	Palm Beach Rd	SR-714	1465	12,209	0.10	0.52	635	C	0.5%
Osprey St	SR-5	CR-A1A	750	5,057	0.07	0.54	197	C	1.0%
Osprey St	CR-A1A	Gomez Ave	750	1,864	0.09	0.61	100	C	0.5%
Palm Beach Rd	SR-714	Ocean Blvd	710	8,272	0.09	0.55	428	D	0.5%
Palm City Rd	SR-714	SR-5	750	7,323	0.08	0.59	363	C	1.1%
Palmer St	CR-707	Indian River Dr	750	3,007	0.11	0.61	205	C	1.8%
Pineapple Wy	CR-707A(Jensen Beach Blvd.)	SR-732	750	11,663	0.10	0.53	593	D	2.5%
Pomeroy St	SR-76	Willoughby Blvd	790	8,804	0.08	0.62	442	D	2.4%
Pomeroy St	Willoughby Blvd	SR-5	790	8,898	0.08	0.57	380	C	3.9%
Salerno Rd	SR-76	Willoughby Blvd	880	7,950	0.09	0.52	389	C	3.5%

Segments with shaded LOS require additional analysis.

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

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₉₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
Salerno Rd	Willoughby Blvd	SR-5	790	9,765	0.12	0.62	727	D	1.8%
Salerno Rd	SR-5	Commerce Ave	750	9,439	0.08	0.55	431	D	0.5%
Salerno Rd	Commerce Ave	CR-A1A	750	7,502	0.09	0.51	337	C	0.5%
Seabbranch Blvd	Doubletree Dr	SR-5	2000	6,403	0.09	0.55	310	C	0.5%
Sewalls Pt Rd	SR-A1A	Palmer St	675	9,542	0.09	0.52	461	D	1.0%
Skyline Dr	CR-707A	CR-707	675	2,064	0.08	0.55	87	C	3.0%
SR-5 (US-1)	Palm Beach County	CR-A1A	3110	21,690	0.09	0.56	1,032	A/B	3.8%
SR-5 (US-1)	CR-A1A	CR-708	2000	17,113	0.09	0.68	1,094	C	3.1%
SR-5 (US-1)	CR-708	Osprey St	2000	24,451	0.10	0.65	1,589	C	2.0%
SR-5 (US-1)	Osprey St	Seabbranch Blvd	2000	24,010	0.08	0.61	1,128	C	1.2%
SR-5 (US-1)	Seabbranch Blvd	Cove Rd	3020	30,639	0.08	0.51	1,313	C	0.5%
SR-5 (US-1)	Cove Rd	Salerno Rd	3020	34,682	0.08	0.54	1,461	C	0.5%
SR-5 (US-1)	Salerno Rd	Monroe St	3020	42,146	0.08	0.52	1,775	C	0.9%
SR-5 (US-1)	Monroe St	Indian St	3020	45,627	0.08	0.52	1,922	C	1.3%
SR-5 (US-1)	Indian St	SR-714	3020	45,758	0.09	0.51	2,194	C	0.9%
SR-5 (US-1)	SR-714	SR-5A	3020	38,109	0.09	0.54	1,934	C	0.7%
SR-5 (US-1)	SR-5A(Cut-off Rd)	SR-76	3020	36,130	0.09	0.51	1,640	C	0.5%
SR-5 (US-1)	SR-76	Palm City Rd	2520	49,890	0.08	0.57	2,247	D	1.4%
SR-5 (US-1)	Palm City Rd	Joan Jefferson Wy	2520	55,868	0.08	0.64	2,860	F	0.8%
SR-5 (US-1)	Joan Jefferson Wy	Wright Blvd	3020	59,857	0.08	0.60	2,892	C	1.4%
SR-5 (US-1)	Wright Blvd	Baker Rd	3020	54,975	0.08	0.50	2,172	C	1.1%

