

# Dalton Learning Academy

Port St. Lucie, FL

## Traffic Impact Study



Prepared For:  
10011 S US1 Ventures LLC

April 2025  
Revised May 2025



# Dalton Learning Academy Traffic Impact Study

**Port St. Lucie, Florida**  
**Parcel ID#: 4401-701-0001-000-2**

**April 2025**  
**Revised May 2025**

*Prepared for:*



*Prepared by:*

Masoud Atefi & Associates Inc.  
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This item has been electronically signed and sealed by Ali Atefi, P.E. on the time and date stamp using the digital signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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## INTRODUCTION

Masoud Atefi & Associates Inc., have been retained to conduct a Traffic Impact Study for a proposed private school project entitled “Dalton Learning Academy”. This report has been prepared in conjunction with the City of Port St. Lucie staff and the guidelines provided in the City Code of Ordinances.

The site is located at 10011 S Federal Highway (US-1), about 1.4 miles north of SE Port St, Lucie Boulevard, in City of Port St. Lucie, Florida. See Figure-1 (next page) for the general location of the site. A private school (I am Academy) currently operating as a k-12 private school serving 20 special needs students is proposed to be replaced with another k-12 private school (Dalton Learning Academy) with a maximum capacity for 250 students.

The site with Parcel ID: 4401-701-0001-000-2, currently contains the following uses:

- City Church of Treasure Coast – 14,168 SF
- Salvation Army Warehouse – 16,282 SF
- Private School K-12 - 20 Students

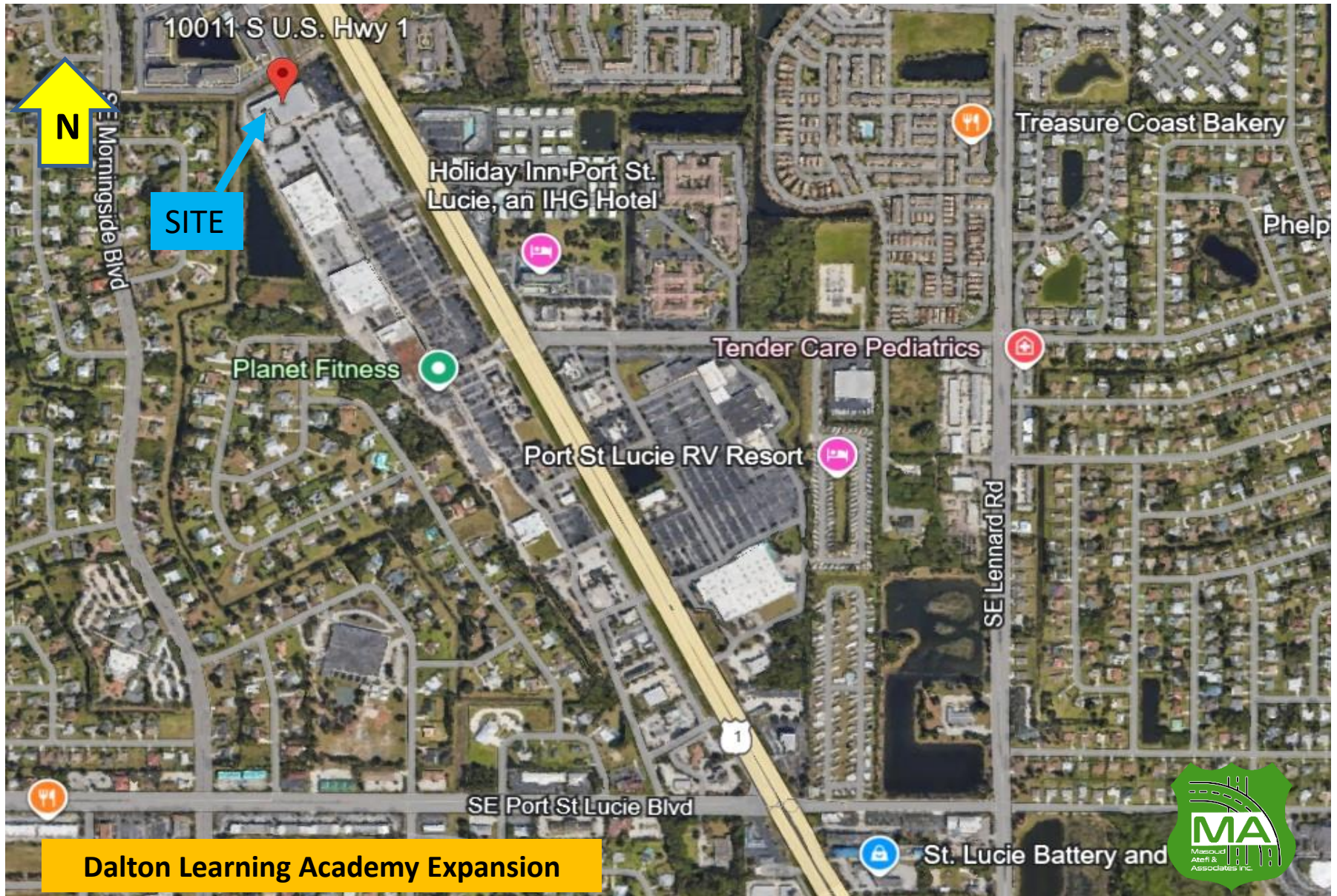
The three existing uses currently operate under a 45,000 SF building illustrated on Figure-2 (next pages).

Access to the site is provided by one right-in/right out driveway on US-1, which provides an exclusive SB right-turn lane onto the site with a 240’ storage length. See Figure-3 (next pages) for an aerial view of the site driveway and the exclusive right-turn lane along SB US-1.

No new structure is proposed and see the report Appendix for the Site Plan. Buildout for the project would be the current year (2025) since there will be no major construction involved and the new school will replace an existing school space and operations.

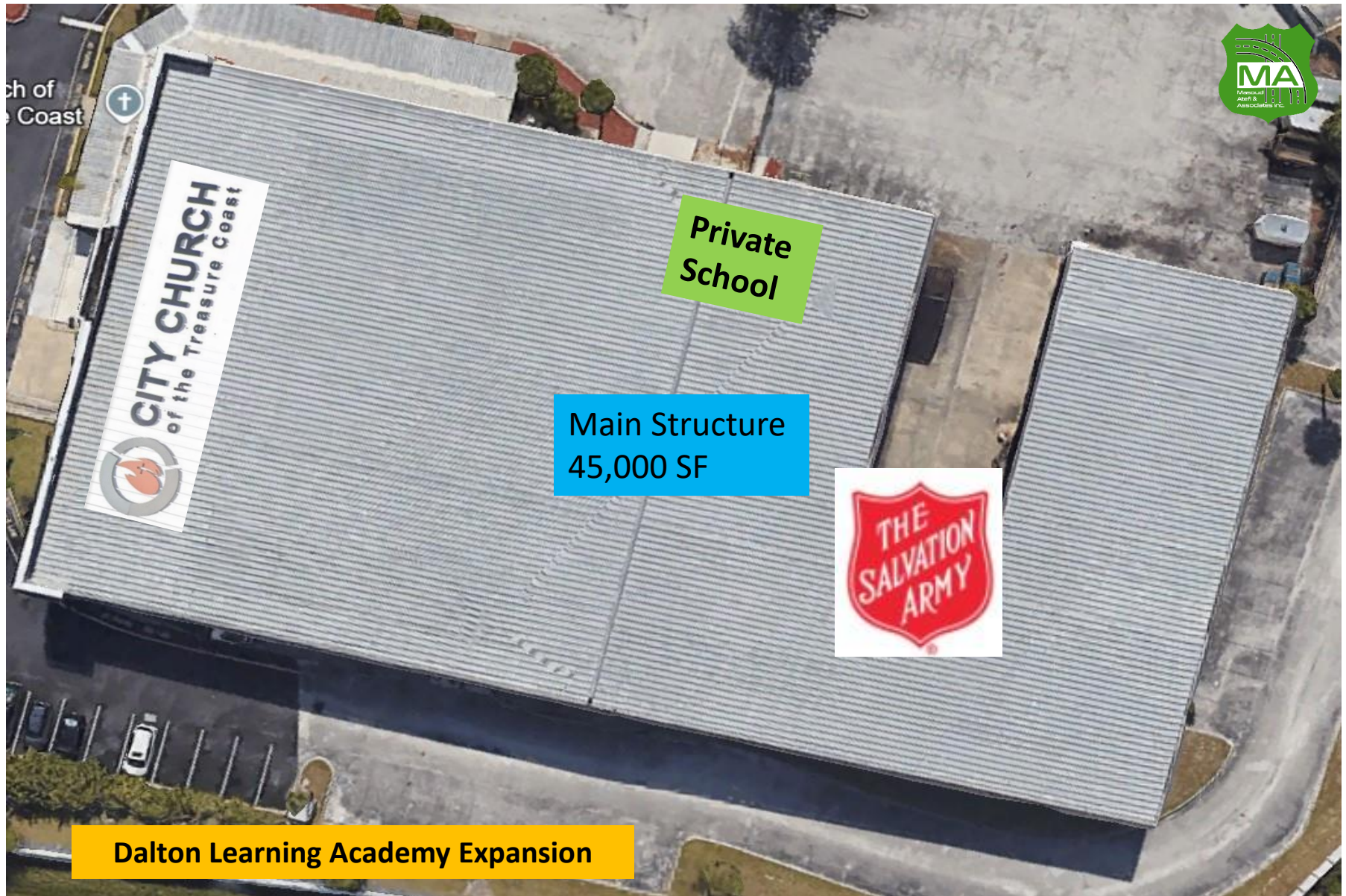


# Figure 1 – Site Location





**Figure 2 – Main Building – 10011 S US-1**





**Figure 3 – Site Driveway**



## **TRAFFIC GENERATION**

Trip generation analysis for this project was conducted using the trip generation information published by the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11<sup>th</sup> Edition.

Based on the trip generation and the applicable pass-by and internalization rates new Weekday, AM peak hour, and PM peak hour trips to be generated by the proposed project were estimated and tabulated as shown on Table-1 (next page). Results of the traffic generation analysis indicate that the proposed re-development project would generate 570 net new daily trips, 184 net new AM peak hour trips and 129 net new PM peak hour trips.

With the maximum of 184 net new peak hour vehicle trips projected during the AM peak hour, Radius of Development Influence (RDI) for the proposed project is one mile from the site.

See the report Appendix for the Trip Generation Worksheets.

