

Technical Memorandum

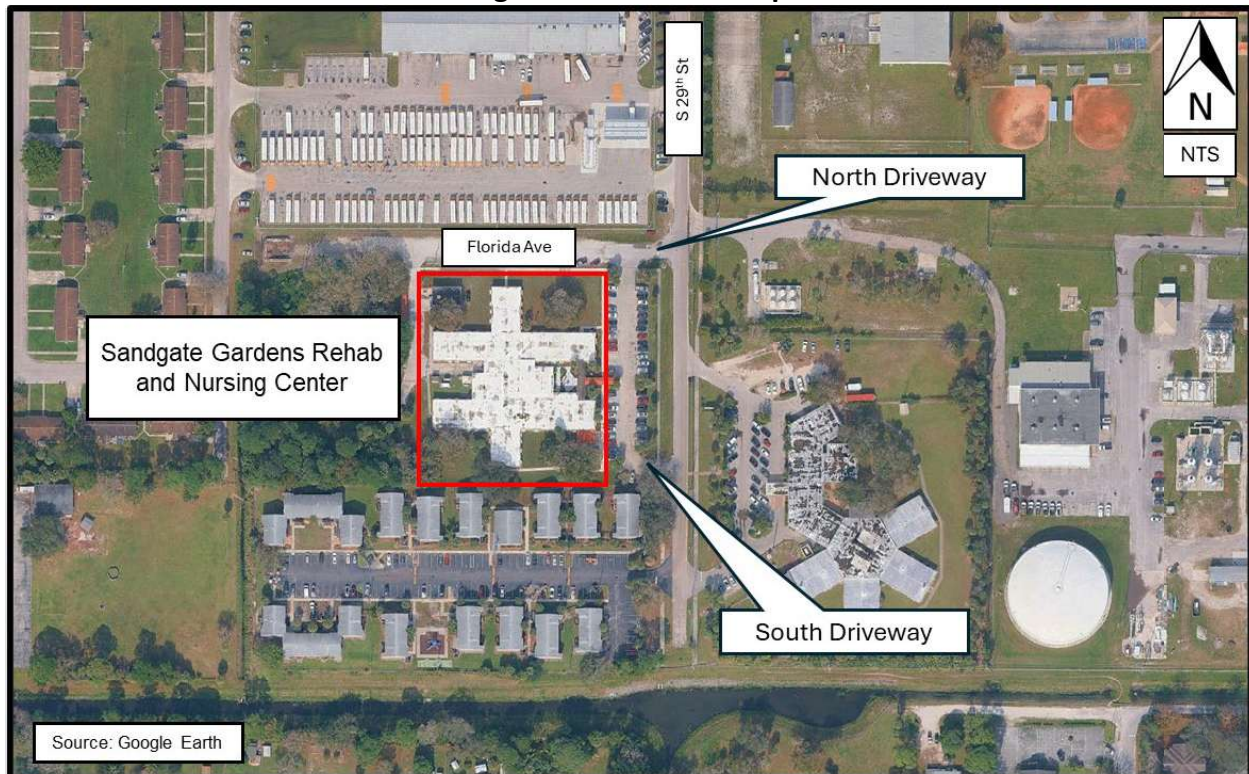
To: Mr. Kori Benton, AICP, Planning & Zoning Manager, St. Lucie County

Subject: Sandgate Gardens Rehab and Nursing Center Proposed Expansion, Fort Pierce

Date: June 29, 2026

LJA Engineering, Inc. was tasked to prepare a trip generation summary for the proposed expansion of the Sandgate Gardens Rehab and Nursing Center located at 703 S. 29th Street in Fort Pierce (St. Lucie County), Florida. The facility currently operates as a combination nursing home and a rehabilitation facility. A total of 107 beds are currently provided at the existing facility. The proposed expansion consists of an additional 39 beds, consisting of 32,261 square feet (sf) with new rehab areas, a new kitchen, a new entrance, a new lobby, and office space. Additionally, 3,000 sf of the existing building will be renovated and repurposed for new laundry operations, in which the existing 1,100 sf laundry building will be removed from the current site. 29 new parking spaces will also be included with this expansion. Plans for the proposed project are included in the **Appendix**. A general location aerial of the existing facility and its location is provided below as **Figure 1**.

Figure 1 – Location Map



Existing Turning Movement Counts

12-hour turning movement counts (TMC's) were collected from 7:00 AM to 7:00 PM on February 25, 2026, at the existing facility's driveways (provided in the **Appendix**). Peak hours were identified as 7:45 to 8:45 AM and 2:45 to 3:45 PM.

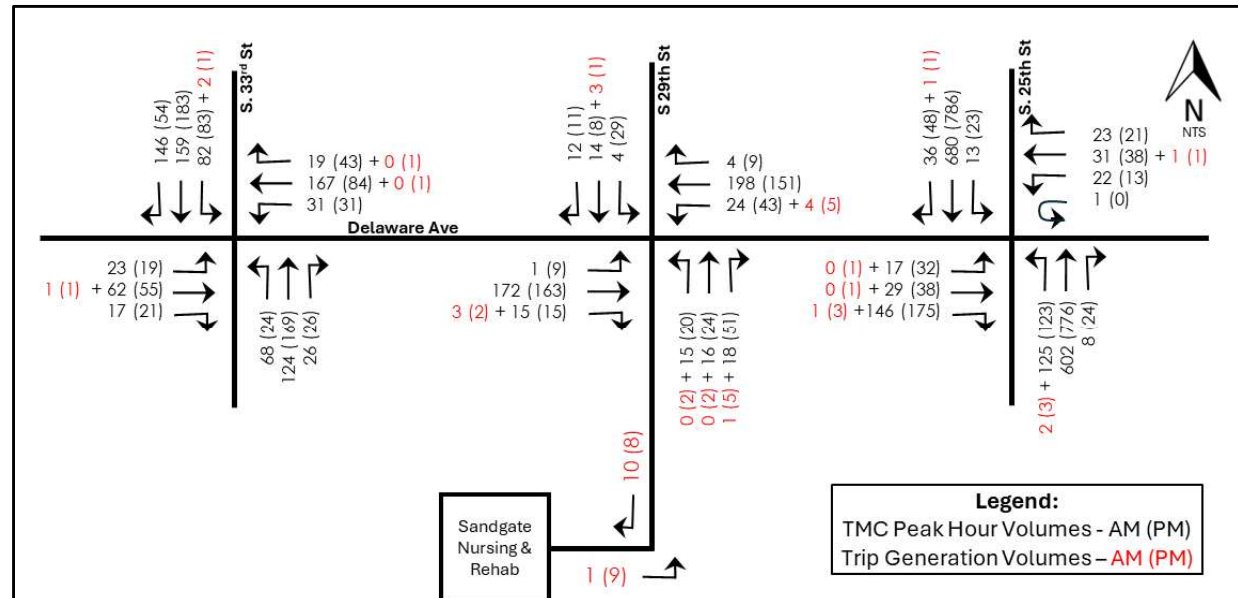
Over the 12-hour count period, 360 total trips (180 entering, 180 exiting) were counted. Using the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition) land use code 620 for nursing homes, an estimated 327 daily trips are expected for a 107-bed nursing home. Given the facility operates as a hybrid nursing home/rehab facility and the existing traffic volumes are higher than those projected from ITE trip generation, the existing volumes were used to determine the actual trip rates for the expansion (peak hour and daily trips).