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

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₃₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
SR-732 (Causeway Blvd)	CR-707	SR-A1A	1190	13,403	0.10	0.51	684	C	0.8%
SR-732 (Jensen Beach Blvd)	SR-5	Green River Pkwy	2000	25,891	0.10	0.52	1,319	C	0.5%
SR-732 (Jensen Beach Blvd)	Green River Pkwy	CR-723	2000	24,869	0.09	0.56	1,253	C	0.5%
SR-76 (Kanner Hwy)	SR-15	SR-710	740	2,117	0.09	0.57	105	A/B	8.0%
SR-76 (Kanner Hwy)	SR-710	CR-708	740	3,488	0.08	0.59	171	A/B	8.0%
SR-76 (Kanner Hwy)	CR-708	CR-711/CR-76A	1200	3,027	0.11	0.54	180	A/B	1.9%
SR-76 (Kanner Hwy)	CR-711/CR76A	Locks Rd	2000	12,928	0.12	0.52	813	C	1.2%
SR-76 (Kanner Hwy)	Locks Rd	Jack James	2000	20,494	0.09	0.60	1,082	C	2.0%
SR-76 (Kanner Hwy)	Jack James	Cove Rd	3020	45,918	0.10	0.52	2,409	C	2.4%
SR-76 (Kanner Hwy)	Cove Rd	Salerno Rd	3020	31,734	0.09	0.52	1,436	C	0.9%
SR-76 (Kanner Hwy)	Salerno Rd	Indian St	3020	29,492	0.10	0.52	1,468	C	2.6%
SR-76 (Kanner Hwy)	Indian St	SR-714	3020	21,161	0.07	0.52	759	C	0.5%
SR-76 (Kanner Hwy)	SR-714	SR-5	3020	25,033	0.08	0.50	1,001	C	0.5%
SR-A1A (Ocean Blvd)	SR-714	St Lucie Blvd	1630	19,372	0.11	0.57	1,193	D	1.4%
SR-A1A (Ocean Blvd)	St Lucie Blvd	Sewalls Point Rd	2000	21,532	0.09	0.51	1,010	C	0.5%
SR-A1A (Ocean Blvd)	Sewalls Point Rd	MacArthur Blvd	925	12,803	0.09	0.54	650	C	0.5%
SR-A1A (Ocean Blvd)	MacArthur Blvd	SR-732	1190	8,278	0.09	0.53	395	A/B	2.5%
SR-A1A (Ocean Blvd)	SR-732	St Lucie County	1190	14,957	0.12	0.54	953	D	3.6%
St Lucie Blvd	CR-A1A	Indian St	675	3,083	0.10	0.55	163	C	0.5%
St Lucie Blvd	Indian St	SR-A1A	675	7,420	0.11	0.54	421	D	0.8%
Westmoreland Blvd	St Lucie County	SR-5	790	12,542	0.08	0.60	632	D	2.6%

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

Martin County 2018 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2018 Average Annual Daily Traffic	Peak Hour Factor K ₉₀	Directional Distribution D ₁₀₀	2018 Peak Hour Directional Volume	2018 Generalized LOS	Avg. Annual Growth Rate
Willoughby Blvd	Cove Rd	Salerno Rd	880	3,938	0.10	0.56	216	C	4.6%
Willoughby Blvd	Salerno Rd	Pomeroy St	880	9,827	0.09	0.51	461	C	6.6%
Willoughby Blvd	Pomeroy St	Indian St	2000	11,500	0.10	0.60	662	C	7.9%
Willoughby Blvd	Indian St	SR-714	2000	11,284	0.10	0.53	610	C	4.2%
Wright Blvd	SR-5	Dixie Highway	750	9,689	0.09	0.59	503	D	2.4%

This document may be reproduced upon request in an alternative format by contacting the County ADA Coordinator (772) 320-3131, the County Administration Office (772) 288-5400, Florida Relay 711, or by completing our accessibility feedback form at www.martin.fl.us/accessibility-feedback