Table 1 - Trip Generation Summary - Weekdays								
Dalton Learning Academy Expansion								
Land Uses	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<b>Existing</b>								
Church - ITE #560	14,168 SF	108	3	2	5	3	4	7
Warehouse - ITE #150	16,282 SF	24	1	0	1	1	1	2
Private School - ITE # 532	20 Stud	50	10	6	16	2	2	4
<b>Total Existing</b>		<b>182</b>	<b>14</b>	<b>8</b>	<b>22</b>	<b>6</b>	<b>7</b>	<b>13</b>
<b>Proposed</b>								
Church - ITE #560	14,168 SF	108	3	2	5	3	4	7
Warehouse - ITE #150	16,282 SF	24	1	0	1	1	1	2
Private School - ITE # 532	250 Stud	620	126	74	200	56	77	133
<b>Total Proposed</b>		<b>752</b>	<b>130</b>	<b>76</b>	<b>206</b>	<b>60</b>	<b>82</b>	<b>142</b>
<b>Net New Trips</b>		<b>570</b>	<b>116</b>	<b>68</b>	<b>184</b>	<b>54</b>	<b>75</b>	<b>129</b>
<i><b>Driveway Volumes</b></i>		<i><b>752</b></i>	<i><b>130</b></i>	<i><b>76</b></i>	<i><b>206</b></i>	<i><b>60</b></i>	<i><b>82</b></i>	<i><b>142</b></i>

Compiled by: Masoud Atefi & Associates Inc. (March 2025)

Source: ITE TG Manual - 11th Edition

### **Trip Generation Rates**

#### **Church**

Daily: 7.6 per 1000 SF

AM: 0.32 per 1000 SF

In: 60%, Out:  
40%

PM: 0.49 per 1000 SF

In: 43%, Out:  
57%

Pass By %: 0

#### **Warehouse**

Daily: 1.45 per 1000 SF

AM: 0.09 per 1000 SF

In: 100%, Out:  
0%

PM: 0.15 per 1000 SF

In: 50%, Out:  
50%

Pass By %: 0

#### **Private School K-12\***

Daily: 2.48 per Student

AM: 0.8 per Student

In: 63%, Out:  
37%

PM: 0.53 per Student

In: 42%, Out:  
58%

\*Peak Hour of Generator was used for this analysis.



## **TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT**

Trip distribution pattern and traffic assignment for the proposed project was developed based on knowledge of the study area, examination of the surrounding roadway network characteristics, and review of current traffic volumes and patterns.

Figure-4 (next page) illustrates the project traffic assignment pattern within the one-mile radius of development influence. On Figure-4, incoming project traffic assignment has been depicted in color red, while outgoing assignment is shown in color green. Note that some of the project incoming and outgoing traffic operations requires U-Turns along US-1. Some of the outgoing traffic intending to travel north will have to turn south and make U-turns across SE Village Drive (about 175' south of the site driveway). Adequate storage length of 300 feet is currently available at the SBL/U-Turn Lane at SE Village Drive. Also, some of the incoming traffic from south will have to travel about 400 feet north of the site and make U-turns where 310 feet of storage space for U-turns is provided. This driveway operation and necessary U-turns are illustrated on Figure-4 and are reflected in the Traffic Impact Analysis, presented later in the report.

## **TRAFFIC IMPACT ANALYSIS**

Traffic impact analysis was conducted by calculating (Buildout) Year 2025 background plus project for all major roadway links within the one-mile radius of development influence (RDI). The analysis is based on determination of the AM and PM peak hour directional V/C ratio for all the links under LOS D roadway service volume conditions. Roadway AADT and peak hour data and capacities were taken from "Traffic Counts and Level of Service Report – 2024" provided by St. Lucie Transportation Planning Organization (TPO) and the FDOT Traffic Online database. Table-2 on the next pages provides the calculations and results of the analysis. Based on the analysis all of the roadway links operate within and under LOS D conditions.

**Figure 4 – Project Traffic Distribution  
(Incoming-Outgoing)**



## Dalton Learning Academy Expansion

**Table 2 - Project Impact Analysis (Dalton Learning Academy)**

	AM		PM	
	In	Out	In	Out
Project Peak Hour Trip Generation	116	68	54	75

								Adjusted 2025		Site Peak Hour Traffic Distribution								AM Peak Hour		PM Peak Hour	
Link	From	To	Dir	Facility Type	LOS D Cap*	Year of Traffic Data*	Adj 2024 AADT*	PH Dir Vol**		In AM		In PM		Out AM		Out PM		Total 2025 Vol	V/C at LOS D	Total 2025 Vol	V/C at LOS D
								AM	PM	% Asgn	Trips	% Asgn	Trips	% Asgn	Trips	% Asgn	Trips				
US-1	North	Lyngate	NB	6LD	2940	2023	43,500	2,234	2,214	0	0	0	0	25	17	25	19	2,251	0.77	2,233	0.76
			SB	6LD	2940	2023	43,500	2,234	2,214	25	29	25	14	0	0	0	0	2,263	0.77	2,228	0.76
	Lyngate	NBU-turn	NB	6LD	2940	2023	43,500	2,234	2,214	0	0	0	0	40	28	40	30	2,262	0.77	2,244	0.76
			SB	6LD	2940	2023	43,500	2,234	2,214	40	47	40	22	0	0	0	0	2,281	0.78	2,236	0.76
	NBU-Turn	Site	NB	6LD	2940	2023	43,500	2,234	2,214	60	70	60	33	40	28	40	30	2,332	0.79	2,277	0.77
			SB	6LD	2940	2023	43,500	2,234	2,214	100	12	100	54	0	0	0	0	2,246	0.76	2,268	0.77
	Site	Village	NB	6LD	2940	2023	43,500	2,234	2,214	60	70	60	33	40	28	40	30	2,332	0.79	2,277	0.77
			SB	6LD	2940	2023	43,500	2,234	2,214	0	0	0	0	100	68	100	75	2,302	0.78	2,289	0.78
	Village	Jennings	NB	6LD	2940	2023	43,500	2,234	2,214	60	70	60	33	0	0	0	0	2,304	0.78	2,247	0.76
			SB	6LD	2940	2023	43,500	2,234	2,214	0	0	0	0	60	41	60	45	2,275	0.77	2,259	0.77
	Jennings	PSL Blvd	NB	6LD	2940	2023	43,500	2,234	2,214	45	53	45	25	0	0	0	0	2,287	0.78	2,239	0.76
			SB	6LD	2940	2023	43,500	2,234	2,214	0	0	0	0	45	31	45	34	2,265	0.77	2,248	0.76
	PSL Blvd	South	NB	6LD	2940	2023	53,500	2,680	2,670	20	31	20	11	0	0	0	0	2,711	0.92	2,681	0.91
			SB	6LD	2940	2023	53,500	2,680	2,670	0	0	0	0	20	14	20	15	2,694	0.92	2,685	0.91
Lyngate Dr	US-1	West	EB	2LD	920	2023	10,212	658	594	10	12	10	6	0	0	0	0	670	0.73	600	0.65
			WB	2LD	920	2023	10,212	658	594	0	0	0	0	10	7	10	8	665	0.72	602	0.65



**Table 2 (continued) - Project Impact Analysis (Dalton Learning Academy)**

Link	From	To	Dir	Facility Type	LOS D Cap*	Year of Traffic Data*	Adj 2024 AADT**	Adjusted 2025		Site Peak Hour Traffic Distribution								AM Peak Hour		PM Peak Hour	
								PH Dir Vol**		In AM		In PM		Out AM		Out PM		Total 2025 Vol	V/C at LOS D	Total 2025 Vol	V/C at LOS D
								AM	PM	% Asgn	Trips	% Asgn	Trips	% Asgn	Trips	% Asgn	Trips				
Tiffany Ave	US-1	East	EB	4LD	2100	2022	17,081	996	907	0	0	0	0	5	4	5	4	1,000	0.48	911	0.43
			WB	4LD	2100	2022	17,081	996	907	5	6	5	3	0	0	0	0	1,002	0.48	910	0.43
Jennings Rd	US-1	East	EB	4LD	2100	2022	4,667	251	240	0	0	0	0	15	11	15	12	262	0.12	252	0.12
			WB	4LD	2100	2022	4,667	251	240	15	18	15	9	0	0	0	0	269	0.13	249	0.12
PSL Blvd	US-1	West	EB	6LD	2940	2023	37,326	1,908	1,900	15	18	15	9	0	0	0	0	1,926	0.66	1,909	0.65
			WB	6LD	2940	2023	37,326	1,908	1,900	0	0	0	0	15	11	15	12	1,919	0.65	1,912	0.65
Mariposa	US-1	East	EB	4LD	880	2023	6,758	537	511	0	0	0	0	10	7	10	8	544	0.62	519	0.59
			WB	4LD	880	2023	6,758	537	511	10	2	10	6	0	0	0	0	539	0.61	517	0.59

\* from St. Lucie TPO and FDOT Service Volume tables (see Appendix)

\*\* St. Lucie TPO and FDOT count stations data adjusted for PSF and 1% annual growth. Standard K and D factors to determine peak hour values (see Appendix).

Also, used 1/10 of AADT where peak hour data was not available

## **DRIVEWAY VOLUMES & SCHOOL INTERNAL TRAFFIC CIRCULATION**

Figure-5 on the next page provide the projected AM, PM peak hour and daily turning movement volumes at the project main access driveway on US-1. Forecasted turning movement volumes indicated on the figure include pass-by trips generated on the site. As indicated earlier some of the project ingress and egress traffic require to make U-turns along US-1 very short distances north and south of the site where exclusive U-turn lanes with proper storages are currently available.

Furthermore, illustrated on Figures 6 (next pages) is the conceptual site internal circulation plan maximizing storage for vehicle queue spaces within the site. The plan provides about 1,150 feet of internal vehicle storage space (for about 52 vehicles in queue @ 22 feet per vehicle) within the site.

