

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH

October 21, 2011

Mr. Wesley McCurry
Tradition
10489 SW Meeting Street
Port St. Lucie, FL 34987

Subject: Southern Grove Development of Regional Impact Substantial Deviation

Dear Mr. McCurry:

The information supplementing the Application for Development Approval (ADA) for the Southern Grove Development of Regional Impact (DRI) Substantial Deviation has been reviewed by Council for informational sufficiency. Council is concluding the informational sufficiency process pursuant to Section 380.06(10), Florida Statutes and will begin preparing its regional assessment report as required by Section 380.06(12), Florida Statutes. Recommendations from the Council on this DRI will likely be presented at the Council meeting on December 9, 2011.

Please note even though Council is concluding the informational sufficiency process, several organizations have submitted comments concerning the ADA. Attached, please find the correspondence Council received related to the final sufficiency review. Council is providing this information because it may be helpful as the review process moves forward.

Council staff will be happy to discuss any issues or questions raised by this letter with you. If you have any questions, please do not hesitate to contact me.

Sincerely,



Michael J. Busha, AICP
Executive Director

MJB:lg

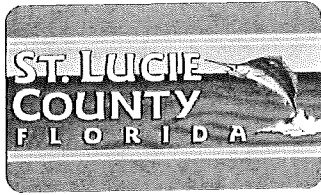
Attachments

"Regionalism One Neighborhood At A Time"- Est.1976

421 SW Camden Avenue - Stuart, Florida 34994
Phone (772) 221-4060 - Fax (772) 221-4067 - www.tcrpc.org

Mr. Wes McCurry
Re: Southern Grove Development of Regional Impact Substantial Deviation
October 21, 2011
Page Two

cc: Ramon Trias, TCRPC Chair
James Stansbury, Florida Department of Community Affairs
Daniel Holbrook, City of Port St. Lucie
Mark Satterlee, St. Lucie County
Peter Buchwald, St. Lucie Transportation Planning Authority
Marty Sanders, St. Lucie County School Board
Chief Ron Parrish, St. Lucie County Fire District
Nicki van Vonno, Martin County
David Recor, City of Fort Pierce
Dianne Hughes, Florida Department of Environmental Protection
Gustavo Schmidt, Florida Department of Transportation
Jayne Chabre, Florida Fish & Wildlife Conservation Commission
Kim Samson, Florida Turnpike Enterprise
Alisa Zarbo, U.S. Army Corp of Engineers
Veronica Fasselt, U.S. Environmental Protection Agency
Kristi Yanchis, US Fish & Wildlife Service
Samantha Saucier, Florida Power & Light
Terry Manning, South Florida Water Management District
Maria Terjera, MTP Group



**Planning and Development
Services Department**
Business & Concurrency Management Division

MEMORANDUM

TO: Mark Satterlee, Planning & Development Services Director
Britton DeWitt, Senior Planner

FROM: Michael Brillhart, Business & Concurrency Manager, *MB*

DATE: October 3, 2011

SUBJECT: Southern Grove DRI Substantial Deviation Application

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TREASURE COAST
REGIONAL PLANNING COUNCIL

In my review of the THIRD SUFFICIENCY RESPONSE TO AGENCY COMMENTS provided by Fishkind & Associates dated September 22, 2011 relating to the comments provided by St. Lucie County for the Southern Grove DRI Substantial Deviation Application, I offer the following:

1. St. Lucie County staff acknowledges that the proposed 6,000 student university is being removed from the DRI analysis and shall serve as a Substantial Deviation to the approved DRI.
2. County staff acknowledges that the traffic methodology and study area used for the DRI were previously approved by the City of Port St. Lucie, the Treasure Coast Regional Planning Council, and the applicant with concurrence by DCA. County staff also participated in this process.
3. Based upon review of Exhibit 4 – Proportionate Share Calculations, County staff is unable to determine the impacts of Southern Grove DRI substantial deviation traffic upon Rangeline Road and Glades-Cutoff Road. Staff would request that the applicant provide current year and build-out year p.m. peak hour and daily trip generation and traffic assignments for these two specific links. With Rangeline Road serving as a western boundary for the Western Annexation Area, the impacts of project traffic need to be quantitatively and/or qualitatively measured.



