

SANDPIPER BAY RESORT & RPS ACADEMY

City of Port St. Lucie, FL

FUTURE LAND USE AMENDMENT TRAFFIC ANALYSIS

PREPARED FOR:

**K2C Academy LLC
4500 SE Pine Valley Street
Port St. Lucie, Florida 34952**

JOB NO. 25-103A

**DATE: 11/13/2025
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Anna Lai, Professional Engineer, State of Florida, License No. 78138

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1.0 SITE DATA

The subject parcel is located on west of US 1 and south of SE Port St. Lucie Boulevard in the City of Port St. Lucie, Florida and contains approximately 216 acres. The Parcel ID numbers for the subject site are as follows:

4423-210-0001-000-3
4414-133-0002-000-6

The property is currently designated as Open Space Recreational (OSR), Commercial General/Institutional (CG/I), and Commercial Limited (CL) in the City of Port St. Lucie Comprehensive Plan. The property owner is requesting a change from the parcel's existing designation to Open Space Recreational (OSR) and Commercial General/Institutional (CG/I) on the City of Port St. Lucie Comprehensive Plan. The purpose of this study is to determine the traffic impact on each roadway with the site radius of influence, to determine if the roadway segments will exceed the adopted Level of Service volumes for the impacted roadway segments, and to compare the potential worst case scenario with regards to the existing and proposed future land uses.

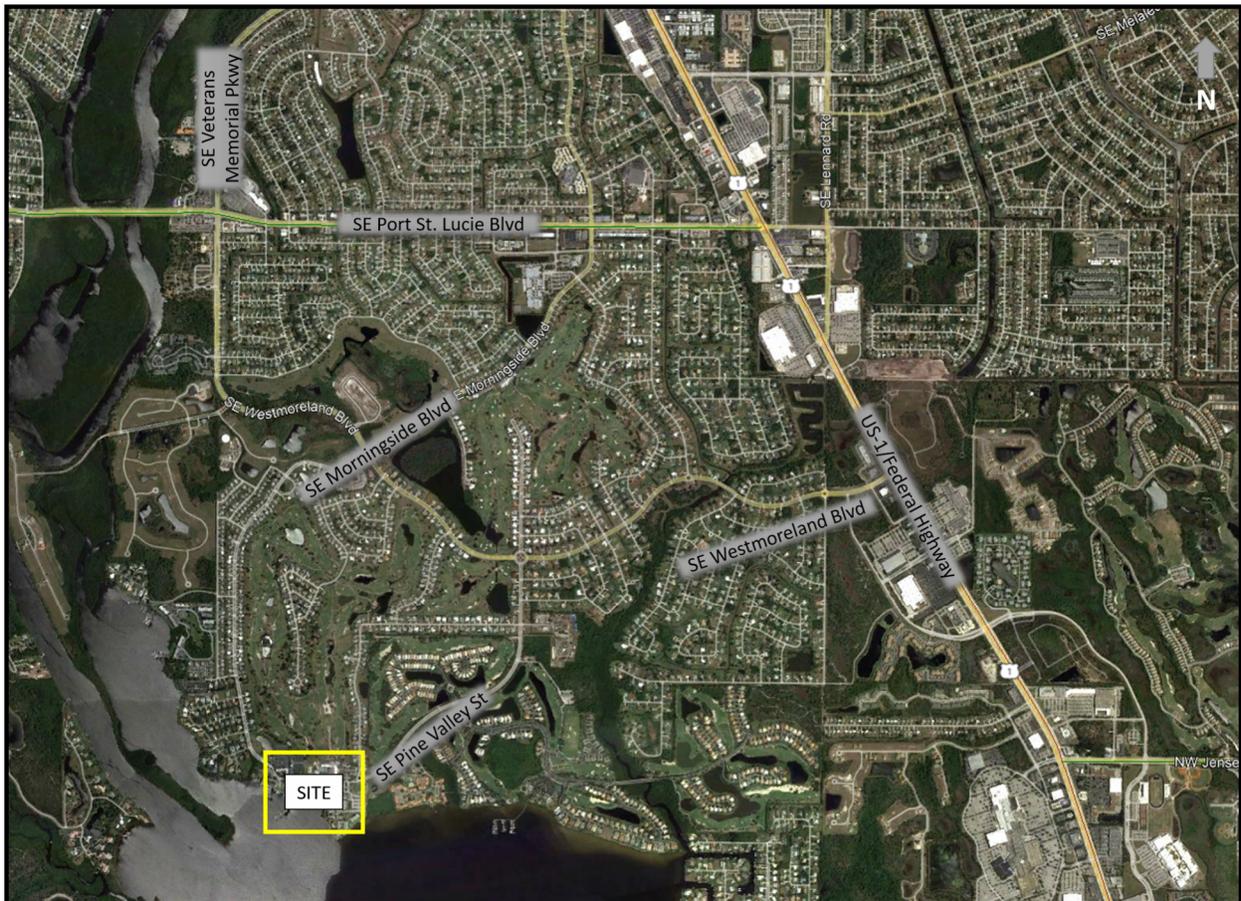


Figure 1 – Site Location Map

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the parcel's land use designations may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing OSR, CG/I, and CL future land use designation and the proposed OSR and CG/I future land use designation:

Existing Future Land Use

The most intensive land use under the existing Open Space Recreational (OSR), Commercial General/Institutional (CG/I), and Commercial Limited (CL) land use designation are "Golf Course" and "Shopping Center". Based on a maximum floor area ratio (FAR) of 30 percent and the site area consisting of 8,101,154 SF, the maximum allowable building square footage for the designated area under the existing OSR land use designation is 2,428,801 SF. Based on a maximum FAR of 40 percent and the site areas consisting of 297,735 SF and 962,676 SF, the maximum allowable building square footage for the designated area under the existing CG/I and CL land use designations is 503,553 SF. The existing future land use map is included in Appendix A.

Table 1 calculates the daily, AM peak hour, and PM peak hour traffic generation for the property under the existing OSR and CG/I land use designations. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 12th Edition for ITE Land Use Codes #430 (golf course) and #820 (shopping center) (in Appendix B) and are summarized as follows:

Existing Future Land Use

Daily Traffic Generation	= 15,537 tpd
AM Peak Hour Traffic Generation (In/Out)	= 394 pht (249 In/145 Out)
PM Peak Hour Traffic Generation (In/Out)	= 1,382 pht (670 In/712 Out)

Proposed Future Land Use

The most intensive land use under the proposed Open Space Recreational (OSR) and Commercial General/Institutional (CG/I) land use designation are "Golf Course" and "Shopping Center". Based on a maximum floor area ratio (FAR) of 30 percent and the site area consisting of 7,558,044 SF, the maximum allowable building square footage for the designated area under the proposed OSR land use designation is 2,267,413 SF. Based on a maximum FAR of 40 percent and the site area consisting of 1,833,869 SF, the maximum allowable building square footage for the designated area under the proposed CG/I land use designations is 731,808 SF. The proposed future land use map is included in Appendix A.

Table 2 calculates the daily, AM peak hour, and PM peak hour traffic generation for the property under the proposed OSR and CG/I land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 12th Edition for ITE Land Use Codes #430 (golf course) and #820 (shopping center) and are summarized as follows:

Proposed Future Land Use

Daily Traffic Generation	= 22,219 tpd
AM Peak Hour Traffic Generation (In/Out)	= 555 pht (347 In/208 Out)
PM Peak Hour Traffic Generation (In/Out)	= 1,982 pht (964 In/1,018 Out)

The change in traffic generation due to the requested change in the parcels' land use designations may be calculated as follows (as shown in Table 3):

Net New Trips

Daily Traffic Generation	= 6,682 tpd
AM Peak Hour Traffic Generation (In/Out)	= 161 pht (98 In/63 Out)
PM Peak Hour Traffic Generation (In/Out)	= 600 pht (294 In/306 Out)

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on the County Land Development Code Section 11.02.09.4.b and Appendix B of the St. Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures publication, the study area shall include all major roadways within three (3) miles of the site. The 3-mile study area is shown below.

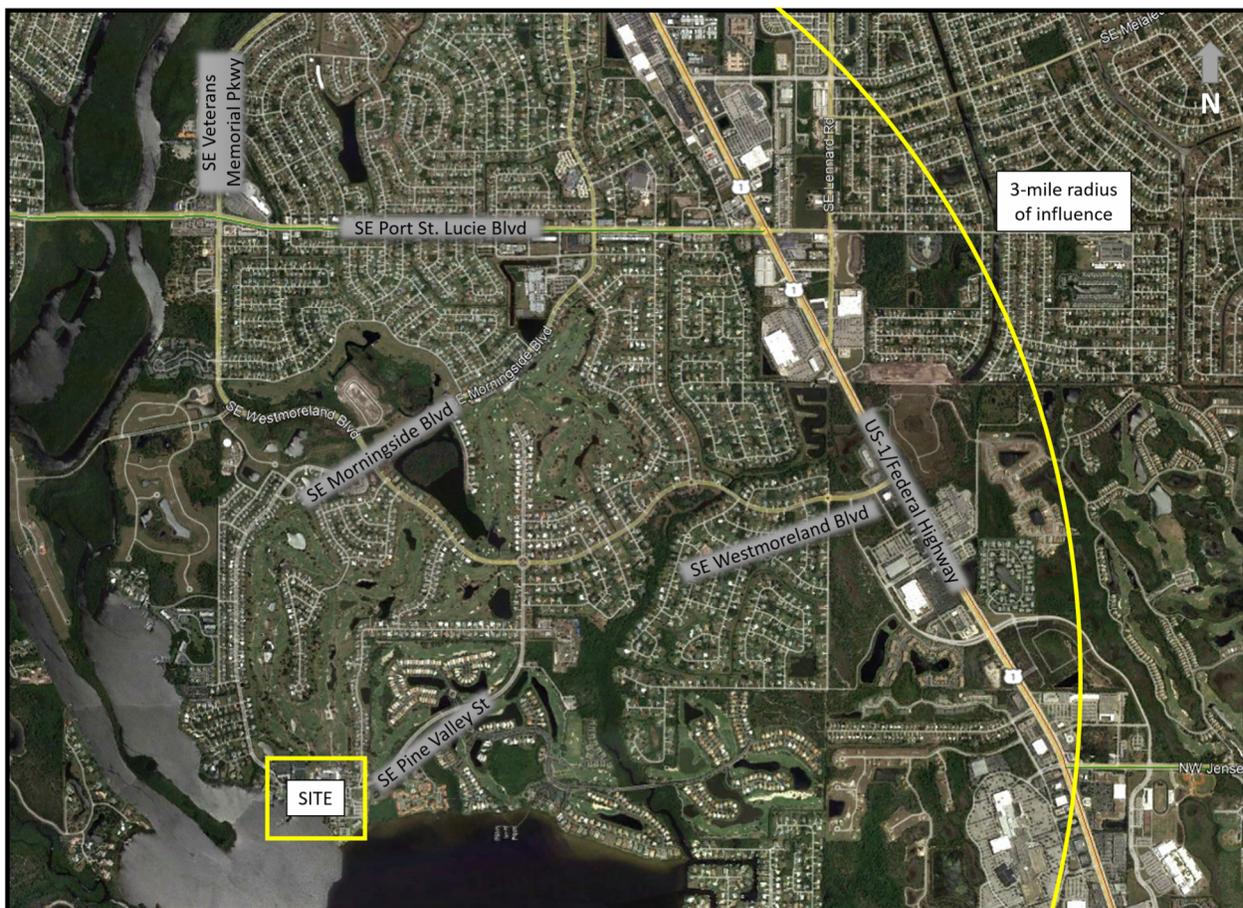


Figure 2 – Study Area (3 Miles)

4.0 PROGRAMMED IMPROVEMENTS

The St. Lucie TPO 2045 Long Range Transportation Plan identifies several improvements within the area including developer funded roadway projects. The programmed improvements are shown below in Figure 3 and listed below.