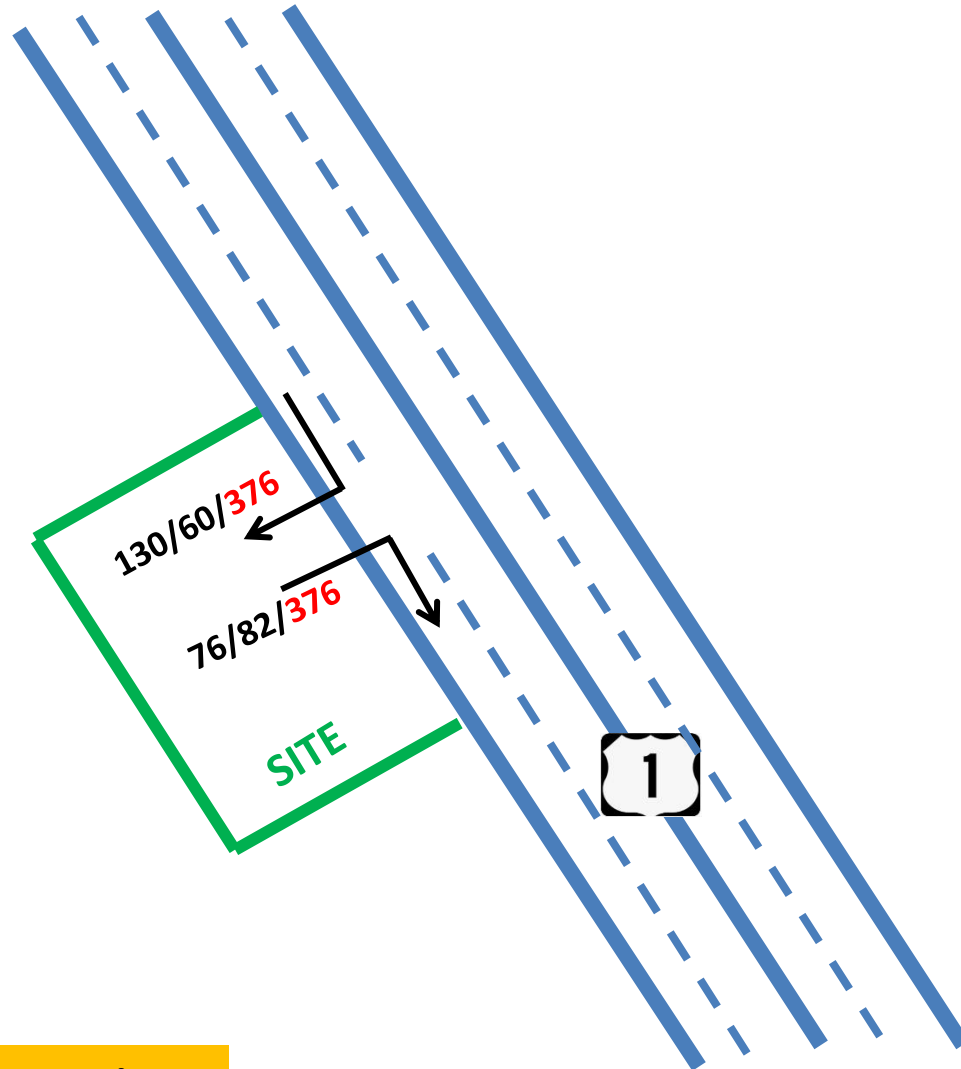
Also, note the proposed academy traffic operations would be as follows:

- School opening drop-off time: 7am-9am for different grades, and before care 7am-8-am.
- School closing pick-up time: 3:00 pm-5:30 pm for different grades, and after care 3:30 pm-4:30 pm.
- School will not operate a food preparation facility and will cater meals.

Furthermore, as indicated earlier on Table-2 (Driveway Volumes), the biggest vehicle queue is expected to occur during the AM peak hour during which 130 vehicles are expected to enter the site in one hour period. Of this number, 76 vehicles belong to parents dropping students off and exiting the site during the same period. This means of 130 vehicles entering the site during the AM peak hour 54 belongs to staff, support and service and other site uses which will park in the parking lot. With the site internal storage space available enough for 52 vehicles, and the academy long time period of student drop-off/pick-up traffic operations, we do not foresee any chance for a vehicular congestion or spillover into main roadway (US-1) during the school opening and closing periods.

Finally, with any observations of large vehicular queue buildup at the student drop-off/pick-up area, the school can make adjustments to current staggered hours of traffic operations to allocate longer pick-up/drop-off times for specific grades with most traffic.

**Figure 5 – Project Driveway Volumes**  
**AM/PM/Daily**

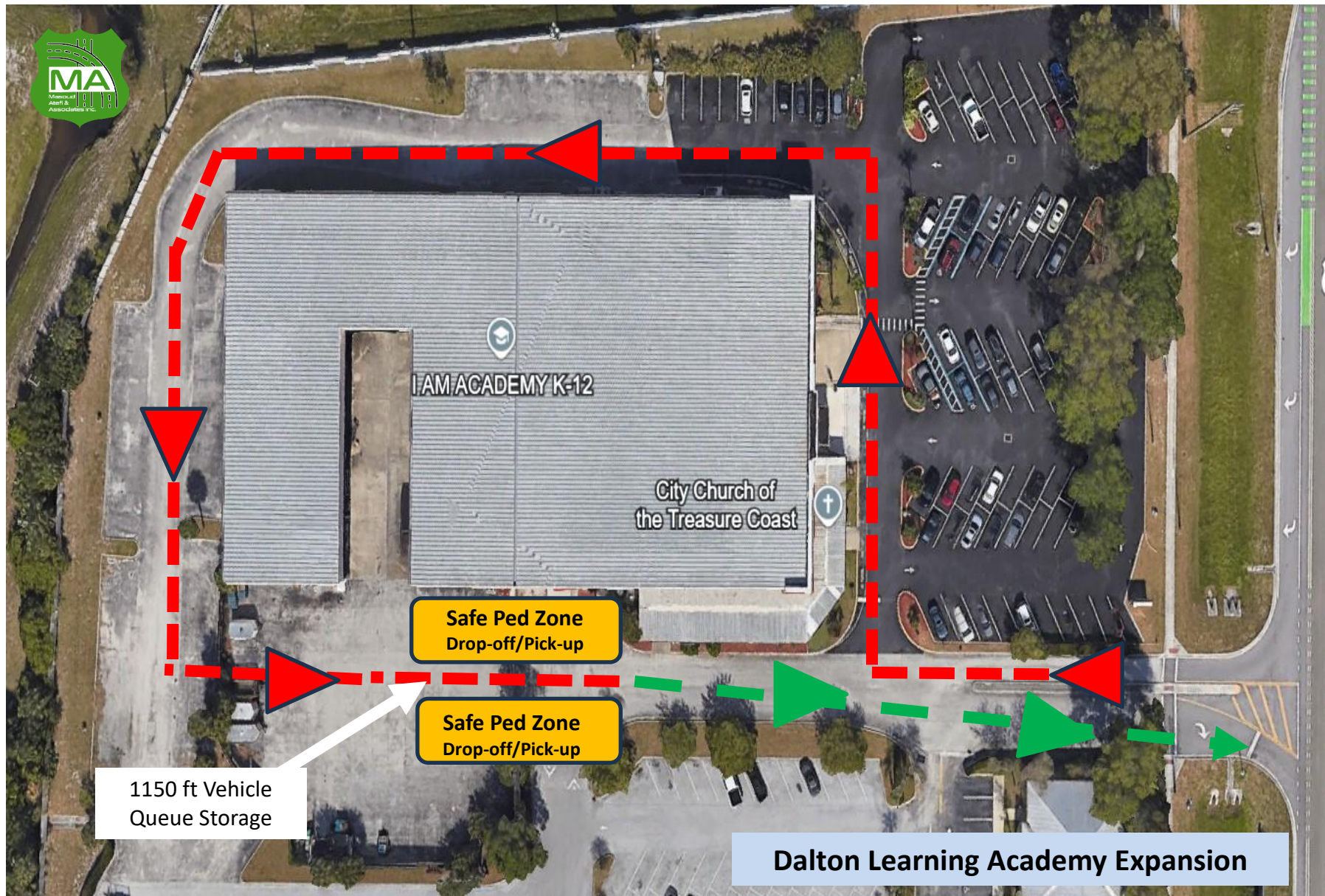


**Dalton Learning Academy Expansion**





**Figure 6 – Conceptual Internal Circulation (IN – OUT)**



## **Report Summary**

### **Dalton Learning Academy – Traffic Impact Study**

**Municipality:** Port St. Lucie  
**Location:** 10011 US-1, West side of Highway about 1.4 miles north of SE Port St. Lucie Boulevard  
**Parcel ID#:** 4401-701-0001-000-2  
**Existing Uses:** 14,168 SF Church, 16,282 SF Warehouse, and Private School with 20 Students.  
**Proposed Uses:** 14,168 SF Church, 16,282 SF Warehouse, and Private School with 250 Students.  
**New Daily Trips:** 570  
**New PH Trips:** 184 AM and 129 PM

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# Appendix



## LEGAL DESCRIPTION: EXHIBIT A

A PARCEL OF LAND LING IN SECTION 1, TOWNSHIP 37 SOUTH RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING AT THE POINT OF INTERSECTION OF THE EAST LINE OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT FOUR, AS RECORDED IN PLAT BOOK 13, PAGE 14-15, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, ALSO BEING THE EAST LINE OF THE SOUTHWEST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) OF SAID SECTION 1 AND THE SOUTH LINE OF THE PLAT OF SOUTH PORT ST. LUCIE UNIT FIFTEEN, AS RECORDED IN PLAT BOOK 16, PAGE 40-41, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, ALSO BEING THE SOUTH LINE OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) OF SAID SECTION 1, SAID POINT OF INTERSECTION BEING THE SOUTHWEST CORNER OF THE NORTHEAST ONE-QUARTER (1/4) OF THE SOUTHWEST ONE-QUARTER (1/4) OF SAID SECTION 1, THENCE NORTH 89°45'10" EAST 50.00 FEET TO THE POINT OF INTERSECTION WITH THE NORTHERLY NORTH-OF-RAY LINE OF U.S. HIGHWAY NO. 1 (STATE ROAD NO. 1), THENCE SOUTH 27°54'41" EAST ALONG SAID NORTHERLY NORTH-OF-RAY LINE, 300.00 FEET, THENCE SOUTH 82°50'10" WEST 34.00 FEET, THENCE SOUTH 27°54'41" EAST 64.00 FEET, THENCE SOUTH 82°50'10" WEST 25.00 FEET, THENCE NORTH 24°47'41" WEST 25.00 FEET TO THE POINT OF INTERSECTION WITH SAID EASTERN LINE OF SAID PLAT OF SOUTH PORT ST. LUCIE UNIT FOUR, THENCE NORTH 0°00'00" EAST ALONG SAID EASTERN LINE OF SAID PLAT OF SOUTH PORT ST. LUCIE UNIT FOUR, A DISTANCE OF 100.00 FEET TO THE POINT OF BEGINNING.