SOUTH FLORIDA WATER MANAGEMENT DISTRICT

October 19, 2011

Mr. Michael J. Busha, AICP
Executive Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994

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TREASURE COAST
REGIONAL PLANNING COUNCIL

Dear Mr. Busha:

Subject: Southern Grove Development of Regional Impact Substantial Deviation Application for Development Approval, Third Sufficiency Response and Proposed Development Order Conditions

The South Florida Water Management District (District) has reviewed the Third Sufficiency Response and proposed development order conditions for the Southern Grove Development of Regional Impact Substantial Deviation Application for Development Approval (ADA).

The Applicant provided sufficient response to the District's previous comments on Question 17: Water Supply. There appear to be no remaining regionally significant water resource issues; therefore, the District forwards no comments.

Thank you for the opportunity to provide input for the ADA. The District looks forward to continuing our discussions and our cooperative efforts to protect regional water resources. For assistance or additional information, please contact Terry Manning at (561) 682-6779 or tmanning@sfwmd.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Braun", with a long horizontal flourish extending to the right.

Rod A. Braun
Director
Office of Intergovernmental Programs

RB/nd

c: Wesley S. McCurry, Fishkind & Associates



City of Port St. Lucie
Planning & Zoning Department

121 S.W. Port St. Lucie Blvd.
Port St. Lucie, Florida 34984-5099
(772) 871-5212
(772) 871-5124 Fax



TDD (772) 873-6339

A City for All Ages

October 19, 2011

Mr. Michael Busha, AICP
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, FL 34994

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TREASURE COAST
REGIONAL PLANNING COUNCIL

Re: Southern Grove DRI Substantial Deviation – Sufficiency Review

Dear Mr. Busha:

Staff has reviewed the information supplementing the ADA for the Southern Grove DRI Substantial Deviation for sufficiency that was submitted to the City on September 29, 2011. The Planning and Zoning Department has the following comments:

1. House Bill 7207 provides for four year extensions of the phasing, buildout, expiration and termination dates. Does the developer intend to utilize the four year extensions? If so, then the dates should be reflected in the DO.
2. In Condition No. 30 (proposed 23), the developer is proposing to destroy 3.5 acres of temperate hardwoods. The Mitigation, Monitoring and Maintenance Plan attached to the Army Corps permit does not meet the City's requirements for upland habitat creation as no understory vegetation is proposed in the greenspace tracts or wetland buffers and these areas are proposed to be sodded. City regulations require mitigation at a ratio of 1.5 to 1. Please address.
3. The upland preservation and wetlands conditions should reference the Mitigation, Monitoring and Maintenance Plan in lieu of Condition No. 32.
4. Staff is requesting full-size copies of sheets 6 and 7 of the permit drawings attached to the Army Corps permit.
5. The proposed wildlife crossings should be shown on Map H.
6. There does not appear to be any requirements for listed species identified in wetlands in the Army Corps permit as proposed in Condition No. 35 (proposed 27).

7. How does the Army Corps permit requirements maintain Wood Stork foraging habitat (Condition No. 37, proposed 29)?
8. Map H – the labeling of the conservation areas is still confusing. Staff suggests that a light green color be used for the greenspace surrounding the wetlands and that the wetland creation area be labeled. Another color could be used for the active parks.
9. Staff is requesting copies of the agreements with the St. Lucie County School Board and Fire District.
10. Sidewalks need to be addressed for collector roads.

Comments from the City's Police Department are attached. The City's consultant has not completed their review of the traffic analysis. Comments will be forwarded when we receive them. If you have any questions, please do not hesitate to contact me.

Sincerely,



Anne M. Cox, AICP
Assistant Director of Planning and Zoning

C: Daniel Holbrook



Port St. Lucie Police Department

memorandum

TO: DANIEL HOLBROOK, DIRECTOR OF PLANNING

FROM: BRIAN E. REUTHER, CHIEF OF POLICE

DATE: OCTOBER 17, 2011

SUBJECT: SOUTHERN GROVE DRI - SUBSTANTIAL
DEVIATION

PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE FL

OCT 18 2011

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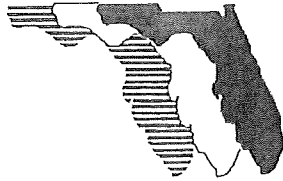
OCT 19 2011

TREASURE COAST
REGIONAL PLANNING COUNCIL

In reference to the Southern Groves Substantial Deviation application, I have reviewed the changes proposed for the Police and Fire section of the application (page 21) and, as a result, I am recommending that the current language remain in the application at this time and there be no changes.