Trip generation volumes were calculated by establishing a total trip generation rate and the entering/exiting percentages for the existing 107-bed facility. This trip rate was then multiplied by 39 (proposed new beds) to establish the additional trips generated by the expansion. An additional 131 trips (66 entering, 65 exiting) can be expected over a 12-hour period and 11/17 generated trips for the AM/PM peak hours from the 39-bed expansion. The existing traffic volumes as well as those proposed (based on the trip generation) for the AM peak hour, PM peak hour, and 12-hour period are summarized below.

Summary of Existing Volumes & Trip Generation													
Time Period	Existing Volumes (vph)						Total Trips (vph)	Trip Generation					
	Northern Driveway		Southern Driveway		Driveway Totals			Existing Rate (107 Beds)			Proposed Trips (39 Beds)		
	SBR (Enter)	EBL (Exit)	SBR (Enter)	EBL (Exit)	SBR (Enter)	EBL (Exit)		Total Rate	Enter	Exit	Total Trips (vph)	Enter (vph)	Exit (vph)
AM (7:45 - 8:45 AM)	24	2	2	2	26	4	30	0.28	87%	13%	11	9	1
PM (2:45 - 3:45 PM)	14	13	8	12	22	25	47	0.44	47%	53%	17	8	9
12-Hour Total	152	115	28	65	180	180	360	3.36	50%	50%	131	66	65

TMC's were also collected at three intersections along Delaware Avenue at S. 33rd Street, S. 29th Street, and S. 25th Street. **Figure 2** provides a summary of the existing turning movement counts and the trip distribution of the new project trips based on the facility expansion. The trip generation volumes from the proposed expansion were distributed to/from the facility based on current volume distributions at each intersection and are shown in red text.

Figure 2 – Existing TMC's and Trip Distribution



Based on the St. Lucie County Transportation Planning Organization (TPO) 2025 Traffic Counts and Level of Service Report (provided in the **Appendix**), the segment of Delaware Avenue from S. 33rd Street to S. 25th Street (Station #500) has peak hour volumes of 145/151 vehicles per hour (vph) for the AM/PM peak hours. The peak hour service capacity is 1,710 vph and is currently operating at Level of Service (LOS) C for both peak hours.

With the projected 11 AM and 17 PM peak hour trips from the expansion, a maximum volume of 10 vph (entering and exiting) is expected to be distributed onto Delaware Avenue (between S. 29th Street and S. 25th Street). This project volume is less than 1% of the service volume of Delaware Avenue. ***Given this low trip generation, the facility expansion be considered de minimis and exempt from a traffic impact analysis.***

Parking Evaluation

At the request of County staff, a high-level parking analysis was completed for this project site. From a historical aerial review (and also TMC videos), occasional overflow parking occurs in the grass area. A maximum of 2 handicap spaces were used and a max of 6 cars exceeded the capacity of the existing parking lot (historical aeriels. Overflow was less than 6 in the 12-hour TMC video. Based on the current facility size and 50 parking spaces (41 existing spaces plus max of 9 overflow), the parking ratio is 0.47 spaces per bed. Using that same ratio, adding 39 beds equates to the need for 18 additional spaces for the expansion. The expansion is proposing 29 additional spaces; therefore, the additional parking spaces are deemed in excess of what will be needed to support the facility.

Signal Warrant Analysis

At the request of County staff, a high-level signal warrant analysis was conducted at the intersection of Delaware Avenue and S. 29th Street based on the following general assumptions:

- From existing turning movement counts for Delaware Avenue at 29th Street (westbound approach) and 25th Street (eastbound approach), the total volumes (eastbound and westbound) are 418 vph in the AM peak hour and 448 in the PM peak hour. These volumes are higher than those provided in the TPO's 2025 Traffic Count and Level of Service Report and were used in the analysis.
- From the peak hour TMC at 29th Street, the existing northbound approach volumes are 49 vph in the AM peak hour and 95 vph in the PM peak hour. Adding in the trip generation volumes from the proposed expansion results in 50 vph in the AM peak hour and 102 vph in the PM peak hour. From our 12-hour TMC conducted at the northern site driveway, the maximum northbound volume is 81 vph (all remaining hours are 66 vph or less with an average hourly volume of 51 vph). Due to the right-turn movement being predominant on the approach, it's common practice to remove a portion of the right turn volumes from the warrant analysis. To be conservative, we've assumed worst case and included right turn volumes in this analysis. Based on existing counts and trip generation, one hour will be 102 vph, a second hour will be 81 vph and all remaining hours will be 51 vph.
- With a posted speed limit of 35 mph on Delaware Street, the 100% criteria are used in the warrant analysis.

Summary of the warrant analysis (warrants that apply to this specific location):

- Warrant 1 (8-hour Vehicular Volume): Volume thresholds to meet the warrant are 600 vph on the mainline and 150 vph on the sidestreet approach, which must be met for 8 hours of the day. The existing volumes do not meet the warranting threshold for any hour of the day, noting neither the mainline nor the sidestreet volumes exceed the minimum volume. This warrant would not be met.

- Warrant 2 (4-hour Vehicular Volume): Thresholds to meet the warrant are 1,000 vph on the mainline and 80 vph on the sidestreet approach, which must be met for 4 hours of the day. While the sidestreet volume would meet two hours (95 vph and 81 vph), the mainline volumes are too low to meet the threshold of this warrant for any hours of the day. This warrant would not be met.
- Warrant 7 (Crash Experience): The warrant requires three criteria be met: 1) Adequate trials for alternatives has failed, 2) Meeting minimum crash criteria, and 3) Meeting the minimum volume threshold (80% of the Warrant 1 and 2 volume thresholds). The volumes do not meet the thresholds of this warrant and the number of crashes also does not meet the threshold. This warrant would not be met. While a review of the crashes over 5 years does show 15 angle crashes (8 northbound and 7 southbound), the current volumes do not warrant a traffic signal and the additional trips generated by the proposed expansion (1 vph in the AM peak hour and 7 vph in the PM peak hour) do not exceed the warranting thresholds either. Also worth noting, the crash occurrence (per calendar year) appears to be trending down, with 3 crashes in 2021, 6 crashes in 2022, 3 crashes in 2023, 2 crashes in 2024, and 1 crash in 2025 (none in 2026 so far).