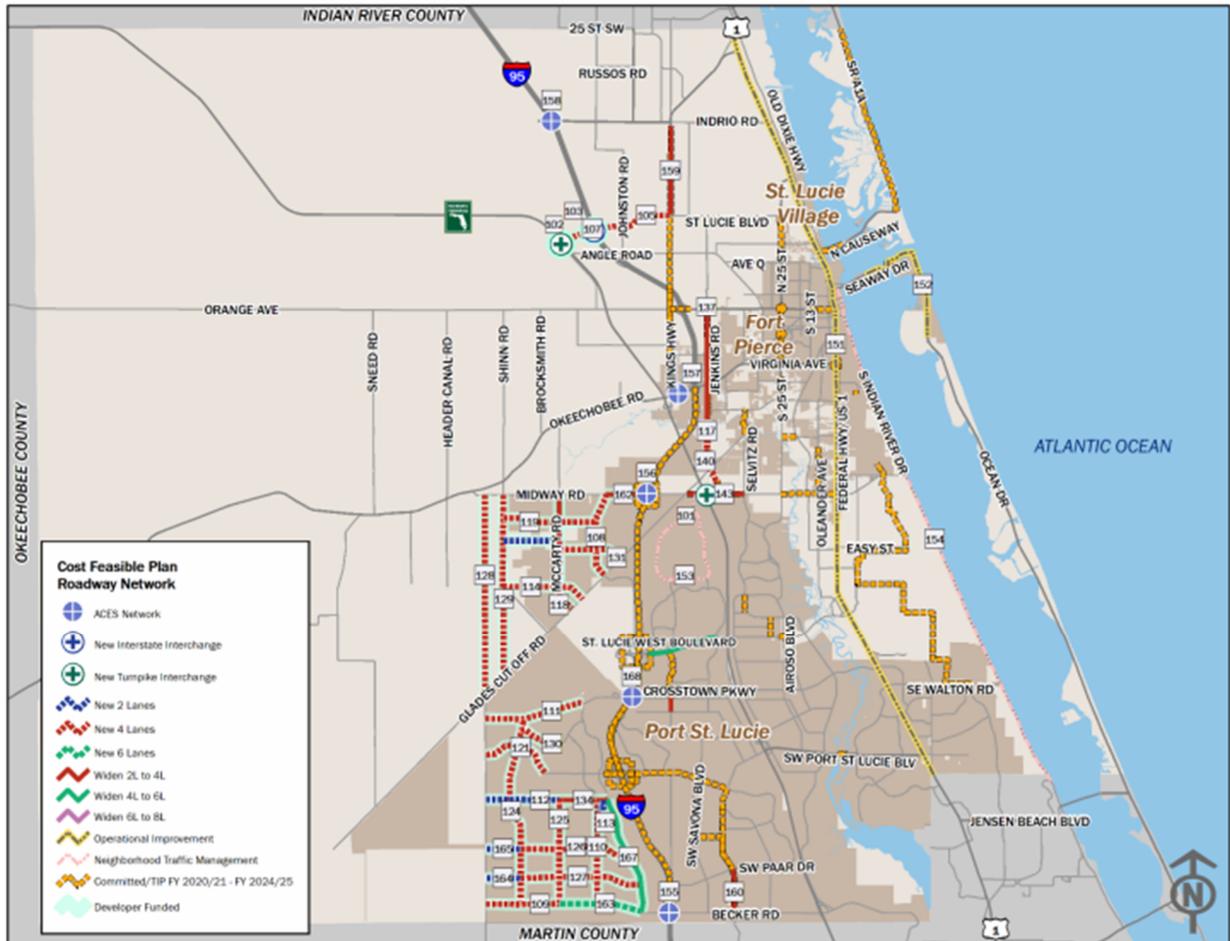


Figure 3 – 2045 Cost Feasible Roadway Map
From Figure 8.1 of the St. Lucie TPO 2045 LRTP

Programmed Improvements

- US 1/Federal Highway – Operational improvement (see Appendix C)

4.0 LONG TERM (2045) TRAFFIC ANALYSIS

Background Traffic Analysis

The Long Term (2045) Traffic Analysis is based on the TCRPM 5.1 model that includes other major development sites. The daily volumes from the model are included in Appendix D. The roadway service capacity volumes were based on the 2023 FDOT Multimodal Quality/Level of Service Handbook.

A model output correction factor (MOCF) was applied to the daily traffic volumes from the TCRPM. A peak to daily ratio (K Factor) of 0.09 was utilized to convert the directional daily model volumes to peak hour volumes. The background traffic volumes from the 2045 model are provided in Table 4. Table 4 also compares the background peak hour volumes to the roadway service capacity thresholds based on the planned 2045 roadway network. As shown in Table 4, one roadway segment on SE Port St. Lucie Boulevard and two roadway segments on US 1 are expected to operate below the Level of Service threshold requirements, based on background traffic volumes.

Total Traffic Analysis

The roadway network utilized in the total traffic analysis is the same as what was utilized for the background traffic analysis. The trip distribution for the proposed project was based on existing and future traffic patterns along with engineering judgement. The trip assignment is shown in Figure 4.

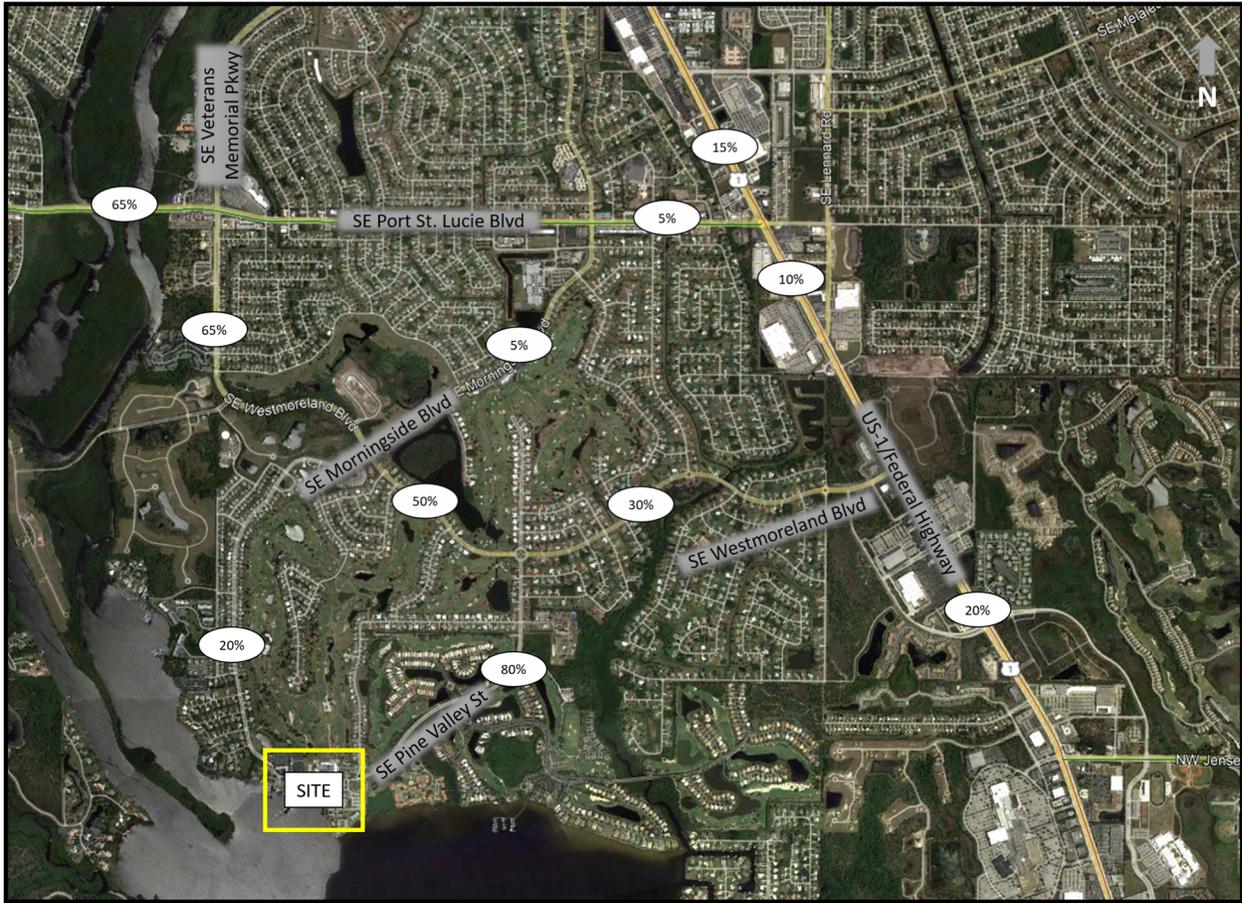


Figure 4 – Trip Assignment

The project trips associated with the proposed development was added to the 2045 background traffic volumes. The 2045 total traffic volumes are documented in Table 5. Table 5 also compares the total traffic peak hour volumes to the roadway service capacity thresholds based on the planned 2045 roadway network. As shown in Table 5, one roadway segment on SE Port St. Lucie Boulevard and two roadway segments on US 1 are expected to operate below the Level of Service threshold requirements. Note no new roadway deficiencies are a result of the proposed future land use change.

5.0 SHORT TERM (2030) TRAFFIC ANALYSIS

As previously stated, a short term (2030) traffic analysis was performed as part of this study. This analysis includes all roadways anticipated to be completed within the next five years within the 3-mile study area.

The existing traffic counts were taken from the St. Lucie TPO Traffic Counts and Level of Service Report 2024 and FDOT Florida Traffic Online. The background growth rate of 2.5% per year was determined based on historical population growth in St. Lucie County. This 2.5% growth rate is consistent with the minimum growth rate as outlined in the St. Lucie TIS guidelines and that historic trends of FDOT stations in the area are less than 2.5%.

Table 6 shows the background traffic analysis and that all roadways will operate at an acceptable Level of Service, with the exception of one roadway segment on Port St. Lucie Boulevard, three segments on US 1, and Westmoreland Boulevard, based on background traffic volumes.

Table 7 compares the total traffic peak hour volumes to the roadway service capacity thresholds for the short term (2030) traffic analysis. As shown in Table 7, all roadways meet the Level of Service threshold requirements except for roadway segments based on background deficiencies: one section of SE Port St. Lucie Boulevard, three sections of US 1, and three sections of Westmoreland Boulevard.

6.0 CONCLUSION

The proposed future land use plan designation modification from OSR, CG/I, and CL to OSR and CG/I will result in an increase of 6,682 daily trips, 161 AM peak hour trips, and 600 PM peak hour trips. The 2045 long term traffic analysis indicates the following roadway segments are expected to operate below the Level of Service threshold requirements:

- SE Port St. Lucie Boulevard between Floresta Drive and Veterans Memorial Parkway
- US 1 between SE Port St. Lucie Boulevard and Lennard Road
- US 1 between Lennard Road and Jennings Road

Note no new roadway deficiencies are a result of the proposed future land use change. The 2030 short term traffic analysis indicates that the following roadway segments are expected to operate below the Level of Service threshold requirements based on background deficiencies:

- SE Port St. Lucie Boulevard between Floresta Drive and Veterans Memorial Parkway
- US 1 between Jennings Road and SE Port St. Lucie Boulevard
- US 1 between SE Port St. Lucie Boulevard and Lennard Road
- US 1 between Lennard Road and Martin County Line
- SE Westmoreland Boulevard between SE Port St. Lucie Boulevard and SE Morningside Boulevard
- SE Westmoreland Boulevard between SE Morningside Boulevard and SE Pine Valley Street
- SE Westmoreland Boulevard between SE Pine Valley Street and US 1

This Future Land Use Amendment Traffic Study was prepared using industry standard methodologies for future land use changes. The actual traffic impacts proposed as part of the Site Plan modifications are minimal and substantially less than the analysis shown as part of this study. Please refer to the Traffic Impact Statement for a more detailed assessment of actual traffic impacts.

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

11/06/25

**TABLE 1
EXISTING OSR, CG/I, & CL FUTURE LAND USE DESIGNATION**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization				External Trips	Pass-by		Net Trips
				In	Out		%	In	Out	Total		%	Trips	
Golf Course	430	185.9	Acres	3.74			695			0	695	0%	0	695
Shop Center (>150ksf)	820	503,553	S.F.	36.39			18,324			0	18,324	19%	3,482	14,842
Grand Totals:							19,019			0	19,019	18%	3,482	15,537

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Golf Course	430	185.9	Acres	0.19	0.74	0.26	26	9	35	0.0%	0	0	0	26	9	35	0%	0	26	9	35
Shop Center (>150ksf)	820	503,553	S.F.	0.88	0.62	0.38	275	168	443	0.0%	0	0	0	275	168	443	19%	84	223	136	359
Grand Totals:							301	177	478	0.0%	0	0	0	301	177	478	18%	84	249	145	394

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Golf Course	430	185.9	Acres	0.28	0.34	0.66	18	34	52	0.0%	0	0	0	18	34	52	0%	0	18	34	52
Shop Center (>150ksf)	820	503,553	S.F.	3.26	0.49	0.51	805	837	1,642	0.0%	0	0	0	805	837	1,642	19%	312	652	678	1,330
Grand Totals:							823	871	1,694	0.0%	0	0	0	823	871	1,694	18%	312	670	712	1,382

Notes:
Based on the ITE Trip Generation Manual (12th edition).

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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**TABLE 2
PROPOSED OSR & CG/I FUTURE LAND USE DESIGNATION**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Golf Course	430	173.5	Acres	3.74		649		0		649	0%	0	649
Shop Center (>150ksf)	820	731,808	S.F.	36.39		26,630	0.0%	0		26,630	19%	5,060	21,570
Grand Totals:						27,279	0.0%	0		27,279	19%	5,060	22,219

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Golf Course	430	173.5	Acres	0.19	0.74	0.26	24	9	33	0.0%	0	0	0	24	9	33	0%	0	24	9	33
Shop Center (>150ksf)	820	731,808	S.F.	0.88	0.62	0.38	399	245	644	0.0%	0	0	0	399	245	644	19%	122	323	199	522
Grand Totals:						423	254	677	0.0%	0	0	0	423	254	677	18%	122	347	208	555	

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Golf Course	430	173.5	Acres	0.28	0.34	0.66	17	32	49	0.0%	0	0	0	17	32	49	0%	0	17	32	49
Shop Center (>150ksf)	820	731,808	S.F.	3.26	0.49	0.51	1,169	1,217	2,386	0.0%	0	0	0	1,169	1,217	2,386	19%	453	947	986	1,933
Grand Totals:						1,186	1,249	2,435	0.0%	0	0	0	1,186	1,249	2,435	19%	453	964	1,018	1,982	

Notes:

Based on the ITE Trip Generation Manual (12th edition).