SAID PARCEL ALSO DESCRIBED AS FOLLOWS:

PARCEL A, OF THE PLAT OF TOWN CENTER, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 20, PAGE 30, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

CONTAINING 195,103.74 SF AND 4.502 ACRES

## ALTA / NSPS SURVEY

## ZONING AND SETBACKS

PROPERTY ZONING = GENERAL COMMERCIAL

PROPERTY BUILDING SETBACKS

FRONT SETBACK = 20 FEET (1)

SIDE SETBACK = 10 FEET (2)

REAR SETBACK = 20 FEET (3)

## ABBREVIATIONS AND LEGEND

● = SOUND 5/8" IRON NAILAR & CAP  
● = SET 5/8" IRON NAILAR AND YELLOW CAP MARKED "P506543"

AC = ACRES

SF = SQUARE FEET

R/W = RIGHT OF WAY

FPL = FLORIDA POWER AND LIGHT

DR = DRAINAGE DITCH

PL = PLANT

PG = PAVE

ORR = OFFICIAL REDWOOD DITCH

R/W = RIGHT OF WAY

(W) = WATERSHED

(P) = PLAT

(C) = CALCULATED

(R) = RADIIUS OF CURVE

L = LENGTH OF CURVE

D = DELTA OF CURVE

BSL = BUILDING SETBACK LINE

PUE = PRIVATE UTILITY RASSEMBLY

PFE = FINISHED FLOOR ELEVATION

POC = POINT OF COMMENCEMENT

POB = POINT OF BEGINNING

PLINE = PROPERTY LINE

CONC = CONCRETE

CP = CONCRETE PAD

CLF = GRANULITE FENCE

■ = CATCH BASIN

■ = CONCRETE UTILITY POLE

■ = ELECTRIC BOX

■ = FIRE HYDRANT

■ = GAS VALVE

■ = CITY WPC

■ = HANDICAP SPACE

■ = PARKING SPACES

■ = SANITARY SEWER MANHOLE

■ = SEWER VALVE

■ = SIGN

■ = WATER METER

■ = WATER VALVE

■ = WOOD POWER POLE

PREPARED FOR:

LIBERTY TITLE COMPANY OF AMERICA

COMMITMENT NUMBER: 25012579

LOAN ID NUMBER: N/A

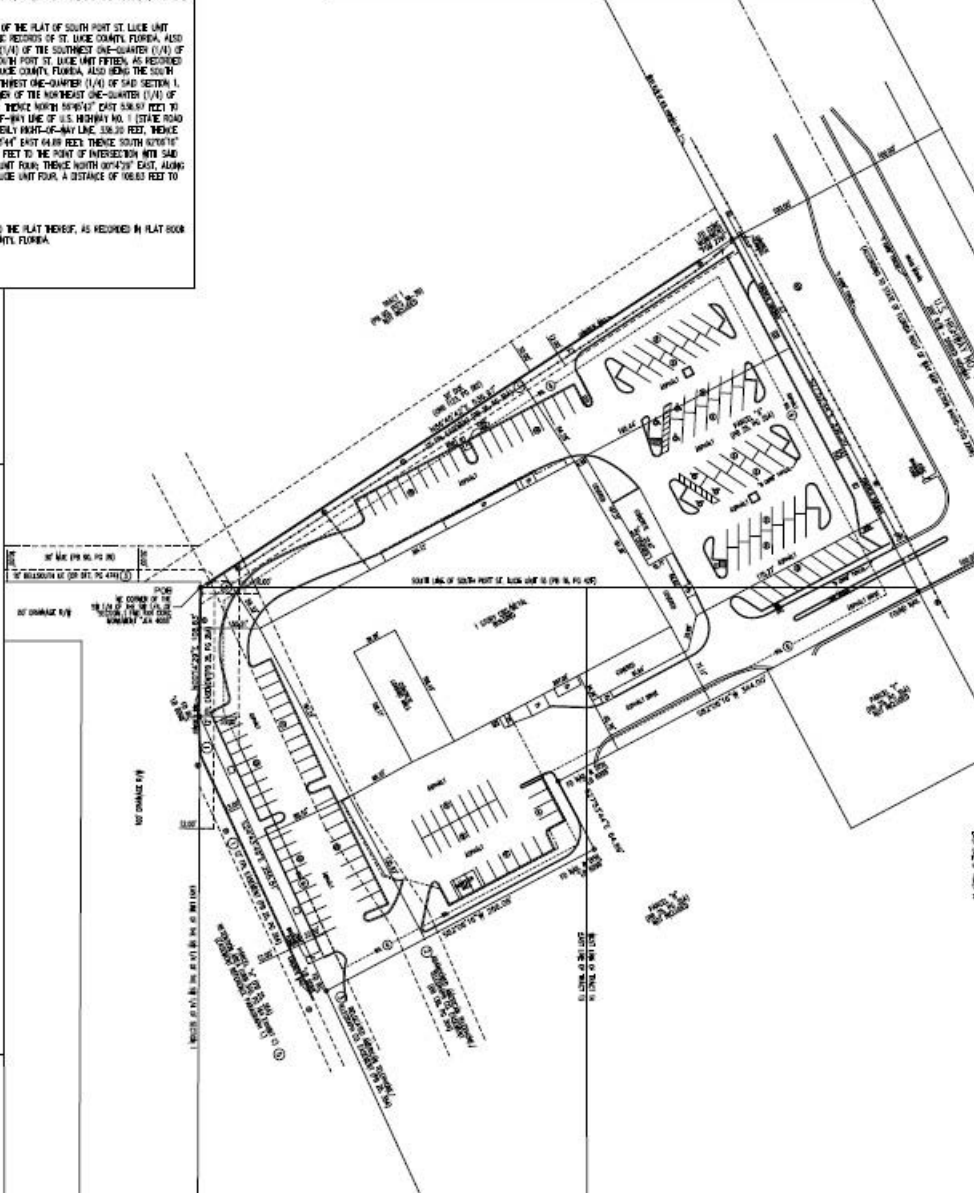
ISSUING OFFICE FILE NUMBER:

SL-25-027

SUBJECT PROPERTY ADDRESS:

1001 S US HIGHWAY NO. 1

PORT ST. LUCIE, FL 34952



## SURVEYOR'S NOTES:

1. UNLESS OTHERWISE NOTED, ONLY PLATTED EASEMENTS AND SHOWN HEREIN.
2. ALL LOT DIMENSIONS SHOWN ARE PER PLAT UNLESS OTHERWISE NOTED.
3. NO UNDERGROUND UTILITIES OR IMPROVEMENTS WERE LOCATED UNLESS OTHERWISE SHOWN.
4. THIS SITE LIES WITHIN FLOOD INSURANCE RATE MAP ZONE 1 (X) WITH FLOOD RISK DATED 1-1-82.
5. FLOOD ZONE SHOWN HEREIN IS AN INTERPRETATION BY THE SURVEYOR AND IS PROVIDED AS A COURTESY. THE FLOOD ZONE SHOULD BE VERIFIED BY A DETERMINATION AGENCY.
6. BEARING SHOWN HEREIN ARE BASED ON THE NORTH LINE OF PARCEL A, AS BEING 327°54'41" ACCORDING TO THE PLAT DESCRIBED HEREIN.
7. DUE TO THE DRAINAGE UTILITY EASEMENT, THE IDENTIFIED HANDICAP AND UTILITY EASEMENT, FPL IDENTIFIED FLORIDA POWER AND LIGHT EASEMENT.
8. THE ACCURACY OF THIS SURVEY IS PROVIDED IN THE EXPECTED USE OF THE SURVEY, THE EXPECTED USE/PURPOSE OF THIS SURVEY IS FOR ALTA/NSPS, ACCURACY 1 FOOT IN 2,500 FEET OF DISTANCE.
9. ADJUSTING OF RECORDS TO THIS SURVEY MAP BY ANYONE OTHER THAN THE SURVEYOR IS PROHIBITED WITHOUT WRITTEN CONSENT.

## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** School-Existing **No :**  
**Date:** 3/28/2025 **City:**  
**State/Province:** **Zip/Postal Code:**  
**Country:** **Client Name:**  
**Analyst's Name:** **Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
532 - Private School (K-12) (General Urban/Suburban)	Students	140 <sup>(0)</sup>	Weekday	Average 2.48	174 <sup>(1)</sup> 50%	173 <sup>(1)</sup> 50%	347 <sup>(1)</sup>

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
532 - Private School (K-12)	0 %	174	0 %	173

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
532 - Private School (K-12)	347	0	0	347

## ITE DEVIATION DETAILS

**Weekday**

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 532 - Private School (K-12) (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

**SUMMARY**

<b>Total Entering</b>	<b>174</b>
<b>Total Exiting</b>	<b>173</b>
<b>Total Entering Reduction</b>	<b>0</b>
<b>Total Exiting Reduction</b>	<b>0</b>
<b>Total Entering Internal Capture Reduction</b>	<b>0</b>
<b>Total Exiting Internal Capture Reduction</b>	<b>0</b>
<b>Total Entering Pass-by Reduction</b>	<b>0</b>
<b>Total Exiting Pass-by Reduction</b>	<b>0</b>
<b>Total Entering Non-Pass-by Trips</b>	<b>174</b>
<b>Total Exiting Non-Pass-by Trips</b>	<b>173</b>



## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** School-Existing **No :**  
**Date:** 3/28/2025 **City:**  
**State/Province:** **Zip/Postal Code:**  
**Country:** **Client Name:**  
**Analyst's Name:** **Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
532 - Private School (K-12) (General Urban/Suburban)	Students	140 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.79	70 <sup>(1)</sup> 63%	41 <sup>(1)</sup> 37%	111 <sup>(1)</sup>

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
532 - Private School (K-12)	0 %	70	0 %	41

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
532 - Private School (K-12)	111	0	0	111

## ITE DEVIATION DETAILS

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.**

Landuse No deviations from ITE.

Methods No deviations from ITE.

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.**

External Trips 532 - Private School (K-12) (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

**SUMMARY**

<b>Total Entering</b>	<b>70</b>
<b>Total Exiting</b>	<b>41</b>
<b>Total Entering Reduction</b>	<b>0</b>
<b>Total Exiting Reduction</b>	<b>0</b>
<b>Total Entering Internal Capture Reduction</b>	<b>0</b>
<b>Total Exiting Internal Capture Reduction</b>	<b>0</b>
<b>Total Entering Pass-by Reduction</b>	<b>0</b>
<b>Total Exiting Pass-by Reduction</b>	<b>0</b>
<b>Total Entering Non-Pass-by Trips</b>	<b>70</b>
<b>Total Exiting Non-Pass-by Trips</b>	<b>41</b>

## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** School-Existing  
**Date:** 3/28/2025  
**State/Province:**  
**Country:**  
**Analyst's Name:**

**No :**  
**City:**  
**Zip/Postal Code:**  
**Client Name:**  
**Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
532 - Private School (K-12) (General Urban/Suburban)	Students	140 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.17	10 <sup>(1)</sup> 42%	14 <sup>(1)</sup> 58%	24 <sup>(1)</sup>

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
532 - Private School (K-12)	0 %	10	0 %	14

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
532 - Private School (K-12)	24	0	0	24

## ITE DEVIATION DETAILS

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.**

Landuse No deviations from ITE.

Methods No deviations from ITE.

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.**

External Trips    532 - Private School (K-12) (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

SUMMARY	
Total Entering	10
Total Exiting	14
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	10
Total Exiting Non-Pass-by Trips	14



## PERIOD SETTING

Analysis Name : New Analysis

Project Name : Storage

Date: 3/28/2025

State/Province:

Country:

Analyst's Name:

No :

City:

Zip/Postal Code:

Client Name:

Edition:

Trip Generation Manual, 11th  
Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	16.28	Weekday	Average 1.45	12 50%	12 50%	24

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
151 - Mini-Warehouse	0 %	12	0 %	12

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
151 - Mini-Warehouse	24	0	0	24

## ITE DEVIATION DETAILS

## Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 151 - Mini-Warehouse (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

## SUMMARY

Total Entering	12
Total Exiting	12
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	12
Total Exiting Non-Pass-by Trips	12

## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** Storage **No :**  
**Date:** 3/28/2025 **City:**  
**State/Province:** **Zip/Postal Code:**  
**Country:** **Client Name:**  
**Analyst's Name:** **Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	16.28 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.09	1 100%	0 0%	1

(0) indicates size out of range.