APPENDIX C
ARTPLAN ANALYSIS

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	James Kemp	Arterial Name	Cove Road	Study Period	Dir Hr Demand Vol
Date Prepared	3/3/2020 9:49:46 AM	From	SR76	Modal Analysis	Auto Only
Agency	O'Rourke Engineering & Planning	To	US-1	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				
File Name	C:\Users\SOR2\Documents\Projects\Martin County\Cove Royale\Comments\Cove Rd - SR 76 to US-1 EB - 2027 PM - 3.2.20.xap				
User Notes	Cove Royale 2027 PM				

Arterial Data

K	0.09	PHF	0.95	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Atlantic Ridge	125	0.5	3	1	0	15	No	None	N/A	N/A	N/A	Yes
Legacy Cove	125	0.49	3	1	2	16	Yes	ProtPerm	1	235	0.15	Yes
Willoughby	125	0.44	3	1	15	0	Yes	ProtPerm	1	235	0.15	No
US-1	160	0.25	3	1	40	20	Yes	Protected	2	470	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Atlantic Ridge)	5544	17633	950	1	40	45	Non-Restrictive	No	N/A
2 (to Legacy Cove)	1450	17633	950	1	40	45	Non-Restrictive	No	N/A
3 (to Willoughby)	4250	17633	934	1	45	50	Restrictive	No	N/A
4 (to US-1)	5544	13000	759	2	45	50	Restrictive	No	N/A

Automobile LOS

Segment #		Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio		Speed (mph)	Segment LOS	
1 (to Atlantic Ridge)		850	1638	1.038	53.83	D	0.00		26.15	C	
2 (to Legacy Cove)		820	1616	1.035	53.52	D	0.06		12.97	F	
3 (to Willoughby)		836	1785	0.915	34.60	C	0.50		29.90	C	
4 (to US-1)		320	1514	0.844	61.89	E	0.31		27.24	C	
Arterial Length	3.2250	Weighted g/C	0.36	FFS Delay	224.55	Threshold Delay	0.00	Auto Speed	25.02	Auto LOS	C

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	James Kemp	Arterial Name	Cove Road	Study Period	Dir Hr Demand Vol
Date Prepared	3/2/2020 9:49:46 AM	From	US-1	Modal Analysis	Auto Only
Agency	O'Rourke Engineering & Planning	To	SR 76	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Westbound	Version Date	12/12/2012
Arterial Class	1				
File Name	C:\Users\SOR2\Documents\Projects\Martin County\Cove Royale\Comments\Cove Rd - US-1 to SR 76 WB - 2027 PM - 3.2.20.xap				
User Notes	Cove Royale 2027 PM - WB				

Arterial Data

K	0.09	PHF	0.95	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Willoughby	125	0.48	3	1	0	18	No	None	N/A	N/A	N/A	Yes
Legacy Cove	125	0.44	3	1	23	0	Yes	ProtPerm	1	235	0.15	No
Atlantic Ridge	125	0.44	3	1	15	0	Yes	ProtPerm	1	235	0.15	No
SR 76	160	0.46	3	2	0	11	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Willoughby)	5544	17633	909	1	40	45	Non-Restrictive	No	N/A
2 (to Legacy Cove)	1450	17633	950	1	40	45	Non-Restrictive	No	N/A
3 (to Atlantic Ridge)	5544	17633	950	1	45	50	Non-Restrictive	No	N/A
4 (to SR 76)	3500	17633	934	2	45	50	Restrictive	No	N/A

Automobile LOS

Segment #		Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio		Speed (mph)	Segment LOS	
1 (to Willoughby)		785	1573	1.039	55.77	E	0.00		25.89	C	
2 (to Legacy Cove)		770	1714	0.842	31.95	C	0.82		17.82	E	
3 (to Atlantic Ridge)		850	1776	0.857	35.55	D	0.44		32.63	E	
4 (to SR 76)		983	3560	0.600	32.40	C	0.00		29.36	C	
Arterial Length	3.0830	Weighted g/C	0.45	FFS Delay	175.88	Threshold Delay	0.00	Auto Speed	27.39	Auto LOS	C

