HALEY WARD

3500 Enterprise Road
Narrative

REQUEST:

On behalf of the petitioner, Haley Ward, Inc. is requesting approval of a 173,800-sf office / manufacturing facility and parking garage with associated site improvements located at 3500 Enterprise Road in Fort Pierce, Florida.

APPLICATION

Applicant Name:

Haley Ward, Inc.
Brad Currie
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987
772-462-2455 x 118
bcurrie@haleyward.com

Project Information:

Project Name: 3500 Enterprise Rd.

Proposed Use: Office / Manufacturing

Address: 3500 Enterprise Road, Fort Pierce, FL 34982

Legal Description:

PARCEL 1:
ALL OF LOT 24 AND A PART OF LOTS 20, 21, 22 AND 25, OF INDUSTRIAL SUBDIVISION, AS RECORDED IN PLAT BOOK 9, PAGE 5, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
FROM THE SOUTHEAST CORNER OF AFORESAID LOT 20, RUN WEST ALONG THE LOT LINE 365 FEET; THENCE ON AN ANGLE OF 95 DEGREES 01'40" AS MEASURED FROM EAST TO NORTH, RUN NORTHERLY 450.22 FEET TO ON IRON PIPE; THENCE ON AN ANGLE OF 89 DEGREES 55' 30" AS MEASURED FROM SOUTH TO EAST, RUN EAST 250 FEET' MORE OR LESS TO THE WESTERLY RIGHT OF WAY LINE OF THE FLORIDA EAST COAST RAILWAY FOR THE POINT OF BEGINNING; THENCE TURN AROUND AND RUN WEST ALONG THE LAST LINE RAN, 250 FEET MORE OR LESS TO AFORESAID IRON PIPE; THENCE CONTINUE WEST 80.83 FEET; THENCE ON AN ANGLE OF 89 DEGREES 08'13" AS MEASURED FROM EAST TO NORTH

RUN NORTH 49.18 FEET TO THE SOUTH LINE OF AFORESAID LOT 24; THENCE RUN WEST ALONG THE LOT LINE 343.40 FEET TO THE SOUTHWEST CORNER OF LOT 24; THENCE RUN NORTH ALONG THE LOT LINE 196.96 FEET TO THE NORTHWEST CORNER OF LOT 24; THENCE RUN EAST ALONG THE LOT LINE 354.74 FEET; .THENCE ON AN ANGLE OF 86 DEGREES 12' 37" AS MEASURED FROM WEST TO NORTH RUN NORTH 195.89 FEET TO NORTH FINE OF AFORESAID LOT 25; THENCE RUN EAST ALONG THE LOT LINE 249.58 FEET TO THE NORTHEAST CORNER OF LOT 25, AND THE WEST RIGHT OF WAY LINE OF FLORIDA EAST COAST RAILWAY; THENCE RUN SOUTHERLY ALONG SAID RIGHT OF WAY 436 FEET MORE OR LESS TO THE POINT OF BEGINNING.

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Parcel ID: 2428-502-0027-000-6

Future Land Use:	Industrial
Zoning:	Light Industrial Zone (I-1)
Existing Use:	Industrial

Owner Name:
Marvid Corporation
David Khazanski
2409 Southwest 59th Terrace
West Palm Beach, FL 33023
416-744-3322 x 222

Planner:
Bradley Currie, AICP, Haley Ward, Inc.
Haley Ward, Inc.
10250 SW Village Parkway, Suite 201
Port St. Lucie, Fl 34987
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772-462-2455 x 118

Engineer:
Jayson Harrison, P.E., Haley Ward, Inc.
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10250 SW Village Parkway, Suite 201
Port St. Lucie, Fl 34987
jharrison@haleyward.com
772-462-2455 x 110

Surveyor:
Richard Mixon, PSM, Mixon Land Surveying, Inc.
12450 NE 26th Avenue
Okeechbee, FL 34972
863-763-0990

Environmental:
Tyler Dunbar, MS, Haley Ward, Inc.
Haley Ward, Inc.
10250 SW Village Parkway, Suite 201
Port St. Lucie, Fl 34987
tdunbar@haleyward.com
772-462-2455 x 107

Landscape:
Jeffrey Smith, RLA, Conceptual Design Group, Inc.
900 East Ocean Blvd., Suite 130d
Stuart, FL 34994
jscdginc@bellsouth.net
561-371-1644

Traffic:
Shaun G. Mackenzie, P.E., MacKenzie Engineering & Planning, Inc.

1172 SW 30th Street, Suite 500
Palm City, FL 34990
shaun@mackenzieengineeringinc.com
772-286-8030

SITE CHARACTERICS:

The subject parcel is located east of Enterprise Road and north of Bell Avenue in the jurisdiction of Fort Pierce. According to the property appraiser's website, there is an existing 40,212-sf industrial building, a 14,408-sf structure and a 4,712-sf building currently constructed onsite. The parcel ID associated with this development is # 2428-502-0027-000-6.

The subject parcel has a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

All parcels lying north of the subject area are developed and have a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1). There is a parcel of land owned to the northeast of the site which is owned by the FEC RR and a parcel center on to the north owned by the Florida State Department of Agriculture.

To the east of the subject parcel lies developed industrial parcels followed by the right-of-way of Oleander Avenue. These parcels have a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

West of the subject parcel lies the right-of-way of Enterprise Road followed by an industrial development. This parcel has a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

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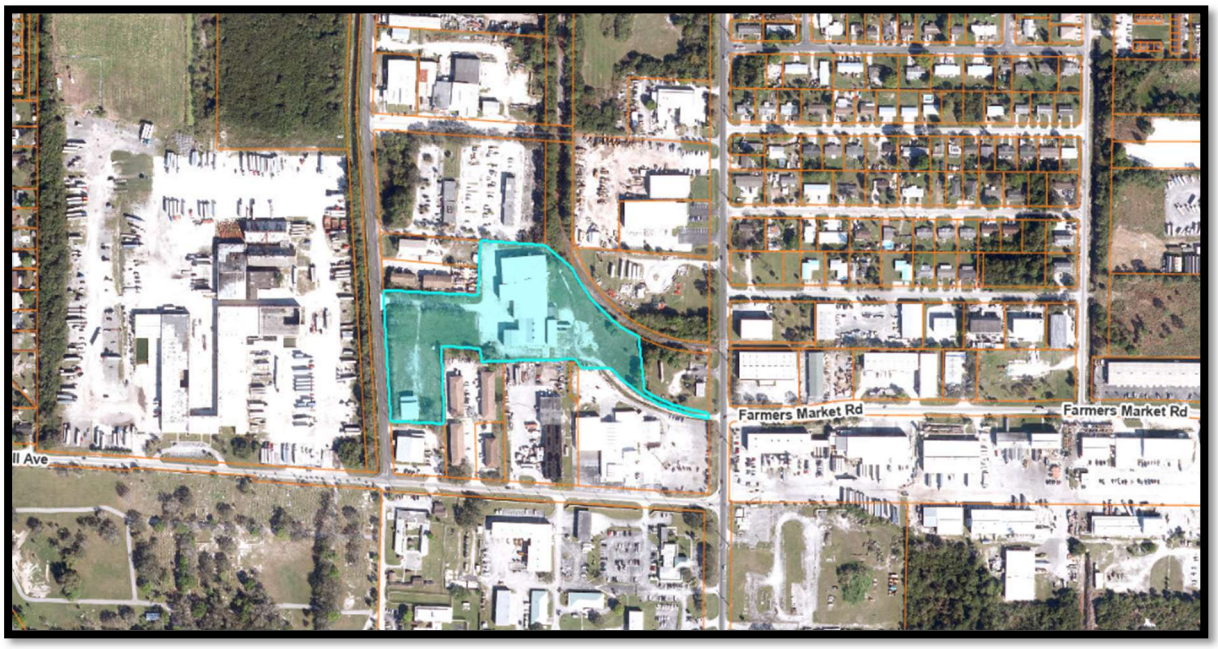
Southwest of the lies one developed parcel which is located in the jurisdiction of St. Lucie County. This parcel has a Future Land Use designation of Industrial (IND) and an underlying Zoning designation of Industrial, Light (IL).

Aerial Map



Future Land Use Map

Zoning Map

The applicant intends to redevelop the parcel to include an office / manufacturing facility totaling 173,800 sf along with a proposed 32,340 sf parking garage and associated improvements. The subject parcel totals 7.59 acres and is proposing ingress / egress from Enterprise Road. Emergency access is also proposed from the east from Oleander Avenue. Underground storage is also proposed as part of this development to meet jurisdictional stormwater requirements. The applicant is proposing approximately 294 employees.

Service Providers:

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Based on the above and attached materials, we respectfully request approval of the attached application(s).

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Landscape:
Jeffrey Smith, RLA, Conceptual Design Group, Inc.
900 East Ocean Blvd., Suite 130d
Stuart, FL 34994
jscdginc@bellsouth.net
561-371-1644

Traffic:
Shaun G. Mackenzie, P.E., MacKenzie Engineering & Planning, Inc.

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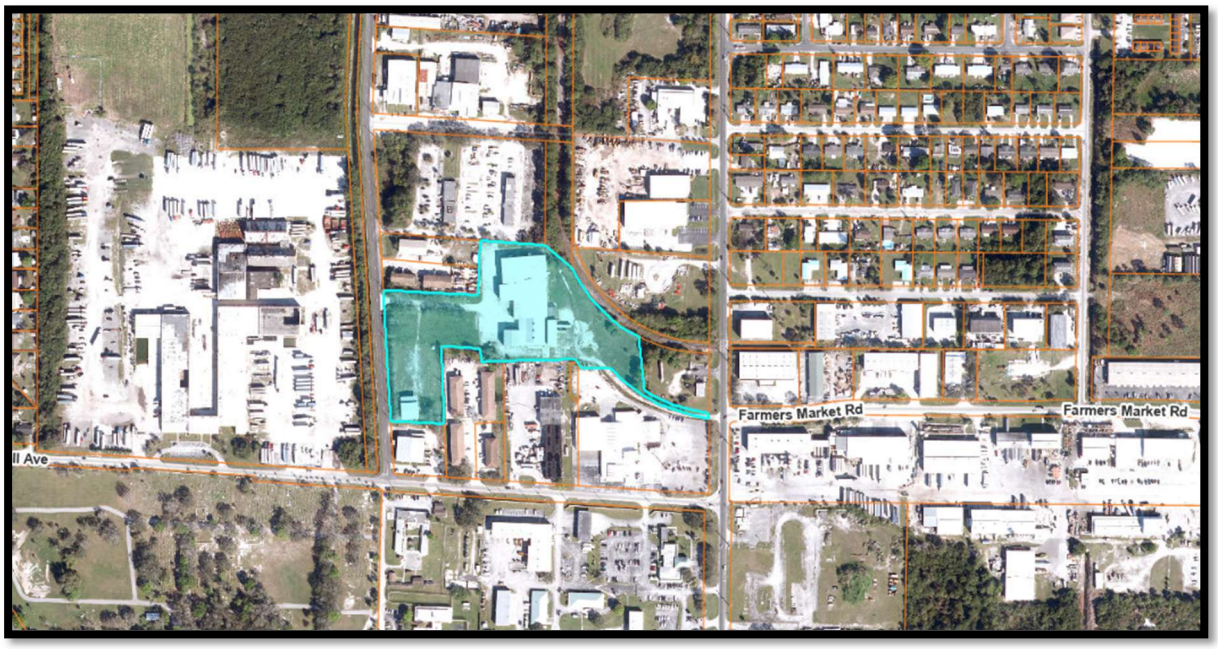

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RUN NORTH 49.18 FEET TO THE SOUTH LINE OF AFORESAID LOT 24; THENCE RUN WEST ALONG THE LOT LINE 343.40 FEET TO THE SOUTHWEST CORNER OF LOT 24; THENCE RUN NORTH ALONG THE LOT LINE 196.96 FEET TO THE NORTHWEST CORNER OF LOT 24; THENCE RUN EAST ALONG THE LOT LINE 354.74 FEET; .THENCE ON AN ANGLE OF 86 DEGREES 12' 37" AS MEASURED FROM WEST TO NORTH RUN NORTH 195.89 FEET TO NORTH FINE OF AFORESAID LOT 25; THENCE RUN EAST ALONG THE LOT LINE 249.58 FEET TO THE NORTHEAST CORNER OF LOT 25, AND THE WEST RIGHT OF WAY LINE OF FLORIDA EAST COAST RAILWAY; THENCE RUN SOUTHERLY ALONG SAID RIGHT OF WAY 436 FEET MORE OR LESS TO THE POINT OF BEGINNING.

PARCEL 2:
BEING A PORTION OF THE FLORIDA EAST COAST RAILWAY RIGHT--OF--WAY AS SHOWN ON THE PLAT OF INDUSTRIAL SUBDIVISION, AS RECORDED IN PLAT BOOK 9, PAGE 5, ST. LUCIE COUNTY, FLORIDA. AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE SOUTHEAST CORNER OF LOT 19 OF SAID INDUSTRIAL SUBDIVISION; THENCE N86 DEGREES 22'37"W ALONG THE SOUTH LINE OF SOLD LOT 19 A DISTANCE OF 515.00 FEET; THENCE N 00 DEGREES 01' 37"W A DISTANCE OF 462.05 FEET TO THE SOUTHERLY RIGHT--OF--WAY LINE OF THE FLORIDA EAST COAST RAILWAY AND THE POINT OF BEGINNING. SAID POINT BEING ON A CURVE CONCAVE TO THE NORTHEAST, THE RADIUS POINT WHICH BEANS N57 DEGREES 57'23"E, THE RADIUS OF SAID CURVE BEING 622.96 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31 DEGREES 55'00" A DISTANCE OF 347.02 FEET TO A POINT OF TANGENCY; THENCE N 00 DEGREES 07'38"W ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 97.56 FEET; THENCE S 43 DEGREES 24'43'E A DISTANCE OF 145.96 FEET TO A POINT ON THE EAST LINE OF SAID RIGHT-OF-WAY. SAID POINT BEING A POINT OF CUSP AND BEING A POINT ON A CURVE CONCAVE TO THE NORTHEAST, THE RADIUS POINT WHICH BEARS N88 DEGREES 55'13" E, THE RADIUS OF SAID CURVE BEING 522.96 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39 DEGREES 17'23" A DISTANCE OF 358.61 FEET TO A POINT OF NON-TANGENCY; THENCE N86 DEGREES 22'37"W A DISTANCE OF 129.87 FEET TO THE POINT OF BEGINNING.

PARCEL 3:
BEING A PORTION OF THE FLORIDA EAST COAST RAILWAY RIGHT-OF-WAY AS SHOWN ON THE PLAT OF INDUSTRIAL SUBDIVISION AS RECORDED IN PLAT BOOK 9, PAGE 5. ST LUCIE COUNTY, FLORIDA. AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS. COMMENCE AT THE SOUTHEAST CORNER OF LOT 19 OF SAID INDUSTRIAL SUBDIVISION: THENCE N 86 DEGREES 27' 37" W. ALONG THE SOUTH LINE OF SAID LOT 19. A DISTANCE OF 515.00 FEET: THENCE N 00 DEGREES 01' 37" W A DISTANCE OF 462.05 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILWAY: THENCE S 86 DEGREES 22' 37" E A DISTANCE OF 129.87 FEET TO THE POINT OF INTERSECTION WITH THE

NORTHERLY RIGHT-OF-WAY LINE OF SAID FLORIDA EAST COAST RAILWAY AND THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL SAID POINT BEING IN A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 522.96 FEET, THENCE

(1) SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 437.51 FEET THROUGH A CENTRAL ANGLE OF 47 DEGREES 56' 01" TO THE WEST RIGHT-OF-WAY LINE OF OLEANDER AVE.. THENCE
(2) S 00 DEGREES 18' 37" E ALONG SAID WEST RIGHT-OF-WAY. A DISTANCE OF 20.01 FEET TO THE POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 542.96 FEET AND BEING CONCENTRIC WITH LAST DESCRIBED CURVE, THENCE
(3) WESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 473.93 FEET THROUGH A CENTRAL ANGLE OF 50 DEGREES 00' 41" TO A POINT. THENCE
(4) S 86 DEGREES 22' 37" E A DISTANCE OF 27.33' TO THE POINT OF BEGINNING

PARCEL 4:
LOT 23, LESS THE SOUTH 200 FEET THEREOF, INDUSTRIAL SUBDIVISION, IN SECTION 28, TOWNSHIP 35 SOUTH, RANGE 40 EAST, AS PER PLAT THEREOF AS RECORDED IN PLAT BOOK 9, PAGE 5, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL 5:
COMMENCE AT THE SOUTHEAST CORNER OF LOT 18, OF INDUSTRIAL SUBDIVISION, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 9, PAGE 5, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; SAID CORNER BEING THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF BRANCH LINE TO FARMERS MARKET 100' WIDE AND THE WESTERLY RIGHT-OF-WAY LINE OF OLEANDER AVENUE 75' WIDE; THENCE IN A WESTERLY DIRECTION ALONG THE ARC OF A CURVE CONCAVE TO THE NORTH THROUGH THE CENTRAL ANGLE OF 27-DEGREES 53'12" AND HAVING A RADIUS OF 522.96' AND A LENGTH OF 254.53' TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING BEING DISTANT 252.03' ALONG A BEARING OF NORTH 73-DEGREES 27'33" WEST FROM THE POINT OF COMMENCEMENT; THENCE CONTINUING ALONG THE SAME ARC IN A WEST TO NORTH DIRECTION 538.11' THROUGH A CENTRAL ANGLE OF 58-DEGREES 57'21" TO A POINT OF CUSP; THENCE IN A SOUTH TO EAST DIRECTION ALONG A LINE BEING 22' FROM AND PARALLEL TO THE CENTERLINE OF THE EXISTING RAILS 328' MORE OR LESS TO A POINT; THENCE SOUTH 06-DEGREES 46'42" EAST 216.75' TO THE POINT OF BEGINNING.

Parcel ID: 2428-502-0027-000-6

Future Land Use:	Industrial
Zoning:	Light Industrial Zone (I-1)
Existing Use:	Industrial

Owner Name:
Marvid Corporation
David Khazanski
2409 Southwest 59th Terrace
West Palm Beach, FL 33023
416-744-3322 x 222

Planner:
Bradley Currie, AICP, Haley Ward, Inc.
Haley Ward, Inc.
10250 SW Village Parkway, Suite 201
Port St. Lucie, Fl 34987
Bcurrie@haleyward.com
772-462-2455 x 118

Engineer:
Jayson Harrison, P.E., Haley Ward, Inc.
Haley Ward, Inc.
10250 SW Village Parkway, Suite 201
Port St. Lucie, Fl 34987
jharrison@haleyward.com
772-462-2455 x 110

Surveyor:
Richard Mixon, PSM, Mixon Land Surveying, Inc.
12450 NE 26th Avenue
Okeechbee, FL 34972
863-763-0990

Environmental:
Tyler Dunbar, MS, Haley Ward, Inc.
Haley Ward, Inc.
10250 SW Village Parkway, Suite 201
Port St. Lucie, Fl 34987
tdunbar@haleyward.com
772-462-2455 x 107

Landscape:
Jeffrey Smith, RLA, Conceptual Design Group, Inc.
900 East Ocean Blvd., Suite 130d
Stuart, FL 34994
jscdginc@bellsouth.net
561-371-1644

Traffic:
Shaun G. Mackenzie, P.E., MacKenzie Engineering & Planning, Inc.

1172 SW 30th Street, Suite 500
Palm City, FL 34990
shaun@mackenzieengineeringinc.com
772-286-8030

SITE CHARACTERICS:

The subject parcel is located east of Enterprise Road and north of Bell Avenue in the jurisdiction of Fort Pierce. According to the property appraiser's website, there is an existing 40,212-sf industrial building, a 14,408-sf structure and a 4,712-sf building currently constructed onsite. The parcel ID associated with this development is # 2428-502-0027-000-6.

The subject parcel has a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

All parcels lying north of the subject area are developed and have a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1). There is a parcel of land owned to the northeast of the site which is owned by the FEC RR and a parcel center on to the north owned by the Florida State Department of Agriculture.

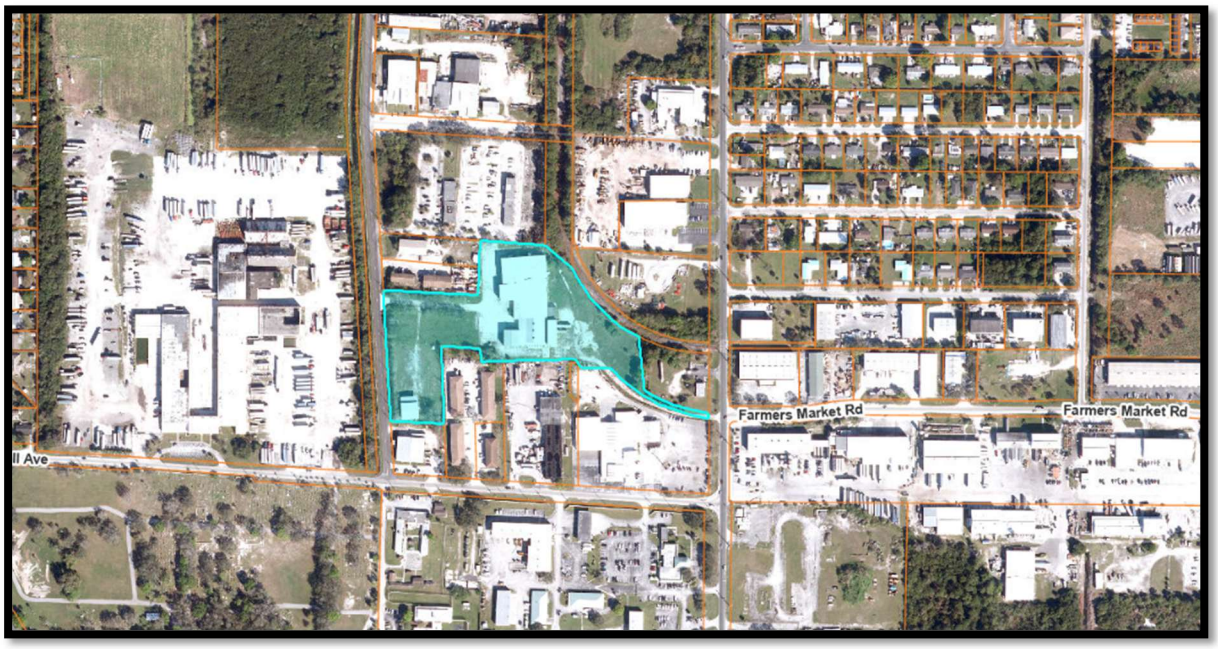
To the east of the subject parcel lies developed industrial parcels followed by the right-of-way of Oleander Avenue. These parcels have a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

West of the subject parcel lies the right-of-way of Enterprise Road followed by an industrial development. This parcel has a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

South of the subject parcel lies developed industrial parcels. These parcels have a West of the subject parcel lies the right-of-way of Enterprise Road followed by an industrial development. This parcel has a Future Land Use designation of Industrial (I) and an underlying Zoning designation of Light Industrial (I-1).

Southwest of the lies one developed parcel which is located in the jurisdiction of St. Lucie County. This parcel has a Future Land Use designation of Industrial (IND) and an underlying Zoning designation of Industrial, Light (IL).

Aerial Map



Future Land Use Map

Zoning Map

The applicant intends to redevelop the parcel to include an office / manufacturing facility totaling 173,800 sf along with a proposed 32,340 sf parking garage and associated improvements. The subject parcel totals 7.59 acres and is proposing ingress / egress from Enterprise Road. Emergency access is also proposed from the east from Oleander Avenue. Underground storage is also proposed as part of this development to meet jurisdictional stormwater requirements. The applicant is proposing approximately 294 employees.

Service Providers:

Water / Sewer:	FPUA
Electric:	FPUA
Solid Waste:	Private Provider

Based on the above and attached materials, we respectfully request approval of the attached application(s).

Property Identification

Site Address:	3500 ENTERPRISE RD
Sec/Town/Range:	28/35S/40E
Parcel ID:	**2428-502-0027-000-6**
Jurisdiction:	Fort Pierce
Land Use Code:	4800 - WRHSNG DIST
Account #:	**32235**
Map ID:	24/28S
Zoning:	Light Indu

Legal Description

INDUSTRIAL S/D BEG AT SW COR LOT 24 RUN NWLY 196.96 FT TO NW COR LOT 24,TH E ALG N LOT LI 354.74 FT,TH NLY 195.89 FT TO N LI LOT 25,TH ELY ALG LOT LI 249.58 FT TO W R/W FEC RR,TH SLY ALG SD R/W 436 FT,TH WLY 330.83 FT,TH NLY 49.18 FT TO S LI LOT 24,TH W343.40 FT TO POB AND THAT PARCEL MPDAF : INDUSTRIAL S/D LOT 23-LESS RD R/W AND LESS S 200 FT- AND THAT PARCEL MPDAF: INDUSTRIAL S/D THAT PART OF LOTS 16, 17 AND 18 MPDAF: FROM INT OF SE COR LOT 18 AND WLY R/W LI OF OLEANDER AV AND ON A CURVE CONC N,R OF 522.96 FT,TH NWLY ALG ARC 254.53 FT TO POB,TH CONT ALG CURVE 538.11 FT TO SWLY R/W LI OF FEC RR,TH SELY ALG R/W LI 328 FT M/L,TH S 06 46 42 E 216.75 FT TO POB AND THAT PART OF FEC RR R/WAS SHOWN ON PLAT OF INDUSTRIAL S/D (PB 9-5) MPDAF: FROM SE COR LOT 19 OF SD S/D RUN N 86 DEG 22MIN 37 SEC W ALG S LI 515 FT,TH N 00 DEG 01 MIN 37 SEC W 402.05 FT,TH S 86 DEG 22 MIN 37 SEC E 129.87 FT TO PT OF INT NLY R/W FEC RR AND POB,TH SELY ALG NON-TANG CURVE CONCAVE NELY,R OF522.96 FT 437.51 FT TO W R/W OLEANDER AV,TH S 00 DEG 18 MIN 37 SEC E 20.01 FT TO PT ON NON-TANG CURVE,R OF 542.96 FT CONCAVE NELY,THWLY ALG SD CURVE 473.93 FT,TH S 86 DEG 22 MIN 37 SEC E 27.33 FT TO POB AND THAT PART OF A STRIP OF LAND 100 FT IN WIDTH AS DESC IN DBK 175-116 LOCATED IN INDUSTRIAL S/D AND BEING USED AS BRANCH LI RR TO FARMER`S MKT MPDAF: COMM AT SE COR LOT 19 OF SD INDUSTRIAL S/D RUN N 86 DEG 22 MIN 37 SEC W ALG S LI OF LOT 19 515 FT,TH N 00 DEG 01 MIN 37 SEC W 462.05 FT TO SLY R/W LI FEC RR TO POB, TH RUN NWLY ALG CONC CURVE TO NE,R OF 622.96 FT,CA OF 31 DEG 55 MIN 00 SEC 347.02 FT TO PT OF TANG, TH N 00 DEG 07 MIN 38 SEC W ALG W R/W LI 97.56 FT,TH S 43 DEG 24 MIN 43 SEC E 145.96 FT TO PT OF CUSP ON E LI OF SD R/W,TH RUN SLY ALG CONC CURVE TO NE,R OF 522.96 FT,CA OF 39 DEG 17 MIN 23 SEC 358.61 FT TO PT OF NON-TANG,TH 86 DEG 22 MIN 37 SEC W 129.86 FT TO POB (7.68 AC)

Total Areas

Finished/Under Air (SF):	42,714
Gross Sketched Area (SF):	59,332

Map

Land Size (acres):	7.67
Land Size (SF):	334,018

Building Wind Speed

Occupancy Category	I	II	III & IV
Speed	140	160	160

Sources/links:

Ownership

Marvid Corporation
2409 SW 59th TER
West Park, FL 33023-4050

Current Values

Just/Market value:	$4,053,300
Assessed value:	$3,836,547
Exemption value:	$0
Taxable value:	$3,836,547

Important

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Links

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this Parcel: Download PDF
File for homestead exemptions.
View associated Tax Map.
Report Homestead Fraud on this parcel.

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Feb 25, 2025	5281/2802	0002	DEED-WD	270 WATERHOUSE LLC	$6,925,000

Date	Book/Page	Sale Code	Deed	Grantor	Price
Feb 25, 2025	5281/2802	0002	DEED-WD	3500 ENTERPRISE LLC	$6,925,000
Jul 21, 2022	4863/1942	0137	SPWD	3500 Master Mind LLC	$5,900,000
Jul 19, 2022	4863/1938	0111	SPWD	3500 Master Mind LLC	$0
May 5, 2022	4820/0139	0002	SPWD	Big Red Tomato Packers LLC	$3,500,000
Jun 29, 2000	1310/2817	XX03	QC	Big Red Tomato Packers LLC	$86,000
Sep 1, 1980	0339/2245	XX01	CV		$90,000

Special Features and Yard Items

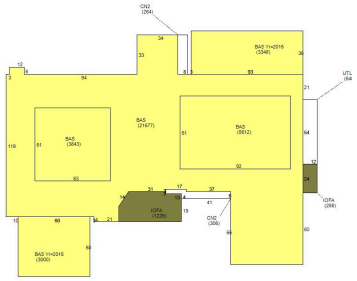
Type	Qty	Units	Year Blt
BARB WIRE	1	1000	1971
LOADING DOCK	1	1152	1971
CEMENT CURB	1	40	1971
CHAINLINK 6'	1	1000	1971
CONCRET RAMP	1	100	2003
CONCRET HIGH	1	1840	2003

Building Information

(1 of 3)

Finished Area: 38,994 SF

Gross Area: 40,212 SF



Exterior

Building Type:	INDP
Quality:	Y_D
Number of Units:	1
Year Built:	1971
Effective Year:	1971
Story Height:	1 Story
Roof Structure:	BarJst/Rigid
Roof Cover:	Sheet Metal
Primary Wall:	Corr Metal
Secondary Wall:	

Interior

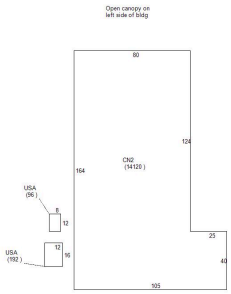
Bedrooms:	0
Full Baths:	0
Half Baths:	0
A/C %:	5%
Electric:	AVERAGE
Heat Type:	FrcdHotAir
Heat Fuel:	Electric
Heated %:	5%
Primary Int Wall:	No Interior Industrial
Primary Floors:	Raised Conc

Building Information

(2 of 3)

Finished Area: 0 SF

Gross Area: 14,408 SF



Exterior

Building Type:	INDP
Quality:	Y_D
Number of Units:	1
Year Built:	1983
Effective Year:	1983
Story Height:	1 Story
Roof Structure:	Steel Truss
Roof Cover:	Sheet Metal
Primary Wall:	Corr Metal
Secondary Wall:	
View:	

Interior

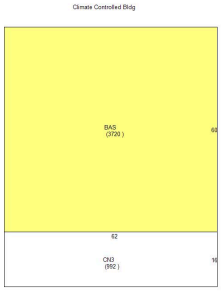
Bedrooms:	0
Full Baths:	0
Half Baths:	0
A/C %:	0%
Electric:	AVERAGE
Heat Type:	
Heat Fuel:	
Heated %:	%
Primary Int Wall:	UNFINISHED
Primary Floors:	CONC GRD

Building Information

(3 of 3)

Finished Area: 3,720 SF

Gross Area: 4,712 SF



Exterior

Building Type:	INDD
Quality:	Y_D
Number of Units:	1
Year Built:	2003
Effective Year:	2003
Story Height:	1 Story
Roof Structure:	BarJst/Rigid
Roof Cover:	Enam Metal
Primary Wall:	Enam/Pfb Mtl
Secondary Wall:	
View:	

Interior

Bedrooms:	0
Full Baths:	0
Half Baths:	0
A/C %:	100%
Electric:	AVERAGE
Heat Type:	FrcdHotAir
Heat Fuel:	Electric
Heated %:	100%
Primary Int Wall:	No Interior Industrial
Primary Floors:	Raised Conc

Values Breakdown

2025

Building	$2,377,200
SFYI	$22,700
Land	$1,653,400
Just/Market	$4,053,300

Ag Credit	$0
Save Our Homes or 10% Cap	$216,753
Assessed	$3,836,547
Exemptions	$0
Taxable	$3,836,547

Current Year Exemption Value Breakdown

Tax Year	Grant Year	Description	Amount

Important

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Current Year Special Assessment Breakdown

Start Year	Units	Description	Amount
2013	7.668	North St. Lucie Water Management District	$191.70
2017	69.6	Fort Pierce Stormwater Charge	$4,802.40

This does not necessarily represent the total Special Assessments that could be charged against this property.
The total amount charged for special assessments is reflected on the most current tax statement and information is available with the **SLC Tax Collector's Office**

Permits

Number	Issue Date	Description	Amount	Fees
C54159	Dec 5, 1990	Commercial New Construction	$90,400	$90,400
C96-090415	Oct 3, 1996	Additions to existing construction	$34,536	$34,536
C96-010212	Jan 16, 1997	Additions to existing construction	$2,180	$2,180
C98-000598	Jun 19, 1998	Additions to existing construction	$140,000	$140,000

Number	Issue Date	Description	Amount	Fees
F01-1232	Sep 6, 2001	Alterations/Remodeling	$41,000	$535
F01-1232A	Sep 6, 2001	Additions to existing construction	$150,000	$1,575
F02-0936	Jun 25, 2002	Fence	$20,000	$325
CR2002-41	Oct 2, 2002	Alterations/Remodeling	$150,000	$100
RF20042169	Dec 9, 2004	Roof	$4,800	$173
0800001600	Sep 23, 2008	Roof	$85,000	$700
00000000	Oct 23, 2014	Alterations/Remodeling	$200,000	$0
BP15-0024	May 12, 2015	Additions to existing construction	$510,000	$15,925
BP15-0081	Jul 10, 2015	Re Roof Permit	$72,000	$785

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in **Fort Pierce**

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5453181 OR BOOK 5281 PAGE 2802, Recorded 03/12/2025 11:46:09 AM Doc Tax: $48475.00

THIS INSTRUMENT PREPARED BY:
GREG HERSKOWITZ, ESQ.
HERSKOWITZ SHAPIRO PLLC
9130 S. DADELAND BLVD., SUITE 1609
MIAMI, FL 33156

RETURN TO:
POLIANA RIVERO
RIVERO LAW, L.L.C.
19505 BISCAYNE BOULEVARD
SUITE 2350
AVENTURA, FL 33180

Property Appraisers Parcel Identification (Folio) Number: 2428-502-0027-000-6

SPACE ABOVE THIS LINE FOR RECORDING DATA

WARRANTY DEED

THIS WARRANTY DEED, made the 25 day of February, 2025, by **3500 Enterprise LLC, an inactive Florida limited liability company (as a 30% tenant in common) and 270 Waterhouse LLC, a New York limited liability company (as a 70% tenant in common),** whose post-office address is **16711 Collins Avenue, Unit 1701, North Miami Beach, FL 33160** (hereinafter called the "grantor"), to **Marvid Corporation, a Florida Corporation,** whose post-office address is **2409 Southwest 59th Terrace, West Park, FL 33023** (hereinafter called the "grantee"):

(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations.)

W I T N E S S E T H: That the grantor, for and in consideration of the sum of TEN AND 00/100'S ($10.00) Dollars and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee all that certain land situate in St. Lucie County, State of Florida, viz.:

See Exhibit "A" – Legal Description

Subject to easements, restrictions and reservations of record and taxes for the year 2025 and thereafter.

TOGETHER, with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND, the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land, and hereby warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2024.

This transfer is for the purpose of winding up the affairs of 3500 Enterprise LLC, an inactive Florida limited liability company pursuant to F.S. 608.4431.

[signatures and notarial acknowledgment on the following page]

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Maria E. Del Sol
Witness #1 Signature

Maria E Del Sol
Witness #1 Printed Name

9856 SW 1st Street Miami, FL 33174
Witness #1 Mailing Address

Christiana Horrington
Witness #2 Signature

Christiana Horrington
Witness #2 Printed Name

7121 Craig Rd Las Vegas Nv 89129
Witness #2 Mailing Address

3500 Enterprise LLC, an inactive Florida limited liability company

By: Yuri Libson
Yuri Libson, Authorized Member

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me by means of [_] physical presence or [✓] online notarization this 25th day of February, 2025, by Yuri Libson, Authorized Member of 3500 Enterprise LLC, an inactive Florida limited liability company.

Maria E. Del Sol
Signature of Notary Public
Print, Type/Stamp Name of Notary
My Commission Expires: 05/20/2028

MARIA E DEL SOL
Notary Public - State of Florida
Commission # HH520998
Expires on May 20, 2028

Personally Known:_____ OR Produced Identification: ✓
Type of Identification Produced: Driver's License

Notarized remotely online using communication technology via Proof.

IN WITNESS WHEREOF, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Maria E. Del Sol
Witness #1 Signature

Maria E Del Sol
Witness #1 Printed Name

9856 SW 1st Street Miami, FL 33174
Witness #1 Mailing Address

Christiana Horrington
Witness #2 Signature

Christiana Horrington
Witness #2 Printed Name

7121 Craig Rd Las Vegas Nv 89129
Witness #2 Mailing Address

270 Waterhouse LLC, a New York limited liability company

By: Naum Vaynerman
Naum Vaynerman, Manager

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me by means of [_] physical presence or [✓] online notarization this 25th day of February, 2025, by Naum Vaynerman, Manager of 270 Waterhouse LLC, a New York limited liability company.

Maria E. Del Sol
Signature of Notary Public
Print, Type/Stamp Name of Notary
My Commission Expires: 05/20/2028

MARIA E DEL SOL
Notary Public - State of Florida
Commission # HH520998
Expires on May 20, 2028

Personally Known:_____ OR Produced Identification: ✓
Type of Identification Produced: Driver's License

Notarized remotely online using communication technology via Proof.

Exhibit "A"

PARCEL 1:
All of Lot 24 and a part of Lots 20, 21, 22 and 25, of INDUSTRIAL SUBDIVISION, as recorded in Plat Book 9, Page 5, St. Lucie County, Florida, being more particularly described as follows:
From the Southeast corner of aforesaid Lot 20, run West along the lot line 365 feet; thence on an angle of 95 degrees 01'40" as measured from East to North, run Northerly 450.22 feet to an iron pipe; thence on an angle of 89 degrees 55' 10" as measured from South to East, run East 250 feet more or less to the Westerly right of way line of the Florida East Coast Railway for the point of beginning; thence turn around and run West along the last line ran, 250 feet more or less to aforesaid iron pipe; thence continue West 80.83 feet; thence on an angle of 89 degrees 08'13" as measured from East to North run North 49.18 feet to the South line of aforesaid Lot 24; thence run West along the lot line 343.40 feet to the Southwest corner of Lot 24; thence run North along the lot line 196.96 feet to the Northwest corner of Lot 24; thence run East along the lot line 354.74 feet; thence on an angle of 86 degrees 12' 37" as measured from West to North run North 195.89 feet to North line of aforesaid Lot 25; thence run East along the lot line 249.58 feet to the Northeast corner of Lot 25, and the West right of way line of Florida East Coast Railway; thence run Southerly along said right of way 436 feet more or less to the point of beginning.

PARCEL 2:
Being a portion of the Florida East Coast Railway right-of-way as shown on the Plat of Industrial Subdivision, as recorded in Plat Book 9, Page 5, St. Lucie County, Florida. And being more particularly described as follows:
Commence at the Southeast corner of Lot 19 of said Industrial Subdivision; thence N86 degrees 22'37"W along the South line of said Lot 19 a distance of 515.00 feet; thence N 00 degrees 01' 37"W a distance of 462.05 feet to the Southerly right-of-way line of the Florida East Coast Railway and the POINT OF BEGINNING. Said point being on a curve concave to the Northeast, the radius point which bears N57 degrees 57'23"E, the radius of said curve being 622.96 feet; thence Northwesterly along the arc of said curve through a central angle of 31 degrees 55'00" a distance of 347.02 feet to a point of tangency; thence N 00 degrees 07'38"W along said West right-of-way line a distance of 97.56 feet; thence S 43 degrees 24'43'E a distance of 145.96 feet to a point on the East line of said right-of-way. Said point being a point of cusp and being a point on a curve concave to the Northeast, the radius point which bears N88 degrees 55'13" E, the radius of said curve being 522.96 feet; thence Southeasterly along the arc of said curve through a central angle of 39 degrees 17'23" a distance of 358.61 feet to a point of non-tangency; thence N86 degrees 22'37"W a distance of 129.87 feet to the POINT OF BEGINNING.

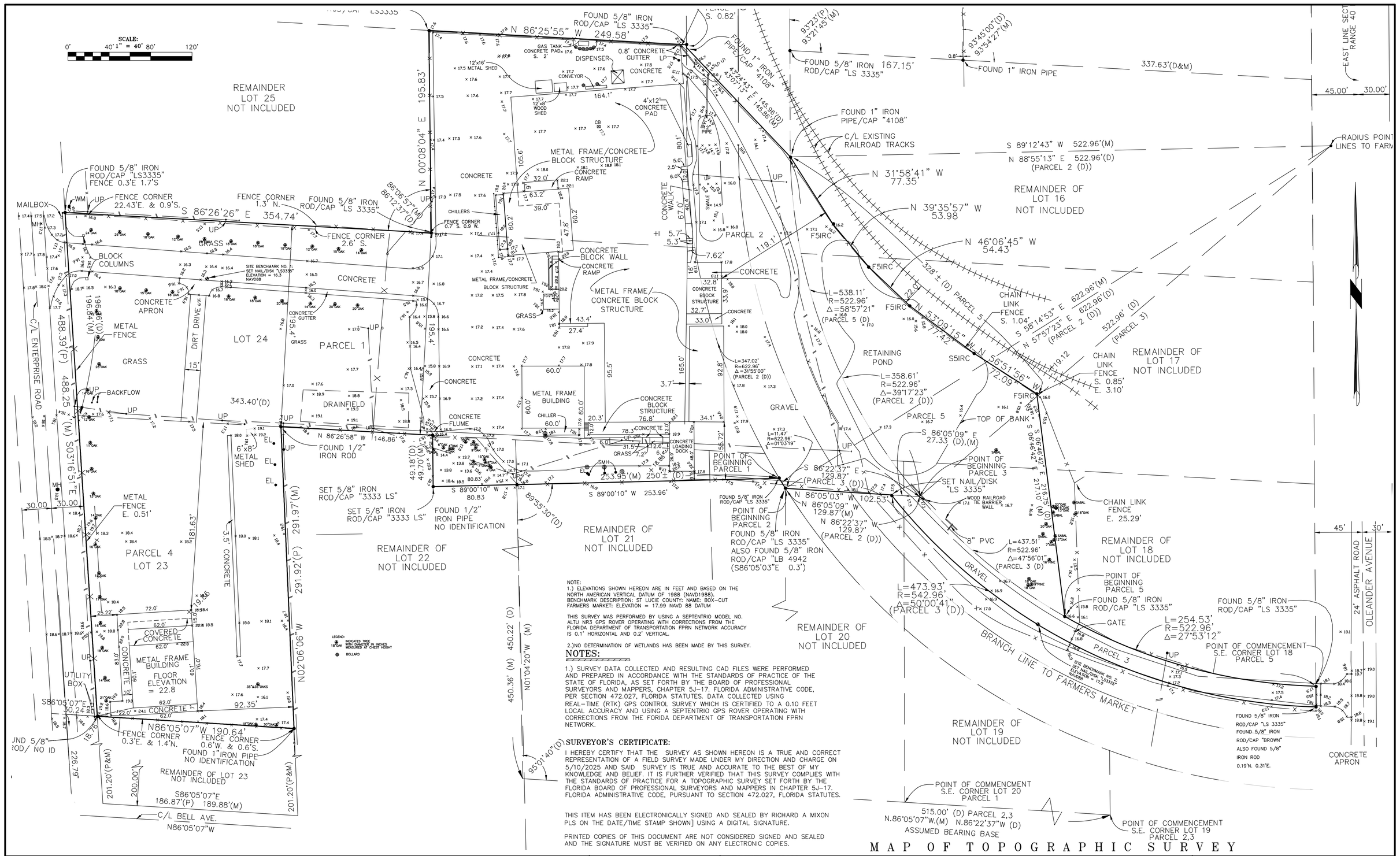
PARCEL 3:
BEING A PORTION OF THE FLORIDA EAST COAST RAILWAY RIGHT-OF-WAY AS SHOWN ON THE PLAT OF INDUSTRIAL SUBDIVISION AS RECORDED IN PLAT BOOK 9, PAGE 5, ST LUCIE COUNTY, FLORIDA. AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS.
COMMENCE AT THE SOUTHEAST CORNER OF LOT 19 OF SAID INDUSTRIAL SUBDIVISION: THENCE N 88 DEGREES 27' 37" W. ALONG THE SOUTH LINE OF SAID LOT 19, A DISTANCE OF 515.00 FEET: THENCE N 00 DEGREES 01' 37" W A DISTANCE OF 462.05 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILWAY: THENCE S 86 DEGREES 22' 37" E A DISTANCE OF 129.87 FEET TO THE POINT OF INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF SAID FLORIDA EAST COAST RAILWAY AND THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL SAID POINT BEING IN A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 522.96 FEET, THENCE
(1) SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 437.51 FEET THROUGH A CENTRAL ANGLE OF 47 DEGREES 56' 01" TO THE WEST RIGHT-OF-WAY LINE OF OLEANDER AVE., THENCE
(2) S 00 DEGREES 18' 37" E ALONG SAID WEST RIGHT-OF-WAY. A DISTANCE OF 20.01 FEET TO THE POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 542.96 FEET AND BEING CONCENTRIC WITH LAST DESCRIBED CURVE, THENCE
(3) WESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 473.93 FEET THROUGH A CENTRAL ANGLE OF 50 DEGREES 00' 41" TO A POINT. THENCE
(4) S 86 DEGREES 22' 37" E A DISTANCE OF 27.33' TO THE POINT OF BEGINNING

PARCEL 4:
Lot 23, LESS the South 200 feet thereof, INDUSTRIAL SUBDIVISION, in Section 28, Township 35 South, Range 40 East, as per plat thereof as recorded in Plat Book 9, Page 5, of the public records of St. Lucie County, Florida.

Parcel 5:
Commence at the Southeast corner of Lot 18, of INDUSTRIAL SUBDIVISION, as per plat thereof recorded in Plat Book 9, Page 5, of the public records of St. Lucie County, Florida; said corner being the intersection of the Northerly right-of-way line of branch line to Farmers Market 100' wide and the Westerly right-of-way line of Oleander Avenue 75' wide; thence in a Westerly direction along the arc of a curve concave to the North through the central angle of 27 degrees

53'12" and having a radius of 522.96' and a length of 254.53' to the point of beginning, said point of beginning being distant 252.03' along a bearing of North 73 degrees 27'33" West from the point of commencement; thence continuing along the same arc in a West to North direction 538.11' through a central angle of 58 degrees 57'21" to a point of CUSP; thence in a South to East direction along a line being 22' from and parallel to the centerline of the existing rails 328' more or less to a point; thence South 06 degrees 46'42" East 216.75' to the point of beginning. (the "Property").

Also known as: 3500 Enterprise Road, Fort Pierce, FL 34982.



MAP OF TOPOGRAPHIC SURVEY

SURVEY REPORT

1.) NO SEARCH OF THE PUBLIC RECORDS HAS BEEN MADE BY THIS OFFICE.
2.) THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3.) ONLY VISIBLE, ABOVE GROUND ENCROACHMENTS AND IMPROVEMENTS, IF ANY, ARE SHOWN HEREON UNLESS OTHERWISE NOTED.
4.) DESCRIPTION FURNISHED BY CLIENT.
5.) PARCEL SUBJECT TO ALL EASEMENTS, RESERVATIONS, RESTRICTIONS, AND RIGHTS OF WAY.
6.) ALL LOT DIMENSIONS ARE PLAT AND MEASURED, UNLESS OTHERWISE NOTED
7.) PROPOSED SITE PLAN SUBJECT TO APPROVAL BY GOVERNING AGENCIES.
8.) PARCEL CONTAINS: 7.6 ACRES MORE OR LESS.
9.) STREET ADDRESS: 3500 ENTERPRISE ROAD
10.) PARCEL GRAPHICALLY LOCATED IN FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) ZONE X, COMMUNITY PANEL No. 12111 C 0189 J.
11.) PARCEL ID: 2428-502-0027-000-6
12.) THIS SURVEY FALLS WITHIN THE SUBURBAN CATEGORY AS CLASSIFIED IN CHAPTER 5J-17.051, FLORIDA ADMINISTRATIVE CODE. ALL FIELD MEASURED CONTROL MEASURMENTS EXCEEDED THE ACCURACY REQUIREMENTS FOR THIS CLASSIFICATION.
13.) BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED BEARING OF S 03°16'51" E ALONG THE EAST RIGHT OF WAY LINE OF ENTERPRISE ROAD.
14.) THIS SURVEY REMAINS THE PROPERTY OF MIXON LAND SURVEYING, INC.
15.) WRITTEN DIMENSIONS HAVE PRECEDENCE OVER SCALED DIMENSIONS.

CERTIFIED TO:

INKAS USA INC

CERTIFICATION:

THIS IS TO CERTIFY TO 3500 ENTERPRISE, LLC, Old Republic National Title Insurance Company, PARIS ACKERMAN, LLP, 270 WATERHOUSE, LLC and Krinzman Huss Lubetsky Feldman & Hotte.THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. AND INCLUDES ITEMS 2, and 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 3, 2022, DATE OF PLAT OR MAP: MAY 3, 2022.