**TABLE 3
TRAFFIC GENERATION INCREASE**

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING FUTURE LAND USE DESIGNATION =	15,537	394	249	145	1,382	670	712
PROPOSED FUTURE LAND USE DESIGNATION =	22,219	555	347	208	1,982	964	1,018
INCREASE =	6,682	161	98	63	600	294	306

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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**TABLE 4
2045 BACKGROUND VOLUMES**

ROADWAY	FROM	TO	TCRPM VOLUMES				RAVELLO DEVELOPMENT TRAFFIC ²	WESTMORELAND RIVERWALK TRAFFIC ²	TOTAL	PROG. LANES	LOS D CAPACITY	V/C	MEET LOS?
			BACKGROUND AADT	MOCF FACTOR	ADJUSTED AADT	PEAK HOUR ¹							
			PEAK DIR.		PEAK DIR.	PEAK DIR.							
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL P	36,307	0.95	34,492	3,104	3	20	3,127	6D	2,810	1.11	NO
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL	MORNINGSIDE BLVD	26,000	0.95	24,700	2,223	4	0	2,227	6D	2,730	0.82	YES
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US 1	27,536	0.95	26,159	2,354	6	0	2,360	6D	2,730	0.86	YES
US 1	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	27,566	0.95	26,188	2,357	0	0	2,357	6D	2,680	0.88	YES
US 1	SE PORT ST. LUCIE BLVD	LENNARD ROAD	43,117	0.95	40,961	3,687	0	0	3,687	6D	2,680	1.38	NO
US 1	LENNARD ROAD	MARTIN COUNTY LINE	45,007	0.95	42,757	3,848	0	0	3,848	6D	2,680	1.44	NO
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULE	2,133	0.95	2,026	182	2	3	187	2	1,110	0.17	YES
MORNINGSIDE BOULEVARD	WESTMORELAND BOUL	SE PORT ST. LUCIE BLVD	2,692	0.95	2,557	230	5	3	238	2	1,110	0.21	YES
WESTMORELAND BOULEVARD	PORT ST LUCIE BOULEV	MORNINGSIDE BOULEV	6,175	0.95	5,866	528	3	51	582	2	1,110	0.52	YES
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEV	SE PINE VALLEY STREET	7,013	0.95	6,662	600	3	26	629	2	1,110	0.57	YES
WESTMORELAND BOULEVARD	SE PINE VALLEY STREE	US 1	7,339	0.95	6,972	627	3	26	656	2	1,110	0.59	YES

Notes:

1. Peak hour volumes based on a K Factor of 9.0%.
2. Vested trips from studies provided by St. Lucie County

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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**TABLE 5
2045 TOTAL TRAFFIC VOLUMES**

TOTAL PM PEAK HOUR PROJECT TRIPS (IN) = 294
TOTAL PM PEAK HOUR PROJECT TRIPS (OUT) = 306

ROADWAY	FROM	TO	BACKGROUND		PROJECT TRIPS PEAK DIR.	TOTAL TRAFFIC PEAK DIR.	PROG. LANES	CLASS	LOS D CAPACITY	V/C	MEET LOS?
			PEAK HOUR PEAK DIR.	PROJECT DISTRIBUTION							
SE PORT ST. LUCIE BLVD	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	3,127	65%	199	3,326	6D	C4	2,810	1.18	NO
SE PORT ST. LUCIE BLVD	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	2,227	0%	0	2,227	6D	C3R	2,730	0.82	YES
SE PORT ST. LUCIE BLVD	MORNINGSIDE BLVD	US 1	2,360	5%	15	2,375	6D	C3R	2,730	0.87	YES
US 1	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	2,357	15%	46	2,403	6D	C3C	2,680	0.90	YES
US 1	SE PORT ST. LUCIE BLVD	LENNARD ROAD	3,687	10%	31	3,718	6D	C3C	2,680	1.39	NO
US 1	LENNARD ROAD	MARTIN COUNTY LINE	3,848	20%	61	3,909	6D	C3C	2,680	1.46	NO
MORNINGSIDE BOULEVARD	SITE	WESTMORELAND BOULEVARD	187	20%	61	248	2	C3R	1,110	0.22	YES
MORNINGSIDE BOULEVARD	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	238	5%	15	253	2	C3R	1,110	0.23	YES
WESTMORELAND BOULEVARD	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	582	65%	199	781	2	C3R	1,110	0.70	YES
WESTMORELAND BOULEVARD	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	629	50%	153	782	2	C3R	1,110	0.70	YES
WESTMORELAND BOULEVARD	SE PINE VALLEY STREET	US 1	656	30%	92	748	2	C3R	1,110	0.67	YES

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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**TABLE 6
SHORT TERM (2030) BACKGROUND TRAFFIC**

ROADWAY	FROM	TO	LANES	SERVICE CAPACITY	COUNT YEAR	PEAK DIR. EXISTING TRAFFIC		GROWTH RATE	RAVELLO DEVELOPMENT TRAFFIC ³	WESTMORELAND RIVERWALK TRAFFIC ³	2030 BACKGROUND PEAK HR/PEAK DIR.	
						AM	PM				AM	PM
SE PORT ST. LUCIE BLVD ²	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	6D	2,810	2024	2,787	2,310	2.5%	3	20	3,255	2,702
SE PORT ST. LUCIE BLVD ²	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	6D	2,730	2024	2,080	1,660	2.5%	4	0	2,416	1,929
SE PORT ST. LUCIE BLVD ²	MORNINGSIDE BLVD	US 1	6D	2,730	2024	1,786	1,716	2.5%	6	0	2,077	1,996
US 1 ²	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	6D	2,680	2024	2,608	2,963	2.5%	0	0	3,024	3,436
US 1 ²	SE PORT ST. LUCIE BLVD	LENNARD ROAD	6D	2,680	2024	2,608	2,963	2.5%	0	0	3,024	3,436
US 1 ²	LENNARD ROAD	MARTIN COUNTY LINE	6D	2,680	2024	3,260	3,047	2.5%	0	0	3,781	3,534
MORNINGSIDE BOULEVARD ¹	SITE	WESTMORELAND BOULEVARD	2	920	2022	109	109	2.5%	2	3	138	138
MORNINGSIDE BOULEVARD ¹	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	2	920	2022	109	109	2.5%	5	3	141	141
WESTMORELAND BOULEVARD ¹	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	2	920	2023	798	900	2.5%	3	51	1,003	1,124
WESTMORELAND BOULEVARD ¹	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	2	920	2023	798	900	2.5%	3	26	978	1,099
WESTMORELAND BOULEVARD ¹	SE PINE VALLEY STREET	US 1	2	920	2023	798	900	2.5%	3	26	978	1,099

Notes:

- Existing traffic counts and service capacity from St. Lucie TPO Traffic Counts and Level of Service Report 2025.
- Existing traffic counts from FDOT Florida Traffic Online and service capacity from FDOT 2023 Multimodal Quality/Level of Service Handbook.
- Vested trips from studies provided by St. Lucie County.

SANDPIPER BAY RESORT AND RPS ACADEMY IMPROVEMENTS

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**TABLE 7
SHORT TERM (2030) TOTAL TRAFFIC**

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 98
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 306

ROADWAY	FROM	TO	LANES	SERVICE CAPACITY	PEAK DIR. BACKGROUND TRAFFIC		TRIP ASSIGN.	PROJECT TRIPS		2030 TOTAL TRAFFIC		MEET CAPACITY?	
					AM	PM		AM	PM	AM	PM	AM	PM
SE PORT ST. LUCIE BLVD ²	FLORESTA DRIVE	VETERANS MEMORIAL PKWY	6D	2,810	3,255	2,702	65%	64	199	3,319	2,901	NO	NO
SE PORT ST. LUCIE BLVD ²	VETERANS MEMORIAL PKWY	MORNINGSIDE BLVD	6D	2,730	2,416	1,929	0%	0	0	2,416	1,929	YES	YES
SE PORT ST. LUCIE BLVD ²	MORNINGSIDE BLVD	US 1	6D	2,730	2,077	1,996	5%	5	15	2,082	2,011	YES	YES
US 1 ²	JENNINGS ROAD	SE PORT ST. LUCIE BLVD	6D	2,680	3,024	3,436	15%	15	46	3,039	3,482	NO	NO
US 1 ²	SE PORT ST. LUCIE BLVD	LENNARD ROAD	6D	2,680	3,024	3,436	10%	10	31	3,034	3,467	NO	NO
US 1 ²	LENNARD ROAD	MARTIN COUNTY LINE	6D	2,680	3,781	3,534	20%	20	61	3,801	3,595	NO	NO
MORNINGSIDE BOULEVARD ¹	SITE	WESTMORELAND BOULEVARD	2	920	138	138	20%	20	61	158	199	YES	YES
MORNINGSIDE BOULEVARD ¹	WESTMORELAND BOULEVARD	SE PORT ST. LUCIE BLVD	2	920	141	141	5%	5	15	146	156	YES	YES
WESTMORELAND BOULEVARD ¹	PORT ST LUCIE BOULEVARD	MORNINGSIDE BOULEVARD	2	920	1,003	1,124	65%	64	199	1,067	1,323	NO	NO
WESTMORELAND BOULEVARD ¹	MORNINGSIDE BOULEVARD	SE PINE VALLEY STREET	2	920	978	1,099	50%	49	153	1,027	1,252	NO	NO
WESTMORELAND BOULEVARD ¹	SE PINE VALLEY STREET	US 1	2	920	978	1,099	30%	29	92	1,007	1,191	NO	NO

Notes:

- Existing traffic counts and service capacity from St. Lucie TPO Traffic Counts and Level of Service Report 2025.
- Existing traffic counts from FDOT Florida Traffic Online and service capacity from FDOT 2023 Multimodal Quality/Level of Service Handbook.



APPENDIX A

FUTURE LAND USE MAPS

b. Non-residential.

1. Require 25 percent of site remain as open space (10 percent open space shall be required for non-residential areas within the NCD land use as defined under Policy 1.2.5.1);
2. Require wildlife corridors between preserved areas; and
3. In situations where preserved areas would be ten acres or less, and could not be interconnected with other preserved areas which would result in an area of ten acres or more, the City Council shall consider accepting a monetary donation to its Conservation Trust Fund to be used towards purchase of habitats of ten acres or more.

Policy 1.1.4.8: The City shall provide the following land use designation for mixed use development. The intent of the category is to provide for a mixture of uses on single parcels in order to develop sites which are sensitive to the surrounding uses, desired character of the community, and the capacity of public facilities to service existing and proposed developments. This future land use category is also intended to foster infill and redevelopment efforts, to deter urban sprawl and to encourage new affordable housing opportunities, as well as lessen the need for additional vehicular trips through the internalization of trips within a neighborhood or project.

a. Mixed Use (MU).

1. This category allows for vertical mixed use where commercial/retail uses are located on the ground floor with residential uses on the upper floor(s).
2. A minimum of two (2) uses are required within the development and a minimum percentage of 10% for any one use. Residential development is a required use.
3. The City shall amend the zoning code to create mixed use zoning district regulations.

Policy 1.1.4.9: Upon completion of any update of the Treasure Coast Regional Planning Council's Hurricane Evacuation Plan, or during any update of the City's Comprehensive Plan, the City will review, and revise as necessary, its coastal area densities to ensure that they do not result in an increase in hurricane evacuation times or shelter capacity deficiencies as contained in the Region's Plan.

Policy 1.1.4.10: The following densities and intensities shall apply to the future land use designations:

LAND USE DESIGNATIONS	DENSITY	MAXIMUM INTENSITIES -----		
		COVERAGE	HEIGHT	IMPERVIOUS ¹
RGC (Residential Golf Course)	1-5du/acre	50%		
RL (Low Density Residential)	1-5du/acre	50%		
RM (Medium Density Residential)	1-11du/acre	50%		
RH (High Density Residential)	1-15du/acre	50%		
ROI (Medium Density Residential,	1-11du/acre			
Office	N/A	30%	35/75* feet	80%
Institutional	N/A	30%	35/75* feet	80%

Office/Com ²	N/A	40%	35/75*feet	80%
NCD-New Community District ³	1-35du/acre***	60%/80%	35/50/100/150 feet***	80%/90%
O (Office)	N/A	40%	35/75* feet	80%
CL (Limited Commercial)	N/A	40%	35 feet	80%
CG (General Commercial) ⁴	N/A	40%	35/75*/120** feet	80%
CS (Service Commercial)	N/A	40%	35 /75* feet	80%
CH (Highway Commercial)	N/A	40%	50 feet	80%
I (Institutional)	N/A	30%	35/75*feet	80%
U (Utility)	N/A	30%	50 feet	80%
OSR (Open Space Recreation)	N/A	30%	35 feet	80%
OSC (Open Space Conservation)	N/A	10%	35 feet	20%
OSP (Open Space Preservation)	N/A	10%	35 feet	20%
LI (Light Industrial)	N/A	50%	35/75* feet	80%
HI (Heavy Industrial)	N/A	50%	35/75* feet	80%
MU (Mixed Use)	1-11du/acre	60%	35/75*feet	80%
PIP (Planned Industrial Park)	NA	50%	35/75*feet	80%
N/A - Not Applicable				

¹Impervious coverage is subject to upland preservation as required by land development regulations. 80% coverage may not always be possible if 25% of the site consists of native upland vegetation.

²Office/Com. Per LMD zoning allows up to 50% retail personal service related, or a maximum of 5,000 sf, in conjunction with other office uses.

³See the Objectives and Policies contained under Goal 1.2 for provisions related to the NCD – New Community Development District.

⁴Commercial districts allow for one dwelling unit for owner/manager through special exception public hearing process.

*Within a PUD, greater than five acres, the maximum height permitted is 75 feet. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

**The maximum height for commercial, uses within a PUD located in the Port St. Lucie Community Redevelopment Area may be 120 feet or 10 stories, whichever is less. All such height requests are contingent upon the approval of a master plan and elevation drawings which illustrate that the proposed height is compatible with the surrounding land uses. The applicant is required to provide adequate information to support the compatibility of the proposed taller structures with the surrounding land uses.

***The 35 dwelling units per acre maximum density allowance and 150 foot maximum height limit are only permitted in the Regional Business Centers. The 150 foot maximum height shall also be permitted for hospital uses in Employment Centers.

Policy 1.1.4.11: The City Council may limit the densities or intensities to less than the maximums allowed by Policy 1.1.4.10. These limitations shall be illustrated on the Future Land Use Map and included in the adopting ordinance. If the property owner desires to increase the density or intensity limitation imposed by an ordinance amending the Future Land Use Map, a new comprehensive plan future land use amendment application shall be submitted and reviewed pursuant to the amendment procedures outlined in Chapter 163, F.S. Or 94-54 10/94.