It is noted the School Board bus depot is just north of the Sangate Gardens Rehab and Nursing Center and houses a minimum of 131 busses in their lot (and drivers for these busses), with signage on one driveway on 29th Street indicating it is an “exit only”. Additionally, the Performance Based Preparatory Academy (high school) is just north of the bus depot and has a driveway onto 29th Street. It is unknown of these land uses contributed to any of the angle crashes that have occurred.

Based on current traffic volumes and the added trip generation due to the facility expansion, **no warrants are met for signalization, and a traffic signal is not recommended for the intersection of Delaware Avenue and S. 29th Street as a result of the proposed expansion of the Sangate Gardens Rehab and Nursing Center.** St. Lucie County staff have suggested post-development monitoring of actual project trips for the intersections of Delaware Avenue at S. 29th Street and S. 25th Street intersection.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Colleen T Crigger

2026.06.29 09:31:45 -04'00'

ON THE DATE ADJACENT TO THE SEAL.

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APPENDIX



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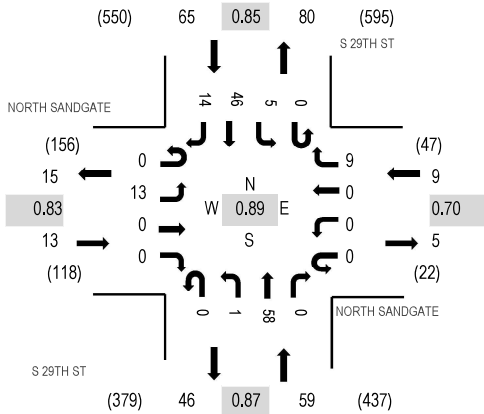
Location: 4 S 29TH ST & NORTH SANDGATE AM

Date: Wednesday, February 25, 2026

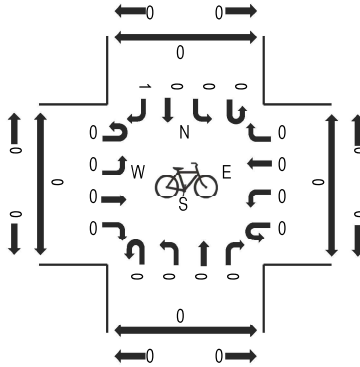
Peak Hour: 02:45 PM - 03:45 PM

Peak 15-Minutes: 03:00 PM - 03:15 PM

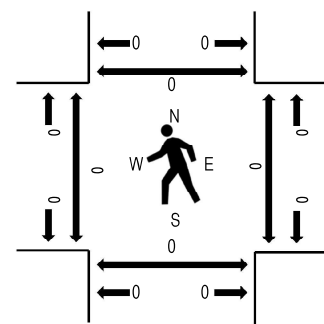
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORTH SANDGATE Eastbound				NORTH SANDGATE Westbound				S 29TH ST Northbound				S 29TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	7	7	20	89	0	0	0	0
7:15 AM	0	7	0	0	0	0	0	0	0	0	5	0	0	1	7	2	22	90	2	0	0	0
7:30 AM	0	4	0	0	0	0	0	3	0	0	4	0	0	0	6	2	19	89	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	5	0	0	8	0	0	1	8	6	28	97	1	0	0	0
8:00 AM	0	1	0	0	0	0	0	3	0	0	5	0	0	1	6	5	21	95	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	3	0	0	7	0	0	0	5	6	21	96	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	10	0	0	2	7	7	27	98	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	2	0	0	6	0	0	1	8	8	26	82	1	0	0	0
9:00 AM	0	2	0	0	0	0	0	2	0	0	7	0	0	0	8	3	22	70	0	0	0	0
9:15 AM	0	2	0	0	0	0	0	1	0	0	8	0	0	2	7	3	23	63	1	0	0	0
9:30 AM	0	1	0	0	0	0	0	2	0	0	4	0	0	0	2	2	11	49	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	0	4	3	14	63	0	0	0	0
10:00 AM	0	4	0	1	0	0	0	0	0	1	2	0	0	1	4	2	15	68	0	3	0	0
10:15 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	4	0	9	70	0	0	0	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	14	0	0	0	8	2	25	82	0	0	0	0
10:45 AM	0	3	0	0	0	0	0	0	0	0	5	0	0	2	9	0	19	79	2	0	0	0
11:00 AM	0	1	0	0	0	0	0	2	0	0	6	0	0	3	4	1	17	85	0	0	0	0
11:15 AM	0	2	0	0	0	0	0	1	0	0	6	0	0	0	7	5	21	91	0	0	0	0
11:30 AM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	7	3	22	96	0	0	0	0
11:45 AM	0	2	0	0	0	0	0	0	0	0	9	0	0	0	10	4	25	100	1	1	0	0
12:00 PM	0	1	0	0	0	0	0	2	0	1	7	0	0	1	5	6	23	96	0	0	0	0
12:15 PM	0	3	0	0	0	0	0	1	0	1	8	0	0	0	10	3	26	100	0	0	0	0
12:30 PM	0	4	0	2	0	0	0	0	0	0	8	0	0	0	9	3	26	109	2	0	0	0
12:45 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	13	1	21	106	1	0	0	0
1:00 PM	0	6	0	0	0	0	0	0	0	0	12	0	0	0	6	3	27	112	0	0	0	0
1:15 PM	0	1	0	0	0	0	0	2	0	0	13	0	0	1	11	7	35	107	0	0	0	0
1:30 PM	0	2	0	0	0	0	0	0	0	0	11	0	0	0	8	2	23	93	0	0	0	0
1:45 PM	0	3	0	0	0	0	0	1	0	0	14	0	0	0	6	3	27	98	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	11	2	22	104	0	0	0	0
2:15 PM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	6	3	21	123	0	0	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	0	9	0	0	1	13	3	28	133	1	1	0	1
2:45 PM	0	0	0	0	0	0	0	2	0	1	13	0	0	1	12	4	33	146	0	0	0	0
3:00 PM	0	4	0	0	0	0	0	0	0	0	17	0	0	1	13	6	41	139	0	0	0	0
3:15 PM	0	5	0	0	0	0	0	0	0	0	12	0	0	3	10	1	31	132	0	0	0	0