LEGEND:

UP = WOOD UTILITY POLE
GUY ANCHOR
-/- = OVERHEAD UTILITY
-X- = FENCELINE
TV = CABLE RISER
FH = FIRE HYDRANT
PH = PHONE
SS = SEWER SERVICE
WM = WATER METER
W = WELL
WV = WATER VALVE
(PR) = PRO-RATED
(D) = DEED
(P) = PLAT
(M) = MEASURED
(C) = CALCULATED
ELEV.= ELEVATION
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
ORB = OFFICIAL RECORD BOOK
R = RADIUS
L = ARC LENGTH
Δ = DELTA ANGLE
C/L = CENTERLINE
R/W = RIGHT OF WAY
D.E. = DRAINAGE EASEMENT
U.E. = UTILITY EASEMENT
EXISTING ELEVATION
PROPOSED ELEVATION
TOB = TOP OF BANK
EOW = EDGE OF WATER
CB = CATCH BASIN
MES = MITERED END SECTION
CMP = CORRUGATED METAL PIPE
RCP = REINFORCED CONCRETE PIPE
SMH = SEWER MANHOLE
DMH = DRAINAGE MANHOLE

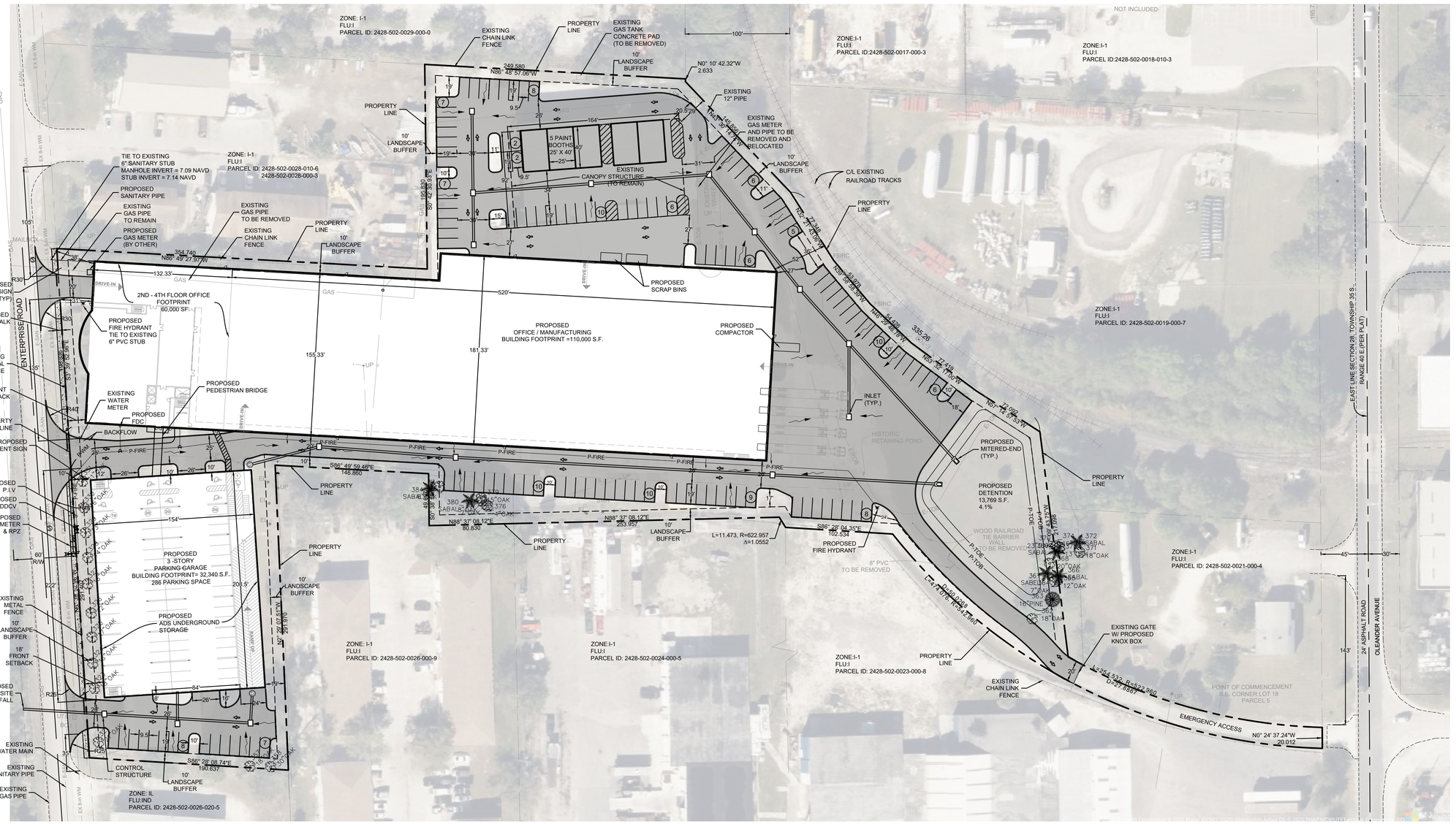
MIXON LAND SURVEYING, INC.
12450 NE 26TH AVENUE
OKEECHOBEE FLORIDA 34972
863 763 0990
STATE OF FLORIDA CERTIFICATE NO. "L.B. 4199"
RICHARD A. MIXON LICENSE NUMBER LS3335 PROFESSIONAL SURVEYOR & MAPPER STATE OF FLORIDA
RICHARD A. MIXON
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA CERTIFICATE NO. "L.S. 3335"

JOB NO. 25-041
CADD FILE: 25-041
BY:RAM/JK
SURVEY DATE: 7/20/2022
SHEET 1 OF 1

HALEY WARD

3500 Enterprise Road

Location Map



PARCEL ID #:	2428-502-0027-000-6
PROJECT NAME:	3500 ENTERPRISE RD
OWNER:	MARVID CORPORATION 2409 SW 59TH TERRACE WEST PARK, FL 33023
ADDRESS:	3500 ENTERPRISE RD, FORT PIERCE, FL 34982
FUTURE LAND USE:	I
ZONING:	I-1
LAND SIZE:	331,004.6 S.F. (7.59 AC)
EXISTING USE:	INDUSTRIAL
PROPOSED USE:	MANUFACTURING/OFFICE

BUILDING DATA

PROPOSED BUILDING FOOTPRINT	110,000 S.F.
OFFICE	60,000 S.F.
MEZZANINE	3,800 S.F.
MANUFACTURING	110,000 S.F.
TOTAL BUILDING AREA	173,800 S.F.

PROPOSED PARKING GARAGE FOOTPRINT 32,340 S.F.

SITE AREA DATA	S.F.	AC	%
IMPERVIOUS DATA	262,902 S.F.	6.04 AC	79.43%
PROPOSED BUILDING	110,000 S.F.	2.53 AC	33.23%
PROPOSED PARKING GARAGE	32,340 S.F.	0.74 AC	9.77%
PROPOSED PAVEMENT	115,562 S.F.	2.65 AC	34.91%
PROPOSED PAINT BOOTHS	5,000 S.F.	0.11 AC	1.51%
PERVIOUS DATA	68,103 S.F.	1.56 AC	20.57%
OPEN SPACE	54,334 S.F.	1.25 AC	16.41%
PROPOSED DETENTION	13,769 S.F.	0.32 AC	4.16%

PROVIDER OF UTILITIES:

WATER: FPUA
WASTEWATER: FPUA
IRRIGATION: FPUA

F.I.R.M. PANEL: 189
ST. LUCIE COUNTY
CITY OF FORT PIERCE
120286
ZONE X

PARKING DATA

PARKING REQUIRED	
TOTAL REQUIRED PARKING SPACES	400 SPACES (8 HC)
MANUFACTURING: (110,000 SF AT 1/600)	184 SPACES
PAINT BOOTH (5,000 SF AT 1/600)	9 SPACE
OFFICE: (60,000 SF AT 1/300)	200 SPACES
EMPLOYEE AMENITY: (3,800 SF AT 1/600)	7 SPACES
STANDARD PARKING PROVIDED	413 SPACES (8 HC)
STANDARD PARKING SPACE	127 SPACES
GARAGE PARKING SPACE	286 SPACES
BICYCLE PARKING REQUIRED	
1/20 PARKING SPACES	22 SPACES
PROVIDED:	22 SPACES

STORMWATER DRAINAGE:

THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF INLETS WHICH WILL CONVEY THE RUNOFF TO OFFSITE DRAINAGE AREA

SOLID WASTE:

BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE A COMPACTOR AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.

HAZARDOUS WASTE:

ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

LANDSCAPE:

REFER TO LANDSCAPE PLAN BY OTHERS. (NO PLANS AVAILABLE)

ACCESSIBILITY AND ADA COMPLIANCE:

ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

SITE DATA
LEGAL DESCRIPTION

PARCEL 1:

All of Lot 24 and a part of Lots 20, 21, 22 and 25, of INDUSTRIAL SUBDIVISION, as recorded in Plat Book 9, Page 5, St. Lucie County, Florida, being more particularly described as follows:

From the Southeast corner of aforesaid Lot 20, run West along the lot line 365 feet; thence on an angle of 95 degrees 01'40" as measured from East to North, run Northerly 450.22 feet to on iron pipe; thence on an angle of 89 degrees 55' 30" as measured from South to East, run East 250 feet' more or less to the Westerly right of way line of the Florida East Coast Railway for the point of beginning; thence turn around and run West along the last line ran, 250 feet more or less to aforesaid iron pipe; thence continue West 80.83 feet; thence on an angle of 89 degrees 08'13" as measured from East to North run 49.18 feet to the South line of aforesaid Lot 24; thence run West along the lot line 343.40 feet to the Southwest corner of Lot 24; thence run North along the lot line 196.96 feet to the Northwest corner of Lot 24; thence run East along the lot line 354.74 feet; .thence on an angle of 86 degrees 12' 37" as measured from West to North run North 195.89 feet to North fine of aforesaid Lot 25; thence run East along the lot line 249.58 feet to the Northeast corner of Lot 25, and the West right of way line of Florida East Coast Railway; thence run Southerly along said right of way 436 feet more or less to the point of beginning.

PARCEL 2:

BEING A PORTION OF THE FLORIDA EAST COAST RAILWAY RIGHT--OF--WAY AS SHOWN ON THE PLAT OF INDUSTRIAL SUBDIVISION, AS RECORDED IN PLAT BOOK 9, PAGE 5, ST. LUCIE COUNTY, FLORIDA. AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF LOT 19 OF SAID INDUSTRIAL SUBDIVISION; THENCE N86 DEGREES 22'37"W ALONG THE SOUTH LINE OF SOLD LOT 19 A DISTANCE OF 515.00 FEET; THENCE N 00 DEGREES 01' 37"W A DISTANCE OF 462.05 FEET TO THE SOUTHERLY RIGHT--OF--WAY LINE OF THE FLORIDA EAST COAST RAILWAY AND THE POINT OF BEGINNING. SAID POINT BEING ON A CURVE CONCAVE TO THE NORTHEAST, THE RADIUS POINT WHICH BEANS N57 DEGREES 57'23"E, THE RADIUS OF SAID CURVE BEING 622.96 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31 DEGREES 55'00" A DISTANCE OF 347.02 FEET TO A POINT OF TANGENCY; THENCE N 00 DEGREES 07'38"W ALONG SAID WEST RIGHT-OF-WAY LINE A DISTANCE OF 97.56 FEET; THENCE S 43 DEGREES 24'43"E A DISTANCE OF 145.96 FEET TO A POINT ON THE EAST LINE OF SAID RIGHT-OF-WAY. SAID POINT BEING A POINT OF CUSP AND BEING A POINT ON A CURVE CONCAVE TO THE NORTHEAST, THE RADIUS POINT WHICH BEARS N88 DEGREES 55'13" E, THE RADIUS OF SAID CURVE BEING 522.96 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39 DEGREES 17'23" A DISTANCE OF 358.61 FEET TO A POINT OF NON-TANGENCY; THENCE N86 DEGREES 22'37"W A DISTANCE OF 129.87 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

BEING A PORTION OF THE FLORIDA EAST COAST RAILWAY RIGHT-OF-WAY AS SHOWN ON THE PLAT OF INDUSTRIAL SUBDIVISION AS RECORDED IN PLAT BOOK 9, PAGE 5. ST LUCIE COUNTY, FLORIDA. AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS.

COMMENCE AT THE SOUTHEAST CORNER OF LOT 19 OF SAID INDUSTRIAL SUBDIVISION: THENCE N 86 DEGREES 27' 37" W. ALONG THE SOUTH LINE OF SAID LOT 19. A DISTANCE OF 515.00 FEET: THENCE N 00 DEGREES 01' 37" W A DISTANCE OF 462.05 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILWAY: THENCE S 86 DEGREES 22' 37" E A DISTANCE OF 129.87 FEET TO THE POINT OF INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF SAID FLORIDA EAST COAST RAILWAY AND THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL SAID POINT BEING IN A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 522.96 FEET, THENCE

(1) SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 437.51 FEET THROUGH A CENTRAL ANGLE OF 47 DEGREES 56' 01" TO THE WEST RIGHT-OF-WAY LINE OF OLEANDER AVE.. THENCE

(2) S 00 DEGREES 18' 37" E ALONG SAID WEST RIGHT-OF-WAY. A DISTANCE OF 20.01 FEET TO THE POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 542.96 FEET AND BEING CONCENTRIC WITH LAST DESCRIBED CURVE, THENCE

(3) WESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 473.93 FEET THROUGH A CENTRAL ANGLE OF 50 DEGREES 00' 41" TO A POINT. THENCE

(4) S 86 DEGREES 22' 37" E A DISTANCE OF 27.33' TO THE POINT OF BEGINNING

PARCEL 4:

Lot 23, LESS the South 200 feet thereof, INDUSTRIAL SUBDIVISION, in Section 28, Township 35 South, Range 40 East, as per plat thereof as recorded in Plat Book 9, Page 5, of the public records of St. Lucie County, Florida.

Parcel 5:

Commence at the Southeast corner of Lot 18, of INDUSTRIAL SUBDIVISION, as per plat thereof recorded in Plat Book 9, Page 5, of the public records of St. Lucie County, Florida; said corner being the intersection of the Northerly right-of-way line of branch line to Farmers Market 100' wide and the Westerly right-of-way line of Oleander Avenue 75' wide; thence in a Westerly direction along the arc of a curve concave to the North through the central angle of 27-degrees 53'12" and having a radius of 522.96' and a length of 254.53' to the point of beginning, said point of beginning being distant 252.03' along a bearing of North 73-degrees 27'33" West from the point of commencement; thence continuing along the same arc in a West to North direction 538.11' through a central angle of 58-degrees 57'21" to a point of CUSP; thence in a South to East direction along a line being 22' from and parallel to the centerline of the existing rails 328' more or less to a point; thence South 06-degrees 46'42" East 216.75' to the point of beginning.

ZONING CODE FOR: I-1					
	YARD SETBACKS FRONT	REAR	SIDE	BUILDING COVERAGE	BUILDING HEIGHT
PER CODE	15'	10'	10'	UNLIMITED	UNLIMITED
PROPOSED	16'	52'	10'	43%	90'-8"

ENVIRONMENTAL SITE ASSESSMENT STATEMENT				
DESCRIPTION	FOUND (YES/NO)	AGENCY CONTACT INFORMATION	MANAGEMENT PLAN (YES/NO)	RELOCATION PLAN (YES/NO)
WETLANDS	NO			
RARE HABITAT	NO			
THREATENED SPECIES	NO			
ENDANGERED SPECIES	NO			
SPECIES OF SPECIAL CONCERN	NO			
INVASIVE/EXOTIC VEGETATION	NO			
NOTE: PLEASE REFER TO THE ENVIRONMENTAL ASSESSMENT COMPLETED BY HALEY WARD ON 07-29-25.				

VERTICAL DATUM NOTE:

ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.

*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

NOTE:

THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE RIGHT-OF-WAY

GRAPHIC SCALE

50 0 25 50 100 150

(IN FEET)
1 inch = 50 ft.

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LEGEND

	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED PAVEMENT	#	PARKING STALL COUNT
			EXISTING DRAINAGE
			PROPOSED DRAINAGE PIPE

REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

NOT FOR CONSTRUCTION

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT

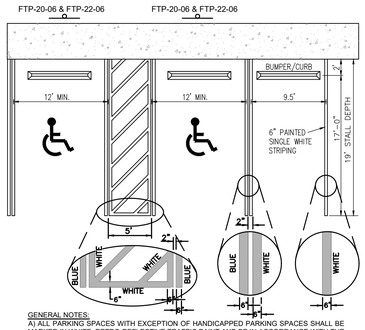
3500 ENTERPRISE RD
CITY OF FORT PIERCE, FL

TITLE

SITE PLAN

DATE	2/26/2026
SCALE	AS SHOWN
DRAWN BY	TS
DESIGNED BY	JH
CHECKED BY	PS
PROJECT No.	25-206-SP(02-26-26).DWG
DRAWING No.	SP-101
REV.	

J.R. HARRISON, P.E. (DATE)
#82270
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455



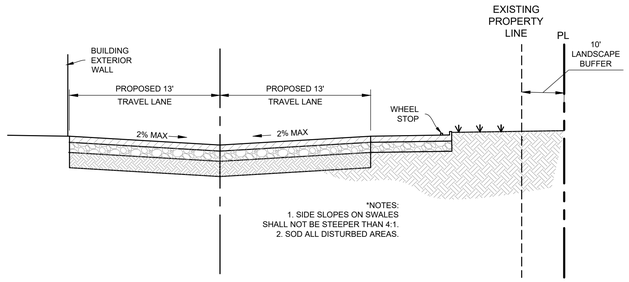
GENERAL NOTES:
A) ALL PARKING SPACES WITH EXCEPTION OF HANDICAPPED PARKING SPACES SHALL BE MARKED IN WHITE, RETRO-REFLECTIVE TRAFFIC PAINT AND BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION,2010 SECTION 710.

B) ALL HANDICAPPED PARKING SPACES SHALL BE PROPERLY SIGNED AND STRIPED IN ACCORDANCE WITH THE FDOT STANDARD INDEX 17346, FY 2017-18.

C) ALL COMPACT SPACES SHALL BE MARKED "COMPACT" ON THE STALL OR TIRE STOP.

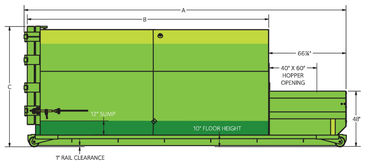
NOTES:
1. FTP 20-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
2. FTP 21-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 20-06 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.
4. FTP 22-06 IS SUPPLEMENTAL PANEL FOR THE FTP 20-06 & FTP 21-06 SIGNS.
5. HEIGHT SHALL BE 7 FEET MEASURED FROM THE GROUND OR SIDEWALK TO THE BOTTOM OF "PERMIT ONLY" SIGN OR 6 FEET TO THE BOTTOM OF "$250 FINE" SIGN.
6. REFER TO FDOT INDEX No. 711-001 FOR PAVEMENT MARKING DETAILS & FDOT INDEX No. 700-102 SIGN DETAILS PER THE LATEST FDOT DESIGN STANDARDS.

HANDICAP AND TYPICAL PARKING DETAIL
NTS



*NOTES:
1. SIDE SLOPES ON SWALES SHALL NOT BE STEEPER THAN 4:1.
2. SOD ALL DISTURBED AREAS.

TYPICAL CROSS SECTION
NTS



	A Overall Length	B Container Length	C Overall Height	Width
15 cu yds	163"	86⅛"	90"	102"
20 cu yds	203"	126¾"	90"	102"
25 cu yds	218"	141⅛"	104"	102"
30 cu yds	248"	171¾"	104"	102"
35 cu yds	278"	201⅛"	104"	102"
39 cu yds	299"	222⅛"	104"	102"

Specifications

Charge Box
- Wastequip rating–2.00 cubic yards
- Wastec rating–1.34 cubic yards
- Clear top opening–40" length x 60" width

Ram
- Face plate–½" steel with ¾" stiffener plates
- Base plate–½" flat bar with 3" structural channel
- Top plate–¼" steel plate with 5" x 3½" angle support
- Side plates–Framed with 3" structural channel
- Ram height–2600"

Compactor Head
- Floor–½" with two 6" channel supports
- Sides–½" side plates with 6" x 3" formed steel stiffener
- Top rail–6" x 3" formed steel stiffener
- Breaker bar–6" x 6" x ¾" angle steel
- Sump–12" height

Electrical
- Electric motor–5 hp TEFC (Totally Enclosed Fan Cooled)
- Solar: 50 watt PV
- Battery: 12 V sealed lead acid
- Voltage–208/230/460, 3 phase, 60 HZ (optional 575V)
- Power box–Guardian NEMA 4 rated, UL listed
- Operator control station–NEMA 4 rated 24 volt
- Automated cycle operation–turn key switch–ram extends, retracts and stops automatically

Hydraulic Specifications
- Pump–8.3/4.3 gpm HiLo
- Ram penetration–6"
- Cycle time–28–49 seconds
- Hydraulic cylinder–(2), cylinder bore–4"
- Cylinder rod–2.5"
- Hydraulic oil tank–20 gallon reservoir
- Power unit location–remote

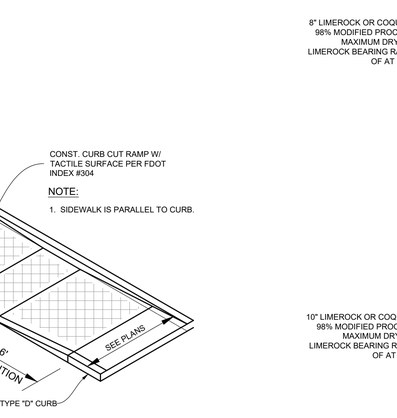
Hydraulic Performance
- **Ram face pressure:** Normal–39,800 lb., Maximum–49,500 lb.
- **Ram psi:** Normal–25.00 psi, Maximum–31.73 psi
- **Operating pressure:** Normal–1,850 psi, Maximum–2,300 psi

Container
- 7 gauge floor with 3" channel crossmember
- 6" x 2" x ¼" tube rails, 36½" I.D. between rails
- Solid steel bullnose and hook at both ends
- 4" diameter rollers, 4½" long
- Length, width and height-see chart above

STANDARD FEATURES
- External power unit
- Ground–mount or wall–mount solar panel
- Full AC–power backup
- Chargebox fullness notification system
- Low temperature oil
- Full container light

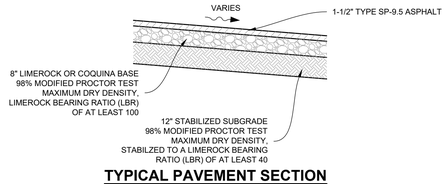
PRODUCT OPTIONS
- Customizable hoppers and chutes
- Cart dumper
- Odor control system
- Color–coded pressure gauge
- Guide rails

WASTE COMPACTOR DETAIL
NTS

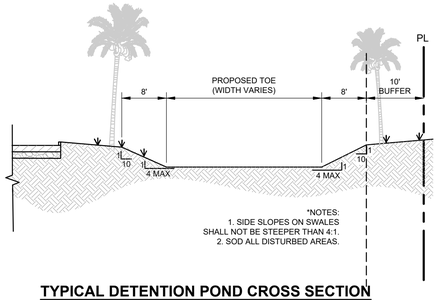


NOTE:
1. SIDEWALK IS PARALLEL TO CURB.

HANDICAP RAMP DETAIL
NTS

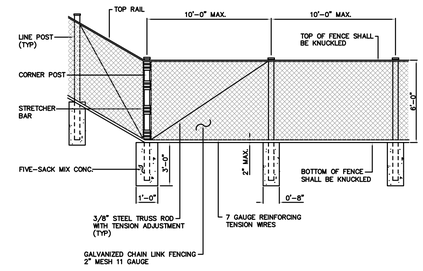


TYPICAL PAVEMENT SECTION
NTS



*NOTES:
1. SIDE SLOPES ON SWALES SHALL NOT BE STEEPER THAN 4:1.
2. SOD ALL DISTURBED AREAS.

TYPICAL DETENTION POND CROSS SECTION
NTS

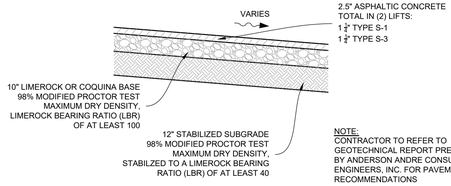


CHAIN LINK FENCE DETAIL
NTS

*NOTES:
1. ALL MATERIALS HOT-TIP GALVANIZED (EXCEPT AS NOTED)
2. SLATTED FENCES SHALL BE EITHER SOLID VINYL OR WIDE SLATS WITH NO MORE THAN 1/4" BETWEEN SLATS

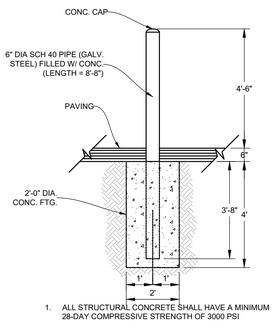
NOTE:
1. SIDEWALK IS PARALLEL TO CURB.

HANDICAP RAMP DETAIL
NTS



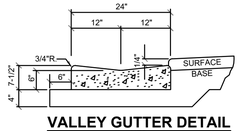
NOTE:
CONTRACTOR TO REFER TO GEOTECHNICAL REPORT PREPARED BY ANDERSON ANDRE CONSULTING ENGINEERS, INC. FOR PAVEMENT RECOMMENDATIONS

TYPICAL HEAVY PAVEMENT SECTION
NTS

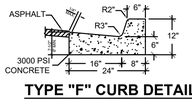


1. ALL STRUCTURAL CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3000 PSI

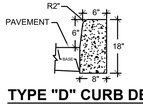
BOLLARD DETAIL
NTS



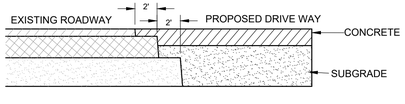
VALLEY GUTTER DETAIL
NTS



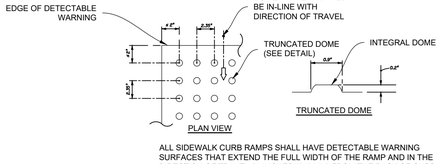
TYPE "F" CURB DETAIL
NTS



TYPE "D" CURB DETAIL
NTS



MATERIAL BENCHING DETAIL (TO EXISTING ROADWAY)
NTS



ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24 INCHES (610 MM) FROM THE BACK OF CURB

NOTES:
REFER TO FDOT INDEX 304 FOR FURTHER DETAILS
CAST IN PLACE

DETECTABLE WARNING SURFACE DETAIL
NTS

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It's fast. It's free. It's the law.

REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS
NOT FOR CONSTRUCTION

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
3320 Village Parkway, Suite 206
Port Saint Lucie, Florida 34987
772.460.2955
WWW.HALEYWARD.COM

PROJECT
3500 ENTERPRISE RD
CITY OF FORT PIERCE, FL

TITLE
SITE PLAN DETAILS

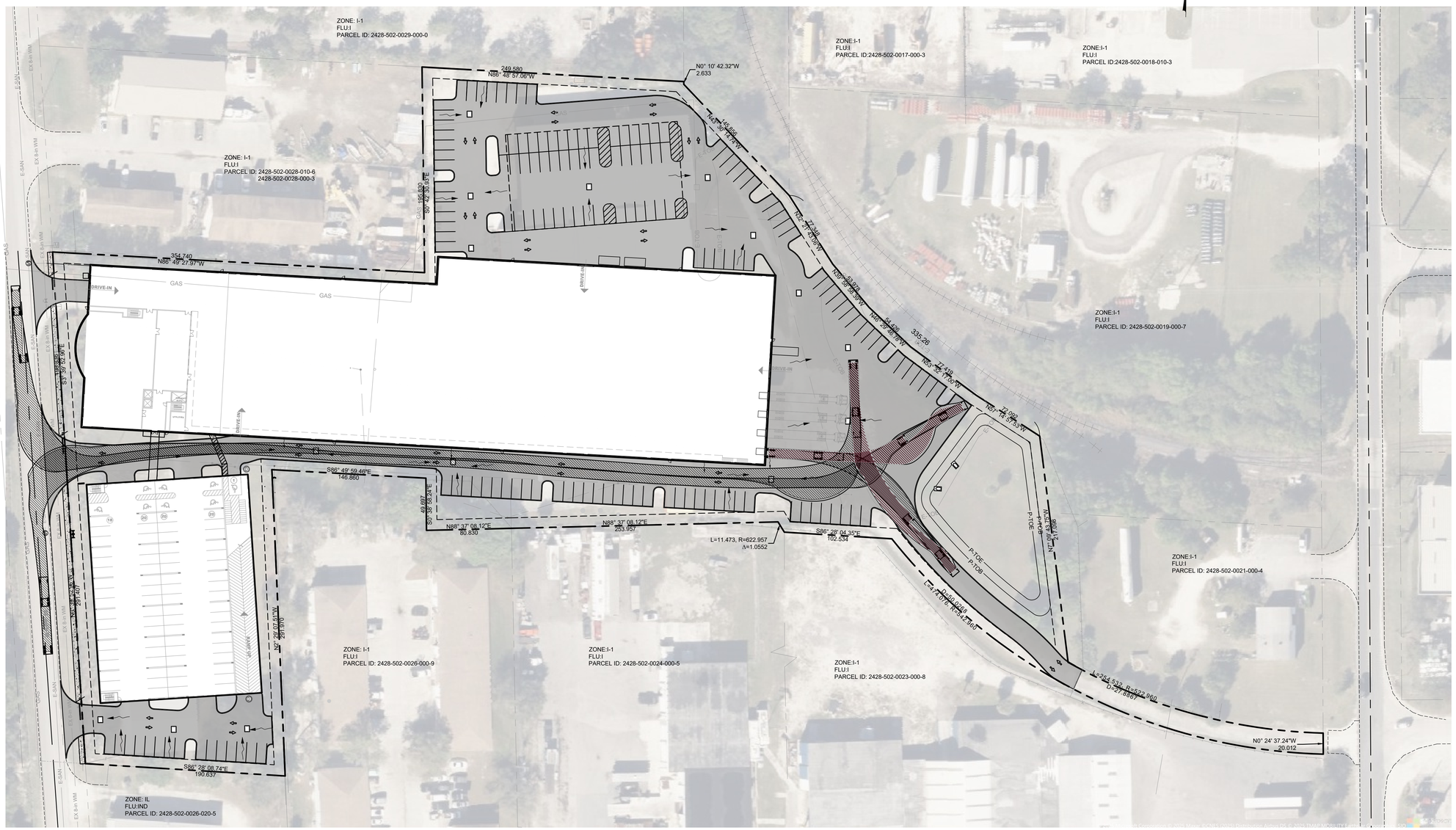
J.R. HARRISON, P.E. (DATE)
#82270
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

DATE	SCALE
2024.10.17	AS SHOWN

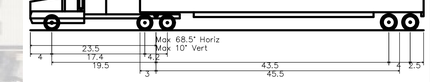
DRAWN BY	DESIGNED BY	CHECKED BY
TS	JH	PS

PROJECT No.
25-206-SP(02-26-26).DWG

DRAWING No. **SP-102** REV.



VICINITY MAP
SCALE: 1:1,000



WB-67 – Interstate Semi-Trailer

Overall Length	73.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	45.000ft

LEGEND

	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED PAVEMENT	(#)	PARKING STALL COUNT
			EXISTING DRAINAGE
			PROPOSED DRAINAGE PIPE

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REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

NOT FOR CONSTRUCTION

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT

3500 ENTERPRISE RD
CITY OF FORT PIERCE, FL

TITLE

VEHICULAR CIRCULATION ANALYSIS
WB-67 DELIVERY (NORTHBOUND)

J.R. HARRISON, P.E. (DATE)
#82270
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

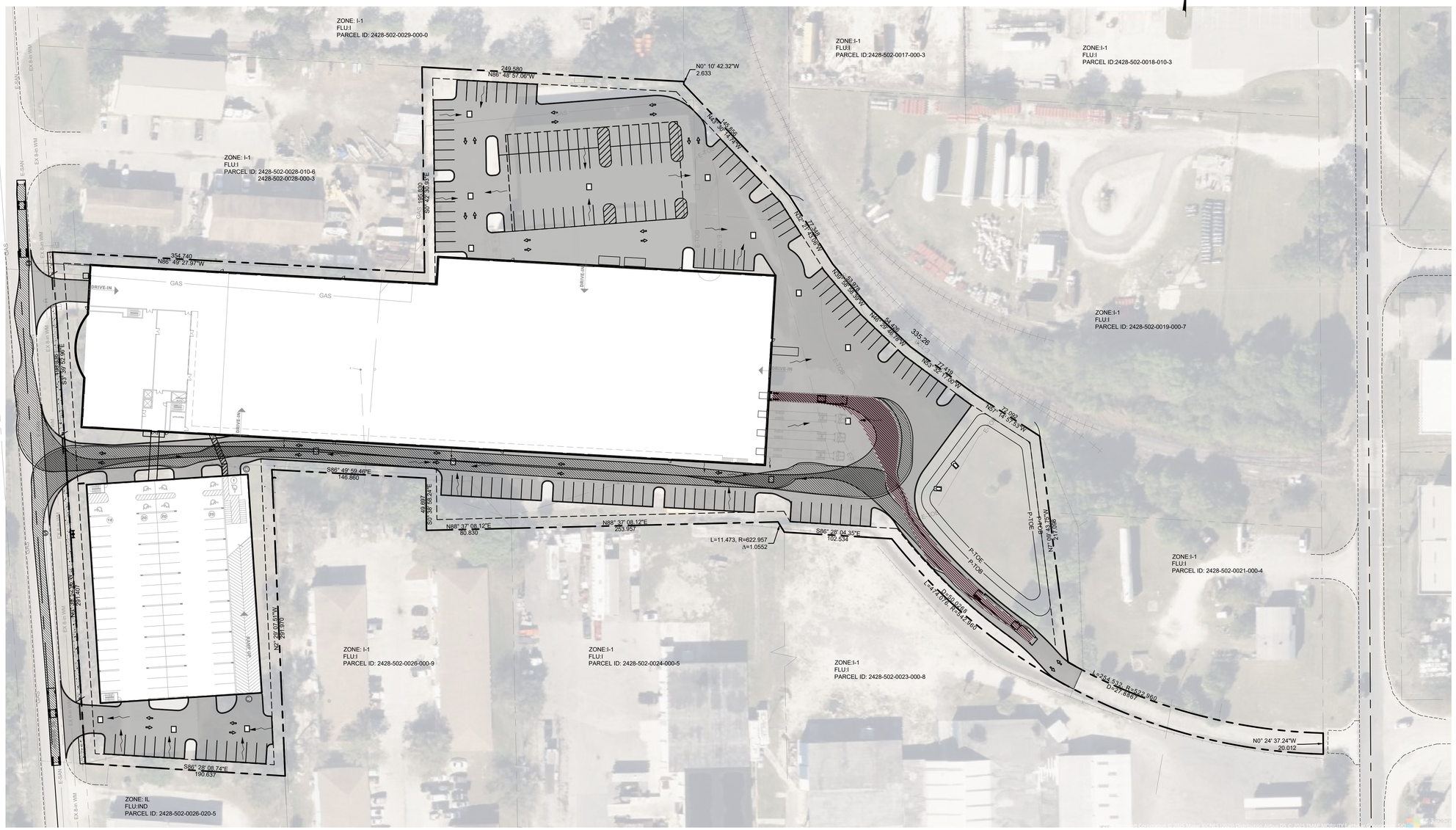
DATE	SCALE
1/23/2026	AS SHOWN

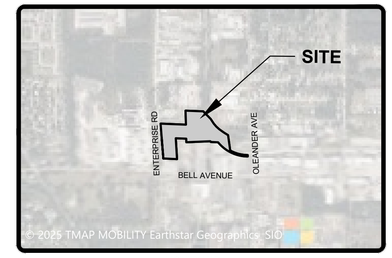
DRAWN BY	DESIGNED BY	CHECKED BY
TS	JH	PS

PROJECT No. 25-206-SP(01-23-26) -.DWG

DRAWING No. **WB-67** REV.

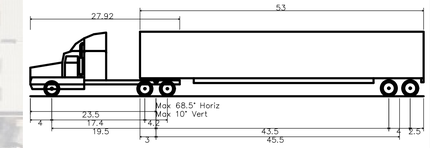
FILE LOCATION: Z:\EDC-2025\25-206 - GLUCK - INOAS 3500 ENTERPRISE ROAD\ENGINEERING\AUTOCAD\DWGS\25-206-SP(01-23-26).DWG, 2026.01.23, 3:19 PM





VICINITY MAP
SCALE: 1:1,000

GRAPHIC SCALE
50 0 25 50 100 150
(IN FEET)
1 inch = 50 ft.



WB-67 - Interstate Semi-Trailer

Overall Length	73.500ft
Overall Width	8.500ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	45.000ft

LEGEND

	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED PAVEMENT	#	PARKING STALL COUNT
			EXISTING DRAINAGE
			PROPOSED DRAINAGE PIPE

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REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

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HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT

3500 ENTERPRISE RD
CITY OF FORT PIERCE, FL

TITLE

VEHICULAR CIRCULATION ANALYSIS
WB-67 DELIVERY (NORTHBOUND)

J.R. HARRISON, P.E. (DATE)
#82270
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

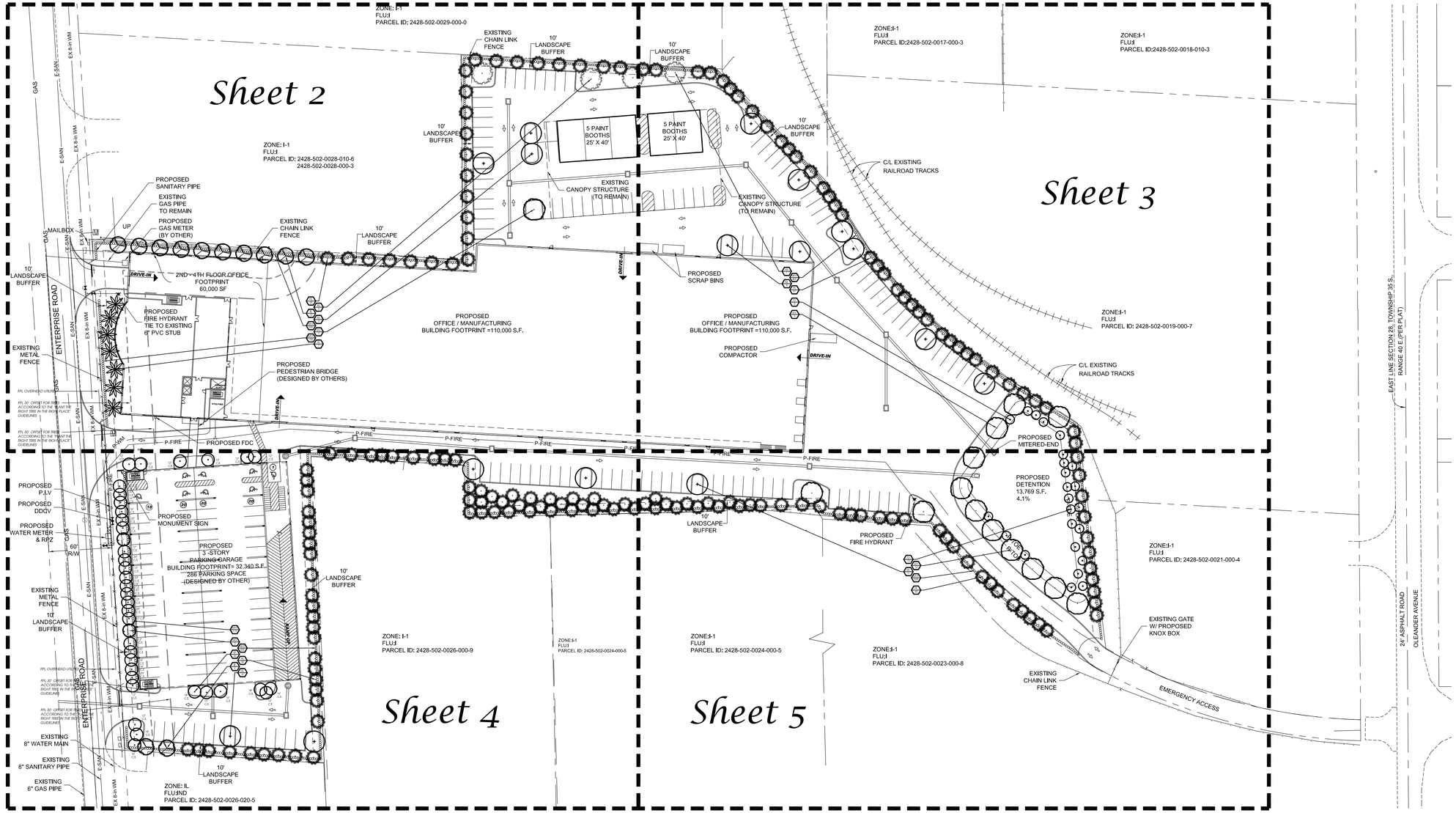
DATE	SCALE
1/23/2026	AS SHOWN

DRAWN BY	DESIGNED BY	CHECKED BY
TS	JH	PS

PROJECT No. 25-206-SP(01-23-26) -.DWG

DRAWING No. **WB-67 (2)** REV.

Sheet Legend



Landscape Plan

North
Scale: 1" = 50'
0 25' 50' 100'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LA: 0001635

3500 Enterprise Road

City of Fort Pierce, Florida

City Project Number:

Jeffrey W. Smith, RLA
Florida Registration Number:
LA 0001635

Job No.	25-1202
Drawn By	JWS
Submittal Dates	2-23-2026
Revision Dates	

Sheet L-1 of 6

ZONE: I-1
FLU:I
PARCEL ID: 2428-502-0029-000-0

ZONE: I-1
FLU:I
PARCEL ID: 2428-502-0028-010-6
2428-502-0028-000-3

EXISTING CHAIN LINK FENCE

10' LANDSCAPE BUFFER

10' LANDSCAPE BUFFER

5 PAINT BOOTHS 25' X 40'

EXISTING CANOPY STRUCTURE (TO REMAIN)

PROPOSED SANITARY PIPE

EXISTING GAS PIPE TO REMAIN

PROPOSED GAS METER (BY OTHER)

MAILBOX

UP

EXISTING CHAIN LINK FENCE

10' LANDSCAPE BUFFER

DRIVE-IN

2ND - 4TH FLOOR OFFICE FOOTPRINT 60,000 SF

10' LANDSCAPE BUFFER

ENTERPRISE ROAD

PROPOSED FIRE HYDRANT TIE TO EXISTING 6" PVC STUB

PE 25
BS 3
IE 10
IQL 3
MYR 500
OV 1
MYR 100
RE 7

PROPOSED OFFICE / MANUFACTURING BUILDING FOOTPRINT =110,000 S.F.

EXISTING METAL FENCE

PROPOSED PEDESTRIAN BRIDGE (DESIGNED BY OTHERS)

FREIGHT ELEV.

UTILITIES

DRIVE-IN

FPL OVERHEAD UTILITIES

FPL 30' OFFSET FOR TREES ACCORDING TO THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES

FPL 50' OFFSET FOR TREES ACCORDING TO THE "PLANT THE RIGHT TREE IN THE RIGHT PLACE" GUIDELINES

PROPOSED FDC

Landscape Plan

North
Scale: 1" = 20'
0 10' 20' 40'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LA: 0001635

3500 Enterprise Road
City of Fort Pierce, Florida

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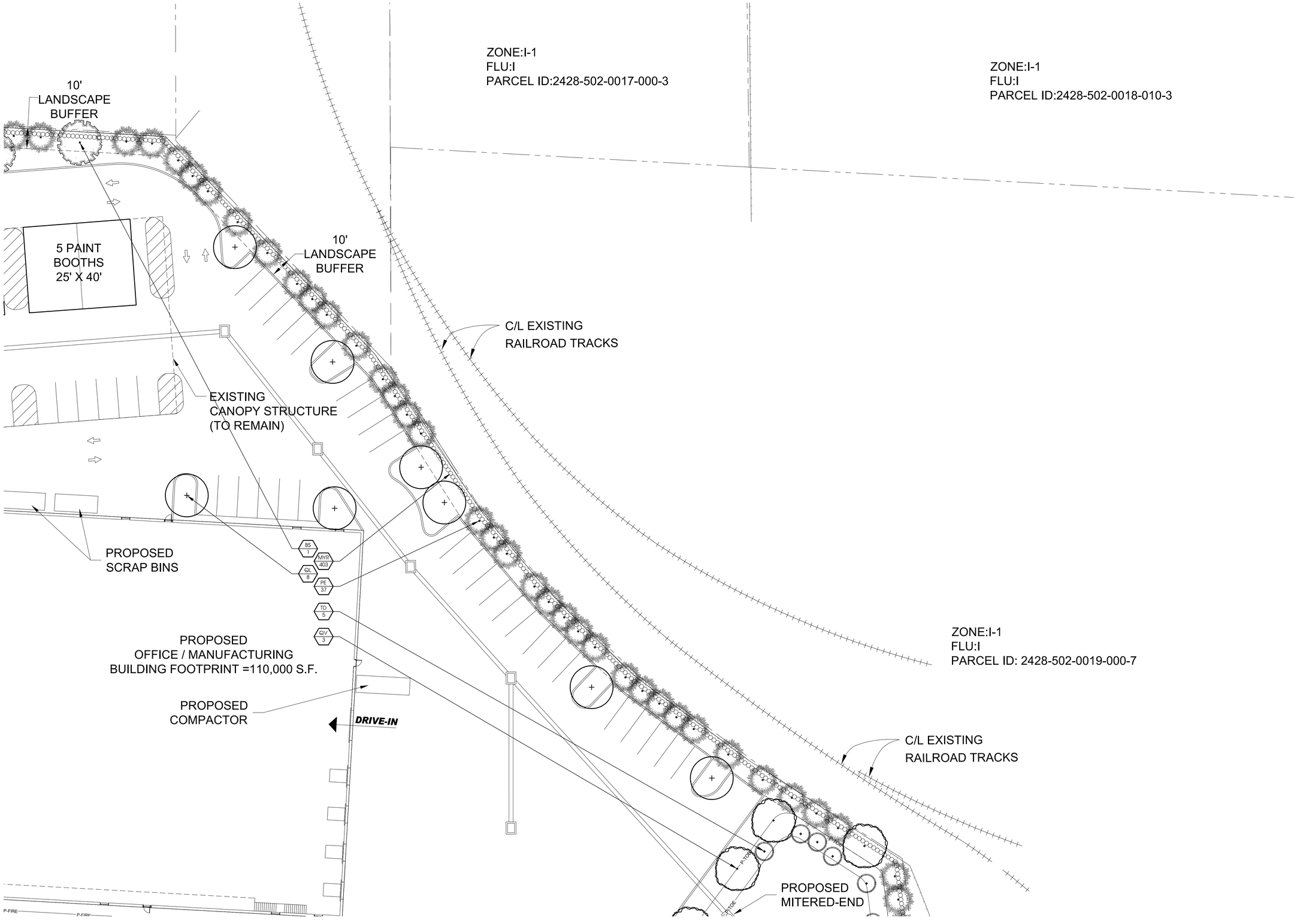
Job No. 25-1202
Drawn By JWS
Submittal Dates 2-23-2026

Revision Dates



Landscape Plan

North
Scale: 1" = 20'

0 10' 20' 40'

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Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
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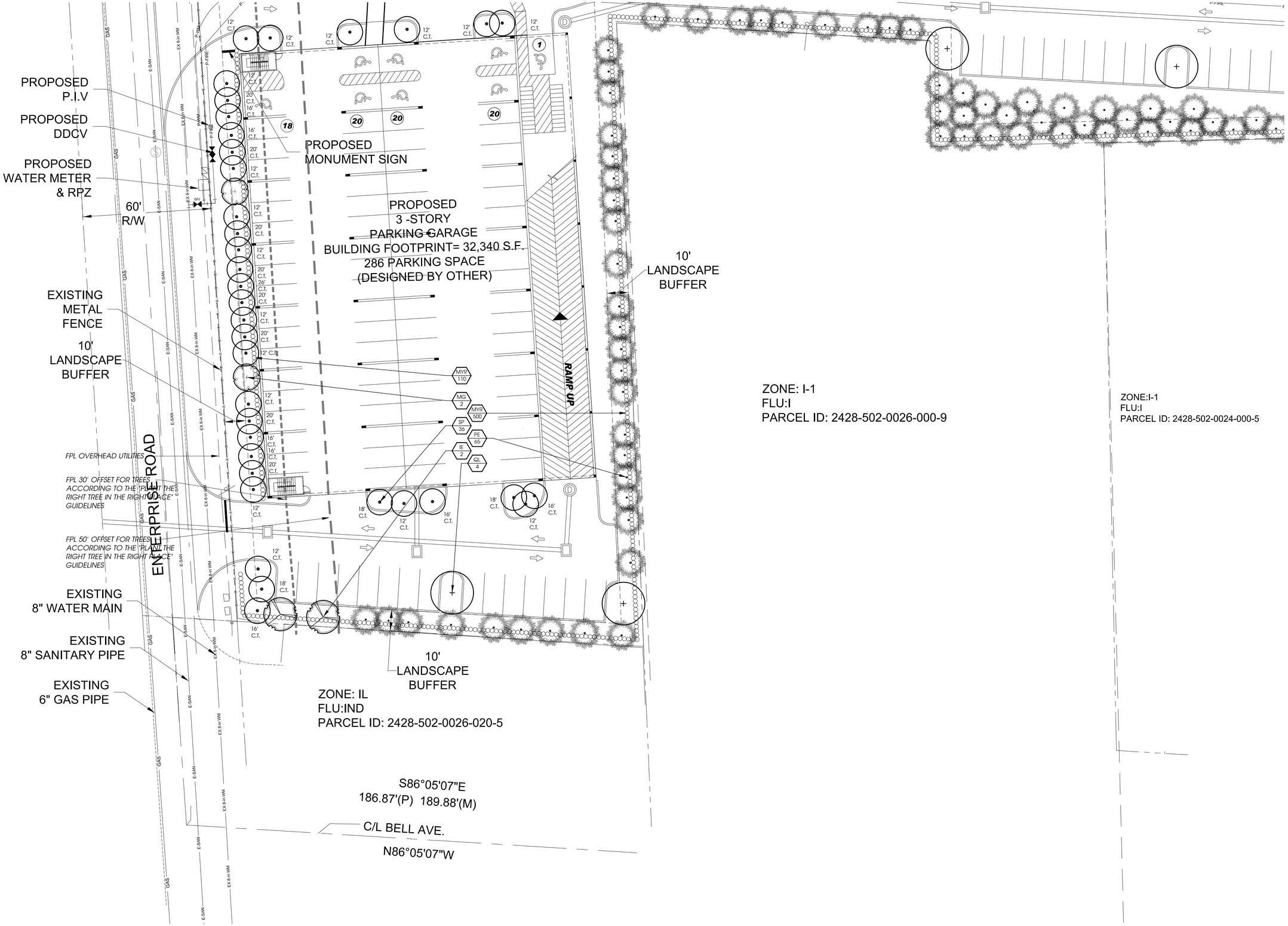
Revision Dates



Landscape Plan

North
Scale: 1" = 20'
0 10' 20' 40'

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900 East Ocean Boulevard, Suite 130d
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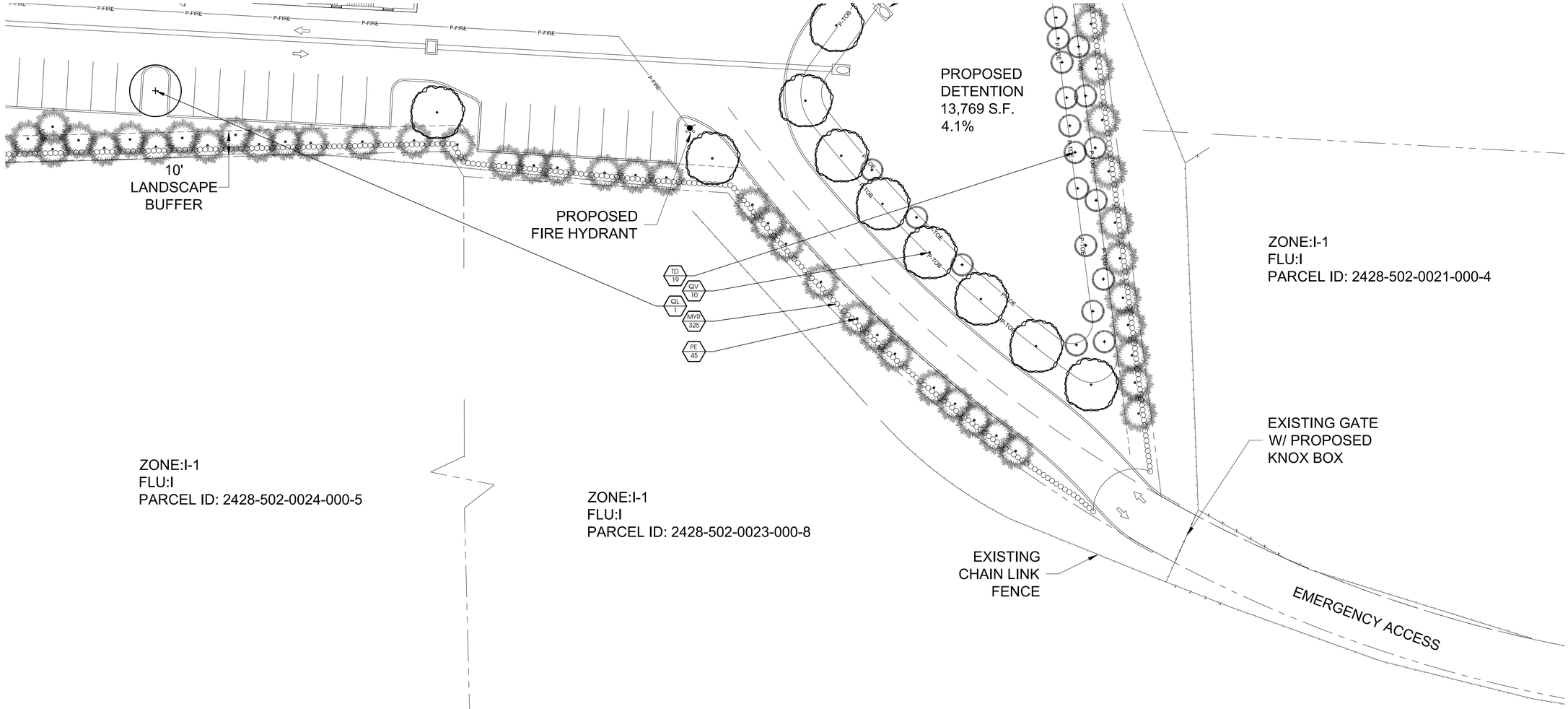
Revision Dates



Landscape Plan

North
Scale: 1" = 20'
0 10' 20' 40'

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Landscape Architecture - Site Planning
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Job No. 25-1202
Drawn By JWS
Submittal Dates 2-23-2026

Revision Dates

Landscape Specifications

1. All tree and plant material to be Florida No. 1 or better, as classified in "Grades and Standards for Nursery Plants", Part 1 and Part II, State of Florida, Dept. of Agriculture, Tallahassee. All plants not listed in "Grades and Standards for Nursery Plants" shall conform to a Florida No. 1 as to: (1) health and vitality, (2) condition of foliage, (3) root system, (4) freedom from pest or mechanical damage, (5) heavily branched and densely foliated according to the accepted normal shape of the species.
2. Undersizing or substitution of one species or cultivar for another species is a breach of contract and will be "Rejected" at the time of final landscape inspection unless approved by Landscape Architect.
3. Project Warranty: All plant material shall be warranted for a period of one (1) year after date of substantial completion against defects, including death and unsatisfactory growth, except for defects resulting from abuse or damage by others or unusual phenomena or incidents which are beyond the contractor's control.
4. Any and all conditions which the contractor feels will be detrimental to the success of the planting shall be brought to the owner or representative's attention.
5. The contractor shall verify the location of underground utilities prior to commencing work on any project area.
6. Mulch planting areas with 3" layer of Melaleuca, Eucalyptus, or Enviromulch, Cypress Mulch is NOT ACCEPTABLE. Planting beds to receive mulch throughout entire bed area.
7. All plants to be set to ultimate grade. No filling will be permitted around trunks or stems. Mulch to be kept a minimum of 2" away from trunks and stems.
8. Planting trees and shrubs: Excavate hole per planting detail, When plant is set, place additional backfill consisting of a 50% mixture of Peat humus and natural soil around the base and sides of ball, and work each layer to settle backfill and eliminate volds and air pockets, When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill, Water again after placing final layer of backfill and before installing mulch.
9. Guy and stake trees in 3 directions with galvanized wire, through flexible hose chafing guards, with wooden stake anchors immediately after planting. (See Detail)
10. Trees and shrubs shall be fertilized with a complete natural organic fertilizer with a ratio of approximately 3:0:2 or 3:0:3 (e.g. one labeled 12-0-8). Similar analysis such as 16-0-8 (4:0:2) can also be used. Fertilizers that are slow release, controlled release, sulphur coated or with nitrogen as IBDU or ureaformaldehyde have extended release period. Thirty to fifty percent of the nitrogen should be water insoluble or slow release.

