



April 24, 2023

Bryan G. Kelley, P.E.
 Simmons & White
 2581 Metrocentre Boulevard West, Suite 3
 West Palm Beach, FL 33407

**RE: Elks MUPD
 FLUA Amendment Policy 3.5-d Review
 Round 2022-24-A**

Dear Mr. Kelley:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above-referenced project, dated April 5, 2023, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

**Department of Engineering
 and Public Works**
 P.O. Box 21229
 West Palm Beach, FL 33416-1229
 (561) 684-4000
 FAX: (561) 684-4050
 www.pbcgov.com

**Palm Beach County
 Board of County
 Commissioners**

- Gregg K. Weiss, Mayor
- Maria Sachs, Vice Mayor
- Maria G. Marino
- Michael A. Barnett
- Marci Woodward
- Sara Baxter
- Mack Bernard

County Administrator

Verdenia C. Baker

Location:	South side of Belvedere Road, east of Jog Road	
PCN:	00-42-43-27-05-005-0020	
Acres:	11.22 acres	
	Current FLU	Proposed FLU
FLU:	Institutional (INST)/Medium Residential, 5 dwelling units per acre (MR-5)	Institutional (INST)/ High Residential, 8 dwelling units per acre (HR-8)
Zoning:	Agricultural Residential District (AR)	Multiple Use Planned Development (MUPD)
Density/ Intensity:	5 DUs/Acre	8 DUs/Acre
Maximum Potential:	Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) = 56 DUs	Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) = 89 DUs
Proposed Potential:	None	Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH) = 195 DUs (Using WFH Density Bonus)
Net Daily Trips:	223 (maximum – current) 937 (proposed – current)	
Net PH Trips:	36 (9/27) AM, 45 (28/17) PM (maximum) 78 (19/59) AM, 99 (62/37) PM (proposed)	

** Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.*

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Bryan G. Kelley, P.E.

April 24, 2023

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Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment **meet** Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the **proposed potential** density shown above. Therefore, based on Transfer of Development Rights (TDR) and density bonus programs, this amendment requires a condition of approval to cap the project at the **proposed** development potential or equivalent trips.

Please do not hesitate to reach out with any questions or concerns at 561-684-4030 or DSimeus@pbcgov.org.

Sincerely,

A handwritten signature in blue ink, appearing to be "DS", is written over the typed name.

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS:jb

ec:

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division
Lisa Amara – Director, Zoning Division
Bryan Davis – Principal Planner, Planning Division
Stephanie Gregory – Principal Planner, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Kathleen Chang – Senior Planner, Planning Division
David Wiloch – Senior Planner, Planning Division
Alberto Lopez Tagle - Technical Assistant III, Traffic Division

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\24-A\EIks MUPD.docx

**SPRING HAVEN MUPD
11.22 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

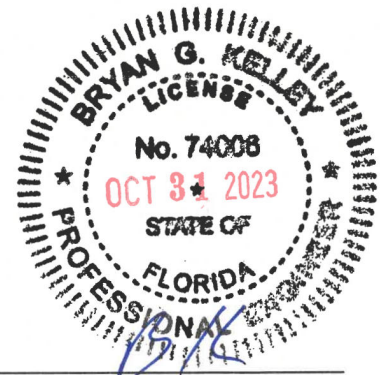
**LAND USE PLAN AMENDMENT
APPLICATION
TRAFFIC STATEMENT**

PREPARED FOR:

The Marcus Organization
155 Schmitt Boulevard
Farmingdale, New York 11735

JOB NO. 22-231

DATE: 04/05/2023
REVISED: 10/31/2023



Bryan G. Kelley, P.E.
FL Reg. No. 74006

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1.0 SITE DATA

The subject parcel is located on the south side of Belvedere Road just east of Jog Road in Palm Beach County, Florida and contains approximately 11.22 acres. The Property Control Number (PCN) for the subject parcel is 00-42-43-27-05-005-0020.

The subject property is currently designated as Institutional with underlying Multifamily Residential, 5 dwelling units per acre (INST/5) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Institutional with underlying High Residential, 8 dwelling units per acre (INST/8). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 11.22 acres parcels' underlying land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing future land use designation (INST/5) and the proposed future land use designation (INST/8). Since only the underlying future land use change is being requested, the trips associated with the Institutional future land use were not included in the traffic analysis.