If you have any questions, please let me know.

c: Majors Robinson and Bartal



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

October 19, 2011

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OCT 19 2011

TREASURE COAST
REGIONAL PLANNING COUNCIL

Mr. Michael J. Busha, AICP
Executive Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, FL 34994

Dear Mr. Busha:

**SUBJECT: Southern Grove Development of Regional Impact (DRI) Substantial Deviation
City of Port St. Lucie, St. Lucie County
Application of Development Approval (ADA)**

As requested in your letter of September 26, 2011, the Department has reviewed the Substantial Deviation for the Southern Grove DRI. The Southern Grove DRI, a 3,606-acre property, is located west of I-95 between the St. Lucie/Martin County Line and Gatlin Boulevard, in the City of Port St. Lucie. It is bounded by the Tradition DRI to the north and the Riverland/Kennedy DRI to the west. The previously-approved development land uses and intensities are summarized in the table below. The considerable changes in both land use and intensity trigger a substantial deviation, per F.S. 380.06(19).

Category (units)	Previously Approved Development Intensity
Residential (d.u.)	7,388
Hotel (rooms)	500
Retail/Commercial (sf)	~2.2M
Office (sf)	~2.0M
Warehouse/Distribution/Industrial (sf)	~2.0M

As part of this Substantial Deviation, the Applicant proposes to increase the development intensity of the site beyond what was already approved by the following amounts:

- Hotel: 291 rooms
- Industrial Park: 2,583,932 square feet
- Commercial/Retail: 1,511,014 square feet
- Office: 357,490 square feet
- Research & Development: 2,498,601 square feet
- School (unknown mixture of K-8 and University): 980 students
- Multifamily Residential: 2,519 dwelling units

Additionally, the Applicant proposes to reduce the development intensities for the following uses.

- Single Family Residential: 2,519 dwelling units
- Institutional: 19 square feet

The comments below relate specifically to Southern Grove's submitted Substantial Deviation only. Because of the numerous comments and responses associated with this proposed Substantial Deviation and for brevity purposes, only the third FDOT comment and the Applicant's response are restated below.

Interchange Analyses

1. *Third Previous Comment: As a SIS facility, the Department is charged with protecting the integrity of I-95. As such, the Applicant is requested to provide interchange analysis of all interchanges for all phases where they are significantly impacted. While these analyses are not IOAR or IMR level of scope or detail, they will identify interchange exit and/or entrance ramps that require mitigation to offset the project's impact. This will provide the Department, the Applicant, and other affected government entities with foreknowledge and the ability to plan future improvements to ensure adequate mobility in this area.*

Augmenting this analysis, the Applicant should include a queue length analysis, particularly for the exit ramps, to assess if the mainline operations or cross street operations are compromised due to poorly performing exit ramp termini or adjacent intersections. This analysis should include an assessment of the 95th Percentile queue compared to the storage length provided.

As noted in the preceding comment, volume imbalances are present at the I-95 at Becker Road interchange, Gatlin Boulevard and I-95, Martin Highway and I-95, Crosstown Parkway and I-95, and St Lucie West Boulevard and I-95. The Applicant should revise the future year turning movement volumes such that they balance between adjacent intersections, and revise the intersections capacity analyses accordingly.

Finally, the Applicant used a cycle length of 90 seconds for each intersection analyzed at each interchange. It is recommended that the Applicant revise the intersection capacity analysis to utilize the existing cycle length per their individual signal timing sheet. Deviating from current cycle lengths and phasing plans is acceptable provided the changes are documented with a satisfactory explanation why the submitted analysis includes a modification to the current signal timings.

Applicant's Third Response: As mentioned in the previous response, the volumes at each interchange were balanced (to the maximum extent possible) and existing signal timing data was obtained and applied to Phase 1 intersection analyses. In addition, queue length output, as reported by HCS, was reviewed at each interchange. The following turning movement groups were noted as having significant queues during PM peak hour conditions:

- Northbound right-turn movement @ Becker Road & Interstate 95 Northbound
- Southbound left-turn movement @ Gatlin Boulevard & Interstate 95 Southbound
- Eastbound left-turn movement @ Gatlin Boulevard & Interstate 95 Northbound
- Northbound right-turn movement @ Gatlin Boulevard & Interstate 95 Northbound
- Northbound right-turn movement @ Crosstown Parkway & interstate 95 Northbound

A summary of results and accompanying HCS Back of Queue output reports for each intersection are included in Exhibit 7. For the intersections that required signal timing optimization, queues are reported for both existing and optimized scenarios. In addition, the intersections were analyzed with and without Southern Grove trips in order to determine whether or not the significant queue occurs at the end of Phase 1 even without Southern Grove trips.