Palms should receive a complete granular fertilizer formulated for palms ("Palm Special") at a rate of 5 to 8 lbs. per palm.

Agriform 20-0-5 twenty-one gram planting tablets may be substituted for granular fertilizer, If utilized, the following rates shall be utilized: Position plant in hole, Backfill halfway up the rootball, Place tablet(s) beside rootball about 1" from root tips. Do not place tablet(s) in bottom of hole,

1 Gallon 1 Tablet
3 Gallon 2 Tablets
25 Gallon & B&B Trees 2 per 1" caliper

11. All planting areas and sod to be irrigated to provide 100% coverage. Shop drawings to be submitted by the irrigation contractor for approval prior to installation.
12. Maintain trees, shrubs, and other plants by watering, cultivating, and weeding as required for healthy growth, Restore planting saucers and mulch, Tighten and repair stake and guying and reset trees and shrubs to proper grade or vertical position as required, Spray as necessary to keep trees and shrubs free of insects and disease, The contractor shall begin maintenance immediately after planting and shall continue maintenance through final acceptance when Certificate of Occupancy is issued to the General Contractor by City and project is released by the General Contractor to Client.
13. Prune trees and shrubs only to remove damaged branches as directed by the Landscape Architect.
14. Planting Lawns: Provide clean, strongly rooted, uniformly sized strips of Stenotaphrom secundatus Floritam (unless otherwise noted), machine stripped not more than 24 hours prior to laying, Grade and roll prepared lawn surface, Water thoroughly but not to create muddy soil conditions, Lay sod strips with tight joints, roll or tamp lightly, and water thoroughly.
15. Maintain positive drainage, no planting is to block drainage.
16. Drainage Testing
    Prior to planting of trees, palms, and specimen material, each planting pit shall be tested in the following manner to verify adequate drainage.
    A) Dig each planting pit to the minimum specified size,
    B) Fill the planting pit with (12") twelve inches of water, If the water level in the planting pit drops (4") four or more inches within (4) four hours, the drainage is sufficient and a drainage channel is not required. If the water level drops less than (4") four inches within the (4) four hour period, then a drainage channel is required.
    C) When a drainage channel is required, the drainage channel must extend down through the non porous soil and into porous soil. (See Drainage Testing Detail)
    D) Discard all material removed from the drainage channel.
    E) When backfilling the planting pit, add course gravel to the drainage channel. Also, care must be taken to keep the consistency of the soil mix the same throughout the planting pit.

NOTES:
1. Contractor to include drainage testing for all trees and palms in bid. If drainage is inadequate, the soil specification in item #8 above shall be revised for site conditions. Contractor shall notify the Owner and Landscape Architect of poor drainage conditions in writing and written direction will be provided to the contractor of appropriate soil mixture specification to be used.
2. All fertilizers shall meet the City of Port St, Lucie's fertilizer ordinance.

Plant List

QTY	SYM	SPECIES	COMMON NAME/DESCRIPTION	SIZE	SPACING	REMARKS	DROUGHT TOLERANCE
CANOPY / ORNAMENTAL TREES							
4	BS*	BURSERA SIMARUBA	GUMBO LIMBO	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.	HIGH
12	IE*	ILEX x ATTENUATA 'EAGLESTON'	EAGLESTON HOLLY	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.	HIGH
2	MG*	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.	HIGH
172	PE*	PINUS ELLIOTTI DENSA	SOUTH FLORIDA SLASH PINE	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.	HIGH
16	QL*	QUERCUS LAURIFOLIA	LAUREL OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.	HIGH
14	QV*	QUERCUS VIRGINIANA	LIVE OAK	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.	HIGH
24	TD*	TAXODIUM DISTICHUM	BALD CYPRESS	12' x 5', 2.5" D.B.H.	A.S.	FULL CANOPY, 5' C.T. MIN.	HIGH
PALMS							
7	RE*	ROYSTONEA ELATA	ROYAL PALM	18' G.W. / 24' C.T.	A.S.	MATCHED, THICK TRUNKS	HIGH
36	SP*	SABAL PALMETTO	SABAL PALM	SEE PLAN	A.S.	SLICK TRUNKS	HIGH
SHRUBS / GROUNDCOVERS							
1,938	MYR*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#3, 2' x 2'	2' O.C.	FULL & THICK	HIGH
	SOD-1	PASPALUM NOTATUM	BAHIA SOD			SEE SPECS	

** = Florida Native*

NOTE: D.B.H. IS MEASURED 4.5' ABOVE GRADE

Landscape Data

Vehicular Use Area Landscaping Adjacent to R.O.W. (West Buffer) 499'
Sec. 123-37(4)(b)
Trees Required = 10' Wide Landscape Strip with 1 Tree/300 s.f.
499 l.f. x 10' = 4,990 s.f. / 300 = 17 Trees
Provided = 17 Trees

Shrubs Required = Continuous Hedge @ 2' o.c.
499 l.f. / 2' o.c. = 250 Shrubs
Provided = 250 Shrubs

Vehicular Use Area Landscaping to Adjacent Property (North, South, & East Buffer) 3,376'
Sec. 123-37(6)
Trees Required = 10' Wide Landscape Strip with 1 Tree/200 s.f.
3,376 l.f. x 10' = 33,760 s.f. / 200 = 169 Trees
Provided = 169

Shrubs Required = Continuous Hedge @ 2' o.c.
3,376 l.f. / 2' o.c. = 1,688 Shrubs
Provided = 1,688 Shrubs

Interior Vehicular Use Area
Sec. 123-37(7)(a & b)
Required = 1 s.f. of interior landscaping per
15 s.f. of vehicular use area (115,562 s.f./15 = 7,704 s.f.)
Landscape Area Provided = 7,755 s.f.
Trees Required = 1 Tree/100 s.f. of Interior landscape area
115,562 s.f./15 = 7,704 s.f. / 100 = 77 Trees
Trees Provided = 77

Maximum Use of Palm Trees
Sec. 123-37(1)a)(3)
Required = Fifty (50) percent of the required trees shall be species other than palm trees
Total Trees Required = 263 Trees
Maximum Palms Allowed = 131 (263 / 2 = 131)
Total Palms Provided = 43 (36 SP + 7 RE) (16%)

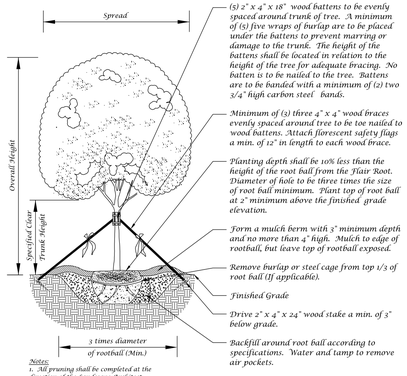
Total Trees Required = 263 Trees
Total Trees Provided = 263 Trees
244 Trees + 36 Palms @ 3:1 = 12 Trees + 7 Palms @ 1:1 = 7 Trees = 263 Trees

Total Trees Required = 263 Trees
Total Native Trees Provided = 263 (100%)

Total Palms Required = 0
Total Native Palms Provided = 43 (100%)

Total Shrubs Required = 1,938
Total Native Shrubs Provided = 1,938 (100%)

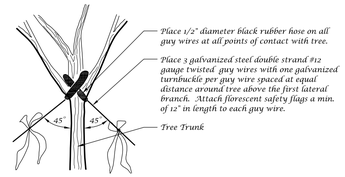
Landscape Details



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

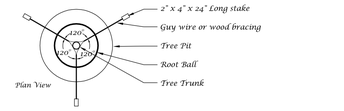
Large Tree Planting Detail (5" Caliper or Greater)

Not to Scale



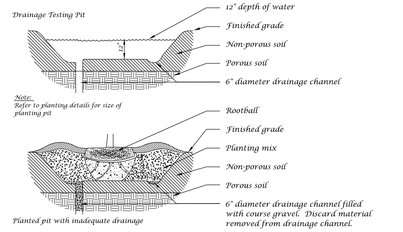
Guy Wire Attachment Detail

Not to Scale



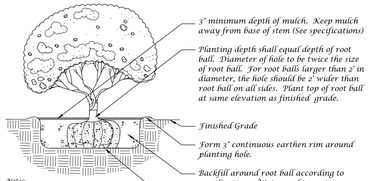
Staking Detail

Not to Scale



Drainage Testing Detail

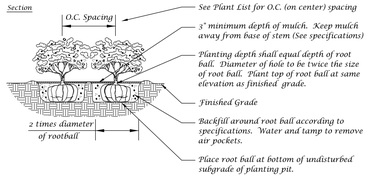
Not to Scale

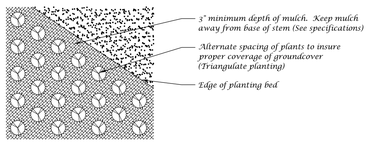


Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. Remove any container from around rootball.
3. Plant as hedge row with O.C. (on center) spacing as specified in plant list, or with triangular spacing as a mass.

Shrub Detail

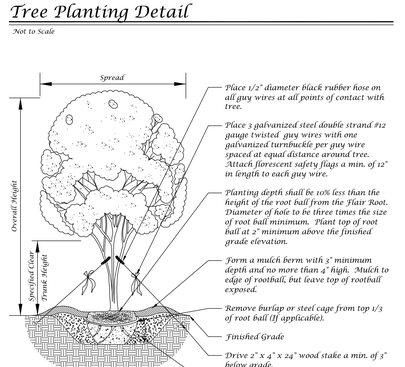
Not to Scale





Ground Cover Detail

Not to Scale



Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

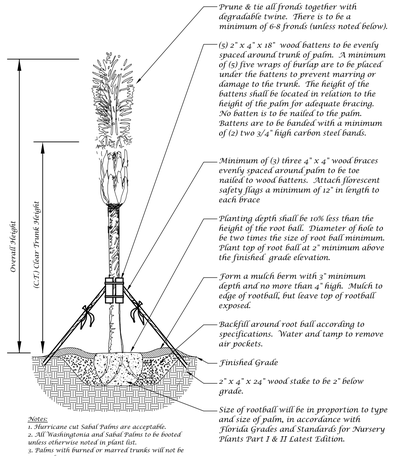
Tree Planting Detail

Not to Scale

Notes:
1. All pruning shall be completed at the direction of the Landscape Architect.
2. No nails shall be driven into tree

Multi-Trunk Tree Planting Detail

Not to Scale



Notes:
1. Hurricane cut Sabal Palms are acceptable.
2. All Washingtonia and Sabal Palms to be booted unless otherwise noted in plant list.
3. Palms with burned or marred trunks will not be accepted.

Palm Planting Detail

Not to Scale

Landscape Plan

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LA: 0001635

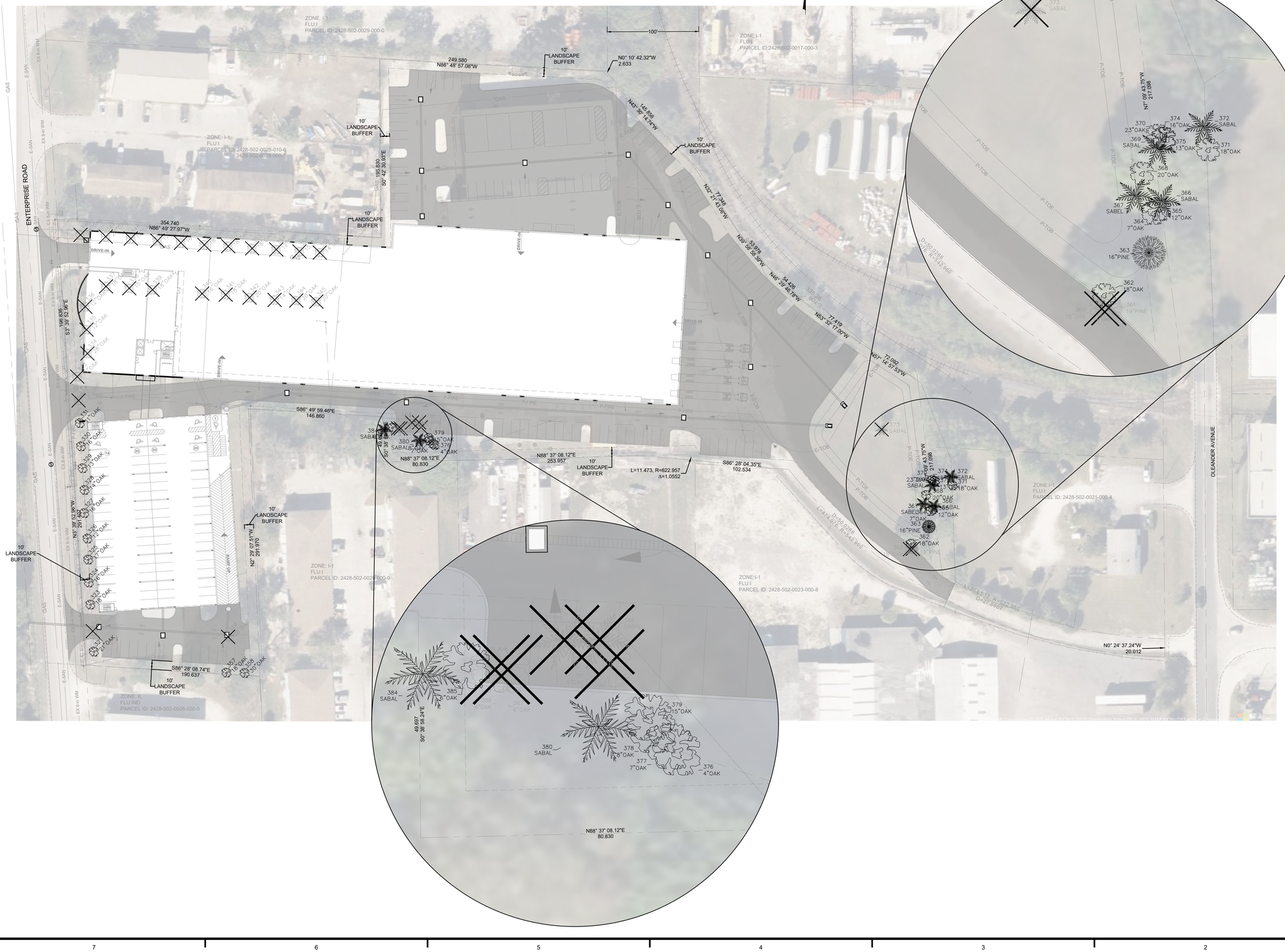
3500 E Enterprise Road
City of Fort Pierce, Florida

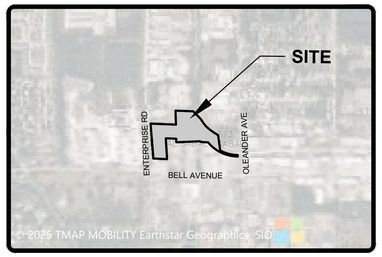
City Project Number:

Jeffrey W. Smith, RLA
Florida Registration Number:
LA 0001635

Job No. 25-1202
Drawn By JWS
Submittal Dates 2-23-2026

Revision Dates





VICINITY MAP
SCALE: 1:1,000

LEGEND	
#	EX. OAK TREE TO REMAIN # - TREE TAG
#	EX. SABAL TREE TO REMAIN # - TREE TAG
#	EX. PINE TREE TO REMAIN # - TREE TAG
#	EX. OAK TREE TO BE REMOVED. # TREE TAG.
#	EX. SABAL TREE TO BE REMOVED. # - TREE TAG.
#	EX. PINE TREE TO BE REMOVE. # - TREE TAG
#	EX. OAK OFFSITE # - TREE TAG.
#	EX. SABAL OFFSITE # - TREE TAG.
#	EX. PINE OFFSITE # - TREE TAG

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REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

NOT FOR CONSTRUCTION

HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING
LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT

3500 ENTERPRISE RD
CITY OF FORT PIERCE, FL

TITLE

TREE MITIGATION

DATE	SCALE
2/26/2026	AS SHOWN

DRAWN BY	DESIGNED BY	CHECKED BY
TS	JH	PS

PROJECT No.
25-206-SP(02-26-26).DWG

DRAWING No.
TREES

REV.

J.R. HARRISON, P.E. (DATE)
#82270
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

FILE LOCATION: Z:\EDC-2025\25-206 - GLUCK - INKAS 3500 ENTERPRISE ROAD\ENGINEERING\AUTOCAD\DWGS\25-206-SP(02-26-26).DWG, 2026.02.26, 9:24 AM

SITE TREE SUMMARY TYPE OF TREE	TOTAL # TREES	TOTAL SIZE DBH(INCHES)	PRESERVATION CREDIT	REQUIRED MITIGATION
OAK TREES PRESERVED	25	369	369	+ 369
OAK TREES TO BE REMOVED	32	550	550	- 550
PINE TREES PRESERVED	1	16	16	+ 16
PINE TREES TO BE REMOVED	1	19	19	- 19
SABAL TREES TO BE PRESERVED (RATIO 1:1)	6	N/A	+6	0
SABAL TREES TO BE REMOVED (RATIO 1:1)	3	N/A	-3	0
TOTAL # OF TREES: 68 TOTAL # OF TREES MITIGATED: 68				

TOTAL TREE MITIGATION(OAKS & PINES)
MITIGATION RATIO = 1:1 (DBH)

- 569 (TREES TO BE REMOVED)
+ 385 (TREES TO BE PRESERVED)
- 184 MITIGATION CREDITS

TOTAL PALM TREE MITIGATION

+ 6 (PALM TREES TO BE PRESERVED)
- 3 (PALM TREES TO BE REMOVED)
+ 3 MITIGATION CREDITS

TREES REMOVED	
TREE #	TYPE / D.B.H.
T-322	14"OAK"
T-332	12"OAK"
T-333	14"OAK"
T-334	28"OAK"
T-335	12"OAK"
T-336	12"OAK"
T-337	18"OAK"
T-338	15"OAK"
T-339	18"OAK"
T-340	16"OAK"
T-341	18"OAK"
T-342	20"OAK"
T-343	14"OAK"
T-344	20"OAK"
T-345	20"OAK"
T-346	24"OAK"
T-347	26"OAK"

TREES REMOVED	
TREE #	TYPE / D.B.H.
T-348	18"OAK"
T-349	12"OAK"
T-350	16"OAK"
T-351	18"OAK"
T-352	18"OAK"
T-353	18"OAK"
T-354	12"OAK"
T-355	15"OAK"
T-356	14"OAK"
T-360	18"OAK"
T-361	19"PINE"
T-381	9"OAK"
T-386	4"OAK"
T-387	6"OAK"
T-388	35"OAK"
T-389	36"OAK"

TREES PRESERVED	
TREE #	TYPE / D.B.H.
T-321	21"OAK"
T-323	18"OAK"
T-324	16"OAK"
T-325	17"OAK"
T-326	12"OAK"
T-327	16"OAK"
T-328	14"OAK"
T-329	13"OAK"
T-330	16"OAK"
T-331	11"OAK"
T-357	18"OAK"
T-358	30"OAK"
T-362	18"OAK"
T-363	16"PINE"

TREES PRESERVED	
TREE #	TYPE / D.B.H.
T-364	7"OAK"
T-365	12"OAK"
T-368	20"OAK"
T-370	23"OAK"
T-371	18"OAK"
T-374	16"OAK"
T-375	13"OAK"
T-376	4"OAK"
T-377	7"OAK"
T-378	8"OAK"
T-379	15"OAK"
T-385	6"OAK"

PALMS REMOVED	
TREE #	TYPE
T-373	SABAL
T-382	SABAL
T-383	SABAL

PALMS PRESERVED	
TREE #	TYPE
T-366	SABAL
T-367	SABEL
T-369	SABAL
T-372	SABAL
T-380	SABAL
T-384	SABAL

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REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

NOT FOR CONSTRUCTION

HALEY WARD
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LAND PLANNING | INTERIOR DESIGN
10250 Village Parkway, Suite 201
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DATE	SCALE
2/26/2026	AS SHOWN

DRAWN BY	DESIGNED BY	CHECKED BY
TS	JH	PS

PROJECT No.
25-206-SP(02-26-26).DWG

DRAWING No. **TREES (2)** REV.

INKAS SL

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	VOLT	LAMP COLOR	LUMENS	LAMP TYPE	DIM TYPE	WATTS	MOUNTING	NOTES
S1	LED SITE LUMINAIRE (TOP OF PARKING GARAGE)	MCGRAW-EDISON	GALN-SB1C-740-U-T4W-FINISH / MA1036-XX	UNV	4000K	7910	LED	0-10V	54.4	15' POLE	NOTE 1
S2	LED SITE LUMINAIRE (TOP OF PARKING GARAGE)	MCGRAW-EDISON	GALN-SB1C-740-U-5WQ-FINISH / MA1036-XX	UNV	4000K	8017	LED	0-10V	54.4	15' POLE	NOTE 1
S3	LED SITE LUMINAIRE (ROADWAY & SMALL PARKING LOT)	MCGRAW-EDISON	GALN-SB1C-740-U-SL3-FINISH-HSS / MA1036-XX	UNV	4000K	6383	LED	0-10V	54.4	20' POLE	NOTE 2
S4	LED SITE LUMINAIRE (ROADWAY & SMALL PARKING LOT)	MCGRAW-EDISON	GALN-SB1C-740-U-T3-FINISH / MA1036-XX	UNV	4000K	7931	LED	0-10V	54.4	20' POLE	NOTE 2
S5	LED SITE LUMINAIRE	MCGRAW-EDISON	GALN-SB3C-740-U-SL3-FINISH-HSS / MA1036-XX	UNV	4000K	19144	LED	0-10V	149.1	20' POLE	NOTE 2
S6	LED SITE LUMINAIRE	MCGRAW-EDISON	GALN-SB3C-740-U-T4FT-FINISH-HSS / MA1036-XX	UNV	4000K	17999	LED	0-10V	149.1	20' POLE	NOTE 2
S7	LED SITE LUMINAIRE	MCGRAW-EDISON	GALN-SB3C-740-U-5WQ-FINISH / MA1036-XX	UNV	4000K	24049	LED	0-10V	149.1	20' POLE	NOTE 2
G1	LED LUMINAIRE (CANOPY & BRIDGE)	MCGRAW-EDISON	TTN-D2-740-U-WQ-FINISH	UNV	4000K	5286	LED	0-10V	42.5	SURFACE	
W1	LED WALLPACK	MCGRAW-EDISON	GWS-SA2B-740-U-SL2-FINISH	UNV	4000K	6782	LED	0-10V	46.4	15' WALL	
W2	LED WALLPACK	MCGRAW-EDISON	GWS-SA3C-740-U-T4FT-FINISH	UNV	4000K	13474	LED	0-10V	93	20' WALL	
W3	LED WALLPACK	MCGRAW-EDISON	GWS-SA3C-740-U-T4W-FINISH	UNV	4000K	13830	LED	0-10V	93	20' WALL	
W4	LED WALLPACK (DOORS)	MCGRAW-EDISON	GKO-PB1B-740-U-DIST-FINISH	UNV	4000K	1495	LED		9.3	10' WALL	

FIXTURE SCHEDULE NOTES

GENERAL NOTE: CONFIRM FINISH

NOTE 1: FIXTURE MONTED ON 15' VALMONT ANCHOR BASE POLE MODEL #R-140830504T4-P2-COOPER FINISH

NOTE 2: FIXTURE MONTED ON 20' VALMONT ANCHOR BASE POLE MODEL #R-240840606T4-P2-COOPER FINISH

FOR QUESTIONS PERTAINING TO THIS FIXTURE SCHEDULE PLEASE CONTACT QUOTATIONS@LIGHTINGDYNAMICS.COM, (954) 344-0286

Project		Catalog #		Type	
Prepared by		Notes		Date	

McGraw-Edison

GALN Galleon II

Area / Site Luminaire

Product Features

Interactive Menu

Quick Facts

- Lumen packages range from 3,300 - 102,700 (33W - 658W)
- 22 optical distributions
- Efficacy up to 178 LPW

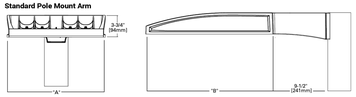
Product Certifications

Connected Systems

- Wavelinx LITE Wireless
- Wavelinx PRO Wireless
- AirMesh Wireless

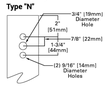
Dimensional Details

Standard Pole Mount Arm



Pole Drilling Pattern

Type "N"



Number of Light Squares	Width "A"	Housing Length "B"	Weight with Standard or QM Arm	EPA with Standard or QM Arm
1-4	16"	22"	29 lb	0.95
5-6	22"	22"	39 lb	0.95
7-9	22"	28-1/8"	48 lb	1.1

NOTES: For arm selection requirements and additional line art, see Mounting Details section.

NOTES:
1. SSA Certified (3000K CCT and warmer only, fixed mounting options)

COOPER Lighting Solutions, a Signify business

PS500052EN page 1
October 25, 2025 7:03 PM

valmont STRUCTURES

8' to 16' ROUND TAPERED ALUMINUM 4-Bolt Anchor Base

Poles - Aluminum

RTA / 4-Bolt Anchor Base

8' to 16'

Job Name:	Client Name:
Job Location - City: State:	Created By: Date:
Product: Quote:	Customer Approval: Date:

SPECIFICATIONS

Pole - The pole shaft is spun from seamless alloy aluminum.

Pole Top - A pole top tenon is provided for top mount luminaire and/or bracket. A removable pole cap is available for poles receiving drilling patterns for side-mount luminaire arm assemblies.

Handhole - A covered handhole with hardware and grounding provision are provided.

Base Cover - Optional Dart Square-2T cast and decorative base covers available as special order.

Anchor Base - The anchor base is cast from 356 alloy aluminum. The completed assembly is heat-treated to a T6 temper. Aluminum nut covers are included with anchor base unless otherwise specified.

Anchor Bolts - Anchor bolts conform to ASTM F1554 Grade 55 and are provided with two hex nuts and two flat washers. Bolts have an "L" bend on one end and are galvanized a minimum of 12" on the threaded end.

Finish - The standard finish for the pole assembly and components is satin brushed, natural anodize, duranodic or polyester powder applied coating in accordance with Valmont's Specifications. Additional finish options available upon request.

Design Criteria - Please reference Design Criteria Specification for appropriate design conditions.

VALMONT INDUSTRIES, INC. 28800 IDA STREET, PO BOX 358 - VALLEY, NE 68064 USA 800.825.6668 VALMONTSTRUCTURES.COM

ELECTRICAL SPECIFICATIONS

PART 1 – GENERAL

A. THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL NEW ELECTRICAL WORK INDICATED. CONSTRUCTION SHALL BE IN ACCORDANCE WITH DRAWINGS AND APPLICABLE SPECIFICATIONS. IF A PROBLEM IS ENCOUNTERED IN COMPLYING WITH THIS REQUIREMENT, CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER AS SOON AS POSSIBLE AFTER DISCOVERY OF THE PROBLEM AND SHALL NOT PROCEED WITH THAT PORTION OF THE WORK UNTIL ARCHITECT/ENGINEER HAS DIRECTED CORRECTIVE ACTION TO BE TAKEN.
B. THE CONTRACTOR SHALL VISIT THE JOB SITE PRIOR TO BID AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS AFFECTING ELECTRICAL AND COMMUNICATIONS INSTALLATION AND MAKE PROVISIONS AS TO THE COST THEREOF.
C. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRIC CODE (AS ADOPTED BY THE AUTHORITY HAVING JURISDICTION) AND ALL CODES AND ORDINANCES OF THE AUTHORITY HAVING JURISDICTION. THE SPECIFICATION, CODES AND STANDARDS LISTED BELOW ARE UTILIZED IN THIS PROJECT.
   1. NATIONAL ELECTRICAL CODE (NFPA–70, 2023 EDITION)
   2. CODE FOR SAFETY TO LIFE (NFPA_101, 2021 EDITION)
   3. STANDARD FOR THE INSTALLATION, MAINTENANCE AND USE OF LOCAL PROTECTIVE SIGNALING SYSTEMS (NFPA–72, 2019 EDITION)
   4. UNDERWRITERS' LABORATORIES (UL)
   5. NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION (NEMA)
   6. AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)
   7. FEDERAL SPECIFICATION (FED. SPEC.)
   8. INSULATED POWER CABLE ENGINEERS ASSOCIATION (IPCEA)
   9. FLORIDA BUILDING CODE. FBC 2023 EDITION
   10. INSTITUTE OF ELECTRICAL AND ELECTRONIC ENGINEERS (IEEE)
   11. CITY OF FORT PIERCE BUILDING CODE. (AMENDMENTS TO FLORIDA BUILDING CODE FBC 2023)
   12. ADDITIONALLY, DESIGNS, WORK PRACTICES AND CONDITIONS MUST CONFORM WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (OSHA)
D. DO NOT SCALE THE ELECTRICAL DRAWINGS. REFER TO ARCHITECTURAL PLANS AND ELEVATIONS FOR EXACT LOCATION OF ALL EQUIPMENT. CONFIRM WITH OWNER'S REPRESENTATIVE.
E. IT IS NOT THE INTENT OF THESE PLANS TO SHOW EVERY MINOR DETAIL OF CONSTRUCTION. THE CONTRACTOR IS EXPECTED TO FURNISH AND INSTALL ALL ITEMS FOR A COMPLETE ELECTRICAL SYSTEM AND PROVIDE ALL REQUIREMENTS NECESSARY FOR EQUIPMENT TO BE PLACED IN PROPER WORKING ORDER.
F. CONTRACTOR SHALL GUARANTEE ALL MATERIALS AND WORKMANSHIP FREE FROM DEFECTS FROM A PERIOD OF NOT LESS THAN ONE YEAR FROM DATE OF ACCEPTANCE.
G. CORRECTION OF ANY DEFECTS SHALL BE COMPLETED WITHOUT ADDITIONAL CHARGE AND SHALL INCLUDE REPLACEMENT OR REPAIR OF ANY OTHER PHASE OF THE INSTALLATION WHICH MAY HAVE BEEN DAMAGED THERE BY.
H. ALL REQUIRED INSURANCE SHALL BE PROVIDED FOR PROTECTION AGAINST PUBLIC LIABILITY AND PROPERTY DAMAGE FOR THE DURATION OF THE WORK. CONTRACTOR SHALL PAY FOR ALL PERMITS, FEES, INSPECTIONS AND TESTING. CONTRACTOR TO OBTAIN PERMIT AND APPROVED SUBMITTALS PRIOR TO BEGINNING WORK OR ORDERING EQUIPMENT. THE TERM "PROVIDE" USED IN THE CONSTRUCTION DOCUMENTS AND SPECIFICATIONS SHALL MEAN THAT THE CONTRACTOR IS TO FURNISH, INSTALL AND CONNECT COMPLETE.

PART 2 – PRODUCTS

A. MINIMUM WIRE SIZE SHALL BE #12 A.W.G. (EXCEPT AS NOTED OTHERWISE FOR CONTROL WIRING). ALL CONDUCTORS SHALL BE 98% CONDUCTIVITY, COPPER WITH "THHN–THWN" INSULATION UNLESS OTHERWISE NOTED.
B. ELECTRICAL METALLIC TUBING (EMT) SHALL BE OF BEST QUALITY STEEL, SMOOTH INSIDE AND OUT AND SHALL BE HOT–DIPPED GALVANIZED.
C. OUTLET BOXES SHALL BE PRESSED STEEL IN DRY LOCATIONS, CAST ALLOY WITH THREADED HUBS IN WET OR DAMP LOCATIONS AND SPECIAL ENCLOSURES FOR OTHER CLASSIFIED AREAS.
D. RIGID NONMETALIC CONDUIT SHALL BE SCHEDULE 40 PVC.
E. ALL MATERIALS SHALL BE NEW AND BEAR UNDERWRITERS' LABELS WHERE APPLICABLE.
F. PANELBOARDS:
   1. CURRENT CARRYING BUSES SHALL BE COPPER. GROUND BUS BARS SHALL BE COPPER.
   2. ALL CIRCUIT BREAKERS SHALL BE BOLT ON. PLUG–IN BREAKERS ARE NOT ACCEPTABLE.
   3. CIRCUIT BREAKERS USED AS SWITCHES IN FLUORESCENT OR HID LIGHTING CIRCUITS SHALL BE LISTED AND MARKED "SWD"
   4. ALL CIRCUIT BREAKERS FEEDING MECHANICAL EQUIPMENT SHALL BE HACR TYPE.
   5. A.I.C. RATINGS SHALL BE AS INDICATED ON PANELBOARD SCHEDULES.
   6. ALL PANELBOARDS SHALL BE FURNISHED WITH PLASTIC LAMINATE NAMEPLATES WITH 1/4" ENGRAVED LETTERING FOR PANEL IDENTIFICATION.
   7. ALL PANELBOARDS SHALL BE PROVIDED WITH TYPE–WRITTEN DIRECTORY OF BRANCH CIRCUIT DESIGNATIONS.
G. DISCONNECT SWITCHES SHALL BE H.P. RATED, HEAVY DUTY, QUICK–MAKE, QUICK–BREAK. ENCLOSURES SHALL BE NEMA–1 FOR INDOOR LOCATIONS, NEMA 3R FOR OUTDOOR LOCATIONSOR AS OTHERWISE NOTED.
H. MOTOR STARTERS SHALL BE MANUAL OR MAGNETIC AS INDICATED ON THE ELECTRICAL DRAWINGS, WITH OVERLOAD RELAYS IN EACH PHASE.
   WIRING DEVICES (GENERAL PURPOSE RECEPTACLES AND WALL SWITCHES) COLOR SHALL BE COORDINATED WITH CLIENT.

PART 3 – EXECUTION

A. COLOR CODING OF CONDUCTORS SHALL BE AS FOLLOWS:
   1. 208/120 VOLTS, 3 PHASE, 4–WIRE SYSTEM: UNGROUNDED CONDUCTORS: 1 BLACK, 1 RED AND 1 BLUE. GROUNDED (NEUTRAL) CONDUCTOR; WHITE. GROUNDING CONDUCTORS SHALL BE GREEN.
   2. 480/277 VOLT, 3–PHASE, 4–WIRE SYSTEM: UNGROUNDED CONDUCTORS: 1 BROWN, 1 YELLOW, AND 1 PURPLE. GROUNDED (NEUTRAL) CONDUCTORS; GREY. GROUNDING CONDUCTORS SHALL BE GREEN.
   3. BRANCH CIRCUIT WIRING (#6 AND SMALLER) SHALL BE COLOR CODED BY CONTINUOUS INSULATION COLOR AND FEEDERS AND SERVICES (#4 AND LARGER) SHALL BE CODED AT ALL JUNCTION OR PULL POINTS (EXCEPT LB'S OR LBD'S) USING COLOR MARKERS OR PLASTIC TAPE MANUFACTURED FOR THE PURPOSE.
I.
B. WIRING METHODS
   1. ALL CONDUCTORS SHALL BE INSTALLED IN ELECTRICAL METALLIC TUBING (EMT) UNLESS OTHERWISE NOTED, SPECIFIED OR AS SPECIFICALLY PROHIBITED BY THE AUTHORITY HAVING JURISDICTION. ALL FITTINGS AND COUPLINGS FOR EMT CONDUIT SHALL BE ALL STEEL RAIN TIGHT COMPRESSION TYPE OR ALL STEEL CONCRETE TIGHT SET SCREW TYPE.
   2. SCHEDULE 40 PVC CONDUIT, WITH FITTINGS AND COUPLINGS APPROPRIATE FOR THE USE, SHALL BE INSTALLED UNDERGROUND OR BELOW SLABS ON GRADE.
   3. TYPE MC CABLE WITH ALUMINUM ARMOR AND INTERNAL GROUND IS ACCEPTABLE FOR USE AS GENERAL BRANCH CIRCUIT WIRING FOR CIRCUITS 20 AMPERES OR LESS AND CONCEALED IN WALLS OR ABOVE SUSPENDED CEILING AND AS APPROVED BY THE AUTHORITY HAVING JURISDICTION.
C. ELECTRICAL SYSTEM SHALL BE COMPLETE AND EFFECTIVELY GROUNDED AS REQUIRED BY THE LATEST EDITION OF THE N.E.C. AND LOCAL CODES.
D. ALL WORK SHALL BE PERFORMED BY A LICENSED ELECTRICAL CONTRACTOR IN A FIRST CLASS WORKMANLIKE MANNER. THE COMPLETED SYSTEM SHALL BE FULLY OPERATIVE AND ACCEPTED BY ENGINEER/ARCHITECT.
E. ALL WORK SHALL BE COORDINATED WITH OTHER TRADES TO AVOID INTERFERENCE WITH THE PROGRESS OF CONSTRUCTION.
F. THE ELECTRICAL INSTALLATION SHALL MEET ALL STANDARD REQUIREMENTS OF POWER AND TELEPHONE COMPANIES, AND SHALL BE FULLY COORDINATED WITH THEM PRIOR TO COMMENCEMENT OF WORK.
G. PROVIDE AND INSTALL CONDUIT, CONDUCTORS, PULL WIRES, BOXES, COVER PLATES, AND WIRING DEVICES, FOR ALL OUTLETS AS INDICATED.
H. MATERIALS, PRODUCTS, AND EQUIPMENT, INCLUDING ALL COMPONENTS THEREOF, SHALL BE NEW AND SUCH AS APPEAR ON THE UL LIST OF APPROVED ITEMS AND SHALL MEET OR EXCEED THE REQUIREMENTS OF NEC, NEMA, AND IECE.
I. CONTRACTOR SHALL SUBMIT AT LEAST FIVE (5) SETS OF SHOP DRAWINGS OR CUT SHEETS OF LIGHTING FIXTURES, SWITCHES, AND OTHER ELECTRICAL ITEMS FOR APPROVAL BY ENGINEER/ARCHITECT.
J. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CUTTING AND PATCHING REQUIRED OF HIS WORK.
K. ALL LAY–IN LIGHTING FIXTURES SHALL BE SECURED TO THE SUSPENDED CEILING GRID AT EACH CORNER.
L. CONTRACTOR SHALL COORDINATE WITH MECHANICAL DRAWINGS AND PROVIDE ALL NECESSARY CONTROL WIRING.
M. ALL ELECTRICAL POWER WIRING FOR THE HVAC SYSTEM INCLUDING WIRING THRU LINE VOLTAGE CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF THE ELECTRICAL CONTRACTOR.

N. THE CONTRACTOR SHALL CONFIRM WITH THE ELECTRICAL UTILITY COMPANY ANY AND ALL REQUIREMENTS SUCH AS: METERING EQUIPMENT REQUIREMENTS AND METERING EQUIPMENT LOCATION, TRANSFORMER SIZE AND LOCATION OR SERVICE POINT, CONDUIT ENTRY AND LUG SIZE RESTRICTIONS. THE CONTRACTOR SHALL SCHEDULE ALL REQUIRED DOWN TIME FOR THE OWNERS CONFIRMATION. ANY CONFLICTS AND DESCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE
O. PROCEEDING WITH ANY WORK.
   PER NEC 210.8(B)(2) ALL 15– AND 20–AMPERE, 125–VOLT RECEPTACLES IN NONDWELLING–TYPE KITCHENS TO BE GFCI PROTECTED.

BRANCH CIRCUIT CONDUCTORS SHALL BE SIZED FOR A MAXIMUM VOLTAGE DROP OF 3% DESIGN LOAD. FBC 2023 FBC ENERGY CONSERVATION SECTION 405.7.3.

Q. FEEDER CONDUCTORS SHALL BE SIZED FOR A MAXIMUM OF 2% VOLTAGE DROP PER 405.7.3.

ELECTRICAL SHEET INDEX

date	revision	
		1

KAMM Consulting
485 Argle Road
Port Pierce, Florida 34950
Phone 772.924.9656 Fax 772.595.1745
www.kammconsulting.com
Certification of Authorization #8189
PRINCIPAL
Brady T. Brown
Florida License #58252

date

signed

project title:
3500 ENTERPRISE RD COMMERCIAL DEVELOPMENT
FORT PIERCE, FL

sheet title:
ELECTRICAL NOTES

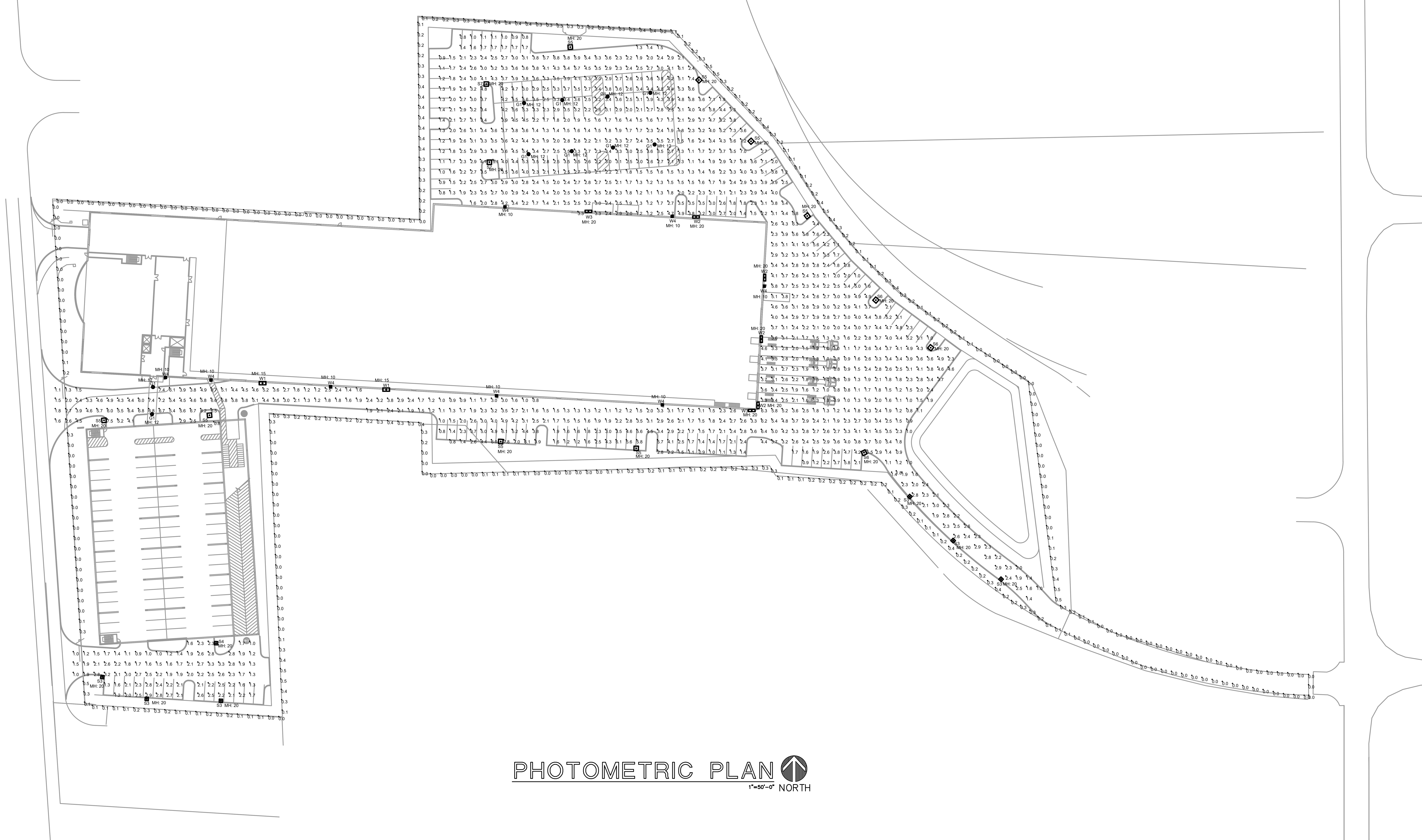
proj. no.:	2026–0065
project manager:	DM
checked by:	BB
scale:	AS NOTED
date:	–

sheet
E0.1
project

PERMIT ISSUED	-
CONSTRUCTION ISSUED	-

Photometrics Calculation Software Generated Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Lum. Lumens	Arr. Lum. Lumens	LLF	Lum. Watts	Arr. Watts
	10	G1	Single	5286	5286	0.900	42.5	42.5
	6	S3	Single	6383	6383	0.900	54.4	54.4
	1	S4	Single	7931	7931	0.900	54.4	54.4
	8	S5	Single	19144	19144	0.900	149.1	149.1
	3	S6	Single	17999	17999	0.900	149.1	149.1
	2	S7	Single	24046	24046	0.900	149.1	149.1
	2	W1	Single	6782	6782	0.900	46.4	46.4
	4	W2	Single	13474	13474	0.900	93	93
	2	W3	Single	13830	13830	0.900	93	93
	8	W4	Single	1495	1495	0.900	9.3	9.3

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
DRIVEWAY	Illuminance	Fc	2.21	3.0	1.0	2.21	3.00
PARKING LOT	Illuminance	Fc	2.90	7.8	0.8	3.63	9.75
PROPERTY LINE	Illuminance	Fc	0.13	0.5	0.0	N.A.	N.A.
SMALL PARKING LOT	Illuminance	Fc	2.02	3.3	0.9	2.24	3.67



PHOTOMETRIC PLAN

1"=50'-0" NORTH

PERMIT ISSUED	-
CONSTRUCTION ISSUED	-

date

revision

KAMM Consulting

405 Angle Road
Fort Pierce, Florida 34950
Phone 772.924.9656 Fax 772.595.1745
DMILLAR@kammconsulting.com
Certification of Authorization #8189

PRINCIPAL
Bradly L Brown
Florida License #58232

date -

signed

project title:
3500 ENTERPRISE RD COMMERCIAL DEVELOPMENT
FORT PIERCE, FL

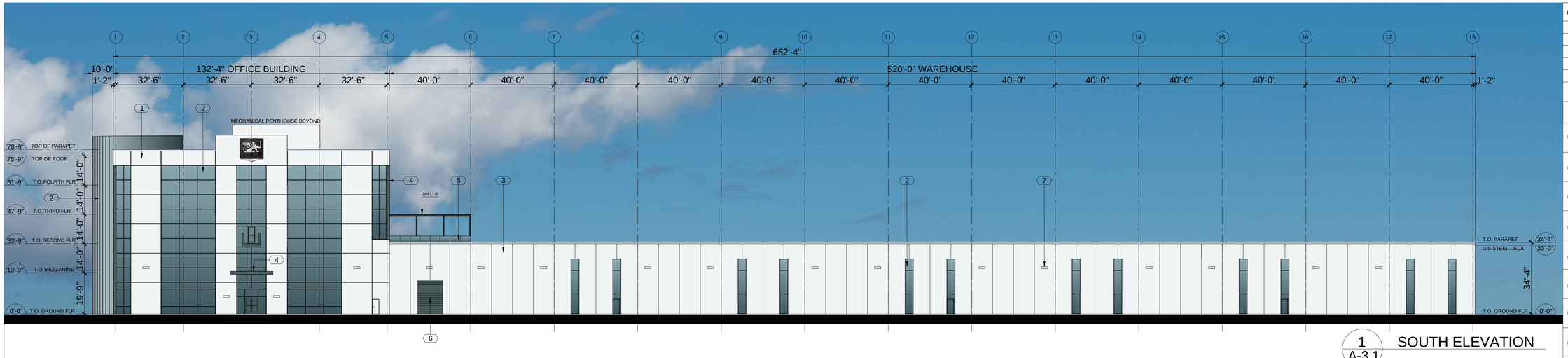
sheet title:
PHOTOMETRIC PLAN

projt. no.:	2026-0065
project manager:	DM
checked by:	BB
scale:	AS NOTED
date:	–

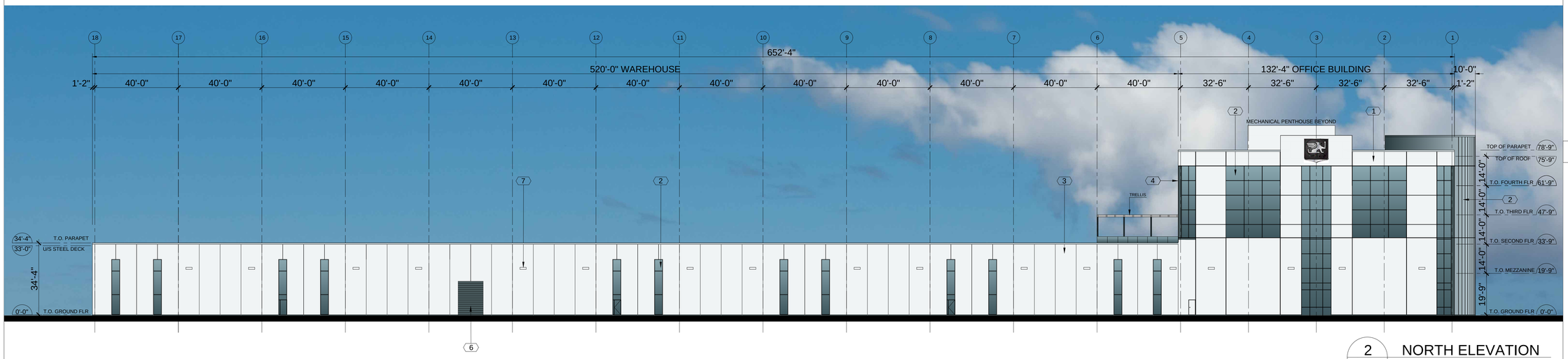
sheet

E1.1

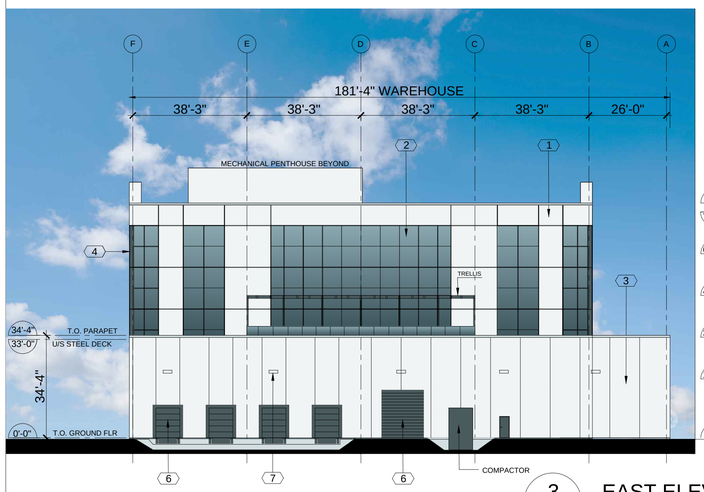
project



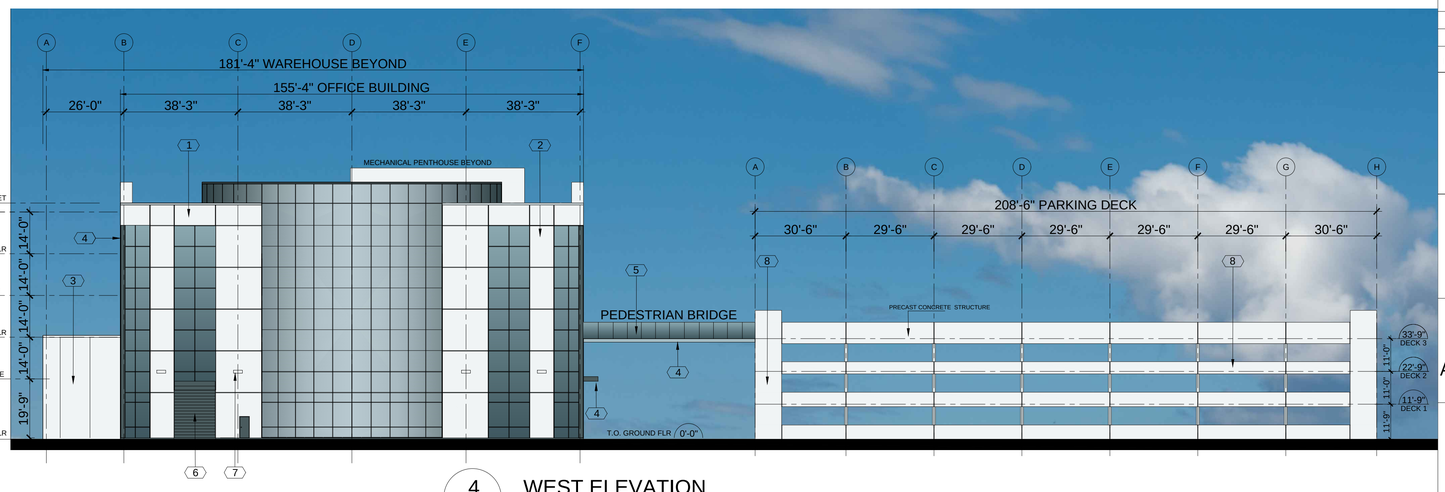
1 A-3.1 SOUTH ELEVATION



2 A-3.1 NORTH ELEVATION



3 A-3.1 EAST ELEVATION



4 A-3.1 WEST ELEVATION

NO.	ISSUED	BY	DATE
1	FOR SITE PLAN SUBMISSION	KK	FEB 05,2026

DIGITAL COLOR BOARD

1	ARCHITECTURAL PRECAST PANELS WHITE EXPOSED AGGREGATE
2	TINTED GREY GLAZING IN BLACK ANODIZED ALUMINUM FRAMES
3	INSULATED TILT UP CONCRETE PANELS WHITE FINISH
4	ACM CLADDING - CHARCOAL GREY
5	ROOF TOP TERRACE GLASS GUARDRAIL
6	DOORS & FRAMES (PAINTED CHARCOAL GREY)
7	WALL LIGHTS (CHARCOAL GREY)
8	PRECAST CONCRETE PARKING STRUCTURE LIGHT GREY