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
151 - Mini-Warehouse	0 %	1	0 %	0

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
151 - Mini-Warehouse	1	0	0	1

## ITE DEVIATION DETAILS

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.**

Landuse No deviations from ITE.

Methods No deviations from ITE.

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.**

External Trips    151 - Mini-Warehouse (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

**SUMMARY**

<b>Total Entering</b>	1
<b>Total Exiting</b>	0
<b>Total Entering Reduction</b>	0
<b>Total Exiting Reduction</b>	0
<b>Total Entering Internal Capture Reduction</b>	0
<b>Total Exiting Internal Capture Reduction</b>	0
<b>Total Entering Pass-by Reduction</b>	0
<b>Total Exiting Pass-by Reduction</b>	0
<b>Total Entering Non-Pass-by Trips</b>	1
<b>Total Exiting Non-Pass-by Trips</b>	0



PERIOD SETTING

Analysis Name :

New Analysis

Project Name :

Storage

Date:

3/28/2025

State/Province:

Country:

Analyst's Name:

No :

City:

Zip/Postal Code:

Client Name:

Edition:

Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	16.28	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.15	1 50%	1 50%	2

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
151 - Mini-Warehouse	0 %	1	0 %	1

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
151 - Mini-Warehouse	2	0	0	2

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse

No deviations from ITE.

Methods

No deviations from ITE.

External Trips

151 - Mini-Warehouse (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

<https://itetripgen.org/projectsstudy/printpreview?guid=749d77b2670bd7683672d6234ed11694>

1/2

**SUMMARY**

<b>Total Entering</b>	<b>1</b>
<b>Total Exiting</b>	<b>1</b>
<b>Total Entering Reduction</b>	<b>0</b>
<b>Total Exiting Reduction</b>	<b>0</b>
<b>Total Entering Internal Capture Reduction</b>	<b>0</b>
<b>Total Exiting Internal Capture Reduction</b>	<b>0</b>
<b>Total Entering Pass-by Reduction</b>	<b>0</b>
<b>Total Exiting Pass-by Reduction</b>	<b>0</b>
<b>Total Entering Non-Pass-by Trips</b>	<b>1</b>
<b>Total Exiting Non-Pass-by Trips</b>	<b>1</b>

## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** School-Proposed **No :**  
**Date:** 3/28/2025 **City:**  
**State/Province:** **Zip/Postal Code:**  
**Country:** **Client Name:**  
**Analyst's Name:** **Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
532 - Private School (K-12) (General Urban/Suburban)	Students	250 <sup>(0)</sup>	Weekday, AM Peak Hour of Generator	Average 0.8	126 63%	74 37%	200

(0) indicates size out of range.

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
532 - Private School (K-12)	0 %	126	0 %	74

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
532 - Private School (K-12)	200	0	0	200

## ITE DEVIATION DETAILS

**Weekday, AM Peak Hour of Generator**

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 532 - Private School (K-12) (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

**SUMMARY**

<b>Total Entering</b>	<b>126</b>
<b>Total Exiting</b>	<b>74</b>
<b>Total Entering Reduction</b>	<b>0</b>
<b>Total Exiting Reduction</b>	<b>0</b>
<b>Total Entering Internal Capture Reduction</b>	<b>0</b>
<b>Total Exiting Internal Capture Reduction</b>	<b>0</b>
<b>Total Entering Pass-by Reduction</b>	<b>0</b>
<b>Total Exiting Pass-by Reduction</b>	<b>0</b>
<b>Total Entering Non-Pass-by Trips</b>	<b>126</b>
<b>Total Exiting Non-Pass-by Trips</b>	<b>74</b>



## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** School-Proposed  
**Date:** 3/28/2025  
**State/Province:**  
**Country:**  
**Analyst's Name:**

**No :**  
**City:**  
**Zip/Postal Code:**  
**Client Name:**  
**Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
532 - Private School (K-12) (General Urban/Suburban)	Students	250 <sup>(0)</sup>	Weekday, PM Peak Hour of Generator	Average 0.53	56 <sup>(1)</sup> 42%	77 <sup>(1)</sup> 58%	133 <sup>(1)</sup>

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
532 - Private School (K-12)	0 %	56	0 %	77

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
532 - Private School (K-12)	133	0	0	133

## ITE DEVIATION DETAILS

**Weekday, PM Peak Hour of Generator**

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 532 - Private School (K-12) (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	56
Total Exiting	77
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	56
Total Exiting Non-Pass-by Trips	77

## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** Church - 1  
**Date:** 3/28/2025  
**State/Province:**  
**Country:**  
**Analyst's Name:**

**No :**  
**City:**  
**Zip/Postal Code:**  
**Client Name:**  
**Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	14.16	Weekday	Average 7.6	54 <sup>(0)</sup> 50%	54 <sup>(0)</sup> 50%	108 <sup>(0)</sup>

(0) indicates small sample size, use carefully.

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
560 - Church	0 %	54	0 %	54

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
560 - Church	108	0	0	108

## ITE DEVIATION DETAILS

**Weekday**  
 Landuse No deviations from ITE.  
 Methods No deviations from ITE.  
 External Trips 560 - Church (General Urban/Suburban)  
 ITE does not recommend a particular pass-by% for this case.

## SUMMARY

Total Entering	54
Total Exiting	54
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	54
Total Exiting Non-Pass-by Trips	54

## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** Church - 1  
**Date:** 3/28/2025  
**State/Province:**  
**Country:**  
**Analyst's Name:**

**No :**  
**City:**  
**Zip/Postal Code:**  
**Client Name:**  
**Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	14.16	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.32	3 60%	2 40%	5

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
560 - Church	0 %	3	0 %	2

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
560 - Church	5	0	0	5

## ITE DEVIATION DETAILS

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.**

**Landuse** No deviations from ITE.

**Methods** No deviations from ITE.

**External Trips** 560 - Church (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.



SUMMARY

Total Entering	3
Total Exiting	2
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3
Total Exiting Non-Pass-by Trips	2

## PERIOD SETTING

**Analysis Name :** New Analysis  
**Project Name :** Church - 1  
**Date:** 3/28/2025  
**State/Province:**  
**Country:**  
**Analyst's Name:**

**No :**  
**City:**  
**Zip/Postal Code:**  
**Client Name:**  
**Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
560 - Church (General Urban/Suburban)	1000 Sq. Ft. GFA	14.16	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.49	3 43%	4 57%	7

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
560 - Church	0 %	3	0 %	4

## EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
560 - Church	7	0	0	7

## ITE DEVIATION DETAILS

**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.**

**Landuse** No deviations from ITE.

**Methods** No deviations from ITE.

**External Trips** 560 - Church (General Urban/Suburban)  
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	3
Total Exiting	4
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3
Total Exiting Non-Pass-by Trips	4

# St. Lucie TPO – Traffic Data



## Traffic Counts and Level of Service Report 2024

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
772-462-1593 www.stlucietpo.org

Roadway Name	Location	STATION ID	2024 AADT	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
US 1	WEATHERBEE RD to FARMER'S MARKET RD	940012	30,959	2023							
US 1	FARMER'S MARKET RD to EDWARDS RD	940012	30,959	2023							
US 1	EDWARDS RD to SAVANNAH RD	945002	28,117	2023							
US 1	GARDENIA AVE to VIRGINIA AVE	945002	28,117	2023							
US 1	SAVANNAH RD to GARDENIA AVE	945002	28,117	2023							
US 1	VIRGINIA AVE to OHIO AVE	945003	26,002	2023							
US 1	OHIO AVE to GEORGIA AVE	945003	26,002	2023							
US 1	GEORGIA AVE to DELAWARE AVE	945008	27,500	2023							
US 1	DELAWARE AVE to CITRUS AVE	945014	29,114	2023							
US 1	CITRUS AVE to ORANGE AVE	940118	25,392	2023							
US 1	ORANGE AVE to AVENUE A	945014	29,114	2023							
US 1	AVENUE A to AE BACKUS AVE	945014	29,114	2023							
US 1	AE BACKUS AVE to AVENUE D	945014	29,114	2023							
US 1	AVENUE D to SR A1A SOUTH	945014	29,114	2023							
US 1	SR A1A SOUTH to AVENUE H	715	30,660	2023	2,100	1,524	C	0.73	1,521	C	0.72
US 1	AVENUE H to OLD DIXIE HWY	715	30,660	2023	2,000	1,524	C	0.76	1,521	C	0.76
US 1	OLD DIXIE HWY to AVENUE O	940123	28,240	2023							
US 1	AVENUE O to SR A1A NORTH	940123	28,240	2023							
US 1	SR A1A NORTH to JUANITA AVE	940010	20,140	2023							
US 1	JUANITA AVE to ST LUCIE BLVD	940010	20,140	2023							
US 1	ST LUCIE BLVD to 25TH ST	940009	19,911	2023							



## Traffic Counts and Level of Service Report 2024

Coco Vista Centre  
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Roadway Name	Location	STATION ID	2024 AADT	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	697	35,121	2021	3,020	1,797	C	0.60	1,775	C	0.59
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	698	40,901	2023	3,170	2,307	C	0.73	2,221	C	0.70
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	945074	49,526	2023	3,170	2,427	C	0.77	2,427	C	0.77
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	945074	49,526	2023	3,020	2,427	C	0.80	2,427	C	0.80
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	945074	49,526	2023							
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	945073	47,848	2023							
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	940780	48,530	2023							
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	940778	55,266	2023							
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	940776	37,800	2023							
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	37,326	2023							



## Traffic Counts and Level of Service Report 2024

Coco Vista Centre  
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Roadway Name	Location	STATION ID	2024 AADT	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	3,734	2021	790	258	C	0.33	245	C	0.31
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	10,212	2023	920	645	C	0.70	582	C	0.63
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	10,212	2023	920	645	C	0.70	582	C	0.63
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,758	2023	880	526	C	0.60	501	C	0.57



**Traffic Counts and Level of Service Report  
2024**

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
772-462-1593 www.stlucietpo.org

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	511	6,751	2023	600	520	D	0.87	454	D	0.76
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	511	6,751	2023	750	520	D	0.69	454	D	0.61
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	509	5,522	2023	750	345	C	0.46	343	C	0.46
SUNRISE BLVD	OLEANDER AVE to 7TH ST	708	4,722	2022	1,540	272	C	0.18	333	C	0.22
SUNRISE BLVD	7TH ST to US 1	708	4,722	2022	1,710	272	C	0.16	333	C	0.19
TIFFANY AVE	US 1 to HILLMOOR DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	320	4,145	2021	2,100	201	C	0.10	195	C	0.09