3:30 PM	0	4	0	0	0	0	0	7	0	0	16	0	0	0	11	3	41	127	0	0	0	0
3:45 PM	0	3	0	0	0	0	0	1	0	0	12	0	0	0	8	2	26	115	0	0	0	0
4:00 PM	0	3	0	0	0	0	0	3	0	0	15	0	0	0	8	5	34	113	2	0	0	0
4:15 PM	0	4	0	0	0	0	0	0	0	0	13	0	0	0	5	4	26	111	0	0	0	0
4:30 PM	0	6	0	0	0	0	0	0	0	0	7	0	0	0	12	4	29	115	0	0	0	0
4:45 PM	0	4	0	0	0	0	0	1	0	0	10	0	0	0	6	3	24	112	0	0	0	0
5:00 PM	0	6	0	0	0	0	0	1	0	0	13	0	0	0	9	3	32	111	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	9	0	0	0	16	3	30	108	0	0	0	0
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5:45 PM	0	4	0	0	0	0	0	0	0	0	10	0	0	0	7	2	23	78	0	0	0	0
6:00 PM	0	2	0	0	0	0	0	0	0	0	16	0	0	0	10	1	29	70	1	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	6	0	15		1	1	1	0
6:30 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	1	3	11		1	0	0	0
6:45 PM	0	2	0	0	0	0	0	0	0	0	7	0	0	0	5	1	15		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
Lights	0	13	0	0	0	0	0	8	0	1	57	0	0	4	46	13	142
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total	0	13	0	0	0	0	0	9	0	1	58	0	0	5	46	14	146

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				11.1%				1.7%				3.1%				2.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	1.7%	0.0%	0.0%	20.0%	0.0%	7.1%	2.7%
Peak Hour Factor	0.83				0.70				0.87				0.85				0.89
Peak Hour Factor	0.00	0.83	0.00	0.25	0.00	0.00	0.00	0.70	0.00	0.50	0.85	0.00	0.00	0.50	0.92	0.81	0.89



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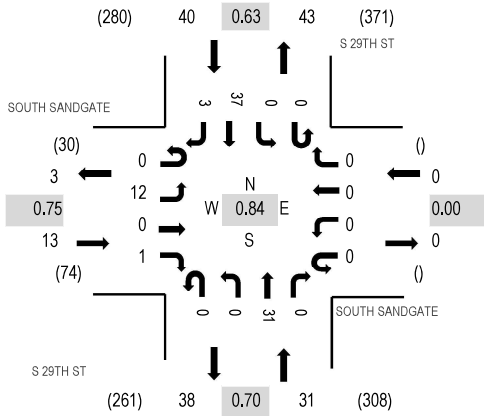
Location: 5 S 29TH ST & SOUTH SANDGATE AM

Date: Wednesday, February 25, 2026

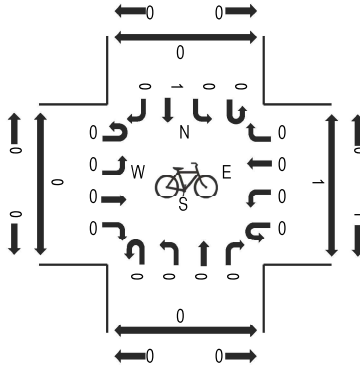
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

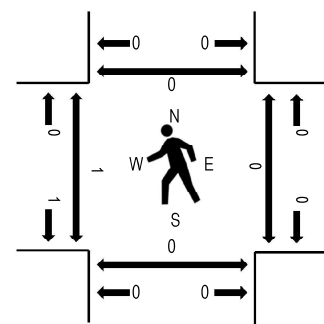
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTH SANDGATE Eastbound				SOUTH SANDGATE Westbound				S 29TH ST Northbound				S 29TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	30	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	32	2	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	1	8	34	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	11	40	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	39	1	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	2	0	7	45	2	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	8	0	0	0	3	1	14	49	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	3	0	0	0	5	0	10	40	1	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	6	0	14	38	0	0	0	0
9:15 AM	0	2	0	0	0	0	0	0	0	0	4	0	0	0	5	0	11	29	1	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	5	24	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	2	0	8	38	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	39	0	3	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	43	0	0	0	0
10:30 AM	0	2	0	0	0	0	0	0	0	0	11	0	0	0	6	0	19	48	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	46	2	1	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	55	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	1	11	58	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	6	1	17	64	1	1	0	0
11:45 AM	0	0	0	1	0	0	0	0	0	1	8	0	0	0	7	1	18	58	0	1	0	1
12:00 PM	0	3	0	0	0	0	0	0	0	0	4	0	0	0	4	1	12	56	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	7	2	17	61	0	0	0	0
12:30 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	3	1	11	63	2	0	0	0
12:45 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	10	1	16	67	2	0	0	0
1:00 PM	0	3	0	0	0	0	0	0	0	0	9	0	0	0	5	0	17	68	2	0	0	0
1:15 PM	0	4	0	0	0	0	0	0	0	0	6	0	0	0	7	2	19	65	3	0	0	0
1:30 PM	0	2	0	1	0	0	0	0	0	0	8	0	0	0	4	0	15	62	0	2	0	0
1:45 PM	0	2	0	1	0	0	0	0	0	0	8	0	0	0	6	0	17	62	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	9	1	14	68	2	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	6	1	16	75	3	0	0	0
2:30 PM	0	1	0	1	0	0	0	0	0	0	7	0	0	0	6	0	15	77	2	1	0	0
2:45 PM	0	3	0	1	0	0	0	0	0	0	10	0	0	0	6	3	23	82	1	0	0	0
3:00 PM	0	3	0	1	0	0	0	0	0	0	8	0	0	0	6	3	21	73	0	0	0	0
3:15 PM	0	4	0	1	0	0	0	0	0	0	7	0	0	0	4	2	18	71	5	0	0	0

3:30 PM	0	2	0	0	0	0	0	0	0	0	11	0	0	0	7	0	20	66	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	1	7	0	0	0	5	0	14	59	0	0	0	0
4:00 PM	0	3	0	0	0	0	0	0	0	0	8	0	0	0	8	0	19	62	2	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	7	0	0	0	3	1	13	64	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	76	0	0	0	0
4:45 PM	0	2	0	1	0	0	0	0	0	0	8	0	0	0	6	0	17	84	0	0	0	0
5:00 PM	0	3	0	0	0	0	0	0	0	0	9	0	0	0	8	1	21	82	1	0	0	0
5:15 PM	0	5	0	0	0	0	0	0	0	0	4	0	0	0	15	1	25	84	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	8	1	21	72	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	6	0	15	56	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	9	0	23	52	1	0	2	0
6:15 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	6	0	13		1	1	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	5		1	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	1	11		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	10	0	1	0	0	0	0	0	0	31	0	0	0	37	3	82
Mediums	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	1	0	0	0	0	0	0	31	0	0	0	37	3	84