MR-5

The most intensive land use under the existing underlying MR-5 land use designation is "Low Rise Multifamily Residential". Based on 5 dwelling units per acre and the site area consisting of 11.22 acres, the maximum allowable intensity for the designated acreage under the proposed INST/5 land use designation is 56 dwelling units calculated as follows:

$$11.22 \text{ Acre} \quad \times \quad \frac{5 \text{ Dwelling Units}}{1 \text{ Acre}} \quad = \quad 56 \text{ Dwelling Units}$$

Low Rise Multifamily Residential (56 DU)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing underlying MR-5 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition. Based on the maximum allowable dwelling units and the accepted traffic generation rates for Low Rise Multifamily Residential, the maximum traffic generation for the property under the existing underlying MR-5 land use designation may be summarized as follows:

Existing Future Land Use

Daily Traffic Generation	=	377 tpd
AM Peak Hour Traffic Generation (In/Out)	=	22 pht (5 In/17 Out)
PM Peak Hour Traffic Generation (In/Out)	=	29 pht (18 In/11 Out)

2.0 TRAFFIC GENERATION (CONTINUED)

HR-8

The most intensive land use under the proposed HR-8 underlying land use designation is "Low Rise Multifamily Residential". Based on 8 dwelling units per acre and the site area consisting of 11.22 acres, the maximum allowable intensity for the designated acreage under the proposed HR-8 underlying land use designation is 89 dwelling units calculated as follows:

$$11.22 \text{ Acre} \times \frac{8 \text{ Dwelling Units}}{1 \text{ Acre}} = 89 \text{ Dwelling Units}$$

Multi-Family Residential (89 DU)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed underlying HR-8 future land use designation. Based on the maximum allowable acreage and the accepted traffic generation rates for residential development, the maximum traffic generation for the property under the proposed HR-8 underlying land use designation may be summarized as follows:

Proposed Future Land Use – Informational Only

Daily Traffic Generation	=	600 tpd
AM Peak Hour Traffic Generation (In/Out)	=	36 pht (9 In/27 Out)
PM Peak Hour Traffic Generation (In/Out)	=	45 pht (28 In/17 Out)

The above information is shown for informational purposes only. Table 3 calculates the traffic generation for the development utilizing density bonuses to allow for 195 multifamily dwelling units. The traffic generation may be summarized as follows:

Proposed Future Land Use – With Density Bonuses

Daily Traffic Generation	=	1,314 tpd
AM Peak Hour Traffic Generation (In/Out)	=	78 pht (19 In/59 Out)
PM Peak Hour Traffic Generation (In/Out)	=	99 pht (62 In/37 Out)

The difference in trips between the proposed future land use (with density bonuses) and the existing future land use designation may be summarized as follows:

Trip Generation Difference

Daily Traffic Generation	=	937 tpd INCREASE
AM Peak Hour Traffic Generation	=	56 pht INCREASE
PM Peak Hour Traffic Generation	=	70 pht INCREASE

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 937 trips per day, the radius of influence is the directly accessed link only for the Year 2045 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 99 peak hour trips, the radius of development influence for purposes of Test 2 shall be one (1) mile.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The attached PROJECT DISTRIBUTION figure shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed INST/8 land use designation.

5.0 YEAR 2045 ANALYSIS

Table 4 represents the required Year 2045 Analysis. As shown in Table 4, the proposed project will have an insignificant impact on the surrounding roadway network. Therefore, the proposed land use change meets the Year 2045 requirements of the Palm Beach County Comprehensive Plan.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 5 and 6 represent the required Test 2 Five Year Analysis. Tables 5 and 6 calculate which of the impacted links are significant for the Test 2 analysis. Since the project has an insignificant impact on all roadway segments, the project meets the requirements for Test 2 of the Palm Beach County Traffic Performance Standards.

7.0 PEAK HOUR TURNING MOVEMENT

The total AM and PM peak hour turning movements for the project under the proposed INST/8 land use designation have been calculated in Table 3 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions for the continued development under the INST/8 land use designation may be summarized as follows:

**Directional
Distribution
(Trips IN/OUT)**

AM Peak Hour = 19 / 59
PM Peak Hour = 62 / 37

Based on the peak hour volumes shown above and the Palm Beach County Engineering Guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, additional turn lanes may be warranted. The need for turn lanes or access modifications will be reevaluated following the submittal of a site-specific development order and site plan.