MARTIN COUNTY TRAFFIC

Intersection: 127 SR-76 (KANNER HIGHWAY) @ COVE ROAD

PHASE	SBLT 1	NB 2	3	WB 4	5	SB 6	7	8
Initial green	5	10	0	7	0	10	0	0
Passage	3	3	0	3	0	3	0	0
Max 1	20	60	0	45	0	60	0	0
Max 2	30	50	30	50	30	50	30	50
Yellow	4.8	5.1	3	4.8	3	5.1	3	3
All Red	2.3	2	0	2.7	0	2.3	0	0

Walk	0	0	0	5	0	0	0	0
Ped Clear	0	0	0	32	0	0	0	0

Initial	1-Inactive	4-Green	0-None	1-Inactive	0-None	4-Green	0-None	0-None
NA Response	0-None	1-NonAct1	0-None	2-NonAct2	0-None	1-NonAct1	0-None	2-NonAct2
Veh. Recalls	0-None	2-Min	0-None	0-None	0-None	2-Min	0-None	0-None

Non-Lock	1	0	0	1	0	0	0	0
Dual Entry	0	0	0	0	0	0	0	0

Assigned ph.	1	2	3	4	5	6	7	8
Oper. Mode	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh
Switch	6	0	0	0	0	0	0	0

5 50
6 ↓
↑ 50
Green 105

September 9, 2016

MARTIN COUNTY TRAFFIC

Intersection: 323 ATLANTIC RIDGE @ COVE ROAD

PHASE	1	WB 2	3	NB 4	WBLT 5	EB 6	7	8
Min green	0	10	0	7	6	10	0	0
Vehicle Ext	0	5	0	3	3	5	0	0
Max 1	0	55	0	35	20	55	0	0
Yellow	3	4.8	3	3.4	4	4.8	3	3
Red Clear	0	2	0	2.9	2	2	0	0

Walk	0	0	0	7	0	0	0	0
Ped Clear	0	0	0	23	0	0	0	0

Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		

Assigned ph.					5			
Cross Switch Ph					2			

**** P8 (sb ped) operates as P4 in cabinet and programming

February 5, 2020

MARTIN COUNTY TRAFFIC

Intersection: 313 WILLOUGHBY BLVD @ COVE ROAD

PHASE	EBLT 1	WB 2	3	4	5	EB 6	7	SB 8
Min green	5	20	0	0	0	20	0	7
Vehicle Ext	3	5	0	0	0	5	0	3
Max 1	15	45	0	0	0	45	0	45
Yellow	3.7	4.4	3	3	3	4.4	3	4.8
Red Clear	3.3	2	0	0	0	2	0	2

Walk	0	7	0	0	0	0	0	0
Ped Clear	0	16	0	0	0	0	0	0

Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		

Assigned ph.	1							
Cross Switch Ph	6							

September 24, 2019

MARTIN COUNTY TRAFFIC

LOCATION: 91 SR-5 (US1) @ COVE ROAD

Day Plan

Day 2 = Weekdays Day 1 = Weekends

<u>DAY</u>		<u>START</u>		<u>GROUP 1</u> <u>C/S/O</u>		<u>COBALT</u> <u>group</u>	
1		9:00		4/2/1		1	
1		21:00		0/0/4		99	
2		6:00		3/1/1		3	
2		9:30		3/2/1		5	
2		15:00		3/3/1		7	
2		18:30		2/2/1		9	
2		20:30		0/0/4		99	