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	15.4%				0.0%				0.0%				0.0%				2.4%
Heavy Vehicle %	0.0%	16.7%	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%	2.4%
Peak Hour Factor	0.75				0.00				0.70				0.63				0.84
Peak Hour Factor	0.00	0.60	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.25	0.70	0.00	0.00	0.00	0.63	0.67	0.84



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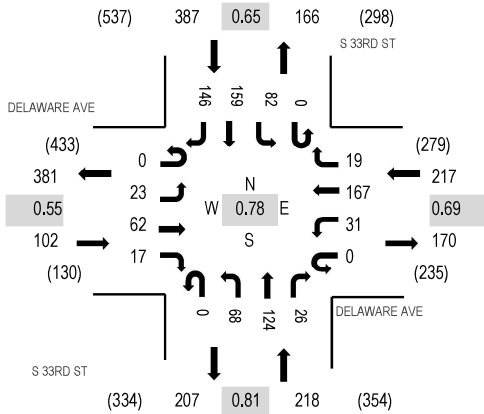
Location: 3 S 33RD ST & DELAWARE AVE AM

Date: Wednesday, February 25, 2026

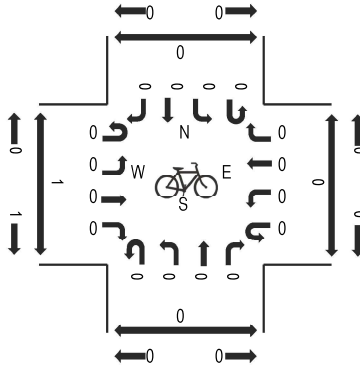
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

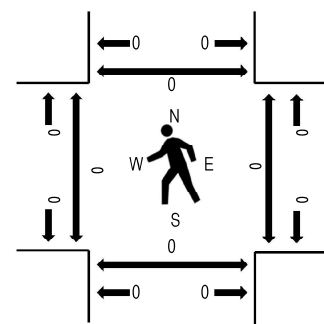
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DELAWARE AVE Eastbound				DELAWARE AVE Westbound				S 33RD ST Northbound				S 33RD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	3	1	0	8	7	2	0	2	28	2	0	6	18	7	84	848	0	0	0	0
7:15 AM	0	2	13	3	0	6	44	3	0	11	26	4	0	14	25	29	180	924	0	0	0	0
7:30 AM	0	13	26	7	0	9	64	6	0	27	33	7	0	18	38	50	298	851	0	0	0	0
7:45 AM	0	5	14	5	0	10	41	3	0	21	32	7	0	37	67	44	286	652	0	0	0	0
8:00 AM	0	3	9	2	0	6	18	7	0	9	33	8	0	13	29	23	160	452	0	0	0	0
8:15 AM	0	0	4	3	0	3	11	5	0	2	31	5	0	7	30	6	107		0	0	0	0
8:30 AM	0	1	2	4	0	4	4	5	0	1	29	5	0	10	30	4	99		0	0	0	0
8:45 AM	0	1	9	0	0	5	4	4	0	1	26	4	0	8	21	3	86		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
Lights	0	23	62	17	0	29	167	17	0	67	122	26	0	80	155	144	909
Mediums	0	0	0	0	0	2	0	2	0	0	2	0	0	1	4	2	13
Total	0	23	62	17	0	31	167	19	0	68	124	26	0	82	159	146	924

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.8%				1.4%				2.1%			1.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	0.0%	10.5%	0.0%	1.5%	1.6%	0.0%	0.0%	2.4%	2.5%	1.4%	1.6%
Peak Hour Factor		0.55				0.69				0.81				0.65			0.78
Peak Hour Factor	0.00	0.44	0.60	0.61	0.00	0.83	0.65	0.75	0.00	0.63	0.98	0.84	0.00	0.55	0.61	0.73	0.78



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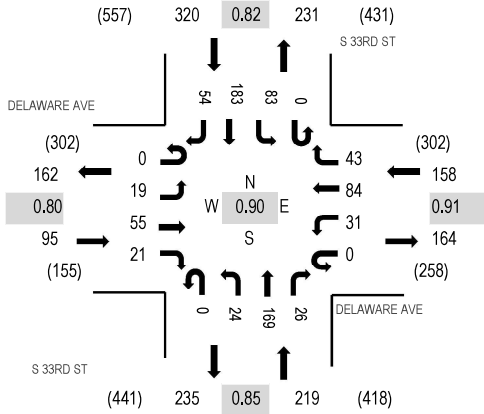
Location: 3 S 33RD ST & DELAWARE AVE PM

Date: Wednesday, February 25, 2026

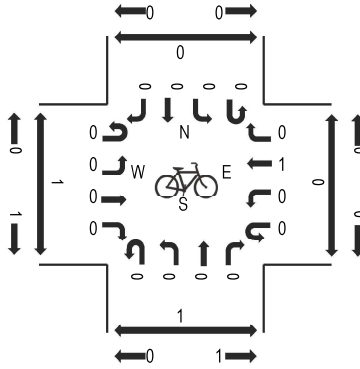
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:15 PM - 03:30 PM

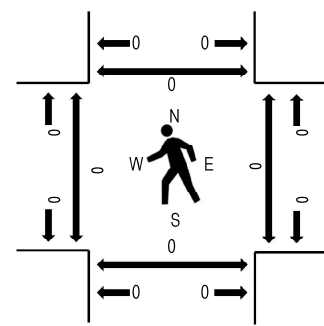
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DELAWARE AVE Eastbound				DELAWARE AVE Westbound				S 33RD ST Northbound				S 33RD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:30 PM	0	2	7	3	0	5	17	8	0	8	37	6	0	9	24	21	147	732	0	0	0	0
2:45 PM	0	2	15	2	0	10	19	8	0	4	31	7	0	10	30	9	147	762	0	0	0	0
3:00 PM	0	7	20	5	0	5	19	14	0	10	36	10	0	26	45	20	217	792	0	0	0	0
3:15 PM	0	8	15	9	0	8	28	9	0	5	36	6	0	33	47	17	221	739	0	0	0	0
3:30 PM	0	3	11	6	0	11	18	14	0	5	45	4	0	11	43	6	177	700	0	0	0	0
3:45 PM	0	1	9	1	0	7	19	6	0	4	52	6	0	13	48	11	177		0	0	0	0
4:00 PM	0	4	9	2	0	12	21	9	0	1	34	6	0	4	55	7	164		0	0	0	0
4:15 PM	0	2	8	4	0	9	15	11	0	7	52	6	0	7	50	11	182		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	19	55	21	0	30	84	43	0	24	166	26	0	82	181	54	785
Mediums	0	0	0	0	0	1	0	0	0	0	2	0	0	1	2	0	6
Total	0	19	55	21	0	31	84	43	0	24	169	26	0	83	183	54	792