OPEN SPACE
RECREATIONAL (OSR)

CITY INITIATED LAND
USE AMENDMENT

COMMERCIAL GENERAL /
INSTITUTIONAL (CG-I)

COMMERCIAL LIMITED (CL)

OPEN SPACE
RECREATIONAL
(OSR)

OSP
(WETLANDS)

OSR

- 8,101,154 SF/ 185.9 Acres

- MAX FAR: 2,428,801.2 SF

OSP

- 130,886 SF / 3.0 Acres

CG/I

-297,735 SF / 6.8 Acres

-MAX FAR: 118,483 SF

CL-

-962,676 SF / 22.1 Acres

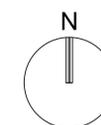
-MAX FAR : 385,070

STAFF INITIATED OSR - CG/I :

- 136, 525 SF

- 3.12 Acres

EXISTING LAND USE MAP



SCALE: 1" = 200'
NOTE: PRINTED DRAWING SIZE
MAY HAVE CHANGED FROM
ORIGINAL. VERIFY SCALE USING
BAR SCALE ABOVE.



OPEN SPACE
RECREATIONAL (OSR)

CITY INITIATED LAND
USE AMENDMENT

COMMERCIAL GENERAL /
INSTITUTIONAL (CG-I)

OSP
(WETLANDS)

OSR

-7,558,044 SF/ 173.5 Acres

- MAX FAR: 2,267,413 SF

OSP

-130,886 SF / 3.0 Acres

- MAX FAR

CG/I

-1,833,869 SF / 42 Acres

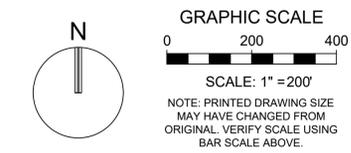
- MAX FAR: 731,808 SF

STAFF INITIATED OSR - CG/I :

- 136, 525 SF

- 3.12 Acres

PROPOSED LAND USE MAP





APPENDIX B

ITE TRIP GENERATION RATES

Land Use: 430

Golf Course

Description

A golf course is an expansive landscaped area that includes a series of golf holes, each consisting of a tee, fairway, and putting green. The site may have a driving range, clubhouse with a pro shop, restaurant, lounge, or banquet facility.

Additional Data

The golf courses in this land use are 9-, 18-, and 36-hole municipal courses.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, New Jersey, New York, Oregon, Pennsylvania, and Vermont.

Source Numbers

378, 407, 440, 629, 728, 925, 940, 970

Golf Course (430)

Vehicle Trip Ends vs: Acres

On a: Weekday,

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

Setting/Location: General Urban/Suburban

Number of Studies: 3

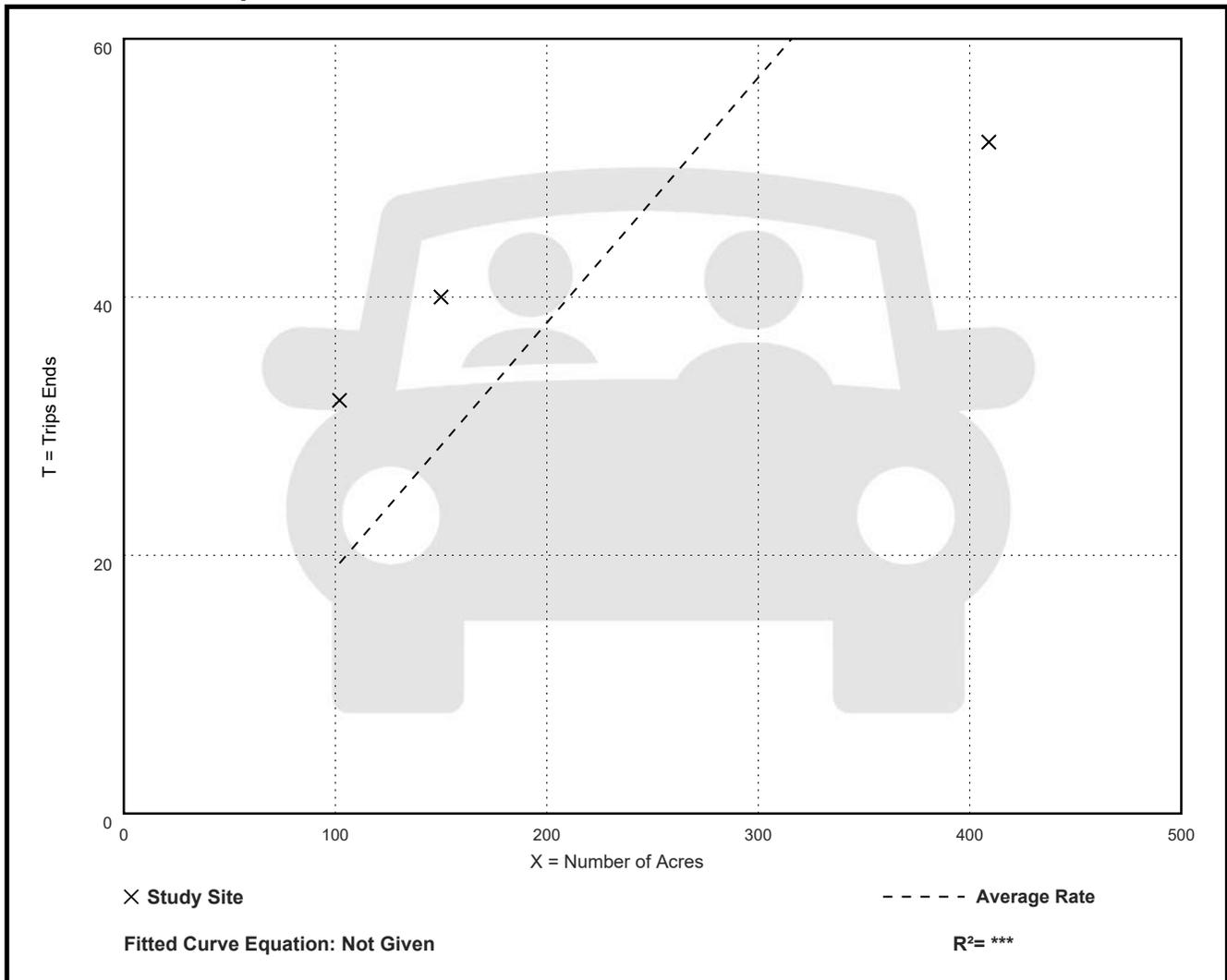
Avg. Num. of Acres: 220

Directional Distribution: 74% entering, 26% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.19	0.13 - 0.31	0.10

Data Plot and Equation



Golf Course (430)

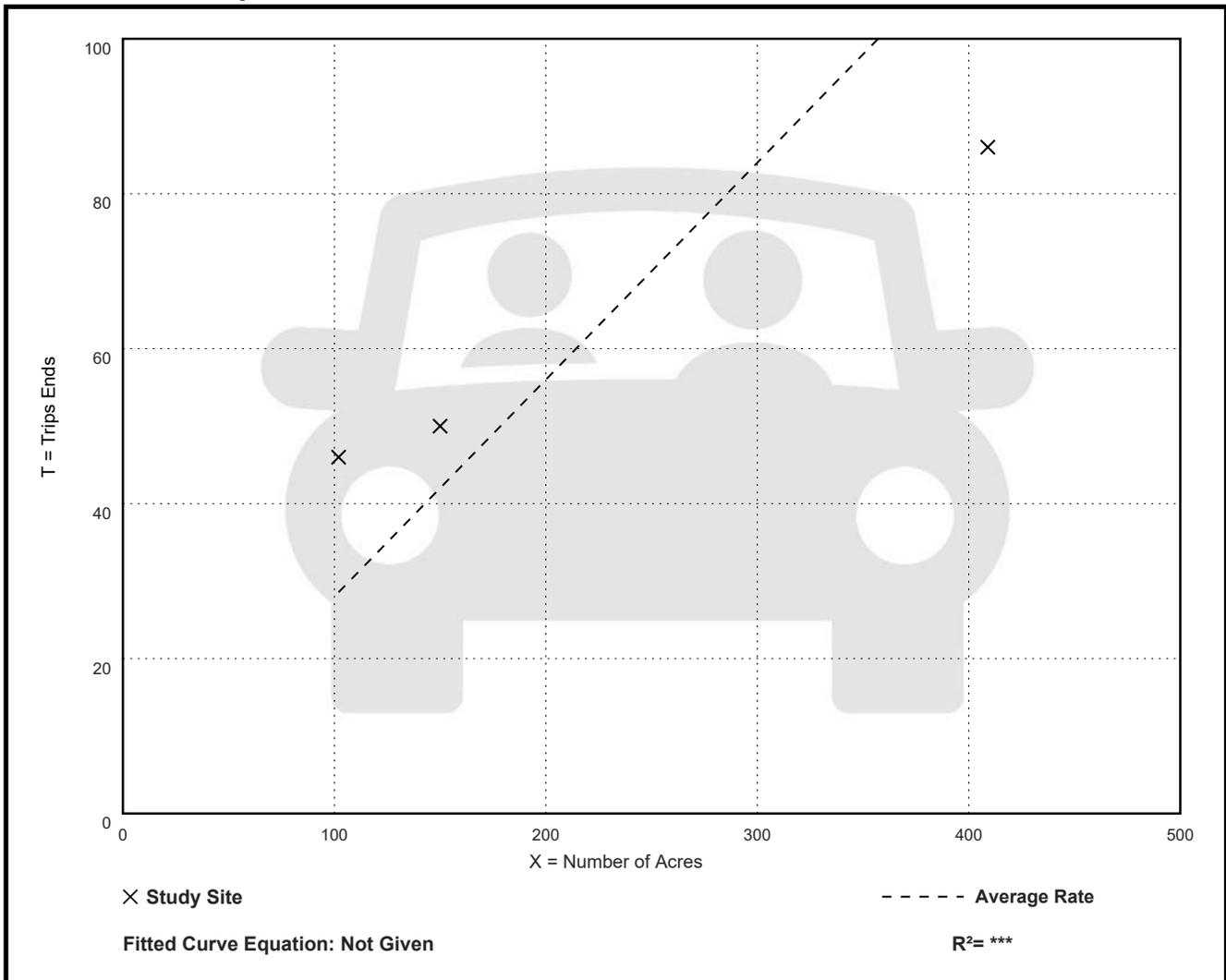
Vehicle Trip Ends vs: Acres
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. Num. of Acres: 220
 Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.28	0.21 - 0.45	0.11

Data Plot and Equation



Land Use: 820

Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Depending on its specific size and tenants, various names can be assigned to a shopping center within this size range, including community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities, with common tenants including office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000-square-foot GLA threshold value between a community/regional shopping center and a shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Additional Data

The sites were surveyed in the 1990s, the 2000s, 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Florida, Georgia, Illinois, Kentucky, Maryland, Massachusetts, Minnesota, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels—peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points. These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

Source Numbers

365, 385, 404, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 974, 978, 1034, 1040, 1067, 1236, 1250, 1283

Shopping Center (>150k) (820)

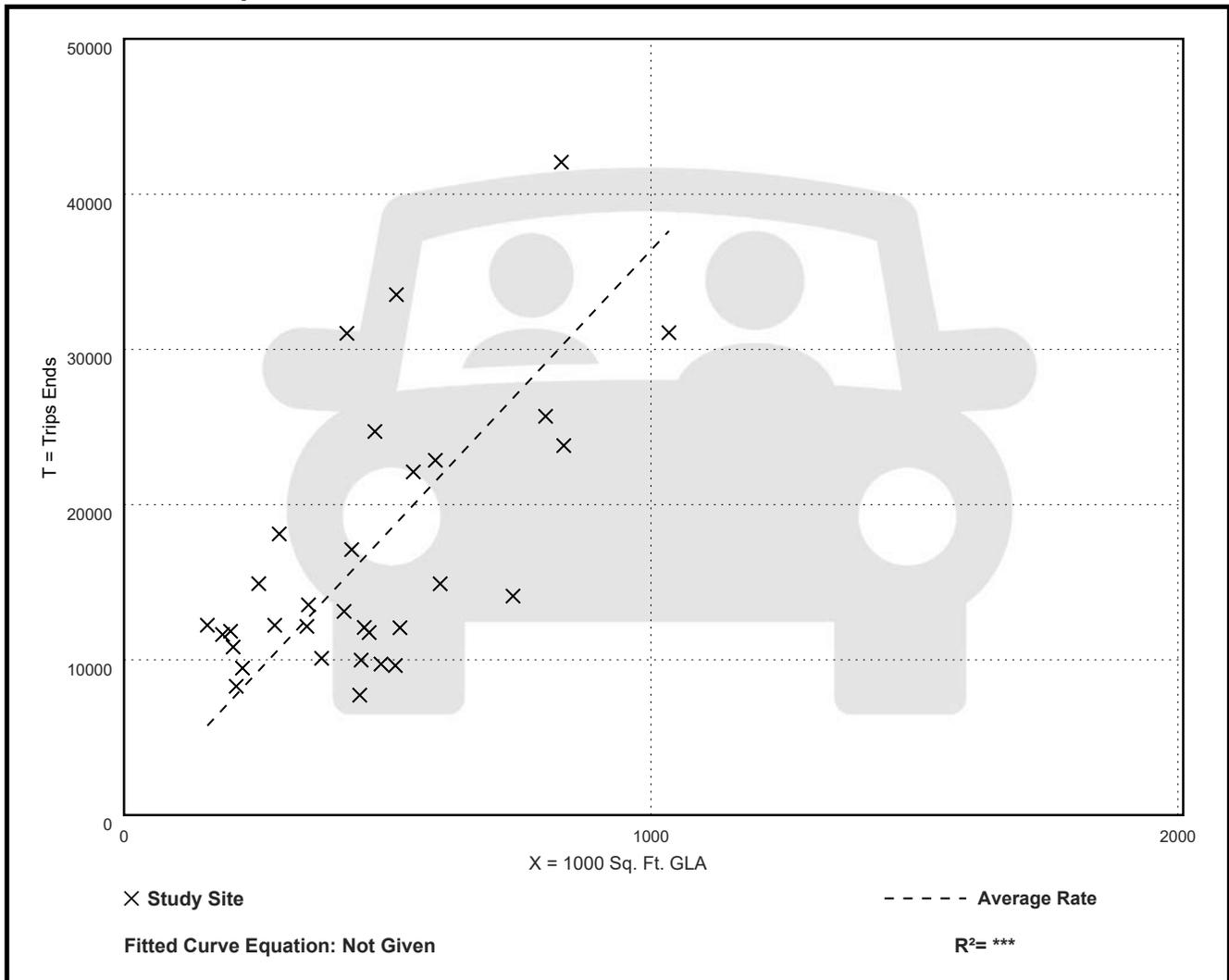
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 32
Avg. 1000 Sq. Ft. GLA: 459
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
36.39	17.27 - 77.31	15.38