Plan		9		3	5	7	1	
DIAL		2		3	3	3	4	
SPLIT		2		1	2	3	2	
OFFSET		5		120	29	121	30	
CYCLE LENGTH		140		160	160	160	160	
Cobalt Sequence		10		11	15	4	15	
PHASE		SPLITS (SECONDS)						
1	NBLT	39		37	27	28	44	
2	SB	45		60	66	59	56	
3	EBLT	18		25	23	35	20	
4	WB	38		38	44	38	40	
5	SBLT	21		22	23	23	27	
6	NB	63		75	70	64	73	
7	WBLT	17		23	24	22	19	
8	EB	39		40	43	51	41	

Lagging phase when BOLD type & gray box

Printed

09/09/16

425

MARTIN COUNTY TRAFFIC

LOCATION: 127 SR-76 (KANNER HIGHWAY) @ COVE ROAD

Day Plan

Day 2 = Weekdays Day 1 = Weekends

<u>DAY</u>	<u>START</u>	<u>GROUP 1</u> <u>C/S/O</u>	<u>COBALT</u> <u>Plan</u>
1	9:00	2/2/1	1
1	19:00	0/0/4	99
2	6:00	4/1/1	3
2	9:30	2/1/1	5
2	15:00	3/1/1	7
2	19:00	3/2/1	9
2	20:30	0/0/4	99

<u>Plan</u>		1		3	5	7	9
DIAL		2	0	4	2	3	3
SPLIT		2	0	1	1	1	2
OFFSET		66		72	86	105	68
CYCLE LENGTH		120	0	150	140	160	120

<u>PHASE</u>		<u>SPLITS (SECONDS)</u>					
1	SBLT	18		17	16	19	15
2	NB	62		82	79	85	65
3							
4	WB	40		51	45	56	40
5							
6	SB	80		99	95	104	80
7							
8							

35

Printed

09/09/16

MARTIN COUNTY TRAFFIC

Intersection: 91 SR-5 (US1) @ COVE ROAD

PHASE	NBLT 1	SB 2	EBLT 3	WB 4	SBLT 5	NB 6	WBLT 7	EB 8
Initial green	6	10	4	8	6	10	4	8
Passage	3	5	4	4	3	5	4	4
Max 1	20	60	20	45	20	60	20	45
Max 2	20	60	20	45	20	60	20	45
Yellow	4.4	4.8	3.7	4	4.4	4.8	3.7	4
All Red	3.7	2.9	3.4	4.4	4	2.6	3.5	3.5

Walk	0	7	0	7	0	7	0	7
Ped Clear	0	29	0	36	0	25	0	39

Initial	1-Inactive	3-Yellow	1-Inactive	1-Inactive	1-Inactive	3-Yellow	1-Inactive	1-Inactive
NA Response	0-None	1-NonAct1	0-None	2-NonAct2	0-None	1-NonAct1	0-None	2-NonAct2
Veh. Recalls	0-None	2-Min	0-None	0-None	0-None	2-Min	0-None	0-None

Non-Lock	1	0	1	1	1	0	1	1
Dual Entry	0	0	0	1	0	0	0	1

Assigned ph.	1	2	3	4	5	6	7	8
Oper. Mode	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh	0-Veh
Switch	0	0	0	0	0	0	0	0

September 9, 2016

MARTIN COUNTY TRAFFIC

Intersection: 321 COVE RD @ LEGACY COVE CHARTER SCHOOL

PHASE	WBLT 1	EB 2	3	SB 4	EBLT 5	WB 6	7	NB 8
Min green	7	10	0	7	7	10	0	7
Vehicle Ext	3	5	0	3	3	5	0	3
Max 1	25	55	0	35	25	55	0	35
Yellow	4.4	4.8	3	3.4	4.4	4.8	3	3.4
Red Clear	2	2	0	3	2	2	0	3

Walk	0	7	0	7	0	7	0	0
Ped Clear	0	22	0	20	0	28	0	0

Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		

Assigned ph.	1				5			
Cross Switch Ph	6				2			

February 5, 2020