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.6%				1.4%				0.9%				0.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	1.2%	1.1%	0.0%	0.9%
Peak Hour Factor	0.80				0.91				0.85				0.82				0.90
Peak Hour Factor	0.00	0.63	0.76	0.61	0.00	0.81	0.77	0.80	0.00	0.68	0.88	0.73	0.00	0.63	0.89	0.80	0.90



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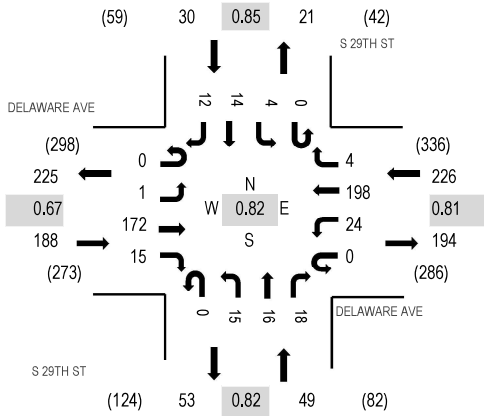
Location: 2 S 29TH ST & DELAWARE AVE AM

Date: Wednesday, February 25, 2026

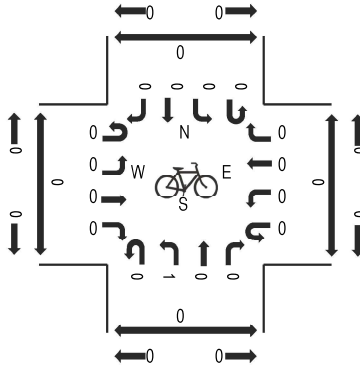
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

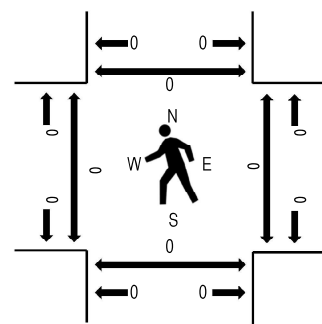
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DELAWARE AVE Eastbound				DELAWARE AVE Westbound				S 29TH ST Northbound				S 29TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	11	4	0	8	17	0	0	0	2	4	0	1	3	1	52	457	0	0	0	0
7:15 AM	0	1	30	0	0	7	56	1	0	3	4	4	0	0	3	1	110	493	0	0	0	0
7:30 AM	0	0	50	3	0	3	66	1	0	6	2	3	0	1	4	5	144	452	0	0	0	0
7:45 AM	0	0	65	5	0	7	50	1	0	4	8	3	0	1	4	3	151	370	0	0	0	0
8:00 AM	0	0	27	7	0	7	26	1	0	2	2	8	0	2	3	3	88	293	0	0	0	0
8:15 AM	0	0	17	3	0	10	19	2	0	3	3	4	0	4	2	2	69		0	0	0	0
8:30 AM	0	1	12	7	0	8	11	4	0	2	3	5	0	4	4	1	62		0	0	0	0
8:45 AM	0	1	24	4	0	14	14	3	0	3	1	3	0	3	4	0	74		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Lights	0	1	170	15	0	23	197	4	0	14	15	18	0	4	13	12	486
Mediums	0	0	1	0	0	1	1	0	0	1	1	0	0	0	0	0	5
Total	0	1	172	15	0	24	198	4	0	15	16	18	0	4	14	12	493

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.1%				0.9%				4.1%				3.3%			1.4%
Heavy Vehicle %	0.0%	0.0%	1.2%	0.0%	0.0%	4.2%	0.5%	0.0%	0.0%	6.7%	6.3%	0.0%	0.0%	0.0%	7.1%	0.0%	1.4%
Peak Hour Factor		0.67				0.81				0.82				0.85			0.82
Peak Hour Factor	0.00	0.50	0.66	0.79	0.00	0.70	0.75	0.63	0.00	0.63	0.50	0.63	0.00	0.81	0.88	0.65	0.82



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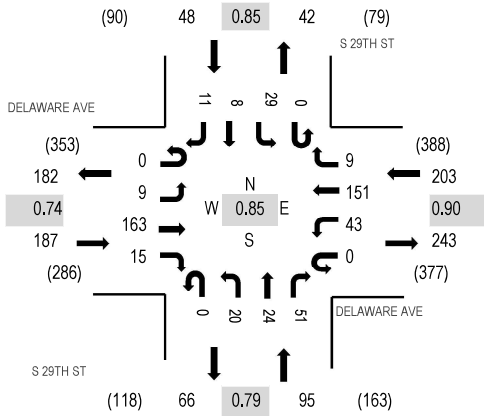
Location: 2 S 29TH ST & DELAWARE AVE PM

Date: Wednesday, February 25, 2026

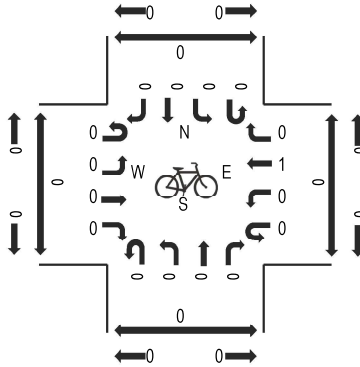
Peak Hour: 02:45 PM - 03:45 PM

Peak 15-Minutes: 03:00 PM - 03:15 PM

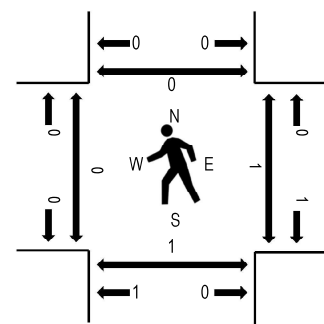
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DELAWARE AVE Eastbound				DELAWARE AVE Westbound				S 29TH ST Northbound				S 29TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:30 PM	0	1	20	2	0	13	34	2	0	2	5	5	0	5	3	3	95	508	2	0	1	1
2:45 PM	0	4	24	8	0	8	34	2	0	3	5	13	0	3	2	2	108	533	0	1	1	0
3:00 PM	0	1	58	4	0	16	36	5	0	6	7	11	0	9	2	2	157	524	0	0	0	0
3:15 PM	0	3	52	3	0	6	48	1	0	3	5	12	0	9	2	4	148	481	0	0	0	0
3:30 PM	0	1	29	0	0	13	33	1	0	8	7	15	0	8	2	3	120	419	0	0	0	0
3:45 PM	0	1	25	2	0	7	32	3	0	5	10	4	0	7	1	2	99		0	0	0	1
4:00 PM	0	2	23	2	0	10	42	2	0	6	8	9	0	7	0	3	114		2	0	0	0
4:15 PM	0	2	16	3	0	6	34	0	0	5	0	9	1	4	3	3	86		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	9	162	14	0	41	148	8	0	20	24	48	0	29	8	11	522
Mediums	0	0	1	1	0	2	3	1	0	0	0	2	0	0	0	0	10
Total	0	9	163	15	0	43	151	9	0	20	24	51	0	29	8	11	533