SIGN DETAIL

NO.	REVISED	BY	DATE

GLUCK PARTNERSHIP ARCHITECTS INC.
9 MAGPIE CRESCENT,
TORONTO, ON M2L 2E6
TEL 416 498 0201

INDUSTRIAL BUILDING

3500 ENTERPRISE RD, FORT PIERCE, FL

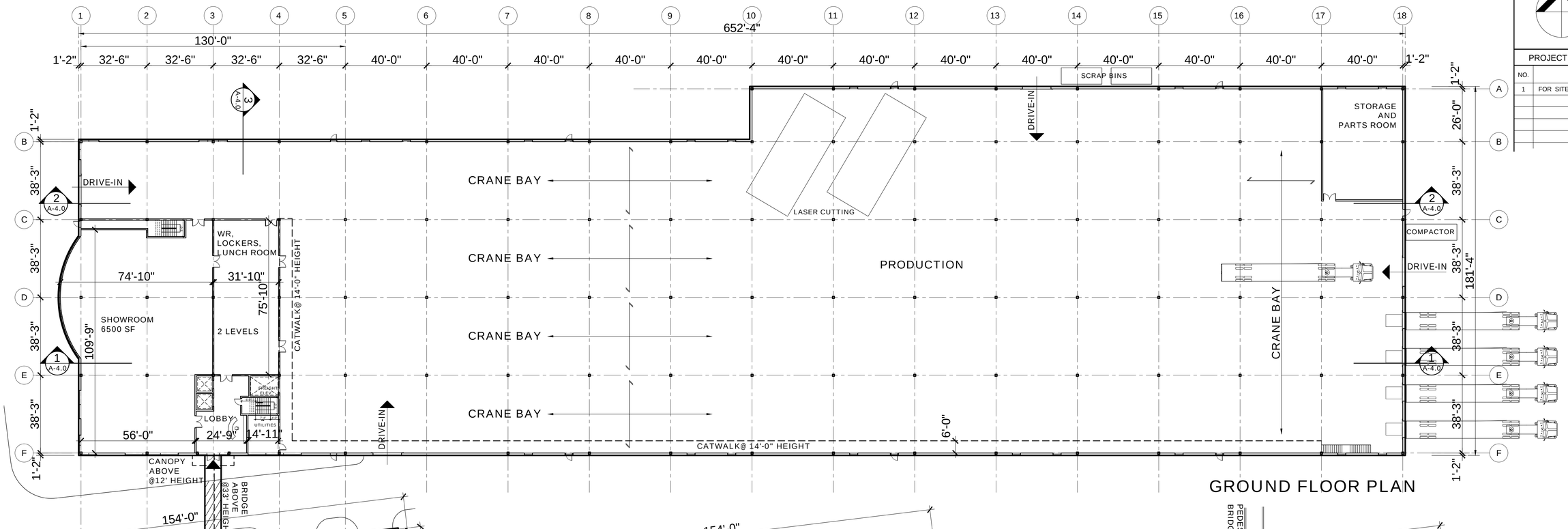
COLORED ELEVATIONS AND DIGITAL COLOR BOARD

ONTARIO ASSOCIATION OF ARCHITECTS
THOMAS GLUCK LICENCE 2849

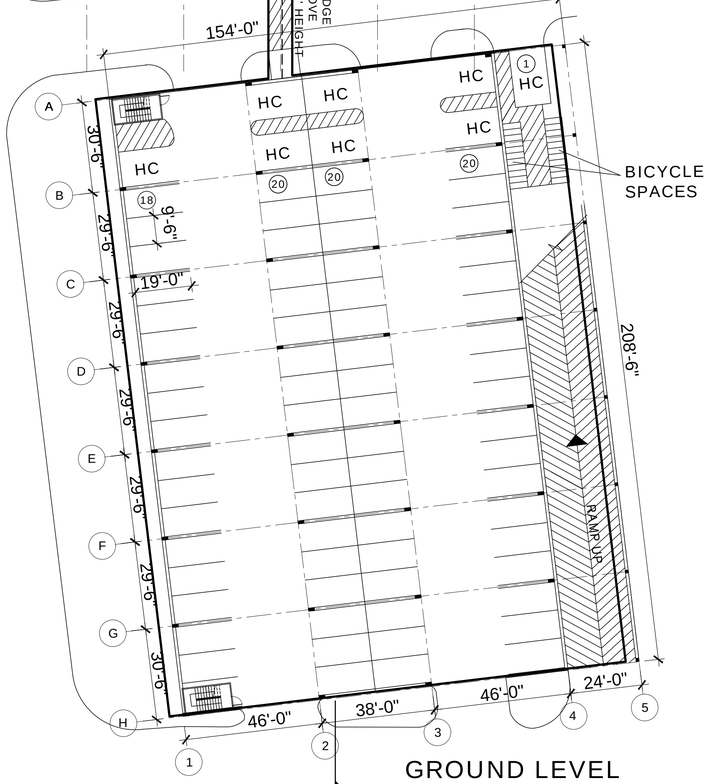
DRAWN:	KK
CHECKED:	TG
SCALE:	1/8"=1'-0"
DATE:	05 FEBRUARY 2026
PROJECT No:	2510
DRWG. NO.	A-3.1

Design Narrative
See Justification Statement

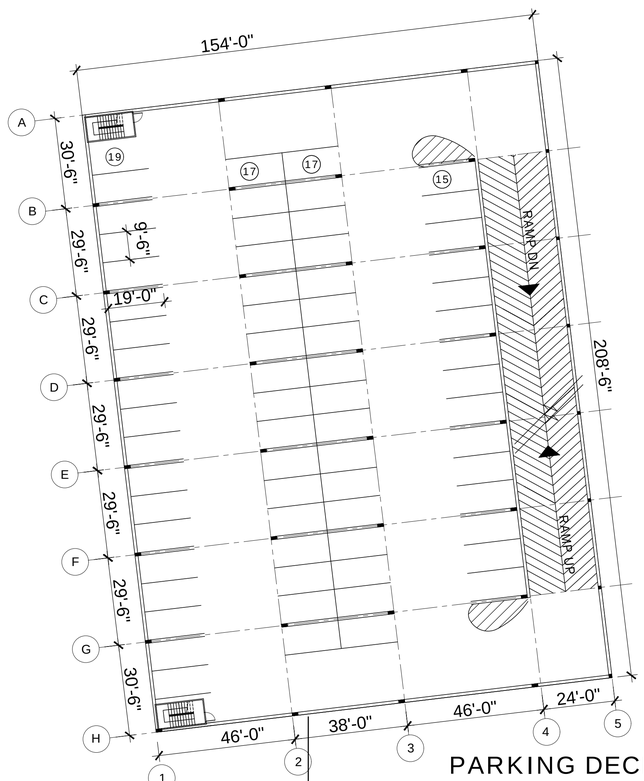
Color Board - See Color Elevations



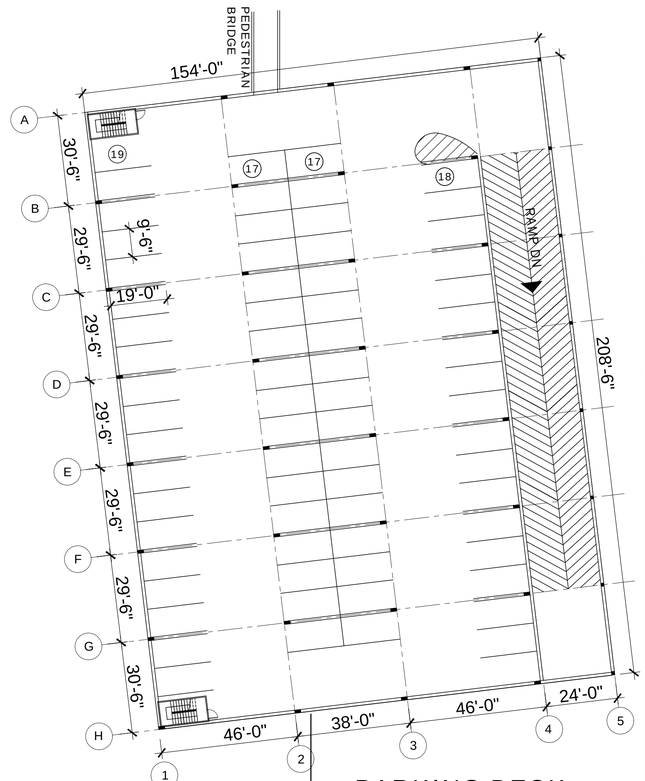
GROUND FLOOR PLAN



GROUND LEVEL PARKING
79 SPACES



PARKING DECK
LEVELS 2 & 3
68 SPACES



PARKING DECK
LEVEL 4 71 SPACES

NO.	ISSUED	BY	DATE
1	FOR SITE PLAN SUBMISSION	KK	FEB 05,2025

NO.	REVISED	BY	DATE

GLUCK PARTNERSHIP ARCHITECTS INC.
9 MAGPIE CRESCENT,
TORONTO, ON M2L 2E6
TEL 416 498 0201

INDUSTRIAL BUILDING

3500 ENTERPRISE RD, FORT PIERCE, FL

GROUND FLOOR PLAN & PARKING DECK PLANS

DRAWN:	KK
CHECKED:	TG
SCALE:	1/24"=1'-0"
DATE:	05 FEBRUARY 2026
PROJECT No:	2510
DRWG. NO.	A-2.0

Sign Renderings
See Elevation Plans

HALEY WARD

INKNAS USA, Inc.
2409 SW 59th Terrace
West Park, FL 33023
via e-mail: adamk@inkas.ca

From: Tyler Dunbar

Re: **Environmental Assessment - 3500 Enterprise Rd.**

Date: 7/29/25

Dear INKAS USA,

Haley Ward, INC. has completed this Environmental Assessment (EA) for the above-mentioned property. The purpose of this evaluation was to conduct a review of the above listed parcels by means of site visit, review of available aerial photography, listed species review, review of soil resources, and review of environmental regulations pertaining to this parcel.

The following report details the findings of our on-site and desktop investigations of the properties as they pertain to Fort Pierce developmental review regulations.

Please contact the undersigned if you have any questions regarding this report.

Respectfully submitted,
Haley Ward, Inc.

Tyler Dunbar, M.S.
Project Scientist

10250 SW VILLAGE PARKWAY, SUITE 201, PORT ST. LUCIE, FL 34987 772.462.2455 | HALEYWARD.COM

HALEY WARD

ENVIRONMENTAL ASSESSMENT

Parcel ID: 2428-502-0027-000-6
3500 Enterprise Rd.– 7.67 acres
Fort Pierce, Florida

Date: July 29, 2025
Project # 25-206

Prepared For:
INKNAS USA, Inc.
2409 SW 59th Terrace
West Park, FL 33023
(786)655-7770

Prepared By:
Haley Ward, Inc.
10250 SW Village Parkway
Port St Lucie, Florida 34987
(772) 223-5200

INTRODUCTION:

The site consists of 7.67 acres of light industrial zone with the Parcel ID: 2428-502-0027-000-6. The subject property has a Future Land Use Designation of Industrial (I) and is in the Light Industrial Zone (I-1) Zoning district. We understand that you wish to obtain approval for an office / manufacturing facility which would consist of 80,000 sf of office (4 stories) and 90,000 sf of manufacturing (total building sf: 190,000 sf). Additionally, the property is located with a Sec/Town/Range:28/35S/40E and has a Land Use Code: 4800 (Warehousing and Distribution).

This environmental assessment was completed as a precursor to permitting and review by local, state, and federal governmental agencies as an applicable document for the supporting information associated with a building permit or land development application. Haley Ward, Inc. staff visited the property on 7/17/25 to ascertain the status and composition of any critical habitats, such as wetlands and native uplands that may be onsite.

VEGETATION:

It is the opinion of Haley Ward that NO native upland habitat is located on site.

A representative sample of the vegetation found in this area is as follows:

Common Name	**Species Name**
Cabbage Palm	*Sabal Palmetto*
Broom Grass	*Andropogon spp.*
Live Oak	*Quercus virginia*
Brazilian Pepper**	*Schinus terebinthifolia*
Sedges	*Cyperaceae spp.*
Rosary Pea**	*Aubrus precatorius*
Dog Fennel*	*Eupatorium capillifolium*
Brazilian Pepper**	*Schinus terebinthifolia*

***Nuisance Vegetation**
****Exotic/Invasive Vegetation**

Lastly, the stated endangered bromeliad, *Tillandsia utriculata*, was observed, on the Eastern most part of the property along the service road leading to a metal gate. The species was identified along the fence amongst vegation such as cabbage palms and Brazilian pepper. However, there are currently no regulations pertaining to the protection of this plant prior to development activities.

WETLAND DELINEATION:

According to aerial photographs and our site visit, it appears that there are no State jurisdictional wetlands on site. Based on the State definition, a wetland consists of three components: 1) hydric soils, 2) wetland plants, and 3) hydrologic indicators. None of these components were found during the field reconnaissance.

WILDLIFE EVALUATION:

Haley Ward, Inc. conducted a pedestrian survey throughout the property to investigate the presence of any plant or animal listed species. No gopher tortoises, their burrows or habitat were observed on site. In addition, a sandhill crane was identified near the site, however, no sandhill crane nests were identified on site. In accordance with FFWC (Florida Fish and Wildlife Conservation Commission) Florida Sandhill Crane Species Conservation Measures and Permitting Guidelines, should any nests be identified within or near the project area, a 400 foot protection zone marked with construction barrier fencing must be installed and maintained until the chicks are fully fledged and the parents and chicks have left the nest for the season (December to August).

SOIL COMPOSITION:

Based on a review of the USDA Web Soil Survey and a soil map of the site was created.

Pendarvis and Pomello sands- Pendarvis sands are, well-drained to excessively drained, found on low ridges or knolls. Formed in marine sand deposits, with low organic matter and nutrient content. High permeability, with water tables typically deeper than 40 inches. Pomello sands are moderately well to somewhat poorly drained, found on ridges, hills, and knolls in flatwoods. Gray fine sand surface (0–4 inches), with a pale, almost white subsurface

Urban land- Not a natural soil type but a designation for areas heavily modified by development (e.g., paved surfaces, buildings, filling material).

Waveland and Immokalee fine sands- Waveland fine sands are similar to Immokalee but with specific drainage traits. Poorly drained, found in flatwoods, with a high water table (within 10 inches of the surface for 1–6 months annually). Sandy texture with a spodic horizon (organic matter and aluminum/iron) at moderate depth. Low fertility, prone to nutrient leaching, requiring amendments for landscaping.

FORT PIERCE COUNTY REGULATIONS:

The following lists the Fort Pierce Land Development Codes and Comprehensive Plan Policies as they pertain to the subject property. As part of the local approval process, the applicant will be required to comply with the following items:

Article III – TREE PROTECTION - Sec. 123-64. - Permit required.

(a)

Tree *removal permit*. No person shall, directly or indirectly, cut down, substantially alter, destroy, remove, relocate, damage or authorize any such act involving a protected tree situated on land within the city, without first obtaining a tree removal permit. But the following activities may be done without applying for a permit.

(b)*Permitting requirements*. The permitting requirements of this section may be suspended or waived by the department during a period officially declared by the city manager. Nor shall removal of any of the trees belonging to any of the following species require a permit:

(1)Casuarina spp. (Australian pine)
(2)Melaleuca quinquenervia (Melaleuca)
(3)Schinus terebinthifolius (Brazilian pepper

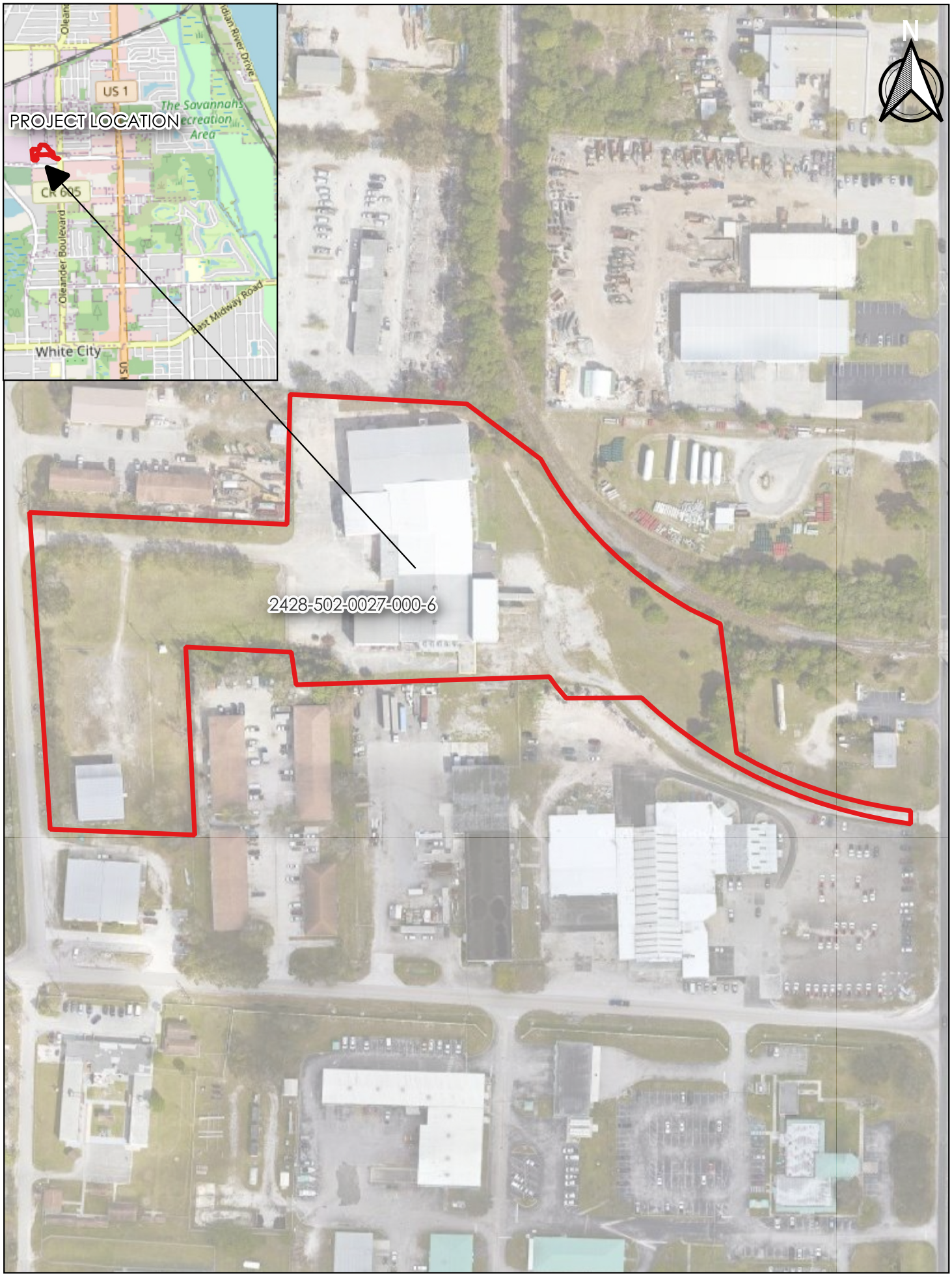
It is the professional opinion of Haley Ward that a tree survey should be conducted for this site.

SUMMARY:

The site consists of 7.67 acres of light industrial zone with the Parcel ID: 2428-502-0027-000-6. State/federally listed plant and animal species have been observed and/or their habitats were observed onsite. It is the professional opinion of Haley Ward that no native upland habitat is located onsite. No wetlands are located on the subject property. Additionally, gopher tortoise activity was not observed onsite at this time.

Lastly, trees meeting the Fort Pierce protection criteria were located onsite and a tree survey will be required as part of building approval process.

3500 Enterprise Rd. - Vicinity Map

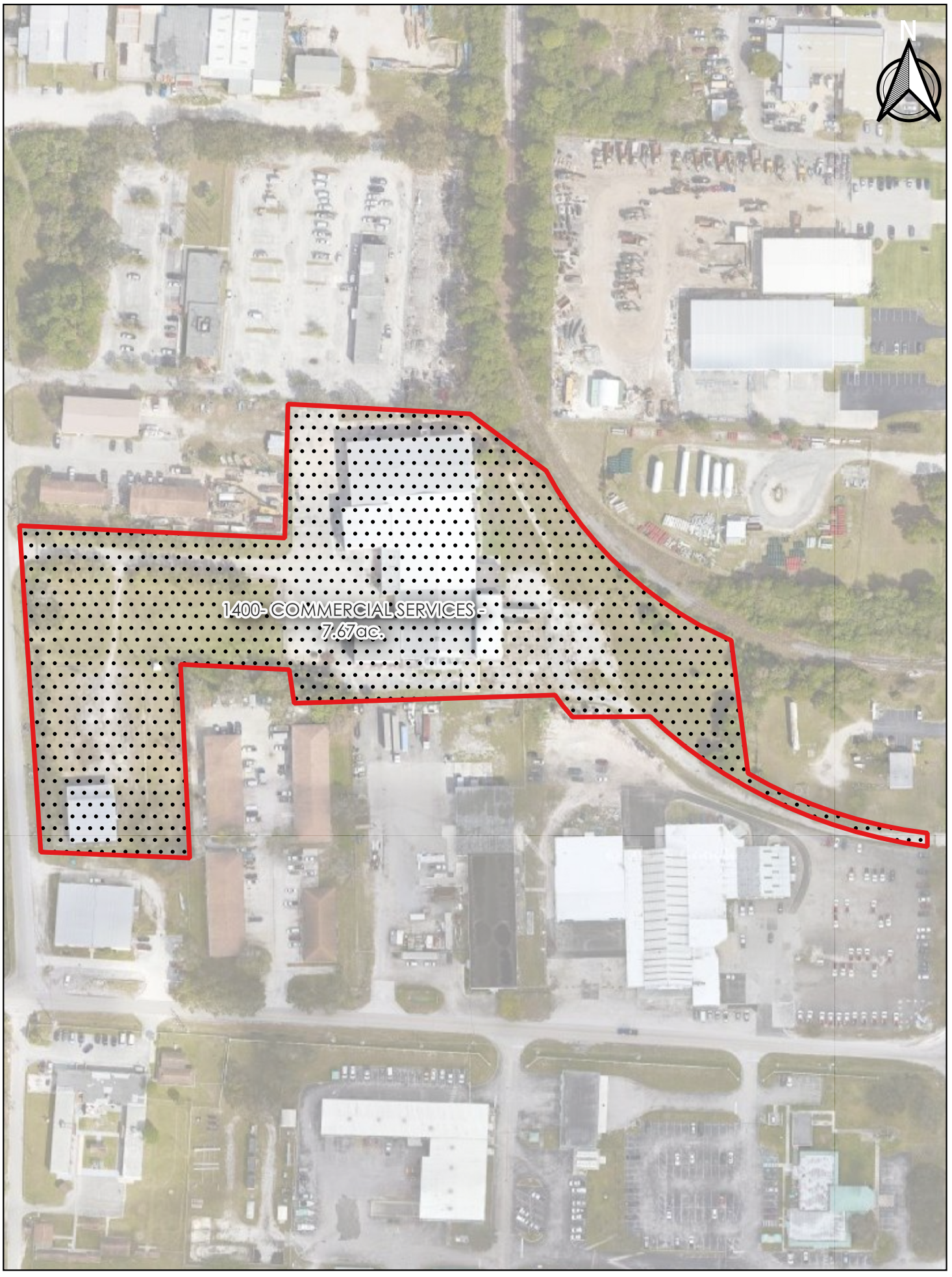


Project# 20-288
07 August 2025

0 100 200 300 ft

HALEY WARD

3500 Enterprise Road - Habitat Map



Project# 25-206
29 July 2025

0 100 200 300 ft

HALEY WARD

Soil Map—3500 Enterprise Road,
Fort Pierce, FL
(Project #25-206- Soil Map)

Map Scale: 1:2,210 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 30 60 120 180

Feet
0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 18, Aug 23, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 18, 2022—Jan 30, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
29	Pendarvis and Pomello sands, 0 to 5 percent slopes	3.9	20.9%
47	Urban land, 0 to 2 percent slopes	14.4	76.2%
50	Waveland and Immokalee fine sands	0.5	2.9%
Totals for Area of Interest		**18.9**	**100.0%**

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Industrial	I	I-1
South	Industrial	I	I-1
East	Industrial	I	I-1
West	Industrial	I	I-1

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	I	I-1	496,507	7.59	X
****Proposed**	I	I-1	173,800	7.59	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day 6,206.34 gpd
**Proposed Zoning/FLU	Total gallons per day 2,172.50 gpd
**Change in Demand	Total gallons per day Decrease of 4,033.84 gpd

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	Total gallons per day 6,206.34 gpd
**Proposed Zoning/FLU	Total gallons per day 2,172.50 gpd
**Change in Demand	Total gallons per day Decrease of 4,033.84

C. Parks and Recreation (Residential Classifications Only): Not Applicable
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people	N/A		
Urban District	5 acres per 1,000 people	N/A		
Community	2.5 acres per 1,000 people	N/A		
Neighborhood	1.36 acres per 1,000 people	N/A		

D. Public Schools (Residential Classifications Only):
Single Family: (du x 0.405 = students/70% K-8/30% High)
Multi-family: (du x 0.207 = students/70% K-8/30% High) Not applicable

	K-8	High
School Name	N/A	
City		
Distance		
Current Zoning/FLU Enrollment Demand		
****Proposed Zoning/FLU Enrollment Demand**		
****Change in Demand**		

E. Solid Waste: Residential (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units)	
Demand Analysis	Maximum
Current Zoning/FLU	387.90 lbs per day
****Proposed Zoning/FLU**	135.78 lbs per day
***Change in Demand**	Decrease of 252.11 lbs per day

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	The storm water management system for the project will collect site runoff in a series of inlets which will convey the runoff to off-site drainage area.

III. Transportation Analysis: *Complete ITE Trip Generation Form (Attached)*

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	Vacant Building - Approved at Methodology	
****Proposed Zoning/FLU**	836 Daily	67 AM (51 in / 16 out) 72 PM (25 in / 47 out)
***Change in Demand**	Trips	Trips
Impact to Capacity		

IV. Project Description

PHASING
Is this project (phase) part of a larger project? ☐ Yes ☑ No
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.
Total Project: Residential Units: Single Family: Multifamily:
Non-residential (square footage): 173,800 sf (Phase 1)
Mixed-use (describe use):
(If this is a single phase project, name it Phase I – Total)

RESIDENTIAL DATA					
Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached	N/A				
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**
Office / Manufacturing	1	173,800	7.59		

A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. ☐ Yes ☑ No

B. 1. Does this application involve demolition or re-use of any structure(s)? ☑ Yes ☐ No
If yes, what is the size of the structure(s) to be demolished or re-used? 37,480 demo, 570 canopy re-use

2. What is the current use of the structure to be demolished or re-used? industrial

3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? ☐ Yes ☑ No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested:

** Complete section if requesting a change in zoning, future land use, or expanding

TRAFFIC IMPACT ANALYSIS

3500 Enterprise Road
St. Lucie County, FL

Prepared for:
Haley Ward
Port St. Lucie, FL 34987

Prepared by:

MacKenzie
Engineering & Planning, Inc.
1172 SW 30th Street, Suite 500
Palm City, FL 34990
(772) 286-8030

036021
January 2026

CA 29013

Shaun G. MacKenzie P.E.
PE Number 61751

EXECUTIVE SUMMARY

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the projected located at 3500 Enterprise Road , Fort Pierce, FL (Parcel ID: 2428-502-0027-000-6). The existing 42,714 square feet of light industrial buildings will be demolished and redeveloped with up to 190,000 square feet of manufacturing use. The site will employ up to 294 people. The buildout year is 2030.

The proposed development will generate the following net new external and driveway trips:

- 836 daily, 67 AM peak hour (51 in/16 out), and 72 PM peak hour (25 in/47 out) trips

No improvements are needed. The project satisfies St. Lucie County transportation concurrency requirements.

MacKenzie
Engineering & Planning, Inc.

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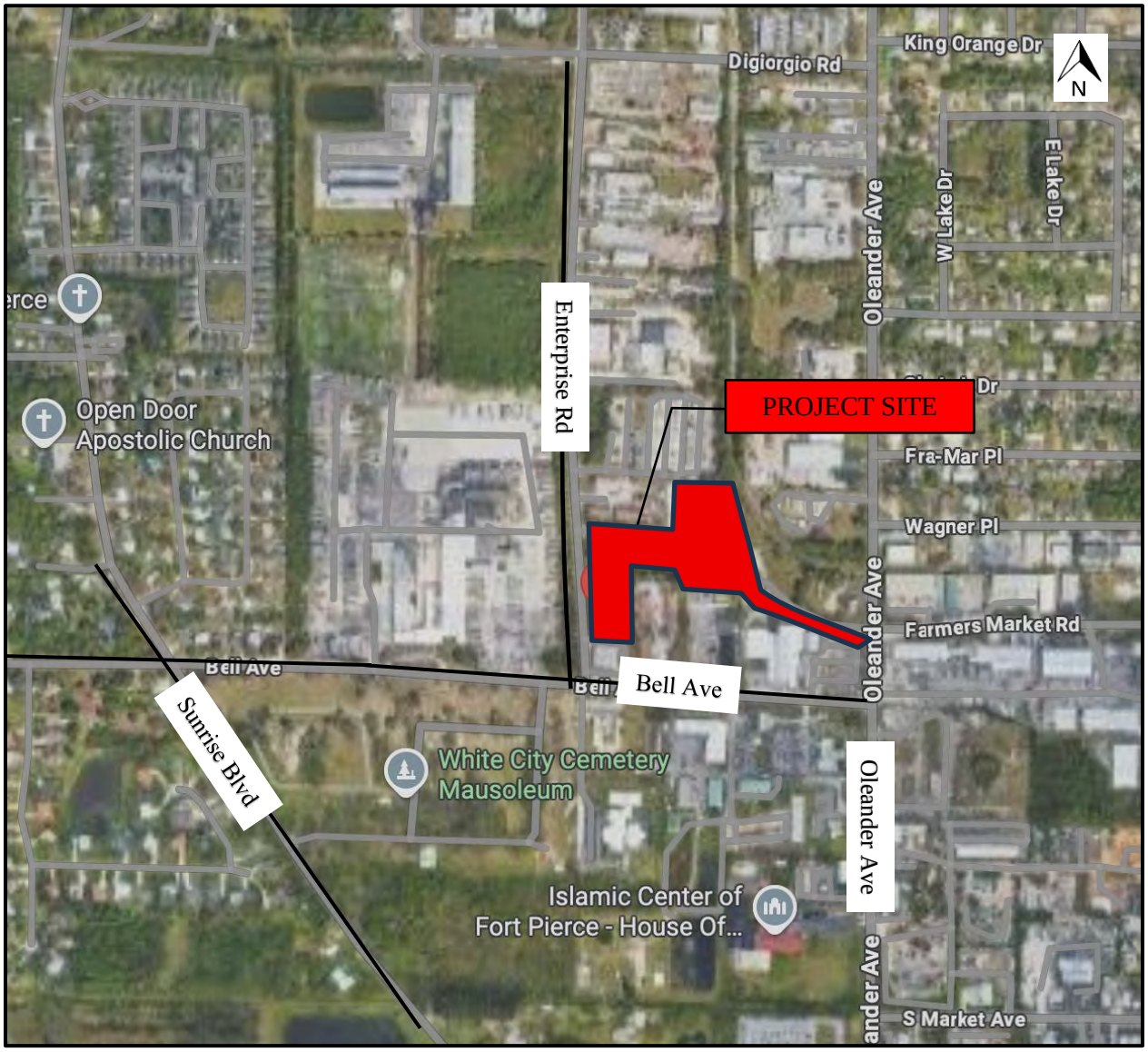
INTRODUCTION

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the projected located at 3500 Enterprise Road , Fort Pierce, FL (Parcel ID: 2428-502-0027-000-6). The existing 42,714 square feet of light industrial buildings will be demolished and redeveloped with up to 190,000 square feet of manufacturing use. The site will employ up to 294 people. The buildout year is 2030.

Figure 1: Proposed Site Location



METHODOLOGY

The applicant prepared a methodology which is contained in the Appendix of the report that outlines the agreed upon study parameters. The following sections repeat much of the agreed upon data and inputs.

CURRENT DATA

The information contained below was used to develop the foregoing future land use traffic analysis.

- *Trip Generation, 12th Edition* (ITE report)
- FDOT's Q/LOS – Manual (2023)
- St. Lucie County Peak Season Factor Category Report (2024)
- St. Lucie County Traffic Counts and Level of Service Report (2025)

TRIP GENERATION

The trip generation was agreed upon in the methodology. The following is a discussion of the trip generation from the approved methodology.

The study uses trip generation rates for Light Industrial (ITE Land Use 110) and Manufacturing (ITE Land Use 140) published in the Institute of Transportation Engineering's (ITE) manual, Trip Generation Manual (12th Edition). Employees are utilized for the independent variable for manufacturing use due to the more accurate trip projections (R^2). Table 1 shows the trip generation for the site.

The proposed development will generate the following net new external and driveway trips:

- 836 daily, 67 AM peak hour (51 in/16 out), and 72 PM peak hour (25 in/47 out) trips.

Internal Capture

Internal capture is 0%

Pass-by Trip Capture

Pass-by rate is 0% .

The trip generation can be found in Table 1

Table 1. Approved Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
Manufacturing - Car Trips	294	Employees	736	58	45	13	66	23	43
Manufacturing - Truck Trips	294	Employees	100	9	6	3	6	2	4
Subtotal			836	67	51	16	72	25	47
Total Proposed Driveway Volumes			***836***	***67***	***51***	***16***	***72***	***25***	***47***
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**836**	**67**	**51**	**16**	**72**	**25**	**47**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
Manufacturing	140	Employees	Ln(T) = 0.92 Ln(X) + 1.5	0%	76/24	T = 0.22 (X) + 2.6	35/65	T = 0.19(X) + 15.67
Manufacturing	140T	Employees	0.34	0%	59/41	0.03	37/63	0.02

ITE 12th Edition

GROWTH

A 2.5 percent growth rate will be utilized to provide a conservative analysis in accordance with the approved methodology.

ASSURED, PROGRAMMED AND PLANNED CONSTRUCTION

Based on review of FDOT's 5-Year Work Program and the St. Lucie TPO's Transportation Improvement Program, which includes St. Lucie County's 5-Year Capital Improvement Plan. No improvement is identified in the plans to add capacity within the study area.

TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution and assignment were reviewed and approved as a part of the methodology. Below is a discussion of the distribution and assignment from the methodology.

Traffic distribution and assignment were developed based upon a select zone assignment for the project using the Treasure Coast Regional Planning Model (TCRPM) 5.1 (see Appendix). The project traffic assignment is illustrated in Figures 2. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	19 Percent
SOUTH	-	81 Percent

Figure 2. Traffic Assignment

ROADWAY ANALYSIS

Roadway Capacity

In accordance with the approved methodology, the roadway classification follows the local government's Comprehensive Plan outlining the roadway functional classification. The local government Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO's 2025 Level of Service Report. Where road segment information is FDOT roadways or not available or improvements are committed or needed, the study uses local government's minimum LOS stands to apply FDOT's 2023 Multimodal Quality/LOS Handbook.

Study Area

In accordance with the approved methodology, the study area is 1.0 mile based on the St. Lucie TPO Standardized TIS Methodology and Procedures manual. Impacts of greater than one percent (1%) on adjacent road segments and five percent (5%) on all other road segments outside 1 mile are considered to have a significant impact. Table 2 displays the determination of study roadway segments.

Table 2. Project Impacts (Significance)

Roadway	Segments	E + C Lanes	Peak Hour 2-WAY Capacity	Project Traffic		Impact	Significant Impact (1%)? (Y/N)
				Assignment	Project Traffic		
S 25TH STREET	MIDWAY TO BELL AVE	4	2,100	25%	12	0.6%	NO
	BELL AVE TO EDWARDS RD	4	2,100	1%	0	0.0%	NO
	EDWARDS RD TP CORTEZ BLVD	4	2,100	1%	0	0.0%	NO
BELL AVENUE	25TH TO SUNRISE BLVD	2	790	26%	12	1.5%	**YES**
	SUNRISE BLVD TO OLEANDER AVE	2	600	55%	26	4.3%	**YES**
FARMERS MARKET RD	OLEANDER TO US 1	2	750	17%	8	1.1%	**YES**
SUNRISE BLVD	MIDWAY TO BELL	2	540	0%	0	0.0%	NO
	BELL TO EDWARDS	2	750	28%	13	1.7%	**YES**
	EDWARDS TO CORTEZ	2	600	2%	1	0.2%	NO
	CORTEZ TO VIRGINIA AVE	2	750	2%	1	0.1%	NO
OLEANDER AVENUE	WEATHERBEE TO BELL	2	540	8%	4	0.7%	NO
	BELL TO FARMERS MARKET	2	540	17%	8	1.5%	**YES**
	FARMERS MARKET TO EDWARDS	2	750	18%	8	1.1%	**YES**
	EDWARDS TO WISTERIA	2	750	16%	8	1.1%	**YES**
EDWARDS ROAD	SELVITZ RD TO S 25TH ST	2	880	24%	11	1.3%	NO
	S 25TH ST TO SUNRISE BLVD	4	1,630	24%	11	0.7%	NO
	SUNRISE BLVD TO OLEANDER AVE	4	1,630	0%	0	0.0%	NO
	OLEANDER AVE TO US 1	2	1,630	2%	1	0.1%	NO
US 1	WEATHERBEE RD to BELL AVE (1)	4	1,810	15%	7	0.4%	NO
	BELL AVE to EDWARDS RD (1)	4	1,810	2%	1	0.1%	NO
	EDWARDS RD to SAVANNAH RD (2)	4	1,790	2%	1	0.1%	NO
	SAVANNAH RD to GARDENIA AVE (2)	4	1,790	2%	1	0.1%	NO

(1) Capacity based on C3C area type
(2) Capacity based on C4 area type

Background Analysis

Existing traffic volumes were obtained from St. Lucie County TPO, MEP intersection counts and FDOT's *Florida Traffic Online* website. The existing 2026 peak hour traffic volumes will be increased based on the greater of the annual compound growth rate of 2.5% or a 1% growth rate plus approved site plan traffic to develop the projected year 2030 background traffic volumes. The projected total traffic volumes were compared to the service volume on each respective roadway segment to determine if each roadway segment is projected to operate acceptably in the background condition. All road segments are projected to operate acceptably during the AM and PM peak hour in 2030 as shown in Tables 3 and 4.

Table 3. Peak Hour One-Way Background Roadway Analysis (2030) – AM

Roadway	Segment	E + C + BI Lanes	Count Year	Peak Hour Peak Direction Volumes (1)		PSF	Adjusted Peak Hour Peak Direction Volumes		Growth Rate	2026 Peak Hour Peak Direction Volumes		Committed Project Traffic (2)		Committed Traffic + 1% Growth Rate		Growth from Historic Growth Rate		2030 Background Traffic		Roadway Capacity	Acceptable?	
				NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
BELL AVENUE	25TH TO SUNRISE BLVD	2	2026	188	222	1.05	197	233	2.5%	197	233	2	6	10	15	20	24	217	257	790	YES	YES
	SUNRISE BLVD TO OLEANDER AVE	2	2026	128	122	1.05	134	128	2.5%	134	128	9	3	14	8	14	13	148	141	600	YES	YES
FARMERS MARKET RD	OLEANDER TO US 1	2	2026	51	38	1.04	53	40	2.5%	53	40	7	13	9	15	6	4	62	55	750	YES	YES
SUNRISE BLVD	BELL TO EDWARDS	2	2026	192	165	1.05	202	173	2.5%	202	173	29	10	37	17	21	18	239	191	750	YES	YES
OLEANDER AVENUE	BELL TO FARMERS MARKET	2	2026	338	325	1.04	352	338	2.5%	352	338	31	11	45	25	37	35	397	373	540	YES	YES
	FARMERS MARKET TO EDWARDS	2	2024	320 (3)	340 (3)	1.00	320	340	2.5%	336	357	28	10	42	24	35	37	378	394	750	YES	YES
	EDWARDS TO WISTERIA	2	2024	431(3)	246 (3)	1.00	431	246	2.5%	453	258	17	6	35	16	47	27	500	285	750	YES	YES

(1) Obtained from MEP traffic counts - refer to Exhibit 1
(2) See Appendix C Committed Project Volumes
(3) Obtained from St. Lucie TPO Traffic Counts

Table 4. Peak Hour One-Way Background Roadway Analysis (2030) – PM

Roadway	Segment	E + C + BI Lanes	Count Year	Peak Hour Peak Direction Volumes (1)		PSF	Adjusted Peak Hour Peak Direction Volumes		Growth Rate	2026 Peak Hour Peak Direction Volumes		Committed Project Traffic (2)		Committed Traffic + 1% Growth Rate		Growth from Historic Growth Rate		2030 Background Traffic		Roadway Capacity	Acceptable?	
				NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
BELL AVENUE	25TH TO SUNRISE BLVD	2	2026	206	267	1.05	216	280	2.5%	216	280	6	4	15	15	22	29	238	309	790	YES	YES
	SUNRISE BLVD TO OLEANDER AVE	2	2026	136	216	1.05	143	227	2.5%	143	227	6	10	12	19	15	24	158	251	600	YES	YES
FARMERS MARKET RD	OLEANDER TO US 1	2	2026	35	37	1.04	36	38	2.5%	36	38	16	11	17	13	4	4	53	51	750	YES	YES
SUNRISE BLVD	BELL TO EDWARDS	2	2026	199	151	1.05	209	159	2.5%	209	159	18	31	26	37	22	17	235	196	750	YES	YES
OLEANDER AVENUE	BELL TO FARMERS MARKET	2	2026	365	403	1.04	380	419	2.5%	380	419	23	37	38	54	39	43	419	473	540	YES	YES
	FARMERS MARKET TO EDWARDS	2	2024	508(3)	374 (3)	1.00	508	374	2.5%	534	393	21	33	43	49	55	41	589	442	750	YES	YES
	EDWARDS TO WISTERIA	2	2024	446(3)	397 (3)	1.00	446	397	2.5%	469	417	11	18	30	35	49	43	518	460	750	YES	YES

(1) Obtained from MEP traffic counts - refer to Exhibit 1
(2) See Appendix C Committed Project Volumes
(3) Obtained from St. Lucie TPO Traffic Counts

Buildout Analysis

The post development 2030 (buildout) traffic volumes were developed by adding background traffic volume plus project traffic. The buildout traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably as shown in Tables 5 & 6. All roadways are projected to operate acceptably with the project.

Table 5. Peak Hour One-Way Buildout Roadway Analysis (2030) – AM

Roadway	Segment	E + C + BI Lanes	2030 Background Traffic		Project Assignment	Project Volumes		2030 Total Volumes		Roadway Capacity	Acceptable?	
			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
BELL AVENUE	25TH TO SUNRISE BLVD	2	217	257	26%	13	4	230	261	790	YES	YES
	SUNRISE BLVD TO OLEANDER AVE	2	148	141	55%	28	9	176	150	600	YES	YES
FARMERS MARKET RD	OLEANDER TO US 1	2	62	55	17%	3	9	65	64	750	YES	YES
SUNRISE BLVD	BELL TO EDWARDS	2	239	191	28%	4	14	243	205	750	YES	YES
OLEANDER AVENUE	BELL TO FARMERS MARKET	2	397	373	17%	3	9	400	382	540	YES	YES
	FARMERS MARKET TO EDWARDS	2	378	394	18%	3	9	381	403	750	YES	YES
	EDWARDS TO WISTERIA	2	500	285	16%	3	8	503	293	750	YES	YES

Table 6. Peak Hour One-Way Buildout Roadway Analysis (2030) – PM

Roadway	Segment	E + C + BI Lanes	2030 Background Traffic		Project Assignment	Project Volumes		2030 Total Volumes		Roadway Capacity	Acceptable?	
			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
BELL AVENUE	25TH TO SUNRISE BLVD	2	238	309	26%	7	12	245	321	790	YES	YES
	SUNRISE BLVD TO OLEANDER AVE	2	158	251	55%	14	26	172	277	600	YES	YES
FARMERS MARKET RD	OLEANDER TO US 1	2	53	51	17%	8	4	61	55	750	YES	YES
SUNRISE BLVD	BELL TO EDWARDS	2	235	196	28%	13	7	248	203	750	YES	YES
OLEANDER AVENUE	BELL TO FARMERS MARKET	2	419	473	17%	8	4	427	477	540	YES	YES
	FARMERS MARKET TO EDWARDS	2	589	442	18%	8	5	597	447	750	YES	YES
	EDWARDS TO WISTERIA	2	518	460	16%	8	4	526	464	750	YES	YES

INTERSECTION ANALYSIS

Intersections

The intersections within the study area were evaluated in the 2030 total (existing traffic plus background plus project) traffic conditions. This study analyzes the impacts to the following intersections for the AM and PM peak hours:

- Enterprise Road & Bell Avenue
- Sunrise Avenue & Bell Avenue.
- Oleander Avenue & Bell Avenue
- Oleander Avenue & Farmers Market Road

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movement counts. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

Analysis

Enterprise Road & Bell Avenue

Enterprise Road and Bell Avenue is a 4-leg intersection with two-way stop control with stop control on Enterprise Road. All approaches have 1 approach lane. MEP evaluated Enterprise Road & Bell Avenue using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Sunrise Avenue & Bell Avenue

Sunrise Avenue and Bell Avenue is a 4-leg intersection with all-way stop control. All approaches have 1 approach lane. MEP evaluated Sunrise Avenue & Bell Avenue using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Oleander Avenue & Bell Avenue

Oleander Avenue and Bell Avenue is a 3-leg intersection with two-way stop control with stop control on Bell Avenue. All approaches have 1 approach lane, and the east leg is a driveway offset to the north. MEP evaluated Oleander Avenue & Bell Avenue using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Oleander Avenue & Farmers Market Road

Oleander Avenue and Farmers Market Road is a 3-leg intersection with two-way stop control with stop control on Farmers Market Road. All approaches have 1 approach lane. MEP evaluated Oleander Avenue & Farmers Market Road using Synchro 12. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

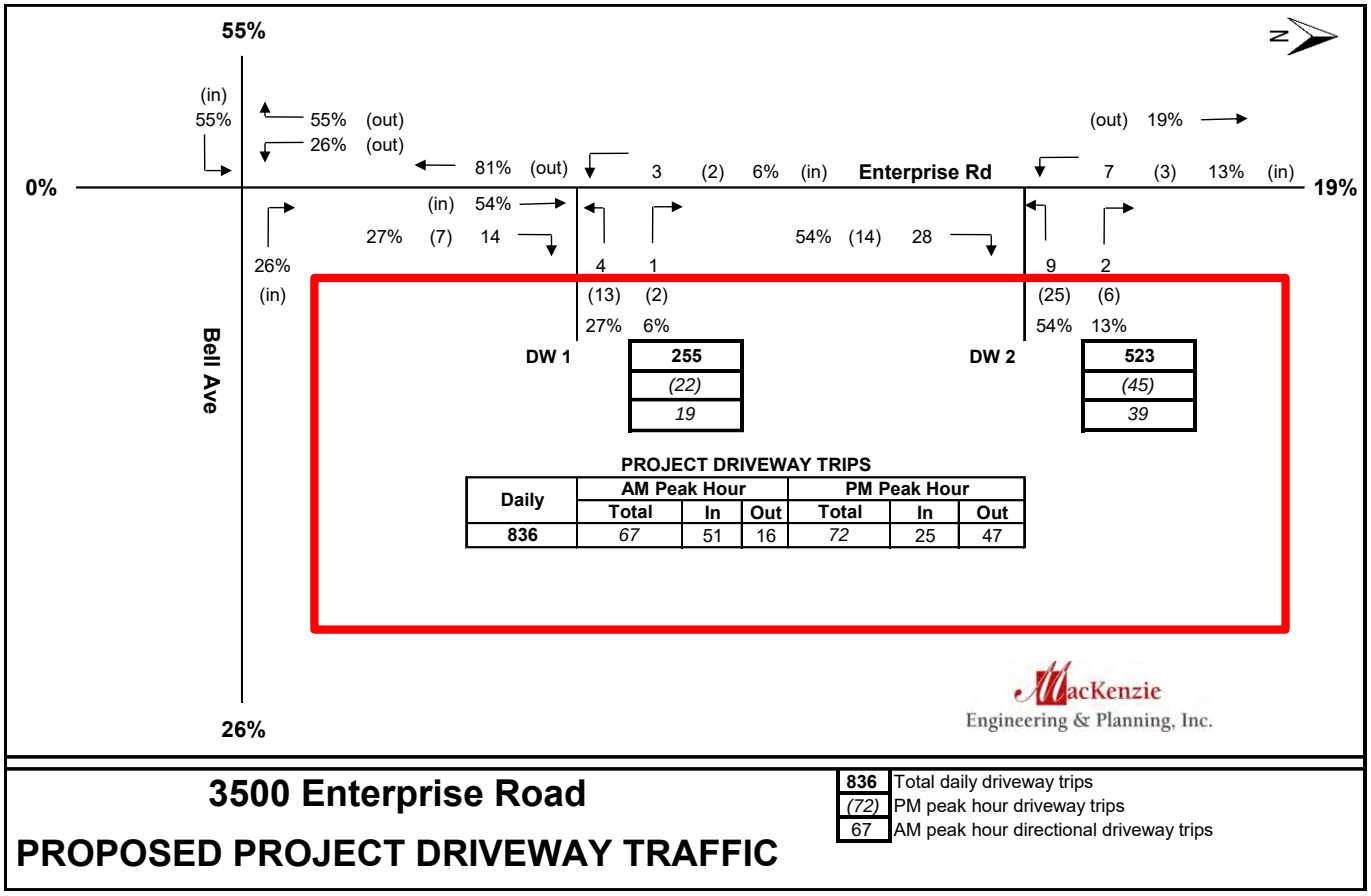
ACCESS

The project proposes driveway access as follows:

- Driveway 1 (Enterprise Road - East) – Full Opening
- Driveway 2 (Enterprise Road - East) – Full Opening

Figure 3 illustrates the proposed driveways.