8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2045 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed development plan equating to 99 peak hour trips. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

SPRING HAVEN MUPD

04/05/2023
Revised: 10/31/2023

**TABLE 1
EXISTING MR-5 FUTURE LAND USE DESIGNATION - 56 DU**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	56	Dwelling Units	6.74				377		0		377	0%	0		377			
Grand Totals:								377	0.0%	0		377	0%	0		377			

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
				In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total					
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	56	Dwelling Units	0.4	0.24	0.76	5	17	22	0.0%	0	0	0	5	17	22	0%	0	5	17	22	
Grand Totals:								5	17	22	0.0%	0	0	0	5	17	22	0%	0	5	17	22

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
				In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total					
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	56	Dwelling Units	0.51	0.63	0.37	18	11	29	0.0%	0	0	0	18	11	29	0%	0	18	11	29	
Grand Totals:								18	11	29	0.0%	0	0	0	18	11	29	0%	0	18	11	29

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04/05/2023
Revised: 10/31/2023

**TABLE 2
PROPOSED HR-8 FUTURE LAND USE DESIGNATION - 89 DU (INFORMATIONAL PURPOSES ONLY)**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips		
				In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total		
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	6.74			600			0		600	0%	0		600			
Grand Totals:							600			0		600	0%	0		600			

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total				
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	0.4	0.24	0.76	9	27	36	0.0%	0	0	0	9	27	36	0%	0	9	27	36
Grand Totals:							9	27	36	0.0%	0	0	0	9	27	36	0%	0	9	27	36

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	%	Trips	In	Out	Total				
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	89	Dwelling Units	0.51	0.63	0.37	28	17	45	0.0%	0	0	0	28	17	45	0%	0	28	17	45
Grand Totals:							28	17	45	0.0%	0	0	0	28	17	45	0%	0	28	17	45

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04/05/2023
Revised: 10/31/2023

**TABLE 3
PROPOSED HR-8 FUTURE LAND USE DESIGNATION - 195 DU (INCLUDES DENSITY BONUSES)**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips	
				In	Out		%	In	Out		Total	%		Trips
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	195	Dwelling Units	6.74			1,314			0	1,314	0%	0	1,314
Grand Totals:							1,314	0.0%	0	1,314	0%	0	1,314	

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	195	Dwelling Units	0.4	0.24	0.76	19	59	78	0.0%	0	0	0	19	59	78	0%	0	19	59	78
Grand Totals:							19	59	78	0.0%	0	0	0	19	59	78	0%	0	19	59	78

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	195	Dwelling Units	0.51	0.63	0.37	62	37	99	0.0%	0	0	0	62	37	99	0%	0	62	37	99
Grand Totals:							62	37	99	0.0%	0	0	0	62	37	99	0%	0	62	37	99

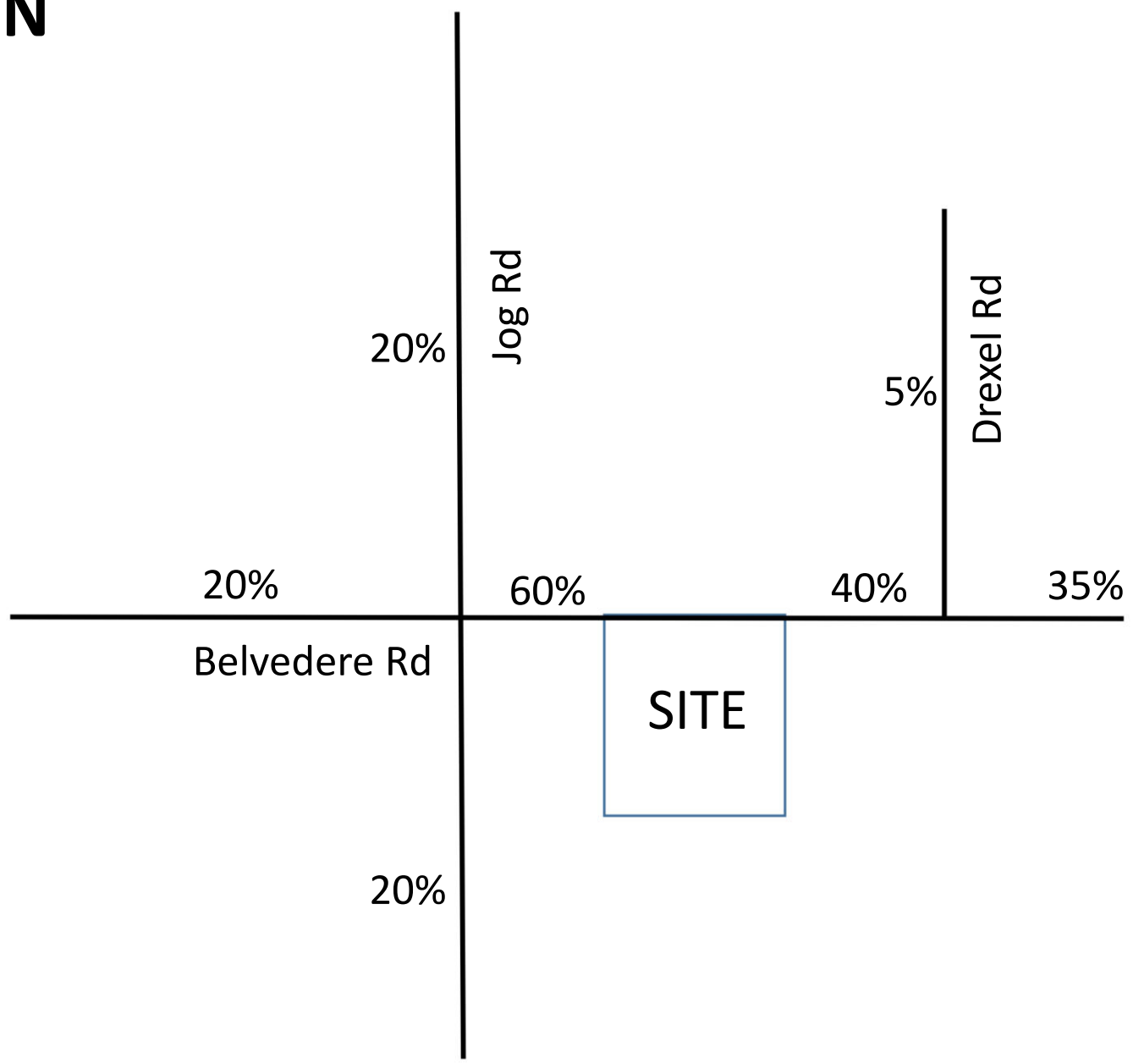
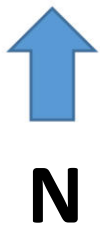