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

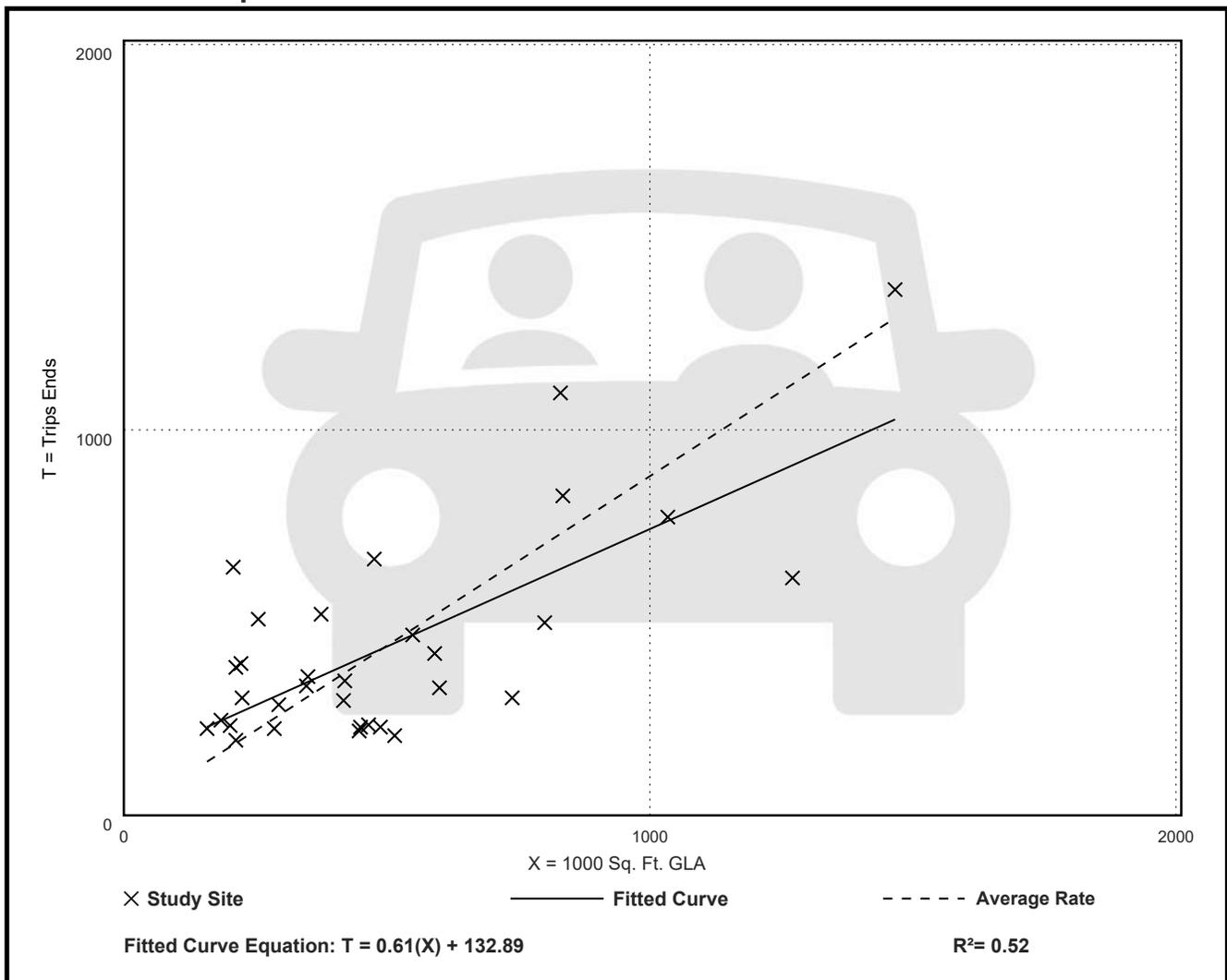
Avg. 1000 Sq. Ft. GLA: 498

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.88	0.40 - 3.10	0.45

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 55

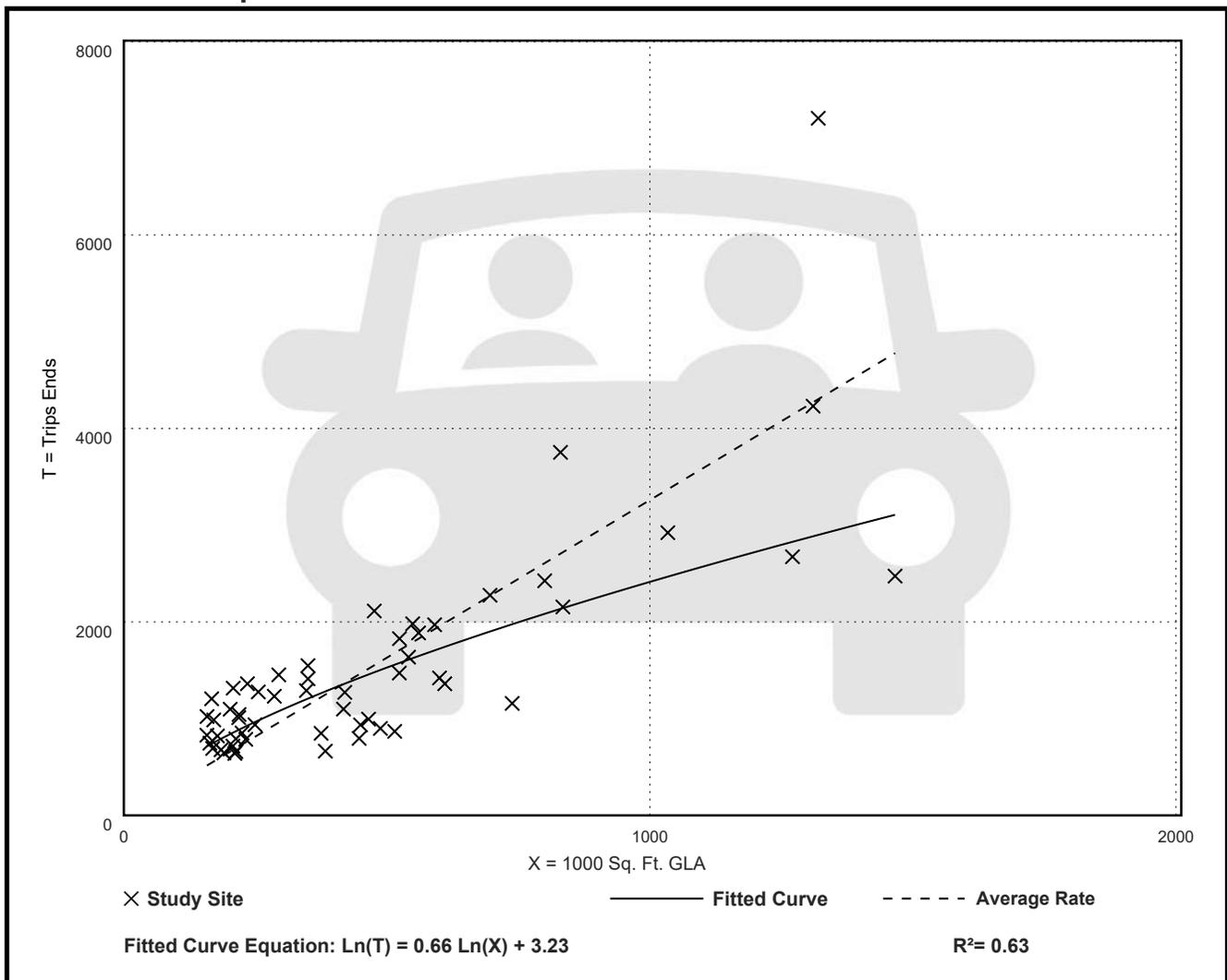
Avg. 1000 Sq. Ft. GLA: 460

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.26	1.57 - 7.22	1.25

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual , 12th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
Pass-By Characteristics for Individual Sites									
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24



APPENDIX C

2045 LONG RANGE TRANSPORTATION PLAN ROADWAY IMPROVEMENTS



Adopted February 3, 2021



SMART MOVES 2045

St. Lucie TPO Long Range Transportation Plan

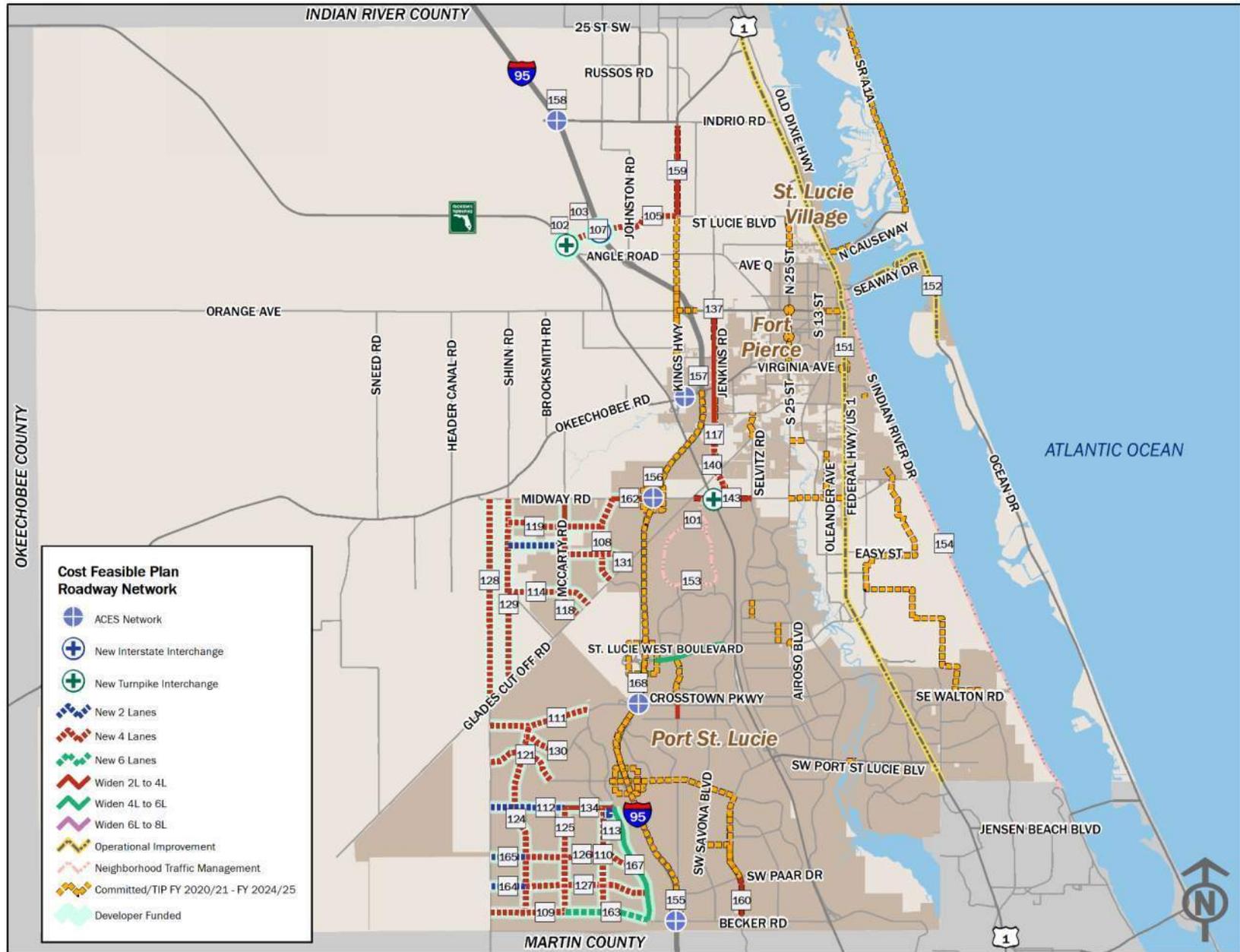


Figure 8-1. Cost Feasible Plan – Roadway Network

OTHER FEDERALLY-FUNDED INITIATIVES (2031-2035)

Project ID	Rank	Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
		TPO Planning			Planning	Federal (TMA) Funds			\$ 2.0 M			\$ 2.0 M	
		St. Lucie Advanced Transportation Management System			Congestion Management Process	Federal (TMA) Funds			\$ 2.0 M			\$ 2.0 M	
154	17	Indian River Drive	Martin/St. Lucie County Line	Seaway Drive	Neighborhood Traffic Management	Federal (TMA) Funds	\$.18 M		\$ 4.88 M			\$ 5.06 M	

OTHER STATE-FUNDED INITIATIVES (2031-2035)

Project ID	Rank	Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
151	1	US-1	Martin County Line	Indian River County Line	Operational Improvement	State Other Roads, Construction & ROW	\$ 7.90 M		\$ 35.89 M	\$ 5.38 M		\$ 49.17 M	
155	73	I-95 at Becker Road			ACES Network	State Other Roads, Construction & ROW	\$ 1.19 M	\$ 4.81 M	\$ 5.41 M	\$.81 M		\$ 12.23 M	

BICYCLE-PEDESTRIAN PROJECTS (2031-2035)