**Traffic Counts and Level of Service Report  
2024**

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
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Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,067	2022	750	92	C	0.12	97	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	12,000	2024	880	729	C	0.83	740	C	0.84
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,500	2024	920	612	C	0.67	614	C	0.67
JENKINS RD	GRAHAM RD to PETERSON RD	739	6,500	2024	630	357	C	0.57	352	C	0.56
JENKINS RD	PETERSON RD to ORANGE AVE	739	6,500	2024	920	357	C	0.39	352	C	0.38
JENNINGS RD	US 1 to LENNARD RD	673	4,667	2022	2,100	244	C	0.12	233	C	0.11

# Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	511	6,751	2023	600	520	D	0.87	454	D	0.76
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	511	6,751	2023	750	520	D	0.69	454	D	0.61
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	509	5,522	2023	750	345	C	0.46	343	C	0.46
SUNRISE BLVD	OLEANDER AVE to 7TH ST	708	4,722	2022	1,540	272	C	0.18	333	C	0.22
SUNRISE BLVD	7TH ST to US 1	708	4,722	2022	1,710	272	C	0.16	333	C	0.19
TIFFANY AVE	US 1 to HILLMOOR DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	320	4,145	2021	2,100	201	C	0.10	195	C	0.09

**St. Lucie****Transportation  
Planning  
Organization**

**Coco Vista Centre**  
**466 SW Port St. Lucie Blvd, Suite 111**  
**Port St. Lucie, FL 34953**  
**772-462-1593    [www.stlucietpo.org](http://www.stlucietpo.org)**

## **Traffic Counts and Level of Service Report 2024**

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,067	2022	750	92	C	0.12	97	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	12,000	2024	880	729	C	0.83	740	C	0.84
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,500	2024	920	612	C	0.67	614	C	0.67
JENKINS RD	GRAHAM RD to PETERSON RD	739	6,500	2024	630	357	C	0.57	352	C	0.56
JENKINS RD	PETERSON RD to ORANGE AVE	739	6,500	2024	920	357	C	0.39	352	C	0.38
JENNINGS RD	US 1 to LENNARD RD	673	4,667	2022	2,100	244	C	0.12	233	C	0.11





**St. Lucie**

Transportation  
Planning  
Organization

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
772-462-1593 [www.stlucietpo.org](http://www.stlucietpo.org)

## Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	3,734	2021	790	258	C	0.33	245	C	0.31
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	10,212	2023	920	645	C	0.70	582	C	0.63
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	10,212	2023	920	645	C	0.70	582	C	0.63
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,758	2023	880	526	C	0.60	501	C	0.57

**St. Lucie****Transportation  
Planning  
Organization****Coco Vista Centre**  
**466 SW Port St. Lucie Blvd, Suite 111**  
**Port St. Lucie, FL 34953**  
**772-462-1593    www.stlucietpo.org**

## Traffic Counts and Level of Service Report 2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	697	35,121	2021	3,020	1,797	C	0.60	1,775	C	0.59
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	698	40,901	2023	3,170	2,307	C	0.73	2,221	C	0.70
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	945074	49,526	2023	3,170	2,427	C	0.77	2,427	C	0.77
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	945074	49,526	2023	3,020	2,427	C	0.80	2,427	C	0.80
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	945074	49,526	2023							
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	945073	47,848	2023							
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	940780	48,530	2023							
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	940778	55,266	2023							
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	940776	37,800	2023							
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	37,326	2023							

**St. Lucie**

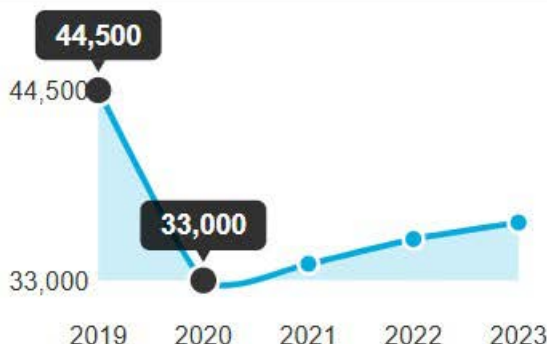
Transportation  
Planning  
Organization

## Traffic Counts and Level of Service Report 2024

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
772-462-1593 [www.stlucietpo.org](http://www.stlucietpo.org)

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
US 1	WEATHERBEE RD to FARMER'S MARKET RD	940012	30,959	2023							
US 1	FARMER'S MARKET RD to EDWARDS RD	940012	30,959	2023							
US 1	EDWARDS RD to SAVANNAH RD	945002	28,117	2023							
US 1	GARDENIA AVE to VIRGINIA AVE	945002	28,117	2023							
US 1	SAVANNAH RD to GARDENIA AVE	945002	28,117	2023							
US 1	VIRGINIA AVE to OHIO AVE	945003	26,002	2023							
US 1	OHIO AVE to GEORGIA AVE	945003	26,002	2023							
US 1	GEORGIA AVE to DELAWARE AVE	945008	27,500	2023							
US 1	DELAWARE AVE to CITRUS AVE	945014	29,114	2023							
US 1	CITRUS AVE to ORANGE AVE	940118	25,392	2023							
US 1	ORANGE AVE to AVENUE A	945014	29,114	2023							
US 1	AVENUE A to AE BACKUS AVE	945014	29,114	2023							
US 1	AE BACKUS AVE to AVENUE D	945014	29,114	2023							
US 1	AVENUE D to SR A1A SOUTH	945014	29,114	2023							
US 1	SR A1A SOUTH to AVENUE H	715	30,660	2023	2,100	1,524	C	0.73	1,521	C	0.72
US 1	AVENUE H to OLD DIXIE HWY	715	30,660	2023	2,000	1,524	C	0.76	1,521	C	0.76
US 1	OLD DIXIE HWY to AVENUE O	940123	28,240	2023							
US 1	AVENUE O to SR A1A NORTH	940123	28,240	2023							
US 1	SR A1A NORTH to JUANITA AVE	940010	20,140	2023							
US 1	JUANITA AVE to ST LUCIE BLVD	940010	20,140	2023							
US 1	ST LUCIE BLVD to 25TH ST	940009	19,911	2023							

## Historical AADT



### Daily Traffic Info:

Road Name: SW PORT ST LUCIE BLV

From: N/A

To: US-1/SR-5

Year: 2023

AADT: 36500

Roadway: 94120000

Cosite: 945072

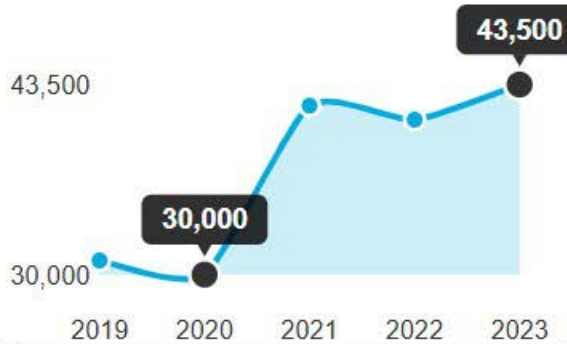
County: St Lucie

Lat/Long: 27.27093, -80.29021

[Close historical AADT...](#)



## Historical AADT



## Daily Traffic Info:

Road Name: FEDERAL HWY/US-1

From: CANE SLOUGH RD

To: WALTON RD

Year: 2023

AADT: 43500

Roadway: 94010000

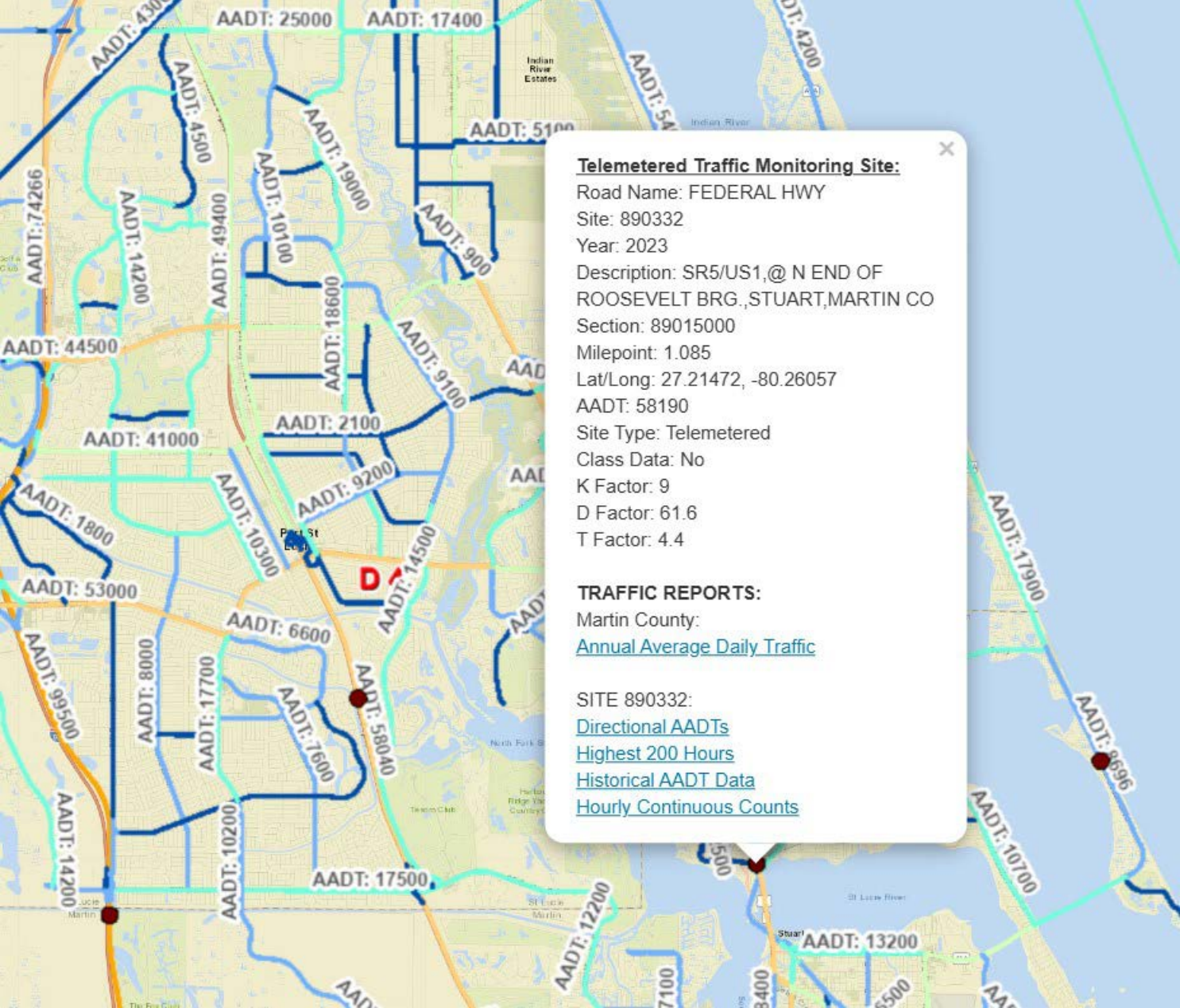
Cosite: 945070

County: St Lucie

Lat/Long: 27.27938, -80.2931

[Historical AADT Chart...](#)