Figure 3. Proposed Driveway Traffic



Driveways

Ingress Turn Lanes (DW 1 - South)

The project site's Driveway 1 (South) is projected to have 14 peak-hour right-turning vehicles. The need for a right-turn lane was evaluated using NCHRP 457 consistent with St. Lucie TPO STIP. As shown in the Figure 4, a right-turn lane is not warranted. Therefore, a right-turn lane is not required at Driveway 1.

The project site's Driveway 1 (South) is projected to have 3 peak-hour left-turning vehicles. The need for a left-turn lane was evaluated using NCHRP 457. As shown in the Figure 5, a left-turn lane is not warranted. Therefore, a left-turn lane is not required at Driveway 1 (South).

Figure 4. Right-Turn Bay Analysis – Driveway 1

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	97
Right-turn volume, veh/h:	14

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1491645
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

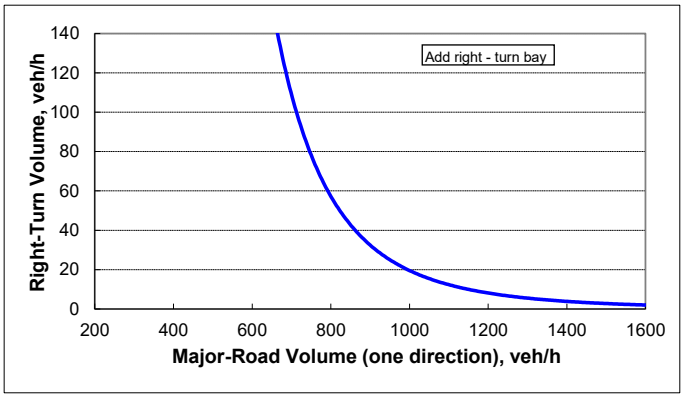


Figure 5. Left-Turn Bay Analysis– Driveway 1

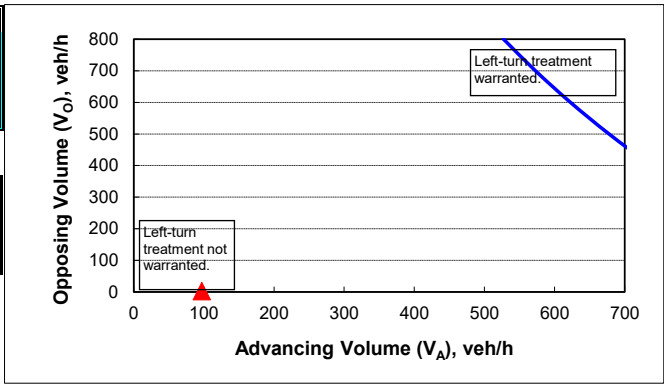
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	97
Opposing volume (V_O), veh/h:	3

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1056
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	2.2
Critical headway, s:	4.2
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Ingress Turn Lanes (DW 2 - North)

The project site's Driveway 2 (North) is projected to have 28 peak-hour right-turning vehicles. The need for a right-turn lane was evaluated using NCHRP 457 consistent with St. Lucie TPO STIP. As shown in the Figure 6, a right-turn lane is not warranted. Therefore, a right-turn lane is not required at Driveway 2.

The project site's Driveway 2 (North) is projected to have 7 peak-hour left-turning vehicles. The need for a left-turn lane was evaluated using NCHRP 457. As shown in the Figure 7, a left-turn lane is not warranted. Therefore, a left-turn lane is not required at Driveway 2 (North).

Figure 6. Right-Turn Bay Analysis – Driveway 2

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	84
Right-turn volume, veh/h:	28

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	2984134
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

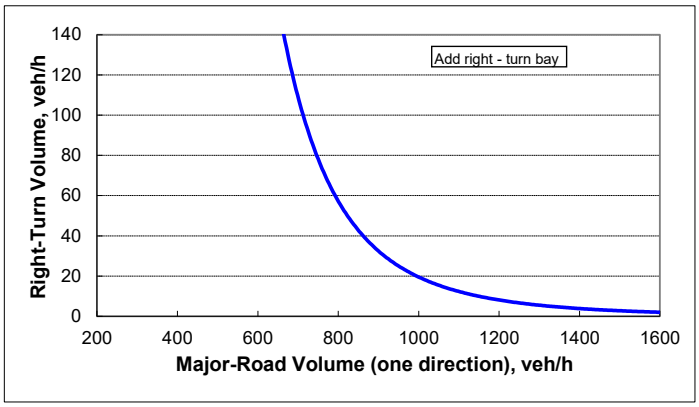


Figure 7. Left-Turn Bay Analysis– Driveway 2

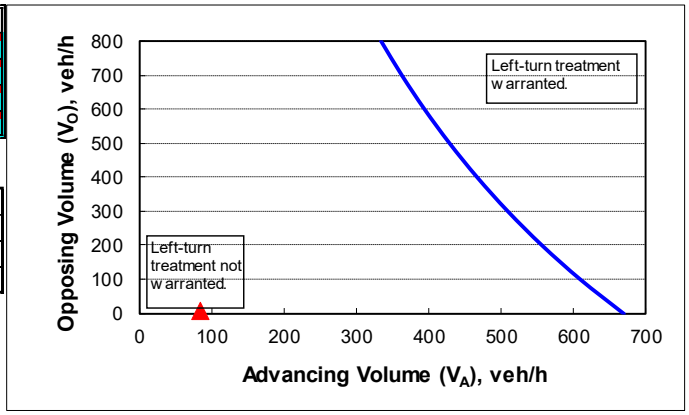
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	13%
Advancing volume (V_A), veh/h:	84
Opposing volume (V_O), veh/h:	7

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	667
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	2.2
Critical headway, s:	4.2
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

CONCLUSION

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the projected located at 3500 Enterprise Road , Fort Pierce, FL (Parcel ID: 2428-502-0027-000-6). The existing 42,714 square feet of light industrial buildings will be demolished and redeveloped with up to 190,000 square feet of manufacturing use. The site will employ up to 294 people. The buildout year is 2030.

The proposed development will generate the following net new external and driveway trips:

- 836 daily, 67 AM peak hour (51 in/16 out), and 72 PM peak hour (25 in/47 out) trips

No improvements are needed. The project satisfies St. Lucie County transportation concurrency requirements.

EXHIBITS

Exhibit 1. Intersection Analysis

APPENDICES

Appendix A. Approved Methodology

Appendix B. Committed Trips

Appendix C. Committed Projects

Appendix D. FDOT Peak Season Factor Category Report

Appendix E. FDOT Online Traffic Counts

Appendix F. Traffic Counts

3500 Enterprise Dr
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Enterprise Road & Bell Ave

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	3	16	4	0	0	33	2	0	3	0	0	0	1	0	8	70
7:15 AM	7:30 AM	0	3	31	3	0	1	38	0	0	0	0	0	0	0	0	2	78
7:30 AM	7:45 AM	0	7	21	4	0	2	24	3	0	1	0	1	0	0	0	7	70
7:45 AM	8:00 AM	0	9	42	5	0	3	22	4	0	1	0	0	0	3	0	11	100
8:00 AM	8:15 AM	0	3	29	5	0	1	17	2	0	3	0	3	0	1	0	7	71
8:15 AM	8:30 AM	0	17	24	3	0	2	19	2	0	0	0	0	0	4	0	6	77
8:30 AM	8:45 AM	0	7	20	3	0	1	19	3	0	0	0	2	0	1	0	3	59
8:45 AM	9:00 AM	0	1	13	0	0	0	24	1	0	0	0	0	0	0	0	1	40
		0	51	196	28	0	10	198	17	0	8	0	6	0	10	0	45	569
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	22	123	17	0	7	101	9	0	5	0	4	0	4	0	27	319

Count Taken: 12/10/2025
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/10/2025																
Existing Volumes	0	22	123	17	0	7	101	9	0	5	0	4	0	4	0	27
Seasonal Factor	0	1	6	1	0	0	5	0	0	0	0	0	0	0	0	1
Adjusted Volumes		23	**129**	**18**		7	**106**	**9**	**0**	**5**	**0**	**4**		4	**0**	**28**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		3	17	2		1	14	1	0	1	0	1		1	0	4
Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2030 Growth		1	7	1	0	0	5	0	0	0	0	0	0	0	0	1
Committed																
Rodriguez																
Savannah preserve																
Privilege			0				0									
Sunrise Lakes PD			8				3									
Oleander Oaks			1				2									
Total Committed	**0**	**0**	**9**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Committed + 1%	**0**	**1**	**16**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Growth 2.5% or Committed + 1%	**0**	**3**	**17**	**2**	**0**	**1**	**14**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**4**
Pre Development Volumes		**26**	**146**	**20**	**0**	**8**	**120**	**10**	**0**	**6**	**0**	**5**	**0**	**5**	**0**	**32**
Project Traffic		28	0	0		0	0	13		0	0	0		4	0	9
Post Development Volumes		**54**	**146**	**20**		**8**	**120**	**23**	**0**	**6**	**0**	**5**		**9**	**0**	**41**
		In						In						Out		Out
		55.0%	0.0%	0.0%		0.0%	0.0%	26.0%		0.0%	0.0%	0.0%		26.0%	0.0%	55.0%

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	146	20	8	120	23	6	0	5	9	0	41
Future Vol, veh/h	54	146	20	8	120	23	6	0	5	9	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	159	22	9	130	25	7	0	5	10	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	180	0	0	435	460	170	436	458	143
Stage 1	-	-	-	-	-	-	287	287	-	160	160	-
Stage 2	-	-	-	-	-	-	148	173	-	276	298	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1425	-	-	1395	-	-	532	498	874	530	499	905
Stage 1	-	-	-	-	-	-	720	674	-	842	765	-
Stage 2	-	-	-	-	-	-	855	756	-	730	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1425	-	-	1395	-	-	479	472	874	499	473	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	479	472	-	499	473	-
Stage 1	-	-	-	-	-	-	687	643	-	836	760	-
Stage 2	-	-	-	-	-	-	807	751	-	692	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.87	0.4	11.09	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	431	-	-	92	-	-	789
HCM Lane V/C Ratio	0.012	0.041	-	-	0.006	-	-	0.069
HCM Control Delay (s/veh)	11.1	7.6	0	-	7.6	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

3500 Enterprise Dr
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Enterprise Road & Bell Ave

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
3:45 PM	4:00 PM	0	7	26	1	0	2	30	0	0	1	0	3	0	1	0	8	79
4:00 PM	4:15 PM	0	2	25	1	0	3	29	1	0	2	0	2	0	5	0	7	77
4:15 PM	4:30 PM	0	4	18	5	0	0	37	0	0	4	0	3	0	6	0	7	84
4:30 PM	4:45 PM	0	7	29	3	0	0	28	3	0	4	0	0	0	1	0	3	78
4:45 PM	5:00 PM	0	5	31	2	0	0	32	4	0	3	0	2	0	5	0	6	90
5:00 PM	5:15 PM	0	3	17	0	0	0	29	0	0	0	0	0	0	0	0	3	52
5:15 PM	5:30 PM	0	2	12	1	0	1	17	1	0	1	0	0	0	0	0	8	43
5:30 PM	5:45 PM	0	2	16	1	0	1	28	1	0	0	0	1	0	0	0	0	50
5:45 PM	6:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
		0	32	174	14	0	7	232	10	0	15	0	11	0	18	0	42	555
Peak Hour Traffic Volume																		
4:00 PM	5:00 PM	0	18	103	11	0	3	126	8	0	13	0	7	0	17	0	23	329

Count Taken: 12/10/2025
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/10/2025																
Existing Volumes	0	18	103	11	0	3	126	8	0	13	0	7	0	17	0	23
Seasonal Factor	0	1	5	1	0	0	6	0	0	1	0	0	0	1	0	1
Adjusted Volumes		**19**	**108**	**12**		3	**132**	**8**	**0**	**14**	**0**	**7**		18	**0**	**24**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		2	14	2		0	17	1	0	2	0	1		2	0	3
Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2030 Growth		1	6	1	0	0	7	0	0	1	0	0	0	1	0	1
Committed																
Rodriguez																
Savannah preserve																
Privilege			0				1									
Sunrise Lakes PD			5				9									
Oleander Oaks			2				1									
Total Committed	**0**	**0**	**7**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Committed + 1%	**0**	**1**	**13**	**1**	**0**	**0**	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**
Growth 2.5% or Committed + 1%	**0**	**2**	**14**	**2**	**0**	**0**	**18**	**1**	**0**	**2**	**0**	**1**	**0**	**2**	**0**	**3**
Pre Development Volumes		**21**	**122**	**14**	**0**	**3**	**150**	**9**	**0**	**16**	**0**	**8**	**0**	**20**	**0**	**27**
Project Traffic		14	0	0		0	0	7		0	0	0		12	0	26
Post Development Volumes		**35**	**122**	**14**		**3**	**150**	**16**	**0**	**16**	**0**	**8**		**32**	**0**	**53**
Project Traffic Assignment		In 55.0%	0.0%	0.0%		0.0%	0.0%	In 26.0%		0.0%	0.0%	0.0%		Out 26.0%	0.0%	Out 55.0%

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	122	14	3	150	16	16	0	8	32	0	53
Future Vol, veh/h	35	122	14	3	150	16	16	0	8	32	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	133	15	3	163	17	17	0	9	35	0	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	148	0	0	386	403	140	387	402	172
Stage 1	-	-	-	-	-	-	216	216	-	178	178	-
Stage 2	-	-	-	-	-	-	170	187	-	209	224	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1395	-	-	1434	-	-	573	536	908	572	537	872
Stage 1	-	-	-	-	-	-	786	724	-	824	752	-
Stage 2	-	-	-	-	-	-	832	745	-	793	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1434	-	-	518	519	908	548	519	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	518	519	-	548	519	-
Stage 1	-	-	-	-	-	-	763	702	-	821	750	-
Stage 2	-	-	-	-	-	-	775	743	-	762	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.57	0.13	11.23	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	604	361	-	-	31	-	-	713
HCM Lane V/C Ratio	0.043	0.027	-	-	0.002	-	-	0.13
HCM Control Delay (s/veh)	11.2	7.7	0	-	7.5	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

3500 Enterprise Dr
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Sunrise Avenue & Bell Avenue

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	4	21	2	0	0	28	2	0	21	17	1	0	3	16	17	132
7:15 AM	7:30 AM	0	5	22	9	0	0	33	8	0	20	40	0	0	5	32	17	191
7:30 AM	7:45 AM	0	10	26	21	0	0	21	3	0	22	32	0	0	4	16	5	160
7:45 AM	8:00 AM	0	6	27	15	0	1	24	5	0	20	30	2	0	6	25	12	173
8:00 AM	8:15 AM	0	6	29	12	0	1	25	1	0	14	31	1	0	6	28	9	163
8:15 AM	8:30 AM	0	5	28	6	0	0	15	3	0	12	22	1	0	7	33	6	138
8:30 AM	8:45 AM	0	5	17	7	0	0	24	3	0	19	29	0	0	4	20	4	132
8:45 AM	9:00 AM	0	4	17	5	0	1	23	6	0	13	23	0	0	5	22	7	126
		0	46	187	77	0	3	194	31	0	143	224	5	0	40	192	78	1220
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	27	104	57	0	2	103	17	0	76	133	3	0	21	101	43	687

Count Taken: 1/6/2026
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/6/2026																
Existing Volumes	0	27	104	57	0	2	103	17	0	76	133	3	0	21	101	43
Seasonal Factor	0	1	5	3	0	0	5	1	0	4	7	0	0	1	5	2
Adjusted Volumes		28	**109**	**60**		2	**108**	**18**	**0**	**80**	**140**	**3**		22	**106**	**45**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		3	11	6		0	11	2	0	8	15	0		2	11	5
Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2030 Growth		1	4	2	0	0	4	1	0	3	6	0	0	1	4	2
Committed																
Rodriguez											2				1	
Savannah preserve																
Privilege 22-in 68- out								In 2% 0			In 10% 2				Out 10% 7	Out 2% 1
Sunrise Lakes PD 10-in, 30-out				in 19% 2		in 26% 3				out 19% 6	out 4% 1	out 26% 8			in 4% 0	
Oleander Oaks																
Total Committed	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**6**	**5**	**8**	**0**	**0**	**8**	**1**
Committed + 1%	**0**	**1**	**4**	**4**	**0**	**3**	**4**	**1**	**0**	**9**	**11**	**8**	**0**	**1**	**12**	**3**
Growth 2.5% or Committed + 1%	**0**	**3**	**11**	**6**	**0**	**3**	**11**	**2**	**0**	**9**	**15**	**8**	**0**	**2**	**12**	**5**
Pre Development Volumes		**31**	**120**	**66**	**0**	**5**	**119**	**20**	**0**	**89**	**155**	**11**	**0**	**24**	**118**	**50**
Project Traffic		0	13	0		0	4	4	0	0	0	1		14	0	0
Post Development Volumes		**31**	**133**	**66**		**5**	**123**	**24**	**0**	**89**	**155**	**12**		**38**	**118**	**50**
		0.0%	In 26.0%	0.0%		Out 1.0%	Out 26.0%	Out 28.0%		0.0%	0.0%	In 1.0%		In 28.0%	0.0%	0.0%

	EBT = EBL + EBT + EBR =	**27**	**+**	**104**	**+**	**57**	**=**	**188**
Bell Ave from 25th St to Sunrise Blvd	**WBT = SBR + WBT + NBL =**	**43**	**+**	**103**	**+**	**76**	**=**	**222**
Bell Ave from Sunrise Blvd to	**EBT = SBL + EBT + NBR =**	**21**	**+**	**104**	**+**	**3**	**=**	**128**
Oleander Ave	**WBT = WBR + WBT + WBL =**	**2**	**+**	**103**	**+**	**17**	**=**	**122**
Sunrise Blvd from Bell Ave to	**NBT = WBL + NBT + EBR =**	**2**	**+**	**133**	**+**	**57**	**=**	**192**
Edwards Rd	**SBT = SBR + SBT + SBL =**	**21**	**+**	**101**	**+**	**43**	**=**	**165**

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	133	66	5	123	24	89	155	12	38	118	50
Future Vol, veh/h	31	133	66	5	123	24	89	155	12	38	118	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	145	72	5	134	26	97	168	13	41	128	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.9	10.8	12.7	11.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	13%	3%	18%
Vol Thru, %	61%	58%	81%	57%
Vol Right, %	5%	29%	16%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	256	230	152	206
LT Vol	89	31	5	38
Through Vol	155	133	123	118
RT Vol	12	66	24	50
Lane Flow Rate	278	250	165	224
Geometry Grp	1	1	1	1
Degree of Util (X)	0.427	0.38	0.261	0.34
Departure Headway (Hd)	5.523	5.476	5.684	5.471
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	651	655	629	654
Service Time	3.575	3.531	3.744	3.528
HCM Lane V/C Ratio	0.427	0.382	0.262	0.343
HCM Control Delay, s/veh	12.7	11.9	10.8	11.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.1	1.8	1	1.5

3500 Enterprise Dr
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Sunrise Avenue & Bell Avenue

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
3:45 PM	4:00 PM	0	6	23	11	0	3	25	1	0	6	29	2	0	6	26	6	144
4:00 PM	4:15 PM	0	8	12	11	0	2	27	9	0	8	19	3	0	4	32	7	142
4:15 PM	4:30 PM	0	9	25	18	0	1	35	11	0	4	23	0	0	9	10	13	158
4:30 PM	4:45 PM	0	12	18	14	0	0	33	18	0	8	23	2	0	9	3	18	158
4:45 PM	5:00 PM	0	11	20	19	0	0	35	16	0	15	24	0	0	17	3	17	177
5:00 PM	5:15 PM	0	9	23	25	0	0	30	18	0	6	29	2	0	12	4	27	185
5:15 PM	5:30 PM	0	7	21	27	0	3	44	19	0	8	35	0	0	12	3	26	205
5:30 PM	5:45 PM	0	3	21	14	0	1	20	15	0	9	23	0	0	9	5	22	142
5:45 PM	6:00 PM	0	1	1	1	0	0	1	1	0	2	2	0	0	0	0	1	10
		0	66	164	140	0	10	250	108	0	66	207	9	0	78	86	137	1321
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	39	82	85	0	3	142	71	0	37	111	4	0	50	13	88	725

Count Taken: 1/6/2026
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/6/2026																
Existing Volumes	0	39	82	85	0	3	142	71	0	37	111	4	0	50	13	88
Seasonal Factor	0	2	4	4	0	0	7	4	0	2	6	0	0	3	1	4
Adjusted Volumes		41	**86**	**89**		3	**149**	**75**	**0**	**39**	**117**	**4**		53	**14**	**92**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		4	9	9		0	15	8	0	4	12	0		6	1	10
Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2030 Growth		2	3	4	0	0	6	3	0	2	5	0	0	2	1	4
Committed																
Rodriguez											4				4	
Savannah preserve																
Privilege 71-in 42- out								In 2% 1			In 10% 7				Out 10% 4	Out 2% 1
Sunrise Lakes PD 33-in, 19-out				in 19% 6		in 26% 9				out 19% 4	out 4% 1	out 26% 5			in 4% 1	
Oleander Oaks																
Total Committed	**0**	**0**	**0**	**6**	**0**	**9**	**0**	**1**	**0**	**4**	**12**	**5**	**0**	**0**	**9**	**1**
Committed + 1%	**0**	**2**	**3**	**10**	**0**	**9**	**6**	**4**	**0**	**6**	**17**	**5**	**0**	**2**	**10**	**5**
Growth 2.5% or Committed + 1%	**0**	**4**	**9**	**10**	**0**	**9**	**15**	**8**	**0**	**6**	**17**	**5**	**0**	**6**	**10**	**10**
Pre Development Volumes		**45**	**95**	**99**	**0**	**12**	**164**	**83**	**0**	**45**	**134**	**9**	**0**	**59**	**24**	**102**
Project Traffic		0	7	0		0	12	13	0	0	0	0		7	0	0
Post Development Volumes		**45**	**102**	**99**		**12**	**176**	**96**	**0**	**45**	**134**	**9**		**66**	**24**	**102**
Project Traffic Assignment		0.0%	In 26.0%	0.0%		Out 1.0%	Out 26.0%	Out 28.0%		0.0%	0.0%	In 1.0%		In 28.0%	0.0%	0.0%

	EBT = EBL + EBT + EBR =	**39**	**+**	**82**	**+**	**85**	**=**	**206**
Bell Ave from 25th St to Sunrise Blvd	**WBT = SBR + WBT + NBL +**	**88**	**+**	**142**	**+**	**37**	**=**	**267**
Bell Ave from Sunrise Blvd to	**EBT = SBL + EBT + NBR =**	**50**	**+**	**82**	**+**	**4**	**=**	**136**
Oleander Ave	**WBT = WBR + WBT + WBL**	**3**	**+**	**142**	**+**	**71**	**=**	**216**
Sunrise Blvd from Bell Ave to	**NBT = WBL + NBT + EBR**	**3**	**+**	**111**	**+**	**85**	**=**	**199**
Edwards Rd	**SBT = SBR + SBT + SBL =**	**50**	**+**	**13**	**+**	**88**	**=**	**151**

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	102	99	12	176	96	45	134	9	66	24	102
Future Vol, veh/h	45	102	99	12	176	96	45	134	9	66	24	102
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	111	108	13	191	104	49	146	10	72	26	111
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.2	13.1	12	11.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	18%	4%	34%
Vol Thru, %	71%	41%	62%	13%
Vol Right, %	5%	40%	34%	53%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	246	284	192
LT Vol	45	45	12	66
Through Vol	134	102	176	24
RT Vol	9	99	96	102
Lane Flow Rate	204	267	309	209
Geometry Grp	1	1	1	1
Degree of Util (X)	0.335	0.405	0.462	0.327
Departure Headway (Hd)	5.904	5.447	5.389	5.641
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	605	658	664	632
Service Time	3.979	3.515	3.456	3.716
HCM Lane V/C Ratio	0.337	0.406	0.465	0.331
HCM Control Delay, s/veh	12	12.2	13.1	11.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	2	2.4	1.4

3500 Enterprise Dr
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Oleander Avenue & Bell Avenue

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	6	0	5	0	0	0	0	0	11	42	0	0	1	21	19	105
7:15 AM	7:30 AM	0	7	0	15	0	0	0	1	0	9	56	0	0	1	43	22	154
7:30 AM	7:45 AM	0	20	0	10	0	0	0	0	0	18	67	0	0	0	53	6	174
7:45 AM	8:00 AM	0	9	1	19	0	0	0	1	0	22	74	0	0	2	58	5	191
8:00 AM	8:15 AM	0	11	0	13	0	0	0	1	0	10	56	1	0	2	81	10	185
8:15 AM	8:30 AM	0	10	0	12	0	0	0	1	0	13	88	0	0	0	92	16	232
8:30 AM	8:45 AM	0	10	0	11	0	0	0	0	0	8	66	0	0	0	63	8	166
8:45 AM	9:00 AM	0	12	0	14	0	0	0	0	0	8	78	1	0	1	47	16	177
		0	88	1	101	0	0	0	4	0	100	533	2	0	7	469	104	1409
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	50	1	54	0	0	0	3	0	63	285	1	0	4	284	37	782

Count Taken: 1/7/2026
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.04

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/7/2026																
Existing Volumes	0	50	1	54	0	0	0	3	0	63	285	1	0	4	284	37
Seasonal Factor	0	2	0	2	0	0	0	0	0	3	11	0	0	0	11	1
Adjusted Volumes		52	**1**	**56**		0	**0**	**3**	**0**	**66**	**296**	**1**		4	**295**	**38**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		5	0	6		0	0	0	0	7	31	0		0	31	4
Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2030 Growth		2	0	2	0	0	0	0	0	3	12	0	0	0	12	2
Committed																
Rodriguez											2				1	
Savannah preserve																
Privilege																
Sunrise Lakes PD		8														3
Oleander Oaks				1						2	20				7	
Total Committed	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**22**	**0**	**0**	**0**	**8**	**3**
Committed + 1%	**0**	**10**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**34**	**0**	**0**	**0**	**20**	**5**
Growth 2.5% or Committed + 1%	**0**	**10**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**7**	**34**	**0**	**0**	**0**	**31**	**5**
Pre Development Volumes		**62**	**1**	**62**	**0**	**0**	**0**	**3**	**0**	**73**	**330**	**1**	**0**	**4**	**326**	**43**
Project Traffic		0	3	1		0	9	0		4	0	0		0	0	1
Post Development Volumes		**62**	**4**	**63**		**0**	**9**	**3**	**0**	**77**	**330**	**1**		**4**	**326**	**44**
		Out	Out	Out			In			In						In
		1.0%	17.0%	8.0%		0.0%	17.0%	0.0%		8.0%	0.0%	0.0%		0.0%	0.0%	1.0%

Oleander Ave from Bell Ave	**NBT = EBL + NBT + WBR =**	**50**	**+**	**3**	**+**	**285**	**=**	**338**
to Farmers Market Rd	**SBT = SBR + SBT + SBL =**	**4**	**+**	**284**	**+**	**37**	**=**	**325**

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	63	77	330	326	44
Future Vol, veh/h	62	63	77	330	326	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	68	84	359	354	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	904	378	402	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	307	668	1156	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	668	1156	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.7	1.58	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	341	-	395	-	-
HCM Lane V/C Ratio	0.072	-	0.344	-	-
HCM Control Delay (s/veh)	8.4	0	18.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

3500 Enterprise Dr
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Oleander Avenue & Bell Avenue

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
3:45 PM	4:00 PM		12	0	14		0	0	1		13	74	0		0	86	10	210
4:00 PM	4:15 PM	0	5	0	13	0	1	0	0	0	10	60	0	0	0	56	12	157
4:15 PM	4:30 PM	0	13	0	9	0	0	0	0	0	15	63	0	0	0	68	4	172
4:30 PM	4:45 PM	0	10	0	10	0	0	0	1	0	19	75	0	0	1	77	11	204
4:45 PM	5:00 PM	0	3	0	14	0	0	0	1	0	26	86	0	0	2	108	11	251
5:00 PM	5:15 PM	0	10	0	16	0	0	0	2	0	18	80	1	0	0	89	8	224
5:15 PM	5:30 PM	0	10	0	13	0	2	0	0	0	13	87	0	0	0	81	15	221
5:30 PM	5:45 PM	0	8	0	18	0	1	0	0	0	9	72	0	0	2	85	7	202
5:45 PM	6:00 PM	0	0	0	1	0	0	0	0	0	3	4	0	0	0	6	0	14
		0	71	0	108	0	4	0	5	0	126	601	1	0	5	656	78	1655
Peak Hour Traffic Volume																		
4:30 PM	5:30 PM	0	33	0	53	0	2	0	4	0	76	328	1	0	3	355	45	900

Count Taken: 1/7/2026
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.04

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/7/2026																
Existing Volumes	0	33	0	53	0	2	0	4	0	76	328	1	0	3	355	45
Seasonal Factor	0	1	0	2	0	0	0	0	0	3	13	0	0	0	14	2
Adjusted Volumes		34	**0**	**55**		2	**0**	**4**	**0**	**79**	**341**	**1**		3	**369**	**47**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		4	0	6		0	0	0	0	8	35	0		0	38	5
Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2030 Growth		1	0	2	0	0	0	0	0	3	14	0	0	0	15	2
Committed																
Rodriguez											4				4	
Savannah preserve																
Privilege																
Sunrise Lakes PD		5														9
Oleander Oaks				2						1	13				23	
Total Committed	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	**0**	**0**	**0**	**27**	**9**
Committed + 1%	**0**	**6**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**31**	**0**	**0**	**0**	**42**	**11**
Growth 2.5% or Committed + 1%	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**8**	**35**	**0**	**0**	**0**	**42**	**11**
Pre Development Volumes		**40**	**0**	**61**	**0**	**2**	**0**	**4**	**0**	**87**	**376**	**1**	**0**	**3**	**411**	**58**
Project Traffic		0	8	4		0	4	0		2	0	0		0	0	0
Post Development Volumes		**40**	**8**	**65**		**2**	**4**	**4**	**0**	**89**	**376**	**1**		**3**	**411**	**58**
Project Traffic		Out	Out	Out			In			In						In
Assignment		1.0%	17.0%	8.0%		0.0%	17.0%	0.0%		8.0%	0.0%	0.0%		0.0%	0.0%	1.0%

Oleander Ave from Bell Ave	**NBT = EBL + NBT + WBR =**	**33**	**+**	**4**	**+**	**328**	**=**	**365**
to Farmers Market Rd	**SBT = SBR + SBT + SBL =**	**3**	**+**	**355**	**+**	**45**	**=**	**403**

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	65	89	376	411	58
Future Vol, veh/h	40	65	89	376	411	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	71	97	409	447	63

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1080	478	510	0	-	0	
Stage 1	478	-	-	-	-	-	
Stage 2	602	-	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	-	
Pot Cap-1 Maneuver	241	587	1055	-	-	-	
Stage 1	623	-	-	-	-	-	
Stage 2	547	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	213	587	1055	-	-	-	
Mov Cap-2 Maneuver	213	-	-	-	-	-	
Stage 1	550	-	-	-	-	-	
Stage 2	547	-	-	-	-	-	

Approach	EB	NB	SB
HCM Control Delay, s/v	20.9	1.68	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	345	-	351	-	-
HCM Lane V/C Ratio	0.092	-	0.325	-	-
HCM Control Delay (s/veh)	8.8	0	20.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.4	-	-

3500 Enterprise Dr
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Oleander Avenue & Farmer Market

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	6	0	1	0	0	36	6	0	1	38	0	88
7:15 AM	7:30 AM	0	0	0	0	0	6	1	1	0	0	42	7	0	2	37	0	96
7:30 AM	7:45 AM	0	0	0	0	0	4	0	4	0	0	62	11	0	1	51	0	133
7:45 AM	8:00 AM	0	0	0	0	0	8	0	3	0	0	76	2	0	6	64	0	159
8:00 AM	8:15 AM	0	1	0	0	0	9	0	4	0	0	88	7	0	3	95	0	207
8:15 AM	8:30 AM	0	0	0	0	0	2	0	6	0	0	64	11	0	6	81	0	170
8:30 AM	8:45 AM	0	0	0	0	0	4	0	2	0	0	74	12	0	4	80	0	176
8:45 AM	9:00 AM	0	0	0	0	0	5	0	9	0	0	63	12	0	6	58	0	153
		0	1	0	0	0	44	1	30	0	0	515	68	0	29	510	0	1198
Peak Hour Traffic Volume																		
7:45 AM	8:45 AM	0	1	0	0	0	23	0	15	0	0	302	32	0	19	320	0	712

Count Taken: 1/8/2026
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.04

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/8/2026																
Existing Volumes	0	1	0	0	0	23	0	15	0	0	302	32	0	19	320	0
Seasonal Factor	0	0	0	0	0	1	0	1	0	0	12	1	0	1	13	0
Adjusted Volumes		1	**0**	**0**		24	**0**	**16**	**0**	**0**	**314**	**33**		20	**333**	**0**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		0	0	0		2	0	2	0	0	33	3		2	35	0
Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2030 Growth		0	0	0	0	1	0	1	0	0	13	1	0	1	14	0
Committed																
Rodriguez											2				1	
Savannah preserve																
Privilege						1						0				
Sunrise Lakes PD																
Oleander Oaks						1					20	2			7	
Total Committed	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**22**	**2**	**0**	**0**	**8**	**0**
Committed + 1%	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**35**	**3**	**0**	**1**	**22**	**0**
Growth 2.5% or Committed + 1%	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**35**	**3**	**0**	**2**	**35**	**0**
Pre Development Volumes		**1**	**0**	**0**	**0**	**27**	**0**	**18**	**0**	**0**	**349**	**36**	**0**	**22**	**368**	**0**
Project Traffic		0	0	0		0	0	0		0	3	0		0	9	0
Post Development Volumes		**1**	**0**	**0**		**27**	**0**	**18**	**0**	**0**	**352**	**36**		**22**	**377**	**0**
											Out				In	
		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	18.0%	0.0%		0.0%	18.0%	0.0%

Farmers Market Rd from Oleander Ave to US 1	**EBT = SBL + EBT + NBR =**	**19**	**+**	**0**	**+**	**32**	**=**	**51**
	WBT = WBR + WBT + WBL =	**23**	**+**	**0**	**+**	**15**	**=**	**38**

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	27	0	18	0	352	36	22	377	0
Future Vol, veh/h	1	0	0	27	0	18	0	352	36	22	377	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,#	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	29	0	20	0	383	39	24	410	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	840	879	410	860	860	402	410	0	0	422	0	0
Stage 1	458	458	-	402	402	-	-	-	-	-	-	-
Stage 2	383	422	-	458	458	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	285	286	642	276	294	648	1149	-	-	1137	-	-
Stage 1	583	567	-	625	600	-	-	-	-	-	-	-
Stage 2	640	588	-	583	567	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	269	278	642	269	286	648	1149	-	-	1137	-	-
Mov Cap-2 Maneuver	269	278	-	269	286	-	-	-	-	-	-	-
Stage 1	567	552	-	625	600	-	-	-	-	-	-	-
Stage 2	621	588	-	567	552	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.6	16.92	0	0.45
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1149	-	-	269	351	99	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.139	0.021	-	-
HCM Control Delay (s/veh)	0	-	-	18.5	16.9	8.2	0	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-

3500 Enterprise Dr
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Oleander Avenue & Farmer Market

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
3:45 PM	4:00 PM	0	0	0	0	0	8	0	3	0	0	53	5	0	3	60	0	132
4:00 PM	4:15 PM	0	0	0	0	0	4	0	3	0	0	57	3	0	4	71	0	142
4:15 PM	4:30 PM	0	0	0	0	0	9	0	5	0	0	66	5	0	4	84	0	173
4:30 PM	4:45 PM	0	0	0	0	0	5	0	8	0	0	67	4	0	5	80	0	169
4:45 PM	5:00 PM	0	0	0	0	0	2	0	4	0	0	78	4	0	4	102	0	194
5:00 PM	5:15 PM	0	0	0	0	0	3	0	1	0	0	73	7	0	2	91	0	177
5:15 PM	5:30 PM	0	0	0	0	0	6	0	6	0	0	69	9	0	3	78	0	171
5:30 PM	5:45 PM	0	0	0	0	0	2	0	4	0	0	70	5	0	3	70	0	154
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5
		0	0	0	0	0	39	0	34	0	0	534	42	0	28	640	0	1317
Peak Hour Traffic Volume																		
4:15 PM	5:15 PM	0	0	0	0	0	19	0	18	0	0	284	20	0	15	357	0	713

Count Taken: 1/8/2026
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.04

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/8/2026																
Existing Volumes	0	0	0	0	0	19	0	18	0	0	284	20	0	15	357	0
Seasonal Factor	0	0	0	0	0	1	0	1	0	0	11	1	0	1	14	0
Adjusted Volumes		0	**0**	**0**		20	**0**	**19**	**0**	**0**	**295**	**21**		16	**371**	**0**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		0	0	0		2	0	2	0	0	31	2		2	39	0
Growth Rate		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
2030 Growth		0	0	0	0	1	0	1	0	0	12	1	0	1	15	0
Committed																
Rodriguez											4				4	
Savannah preserve																
Privilege						1						1				
Sunrise Lakes PD																
Oleander Oaks						2					13	1			23	
Total Committed	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**17**	**2**	**0**	**0**	**27**	**0**
Committed + 1%	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**29**	**3**	**0**	**1**	**42**	**0**
Growth 2.5% or Committed + 1%	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**31**	**3**	**0**	**2**	**42**	**0**
Pre Development Volumes		**0**	**0**	**0**	**0**	**24**	**0**	**21**	**0**	**0**	**326**	**24**	**0**	**18**	**413**	**0**
Project Traffic		0	0	0		0	0	0		0	8	0		0	5	0
Post Development Volumes		**0**	**0**	**0**		**24**	**0**	**21**	**0**	**0**	**334**	**24**		**18**	**418**	**0**
Project Traffic Assignment		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	Out 18.0%	0.0%		0.0%	In 18.0%	0.0%

Farmers Market Rd from Oleander Ave to US 1	**EBT = SBL + EBT + NBR =**	**15**	**+**	**0**	**+**	**20**	**=**	**35**
	WBT = WBR + WBT + WBL =	**19**	**+**	**0**	**+**	**18**	**=**	**37**

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	24	0	21	0	334	24	18	418	0
Future Vol, veh/h	0	0	0	24	0	21	0	334	24	18	418	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	26	0	23	0	363	26	20	454	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	857	883	454	870	870	376	454	0	0	389	0	0
Stage 1	493	493	-	376	376	-	-	-	-	-	-	-
Stage 2	363	389	-	493	493	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	278	285	606	272	290	670	1106	-	-	1169	-	-
Stage 1	557	547	-	645	616	-	-	-	-	-	-	-
Stage 2	656	608	-	557	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	278	606	266	283	670	1106	-	-	1169	-	-
Mov Cap-2 Maneuver	262	278	-	266	283	-	-	-	-	-	-	-
Stage 1	545	535	-	645	616	-	-	-	-	-	-	-
Stage 2	633	608	-	545	535	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	16.2	0	0.34
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1106	-	-	-	370	74	-	-
HCM Lane V/C Ratio	-	-	-	-	0.132	0.017	-	-
HCM Control Delay (s/veh)	0	-	-	0	16.2	8.1	0	-
HCM Lane LOS	A	-	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1	-	-

3500 Enterprise Dr
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Enterprise Road & Driveway 1

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	14
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	27
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	10	0	29
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0	14
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
		0	1	0	1	0	0	2	0	0	0	68	0	0	0	55	0	127
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0	86

Count Taken: 12/10/2025
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/10/2025																
Existing Volumes	0	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Adjusted Volumes		0	**0**	**0**		0	**0**	**0**	**0**	**0**	**49**	**0**		0	**41**	**0**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		0	0	0		0	0	0	0	0	6	0		0	5	0
2030 Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**55**	**0**		**0**	**46**	**0**
Committed																
Rodriguez																
Savannah preserve																
Privilege																
Sunrise Lakes PD																
Oleander Oaks																
Total Committed																
Pre Development Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**55**	**0**		**0**	**46**	**0**
Project Traffic		0	0	0		4	0	1	0	0	28	14		3	13	0
Post Development Volumes		**0**	**0**	**0**		**4**	**0**	**1**	**0**	**0**	**83**	**14**		**3**	**59**	**0**
						Out		Out			In	In		In	Out	
		0.0%	0.0%	0.0%		27.0%	0.0%	6.0%		0.0%	54.0%	27.0%		6.0%	81.0%	0.0%

Enterprise & DW 1 NBT = Enterprise & bell (EBL + NBT +WBR)
Enterprise & DW 1 SBT = Enterprise & bell (SBL + SBT +SBR)

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	1	83	14	3	59
Future Vol, veh/h	4	1	83	14	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	90	15	3	64

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	168	98	0	0	105	0
Stage 1	98	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	822	958	-	-	1486	-
Stage 1	926	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	820	958	-	-	1486	-
Mov Cap-2 Maneuver	820	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.2	0	0.36
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	844	87	-
HCM Lane V/C Ratio	-	-	0.006	0.002	-
HCM Control Delay (s/veh)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

3500 Enterprise Dr
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Enterprise Road & Driveway 1

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	14
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	27
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	10	0	29
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0	14
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
		0	0	0	0	0	0	0	0	0	0	68	0	0	0	55	0	123
Peak Hour Traffic Volume																		
4:15 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0	86

Count Taken: 12/10/2025
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/10/2025																
Existing Volumes	0	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Adjusted Volumes		**0**	**0**	**0**		0	**0**	**0**	**0**	**0**	**49**	**0**		0	**41**	**0**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		0	0	0		0	0	0	0	0	6	0		0	5	0
2030 Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**55**	**0**		**0**	**46**	**0**
Committed																
Rodriguez																
Savannah preserve																
Privilege																
Sunrise Lakes PD																
Oleander Oaks																
Total Committed																
Pre Development Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**55**	**0**		**0**	**46**	**0**
Project Traffic		0	0	0		13	0	3	0	0	14	7		2	38	0
Post Development Volumes		**0**	**0**	**0**		**13**	**0**	**3**	**0**	**0**	**69**	**7**		**2**	**84**	**0**
Project Traffic						Out		Out			In	In		In	Out	
Assignment		0.0%	0.0%	0.0%		27.0%	0.0%	6.0%		0.0%	54.0%	27.0%		6.0%	81.0%	0.0%

Enterprise & DW 1 NBT = Enterprise & bell (EBL + NBT +WBR)
Enterprise & DW 1 SBT = Enterprise & bell (SBL + SBT +SBR)

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	3	69	7	2	84
Future Vol, veh/h	13	3	69	7	2	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	75	8	2	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	174	79	0	0	83	0
Stage 1	79	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	815	982	-	-	1515	-
Stage 1	944	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	814	982	-	-	1515	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.37	0	0.17
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	841	42	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Control Delay (s/veh)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

3500 Enterprise Dr
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Enterprise Road & Driveway 2

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	14
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	27
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	10	0	29
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0	14
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
		0	1	0	1	0	0	2	0	0	0	68	0	0	0	55	0	127
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0	86

Count Taken: 12/10/2025
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/10/2025																
Existing Volumes	0	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Adjusted Volumes		0	**0**	**0**		0	**0**	**0**	**0**	**0**	**49**	**0**		0	**41**	**0**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		0	0	0		0	0	0	0	0	6	0		0	5	0
2030 Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**55**	**0**		**0**	**46**	**0**
Committed																
Rodriguez																
Savannah preserve																
Privilege																
Sunrise Lakes PD																
Oleander Oaks																
Total Committed																
Pre Development Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**55**	**0**		**0**	**46**	**0**
Project Traffic		0	0	0		9	0	2	0	0	1	28		7	0	0
Post Development Volumes		**0**	**0**	**0**		**9**	**0**	**2**	**0**	**0**	**56**	**28**		**7**	**46**	**0**
						Out		Out			Out	In		In		
		0.0%	0.0%	0.0%		54.0%	0.0%	13.0%		0.0%	6.0%	54.0%		13.0%	0.0%	0.0%

Enterprise & DW 2 NBT = Enterprise & bell (EBL + NBT +WBR)
Enterprise & DW 2 SBT = Enterprise & bell (SBL + SBT +SBR)

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	2	56	28	7	46
Future Vol, veh/h	9	2	56	28	7	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	2	61	30	8	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	141	76	0	0	91	0
Stage 1	76	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	852	985	-	-	1504	-
Stage 1	947	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	847	985	-	-	1504	-
Mov Cap-2 Maneuver	847	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.2	0	0.98
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	869	238	-
HCM Lane V/C Ratio	-	-	0.014	0.005	-
HCM Control Delay (s/veh)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

3500 Enterprise Dr
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Enterprise Road & Driveway 2

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	14
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	27
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	10	0	29
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0	14
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
		0	0	0	0	0	0	0	0	0	0	68	0	0	0	55	0	123
Peak Hour Traffic Volume																		
4:15 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0	86

Count Taken: 12/10/2025
Buildout year: 2030
Growth Rate: 2.5%
Seasonal Factor: 1.05

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/10/2025																
Existing Volumes	0	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Adjusted Volumes		**0**	**0**	**0**		0	**0**	**0**	**0**	**0**	**49**	**0**		0	**41**	**0**
Growth Rate		2.5%	2.5%	2.5%		2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		2.5%	2.5%	2.5%
Growth Volume		0	0	0		0	0	0	0	0	6	0		0	5	0
2030 Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**55**	**0**		**0**	**46**	**0**
Committed																
Rodriguez																
Savannah preserve																
Privilege																
Sunrise Lakes PD																
Oleander Oaks																
Total Committed																
Pre Development Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**55**	**0**		**0**	**46**	**0**
Project Traffic		0	0	0		25	0	6	0	0	3	14		3	0	0
Post Development Volumes		**0**	**0**	**0**		**25**	**0**	**6**	**0**	**0**	**58**	**14**		**3**	**46**	**0**
Project Traffic						Out		Out			Out	In		In		
Assignment		0.0%	0.0%	0.0%		54.0%	0.0%	13.0%		0.0%	6.0%	54.0%		13.0%	0.0%	0.0%

Enterprise & DW 2 NBT = Enterprise & bell (EBL + NBT +WBR)
Enterprise & DW 2 SBT = Enterprise & bell (SBL + SBT +SBR)

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	6	58	14	3	46
Future Vol, veh/h	25	6	58	14	3	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	7	63	15	3	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	127	71	0	0	78	0
Stage 1	71	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	867	992	-	-	1520	-
Stage 1	952	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	865	992	-	-	1520	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.2	0	0.45
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	887	110	-
HCM Lane V/C Ratio	-	-	0.038	0.002	-
HCM Control Delay (s/veh)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

MacKenzie
Engineering & Planning, Inc.

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(772) 286-8030• www.mackenzieengineeringinc.com

APPENDIX A

Memorandum

To: St. Lucie County Public Works Department
From: Shaun G. Mackenzie, P.E.
Date: Revised January 7, 2026
October 28, 2025
Re: 3500 Enterprise Road - Traffic Study Methodology

St. Lucie County Acceptance

3500 Enterprise Road Traffic Study Methodology was

Approved on _____, 20__ by _____

INTRODUCTION

MacKenzie Engineering and Planning, Inc. (MEP) was retained by Haley Ward to perform a traffic analysis for 3500 Enterprise Road, Fort Pierce in St. Lucie County, FL. The proposed project is located by the northeast corner of Enterprise Road & Bell Avenue, St. Lucie County, FL (Parcel ID: 2428-502-0027-000-6). The existing 42,714 square feet of light industrial buildings will be demolished and redeveloped with up to 190,000 square feet of manufacturing use. The site will employ up to 294 people. The buildout year is 2030.

The methodology was prepared in accordance with the Standardized Transportation Impact Studies (TIS) Methodology and procedures (STIP) (Updated August 2023). We are submitting the information to the St. Lucie County Public Works department for review and upon approval will continue with the traffic analysis.

Figure 1 illustrates the proposed development location.

Figure 1: Proposed Site Location

TRIP GENERATION

Trip Generation

The study uses trip generation rates for Light Industrial (ITE Land Use 110) and Manufacturing (ITE Land Use 140) published in the Institute of Transportation Engineering's (ITE) manual, *Trip Generation Manual (12th Edition)*. Employees are utilized for the independent variable for manufacturing use due to the more accurate trip projections (R^2).

The proposed development will generate the following net new external and driveway trips:

- 836 daily, 67 AM peak hour (51 in/16 out), and 72 PM peak hour (25 in/47 out) trips.

Internal Capture Rate

Internal capture is proposed at 0%.

Pass-by Rate Factor

There is no pass-by for this site.

INVENTORY & PLANNING DATA

Availability / Use of County & State Data

MEP will obtain count data, use FDOT's Florida Traffic Online traffic counts and supplement from the St. Lucie County TPO Traffic Counts and Level of Service Report (2025) for current traffic counts.

Procedures for Intersection Analysis

MEP will utilize the software identified in the STIP. MEP will use truck counts or FDOT traffic online data for the truck percentage.

STUDY AREA

Traffic Distribution / Assignment Technique and Approach

Traffic distribution and assignment were developed based upon a select zone assignment for the project using the Treasure Coast Regional Planning Model (TCRPM) 5.1. (see Appendix).

Radius of Impact (ROI)

Based on the STIP, the radius of influence for transportation concurrency is 1.0 mile. St. Lucie County LDC evaluates concurrency based on the new external trips on the surrounding roads. AM & PM peak hour analyses will be performed. Figure 2 illustrates the one-mile radius. The traffic assignment is shown in tabular form in Exhibit 5 along with the anticipated study roadways within the radius of influence.

Figure 2: 1-Mile Radius Map

Study Intersections

The project will study the following intersections:

- Enterprise Road & Bell Avenue
- Sunrise Avenue & Bell Avenue
- Oleander Avenue & Bell Avenue
- Oleander Avenue & Farmer Market

ROADWAY ANALYSIS

Roadway Analysis

MEP will utilize AM & PM peak hour traffic data for each roadway segment within the study area. MEP will utilize the MMQLOS Handbook to establish generalized service volumes on state roads. MEP will use FDOT's preliminary context class on state roads. The traffic data for each segment will be compared with the service volumes for each respective segment to determine if adequate capacity is available on each roadway segment.

Historical Growth Rate

Historic growth rates were developed based on available FDOT Traffic Online data. The historic annual growth on the surrounding facilities between 2020 and 2024 is negative. Therefore, a growth rate of 2.5% is utilized since it's the highest of the two growth rates based on the STIP. FDOT Data showing the growth calculations are contained in Exhibit 4.

Service Volume

MEP will utilize the FDOT Multimodal Quality/Level of Service Handbook (2023) on state roads based on FDOT preliminary context class and the TPO service volumes on non-state roads.

Background Traffic

Background traffic identifies how the study area's transportation system is forecast to operate in the buildout year. This includes traffic growth that is associated with the general (historic) growth in the area and the growth due to the development of unbuilt portions of approved major developments. The existing peak hour traffic volumes will be increased based on the greater of the annual compound growth rate or a 1% growth rate plus approved site plan traffic to develop the projected year 2030 background traffic volumes.