Project ID	Rank	Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
		Bicycle and Pedestrian Facilities					Federal (TALU+TALT) Funds, Federal (TMA) Funds, and 10% State OA		\$ 20.70 M			\$ 20.70 M	
235	2	US-1	Seaway Drive	Old US Highway 1	Bicycle Facilities	State Other Roads, Construction & ROW	\$.34 M		\$ 1.57 M	\$.24 M		\$ 2.15 M	
202	28	25th Street	Orange Avenue	Avenue F	Bicycle Facilities	State Other Roads, Construction & ROW	\$.20 M		\$.91 M	\$.14 M		\$ 1.24 M	



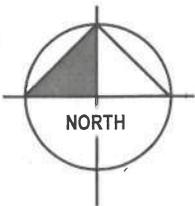
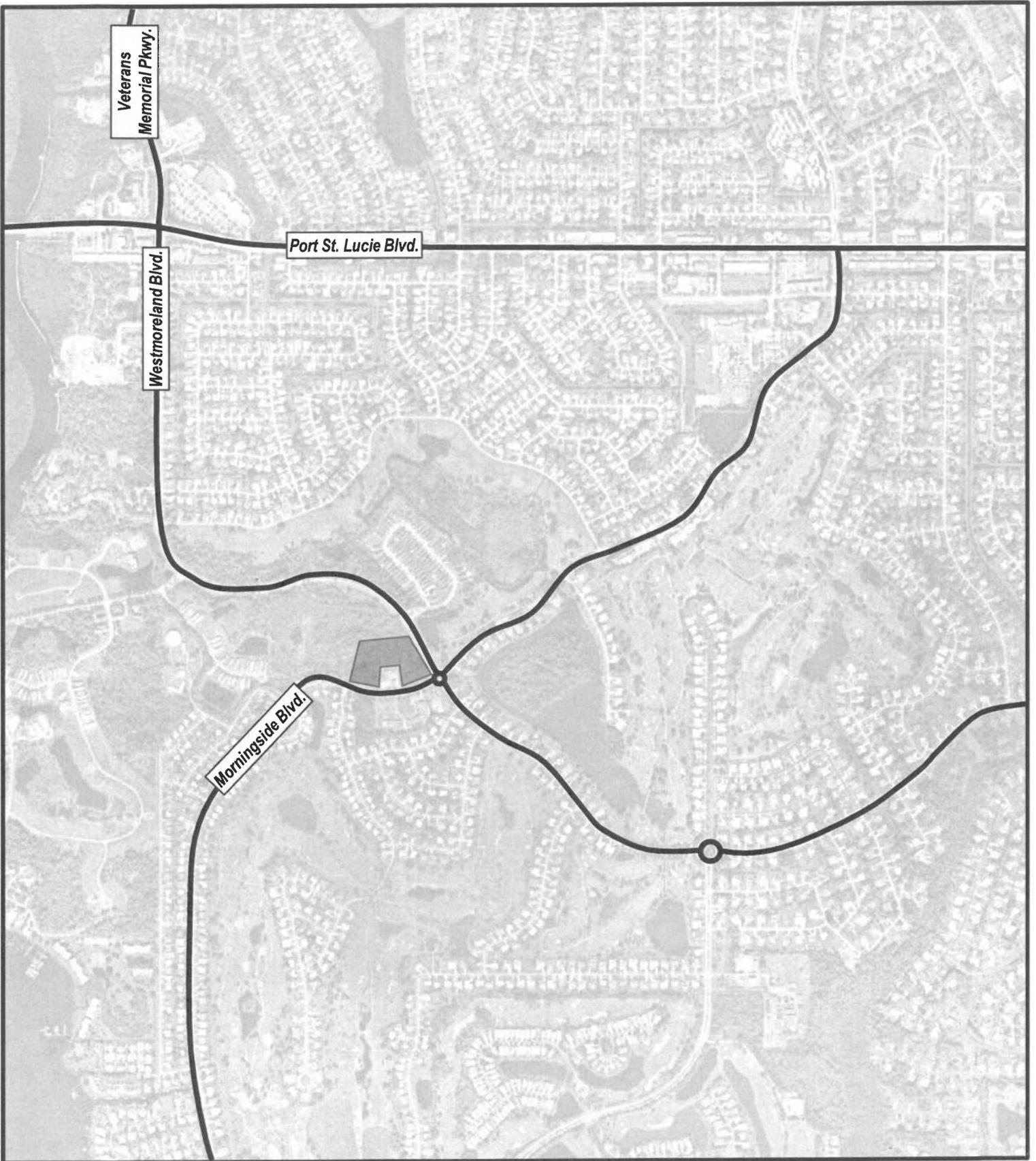
APPENDIX D

TREASURE COAST REGIONAL PLANNING MODEL (TCRPM) 5.1 2045 DATA



APPENDIX E

COMMITTED PROJECT TRIPS



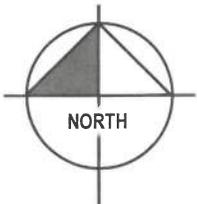
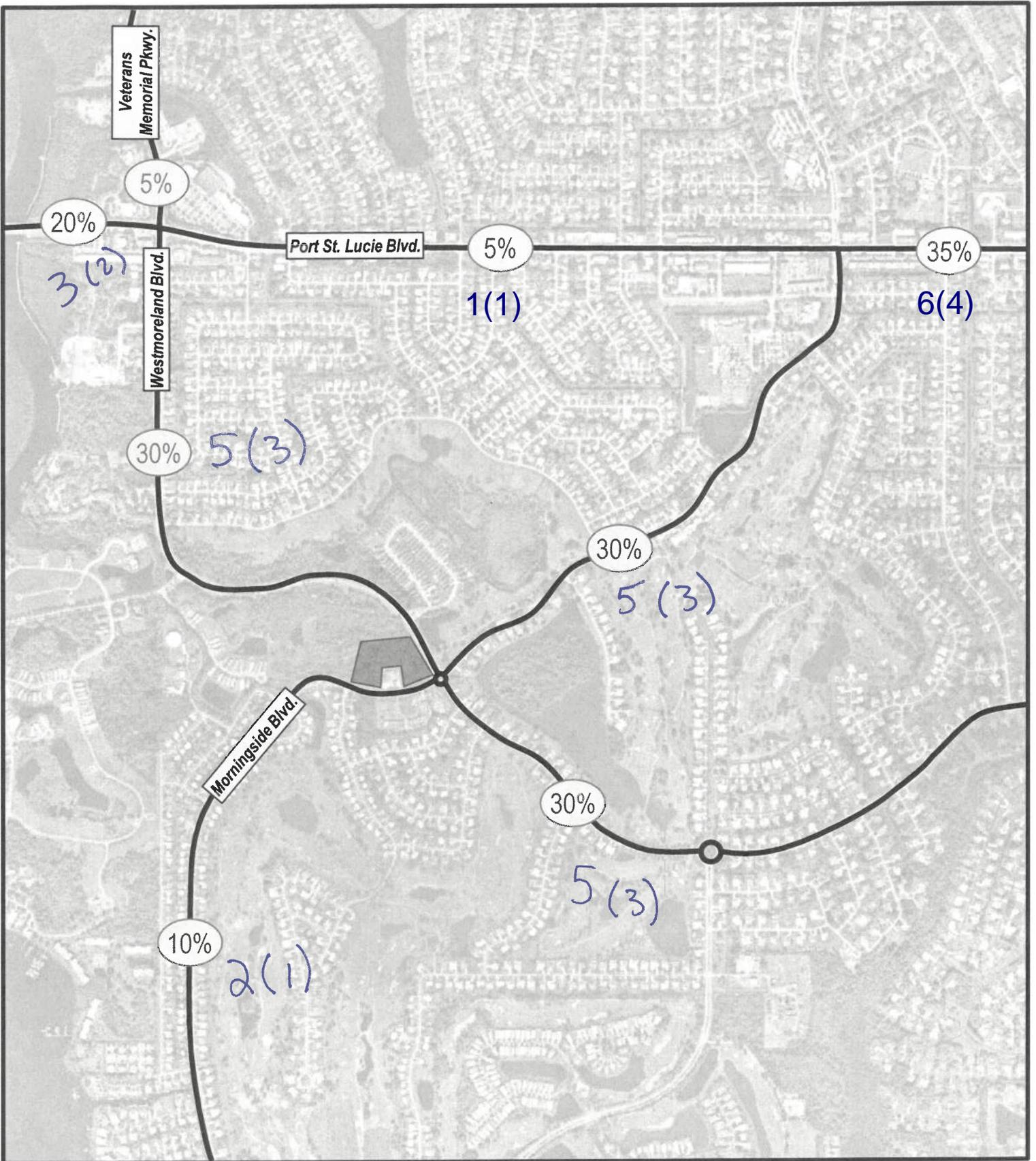
LEGEND

 Site Location

FIGURE 1
Ravello Development
Site Location

Table 2: Trip Generation Table

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario >5 Years								
Assisted Living Facility	150 Beds	390	27	16	11	36	14	22
	<i>Subtotal</i>	390	27	16	11	36	14	22
Pass-By Capture								
Assisted Living Facility	0.0%	0	0	0	0	0	0	0
	<i>Subtotal</i>	0	0	0	0	0	0	0
Driveway Volumes		390	27	16	11	36	14	22
Net New External Trips		390	27	16	11	36	14	22
Proposed Scenario								
Assisted Living Facility	75 Beds	195	14	8	6	18	7	11
Multifamily Mid-Rise	75 DU	341	28	6	22	29	18	11
	<i>Subtotal</i>	536	42	14	28	47	25	22
Pass-By Capture								
Assisted Living Facility	0.0%	0	0	0	0	0	0	0
Multifamily Mid-Rise	0.0%	0	0	0	0	0	0	0
	<i>Subtotal</i>	0	0	0	0	0	0	0
Driveway Volumes		536	42	14	28	47	25	22
Net New External Trips		536	42	14	28	47	25	22
Proposed Net External Trips-Existing Net New External Trips		146	15	-2	17	11	11	0
Radius of Development Influence:			Directly Accessed Links					
<u>Land Use</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		<u>Pass By</u>	
Assisted Living Facility	2.6 trips/Beds	0.18 trips/Beds (60% in, 40% out)			0.24 trips/Beds (39% in, 61% out)		0.0%	
Multifamily Mid-Rise	4.54 trips/DU	0.37 trips/DU (23% in, 77% out)			0.39 trips/DU (61% in, 39% out)		0.0%	



LEGEND



Site Location



Traffic Assignment

FIGURE 2

Ravello Development
Project Distribution



APPENDIX F

TRAFFIC COUNT DATA

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.05
2	01/07/2024 - 01/13/2024	0.99	1.04
3	01/14/2024 - 01/20/2024	0.97	1.02
* 4	01/21/2024 - 01/27/2024	0.96	1.01
* 5	01/28/2024 - 02/03/2024	0.95	1.00
* 6	02/04/2024 - 02/10/2024	0.94	0.99
* 7	02/11/2024 - 02/17/2024	0.93	0.98
* 8	02/18/2024 - 02/24/2024	0.93	0.98
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.96	1.01
17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	1.00	1.05
19	05/05/2024 - 05/11/2024	1.01	1.06
20	05/12/2024 - 05/18/2024	1.03	1.08
21	05/19/2024 - 05/25/2024	1.04	1.09
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.05	1.11
25	06/16/2024 - 06/22/2024	1.06	1.12
26	06/23/2024 - 06/29/2024	1.06	1.12
27	06/30/2024 - 07/06/2024	1.07	1.13
28	07/07/2024 - 07/13/2024	1.07	1.13
29	07/14/2024 - 07/20/2024	1.08	1.14
30	07/21/2024 - 07/27/2024	1.07	1.13
31	07/28/2024 - 08/03/2024	1.07	1.13
32	08/04/2024 - 08/10/2024	1.06	1.12
33	08/11/2024 - 08/17/2024	1.05	1.11
34	08/18/2024 - 08/24/2024	1.05	1.11
35	08/25/2024 - 08/31/2024	1.05	1.11
36	09/01/2024 - 09/07/2024	1.05	1.11
37	09/08/2024 - 09/14/2024	1.05	1.11
38	09/15/2024 - 09/21/2024	1.05	1.11
39	09/22/2024 - 09/28/2024	1.04	1.09
40	09/29/2024 - 10/05/2024	1.03	1.08
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.00	1.05
43	10/20/2024 - 10/26/2024	1.00	1.05
44	10/27/2024 - 11/02/2024	1.00	1.05
45	11/03/2024 - 11/09/2024	1.00	1.05
46	11/10/2024 - 11/16/2024	1.00	1.05
47	11/17/2024 - 11/23/2024	1.00	1.05
48	11/24/2024 - 11/30/2024	1.00	1.05
49	12/01/2024 - 12/07/2024	1.00	1.05
50	12/08/2024 - 12/14/2024	1.00	1.05
51	12/15/2024 - 12/21/2024	1.00	1.05
52	12/22/2024 - 12/28/2024	0.99	1.04
53	12/29/2024 - 12/31/2024	0.97	1.02

* PEAK SEASON

04-MAR-2025 16:32:53

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Our Changing Population: St. Lucie County, Florida

The ages, races, and population density of St. Lucie County, Florida tell a story. Understand the shifts in demographic trends with these charts visualizing decades of population data.

2010 Population
278,290

2022 Population
358,704

Population Change
+ 28.9 %

Latest update on July 2022

[Home](#) / ... / Our Changing Population

USA / Florida ▾ / St. Lucie County ▾ Year 2010 ▾ TO Year 2022 ▾

How has the population changed in St. Lucie County?

The population of **St. Lucie County, Florida** in **2022** was **358,704, 28.9% up** from the **278,290** who lived there in **2010**. For comparison, the US population grew **7.7%** and Florida's population grew **18%** during that period.