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.1%				3.0%				3.2%				0.0%			2.1%
Heavy Vehicle %	0.0%	0.0%	0.6%	6.7%	0.0%	4.7%	2.0%	11.1%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	2.1%
Peak Hour Factor		0.74				0.90				0.79				0.85			0.85
Peak Hour Factor	0.00	0.56	0.71	0.53	0.00	0.67	0.81	0.50	0.00	0.75	0.75	0.85	0.25	0.92	0.75	0.75	0.85



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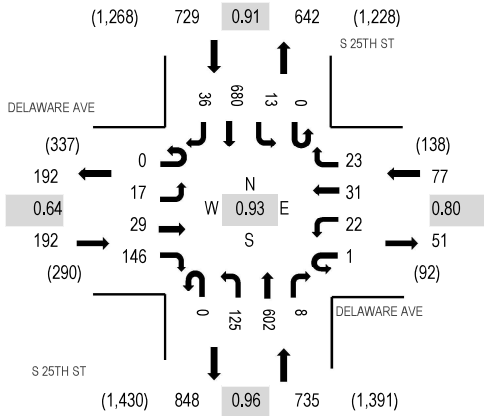
Location: 1 S 25TH ST & DELAWARE AVE AM

Date: Wednesday, February 25, 2026

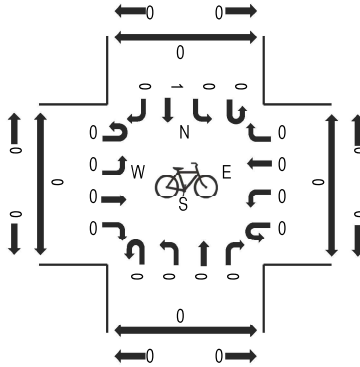
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

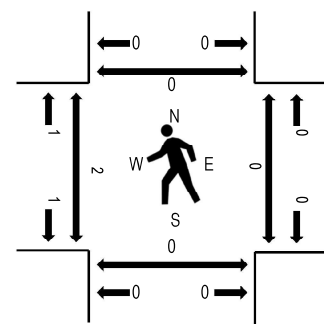
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DELAWARE AVE Eastbound				DELAWARE AVE Westbound				S 25TH ST Northbound				S 25TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	2	11	0	2	5	9	0	17	135	4	0	1	97	5	291	1,576	0	0	0	0
7:15 AM	0	3	3	24	0	3	8	6	0	45	147	1	0	2	109	11	362	1,731	0	0	0	0
7:30 AM	0	3	8	37	0	9	8	7	0	50	133	0	0	4	181	15	455	1,733	0	0	0	0
7:45 AM	0	5	13	57	0	3	7	4	0	34	155	3	0	3	170	14	468	1,630	1	0	0	0
8:00 AM	0	7	4	29	0	4	7	7	0	24	174	2	0	3	181	4	446	1,511	0	0	0	0
8:15 AM	0	2	4	23	1	6	9	5	0	17	140	3	0	3	148	3	364		1	0	0	0
8:30 AM	0	2	3	14	0	6	4	7	0	14	142	3	0	5	147	5	352		0	0	0	0
8:45 AM	0	5	10	18	0	1	5	5	0	23	122	3	0	4	150	3	349		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	2	0	0	1	2	0	6
Lights	0	17	28	145	1	22	31	23	0	123	581	8	0	12	661	36	1,688
Mediums	0	0	1	0	0	0	0	0	0	2	19	0	0	0	17	0	39
Total	0	17	29	146	1	22	31	23	0	125	602	8	0	13	680	36	1,733

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.0%				0.0%				3.1%				2.7%			2.6%
Heavy Vehicle %	0.0%	0.0%	3.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	3.5%	0.0%	0.0%	7.7%	2.8%	0.0%	2.6%
Peak Hour Factor		0.64				0.80				0.96				0.91			0.93
Peak Hour Factor	0.00	0.64	0.56	0.64	0.25	0.61	0.86	0.72	0.00	0.77	0.88	0.92	0.00	0.75	0.94	0.75	0.93



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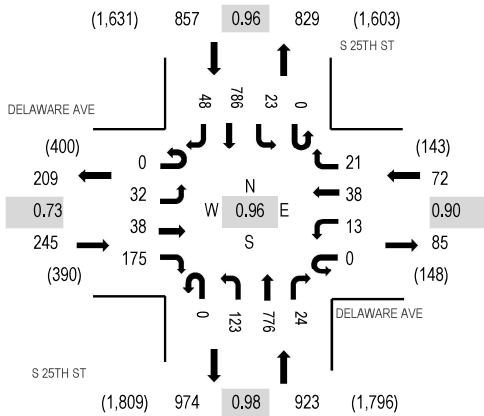
Location: 1 S 25TH ST & DELAWARE AVE PM

Date: Wednesday, February 25, 2026

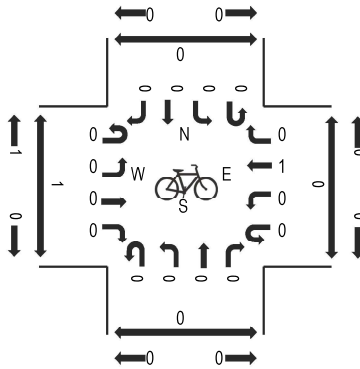
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:15 PM - 03:30 PM