### Telemetered Traffic Monitoring Site:

Road Name: FEDERAL HWY

Site: 890332

Year: 2023

Description: SR5/US1,@ N END OF  
ROOSEVELT BRG.,STUART,MARTIN CO

Section: 89015000

Milepoint: 1.085

Lat/Long: 27.21472, -80.26057

AADT: 58190

Site Type: Telemetered

Class Data: No

K Factor: 9

D Factor: 61.6

T Factor: 4.4

### **TRAFFIC REPORTS:**

Martin County:

[Annual Average Daily Traffic](#)

SITE 890332:

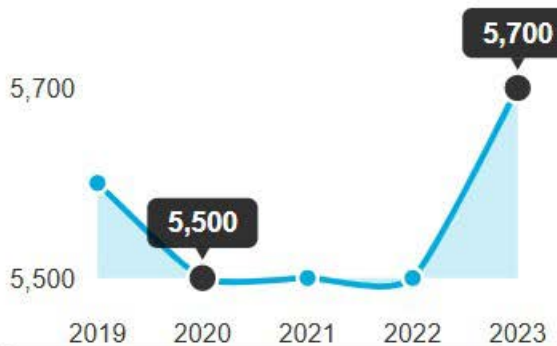
[Directional AADTs](#)

[Highest 200 Hours](#)

[Historical AADT Data](#)

[Hourly Continuous Counts](#)

## Historical AADT



### Daily Traffic Info:

Road Name: SE MARIPOSA AVE

From: US-1/N FEDERAL HWY

To: SE CALAIS ST

Year: 2023

AADT: 5700

Roadway: 94000095

Cosite: 947052

County: St Lucie

Lat/Long: 27.27052, -80.28349

[Historical AADT Chart...](#)



DATE 05/06/24

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
HOURLY CONTINUOUS COUNTS FINAL REPORT  
FEBRUARY 2023

COUNTY NAME: MARTIN STATION: 0332 DIRECTION: N LANE: 0  
DESCRIPTION: SR5/US1,@ N END OF ROOSEVELT BRG.,STUART,MARTIN CO  
LOCATION: COUNTY 89 SECTION 015 SUBSECTION 000 MILEPOST 1.085 ROUTES: US-1 SR-5

DY		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY																				
1	W	179	100	57	54	84	249	722	1101	1152	1336	1441	1586	1507	1692	1744	2147	2394	2487	1964	1344	1128	799	556	399	26222A																				
2	R	182	89	68	52	104	224	715	1043	1097	1320	1361	1561	1744	1550	1488	1787	1825	1752	1798	1440	1119	844	584	411	24158A																				
3	F	209	129	117	58	111	221	719	1152	1068	1296	1480	1611	1514	1606	1668	1774	1752	1712	1675	1294	1059	944	779	567	24515A																				
4	A	344	199	158	76	86	129	314	686	943	1263	1425	1444	1450	1371	1395	1554	1523	1392	1406	1061	949	897	701	567	21333A																				
5	S	365	195	122	86	63	90	216	383	584	897	1048	1052	1543	1512	1459	1443	1331	1192	1066	944	810	603	389	276	17669A																				
6	M	149	76	62	41	77	212	665	1085	1160	1294	1525	1495	1594	1609	1513	1672	1833	1775	1596	1318	948	752	490	382	23323A																				
7	T	183	98	58	59	91	222	719	1260	1370	1547	1624	1815	1889	1709	1650	1826	1864	1826	1722	1376	1083	810	519	367	25687A																				
8	W	192	96	62	50	84	243	718	1308	1364	1525	1657	1792	1881	1875	1763	2206	2461	2319	2063	1455	1263	900	556	413	28246N																				
9	R	185	113	65	56	83	207	712	1219	1344	1475	1640	1812	1851	1843	2050	2298	2455	2394	2104	1527	1174	890	560	444	28501N																				
10	F	214	124	90	55	84	233	690	1232	1371	1514	1771	1798	1855	1976	2048	2334	2288	2439	1991	1668	1218	1083	876	695	29647N																				
11	A	402	202	129	72	83	166	502	666	986	1284	1358	1386	1450	1694	1798	1743	1566	1421	1484	1240	1063	926	826	640	23087A																				
12	S	387	222	143	77	67	91	223	447	628	944	1284	1403	1463	1542	1463	1556	1497	1422	1094	810	652	603	661	438	19117A																				
13	M																									26086B																				
14	T																									25179B																				
15	W	255	118	83	68	90	213	713	1150	1347	1435	1632	1805	1874	1491	1710	1793	1845	1984	1822	1470	1301	925	635	404	26163A																				
16	R	178	116	84	63	84	195	699	1206	1412	1504	1735	1817	1884	1881	2048	2294	2514	2374	2044	1590	1229	942	641	458	28992N																				
17	F	220	142	91	63	89	205	687	1236	1364	1502	1501	1479	1678	1805	1979	2249	2463	2304	1936	1546	1144	1031	912	665	28291A																				
18	A	374	207	157	80	80	128	325	660	1051	1337	1594	1740	1776	1803	1889	1903	1671	1632	1536	1274	1064	839	817	623	24560N																				
19	S	400	231	146	81	63	109	242	443	680	929	1318	1488	1694	1664	1666	1690	1532	1422	1226	1080	902	684	475	322	20487N																				
20	M	212	104	80	45	77	173	614	1026	1314	1376	1542	2039	1995	2090	2291	2279	2413	2549	2003	1525	940	781	508	364	28340N																				
21	T	172	102	86	53	85	246	720	1296	1336	1623	1774	2028	2163	2237	2298	2566	2957	3275	2306	1485	1102	864	554	373	31701N																				
22	W	207	104	78	57	92	234	726	1293	1386	1671	1909	2020	2196	2145	2407	2858	3101	3076	2410	1805	1362	892	608	412	33049N																				
23	R	183	131	94	56	87	230	722	1417	1538	1606	1711	1867	1915	1922	1902	2474	2528	2358	2160	1551	1232	972	628	453	29737N																				
24	F	243	146	79	59	90	242	707	1293	1377	1553	1838	1895	1951	1983	2007	2324	2438	2387	2065	1771	1292	1037	823	662	30262N																				
25	A	341	207	160	71	106	161	369	710	1119	1332	1736	1855	2011	2044	1844	1906	1760	1657	1669	1384	1166	960	888	641	26097N																				
26	S	394	258	135	65	69	107	255	427	728	1061	1491	1531	1865	1825	1722	1764	1591	1456	1300	1128	1009	669	452	340	21642N																				
27	M	177	89	61	52	90	208	711	1288	1382	1565	1732	1792	1827	1913	2047	2322	3123	3046	2298	1520	1133	786	517	352	30031N																				
28	T	162	94	62	64	85	223	765	1251	1330	1550	1629	1858	1834	1898	2018	2297	2572	3026	2226	1662	1272	906	569	411	29764N																				
WEEKDAY AVERAGE =		28146					SATURDAY AVERAGE =					23769					SUNDAY AVERAGE =					19729					NUMBER OF GOOD DAYS					26					TOTAL MONTHLY COUNT =					680621				
MONTHLY AVERAGE =		26318																																												

COMMENTS:  
"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)  
02/12: SUPER BOWL SUNDAY  
02/14: VALENTINE'S DAY

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
HOURLY CONTINUOUS COUNTS FINAL REPORT  
FEBRUARY 2023

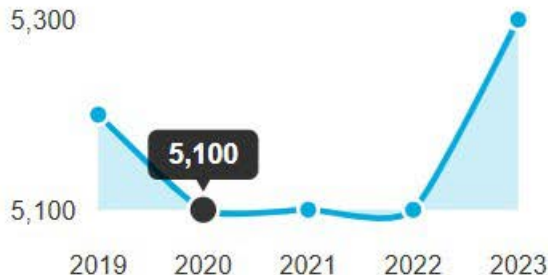
COUNTY NAME: MARTIN      STATION: 0332      DIRECTION: S LANE: 0  
DESCRIPTION: SR5/US1,@ N END OF ROOSEVELT BRG.,STUART,MARTIN CO  
LOCATION: COUNTY 89 SECTION 015 SUBSECTION 000 MILEPOST 1.085 ROUTES: US-1 SR-5

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	96	67	67	116	386	927	2311	3543	3063	2266	2032	2115	2187	2147	2253	2246	1988	1925	1700	1153	817	577	319	163	34464N
2	R	93	57	86	119	402	829	2094	3045	2641	2053	1921	2028	2125	2242	2236	2139	2057	1914	1607	1070	838	611	388	206	32801N
3	F	111	73	89	120	365	839	1937	2991	2535	2058	2063	2064	2161	2232	2226	2165	1991	1842	1536	1278	1020	759	554	321	33330N
4	A	193	130	140	127	243	402	813	1124	1511	1608	1808	2046	1992	2046	2061	1900	1826	1808	1442	1177	954	693	518	380	26942N
5	S	199	138	108	85	138	266	485	601	874	1006	1278	1240	1456	1677	1727	1763	1553	1458	1284	916	614	454	293	157	19770A
6	M	89	62	87	115	396	898	1996	3059	2639	1978	1885	1853	1929	2067	1992	1963	1866	1820	1478	1067	764	499	296	165	30963N
7	T	101	80	76	123	408	944	2253	3437	3044	2239	2082	2095	2105	2177	2280	2207	2023	1888	1614	1150	753	514	319	180	34092N
8	W	102	55	91	111	398	925	2189	3500	3006	2185	2115	2116	2066	2225	2210	2203	2007	1989	1661	1205	806	655	342	177	34339N
9	R	91	64	90	121	399	901	2237	3488	2971	2183	1969	2135	2145	2237	2204	2239	1967	1918	1678	1145	876	628	382	200	34268N
10	F	98	68	108	115	355	894	2139	3322	2907	2181	2062	2246	2169	2229	2311	2235	2020	1979	1826	1421	1056	789	575	366	35471N
11	A	214	124	125	126	228	377	837	1288	1714	1892	2067	2284	2183	2286	2177	2099	1862	1865	1621	1289	998	735	651	387	29429N
12	S	265	182	100	78	139	298	513	709	1025	1335	1653	1856	1879	1970	1849	1795	1516	1538	1154	686	556	482	587	232	22397A
13	M	118	67	55	114	362	839	1951	3005	2545	1894	1755	1980	1879	2086	2098	2139	1793	1943	1594	1204	838	536	285	153	31233N
14	T	90	64	79	121	395	953	2241	3338	3092	2244	2114	2217	2225	2265	2334	2213	2096	2001	1737	1247	1006	661	397	226	35356S
15	W	119	91	70	123	419	901	2286	3440	3079	2247	2099	2168	2127	2192	2200	2118	1967	1895	1612	1253	833	647	325	199	34410N
16	R	104	75	85	133	386	866	2159	3231	2818	2121	1941	2062	2144	2197	2198	2114	2026	1984	1678	1227	831	624	398	249	33651N
17	F	129	93	98	124	351	872	2107	3287	2863	2296	2081	2034	2050	2160	2132	2225	2028	1953	1768	1389	1018	789	544	320	34711N
18	A	225	152	94	111	220	423	786	1142	1537	1718	1975	2101	2244	2183	2174	2033	1896	1889	1569	1212	969	719	717	366	28455N
19	S	236	130	96	84	145	297	550	719	1008	1298	1780	1708	1921	1831	1894	1680	1648	1450	1410	961	681	461	342	213	22543N
20	M	117	92	99	134	377	805	1896	2863	2449	2053	2078	2101	2157	2176	2244	2018	1948	1845	1529	1150	807	554	307	177	31976N
21	T	102	70	81	129	419	945	2273	3472	3119	2162	2068	2186	2087	2165	2217	2124	1914	1817	1588	1155	926	564	336	172	34091N
22	W	80	90	79	123	420	906	2241	3466	3113	2284	2097	2066	2128	2171	2196	2103	2186	1970	1604	1260	914	679	364	188	34728N
23	R	115	63	79	138	394	933	2264	3432	2998	2142	1893	2196	2142	2191	2194	2122	1979	1972	1664	1304	876	671	401	217	34380N
24	F	114	98	87	129	394	882	2185	3300	2857	2257	2127	2073	2148	2195	2296	2188	1978	1954	1813	1437	1084	902	635	347	35480N
25	A	207	143	133	125	244	408	902	1274	1635	1874	2137	2151	2219	2158	2116	1984	1864	1834	1627	1224	981	820	623	353	29036N
26	S	232	151	105	73	138	285	562	773	1116	1450	1734	1874	1942	1978	1866	1675	1572	1543	1328	963	680	516	294	189	23039N
27	M	104	86	67	130	387	938	2187	3435	2913	2039	1975	2034	2160	2208	2205	2081	1928	1823	1534	1101	781	559	336	167	33178N
28	T	99	74	61	135	398	977	2302	3203	3025	2369	2047	2074	2218	2093	2236	2222	1899	1941	1487	1125	875	575	343	180	33958N