The following approved or nearly approved projects and their traffic were included in the analysis:

- Contender Boats Expansion (58,860 SF and 81,000 SF of retail)
- Land America Self-Storage (100,008 SF of self-storage)
- Rodriguez Preliminary Development Plan (37,800 SF of commercial)
- Selvitz – Phase 1
- Savannah preserve
- Weatherbee-treasure townhomes
- Privilege
- Sunrise Lakes PD / Integrity 1st
- Oleander Oaks
- Fort Pierce Commerce Center
- St. Lucie Commerce Center
- Selvitz

Segment Analysis

Should an arterial analysis become necessary, an arterial analysis will be performed using the most current version of ARTPLAN. The green times, cycle lengths, and volumes will be provided by St. Lucie County Traffic Timing Data or Field obtained signal timing results.

DRIVEWAY ANALYSIS

Site Access

The proposed conceptual site plan has been provided by the owner and is located in the Appendix. The site proposes 2 driveways, a garage entry with limited use and an emergency access.

COMMITTED IMPROVEMENTS

Based on a review of FDOT's 5-Year Work Program and the St. Lucie TPO's Transportation Improvement Program, which includes St. Lucie County's 5-Year Capital Improvement Plan. There are no committed improvements.

APPENDIX

1. Trip Generation
2. Driveway Distribution
3. Assignment Map
4. Growth Rate Calculation
5. Projected Roadway Significance (Study Roads)
6. FDOT's Traffic Data
7. FDOT's Q/LOS – Manual 2023
8. St. Lucie County TPO Data (2025)
9. Conceptual Site Plan

Exhibit 1: Trip Generation

3500 Enterprise Road
TRIP GENERATION

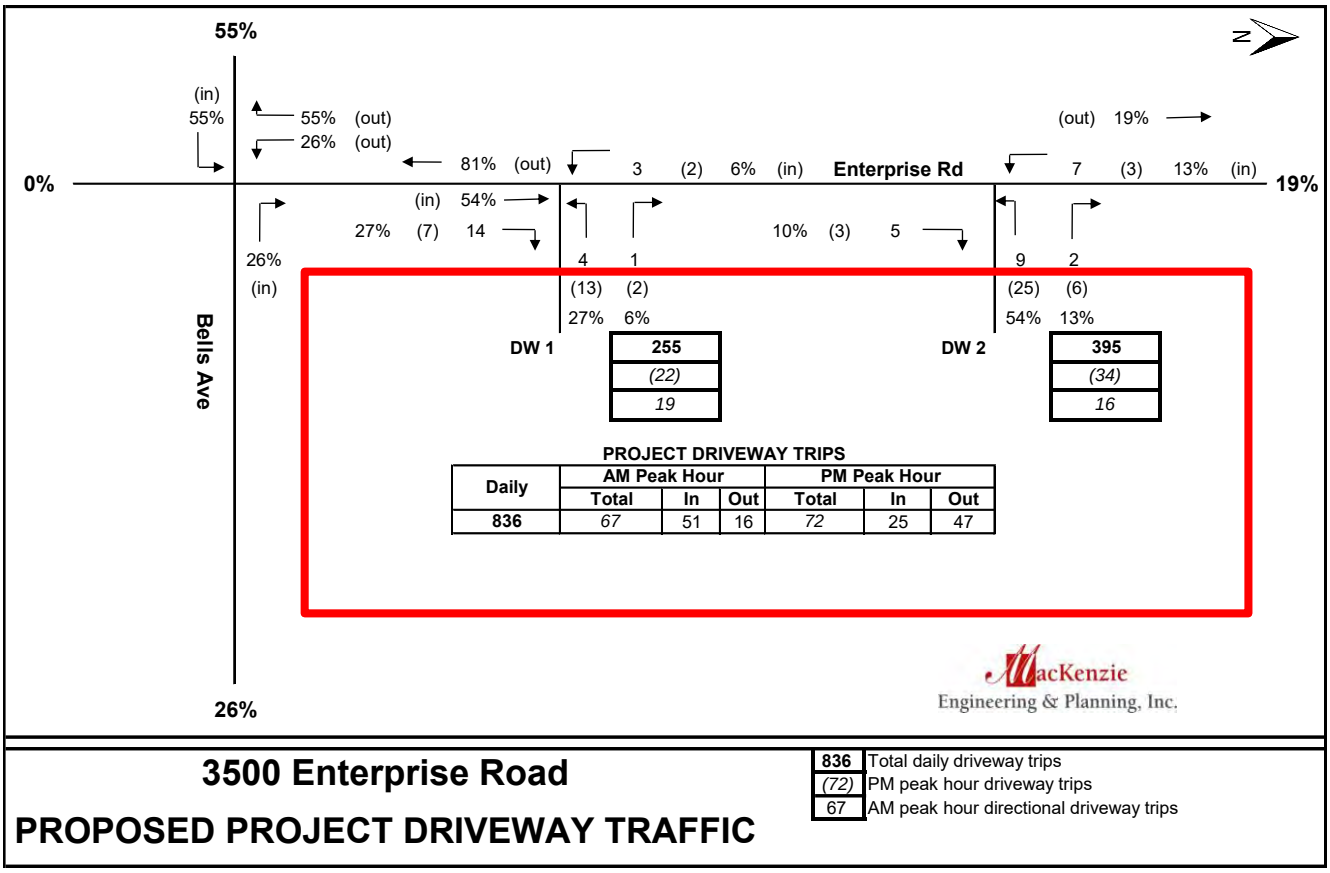
Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic									
Manufacturing - Car Trips	294	Employees	736	58	45	13	66	23	43
Manufacturing - Truck Trips	294	Employees	100	9	6	3	6	2	4
Subtotal			836	67	51	16	72	25	47
Total Proposed Driveway Volumes			***836***	***67***	***51***	***16***	***72***	***25***	***47***
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**836**	**67**	**51**	**16**	**72**	**25**	**47**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Manufacturing	140	Employees	Ln(T) = 0.92 Ln(X) + 1.5	0%	76/24	T = 0.22 (X) + 2.6	35/65	T = 0.19(X) + 15.67
Manufacturing	140T	Employees	0.34	0%	59/41	0.03	37/63	0.02

ITE 12th Edition

Exhibit 2: Driveway Trips



3500 Enterprise Road

PROPOSED PROJECT DRIVEWAY TRAFFIC

836	Total daily driveway trips
(72)	PM peak hour driveway trips
67	AM peak hour directional driveway trips

Exhibit 3: Trip Assignment

Exhibit 4: Growth Rate

Station	Description	Average Daily Traffic					Annual Absolute Growth	Growth Rate
		2020*	2021	2022	2023	2024		
94-7002	On Bell Ave - E of Sunrise Blvd		5,500	5,500	5,700	3,800	-490	-12.9%
94-8541	Oleander Ave from Farmer Market Rd to Kanner Dr		10,000	10,000	10,300	9,300	-180	-1.9%
94-7003	On Bell Ave - W of Sunrise Blvd		6,800	6,800	7,000	5,200	-460	-8.8%
						Weighted Average		-6.2%
						Growth Rate Used		**2.5%**

* 2020 Data were excluded due to COVID

Exhibit 5: STUDY ROADWAYS

Project Impacts (Significance)							
Roadway	**Segments**	**E + C Lanes**	**Peak Hour 2-WAY Capacity**	**Assignment**	**Project Traffic**	**Impact**	**Significant Impact (1%)? (Y/N)**
S 25TH STREET	MIDWAY TO BELL AVE	4	2,100	25%	8	0.4%	NO
	BELL AVE TO EDWARDS RD	4	2,100	1%	0	0.0%	NO
	EDWARDS RD TP CORTEZ BLVD	4	2,100	1%	0	0.0%	NO
BELL AVENUE	25TH TO SUNRISE BLVD	2	790	26%	8	1.0%	**YES**
	SUNRISE BLVD TO OLEANDER AVE	2	600	55%	17	2.8%	**YES**
FARMERS MARKET RD	OLEANDER TO USE 1	2	750	17%	5	0.7%	NO
SUNRISE BLVD	MIDWAY TO BELL	2	540	0%	0	0.0%	NO
	BELL TO EDWARDS	2	750	28%	9	1.2%	**YES**
	EDWARDS TO CORTEZ	2	600	2%	1	0.2%	NO
	CORTEZ TO VIRGINIA AVE	2	750	2%	1	0.1%	NO
OLEANDER AVENUE	WEATHERBEE TO BELL	2	540	8%	2	0.4%	NO
	BELL TO FARMERS MARKET	2	540	17%	5	0.9%	NO
	FARMERS MARKET TO EDWARDS	2	750	18%	6	0.8%	NO
	EDWARDS TO WISTERIA	2	750	16%	5	0.7%	NO
EDWARDS ROAD	SELVITZ RD TO S 25TH ST	2	880	24%	7	0.8%	NO
	S 25TH ST TO SUNRISE BLVD	4	1,630	24%	7	0.4%	NO
	SUNRISE BLVD TO OLEANDER AVE	4	1,630	0%	0	0.0%	NO
	OLEANDER AVE TO US 1	2	1,630	2%	1	0.1%	NO
US 1	WEATHERBEE RD to BELL AVE (1)	4	1,810	15%	5	0.3%	NO
	BELL AVE to EDWARDS RD (1)	4	1,810	2%	1	0.1%	NO
	EDWARDS RD to SAVANNAH RD (2)	4	1,790	2%	1	0.1%	NO
	SAVANNAH RD to GARDENIA AVE (2)	4	1,790	2%	1	0.1%	NO

(1) Capacity based on C3C area type
(2) Capacity based on C4 area type

Exhibit 6: FDOT's Traffic Data

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7003 - ON BELL AVE - W. OF SUNRISE BLVD (COUNTY 104)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	5200 C	E 2700	W 2500	9.00	51.10	8.20
2023	7000 V	E 3000	W 4000	9.00	51.60	7.10
2022	6800 R	E 2900	W 3900	9.00	51.40	5.00
2021	6800 T	E 2900	W 3900	9.00	50.90	7.20
2020	6900 S	E 2900	W 4000	9.00	51.30	31.50
2019	7200 F	E 3000	W 4200	9.00	51.00	7.80
2018	7200 C	E 3000	W 4200	9.00	51.30	5.80
2017	3500 V	E 1700	W 1800	9.00	50.90	10.00
2016	3500 R	E 1700	W 1800	9.00	50.90	6.20
2015	3500 T	E 1700	W 1800	9.00	51.00	41.80
2014	3500 S	E 1700	W 1800	9.00	50.80	49.50
2013	3500 F	E 1700	W 1800	9.00	50.80	11.90
2012	3500 C	E 1700	W 1800	9.00	56.80	7.10
2011	3000 S	E 1500	W 1500	9.00	57.20	9.50
2010	3000 F	E 1500	W 1500	10.32	55.40	9.50
2009	3000 C	E 1500	W 1500	10.27	57.35	9.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8541 - OLEANDER AVE FROM FARMER MARKET RD TO KANNER DR (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	9300 C	N 5100	S 4200	9.00	51.10	8.90
2023	10300 S	N 5600	S 4700	9.00	51.60	7.40
2022	10000 F	N 5400	S 4600	9.00	51.40	7.40
2021	10000 C	N 5400	S 4600	9.00	50.90	7.40
2020	9300 S	N 5100	S 4200	9.00	51.30	8.50
2019	9700 F	N 5300	S 4400	9.00	51.00	8.50
2018	9700 C	N 5300	S 4400	9.00	51.30	8.50
2017	7800 S	N 4100	S 3700	9.00	50.90	11.70
2016	7600 F	N 4000	S 3600	9.00	50.90	11.70
2015	7600 C	N 4000	S 3600	9.00	51.00	11.70
2014	9100 F	N 5000	S 4100	9.00	50.80	6.00
2013	9100 C	N 5000	S 4100	9.00	50.80	6.00
2012	8500 C	N 4200	S 4300	9.00	56.80	6.00
2011	10900 T	0	0	9.00	57.20	7.60
2010	10900 S	N 5500	S 5400	10.32	55.40	10.10
2009	10900 F	N 5500	S 5400	10.27	57.35	10.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7002 - ON BELL AVE - E. OF SUNRISE BLVD (COUNTY 102)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	3800 C	E 1800	W 2000	9.00	51.10	8.20
2023	5700 V	E 3100	W 2600	9.00	51.60	7.10
2022	5500 R	E 3000	W 2500	9.00	51.40	5.00
2021	5500 T	E 3000	W 2500	9.00	50.90	7.20
2020	5500 S	E 3000	W 2500	9.00	51.30	31.50
2019	5700 F	E 3100	W 2600	9.00	51.00	7.80
2018	5700 C	E 3100	W 2600	9.00	51.30	5.80
2017	2900 V	E 1500	W 1400	9.00	50.90	10.00
2016	2900 R	E 1500	W 1400	9.00	50.90	6.20
2015	2900 T	E 1500	W 1400	9.00	51.00	41.80
2014	2900 S	E 1500	W 1400	9.00	50.80	49.50
2013	2900 F	E 1500	W 1400	9.00	50.80	11.90
2012	2900 C	E 1500	W 1400	9.00	56.80	7.10
2011	3000 S	E 1600	W 1400	9.00	57.20	12.40
2010	3000 F	E 1600	W 1400	10.32	55.40	12.40
2009	3000 C	E 1600	W 1400	10.27	57.35	12.40

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

C3C & C3R

EXHIBIT 7

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	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	**

Peak Hour Two-Way

	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	**

AADT

	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	**

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.

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

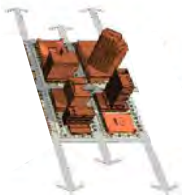
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(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 adjust 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.

EXHIBIT 8

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
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
2ND ST	CITRUS AVE to ORANGE AVE	601	1,789	2022	540	127	C	0.24	132	C	0.24
2ND ST	ORANGE AVE to AVENUE A	602	2,018	2022	540	125	C	0.23	125	C	0.23
7TH ST	SUNRISE BLVD to GEORGIA AVE	519	1,147	2023	600	76	C	0.13	90	C	0.15
7TH ST	GEORGIA AVE to DELAWARE AVE	517	1,865	2023	790	140	C	0.18	150	C	0.19
7TH ST	DELAWARE AVE to CITRUS AVE	515	2,492	2023	790	174	C	0.22	163	C	0.21
7TH ST	CITRUS AVE to ORANGE AVE	515	2,492	2023	750	174	C	0.23	163	C	0.22
7TH ST	ORANGE AVE to AVENUE C	603	2,599	2022	750	184	C	0.25	186	C	0.25
7TH ST	AVENUE C to AE BACKUS AVE	603	2,599	2022	540	184	C	0.34	186	C	0.34
7TH ST	AE BACKUS AVE to AVENUE D	603	2,599	2022	750	184	C	0.25	186	C	0.25
7TH ST	AVENUE D to AVENUE H	604	1,723	2022	750	116	C	0.15	117	C	0.16
10TH ST	DELAWARE AVE to ORANGE AVE	605	1,531	2022	600	101	C	0.17	91	C	0.15
10TH ST	ORANGE AVE to AVENUE C	605	1,531	2022	600	101	C	0.17	91	C	0.15
10TH ST	AVENUE C to AVENUE D	605	1,531	2022	540	101	C	0.19	91	C	0.17
13TH ST	VIRGINIA AVE to NEBRASKA AVE	527	6,217	2023	750	423	D	0.56	401	D	0.53
13TH ST	NEBRASKA AVE to GEORGIA AVE	527	6,217	2023	790	423	D	0.54	401	D	0.51
13TH ST	GEORGIA AVE to DELAWARE AVE	525	4,469	2021	750	219	C	0.29	227	C	0.30
13TH ST	DELAWARE AVE to ORANGE AVE	523	3,569	2022	750	222	C	0.30	193	C	0.26
13TH ST	ORANGE AVE to AVENUE B	521	2,921	2022	750	162	C	0.22	157	C	0.21
13TH ST	AVENUE B to AVENUE D	521	2,921	2022	750	162	C	0.22	157	C	0.21
13TH ST	AVENUE D to AVENUE H	165	2,487	2022	750	133	C	0.18	133	C	0.18
13TH ST	AVENUE H to AVENUE I	165	2,487	2022	540	133	C	0.25	133	C	0.25
13TH ST	AVENUE I to AVENUE O	165	2,487	2022	540	133	C	0.25	133	C	0.25
13TH ST	AVENUE O to AVENUE Q	165	2,487	2022	540	133	C	0.25	133	C	0.25
17TH ST	GEORGIA AVE to DELAWARE AVE	606	2,386	2022	600	150	C	0.25	147	C	0.25
17TH ST	DELAWARE AVE to ORANGE AVE	607	5,412	2023	790	275	C	0.35	260	C	0.33
17TH ST	ORANGE AVE to AVENUE D	608	2,263	2021	750	127	C	0.17	120	C	0.16
17TH ST	AVENUE D to AVENUE Q	608	2,263	2021	750	127	C	0.17	120	C	0.16
25TH ST	MIDWAY RD to BELL AVE	779	21,500	2025	2,100	1,353	C	0.64	1,331	C	0.63
25TH ST	BELL AVE to EDWARDS RD	159	20,426	2024	2,100	1,144	C	0.54	1,176	C	0.56
25TH ST	EDWARDS RD to CORTEZ BLVD	529	23,683	2023	2,000	1,393	C	0.70	1,147	C	0.57
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	23,683	2023	2,000	1,393	C	0.70	1,147	C	0.57

* **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.

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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
BECKER RD	FLORIDA'S TURNPIKE to SOUTHBEND BLVD	628	20,500	2025	2,100	1,206	C	0.57	1,170	C	0.56
BECKER RD	SOUTHBEND BLVD to END of 4 LANES	629	14,056	2023	2,100	1,016	C	0.48	1,086	C	0.52
BECKER RD	END of 4 LANES to NW GILSON RD	776	11,000	2025	920	935	F	1.02	934	F	1.02
BELL AVE	25TH ST to SUNRISE BLVD	104	5,492	2023	790	371	C	0.47	343	C	0.43
BELL AVE	SUNRISE BLVD to OLEANDER AVE	102	4,166	2023	600	253	C	0.42	232	C	0.39
CALIFORNIA BLVD	CAMEO BLVD to DEL RIO BLVD	633	8,636	2024	750	619	D	0.83	488	D	0.65
CALIFORNIA BLVD	DEL RIO BLVD to SAVONA BLVD	634	13,524	2023	920	810	C	0.88	744	C	0.81
CALIFORNIA BLVD	SAVONA BLVD to DEL RIO BLVD	635	12,780	2023	920	729	C	0.79	855	C	0.93
CALIFORNIA BLVD	DEL RIO BLVD to CROSSTOWN PKWY	636	16,500	2025	920	1,095	F	1.19	908	D	0.99
CALIFORNIA BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	234	18,000	2025	920	882	D	0.96	889	D	0.97
CALIFORNIA BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	234	18,000	2025	920	882	D	0.96	889	D	0.97
CALIFORNIA BLVD	ST LUCIE WEST BLVD to COUNTRY CLUB DR	233	8,400	2025	920	485	C	0.53	513	C	0.56
CALIFORNIA BLVD	COUNTRY CLUB DR to UNIVERSITY BLVD	724	7,700	2025	790	521	C	0.66	494	C	0.63
CALIFORNIA BLVD	UNIVERSITY BLVD to PEACOCK BLVD	724	7,700	2025	630	521	C	0.83	494	C	0.78
CALIFORNIA BLVD	PEACOCK BLVD to TORINO PKWY	637	13,309	2023	630	881	F	1.40	781	F	1.24
CAMEO BLVD	PORT ST LUICE BLVD to CALIFORNIA BLVD	638	4,710	2023	750	336	C	0.45	291	C	0.39
CAMEO BLVD	CALIFORNIA BLVD to CROSSTOWN PKWY	639	10,500	2025	790	741	D	0.94	585	D	0.74
CAMPBELL RD	PICOS RD to ORANGE AVE	640	765	2022	540	75	C	0.14	55	C	0.10
CANE SLOUGH RD	US 1 to LENNARD RD	167	9,672	2021	1,710	489	C	0.29	493	C	0.29
CARLTON RD	CARLTON RD (S) to OKEECHOBEE RD	641	598	2022	390	36	B	0.09	37	B	0.09
CASHMERE BLVD	PEACOCK BLVD to TORINO PKWY	676	12,398	2024	630	879	F	1.40	772	F	1.23
CASHMERE BLVD	DEL RIO BLVD to CROSSTOWN PKWY	642	10,895	2024	920	686	C	0.75	829	C	0.90
CASHMERE BLVD	CROSSTOWN PKWY to HEATHERWOOD BLVD	232	14,500	2025	920	776	C	0.84	722	C	0.78
CASHMERE BLVD	HEATHERWOOD BLVD to ST LUCIE WEST BLVD	232	14,500	2025	920	776	C	0.84	722	C	0.78
CASHMERE BLVD	ST LUCIE WEST BLVD to PEACOCK BLVD	231	14,000	2025	920	911	D	0.99	928	F	1.01
CITRUS AVE	7TH ST to US 1	643	992	2023	750	146	C	0.19	146	C	0.19
CITRUS AVE	US 1 to 2ND ST	764	6,100	2025	790	391	D	0.49	401	D	0.51
CITRUS AVE	2ND ST to INDIAN RIVER DR	644	3,543	2022	540	214	C	0.40	227	C	0.42
COMMUNITY BLVD	DISCOVERY WAY to TRADITION PKWY	735	5,200	2024	920	365	C	0.40	302	C	0.33
COMMUNITY BLVD	WESTCLIFFE LN to TRADITION PKWY	647	6,840	2021	1,470	377	C	0.26	394	C	0.27
COMMERCE CENTER DR	CROSSTOWN PKWY to ST LUCIE WEST BLVD	645	5,927	2021	1,710	352	C	0.21	425	C	0.25
COMMERCE CENTER DR	ST LUCIE WEST BLVD to END OF 4 LANES	646	9,000	2025	1,710	591	C	0.35	488	C	0.29

* **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.
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* 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.

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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
EASY ST	US 1 to BUCHANAN DR	106	7,201	2021	750	399	D	0.53	505	D	0.67
EASY ST	BUCHANAN DR to YUCCA DR	106	7,201	2021	540	399	D	0.74	505	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,836	2024	630	627	D	1.00	607	D	0.96
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	11,836	2024	700	627	C	0.90	607	C	0.87
EDWARDS RD	SELVITZ RD to 25TH ST	110	15,105	2024	880	796	C	0.90	786	C	0.89
EDWARDS RD	25TH ST to SUNRISE BLVD	108	16,580	2024	1,630	826	D	0.51	826	D	0.51
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	13,835	2024	1,630	698	C	0.43	680	C	0.42
EDWARDS RD	OLEANDER AVE to US 1	173	7,600	2025	1,630	394	C	0.24	356	C	0.22
EMERSON AVE	INDRIO RD to RUSSOS RD	105	6,494	2023	1,070	480	C	0.45	474	C	0.44
EMERSON AVE	RUSSOS RD to FT PIERCE BLVD	105	6,494	2023	760	480	C	0.63	474	C	0.62
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,633	2023	750	85	C	0.11	99	C	0.13
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	15,500	2025	920	1,043	F	1.13	917	D	1.00
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	9,400	2025	920	515	C	0.56	552	C	0.60
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	9,000	2025	920	470	C	0.51	515	C	0.56
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,929	2021	630	354	C	0.56	377	C	0.60
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,929	2021	880	354	C	0.40	377	C	0.43
FLORIDA'S TURNPIKE	BECKER RD to PORT ST LUCIE BLVD	979913	64,338	2024							
FLORIDA'S TURNPIKE	MARTIN C.L. to BECKER RD	971958	66,500	2024							
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	971964	55,450	2024							
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	971968	42,350	2024							
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,375	2023	540	229	C	0.42	235	C	0.44
GARDENIA AVE	OLEANDER AVE to US 1	666	2,511	2022	750	194	C	0.26	184	C	0.25
GATLIN BLVD	W OF I-95 to E OF I-95	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	740	47,500	2025	3,170	2,111	C	0.67	2,481	C	0.78
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	741	40,500	2025	3,170	1,781	C	0.56	2,068	C	0.65
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	742	34,500	2025	3,170	1,472	C	0.46	1,498	C	0.47
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,054	2023	600	236	C	0.39	226	C	0.38
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,054	2023	750	236	C	0.31	226	C	0.30
GEORGIA AVE	17TH ST to 13TH ST	508	4,817	2023	600	245	C	0.41	247	C	0.41

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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
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	5,200	2025	750	407	D	0.54	413	D	0.55
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	5,879	2023	750	332	C	0.44	335	C	0.45
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	5,879	2023	540	332	D	0.61	335	D	0.62
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	11,569	2024	540	573	E	1.06	567	E	1.05
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	11,569	2024	750	573	D	0.76	567	D	0.76
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,680	2024	750	620	D	0.83	546	D	0.73
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,680	2024	540	620	F	1.15	546	E	1.01
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,680	2024	790	620	D	0.78	546	D	0.69
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,773	2023	600	268	C	0.45	277	C	0.46
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	HEADER CANAL RD to SHINN RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	SHINN RD to CAMPBELL RD	759	9,900	2025	1,070	553	C	0.52	500	C	0.47
ORANGE AVE	CAMPBELL RD to KINGS HWY	759	9,900	2025	1,070	553	C	0.52	500	C	0.47
ORANGE AVE	KINGS HWY to I-95	940041	18,044	2024							
ORANGE AVE	I-95 to JENKINS RD	940035	15,959	2024							
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	18,256	2024							
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	18,256	2024							
ORANGE AVE	ANGLE RD to 25TH ST	940151	8,946	2013							
ORANGE AVE	25TH ST to 17TH ST	945040	14,095	2024							
ORANGE AVE	17TH ST to 13TH ST	945040	14,095	2024							
ORANGE AVE	13TH ST to 10TH ST	945040	14,095	2024							
ORANGE AVE	10TH ST to 7TH ST	940155	10,375	2024							
ORANGE AVE	7TH ST to US 1	945134	7,977	2024							
ORANGE AVE	US 1 to 2ND ST	760	3,500	2025	600	328	D	0.55	330	D	0.55
ORANGE AVE	2ND ST to INDIAN RIVER DR	760	3,500	2025	750	328	C	0.44	330	C	0.44
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	209	1,986	2022	700	154	C	0.22	133	C	0.19
PARR DR	DARWIN BLVD to TULIP BLVD	723	1,935	2023	540	170	C	0.31	129	C	0.24
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	747	6,300	2025	700	375	C	0.54	354	C	0.51
PARR DR	ROSSER BLVD to SAVONA BLVD	747	6,300	2025	630	375	C	0.60	354	C	0.56
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	693	5,857	2021	630	370	C	0.59	412	C	0.65
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	694	11,445	2024	920	824	C	0.90	827	C	0.90

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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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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
US 1	VILLAGE GREEN DR to SPANISH LAKES BLVD	940265	45,295	2024							
US 1	SPANISH LAKES BLVD to PRIMA VISTA BLVD	940265	45,295	2024							
US 1	PRIMA VISTA BLVD to RIO MAR DR	940264	37,322	2024							
US 1	RIO MAR DR to KITTERMAN RD	940266	32,935	2024							
US 1	KITTERMAN RD to S OF SAEGER AVE	940266	32,935	2024							
US 1	S OF SAEGER AVE to EASY ST	940266	32,935	2024							
US 1	EASY ST to MIDWAY RD	945156	30,094	2024							
US 1	MIDWAY RD to WEATHERBEE RD	940012	30,741	2024							
US 1	WEATHERBEE RD to FARMER'S MARKET RD	940012	30,741	2024							
US 1	FARMER'S MARKET RD to EDWARDS RD	940012	30,741	2024							
US 1	EDWARDS RD to SAVANNAH RD	945002	27,960	2024							
US 1	GARDENIA AVE to VIRGINIA AVE	945002	27,960	2024							
US 1	SAVANNAH RD to GARDENIA AVE	945002	27,960	2024							
US 1	VIRGINIA AVE to OHIO AVE	945003	26,554	2024							
US 1	OHIO AVE to GEORGIA AVE	945003	26,554	2024							
US 1	GEORGIA AVE to DELAWARE AVE	945008	28,403	2024							
US 1	DELAWARE AVE to CITRUS AVE	945014	29,822	2024							
US 1	CITRUS AVE to ORANGE AVE	940118	25,899	2024							
US 1	ORANGE AVE to AVENUE A	945014	29,822	2024							
US 1	AVENUE A to AE BACKUS AVE	945014	29,822	2024							
US 1	AE BACKUS AVE to AVENUE D	945014	29,822	2024							
US 1	AVENUE D to SR A1A SOUTH	945014	29,822	2024							
US 1	SR A1A SOUTH to AVENUE H	715	30,956	2023	2,100	1,539	C	0.73	1,536	C	0.73
US 1	AVENUE H to OLD DIXIE HWY	715	30,956	2023	2,000	1,539	C	0.77	1,536	C	0.77
US 1	OLD DIXIE HWY to AVENUE O	940123	28,484	2024							
US 1	AVENUE O to SR A1A NORTH	940123	28,484	2024							
US 1	SR A1A NORTH to JUANITA AVE	940010	20,375	2024							
US 1	JUANITA AVE to ST LUCIE BLVD	940010	20,375	2024							
US 1	ST LUCIE BLVD to 25TH ST	940009	20,356	2024							
US 1	25TH ST to INDRIO RD	940009	20,356	2024							
US 1	INDRIO RD to TURNPIKE FEEDER RD	940107	25,544	2024							
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	25,544	2024							

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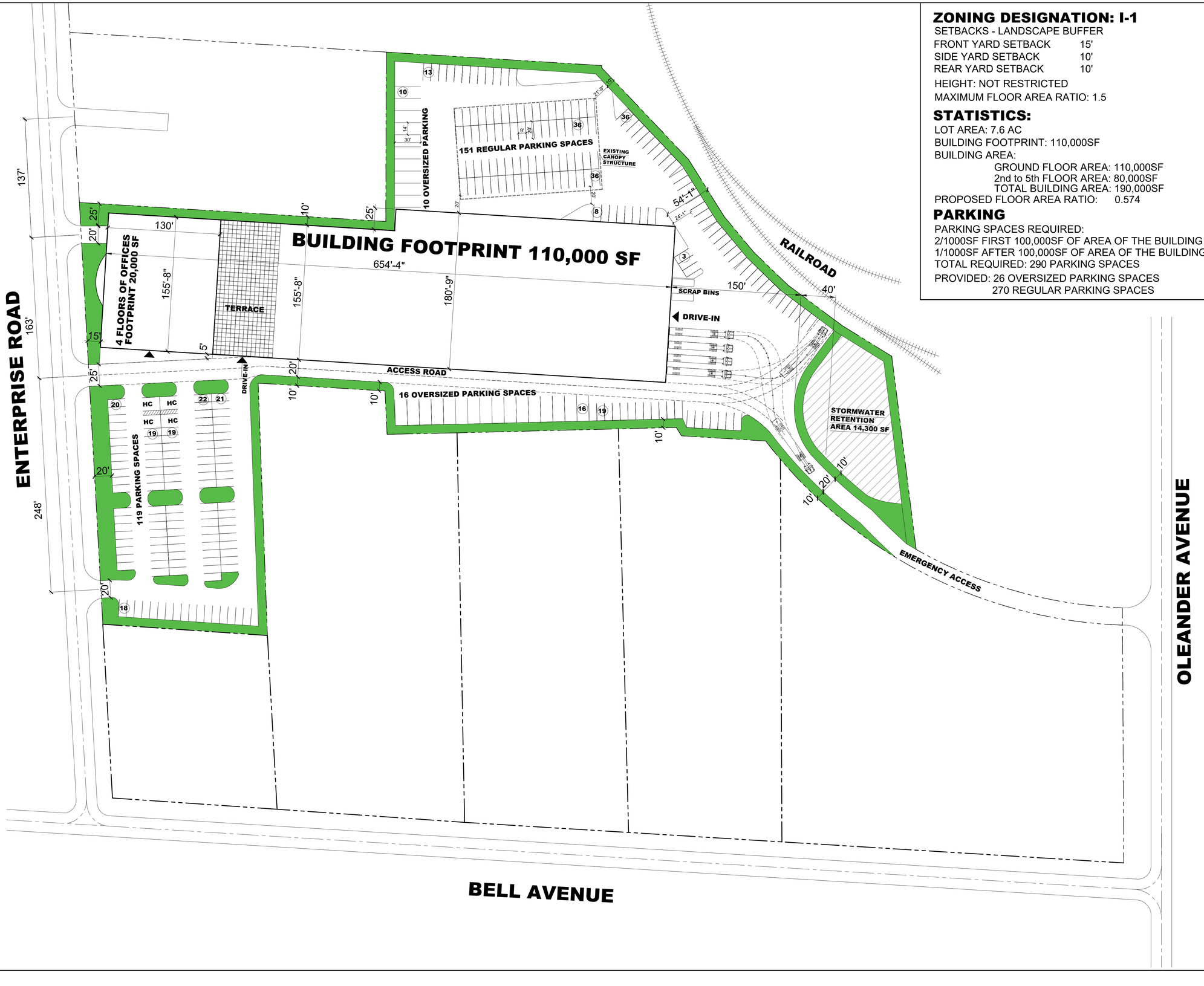


ZONING DESIGNATION: I-1

SETBACKS - LANDSCAPE BUFFER

FRONT YARD SETBACK	15'
SIDE YARD SETBACK	10'
REAR YARD SETBACK	10'

HEIGHT: NOT RESTRICTED

MAXIMUM FLOOR AREA RATIO: 1.5

STATISTICS:

LOT AREA: 7.6 AC

BUILDING FOOTPRINT: 110,000SF

BUILDING AREA:

GROUND FLOOR AREA: 110,000SF

2nd to 5th FLOOR AREA: 80,000SF

TOTAL BUILDING AREA: 190,000SF

PROPOSED FLOOR AREA RATIO: 0.574

PARKING

PARKING SPACES REQUIRED:

2/1000SF FIRST 100,000SF OF AREA OF THE BUILDING

1/1000SF AFTER 100,000SF OF AREA OF THE BUILDING

TOTAL REQUIRED: 290 PARKING SPACES

PROVIDED: 26 OVERSIZED PARKING SPACES

270 REGULAR PARKING SPACES

N — PROJECT NORTH

N — TRUE NORTH

NO.	ISSUED	BY	DATE
1	FOR TRANSPORTATION REVIEW	KK	APR 01,2025

NO.	REVISED	BY	DATE

GLUCK PARTNERSHIP ARCHITECTS INC.

9 MAGPIE CRESCENT,
TORONTO, ON M2L 2E6
TEL 416 498 0201

INDUSTRIAL BUILDING

3500 ENTERPRISE RD, FORT PEARCE, FL

SITE PLAN

DRAWN:	KK
CHECKED:	TG
SCALE:	1"=50'
DATE:	17 MARCH 2025
PROJECT No:	2509
DRWG. NO.	A-1.0

Appendix B - COMMITTED TRIPS AM

Roadway	Segment	E + C Lanes	Contender Boats Expansion		Land America Self-Storage		Rodriguez Preliminary Development		Selvitz – Phase 1		Savannah preserve		Weatherbee-treasure townhomes		Privilege		Sunrise Lakes PD / Integrity 1st		Oleander Oaks		Fort Pierce Commerce Center		St. Lucie Commerce Center		Total Committed	
			EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
BELL AVENUE	25TH TO SUNRISE BLVD	2													0	0	2	6							2	6
	SUNRISE BLVD TO OLEANDER AVE	2													1	0	8	3							9	3
FARMERS MARKET RD	OLEANDER TO US 1	2									4	12			1	0	0	0	2	1					7	13
SUNRISE BLVD	BELL TO EDWARDS	2													14	5	15	5							29	10
OLEANDER AVENUE	BELL TO FARMERS MARKET	2					2	1							1	0	8	3	20	7					31	11
	FARMERS MARKET TO EDWARDS	2					2	1							0	0	8	3	18	6					28	10
	EDWARDS TO WISTERIA	2													6	2	2	1	9	3					17	6

Appendix B - COMMITTED TRIPS PM

Roadway	Segment	E + C Lanes	Contender Boats Expansion		Land America Self-Storage		Rodriguez Preliminary Development		Selvitz – Phase 1		Savannah preserve		Weatherbee-treasure townhomes		Privilege		Sunrise Lakes PD / Integrity 1st		Oleander Oaks		Fort Pierce Commerce Center		St. Lucie Commerce Center		Total Committed	
			EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
BELL AVENUE	25TH TO SUNRISE BLVD	2													0	0	6	4							6	4
	SUNRISE BLVD TO OLEANDER AVE	2													1	1	5	9							6	10
FARMERS MARKET RD	OLEANDER TO US 1	2									14	8			1	1	0	0	1	2					16	11
SUNRISE BLVD	BELL TO EDWARDS	2													9	15	9	16							18	31
OLEANDER AVENUE	BELL TO FARMERS MARKET	2					4	4							1	1	5	9	13	23					23	37
	FARMERS MARKET TO EDWARDS	2					4	4							0	0	5	9	12	20					21	33
	EDWARDS TO WISTERIA	2													4	6	1	2	6	10					11	18

Trip Generation:

To properly estimate the trip generation the Institute of Traffic Engineers' (ITE) Report, Trip Generation (11th edition) was used to produce Daily Average, A.M Peak, and P.M. Peak. The proposed development is proposing 139,860 S.F. Manufacturing Building this addition will create an opportunity for an estimated 170 additional employees.(ITE Code 140).

CONTENDER BOATS

ITE 11TH EDITION TRIP GENERATION RATES

DAILY TRIPS

Land Use	ITE Code	Intensity	Units	Trip Generation Rate*	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Prop Manufacturing	140	170	Employees	Ln(T)=0.89Ln(X) + 1.68	50%	50%	259	259	518

A.M. PEAK HOUR TRIPS

Land Use	ITE Code	Intensity	Units	Trip Generation Rate*	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Prop Manufacturing	140	170	Employees	T=0.30(X)+32.68	83%	17%	69	14	84

P.M. PEAK HOUR TRIPS

Land Use	ITE Code	Intensity	Units	Trip Generation Rate*	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Prop Manufacturing	140	170	Employees	T=0.36(X)+18.55	39%	61%	31	49	80

* Based on Fitted Curve Equation

Internal Capture:

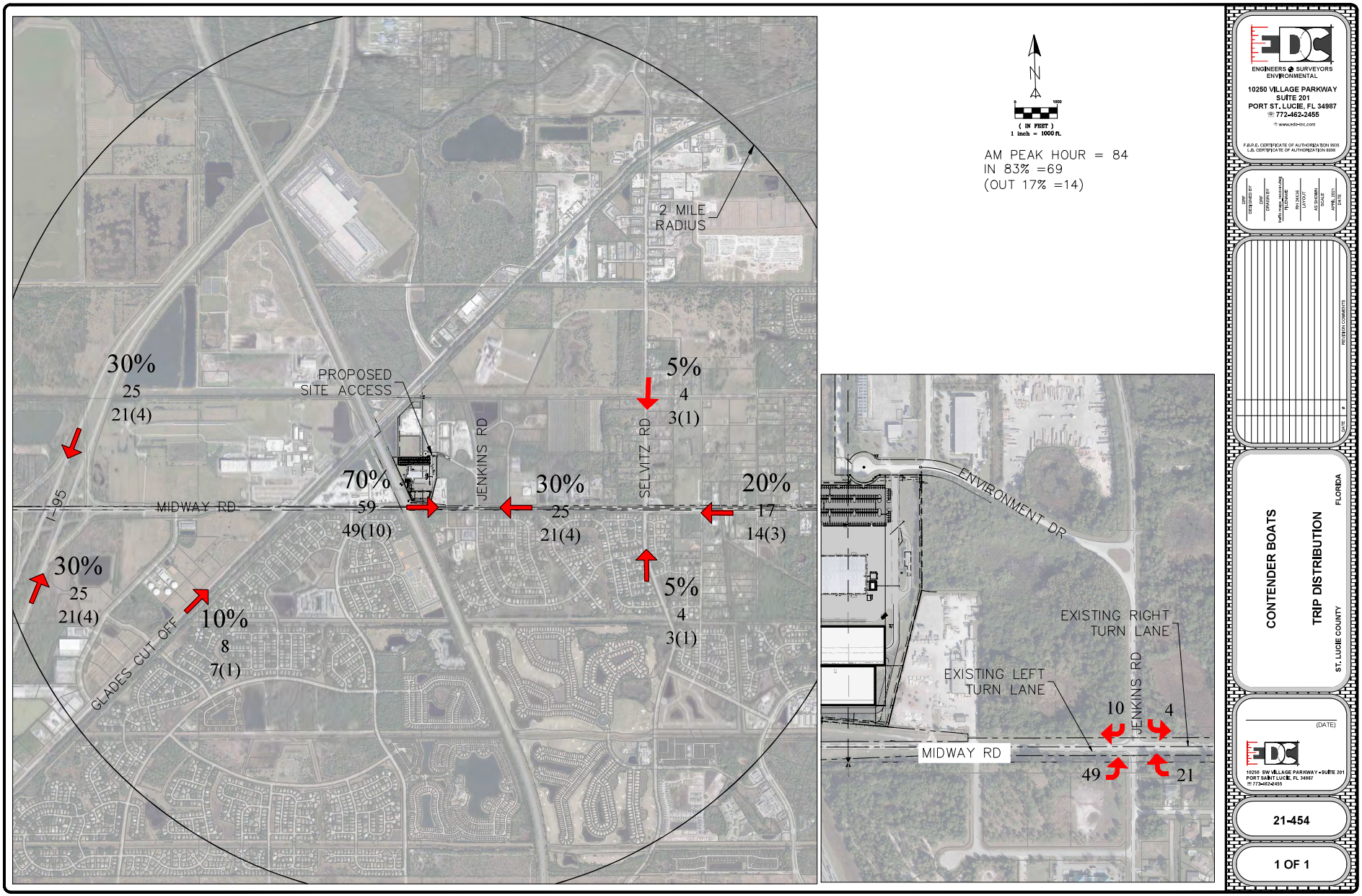
This project contains no internal capture

Pass-by Trip Capture:

The pass-by trip capture rate is 0

Radius of Impact:

For this analysis the radius of impact was determined by the total number of trips and Section 11.02.09(4)(b) of St. Lucie County Code. A two-mile radius is used to analyze and show impacts on any major or minor roads.



ENGINEERS & SURVEYORS
ENVIRONMENTAL
10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8099

CHP DESIGNED BY
CHP DRAWN BY
PAVEMENT MARKING TECHNIQUE
RH 24X36 LAYOUT
AS SHOWN SCALE
APRIL 2021 DATE

REVISION COMMENTS

DATE

CONTENDER BOATS

TRIP DISTRIBUTION

FLORIDA

ST. LUCIE COUNTY

(DATE)

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
PH 7724622455

21-454

1 OF 1

Formerly O'Rourke Engineering & Planning

May 14, 2025

Mr. Chris King
Land America, LLC
101 Pugliese's Way, Suite 200
Delray Beach, FL 33444
cking@puglisesco.com

LAND AMERICA SELF-STORAGE

Re: Midway & Selvitz – Traffic Statement

Dear Mr. Chris King,

Traffic & Mobility Consultants has completed the traffic analysis for the proposed 100,008 square foot mini-storage building that is proposed to be developed west of the existing Wawa gas station located at northwest corner of Midway Road at Selvitz Road in St Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein; the Site Plan is included as **Attachment A**.

I. Introduction

Traffic & Mobility Consultants was retained to prepare a traffic analysis for the proposed mini-warehouse building with cross-access to the existing Wawa gas station which currently has one driveway on Midway Road and one driveway on Selvitz Road; the mini-storage development is proposing a second driveway on Midway Road.

II. Project Description

Mini-warehouse rates from the ITE Trip Generation 11th Edition were applied to the proposed 100,008 square foot building; the calculations are presented in Table 1.

Table 1a- Daily

Description	Land Use Code	Intensity	Units	Daily Trip Generation	Directional Split		Daily Net Trips		
					In	Out	In	Out	Total
Mini-Warehouse	151	100.0	KSF	1.45	50%	50%	73	72	145

Table 1b- AM

Description	Land Use Code	Intensity	Units	AM Peak Hour Trip Generation	Directional Split		Daily Net Trips		
					In	Out	In	Out	Total
Mini-Warehouse	151	100.0	KSF	0.09	59%	41%	5	4	9

Table 1c- PM

Description	Land Use Code	Intensity	Units	PM Peak Hour Trip Generation	Directional Split		Daily Net Trips		
					In	Out	In	Out	Total
Mini-Warehouse	151	100.0	KSF	0.15	47%	53%	7	8	15

Source: ITE Trip Generation 11th Edition

III. Concurrency Review and Conclusion

The proposed 100,008 square foot mini-storage building will have a traffic impact of 9 AM peak hour trips total and 15 PM peak hour trips total, with 8 exiting trips as the highest directional impact. Assigning 60% of exiting trips to Midway Road and 40% to Selvitz Road, the project is seeking to be considered to have a de minimis impact, per Section 11.02.09(A)(4) of the St. Lucie County Land Development Code; the relevant data extracted from the *St. Lucie Transportation Planning Organization Traffic County and Level of Service Report 2024* is included as **Attachment B**.

Roadway Name	Location	2024 AADT	Last Physical Count Year	Pk Hr Service Capacity	Distribution	Project Impact		
						Trips Out	Trips Out / Service Capacity	Total Peak Hour Volume
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	25,500	2024	2,100	60%	5	0.24%	1,385
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	9,000	2024	700	40%	3	0.43%	526

Kind regards,

James Kemp, EI

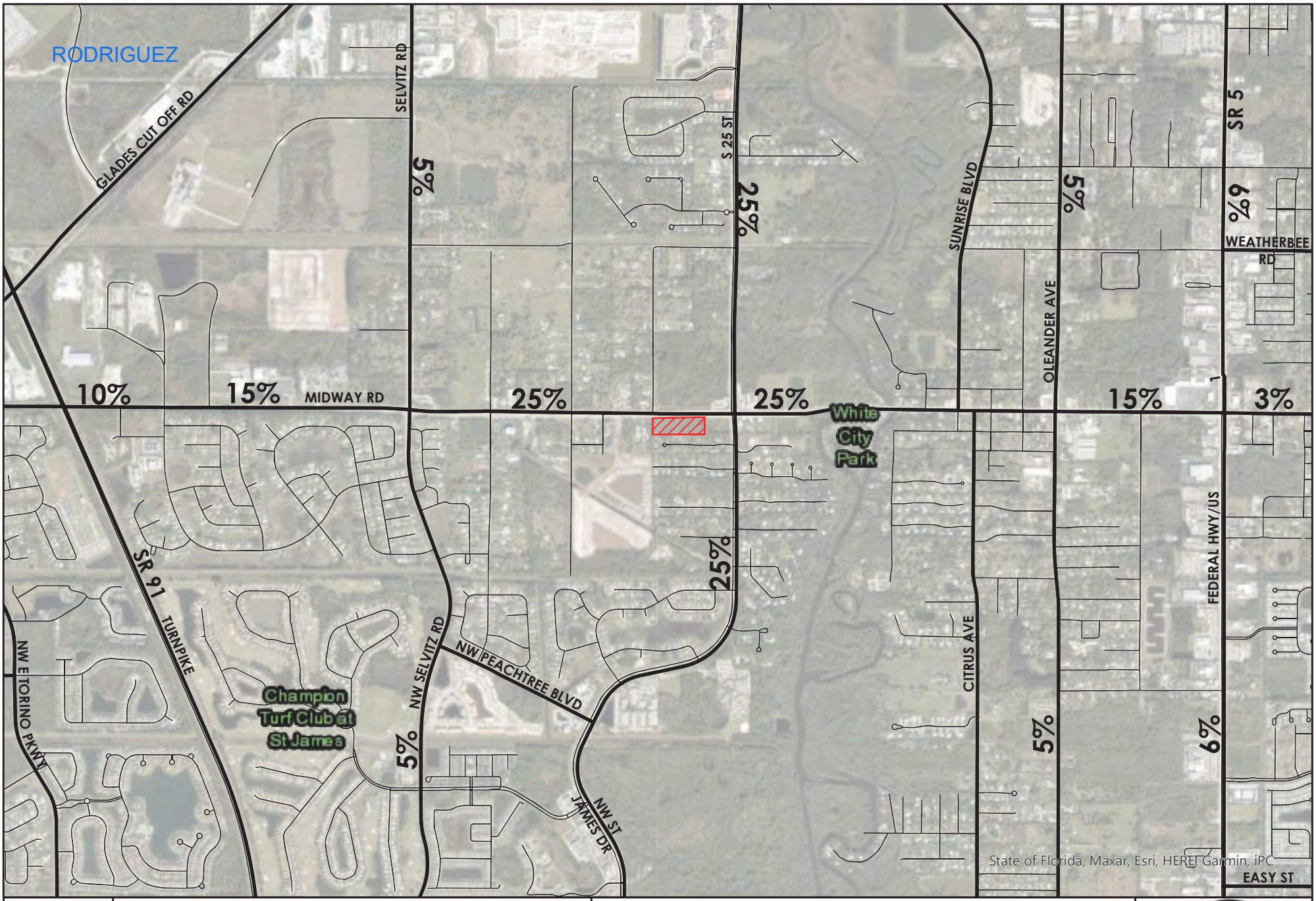


FIGURE 2 :
TRAFFIC ASSIGNMENT
MIDWAY ROAD COMMERCIAL

Midway Road Commercial (St Lucie County)
Trip Generation

Trip Generation Rates

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k)	822	54.45	60%	40%	2.36	50%	50%	6.59

Midway Road Commercial Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail	37,800 SF	2,058	53	36	89	125	124	249
Pass-By	40%	(823)	(21)	(15)	(36)	(50)	(50)	(100)
	Net Traffic	***1,235***	***32***	***21***	***53***	***75***	***74***	***149***

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Table 1. Trip Generation

ITE Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
Single Family Detached	286 DU	2,653	194	49	145	267	168	99
NET PROPOSED TRIPS		***2,653***	***194***	***49***	***145***	***267***	***168***	***99***
Total Proposed Driveway Volumes		***2,653***	***194***	***49***	***145***	***267***	***168***	***99***

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27

ITE 11th Edition

HISTORICAL GROWTH

Historic growth rates were determined based on St. Lucie County TPO traffic data as shown in Table 2. Growth on the roads is based on the best fit slope, which is an estimated annual growth rate in vehicles. The total average annual growth (in vehicles) was divided by the estimated total traffic to result in a weighted average growth rate. The historic annual growth on the surrounding facilities between 2017 and 2024 is 1.0%. A 2.0% annual compound growth rate will be used in the study to provide a conservative analysis.