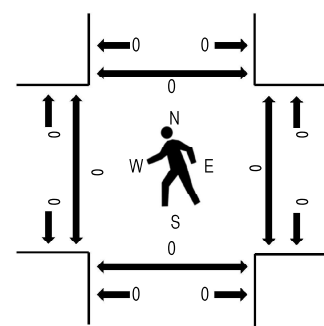
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DELAWARE AVE Eastbound				DELAWARE AVE Westbound				S 25TH ST Northbound				S 25TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:30 PM	0	4	9	19	0	3	9	6	0	32	159	4	0	2	174	9	430	1,946	0	0	0	0
2:45 PM	0	4	8	30	0	2	8	4	0	32	180	5	0	5	175	5	458	2,036	0	0	0	0
3:00 PM	0	7	9	55	0	2	13	5	0	35	186	2	0	8	177	13	512	2,097	0	0	0	0
3:15 PM	0	16	15	53	0	2	5	5	0	40	193	2	0	5	198	12	546	2,065	0	0	0	0
3:30 PM	0	6	9	34	0	4	11	7	0	28	187	13	0	4	209	8	520	2,014	0	0	0	0
3:45 PM	0	3	5	33	0	5	9	4	0	20	210	7	0	6	202	15	519		0	0	0	0
4:00 PM	0	5	4	30	0	8	5	8	0	35	189	4	0	8	171	13	480		1	0	0	0
4:15 PM	0	4	7	21	0	3	10	5	0	25	206	2	0	5	199	8	495		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	0	0	0	1	0	0	0	3	0	6
Lights	0	32	37	173	0	13	36	21	0	120	761	24	0	22	763	48	2,050
Mediums	0	0	1	1	0	0	1	0	0	3	14	0	0	1	20	0	41
Total	0	32	38	175	0	13	38	21	0	123	776	24	0	23	786	48	2,097

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.2%				2.8%				2.0%				2.8%			2.2%
Heavy Vehicle %	0.0%	0.0%	2.6%	1.1%	0.0%	0.0%	5.3%	0.0%	0.0%	2.4%	1.9%	0.0%	0.0%	4.3%	2.9%	0.0%	2.2%
Peak Hour Factor		0.73				0.90				0.98				0.96			0.96
Peak Hour Factor	0.00	0.52	0.68	0.80	0.00	0.63	0.73	0.75	0.00	0.87	0.94	0.50	0.00	0.72	0.94	0.80	0.96

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
COMMERCE CENTER DR	END OF 4 LANES to GLADES CUT-OFF RD	732	6,300	2024	630	453	C	0.72	423	C	0.67
CORTEZ BLVD	35TH ST to 25TH ST	767	3,100	2025	750	215	C	0.29	230	C	0.31
CORTEZ BLVD	25TH ST to SUNRISE BLVD	648	3,025	2023	750	212	C	0.28	193	C	0.26
COUNTRY CLUB DR	ST LUCIE WEST BLVD to CALIFORNIA BLVD	725	7,390	2023	1,710	535	C	0.31	506	C	0.30
CROSSTOWN PKWY	COMMERCE CENTER DR to I-95	650	19,924	2021	3,170	948	C	0.30	1,014	C	0.32
CROSSTOWN PKWY	I-95 to CALIFORNIA BLVD	651	39,646	2024	3,170	2,339	C	0.74	2,238	C	0.71
CROSSTOWN PKWY	CALIFORNIA BLVD to CASHMERE BLVD	652	37,715	2024	3,170	2,138	C	0.67	2,199	C	0.69
CROSSTOWN PKWY	CASHMERE BLVD to CAMEO BLVD	653	37,546	2024	3,170	2,102	C	0.66	2,018	C	0.64
CROSSTOWN PKWY	CAMEO BLVD to BAYSHORE BLVD	654	45,694	2024	3,170	2,370	C	0.75	2,351	C	0.74
CROSSTOWN PKWY	BAYSHORE BLVD to AIROSO BLVD	655	35,146	2024	3,170	1,928	C	0.61	1,863	C	0.59
CROSSTOWN PKWY	AIROSO BLVD to SANDIA DR	656	18,627	2021	3,170	902	C	0.28	967	C	0.31
CROSSTOWN PKWY	SANDIA DR to MANTH LN	657	30,000	2025	3,170	1,910	C	0.60	1,702	C	0.54
CROSSTOWN PKWY	FLORESTA DR to US 1	66	36,000	2025	3,170	2,314	C	0.73	2,176	C	0.69
CROSSROADS PKWY	OKEECHOBEE RD to KINGS HWY	649	2,313	2022	790	121	C	0.15	128	C	0.16
CROSSTOWN PKWY	VILLAGE PKWY to COMMERCE CENTER DR	733	27,500	2024	2,100	1,550	C	0.74	1,498	C	0.71
DARWIN BLVD	BECKER RD to PAAR DR	235	8,972	2024	630	775	F	1.23	682	F	1.08
DARWIN BLVD	PAAR DR to TULIP BLVD	235	8,972	2024	920	775	C	0.84	682	C	0.74
DARWIN BLVD	TULIP BLVD to PORT ST LUCIE BLVD	659	10,941	2023	920	576	C	0.63	537	C	0.58
DEL RIO BLVD	PORT ST LUCIE BLVD to CALIFORNIA BLVD	311	10,500	2025	920	614	C	0.67	529	C	0.58
DEL RIO BLVD	CALIFORNIA BLVD to CASHMERE BLVD	660	5,602	2022	880	330	C	0.38	350	C	0.40
DEL RIO BLVD	CASHMERE BLVD to CALIFORNIA BLVD	661	5,286	2021	880	281	C	0.32	285	C	0.32
DELAWARE AVE	HARTMAN RD to 33RD ST	662	1,566	2022	600	306	D	0.51	236	C	0.39
DELAWARE AVE	33RD ST to 25TH ST	500	1,942	2022	1,710	145	C	0.08	151	C	0.09
DELAWARE AVE	25TH ST to OKEECHOBEE RD	772	2,300	2025	1,220	135	C	0.11	125	C	0.10
DELAWARE AVE	OKEECHOBEE RD to 13TH ST	663	10,644	2023	790	597	D	0.76	567	D	0.72
DELAWARE AVE	13TH ST to 10TH ST	664	7,780	2024	750	450	D	0.60	418	D	0.56
DELAWARE AVE	10TH ST to 7TH ST	664	7,780	2024	600	450	D	0.75	418	D	0.70
DELAWARE AVE	7TH ST to US 1	665	6,512	2023	750	421	D	0.56	380	D	0.51
DISCOVERY WAY	COMMUNITY BLVD to VILLAGE PKWY	778	6,500	2025	920	370	C	0.40	373	C	0.41
DISCOVERY WAY	RANGE LINE RD to COMMUNITY BLVD	778	6,500	2025	790	370	C	0.47	373	C	0.47
EAST TORINO PKWY	CASHMERE BLVD to TORINO PKWY	710	12,026	2024	830	746	C	0.90	766	C	0.92
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	14,000	2025	880	938	F	1.07	836	D	0.95

* **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.