12-year annual growth = 2.14%. Use 2.5% to be conservative

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

Peak Hour Two-Way

AADT



(C3C-Suburban Commercial)

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

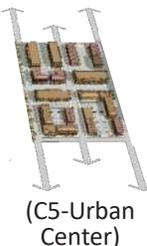


(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

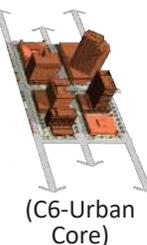


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
 *Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
 ***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

Traffic Counts and Level of Service Report 2025

Roadway Name	Location	STATION ID	2025 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
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,026	2022	920	109	C	0.12	109	C	0.12
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,416	2024	880	279	C	0.32	275	C	0.31
NEBRASKA AVE	25TH ST to 13TH ST	684	3,389	2022	1,710	225	C	0.13	173	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,548	2024	700	327	C	0.47	310	C	0.44
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,655	2022	540	193	C	0.36	214	C	0.40
OHIO AVE	COLONIAL RD to US 1	686	3,655	2022	750	193	C	0.26	214	C	0.29
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	11,285	2024	1,580	611	B	0.39	618	B	0.39
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	11,285	2024	2,000	611	B	0.31	618	B	0.31
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	10,058	2024							
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	10,058	2024							
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	10,058	2024							
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	10,058	2024							
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	10,058	2024							
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	7,458	2024							
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	10,829	2024							
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	10,829	2024							
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	24,802	2024							
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,584	2024							
OKEECHOBEE RD	I-95 to JENKINS RD	940029	34,664	2024							
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	34,664	2024							
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	33,563	2024							
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	13,254	2023	2,100	685	C	0.33	676	C	0.32
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	13,254	2023	1,630	685	C	0.42	676	C	0.41
OKEECHOBEE RD	35TH ST to 33RD ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	33RD ST to 25TH ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	11,662	2023	1,630	675	C	0.41	599	C	0.37
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	11,662	2023	1,710	675	C	0.39	599	C	0.35
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	42	2022	790	6	C	0.01	6	C	0.01
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	768	9,800	2025	750	559	D	0.75	613	D	0.82
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	1,752	2022	790	142	C	0.18	104	C	0.13
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	769	2,000	2025	870	144	C	0.17	150	C	0.17
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	3,024	2021	540	175	C	0.32	198	C	0.37

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.

Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.

Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

* **NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

**Traffic Counts and Level of Service Report
2025**

Roadway Name	Location	STATION ID	2025 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
ST LUCIE BLVD	SENECA AVE to US 1	940270	4,451	2024							
ST LUCIE WEST BLVD	COMMERCE CENTER DR to W OF I-95	152	17,000	2025	1,500	915	C	0.61	815	C	0.54
ST LUCIE WEST BLVD	I-95 to CALIFORNIA BLVD	318	36,000	2025	2,100	1,471	C	0.70	1,504	C	0.72
ST LUCIE WEST BLVD	CALIFORNIA BLVD to COUNTRY CLUB DR	748	40,000	2025	2,100	1,718	C	0.82	1,705	C	0.81
ST LUCIE WEST BLVD	COUNTRY CLUB DR to CASHMERE BLVD	748	40,000	2025	2,100	1,718	C	0.82	1,705	C	0.81
ST LUCIE WEST BLVD	CASHMERE BLVD to BAYSHORE BLVD	316	51,800	2024	3,170	2,575	C	0.81	2,637	C	0.83
SUNRISE BLVD	MIDWAY RD to BELL AVE	155	3,647	2021	540	220	C	0.41	233	C	0.43
SUNRISE BLVD	BELL AVE to EDWARDS RD	153	3,823	2022	750	252	C	0.34	255	C	0.34
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	511	6,794	2023	600	523	D	0.87	457	D	0.76
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	511	6,794	2023	750	523	D	0.70	457	D	0.61
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	509	5,585	2023	750	349	C	0.47	347	C	0.46
SUNRISE BLVD	OLEANDER AVE to 7TH ST	708	4,834	2022	1,540	278	C	0.18	341	C	0.22
SUNRISE BLVD	7TH ST to US 1	708	4,834	2022	1,710	278	C	0.16	341	C	0.20
TIFFANY AVE	US 1 to HILLMOOR DR	322	13,000	2025	2,100	738	C	0.35	660	C	0.31
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	322	13,000	2025	2,100	738	C	0.35	660	C	0.31
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	320	4,064	2021	2,100	197	C	0.09	191	C	0.09
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	709	6,113	2024	630	342	C	0.54	319	C	0.51
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	238	5,304	2021	630	350	C	0.56	286	C	0.45
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	711	8,010	2021	1,710	838	D	0.49	812	D	0.47
TRADITION PKWY	VILLAGE PKWY to W OF I-95	712	50,000	2025	3,170	2,277	C	0.72	2,320	C	0.73
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	713	3,500	2025	790	284	C	0.36	335	C	0.42
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	714	10,453	2024	790	668	D	0.85	608	D	0.77
TULIP BLVD	PAAR DR to DARWIN BLVD	714	10,453	2024	790	668	D	0.85	608	D	0.77
TURNPIKE FEEDER RD	TURNPIKE FEEDER RD SB RAMP to US 1	940078	4,886	2015							
TURNPIKE FEEDER RD	INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R...	940269	12,049	2024							
TURNPIKE FEEDER RD	INDRIO RD to INDIAN PINES BLVD	940745	13,617	2024							
US 1	MARTIN C.L. to LENNARD RD	945071	48,630	2024							
US 1	LENNARD RD to PORT ST LUCIE BLVD	945071	48,630	2024							
US 1	PORT ST LUCIE BLVD to JENNINGS RD	945070	33,856	2024							
US 1	JENNINGS RD to TIFFANY AVE	945070	33,856	2024							
US 1	TIFFANY AVE to WALTON RD	945070	33,856	2024							
US 1	WALTON RD to VILLAGE GREEN DR	945150	46,953	2024							

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* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

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**Traffic Counts and Level of Service Report
2025**

Roadway Name	Location	STATION ID	2025 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
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	12,500	2025	2,100	683	C	0.33	607	C	0.29
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	11,549	2024	2,100	658	C	0.31	623	C	0.30
VILLAGE GREEN DR	US 1 to WALTON RD	716	17,648	2024	2,100	1,100	C	0.52	1,190	C	0.57
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,664	2022	920	305	C	0.33	258	C	0.28
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	29,000	2025	2,650	1,400	D	0.53	1,386	D	0.52
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	734	8,800	2024	1,710	590	C	0.35	609	C	0.36
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	27,668	2024	1,710	1,491	D	0.87	1,471	D	0.86
VILLAGE PKWY	WESTCLIFFE LN to CROSSTOWN PKWY	720	18,528	2023	1,710	982	D	0.57	1,038	D	0.61
VIRGINIA AVE	35TH ST to 25TH ST	940032	23,774	2024							
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	22,983	2024							
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	22,983	2024							
VIRGINIA AVE	25TH ST to 13TH ST	940033	22,068	2024							
VIRGINIA AVE	13TH ST to 11TH ST	940794	23,718	2024							
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	23,718	2024							
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,071	2024							
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,681	2024							
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,681	2024							
WALTON RD	US 1 to VILLAGE GREEN DR	330	12,775	2024	1,710	743	C	0.43	753	C	0.44
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	17,000	2025	1,710	964	D	0.56	1,014	D	0.59
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	11,285	2024	880	703	C	0.80	712	C	0.81
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,039	2022	630	388	C	0.62	368	C	0.58
WEATHERBEE RD	OLEANDER AVE to US 1	721	3,229	2023	750	202	C	0.27	184	C	0.25
WEATHERBEE RD	US 1 to MIDWAY RD	158	6,028	2023	750	382	D	0.51	382	D	0.51
WESTCLIFFE LN	TREMONTE AVE to VILLAGE PKWY	722	6,604	2023	1,470	485	C	0.33	445	C	0.30
WESTMORELAND BLVD	MORNINGSIDE BLVD to PORT ST LUCIE BLVD	339	14,905	2023	920	798	C	0.87	900	D	0.98
WESTMORELAND BLVD	MARTIN C.L. to MORNINGSIDE BLVD	245	8,300	2025	920	475	C	0.52	584	C	0.63

Countywide Performance

Weighted V/C = **21.49**

% VMT below Standard = **33.92%**

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COUNTY: 94
 STATION: 0778
 DESCRIPTION: PORT ST LUCIE BLVD - E OF FLORESTA DR (COUNTY 778)
 START DATE: 05/14/2024
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	36	24	36	28	124	66	58	49	50	223	347
0100	21	17	31	13	82	32	30	33	26	121	203
0200	25	15	15	11	66	28	25	21	24	98	164
0300	17	19	28	28	92	14	15	11	9	49	141
0400	25	32	60	78	195	19	16	26	38	99	294
0500	79	100	159	167	505	44	46	68	83	241	746
0600	183	265	379	428	1255	117	165	206	224	712	1967
0700	475	580	669	703	2427	238	299	304	358	1199	3626
0800	663	716	634	630	2643	332	337	337	312	1318	3961
0900	489	556	505	556	2106	339	316	338	305	1298	3404
1000	429	552	481	499	1961	291	324	298	347	1260	3221
1100	493	464	439	469	1865	367	353	385	364	1469	3334
1200	430	444	466	427	1767	417	412	412	404	1645	3412
1300	511	479	415	439	1844	403	418	452	413	1686	3530
1400	436	499	476	501	1912	455	479	476	429	1839	3751
1500	450	468	451	527	1896	519	556	515	513	2103	3999
1600	454	485	498	506	1943	551	599	542	511	2203	4146
1700	543	540	470	452	2005	555	616	565	538	2274	4279
1800	439	426	406	363	1634	410	389	424	395	1618	3252
1900	321	326	245	233	1125	385	384	310	314	1393	2518
2000	233	224	198	163	818	334	358	357	253	1302	2120
2100	161	185	147	120	613	280	270	207	183	940	1553
2200	114	98	99	75	386	183	153	152	120	608	994
2300	67	55	40	49	211	120	115	96	55	386	597
24-HOUR TOTALS:	29475					26084					55559

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2751	745	1364	730	4082
P.M.	1630	2087	1700	2274	1630	4311
DAILY	730	2751	1700	2274	1630	4311

COUNTY: 94
 STATION: 0778
 DESCRIPTION: PORT ST LUCIE BLVD - E OF FLORESTA DR (COUNTY 778)
 START DATE: 05/15/2024
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	32	32	30	22	116	47	51	49	42	189	305	
0100	24	18	24	14	80	39	25	36	21	121	201	
0200	10	12	20	13	55	24	24	26	17	91	146	
0300	10	21	28	39	98	19	23	19	20	81	179	
0400	29	39	74	90	232	15	30	31	33	109	341	
0500	60	111	163	165	499	40	53	69	107	269	768	
0600	169	266	398	406	1239	133	157	210	249	749	1988	
0700	534	597	708	715	2554	215	317	303	357	1192	3746	
0800	698	666	636	598	2598	341	313	377	318	1349	3947	
0900	513	526	541	525	2105	286	299	322	296	1203	3308	
1000	454	460	450	439	1803	317	343	304	365	1329	3132	
1100	445	458	453	482	1838	357	337	393	419	1506	3344	
1200	368	484	468	446	1766	399	410	379	417	1605	3371	
1300	468	430	420	468	1786	454	379	440	354	1627	3413	
1400	445	548	524	469	1986	353	386	385	345	1469	3455	
1500	466	455	480	518	1919	450	433	404	389	1676	3595	
1600	454	524	464	597	2039	456	479	553	510	1998	4037	
1700	531	546	531	487	2095	559	591	571	589	2310	4405	
1800	407	426	408	316	1557	455	362	410	354	1581	3138	
1900	298	338	280	290	1206	356	386	325	367	1434	2640	
2000	250	202	250	210	912	381	350	322	335	1388	2300	
2100	185	166	170	146	667	346	316	223	235	1120	1787	
2200	84	121	106	92	403	179	183	151	129	642	1045	
2300	80	53	44	33	210	157	135	90	65	447	657	
24-HOUR TOTALS:					29763						25485	55248

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2787	745	1388	745	4103
P.M.	1645	2205	1700	2310	1645	4436
DAILY	730	2787	1700	2310	1645	4436

COUNTY: 94
 STATION: 0776
 DESCRIPTION: SR 716/PORT ST LUCIE BLVD - W OF MIDPORT RD (COUNT
 START DATE: 04/09/2024
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	30	23	11	12	76	35	35	25	21	116	192
0100	13	13	12	11	49	21	14	15	15	65	114
0200	12	6	13	10	41	26	11	14	5	56	97
0300	11	15	19	23	68	12	9	8	16	45	113
0400	31	31	57	63	182	10	19	23	17	69	251
0500	55	83	108	123	369	27	42	40	61	170	539
0600	159	192	216	258	825	89	104	122	139	454	1279
0700	324	418	502	546	1790	178	202	231	260	871	2661
0800	511	521	464	473	1969	264	316	266	256	1102	3071
0900	376	331	389	403	1499	223	233	229	264	949	2448
1000	295	367	341	326	1329	273	232	245	226	976	2305
1100	335	331	334	342	1342	288	236	288	295	1107	2449
1200	302	327	309	355	1293	319	293	320	293	1225	2518
1300	353	308	345	335	1341	323	311	316	318	1268	2609
1400	289	340	359	373	1361	319	324	321	334	1298	2659
1500	347	324	315	373	1359	421	406	406	370	1603	2962
1600	372	306	337	367	1382	434	405	392	387	1618	3000
1700	329	366	366	290	1351	363	392	390	322	1467	2818
1800	283	309	252	249	1093	362	301	261	326	1250	2343
1900	202	242	181	202	827	269	287	258	233	1047	1874
2000	196	160	158	155	669	295	307	255	236	1093	1762
2100	136	101	102	108	447	202	210	171	133	716	1163
2200	94	78	74	68	314	145	131	96	97	469	783
2300	46	40	35	35	156	98	105	70	51	324	480
24-HOUR TOTALS:	21132					19358					40490

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2080	745	1106	730	3151
P.M.	1645	1428	1600	1618	1515	3000
DAILY	730	2080	1600	1618	730	3151