Table 2. Growth Rate Calculation

Road Name	Segments	Count Site	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Annual Absolute Growth	Growth Rate
Selvitz Rd	Midway to Glades	703	11000		9,400		-			9,000	-246	-2.7%
Midway Rd	560 feet West of Selvitz Rd	134	20500	20500		-	-	22,000	23,000	25,500	601	2.4%
	685 feet West of 25th St	132	17500	22000		-	-	18,500	21,500	22,500	345	1.5%
Glades Cut Off Rd	SW of Selvitz Rd	113							5,400			
25th St/CR 615	730 feet South of Midway Rd	172	17000			15,500				17,500	95	0.5%
	N of CR 712/Midway Rd	940016	19100	19200	19000	18,200	18,000	18,100	18,600		-168	-0.9%
										Weighted Average		**1.0%**
										Growth Rate Used		**2.0%**

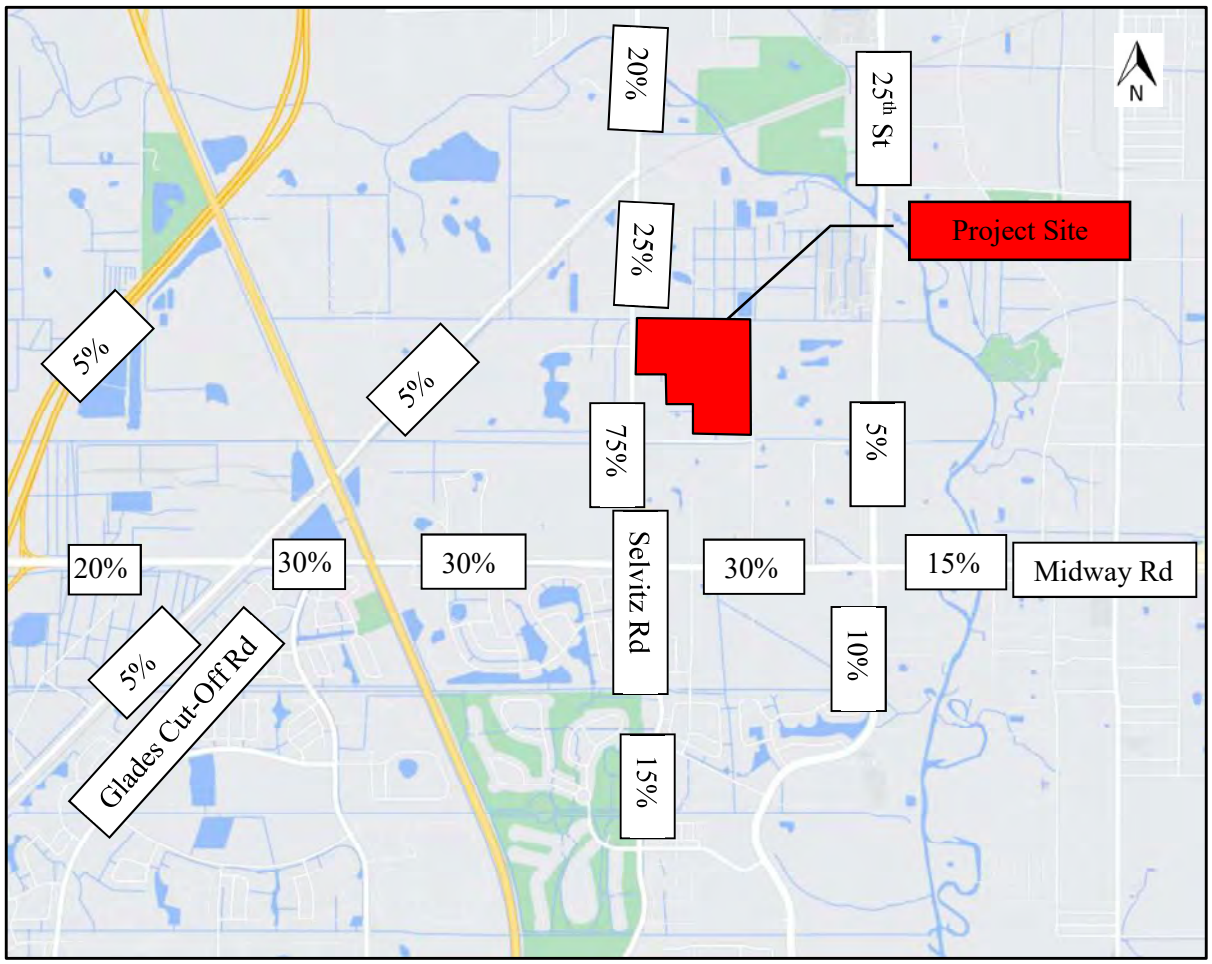
* 2020 & 2021 traffic counts are removed from calculation.

TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution and assignment was determined using engineering judgment, trip lengths based on the uses and from a review of the roadway network. The project traffic assignment is illustrated in Figure 2. The overall distribution is summarized by general directions and is depicted below:

NORTH - 25 percent
SOUTH - 25 percent
WEST - 35 percent
EAST - 15 percent

Figure 2. Traffic Assignment



ROADWAY ANALYSIS

Roadway Capacity

Roadway classification follows the local government's Comprehensive Plan outlining the roadway functional classification. The local government Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO's 2024 Level of Service Report. Where road segment information is not available or improvements are committed or needed, the study uses local government's minimum LOS stands to apply FDOT's 2023 Multimodal Quality/LOS Handbook.

Study Area

The study area is 2.0 miles based on the St. Lucie TPO Standardized TIS Methodology and Procedures manual. Impacts of greater than five percent (5%) are considered to have significant impact outside the study radius. Impacts of less than 1 percent are de minimis. Table 3 displays the determination of study roadway segments.

Table 3. Project Impacts (Significance)

Roadway	From	To	E+C Lanes	TPO One-Way Capacity	FDOT Context Classification	FDOT Two-Way Capacity	Percent Assignment	Project Traffic	Impact	Significant Impact?
Selvitz Rd	Bayshore Blvd	St. James Blvd	2	750	C3R	2,020	15%	40	1.98%	NO
	St. James Blvd	Midway Rd	2	750	C3R	2,020	15%	40	1.98%	YES
	Midway Rd	Project	2	960	C3C	1,950	75%	200	10.26%	YES
	Project	Glades Cut Off Rd	2	960	C3C	1,950	25%	67	3.44%	YES
	Glades Cut Off Rd	Edwards Road	4	1,665	C3C	3,290	20%	53	1.61%	YES
25th St	Midway Rd	Bell Ave	4	2,100	C3C	3,290	5%	13	0.40%	NO
	Bell Ave	Edwards Road	4	2,100	C3C	3,290	5%	13	0.40%	NO
St James Dr	Edwards Road	Bayshore Blvd	4	2,100	C3C	3,290	10%	27	0.82%	NO
Glades Cut Off Rd	Midway Rd	Jenkins Rd	2	790	C3C	1,950	5%	13	0.67%	NO
	Jenkins	Selvitz Rd	2	830	C3C	1,950	5%	13	0.67%	NO
Midway Rd	Mccarty Rd	I-95	2	700	C2	1,330	5%	13	0.98%	NO
	I-95	Glades Cut Off Rd	4	2,100	C3C	3,290	20%	53	1.61%	NO
	Glades Cut Off Rd	East Torino Pkwy	4	2,100	C3C	3,290	30%	80	2.43%	YES
	East Torino Pkwy	Milner Dr	4	1,850	C3C	3,290	30%	80	2.43%	YES
	Milner Dr	W of Selvitz Rd	4	1,850	C3C	3,290	30%	80	2.43%	YES
	W of Selvitz Rd	Selvitz Rd	4	2,100	C3C	3,290	30%	80	2.43%	YES
	Selvitz Rd	Christensen Rd	4	2,100	C3R	3,360	30%	80	2.38%	YES
	Christensen Rd	25th St	4	2,100	C3R	3,360	30%	80	2.38%	YES
	25th St	Oleander Ave	4	2,100	C3R	3,360	15%	40	1.19%	YES
Jekins Rd	SR 70	Edwards Rd	2	880	C3C	1,950	3%	8	0.41%	NO
Edwards Rd	Jenkins Rd	Selvitz Rd	2	700	C3R	2,020	3%	8	0.40%	NO
	Selvitz Rd	25th St	2	880	C3R	2,020	10%	27	1.34%	YES

Table 1. Trip Generation

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
Single Family Detached	302 DU	2,789	204	53	151	281	177	104
Multi-family Housing (Low-rise)	340 DU	2,255	128	31	97	167	105	62
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**5,044**	**332**	**84**	**248**	**448**	**282**	**166**
NET CHANGE IN DRIVEWAY VOLUMES		**5,044**	**332**	**84**	**248**	**448**	**282**	**166**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	26/74	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55

TRAFFIC DISTRIBUTION

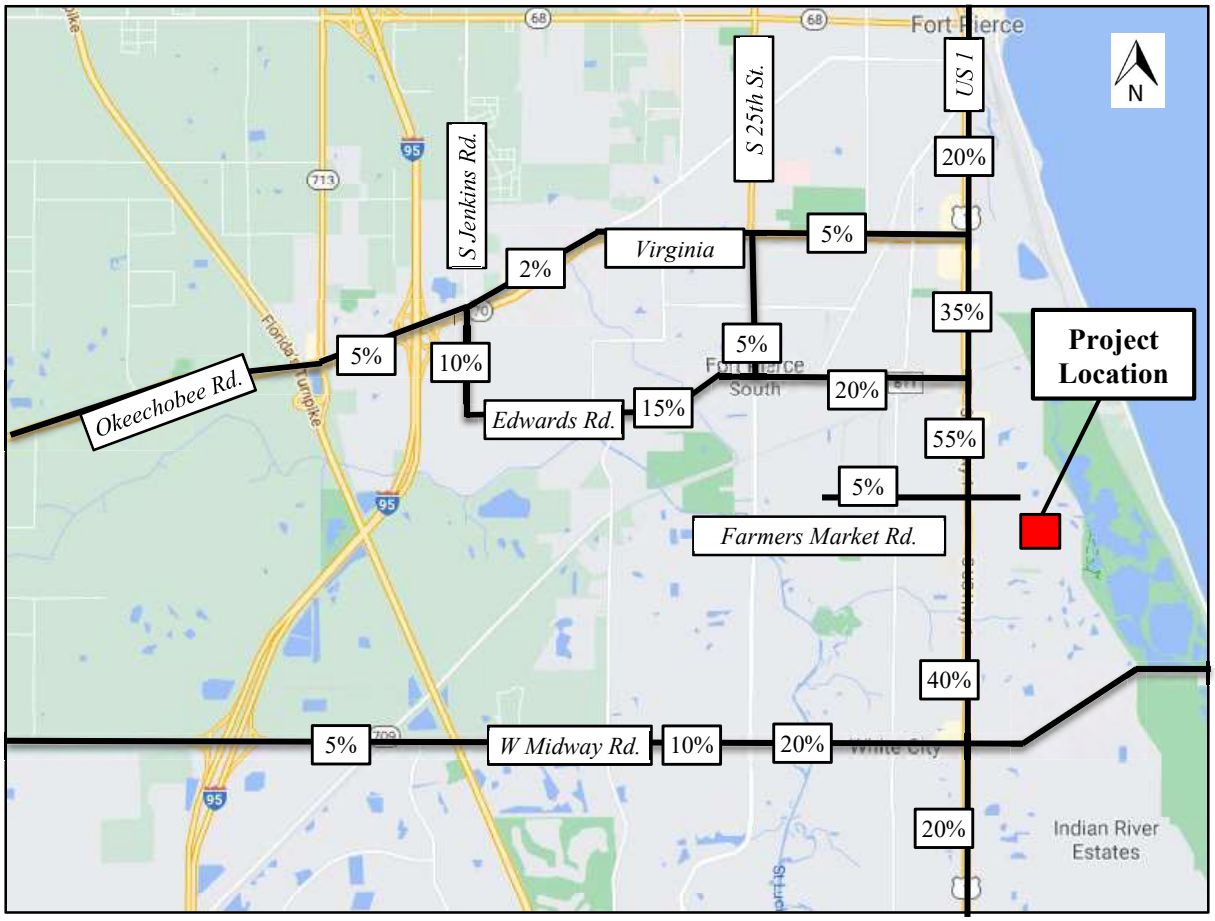
Traffic distribution and assignment was determined using engineering judgment, trip lengths based on the uses and from a review of the roadway network. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	55 percent
SOUTH	-	40 percent
WEST	-	5 percent
EAST	-	0 percent

TRAFFIC ASSIGNMENT

The distributed net proposed trips for the project were assigned to the roadway network within the radius of influence. The project assignment is illustrated in Figure 2.

Figure 2. Traffic Assignment



PUBLIC TRANSIT

St. Lucie County public transit route 1 services US 1 from the Fort Pierce Intermodal to the Treasure Coast Square Mall. Buses are in service Monday through Friday from 6:00 AM to 8:00 PM and Saturday from 8:00 AM to 11:00 AM and 1:00 PM to 4:00 PM. A detail bus schedule is shown in Appendix A. Figure 2 shows bus route 1.

WEATHERBEE TREASURES

Table 1A - Trip Generation - Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single- Family Attached Housing	215	94	DU	T=7.62(X)-50.48	50%	50%	491	491	982
Total							**491**	**491**	**982**

Source: Trip Generation Manual 11th Edition

Table 1B - Trip Generation - AM Peak Hour

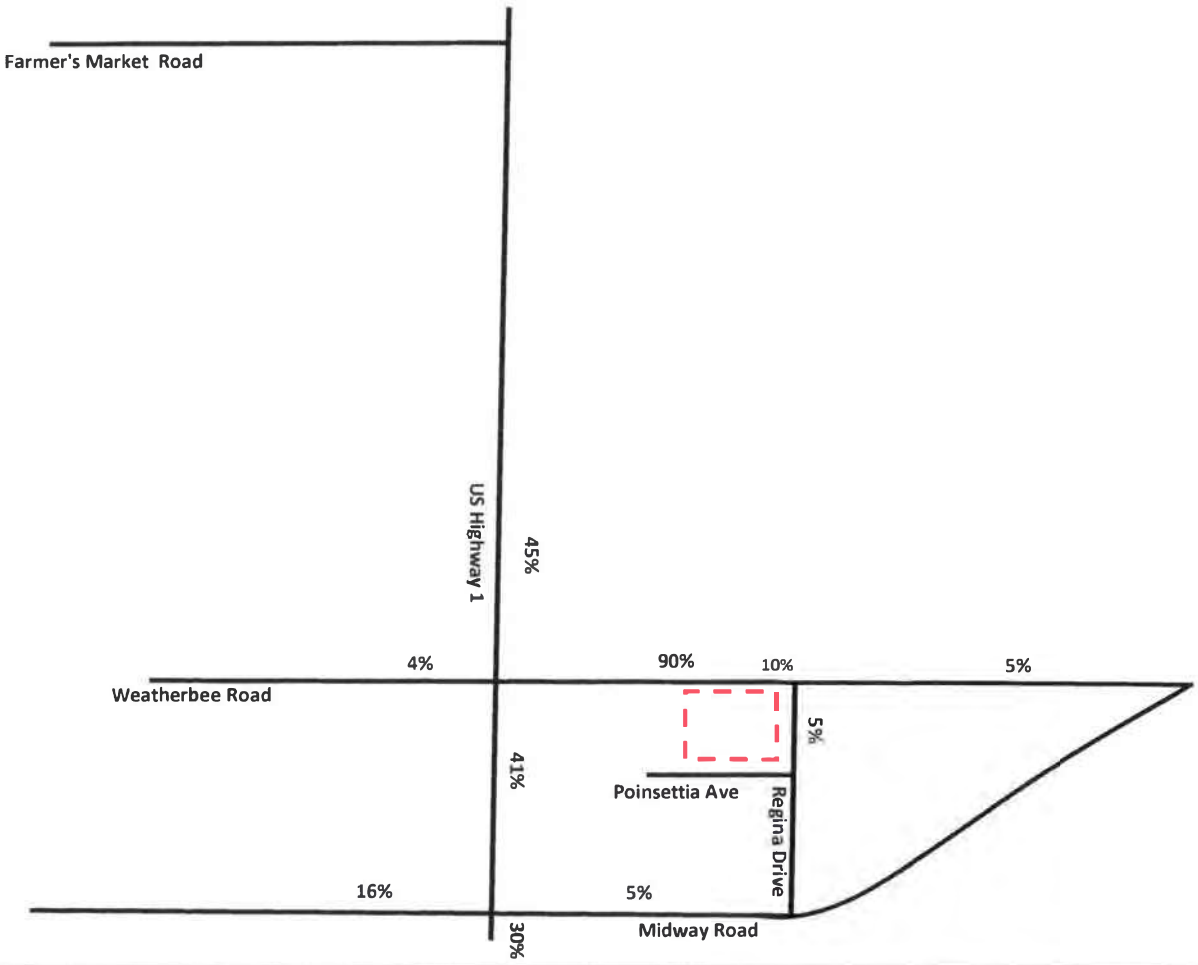
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single- Family Attached Housing	215	94	DU	T=0.52(X)-5.70	25%	75%	18	54	72
Total							**18**	**54**	**72**

Source: Trip Generation Manual 11th Edition

Table 1C - Trip Generation - PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single- Family Attached Housing	215	94	DU	T=0.60(X)-3.93	59%	41%	57	39	96
Total							**57**	**39**	**96**

Source: Trip Generation Manual 11th Edition



NTS

O'ROURKE ENGINEERING & PLANNING

3725 SE Ocean Blvd, Suite 201
Stuart, Fl, 34996

Job Number: SR21062.0 | Date: 07/11/2024

Legend

= Site Location

Figure 2

Project Assignment

407 E. Weatherbee

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	216	DU	T = 6.41(X) + 75.31	50%	50%	730	730	1,460
TOTALS							**730**	**730**	**1,460**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	216	DU	T = 0.31(X) + 22.85	24%	76%	22	68	90
TOTALS							**22**	**68**	**90**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	216	DU	T = 0.43(X) + 20.55	63%	37%	71	42	113
TOTALS							**71**	**42**	**113**

Source: ITE 11th Edition Trip Generation Rates


Edwards Road
14%
20%
34%
3%
18%
9%
9%
21%
34%
N Park Drive
5%
Digiorgio Road
Dade Road
67%
33%
7%
Madison Square Lane
Roselawn Boulevard
12%
Enterprise Road
Bell Ave
2%
2%
2%
Farmers Market Road
10%
33%
10%
Tumblin Kling Road
13%
S 25th Street
Middway Road
20%
W Weatherbee Road
Sunrise Boulevard
10%
Oleander Avenue
10%
10%
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
R22011.0
Date:
Legend
= Project Location
North 6.17.2022
Figure 2
Percent Assignment
Dade & Sunrise - North Parcels

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Single Family Detached	210	50	DU	Ln(T) = 0.92Ln(X) + 2.68	50%	50%	267	266	533
TOTALS							**267**	**266**	**533**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

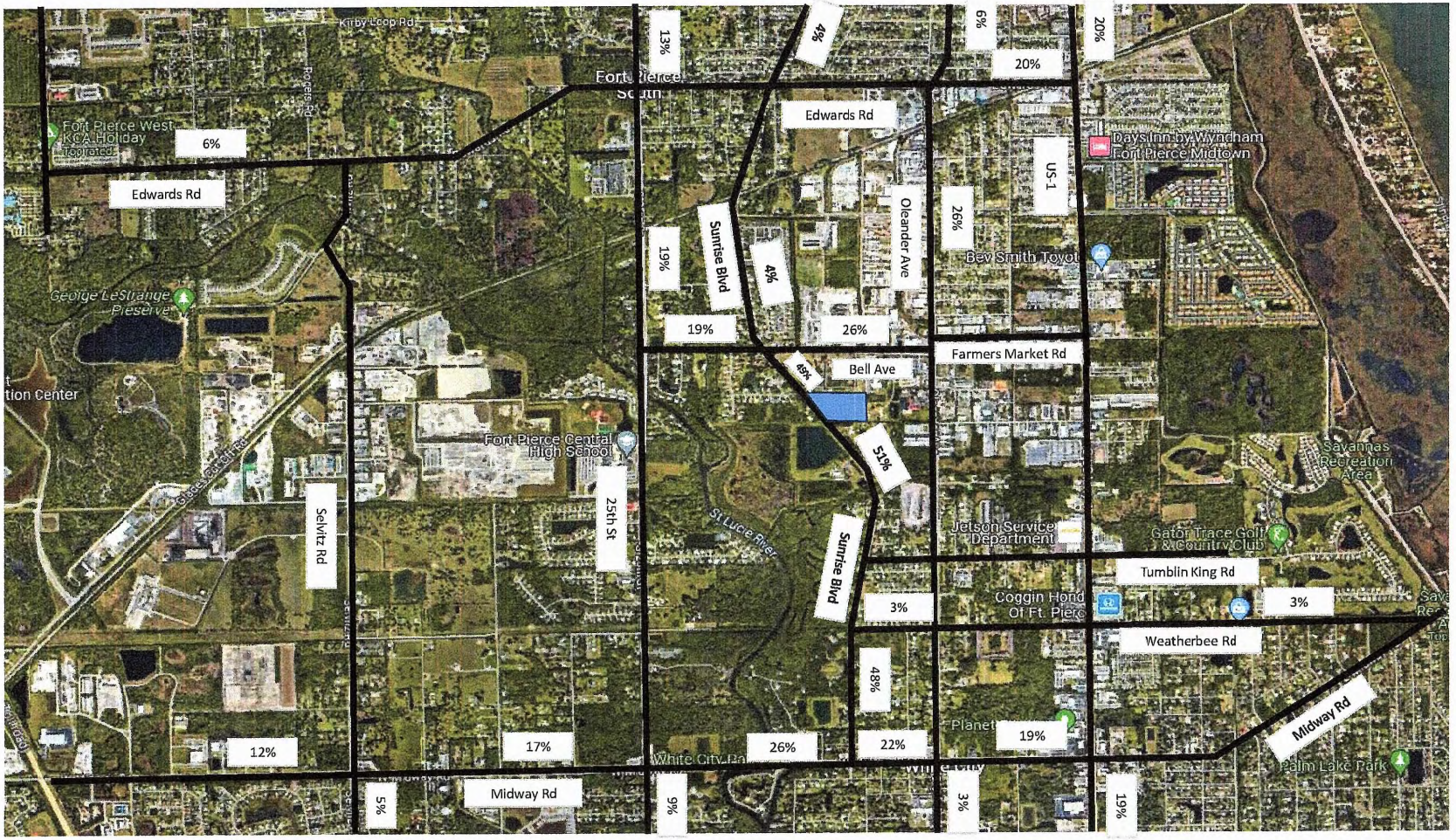
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Single Family Detached	210	50	DU	Ln(T) = 0.91Ln(X) + 0.12	25%	75%	10	30	40
TOTALS							**10**	**30**	**40**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Single Family Detached	210	50	DU	Ln(T) = 0.94Ln(X) + 0.27	63%	37%	33	19	52
TOTALS							**33**	**19**	**52**

Source: ITE 11th Edition Trip Generation Rates



NTS	O'ROURKE ENGINEERING & PLANNING 3725 S East Ocean Blvd, Suite 201 Stuart, Fl, 34996	Legend = Project Location
Job Number:	Date:	Figure 2 Project Percent Assignment Integrity First

Table 1: Trip Generation Summary

	Land Use	ITE LUC	Size	Units	Trip Rate[1]	Daily Trip Generation				
						Total	In[1]		Out[1]	
DAILY	Single-Family Detached Housing	210	**63**	DU	10.79	680	*50%*	340	*50%*	340
	Total Generated Trips					**680**	**340**		**340**	

	Land Use	ITE LUC	Size	Units	Trip Rate[1]	AM Peak Hour Trip Generation				
						Total	In[1]		Out[1]	
AM PEAK HOUR	Single-Family Detached Housing	210	**63**	DU	0.79	50	*25%*	13	*75%*	37
	Total Generated Trips					**50**	**13**		**37**	

	Land Use	ITE LUC	Size	Units	Trip Rate[1]	PM Peak Hour Trip Generation				
						Total	In[1]		Out[1]	
PM PEAK HOUR	Single-Family Detached Housing	210	**63**	DU	1.03	65	*63%*	41	*37%*	24
	Total Generated Trips					**65**	**41**		**24**	

[1] Vehicle trip rates and directional splits per data and procedures outlined in ITE Trip Generation, 10th Edition

2.2 TRIP DISTRIBUTION AND TRIP ASSIGNMENT

Projected traffic demand of project trips on study roadways was derived with use of the adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Greater Treasure Coast Regional Planning Model (GTCRPM) set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plots showing percent of daily project distribution are provided in **Appendix C**.

Daily model project distribution was referenced to manually assign project distribution at the study area intersections and driveways in general accordance with model output. **Figure 1** shows the intersection movement project distribution surrounding Oleander Oaks used in this TIS.

Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 2** shows the anticipated AM and PM peak hour project volumes at the study area intersections.

Figure 1: Project Trip Distribution

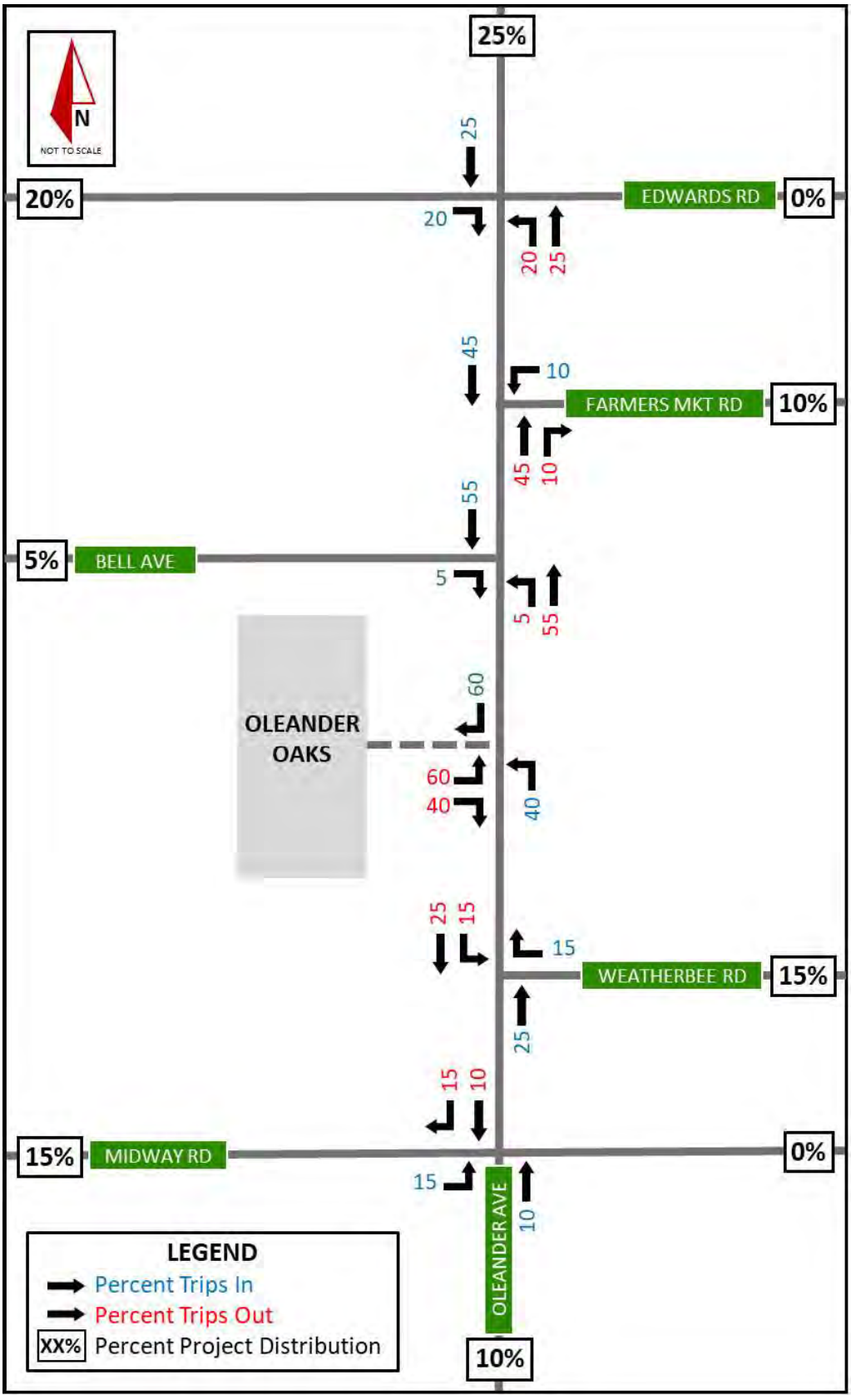


Figure 2: Project Trip Assignment

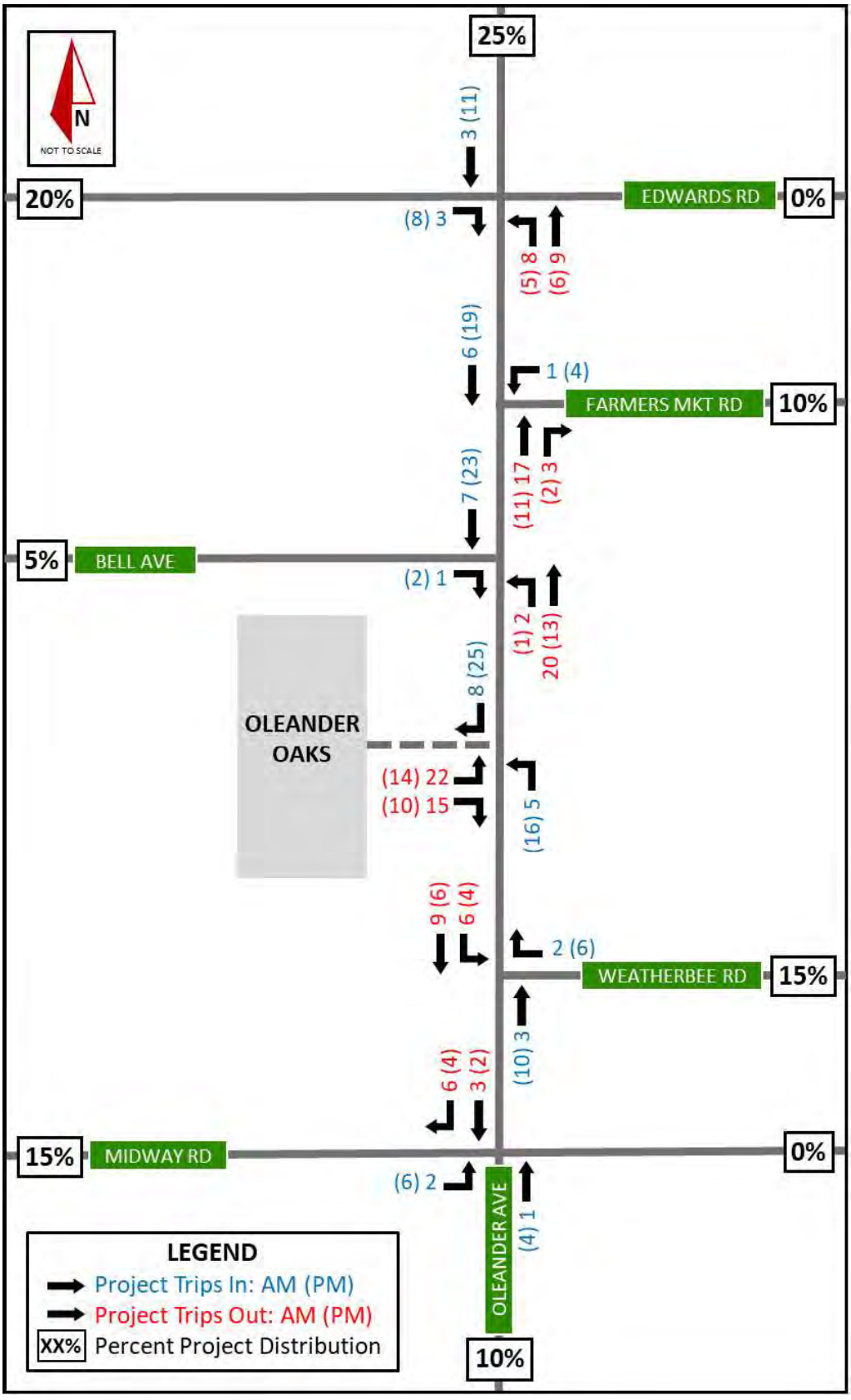


Table 2: Roadway Segment Significance Test

Roadway		Directional Peak Hour Service Capacity	% Project Distribution	% Project Significance
From	To			
Bell Avenue				
25th Street	Sunrise Boulevard	790	1%	0.1%
Sunrise Boulevard	Oleander Avenue	600	2%	0.1%
Edwards Road				
Selvitz Road	25th Street	880	6%	0.3%
25th Street	Sunrise Boulevard	1,630	19%	0.5%
Sunrise Boulevard	Oleander Avenue	1,630	19%	0.5%
Oleander Avenue	US 1	1,630	0%	0.0%
Farmers Market Road				
Oleander Avenue	US 1	750	6%	0.3%
Midway Road				
Selvitz Road	Christensen Road	920	7%	0.3%
Christensen Road	25th Street	790	7%	0.4%
25th Street	Sunrise Boulevard	790	14%	0.7%
Sunrise Boulevard	Oleander Avenue	790	15%	0.8%
Oleander Avenue	US 1	790	0%	0.0%
US 1	Wallace Street	790	3%	0.2%
Wallace Street	Weatherbee Road	920	3%	0.1%
Weatherbee Road	Indian River Drive	630	1%	0.1%
Oleander Avenue				
Kitterman Road	Midway Road	750	9%	0.5%
Midway Road	Weatherbee Road	750	26%	**1.4%**
Weatherbee Road	Bell Avenue	540	59%	**4.5%**
Bell Avenue	Farmers Market Road	540	55%	**4.2%**
Farmers Market Road	Edwards Road	750	49%	**2.7%**
Edwards Road	Wisteria Avenue	750	25%	**1.4%**
Sunrise Boulevard				
Midway Road	Bell Avenue	540	0%	0.0%
Bell Avenue	Edwards Road	750	1%	0.1%
Edwards Road	Cortez Boulevard	600	0%	0.0%
US 1				
Easy Street	Midway Road	3,170	8%	0.1%
Midway Road	Weatherbee Road	2,100	11%	0.2%
Weatherbee Road	Farmers Market Road	2,000	2%	0.0%
Farmers Market Road	Edwards Road	2,000	4%	0.1%
Edwards Road	Savannah Road	2,000	3%	0.1%
Weatherbee Road				
Oleander Avenue	US 1	750	15%	0.8%
US 1	Midway Road	750	3%	0.2%
25th Street				
Midway Road	Bell Avenue	2,100	1%	0.0%
Bell Avenue	Edwards Road	2,100	0%	0.0%
Edwards Road	Cortez Boulevard	2,000	13%	0.3%

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Industrial Park	130	100,000	SF	T = 3.37(X)	50%	50%	169	168	337
Warehousing	150	1,115,000	SF	T = 1.58(X) + 38.29	50%	50%	900	900	1,800
TOTALS							**1,069**	**1,068**	**2,137**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

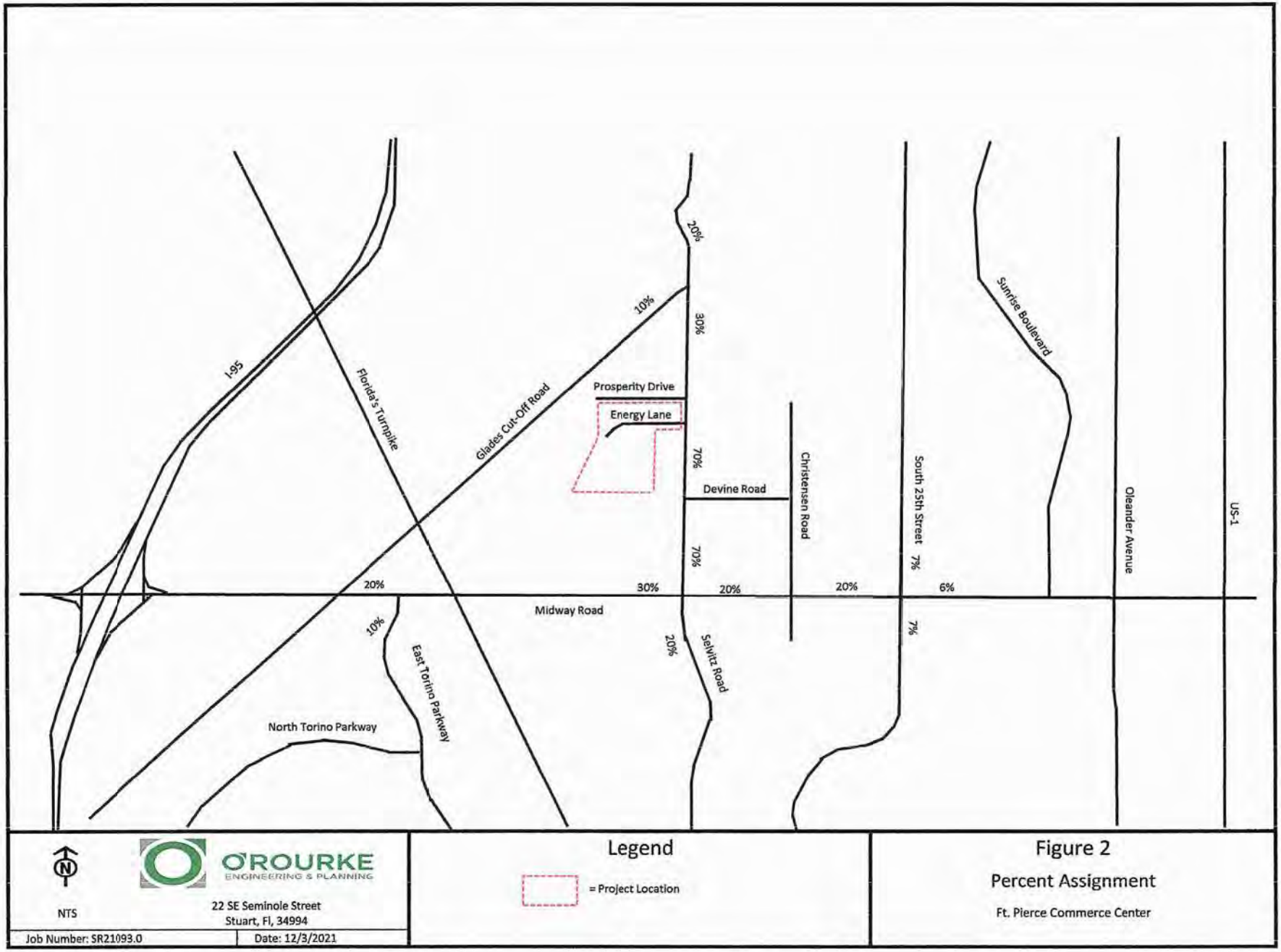
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Industrial Park	130	100,000	SF	T = 0.34(X)	81%	19%	28	6	34
Warehousing	150	1,115,000	SF	T = 0.17(X)	77%	23%	146	44	190
TOTALS							**174**	**50**	**224**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Industrial Park	130	100,000	SF	T = 0.34(X)	22%	78%	7	27	34
Warehousing	150	1,115,000	SF	T = 0.18(X)	28%	72%	56	145	201
TOTALS							**63**	**172**	**235**

Source: ITE 11th Edition Trip Generation Rates


I-95
Florida's Turnpike
Glades Cut-Off Road
Prosperity Drive
Energy Lane
Devine Road
Christensen Road
South 25th Street
Sunrise Boulevard
Oleander Avenue
US-1
Midway Road
East Torino Parkway
North Torino Parkway
Selvitz Road
20%
10%
30%
70%
20%
30%
20%
20%
7%
6%
10%
20%
7%
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR21093.0
Date: 12/3/2021
Legend
= Project Location
Figure 2
Percent Assignment
Ft. Pierce Commerce Center

ST. LUCIE COMMERCE CENTER

LISTING OF COMMITTED PROJECTS WITHIN SOUTH FLORIDA LOGISTICS TRAFFIC REPORT

Included | Included | Built out | Included | Expired | Included | Built | Included | Included | insignificant | Insignificant

PM APPROVED PROJECTS			Kings Highway Commerce			Creekside			43 Bent Creek @ 50% Complete			44 Celebration Pointe @25% Complete			37 Whispering Oaks			Project Hunt			Wawa Kings Highway			Kings Highway Warehouse			St. Lucie Commerce Center @25% Complete			Walsh Crossroads			Project Hurricane			SUM Directional N/E		SUM Directional S/W		Directional N/E		Directional S/W	
Road Name	From	To	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net	Double Count	Net
25th St.	Virginia Ave.	Cortez Blvd.	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0	0	0	0	0	0	0	0	0
	Cortez Blvd.	Edwards Rd.	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0	0	0	0	0	0	0	0	0
	Edwards Rd.	Bell Ave.	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0										0%	0	0	0%	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
Jenkins Rd	Orange	Peterson	3.0%	2	6	5.0%	25	16	2.0%	4	2	30.0%	30	17	70.0%	117	120	2.0%	0	1	10.0%	5	5	0.0%	0	0	30.0%	16	59	0%	0	0	15%	2	2	176	25	155	72	-5	195	-14	213		
	Peterson	Okeechobee	3.0%	2	6	5.0%	25	16	2.0%	4	2	50.0%	29	50	12.0%	20	21	5.0%	1	3	8.0%	4	4	0.0%	0	0	30.0%	16	59	0%	0	0	20%	2	2	77	25	88	73	-5	97	-15	147		
	Okeechobee	Edwards	3.0%	2	6	5.0%	25	16	0.0%	0	0	5.0%	3	5	5.0%	8	9	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0%	0	0	0%	0	0	36	2	29	6	0	38	-1	34		
Orange Ave	Rock Rd	Kings Hwy	2.0%	1	4	0.0%	0	0	0.0%	0	0	5.0%	3	5	5.0%	8	9	3.0%	2	2	55.0%	28	29	4.0%	9	9	90.0%	47	176	0%	0	0	5%	1	1	11	87	14	220	-3	95	-3	230		
	Kings Hwy	I-95	30.0%	56	20	0.0%	0	0	5.0%	10	6	10.0%	6	10	10.0%	17	17	40.0%	23	8	55.0%	29	28	58.0%	125	266	50.0%	26	98	0%	0	0	10%	1	1	32	260	33	421	-8	284	-8	445		
	I-95	Jenkins Rd	20.0%	37	14	0.0%	0	0	20.0%	39	23	25.0%	14	25	60.0%	100	103	20.0%	11	4	20.0%	10	10	13.0%	28	60	10.0%	5	20	0%	0	0	0%	0	0	153	92	151	107	-18	227	-21	236		
	Jenkins Rd	Hartman Rd	25.0%	47	17	0.0%	0	0	25.0%	48	28	5.0%	3	5	10.0%	17	17	18.0%	10	3	10.0%	5	5	8.0%	17	37	5.0%	3	10	0%	0	0	15%	2	2	68	83	50	73	-17	134	-13	111		
	Hartman	Angle Rd	20.0%	37	14	0.0%	0	0	35.0%	40	67	15.0%	15	9	20.0%	33	34	18.0%	10	3	10.0%	5	5	8.0%	17	37	5.0%	3	10	0%	0	0	15%	2	2	88	74	110	70	-15	147	-14	166		
	Angle	25th St	15.0%	28	10	0.0%	0	0	33.0%	37	64	10.0%	10	6	13.0%	22	22	0.0%	0	0	10.0%	5	5	0.0%	0	0	5.0%	3	10	0%	0	0	15%	2	2	69	37	92	27	-7	99	-5	113		
Kings Hwy	Okeechobee Rd	Picos Rd	45.0%	31	84	5.0%	16	25	3.0%	6	3	2.0%	1	2	2.0%	3	3	50.0%	10	29	20.0%	10	10	52.0%	112	238	0.0%	0	0	30.0%	6	4	15.0%	2	2	26	171	34	366	-6	190	-8	391		
	Picos Rd	Orange Ave	45.0%	31	84	5.0%	16	25	3.0%	6	3	2.0%	1	2	2.0%	3	3	43.0%	8	25	20.0%	10	10	48.0%	104	220	30.0%	59	16	30.0%	6	4	15.0%	2	2	26	219	34	359	-6	239	-8	384		
	Orange Ave	Angle Rd (CR603)	0.0%	0	0	0.0%	0	0	2.0%	2	4	3.0%	2	3	3.0%	5	5	0.0%	0	0	20.0%	10	10	18.0%	39	82	10.0%	20	5	0.0%	0	0	0.0%	0	0	9	69	12	98	-2	75	-3	107		
Edwards Rd.	US 1	Oleander	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0	0	0	0	0	0	0	0	0	0
	Oleander	25th	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0	0	0	0	0	0	0	0	0	0
	25th	Jenkins Rd	0.0%	0	0	0.0%	0	0	0.0%	0	0	5.0%	5	3	5.0%	8	9	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	0.0%	0	0	13	0	11	0	0	13	0	11		
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5.0%	3	9	90.0%	280	448	0.0%	0	0	5.0%	5	3	5.0%	8	9	5.0%	3	3	5.0%	3	3	4.0%	9	9	0.0%	0	0	5%	1	1	5%	1	1	293	19	460	25	-4	308	-5	479		
	Kings Hwy	Crossroads Pkwy	35.0%	24	65	80.0%	249	398	0.0%	0	0	5.0%	5	3	5.0%	8	9	30.0%	17	17	5.0%	3	3	11.0%	24	24	0.0%	0	0	5%	1	1	0%	0	0	262	68	410	109	-14	317	-22	497		
	Crossroads Pkwy	I95	40.0%	27	74	80.0%	249	398	0.0%	0	0	5.0%	5	3	5.0%	8	9	30.0%	17	17	5.0%	3	3	11.0%	24	24	0.0%	0	0	45%	9	5	55%	6	6	262	86	410	129	-17	331	-26	513		
	I95	Jenkins Rd	20.0%	14	37	40.0%	124	199	0.0%	0	0	5.0%	5	3	5.0%	8	9	10.0%	6	6	0.0%	0	0	6.0%	13	13	0.0%	0	0	0%	0	0	40%	4	4	138	37	211	60	-7	167	-12	259		
	Jenkins Rd	McNeil Rd	20.0%	14	37	30.0%	93	149	0.0%	0	0	5.0%	5	3	2.0%	3	3	11.0%	6	6	0.0%	0	0	6.0%	13	13	0.0%	0	0	0%	0	0	40%	4	4	102	37	156	60	-7	131	-12	204		
	McNeil Rd	Virginia Ave	20.0%	14	37	30.0%	93	149	0.0%	0	0	0.0%	0	0	2.0%	3	3	9.0%	5	5	0.0%	0	0	3.0%	6	6	0.0%	0	0	0%	0	0	40%	4	4	97	30	153	53	-6	120	-11	195		
Peters Road	Crossroads Pkwy	White Road																											50.0%	11	6	65.0%	7	7	0	17	0	13	0	17	0	13		
	White Road	Graham Rd																											30.0%	6	4	35.0%	4	4	0	10	0	7	0	10	0	7		
				In	68		In	498		In	193		In	100		In	172		In	19		In	51		In	458		In	52		In	12		In	10								
				Out	186		Out	311		Out	113		Out	57		Out	167		Out	57		Out	52		Out	216		Out	196		Out	21		Out	11								

LISTING OF COMMITTED PROJECTS WITHIN SOUTH FLORIDA LOGISTICS TRAFFIC REPORT

AM APPROVED PROJECTS			Kings Highway Commerce			Creekside			43 Bent Creek @ 50% Complete City of Fort Pierce			44 Celebration Pointe @25% Complete City of Fort Pierce			37 Whispering Oaks			Project Hunt			Wawa Kings Highway			Kings Highway Warehouse			St. Lucie Commerce Center @25% Complete			Walsh Crossroads			Project Hurricane			SUM Directional N/E		SUM Directional S/W		Directional N/E		Directional S/W	
Road Name	From	To	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	%	Directional N/E	Directional S/W	Residential	Non-Residential	Residential	Non-Residential	Double Count	Net	Double Count	Net
25th St	Virginia Ave.	Cortez Blvd.	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0	0	0	0	0	0	0	0	0
	Cortez Blvd.	Edwards Rd.	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0	0	0	0	0	0	0	0	0
	Edwards Rd.	Bell Ave.	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0	0	0	0	0	0	0	0	0
Jenkins Rd	Orange	Peterson	3%	6	2	5%	7	21	2%	1	4	30%	9	29	70%	117	32	2%	2	0	0%	0	0	0%	0	0	30%	42	9	0%	0	0	15%	2	5	134	52	85	17	-10	176	-3	98
	Peterson	Okeechobee	3%	6	2	5%	7	21	2%	1	4	50%	48	15	12%	20	5	5%	4	1	0%	0	0	0%	0	0	30%	42	9	0%	0	0	20%	2	7	77	54	45	19	-11	120	-4	60
	Okeechobee	Edwards	3%	6	2	5%	7	21	0%	0	0	5%	5	2	5%	8	2	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	20	6	25	2	-1	25	0	26
Orange Ave	Rock Rd	Kings Hwy	2%	1	4	0%	0	0	0%	0	0	5%	5	2	5%	8	2	3%	1	1	55.0%	23	23	4%	14	14	90%	127	28	0%	0	0	5%	2	1	13	167	4	70	-3	177	-1	73
	Kings Hwy	I-95	30%	17	59	0%	0	0	5%	3	9	10%	10	3	10%	17	5	40%	7	30	55.0%	23	23	26%	89	89	50%	71	16	0%	0	0	10%	1	4	29	207	17	221	-7	229	-4	233
	I-95	Jenkins Rd	20%	11	39	0%	0	0	20%	12	37	25%	24	8	60%	100	27	20%	3	15	20.0%	8	8	3%	10	10	10%	14	3	0%	0	0	0%	0	0	137	47	72	76	-9	174	-15	133
	Jenkins Rd	Hartman Rd	25%	14	49	0%	0	0	25%	16	47	5%	5	2	10%	17	5	18%	3	14	10.0%	4	4	3%	10	10	5%	7	2	0%	0	0	15%	2	5	37	40	53	84	-8	69	-13	124
	Hartman	Angle Rd	20%	11	39	0%	0	0	35%	65	22	15%	5	14	20%	33	9	18%	3	14	10.0%	4	4	3%	10	10	5%	7	2	0%	0	0	15%	2	5	103	37	45	74	-7	133	-11	108
	Angle	25th St	15%	8	30	0%	0	0	33%	61	20	10%	3	10	13%	22	6	0%	0	0	10.0%	4	4	3%	10	10	5%	7	2	0%	0	0	15%	2	5	86	32	36	51	-6	111	-9	78
Kings Hwy	Okeechobee Rd	Picos Rd	45%	89	25	5%	21	7	3%	6	2	2%	2	1	2%	3	1	50%	38	9	20.0%	8	8	52%	177	178	0%	0	0	30%	2	2	15%	2	5	32	316	11	227	-8	340	-3	235
	Picos Rd	Orange Ave	45%	89	25	5%	21	7	3%	6	2	2%	2	1	2%	3	1	43%	33	7	20.0%	8	8	48%	164	164	30%	9	42	30%	2	2	15%	2	5	32	306	11	254	-8	330	-3	262
	Orange Ave	Angle Rd (CR603)	0%	0	0	0%	0	0	2%	4	1	3%	3	1	3%	5	1	0%	0	0	20.0%	8	8	18%	61	62	10%	3	14	0%	0	0	0%	0	0	12	73	3	84	-3	82	-1	87
Edwards Rd.	US 1	Oleander	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0.0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0	0	0	0	0	0	0	0	0
	Oleander	25th	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0.0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0	0	0	0	0	0	0	0	0
	25th	Jenkins Rd	0%	0	0	0%	0	0	0%	0	0	5%	2	5	5%	8	2	0%	0	0	0.0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	10	0	7	0	0	10	0	7
Okeechobee Rd	Florida's Turnpike	Kings Hwy	5%	10	3	90%	379	129	0%	0	0	5%	2	5	5%	8	2	5%	1	1	5.0%	2	2	4%	14	14	0%	0	0	5%	0	0	5%	2	1	389	29	136	20	-6	412	-4	152
	Kings Hwy	Crossroads Pkwy	35%	69	19	80%	337	114	0%	0	0	5%	2	5	5%	8	2	30%	5	5	5.0%	2	2	11%	38	38	0%	0	0	5%	0	0	0%	0	0	347	114	121	64	-23	438	-13	173
	Crossroads Pkwy	I95	40%	79	22	80%	337	114	0%	0	0	5%	2	5	5%	8	2	30%	5	5	5.0%	2	2	11%	38	38	0%	0	0	45%	2	3	55%	7	20	347	132	121	90	-26	453	-18	193
	I95	Jenkins Rd	20%	39	11	40%	168	57	0%	0	0	5%	2	5	5%	8	2	10%	2	2	0.0%	0	0	6%	20	20	0%	0	0	0%	0	0	40%	5	14	178	66	64	48	-13	231	-10	102
	Jenkins Rd	McNeil Rd	20%	39	11	30%	126	43	0%	0	0	5%	2	5	2%	3	1	11%	2	2	0.0%	0	0	6%	20	20	0%	0	0	0%	0	0	40%	5	14	131	67	49	48	-13	184	-10	87
	McNeil Rd	Virginia Ave	20%	39	11	30%	126	43	0%	0	0	0%	0	0	2%	3	1	9%	2	2	0.0%	0	0	3%	10	10	0%	0	0	0%	0	0	40%	5	14	130	56	44	37	-11	174	-7	74
Peters Road	Crossroads Pkwy	White Road																													0%	0	0	65%	23	8	0	23	0	8	0	23	0	8
	White Road	Graham Rd																													0%	0	0	35%	4	13	0	4	0	13	0	4	0	13
				In	197		In	143		In	62		In	30		In	45		In	76		In	42		In	342		In	141		In	7		In	36								
				Out	55		Out	421		Out	186		Out	96		Out	167		Out	17		Out	42		Out	341		Out	31		Out	5		Out	12								