Four of five turning movements listed above show significant queues even in the scenario without Southern Grove trips.

Furthermore, the northbound right-turn movement @ Becker Road & Interstate 95 Northbound and the southbound left-turn movement @ Gatlin Boulevard & Interstate 95 Southbound do not encompass any trips from the Southern Grove DRI. The eastbound left-turn movement @ Gatlin Boulevard & Interstate 95 Northbound is the one location where Southern Grove trips are projected to significantly impact the queue length (a 17-vehicle queue without Southern Grove and a 33-vehicle queue with Southern Grove). Note that these queues in Exhibit 7 are of the 95th Percentile and thus have only a 5% probability of being exceeded. Therefore, the average driver will not experience these queue magnitudes.

Furthermore, the residential neighborhood bounded by Crosstown Parkway to the north, I-95 to the east, Salvatierra Blvd to the west, and Tanforan Blvd to the south currently has only one access point via a connection to Savage Blvd, which ultimately connects to Gatlin Blvd immediately east of Interstate 95. A future connection to Crosstown Parkway is planned for this neighborhood, which would alleviate traffic from Gatlin Blvd & I-95 interchange as trips from this neighborhood using I-95 would now be able to use the interchange at Crosstown Parkway. Fewer trips using this interchange would allow the City to develop a signal timing plan that optimizes its efficiency and produces shorter vehicle queues.

Lastly, if future conditions warrant the need for additional queue storage for the eastbound left turn movement at Gatlin Blvd & I-95 Northbound, there is adequate space to extend eastbound left-turn storage underneath the I-95 overpass bridge. In addition, another possible option to improve operations at this intersection is to allow vehicles exiting northbound I-95 and desiring to make a right-turn to travel eastbound on Gatlin Blvd to make a right turn on a red signal indication. Right-turns on red are currently prohibited at this location. Allowing this movement will decrease the amount of green time necessary for the northbound approach and provide other approaches with additional green time.

FDOT Fourth Comment: The Applicant failed to provide a queuing analysis that evaluated the existing stacking distance provided against the anticipated queue length. Without such a comparison, it is not possible to determine if a queue extends beyond the provided stacking distance. Such a queue could affect the safety of motorists traveling on I-95 who may encounter stopped vehicles on the mainline. The requested comparison would assist in evaluating if extending the provided stacking distance on an I-95 exit ramp would alleviate the potential problem or if alternative mitigation is needed.

Intersection Analyses

2. ***Third Previous Comment:** Intersection analyses have been provided for only Phase 1. It is recommended as a condition in the Development Order that all study area intersections be monitored during future phases to ensure that adequate mitigation is identified and provided.*

Additionally, a review of the intersection volumes at Becker Road and the northbound and southbound exit ramps of I-95 revealed that the Phase 1 (2013) volumes do not balance within the interchange. The discharge volume from the northbound exit ramp termini intersections is estimated to be 718 vehicles per hour (491 westbound through vehicles plus 227 northbound left-turning vehicles), while the westbound approach volume at the southbound exit ramp termini intersections is estimated to be 914 vehicles per hour (831 westbound through vehicles plus 83 westbound left-turning vehicles). Since there is no place for trips to leave Becker Road between the northbound exit ramp and the southbound exit ramp, the approach and departure volumes between these two intersections must be equal. Similar volume imbalances are also present at this interchange in the eastbound direction, as well as at Gatlin Boulevard and I-95 exit ramp termini, Martin Highway and I-95 exit ramp termini,

Crosstown Parkway and I-95 exit ramp termini, and St Lucie West Boulevard and I-95 exit ramp termini. The Applicant should revise the future year turning movement volumes such that they balance between adjacent intersections, and revise the intersections capacity analyses accordingly.

Finally, the Applicant used a cycle length of 90 seconds for each intersection analyzed. It is recommended that the Applicant revise the intersection capacity analysis to utilize the existing cycle length per their individual signal timing sheet. Deviating from current cycle lengths and phasing plans should be documented with a satisfactory explanation why the submitted analysis includes a modification to the current signal timings.