WEEKDAY AVERAGE = 33844      SATURDAY AVERAGE = 28466      SUNDAY AVERAGE = 21937      NUMBER OF GOOD DAYS 28      TOTAL MONTHLY COUNT = 878491  
MONTHLY AVERAGE = 31375

COMMENTS:  
"B"====> BAD DAY      02/12: SUPER BOWL SUNDAY  
"N"====> NORMAL DAY      02/14: VALENTINE'S DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

## Historical AADT



### Daily Traffic Info:

Road Name: JENNINGS RD

From: SR-5/US-1

To: EB LENNARD RD

Year: 2023

AADT: 5300

Roadway: 94000090

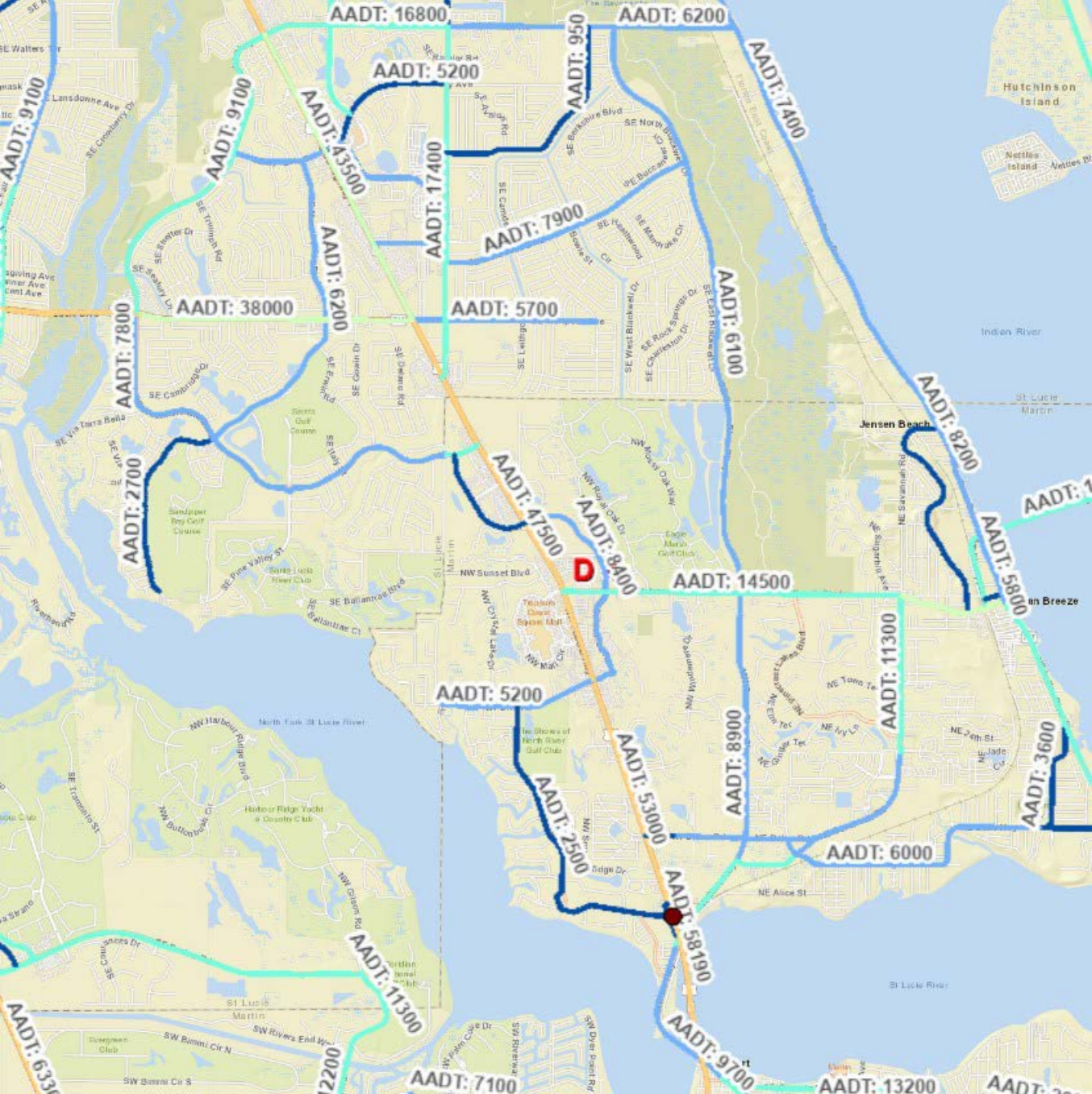
Cosite: 940068

County: St Lucie

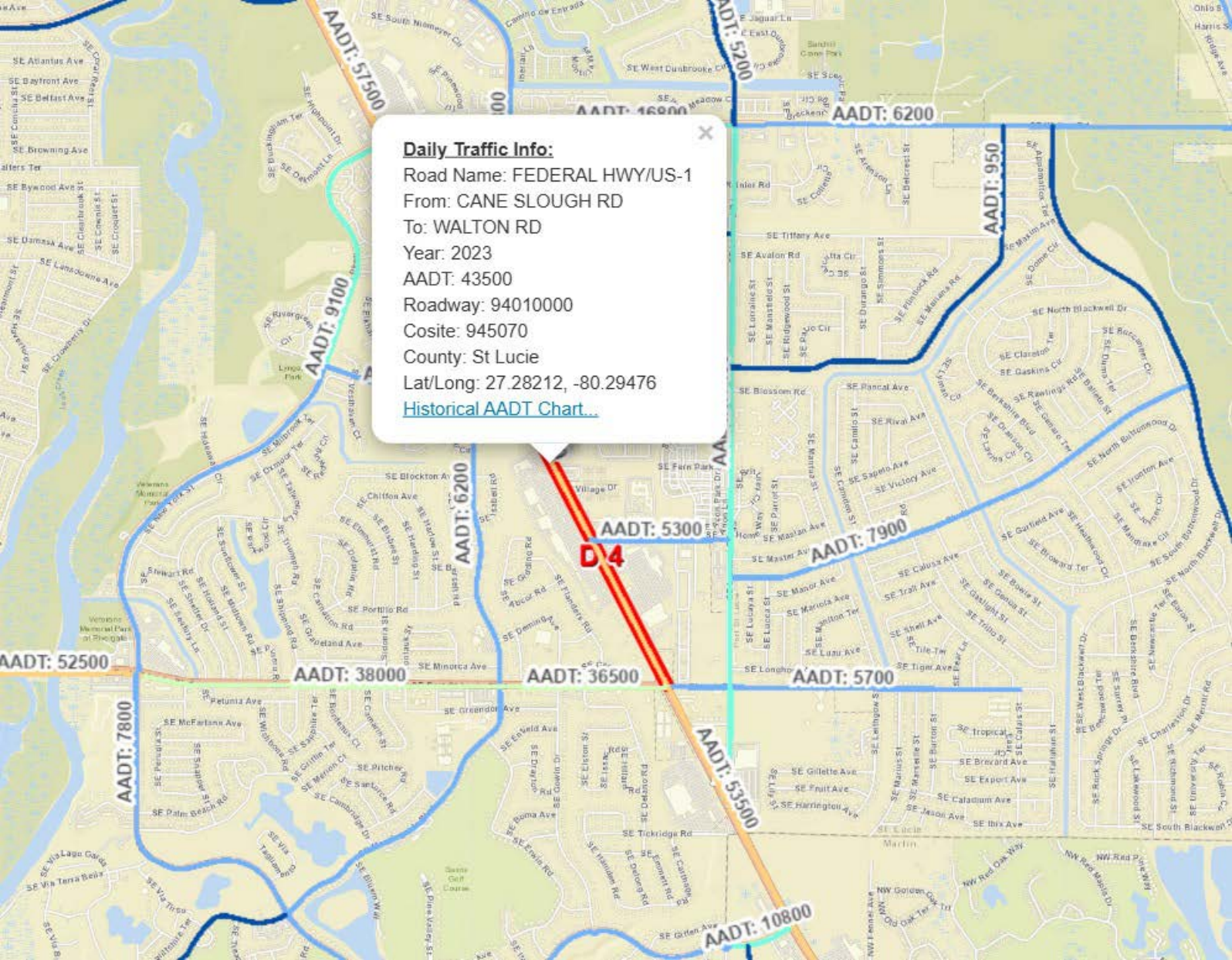
Lat/Long: 27.278, -80.28675

[Historical AADT Chart...](#)







[Historical AADT Chart...](#)[Historical AADT Chart...](#)



**Daily Traffic Info:**

Road Name: FEDERAL HWY/US-1

From: MARTIN CO LINE

To: CANE SLOUGH RD

Year: 2023

AADT: 53500

Roadway: 94010000

Cosite: 945071

County: St Lucie

Lat/Long: 27.26626, -80.28543

[Historical AADT Chart...](#)