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

APPENDIX D

* PEAK SEASON

COUNTY: 94
STATION: 8541
DESCRIPTION: OLEANDER AVE FROM FARMER MARKET RD TO KANNER DR (H
START DATE: 03/12/2024
START TIME: 0000

APPENDIX E

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	9	11	1	6	27	13	2	5	5	25	52
0100	7	3	5	6	21	4	4	4	4	16	37
0200	1	0	6	8	15	1	2	2	6	11	26
0300	6	15	9	4	34	9	4	6	6	25	59
0400	4	10	9	9	32	4	7	3	8	22	54
0500	15	18	32	40	105	15	10	29	16	70	175
0600	26	41	40	52	159	25	38	49	57	169	328
0700	52	86	80	78	296	75	43	54	86	258	554
0800	76	64	76	79	295	85	93	76	59	313	608
0900	63	56	72	90	281	56	66	71	60	253	534
1000	75	89	78	80	322	44	58	60	48	210	532
1100	72	86	96	96	350	70	56	64	58	248	598
1200	94	91	83	87	355	66	73	76	69	284	639
1300	84	106	93	117	400	65	68	60	67	260	660
1400	100	96	100	122	418	83	87	82	86	338	756
1500	134	113	136	125	508	89	97	102	79	367	875
1600	112	117	112	101	442	85	96	95	81	357	799
1700	110	109	103	104	426	90	87	70	85	332	758
1800	97	87	63	53	300	65	64	73	58	260	560
1900	100	55	59	47	261	58	81	53	44	236	497
2000	74	43	42	39	198	47	44	33	39	163	361
2100	65	42	23	12	142	43	36	26	15	120	262
2200	21	19	27	13	80	23	18	15	4	60	140
2300	14	14	8	6	42	13	14	9	12	48	90
24-HOUR TOTALS:					5509					4445	9954

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	320	745	340	745	634
P.M.	1500	508	1445	374	1445	879
DAILY	1500	508	1445	374	1445	879

TRUCK PERCENTAGE 6.77 11.59 8.92

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	22	4476	638	13	209	51	5	14	75	1	2	2	1	0	0	373	5509
S	7	3195	728	35	294	98	5	11	69	2	1	0	0	0	0	515	4445

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 8542
DESCRIPTION: OLEANDER AVE FROM ROSELYN AVE TO OSCEOLA AVE (HPMS
START DATE: 03/12/2024
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	9	7	1	4	21	6	6	7	3	22	43
0100	5	3	5	5	18	2	4	6	3	15	33
0200	2	0	7	6	15	3	5	2	6	16	31
0300	4	2	4	2	12	3	5	5	3	16	28
0400	5	5	14	7	31	3	8	2	2	15	46
0500	17	16	39	60	132	11	10	32	24	77	209
0600	50	47	72	67	236	34	31	35	51	151	387
0700	72	78	65	113	328	41	42	50	58	191	519
0800	111	120	87	84	402	55	66	67	49	237	639
0900	88	74	90	77	329	53	54	54	53	214	543
1000	68	63	89	84	304	50	50	52	53	205	509
1100	95	80	86	87	348	56	42	44	42	184	532
1200	78	111	84	104	377	47	47	41	35	170	547
1300	71	90	95	79	335	35	39	41	36	151	486
1400	78	81	82	66	307	54	67	59	66	246	553
1500	117	113	103	107	440	63	69	72	73	277	717
1600	109	74	119	103	405	72	103	93	93	361	766
1700	113	105	112	116	446	99	91	100	107	397	843
1800	111	101	104	77	393	76	88	76	83	323	716
1900	120	94	97	79	390	86	69	63	77	295	685
2000	100	69	68	57	294	61	59	59	48	227	521
2100	76	56	50	16	198	42	49	35	23	149	347
2200	27	25	27	24	103	29	30	22	13	94	197
2300	12	16	5	6	39	12	15	9	9	45	84
24-HOUR TOTALS:					5903					4078	9981

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	431	745	246	745	677
P.M.	1700	446	1700	397	1700	843
DAILY	1700	446	1700	397	1700	843

TRUCK PERCENTAGE 3.98 5.74 4.70

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	18	4938	712	15	199	6	4	3	5	1	1	1	0	0	0	235	5903
S	17	3136	629	33	146	22	12	2	16	1	0	1	1	0	62	234	4078

GENERATED BY SPS 5.0.0.61

cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

APPENDIX F

Bell & enterprise AM

Turn Count Summary

Location: at ,
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-10
Day of week: Wednesday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:59	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	8	0	33	2	3	0	0	3	16	4	70
07:15	0	0	2	1	38	0	0	0	0	3	31	3	78
07:30	0	0	7	2	24	3	1	0	1	7	21	4	70
07:45	3	0	11	3	22	4	1	0	0	9	42	5	100
08:00	1	0	7	1	17	2	3	0	3	3	29	5	71
08:15	4	0	6	2	19	2	0	0	0	17	24	3	77
08:30	1	0	3	1	19	3	0	0	2	7	20	3	59
08:45	0	0	1	0	24	1	0	0	0	1	13	0	40
09:00	0	0	0	0	2	0	0	0	0	1	0	1	4

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:59	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	8	0	33	2	3	0	0	3	16	4	70
07:15	0	0	2	1	38	0	0	0	0	3	31	3	78
07:30	0	0	7	2	24	3	1	0	1	7	21	4	70
07:45	3	0	11	3	22	4	1	0	0	9	42	5	100
08:00	1	0	7	1	17	2	3	0	3	3	29	5	71
08:15	4	0	6	2	19	2	0	0	0	17	24	3	77
08:30	1	0	3	1	19	3	0	0	2	7	20	3	59
08:45	0	0	1	0	24	1	0	0	0	1	13	0	40
09:00	0	0	0	0	2	0	0	0	0	1	0	1	4

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
06:59	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:15 - 08:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	4	0	27	7	101	9	5	0	4	22	123	17	319
Factor	0.33	0.00	0.61	0.58	0.66	0.56	0.42	0.00	0.33	0.61	0.73	0.85	0.80
Approach Factor	0.55			0.75			0.38			0.72			

Peak Hour Vehicle Summary

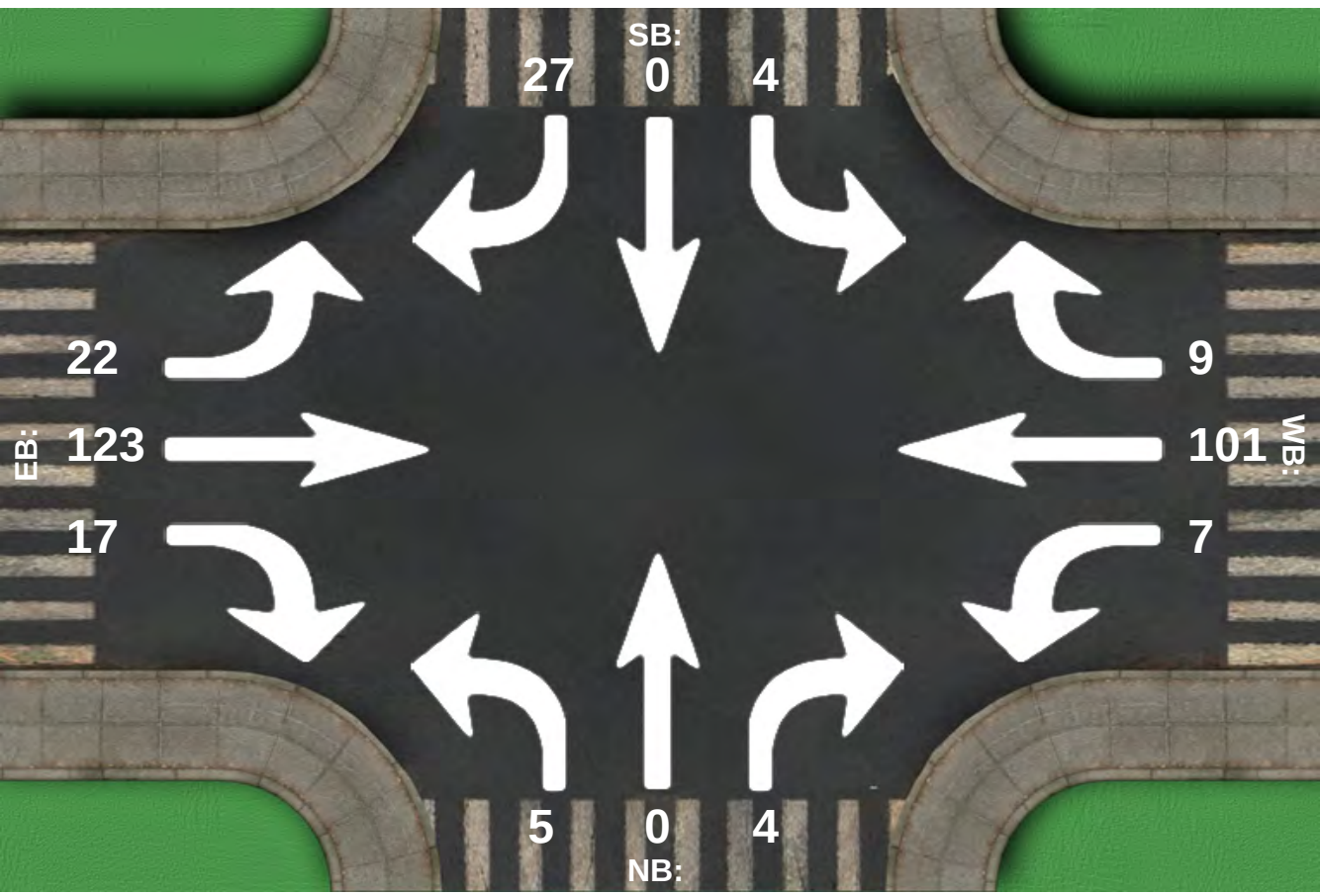
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	4	0	27	7	101	9	5	0	4	22	123	17	319

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-10
Day of week: Wednesday
Weather:
Analyst: BMM



Intersection Peak Hour

07:15 - 08:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	4	0	27	7	101	9	5	0	4	22	123	17	319
Factor	0.33	0.00	0.61	0.58	0.66	0.56	0.42	0.00	0.33	0.61	0.73	0.85	0.80
Approach Factor	0.55			0.75			0.38			0.72			

cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

bell & Enterprise PM

Turn Count Summary

Location: at ,
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-10
Day of week: Wednesday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:59	1	0	0	0	2	0	0	0	0	0	1	0	4
16:00	1	0	8	2	30	0	1	0	3	7	26	1	79
16:15	5	0	7	3	29	1	2	0	2	2	25	1	77
16:30	6	0	7	0	37	0	4	0	3	4	18	5	84
16:45	1	0	3	0	28	3	4	0	0	7	29	3	78
17:00	5	0	6	0	32	4	3	0	2	5	31	2	90
17:15	0	0	3	0	29	0	0	0	0	3	17	0	52
17:30	0	0	8	1	17	1	1	0	0	2	12	1	43
17:45	0	0	0	1	28	1	0	0	1	2	16	1	50
18:00	0	0	0	0	2	0	0	0	0	0	0	0	2

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:59	1	0	0	0	2	0	0	0	0	0	1	0	4
16:00	1	0	8	2	30	0	1	0	3	7	26	1	79
16:15	5	0	7	3	29	1	2	0	2	2	25	1	77
16:30	6	0	7	0	37	0	4	0	3	4	18	5	84
16:45	1	0	3	0	28	3	4	0	0	7	29	3	78
17:00	5	0	6	0	32	4	3	0	2	5	31	2	90
17:15	0	0	3	0	29	0	0	0	0	3	17	0	52
17:30	0	0	8	1	17	1	1	0	0	2	12	1	43
17:45	0	0	0	1	28	1	0	0	1	2	16	1	50
18:00	0	0	0	0	2	0	0	0	0	0	0	0	2

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
15:59	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

16:15 - 17:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	17	0	23	3	126	8	13	0	7	18	103	11	329
Factor	0.71	0.00	0.82	0.25	0.85	0.50	0.81	0.00	0.58	0.64	0.83	0.55	0.91
Approach Factor	0.77			0.93			0.71			0.85			

Peak Hour Vehicle Summary

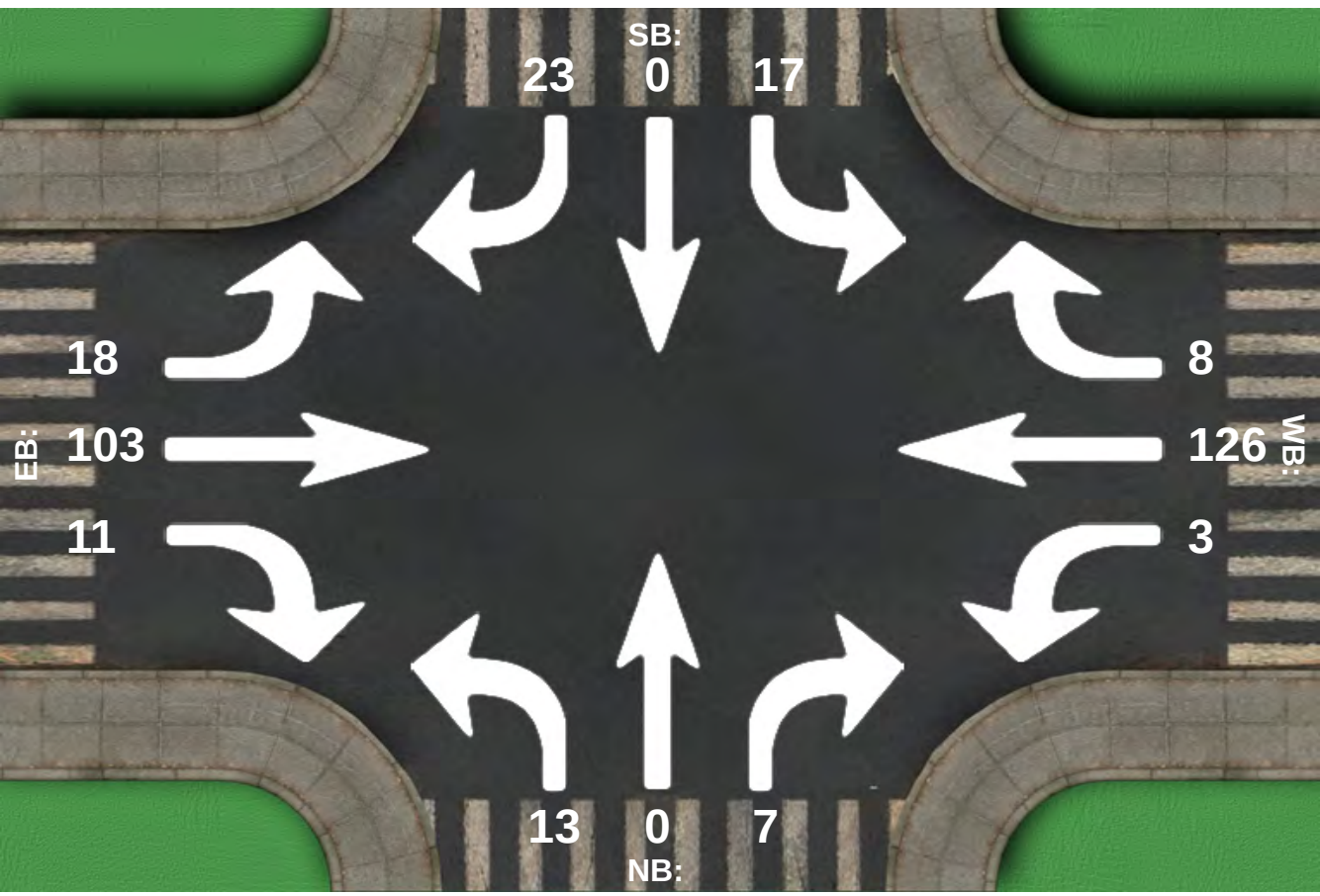
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	17	0	23	3	126	8	13	0	7	18	103	11	329

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-10
Day of week: Wednesday
Weather:
Analyst: BMM



Intersection Peak Hour

16:15 - 17:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	17	0	23	3	126	8	13	0	7	18	103	11	329
Factor	0.71	0.00	0.82	0.25	0.85	0.50	0.81	0.00	0.58	0.64	0.83	0.55	0.91
Approach Factor	0.77			0.93			0.71			0.85			

cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

bell & oleadner PM

Turn Count Summary

Location: at ,
GPS Coordinates:
Date: 2026-01-06
Day of week: Tuesday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:58	0	1	1	0	3	1	5	2	0	0	1	0	14
07:00	3	16	17	0	28	2	21	17	1	4	21	2	132
07:15	5	32	17	0	33	8	20	40	0	5	22	9	191
07:30	4	16	5	0	21	3	22	32	0	10	26	21	160
07:45	6	25	12	1	24	5	20	30	2	6	27	15	173
08:00	6	28	9	1	25	1	14	31	1	6	29	12	163
08:15	7	33	6	0	15	3	12	22	1	5	28	6	138
08:30	4	20	4	0	24	3	19	29	0	5	17	7	132
08:45	5	22	7	1	23	6	13	23	0	4	17	5	126
09:00	0	0	1	0	1	0	2	0	0	1	0	0	5

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:58	0	1	1	0	3	1	5	2	0	0	1	0	14
07:00	3	16	17	0	28	2	21	17	1	4	21	2	132
07:15	5	32	17	0	33	8	20	40	0	5	22	9	191
07:30	4	16	5	0	21	3	22	32	0	10	26	21	160
07:45	6	25	12	1	24	5	20	30	2	6	27	15	173
08:00	6	28	9	1	25	1	14	31	1	6	29	12	163
08:15	7	33	6	0	15	3	12	22	1	5	28	6	138
08:30	4	20	4	0	24	3	19	29	0	5	17	7	132
08:45	5	22	7	1	23	6	13	23	0	4	17	5	126
09:00	0	0	1	0	1	0	2	0	0	1	0	0	5

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
06:58	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:15 - 08:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	21	101	43	2	103	17	76	133	3	27	104	57	687
Factor	0.88	0.79	0.63	0.50	0.78	0.53	0.86	0.83	0.38	0.68	0.90	0.68	0.90
Approach Factor	0.76			0.74			0.88			0.82			

Peak Hour Vehicle Summary

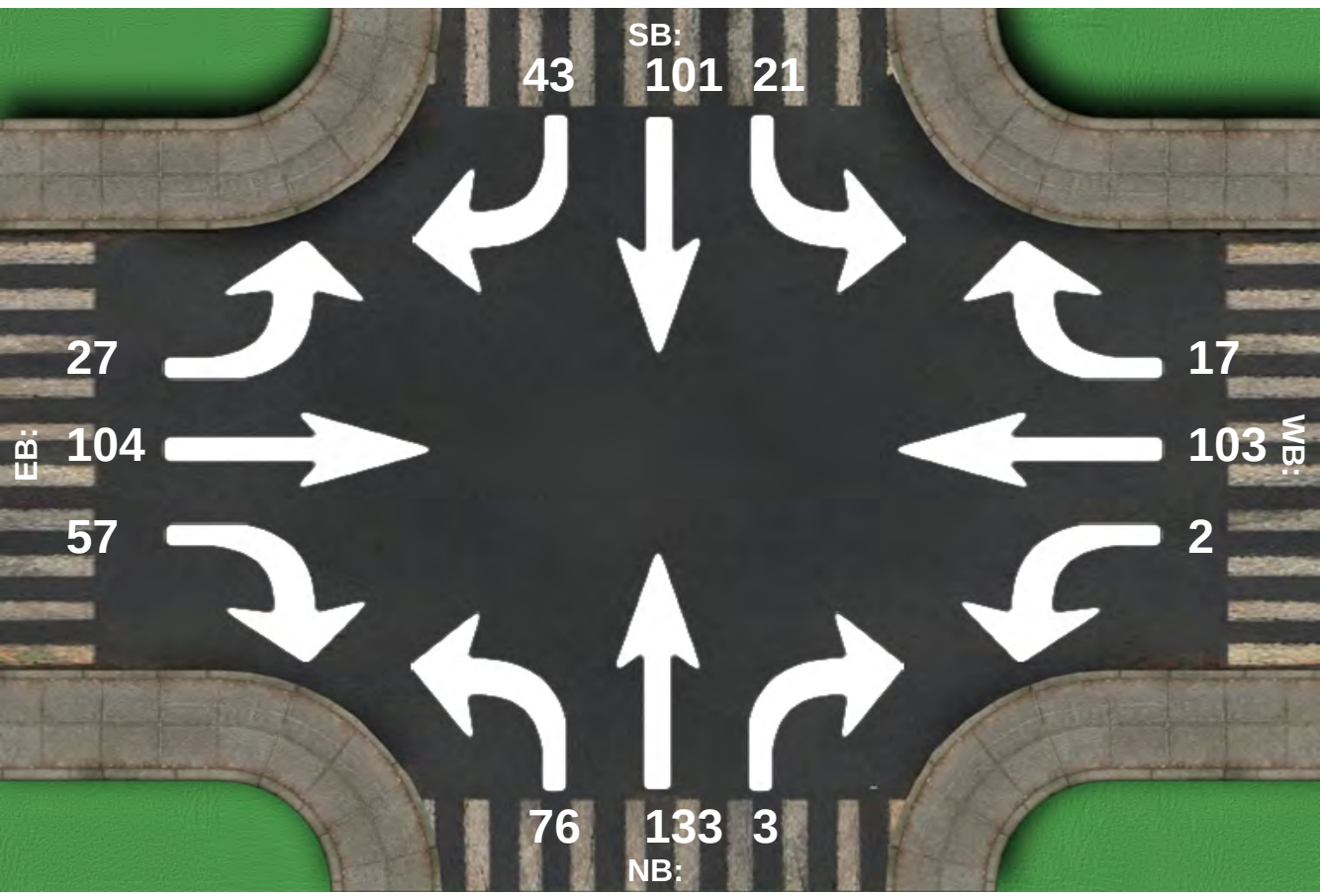
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	21	101	43	2	103	17	76	133	3	27	104	57	687

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates:
Date: 2026-01-06
Day of week: Tuesday
Weather:
Analyst: BMM



Intersection Peak Hour

07:15 - 08:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	21	101	43	2	103	17	76	133	3	27	104	57	687
Factor	0.88	0.79	0.63	0.50	0.78	0.53	0.86	0.83	0.38	0.68	0.90	0.68	0.90
Approach Factor	0.76			0.74			0.88			0.82			

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Palm City, FL, 34990
7722868030

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Turn Count Summary

Location: at ,
GPS Coordinates:
Date: 2026-01-06
Day of week: Tuesday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:59	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	6	26	6	3	25	1	6	29	2	6	23	11	144
16:15	4	32	7	2	27	9	8	19	3	8	12	11	142
16:30	9	10	13	1	35	11	4	23	0	9	25	18	158
16:45	9	3	18	0	33	18	8	23	2	12	18	14	158
17:00	17	3	17	0	35	16	15	24	0	11	20	19	177
17:15	12	4	27	0	30	18	6	29	2	9	23	25	185
17:30	12	3	26	3	44	19	8	35	0	7	21	27	205
17:45	9	5	22	1	20	15	9	23	0	3	21	14	142
18:00	0	0	1	0	1	1	2	2	0	1	1	1	10

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:59	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	6	26	6	3	25	1	6	29	2	6	23	11	144
16:15	4	32	7	2	27	9	8	19	3	8	12	11	142
16:30	9	10	13	1	35	11	4	23	0	9	25	18	158
16:45	9	3	18	0	33	18	8	23	2	12	18	14	158
17:00	17	3	17	0	35	16	15	24	0	11	20	19	177
17:15	12	4	27	0	30	18	6	29	2	9	23	25	185
17:30	12	3	26	3	44	19	8	35	0	7	21	27	205
17:45	9	5	22	1	20	15	9	23	0	3	21	14	142
18:00	0	0	1	0	1	1	2	2	0	1	1	1	10

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
15:59	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

16:45 - 17:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	50	13	88	3	142	71	37	111	4	39	82	85	725
Factor	0.74	0.81	0.81	0.25	0.81	0.93	0.62	0.79	0.50	0.81	0.89	0.79	0.88
Approach Factor	0.88			0.82			0.88			0.90			

Peak Hour Vehicle Summary

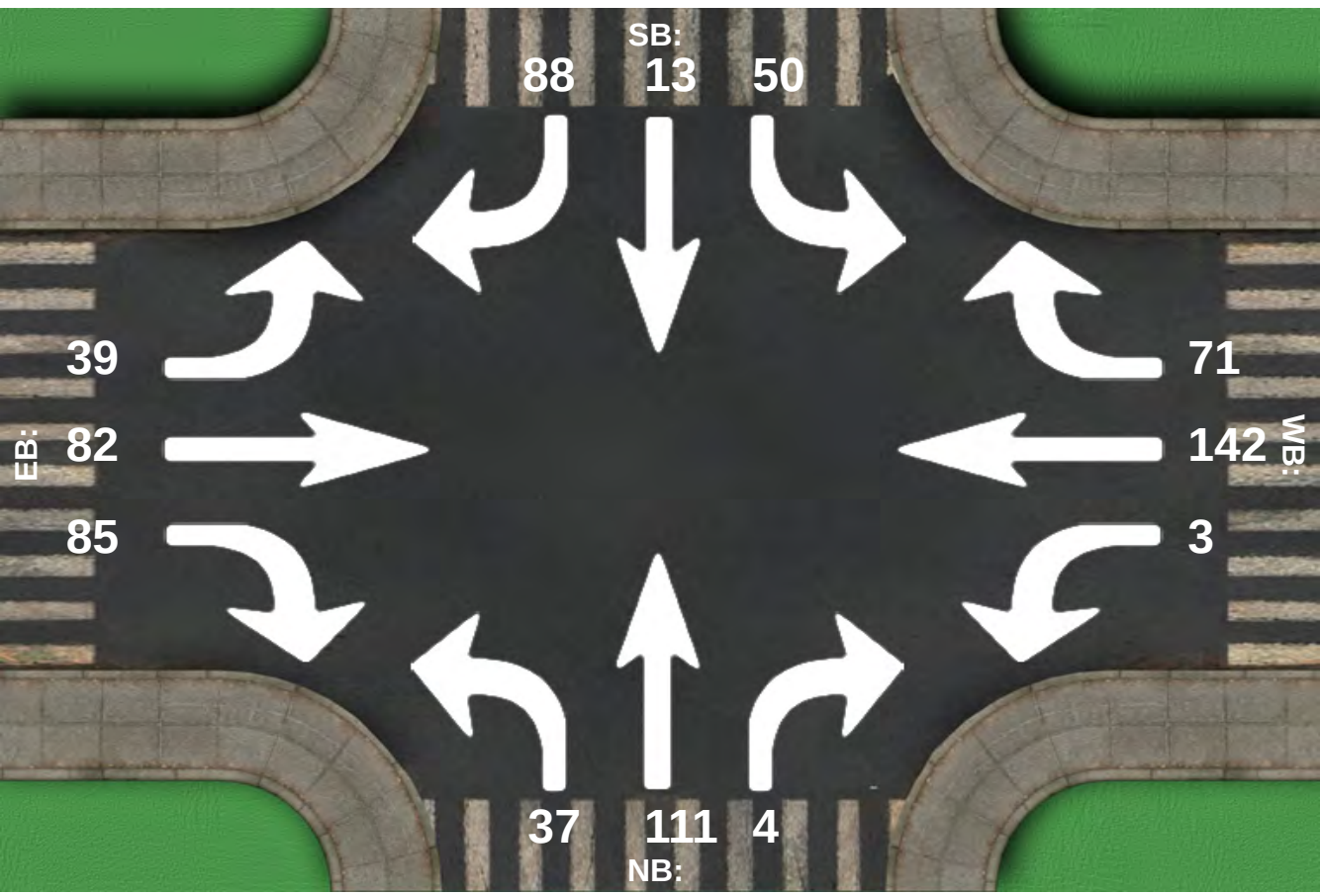
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	50	13	88	3	142	71	37	111	4	39	82	85	725

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates:
Date: 2026-01-06
Day of week: Tuesday
Weather:
Analyst: BMM



Intersection Peak Hour

16:45 - 17:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	50	13	88	3	142	71	37	111	4	39	82	85	725
Factor	0.74	0.81	0.81	0.25	0.81	0.93	0.62	0.79	0.50	0.81	0.89	0.79	0.88
Approach Factor	0.88			0.82			0.88			0.90			

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Turn Count Summary

Location: at ,
GPS Coordinates:
Date: 2026-01-07
Day of week: Wednesday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:59	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	21	19	0	0	0	11	42	0	6	0	5	105
07:15	1	43	22	0	0	1	9	56	0	7	0	15	154
07:30	0	53	6	0	0	0	18	67	0	20	0	10	174
07:45	2	58	5	0	0	1	22	74	0	9	1	19	191
08:00	2	81	10	0	0	1	10	56	1	11	0	13	185
08:15	0	92	16	0	0	1	13	88	0	10	0	12	232
08:30	0	63	8	0	0	0	8	66	0	10	0	11	166
08:45	1	47	16	0	0	0	8	78	1	12	0	14	177
09:00	0	11	2	0	0	0	1	6	0	3	0	2	25

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:59	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	21	19	0	0	0	11	42	0	6	0	5	105
07:15	1	43	22	0	0	1	9	56	0	7	0	15	154
07:30	0	53	6	0	0	0	18	67	0	20	0	10	174
07:45	2	58	5	0	0	1	22	74	0	9	1	19	191
08:00	2	81	10	0	0	1	10	56	1	11	0	13	185
08:15	0	92	16	0	0	1	13	88	0	10	0	12	232
08:30	0	63	8	0	0	0	8	66	0	10	0	11	166
08:45	1	47	16	0	0	0	8	78	1	12	0	14	177
09:00	0	11	2	0	0	0	1	6	0	3	0	2	25

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
06:59	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	4	284	37	0	0	3	63	285	1	50	1	54	782
Factor	0.50	0.77	0.58	0.00	0.00	0.75	0.72	0.81	0.25	0.62	0.25	0.71	0.84
Approach Factor	0.75			0.75			0.86			0.88			

Peak Hour Vehicle Summary

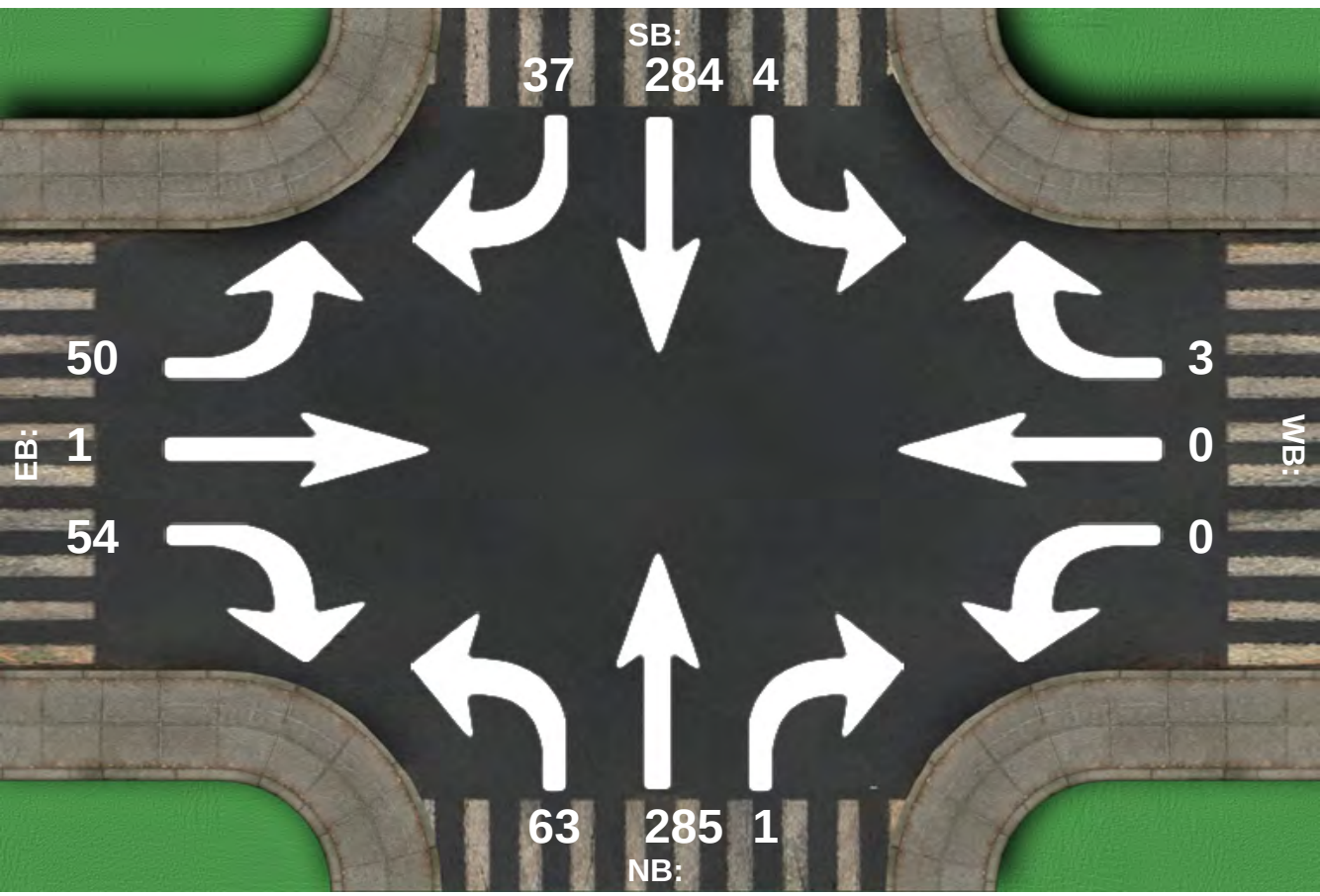
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	4	284	37	0	0	3	63	285	1	50	1	54	782

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates:
Date: 2026-01-07
Day of week: Wednesday
Weather:
Analyst: BMM



Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	4	284	37	0	0	3	63	285	1	50	1	54	782
Factor	0.50	0.77	0.58	0.00	0.00	0.75	0.72	0.81	0.25	0.62	0.25	0.71	0.84
Approach Factor	0.75			0.75			0.86			0.88			

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Palm City, FL, 34990
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Turn Count Summary

Location: at ,
GPS Coordinates:
Date: 2026-01-07
Day of week: Wednesday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	86	10	0	0	1	13	74	0	12	0	14	210
16:15	0	56	12	1	0	0	10	60	0	5	0	13	157
16:30	0	68	4	0	0	0	15	63	0	13	0	9	172
16:45	1	77	11	0	0	1	19	75	0	10	0	10	204
17:00	2	108	11	0	0	1	26	86	0	3	0	14	251
17:15	0	89	8	0	0	2	18	80	1	10	0	16	224
17:30	0	81	15	2	0	0	13	87	0	10	0	13	221
17:45	2	85	7	1	0	0	9	72	0	8	0	18	202
18:00	0	6	0	0	0	0	3	4	0	0	0	1	14

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	86	10	0	0	1	13	74	0	12	0	14	210
16:15	0	56	12	1	0	0	10	60	0	5	0	13	157
16:30	0	68	4	0	0	0	15	63	0	13	0	9	172
16:45	1	77	11	0	0	1	19	75	0	10	0	10	204
17:00	2	108	11	0	0	1	26	86	0	3	0	14	251
17:15	0	89	8	0	0	2	18	80	1	10	0	16	224
17:30	0	81	15	2	0	0	13	87	0	10	0	13	221
17:45	2	85	7	1	0	0	9	72	0	8	0	18	202
18:00	0	6	0	0	0	0	3	4	0	0	0	1	14

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

16:45 - 17:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	3	355	45	2	0	4	76	328	1	33	0	53	900
Factor	0.38	0.82	0.75	0.25	0.00	0.50	0.73	0.94	0.25	0.82	0.00	0.83	0.90
Approach Factor	0.83			0.75			0.90			0.83			

Peak Hour Vehicle Summary

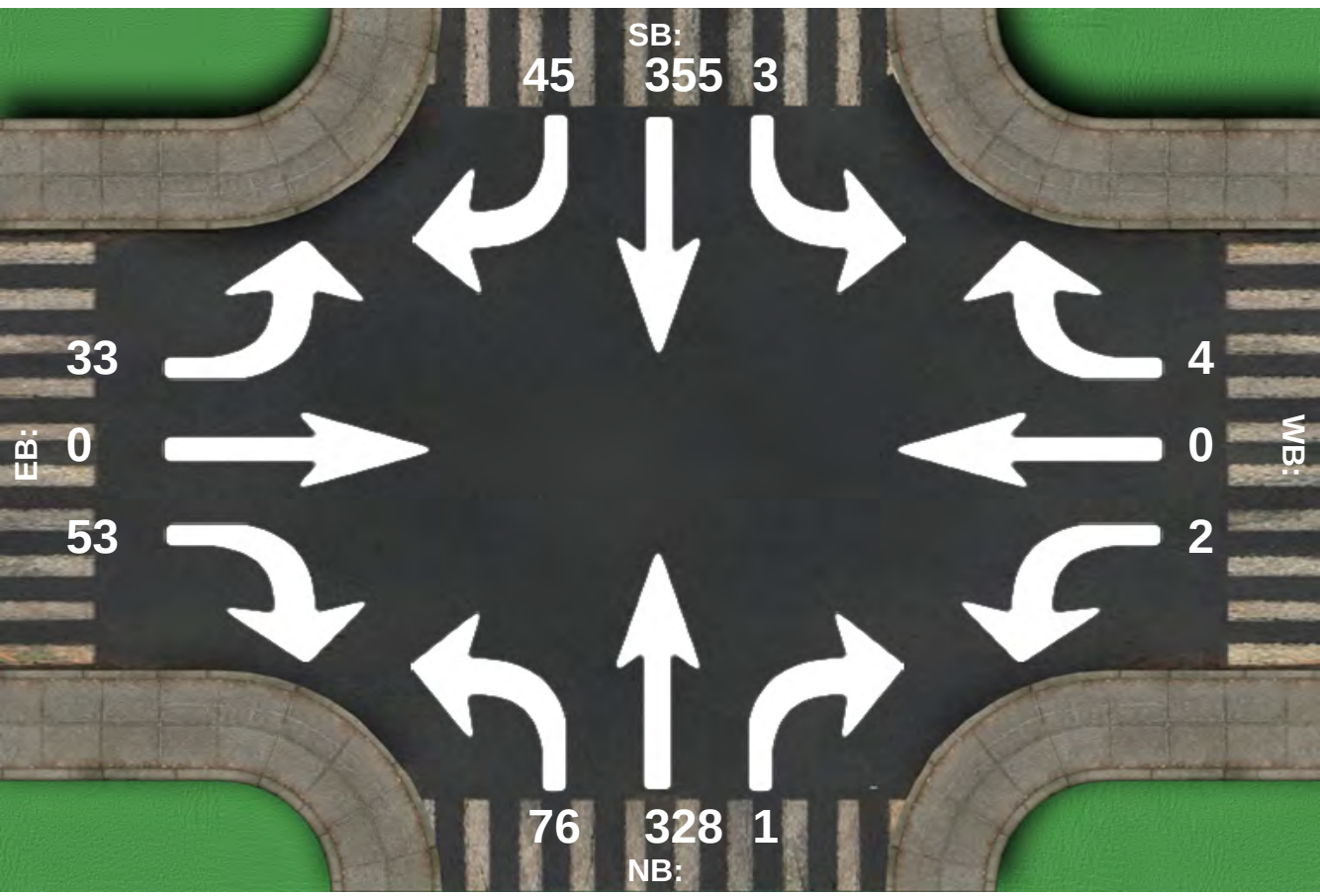
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	3	355	45	2	0	4	76	328	1	33	0	53	900

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates:
Date: 2026-01-07
Day of week: Wednesday
Weather:
Analyst: BMM



Intersection Peak Hour

16:45 - 17:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	3	355	45	2	0	4	76	328	1	33	0	53	900
Factor	0.38	0.82	0.75	0.25	0.00	0.50	0.73	0.94	0.25	0.82	0.00	0.83	0.90
Approach Factor	0.83			0.75			0.90			0.83			

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1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

Farmers & Oleander AM

Turn Count Summary

Location: at ,
GPS Coordinates:
Date: 2026-01-08
Day of week: Thursday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	1	38	0	6	0	1	0	36	6	0	0	0	88
07:15	2	37	0	6	1	1	0	42	7	0	0	0	96
07:30	1	51	0	4	0	4	0	62	11	0	0	0	133
07:45	6	64	0	8	0	3	0	76	2	0	0	0	159
08:00	3	95	0	9	0	4	0	88	7	1	0	0	207
08:15	6	81	0	2	0	6	0	64	11	0	0	0	170
08:30	4	80	0	4	0	2	0	74	12	0	0	0	176
08:45	6	58	0	5	0	9	0	63	12	0	0	0	153
09:00	0	3	0	0	0	0	0	5	0	0	0	0	8

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	1	38	0	6	0	1	0	36	6	0	0	0	88
07:15	2	37	0	6	1	1	0	42	7	0	0	0	96
07:30	1	51	0	4	0	4	0	62	11	0	0	0	133
07:45	6	64	0	8	0	3	0	76	2	0	0	0	159
08:00	3	95	0	9	0	4	0	88	7	1	0	0	207
08:15	6	81	0	2	0	6	0	64	11	0	0	0	170
08:30	4	80	0	4	0	2	0	74	12	0	0	0	176
08:45	6	58	0	5	0	9	0	63	12	0	0	0	153
09:00	0	3	0	0	0	0	0	5	0	0	0	0	8

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:45 - 08:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	19	320	0	23	0	15	0	302	32	1	0	0	712
Factor	0.79	0.84	0.00	0.64	0.00	0.62	0.00	0.86	0.67	0.25	0.00	0.00	0.86
Approach Factor	0.86			0.73			0.88			0.25			

Peak Hour Vehicle Summary

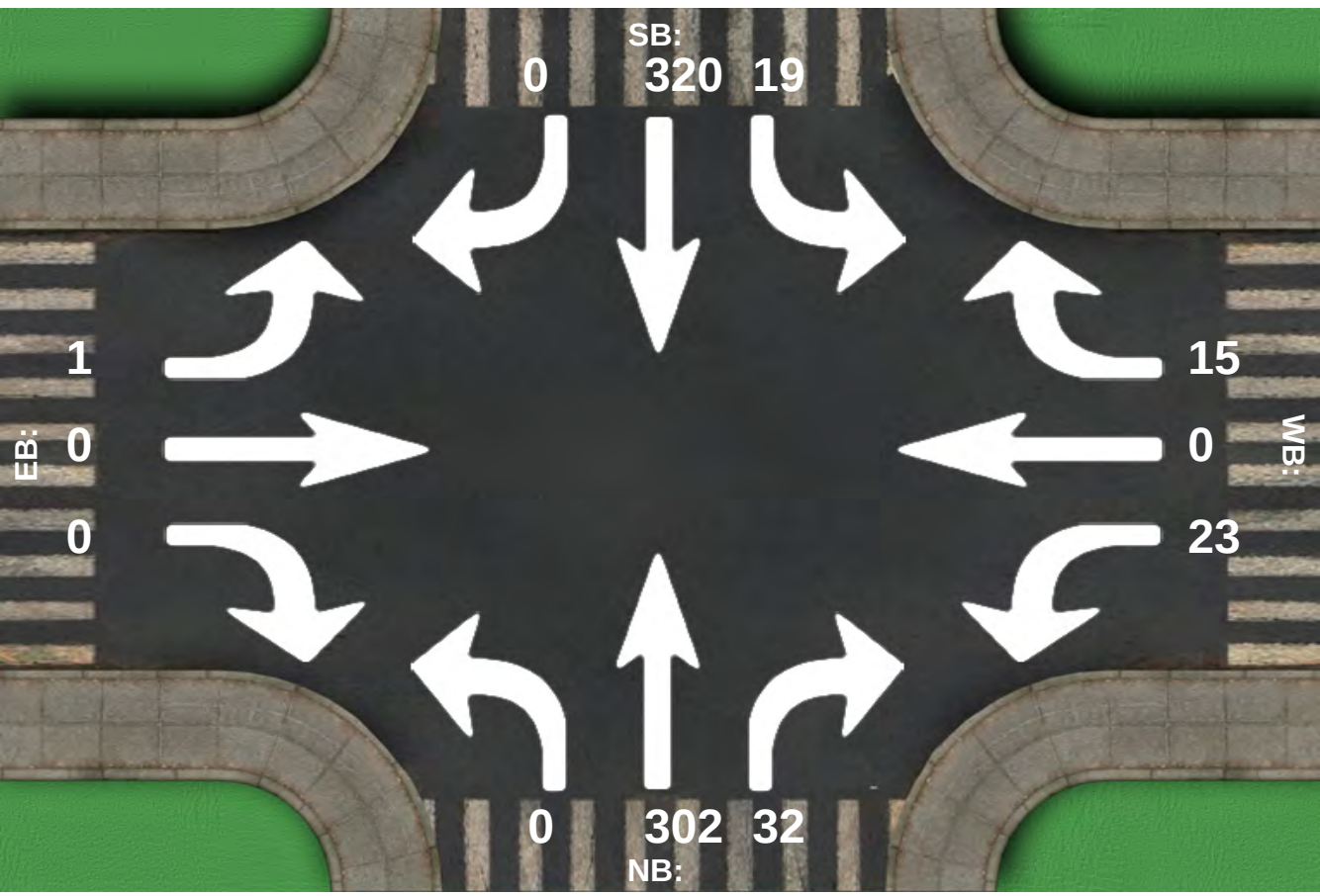
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	19	320	0	23	0	15	0	302	32	1	0	0	712

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates:
Date: 2026-01-08
Day of week: Thursday
Weather:
Analyst: BMM



Intersection Peak Hour

07:45 - 08:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	19	320	0	23	0	15	0	302	32	1	0	0	712
Factor	0.79	0.84	0.00	0.64	0.00	0.62	0.00	0.86	0.67	0.25	0.00	0.00	0.86
Approach Factor	0.86			0.73			0.88			0.25			

cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

Farmers & Oleander AM

Turn Count Summary

Location: at ,
GPS Coordinates:
Date: 2026-01-08
Day of week: Thursday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	3	60	0	8	0	3	0	53	5	0	0	0	132
16:15	4	71	0	4	0	3	0	57	3	0	0	0	142
16:30	4	84	0	9	0	5	0	66	5	0	0	0	173
16:45	5	80	0	5	0	8	0	67	4	0	0	0	169
17:00	4	102	0	2	0	4	0	78	4	0	0	0	194
17:15	2	91	0	3	0	1	0	73	7	0	0	0	177
17:30	3	78	0	6	0	6	0	69	9	0	0	0	171
17:45	3	70	0	2	0	4	0	70	5	0	0	0	154
18:00	0	4	0	0	0	0	0	1	0	0	0	0	5

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	3	60	0	8	0	3	0	53	5	0	0	0	132
16:15	4	71	0	4	0	3	0	57	3	0	0	0	142
16:30	4	84	0	9	0	5	0	66	5	0	0	0	173
16:45	5	80	0	5	0	8	0	67	4	0	0	0	169
17:00	4	102	0	2	0	4	0	78	4	0	0	0	194
17:15	2	91	0	3	0	1	0	73	7	0	0	0	177
17:30	3	78	0	6	0	6	0	69	9	0	0	0	171
17:45	3	70	0	2	0	4	0	70	5	0	0	0	154
18:00	0	4	0	0	0	0	0	1	0	0	0	0	5

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	15	357	0	19	0	18	0	284	20	0	0	0	713
Factor	0.75	0.88	0.00	0.53	0.00	0.56	0.00	0.91	0.71	0.00	0.00	0.00	0.92
Approach Factor	0.88			0.66			0.93			0.00			

Peak Hour Vehicle Summary

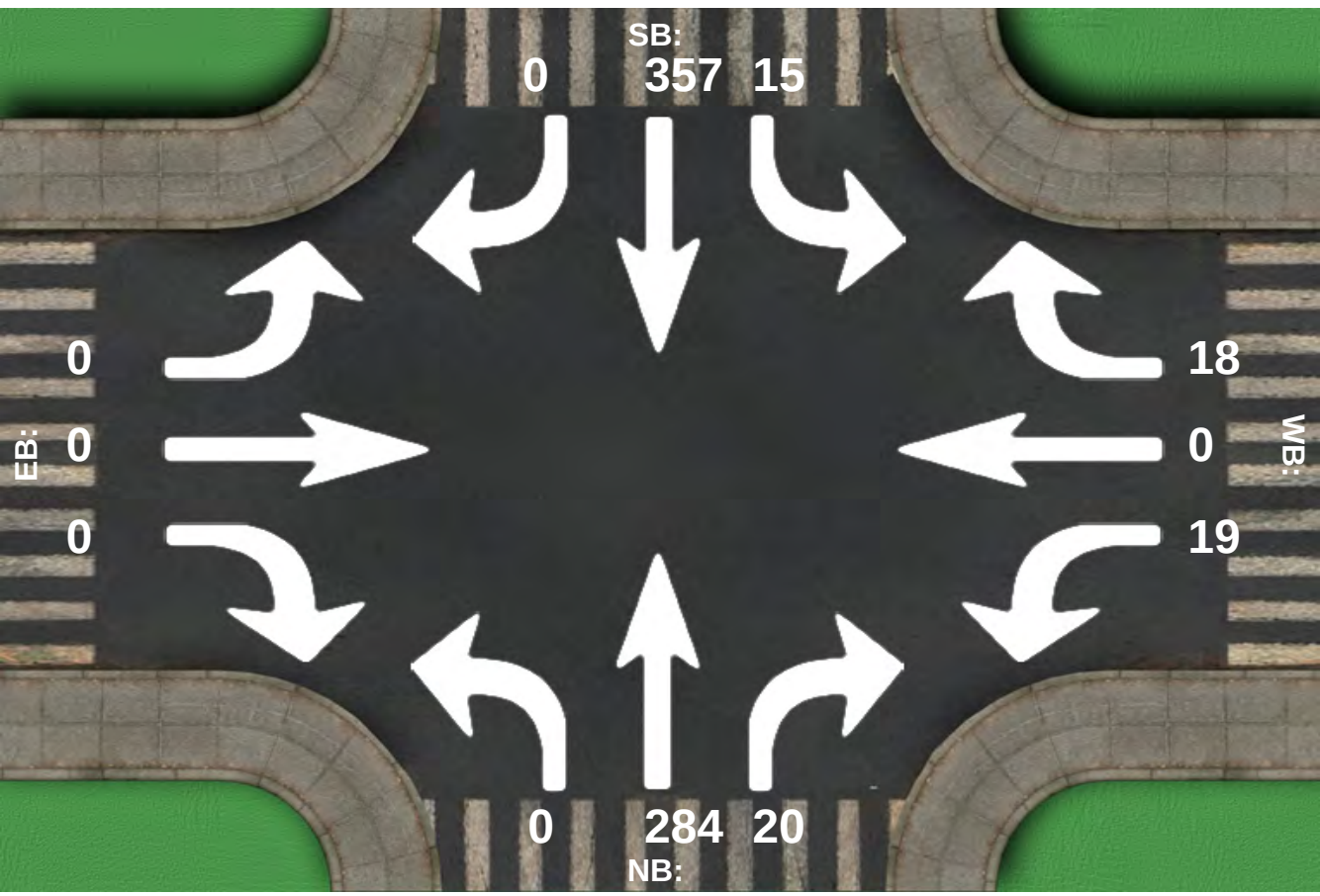
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	15	357	0	19	0	18	0	284	20	0	0	0	713

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates:
Date: 2026-01-08
Day of week: Thursday
Weather:
Analyst: BMM



Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	15	357	0	19	0	18	0	284	20	0	0	0	713
Factor	0.75	0.88	0.00	0.53	0.00	0.56	0.00	0.91	0.71	0.00	0.00	0.00	0.92
Approach Factor	0.88			0.66			0.93			0.00			

Conceptual Drainage Plan
See Site Plan

3500 ENTERPRISE
Contextual Photos of Neighborhood

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Farmers Market Rd


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WAREHOUSE COMPLEX
1008
STS Southeastern Traffic Supply
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Contextual Photos of Site

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