Applicant's Third Response: Acknowledged; Volumes were balanced at the following interchanges:

- *Interstate 95 & Midway Road*
- *Interstate 95 & St. Lucie West Boulevard*
- *Interstate 95 & Becker Road*
- *Interstate 95 & Martin Highway*

Traffic volume data at the following interchanges was collected on different days and therefore volume balancing was not appropriate:

- *Interstate 95 & Crosstown Parkway*
- *Interstate 95 & Gatlin Boulevard*

Note that while the existing volumes at the above two interchanges could not be balanced due to the differing count dates, the projected trips associated with the four Western Annexation Area DRIs were balanced.

In addition to the volume balancing, current signal timing information was obtained from the City of Port St. Lucie and St Lucie County. The current timing data was then applied to all of the signalized intersections that were analyzed within the previously submitted traffic analysis. Each intersection is projected to operate at an acceptable level of service with either the existing signal timing plan or a slightly modified timing plan. Note that if modifications were made to the timing plans, the cycle length was not modified. A summary of results and accompanying HCS Level of Service output reports for each intersection are included in Exhibit 6.

FDOT Fourth Comment: Future year AM and PM peak hour forecasts should be exactly balanced at all interchanges and their ramp termini, regardless of what day existing year traffic data was collected. Since there is no place for trips to leave the cross street between the northbound exit ramp and the southbound exit ramp, the approach and departure volumes between these two ramp termini intersections should be equal. Incorrect future year volumes within an interchange can result in skewed queuing analysis results and result in mitigation solutions that do not fully solve the problem. Therefore, it is recommended that the Applicant revise the future year turning movement volumes and the corresponding intersections capacity analyses. It is also recommended that a condition be included in the Development Order requiring the Applicant to immediately begin monitoring the transportation conditions of each interchange and the corresponding sections of I-95 within the study area.

Mitigation

3. *Third Previous Comment: While it is understood that the Applicant proposes to use proportionate share to mitigate its impacts, the Department continues to require the Applicant to identify roadway segment and intersection improvements necessary to fully mitigate the project's impact.*

Applicant's Third Response: *The applicant's proportionate share amounts for the following improvements are detailed in the proportionate share calculations (see Exhibit 4):*

- *Port St. Lucie Blvd – from Darwin Blvd to Gatlin Blvd; widening to 8-lanes*
- *Port St. Lucie Blvd – from Gatlin Blvd to Del Rio Blvd; widening to 8-lanes*
- *Port St. Lucie Blvd – from Del Rio Blvd to Bayshore Blvd; widening to 8-lanes*
- *Port St. Lucie Blvd – from Bayshore Blvd to Airoso Blvd; widening to 8-lanes*
- *Port St. Lucie Blvd – from Airoso Blvd to Floresta Drive; widening to 8-lanes*
- *Port St. Lucie Blvd – from Floresta Drive to Midport Road; widening to 8-lanes*
- *Gatlin Blvd – from Interstate 95 to Rosser Blvd; widening to 8-lanes*

FDOT Fourth Comment: Although requested previously, the Applicant has not provided intersection analysis for any phase which assesses or identifies if intersection improvements are needed as a result of the Applicant's proposed 7 million square feet of additional development under this Substantial Deviation. Given this lack of information, it is recommended that a condition be included in the Development Order requiring the Applicant to immediately begin monitoring each intersection in the study area. This monitoring provision will protect the public from safety and operational impacts associated with this Substantial Deviation that were not analyzed.

General Comments

4. Third Previous Comment: *Map H, which is dated March 30, 2011 and is the sixth version of this map, was provided. However, the proposed phasing stated on Map H is significantly different than that included in Appendix N. These differences include the omission of land uses such as Industrial Use (276,350 square feet), Civic Use (41,927 square feet), Parks (80 acres), and Schools (3,200 students). It is recommended that the Applicant modify Map H to include the most recent proposed development intensities by phase.*

Applicant's Third Response: *The land use categories of Institutional Use (276,350 square feet), Civic Use (41,927 square feet), Parks (80 acres), and Schools (3,200 students) are included in the traffic study as indicated in Appendix N. These uses were also included in the WATS traffic study but were not included in Exhibit 1, Condition 3.a of the original Development Order (Res. 07-R62).*

Further, Exhibit 1, Condition 3.a of the original Development Order (Res. 07-R62) authorized the Developer to develop ancillary and support uses including but not limited to adult congregate living facilities, wireless communication and cable television towers, digital network facilities, civic buildings, community centers, irrigation treatment plant and pumping facilities, libraries, places of worship, public service facilities, recreational facilities and schools as permitted within the New Community Development District. This provision is proposed to be maintained in the Proposed Development Order conditions attached as Exhibit 2.