COUNTY: 94
 STATION: 0776
 DESCRIPTION: SR 716/PORT ST LUCIE BLVD - W OF MIDPORT RD (COUNT
 START DATE: 04/10/2024
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	30	29	17	23	99	39	35	33	22	129	228
0100	19	15	16	12	62	25	14	8	15	62	124
0200	8	7	10	9	34	23	17	15	11	66	100
0300	12	16	27	27	82	12	16	8	6	42	124
0400	21	25	63	57	166	17	28	19	26	90	256
0500	71	79	104	126	380	23	36	49	62	170	550
0600	131	173	221	245	770	89	112	121	146	468	1238
0700	334	396	506	497	1733	179	190	201	249	819	2552
0800	526	514	461	458	1959	241	285	293	232	1051	3010
0900	371	333	366	385	1455	256	213	232	190	891	2346
1000	349	346	310	367	1372	238	203	292	257	990	2362
1100	337	315	334	338	1324	249	252	281	323	1105	2429
1200	297	328	365	327	1317	338	271	318	267	1194	2511
1300	336	327	316	318	1297	322	305	290	371	1288	2585
1400	319	381	332	353	1385	345	326	320	395	1386	2771
1500	383	319	304	350	1356	414	406	414	426	1660	3016
1600	351	374	354	329	1408	361	375	430	400	1566	2974
1700	303	370	310	301	1284	404	372	395	318	1489	2773
1800	242	294	295	225	1056	365	295	290	228	1178	2234
1900	210	231	186	165	792	323	279	252	274	1128	1920
2000	178	151	143	159	631	294	265	232	188	979	1610
2100	113	119	91	93	416	193	189	170	155	707	1123
2200	115	68	78	70	331	79	1	81	97	258	589
2300	46	37	32	26	141	73	91	66	44	274	415
24-HOUR TOTALS:	20850					18990					39840

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2043	745	1068	745	3066
P.M.	1415	1449	1500	1660	1545	3021
DAILY	730	2043	1500	1660	745	3066

COUNTY: 94
 STATION: 5072
 DESCRIPTION: SR 716/PORT ST LUCIE BLVD - W OF SR 5/US 1 (COUNTY
 START DATE: 04/09/2024
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	24	23	11	10	68	35	31	30	25	121	189
0100	14	14	9	11	48	22	22	12	13	69	117
0200	19	10	10	11	50	21	17	8	6	52	102
0300	13	17	22	24	76	8	14	8	13	43	119
0400	31	47	64	67	209	13	17	20	21	71	280
0500	64	91	132	150	437	24	36	33	48	141	578
0600	182	227	228	269	906	82	85	110	125	402	1308
0700	291	400	453	436	1580	158	175	231	214	778	2358
0800	434	463	410	427	1734	268	311	278	271	1128	2862
0900	306	363	369	378	1416	242	246	228	300	1016	2432
1000	332	332	327	368	1359	276	255	277	258	1066	2425
1100	305	333	323	320	1281	294	255	284	318	1151	2432
1200	352	309	290	328	1279	326	321	358	336	1341	2620
1300	329	314	332	311	1286	329	321	379	339	1368	2654
1400	299	319	319	349	1286	362	377	347	350	1436	2722
1500	304	297	298	331	1230	403	464	391	434	1692	2922
1600	394	367	313	351	1425	427	410	393	401	1631	3056
1700	366	348	342	293	1349	442	374	398	349	1563	2912
1800	286	250	235	243	1014	355	323	275	300	1253	2267
1900	200	217	183	187	787	290	282	286	265	1123	1910
2000	148	158	153	122	581	267	282	258	231	1038	1619
2100	117	101	90	94	402	179	219	159	133	690	1092
2200	71	69	65	55	260	144	137	106	97	484	744
2300	47	28	29	27	131	111	98	65	46	320	451
24-HOUR TOTALS:	20194					19977					40171

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1786	800	1128	800	2862
P.M.	1600	1425	1515	1716	1545	3069
DAILY	730	1786	1515	1716	1545	3069

COUNTY: 94
 STATION: 5072
 DESCRIPTION: SR 716/PORT ST LUCIE BLVD - W OF SR 5/US 1 (COUNTY
 START DATE: 04/10/2024
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	37	24	22	23	106	37	42	28	25	132	238
0100	12	14	13	13	52	23	15	15	17	70	122
0200	10	7	11	7	35	24	17	11	9	61	96
0300	15	11	34	27	87	11	12	8	7	38	125
0400	30	33	65	65	193	14	26	19	24	83	276
0500	75	91	122	151	439	23	32	33	44	132	571
0600	138	191	230	266	825	72	94	122	129	417	1242
0700	326	351	481	406	1564	134	167	197	248	746	2310
0800	421	419	397	442	1679	263	272	283	231	1049	2728
0900	304	337	352	306	1299	258	232	238	204	932	2231
1000	362	340	326	376	1404	231	205	270	270	976	2380
1100	343	327	335	346	1351	294	271	293	354	1212	2563
1200	347	289	318	330	1284	334	298	296	278	1206	2490
1300	294	334	294	304	1226	323	360	350	364	1397	2623
1400	316	342	325	348	1331	368	387	370	390	1515	2846
1500	362	311	288	296	1257	378	411	406	410	1605	2862
1600	340	323	343	317	1323	377	395	374	404	1550	2873
1700	319	361	307	270	1257	418	350	443	348	1559	2816
1800	247	233	279	228	987	340	302	321	286	1249	2236
1900	208	190	186	159	743	259	248	275	285	1067	1810
2000	140	156	113	130	539	297	245	246	195	983	1522
2100	114	79	102	67	362	174	180	170	147	671	1033
2200	65	74	71	61	271	131	122	87	88	428	699
2300	50	34	24	20	128	88	72	70	44	274	402
24-HOUR TOTALS:	19742					19352					39094

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1727	745	1066	800	2728
P.M.	1415	1377	1645	1615	1645	2919
DAILY	730	1727	1645	1615	1645	2919

COUNTY: 94
 STATION: 5071
 DESCRIPTION: SR 5/US 1 - S OF PORT SL LUCIE BLVD (COUNTY 5071)
 START DATE: 04/09/2024
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	90	69	29	54	242	22	32	27	15	96	338
0100	57	48	39	39	183	18	21	12	14	65	248
0200	36	30	20	26	112	10	16	31	22	79	191
0300	12	29	18	27	86	22	26	43	54	145	231
0400	29	35	35	59	158	45	80	136	138	399	557
0500	71	72	69	84	296	129	209	264	269	871	1167
0600	147	185	191	249	772	293	339	546	496	1674	2446
0700	254	288	371	333	1246	585	623	709	672	2589	3835
0800	365	374	359	410	1508	554	621	588	570	2333	3841
0900	399	363	420	420	1602	490	557	498	514	2059	3661
1000	492	536	512	507	2047	479	559	538	562	2138	4185
1100	567	560	624	591	2342	526	543	550	523	2142	4484
1200	636	654	615	704	2609	560	501	532	511	2104	4713
1300	669	702	645	641	2657	494	513	490	475	1972	4629
1400	557	528	612	509	2206	478	541	521	442	1982	4188
1500	587	497	593	602	2279	474	454	510	441	1879	4158
1600	401	384	398	359	1542	427	450	452	453	1782	3324
1700	381	315	398	353	1447	457	448	434	420	1759	3206
1800	314	294	330	263	1201	382	364	409	320	1475	2676
1900	257	275	264	330	1126	292	285	263	203	1043	2169
2000	302	320	279	243	1144	210	198	179	178	765	1909
2100	258	207	210	194	869	142	130	134	119	525	1394
2200	185	137	119	110	551	82	91	92	76	341	892
2300	116	102	74	50	342	54	40	43	36	173	515
24-HOUR TOTALS:	28567					30390					58957

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	1592	700	2589	730	3999
P.M.	1245	2720	1200	2104	1230	4740
DAILY	1245	2720	700	2589	1230	4740

COUNTY: 94
 STATION: 5071
 DESCRIPTION: SR 5/US 1 - S OF PORT SL LUCIE BLVD (COUNTY 5071)
 START DATE: 04/10/2024
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	47	27	39	29	142	28	27	24	19	98	240
0100	22	33	12	16	83	28	17	15	16	76	159
0200	22	9	8	13	52	14	17	14	20	65	117
0300	5	8	5	17	35	23	27	38	35	123	158
0400	7	7	25	21	60	53	83	124	129	389	449
0500	38	38	36	59	171	136	189	265	252	842	1013
0600	117	129	134	117	497	333	399	505	472	1709	2206
0700	152	150	187	185	674	588	633	737	650	2608	3282
0800	199	251	266	279	995	572	622	590	523	2307	3302
0900	282	281	295	339	1197	466	476	400	436	1778	2975
1000	329	330	355	365	1379	466	409	414	392	1681	3060
1100	473	516	510	530	2029	517	510	526	560	2113	4142
1200	569	558	529	607	2263	542	511	489	491	2033	4296
1300	571	588	564	567	2290	480	475	470	477	1902	4192
1400	555	584	634	556	2329	413	443	489	464	1809	4138
1500	662	562	677	637	2538	414	412	457	455	1738	4276
1600	651	794	686	663	2794	465	423	454	411	1753	4547
1700	798	718	753	694	2963	421	425	419	399	1664	4627
1800	572	559	473	455	2059	351	378	371	325	1425	3484
1900	504	451	407	398	1760	286	278	247	207	1018	2778
2000	423	420	351	328	1522	214	198	176	177	765	2287
2100	304	352	230	178	1064	139	122	142	142	545	1609
2200	237	216	155	131	739	73	109	67	89	338	1077
2300	163	134	130	81	508	42	44	40	34	160	668
24-HOUR TOTALS:	30143					28939					59082

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	1137	700	2608	730	3403
P.M.	1700	2963	1200	2033	1615	4650
DAILY	1700	2963	700	2608	1615	4650

COUNTY: 89
 STATION: 0100
 DESCRIPTION: SR 5/US 1 - N OF CR 732/JENSEN BCH BLVD(COUNTY LIN
 START DATE: 03/27/2024
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	76	54	50	42	222	22	31	25	25	103	325	
0100	46	26	41	20	133	20	10	18	20	68	201	
0200	20	25	20	29	94	13	17	17	12	59	153	
0300	14	23	14	10	61	17	24	38	36	115	176	
0400	19	12	32	23	86	40	81	137	129	387	473	
0500	43	47	61	80	231	138	198	309	331	976	1207	
0600	113	106	144	197	560	324	409	605	635	1973	2533	
0700	188	277	287	252	1004	719	821	910	810	3260	4264	
0800	233	308	281	286	1108	703	797	769	874	3143	4251	
0900	305	304	343	348	1300	523	500	605	575	2203	3503	
1000	296	410	414	396	1516	574	576	590	580	2320	3836	
1100	412	486	473	472	1843	545	568	565	557	2235	4078	
1200	434	546	508	560	2048	481	490	567	496	2034	4082	
1300	532	533	545	472	2082	538	518	499	443	1998	4080	
1400	562	635	612	607	2416	481	496	523	576	2076	4492	
1500	650	673	673	595	2591	500	508	501	500	2009	4600	
1600	673	712	690	684	2759	375	461	528	450	1814	4573	
1700	719	734	641	648	2742	447	523	474	413	1857	4599	
1800	619	529	510	556	2214	440	394	408	378	1620	3834	
1900	492	487	427	350	1756	312	262	261	221	1056	2812	
2000	415	400	365	364	1544	216	185	182	187	770	2314	
2100	362	314	268	199	1143	136	124	107	99	466	1609	
2200	192	224	139	133	688	100	105	76	92	373	1061	
2300	158	131	94	83	466	67	55	51	45	218	684	
24-HOUR TOTALS:					30607						33133	63740

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	1238	700	3260	730	4300
P.M.	1630	2827	1230	2119	1630	4775
DAILY	1630	2827	700	3260	1630	4775

COUNTY: 89
 STATION: 0100
 DESCRIPTION: SR 5/US 1 - N OF CR 732/JENSEN BCH BLVD(COUNTY LIN
 START DATE: 03/28/2024
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	76	67	58	34	235	31	43	14	20	108	343	
0100	31	38	23	41	133	17	20	29	23	89	222	
0200	35	25	23	23	106	17	14	20	31	82	188	
0300	17	11	20	17	65	22	24	35	47	128	193	
0400	13	14	31	30	88	40	94	138	143	415	503	
0500	36	56	62	71	225	139	209	312	330	990	1215	
0600	109	110	170	188	577	348	438	580	681	2047	2624	
0700	187	260	263	257	967	728	770	851	788	3137	4104	
0800	241	323	251	287	1102	752	696	689	704	2841	3943	
0900	299	312	365	325	1301	520	558	555	596	2229	3530	
1000	294	377	394	414	1479	521	591	570	564	2246	3725	
1100	467	373	396	535	1771	528	542	595	528	2193	3964	
1200	511	517	520	541	2089	504	542	538	620	2204	4293	
1300	541	582	562	512	2197	485	521	549	552	2107	4304	
1400	553	619	575	646	2393	507	478	526	542	2053	4446	
1500	690	722	760	702	2874	452	542	508	466	1968	4842	
1600	764	821	685	677	2947	424	413	541	444	1822	4769	
1700	702	721	574	646	2643	470	516	461	434	1881	4524	
1800	650	580	466	496	2192	416	438	352	362	1568	3760	
1900	521	472	440	402	1835	324	294	238	248	1104	2939	
2000	425	421	377	301	1524	187	189	201	152	729	2253	
2100	314	312	242	216	1084	160	131	137	123	551	1635	
2200	204	182	164	167	717	84	94	100	75	353	1070	
2300	144	173	103	107	527	74	43	46	35	198	725	
24-HOUR TOTALS:					31071						33043	64114

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	1263	715	3161	715	4182
P.M.	1530	3047	1200	2204	1515	4888
DAILY	1530	3047	715	3161	1515	4888