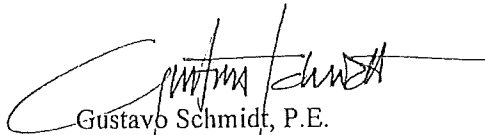
Given the foregoing, both Map H, dated March 30, 2011, and the revised Map H attached as Exhibit 1 are consistent with the Map H approved by the initial Development Order.

FDOT Fourth Comment: Acknowledged. It is noted that the resubmitted Map H, dated September 21, 2011, only summarizes development intensities for Residential, Retail, Office, Research and Development, Industrial, Hotel, and Hospital uses.

Mr. Michael Busha
October 19, 2011
Page 6 of 6

In conclusion, the Southern Grove DRI Substantial Deviation ADA provided to the Department is insufficient. The Department believes that the Applicant has not satisfactorily evaluated their possible impact upon I-95 and the nearby interchanges. The evaluation of potential impacts to the I-95 interchanges is needed to provide assurance that the additional development does not negatively affect safety and operation along I-95 in the study area. If you have any questions, please contact us at (954) 7774601.

Sincerely,



Gustavo Schmidt, P.E.
District Planning and Environmental Engineer

GS: mei/cw

cc: D. Ray Eubanks – Community Development, FDEO
Kathleen Neill – Director Office of Policy Planning, FDOT
Gerry O'Reilly – Director of Transportation Development, FDOT
Nancy Ziegler – District Modal Development Administrator, FDOT
Steve Braun – Transportation Planning and Environmental Manager, FDOT
Shi-Chiang Li – Systems Planning Manager, FDOT
Chon Wong – Senior Transportation Specialist, FDOT



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

MEMORANDUM

TO: Roxanne Chesser, P.E., City of Port St. Lucie

FROM: Veronica A. Altuve, P.E.
Maria Anaya de Yeats

CC: John Krane, P.E.

DATE: October 20, 2011

SUBJECT: Southern Grove DRI Substantial Deviation Review
Keith and Schnars Project 18017.01.09001

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OCT 20 2011

TREASURE COAST
REGIONAL PLANNING COUNCIL

Documents provided for review consist of the following:

- Transportation Resource Impacts, Southern Grove DRI Port St. Lucie, FL by Kimley-Horn and Associates, Inc. with Appendices and Exhibit A "Proportionate Share Analysis".

Comments:

1. Please ensure that the proportionate share calculations where a previous stage or phase that did not result in impacts for which mitigation was required or provided are cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.
2. It is our understanding that the construction of Community Boulevard between Paar Drive and E/W 2 and two-lanes of Community Boulevard between E/W 2 and E/W 1 are the responsibility of Southern Grove DRI. However, these roadway segments are not shown in Table 1. Instead, these roadway segments are shown in Table 3 as only providing proportionate share contribution. Please provide clarification or revise the tables accordingly.
3. Existing conditions intersection analyses were not provided. Please provide existing conditions intersection analysis, existing signal timings, and existing geometry for the significantly impacted intersections including the ramp intersection terminals. Phase 1 Background and Total intersection analysis review cannot be completed without the existing conditions analysis. Base conditions need to be verified to ensure accurate reporting.
4. Traffic count data sheets in Appendix C are either missing or differ from the intersection volumes development sheets summarized in Appendix Q (Intersection Analysis). For example, the intersection turning movement count data for Port St. Lucie Boulevard and Paar Drive provided in Appendix C is dated May 17, 2010 but the date provided in the summary sheet in Appendix Q is October 13, 2010 and the turning movement volumes are different. Please revise accordingly and provide the missing traffic count data.

6500 North Andrews Avenue • Ft. Lauderdale, Florida 33309-2132
(954) 776-1616 • (800) 488-1255 • Fax (954) 771-7690

Roxanne Chesser, P.E.
City of Port St. Lucie
Southern Grove DRI Substantial Deviation Review
Keith and Schnars Project No. 18017.01.09001
October 20, 2011 – Page 2

5. The merge/diverge ramp analysis at the Interchanges of I-95 at Midway Road, St. Lucie West Boulevard, Crosstown Parkway, Gatlin Boulevard, Becker Road, and Martin Highway were not provided. Please provide.

If you have any questions please do not hesitate to contact me or Maria Anaya de Yeats at 954-776-1616.