FIGURE 1 – Trip Distribution
Spring Haven MUPD
Project # 22-231



APPENDIX A

YEAR 2045 ANALYSIS

SPRING HAVEN MUPD

04/05/2023
Revised: 10/31/2023

**TABLE 4
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE**

PROJECT: ELKS MUPD
EXISTING FUTURE LAND USE DESIGNATION: MR-5
TRIPS PER DAY= 377
PROPOSED FUTURE LAND USE DESIGNATION: HR-8
TRIPS PER DAY= 1,314
TRIP INCREASE= 937

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	PROJECT SIGNIFICANCE
BELVEDERE ROAD	SKEES ROAD	JOG ROAD	20%	187	6D	50,300	0.37%	NO
BELVEDERE ROAD	JOG ROAD	SITE	60%	562	4D	33,200	1.69%	NO
BELVEDERE ROAD	SITE	DREXEL ROAD	40%	375	4D	33,200	1.13%	NO
BELVEDERE ROAD	DREXEL ROAD	HAVRHILL ROAD	35%	328	4D	33,200	0.99%	NO
JOG ROAD	SOUTHERN BOULEVARD	BELVEDERE ROAD	20%	187	6D	50,300	0.37%	NO
JOG ROAD	BELVEDERE ROAD	TURNPIKE ENTRANCE	20%	187	6D	50,300	0.37%	NO
DREXEL ROAD	BELVEDERE ROAD	OKEECHOBEE BOULEVARD	5%	47	2	15,200	0.31%	NO

ROADWAY	FROM	TO	2045 PBC MPO TRAFFIC VOLUME	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2045 TRAFFIC	LANES	LOS "D" CAPACITY	V/C RATIO
BELVEDERE ROAD	SKEES ROAD	JOG ROAD	34,600	20%	187	34,787	6D	50,300	0.69
BELVEDERE ROAD	JOG ROAD	SITE	25,300	60%	562	25,862	4D	33,200	0.78
BELVEDERE ROAD	SITE	DREXEL ROAD	25,300	40%	375	25,675	4D	33,200	0.77
BELVEDERE ROAD	DREXEL ROAD	HAVRHILL ROAD	32,100	35%	328	32,428	4D	33,200	0.98
JOG ROAD	SOUTHERN BOULEVARD	BELVEDERE ROAD	45,400	20%	187	45,587	6D	50,300	0.91
JOG ROAD	BELVEDERE ROAD	TURNPIKE ENTRANCE	37,200	20%	187	37,387	6D	50,300	0.74
DREXEL ROAD	BELVEDERE ROAD	OKEECHOBEE BOULEVARD	7,700	5%	47	7,747	2	15,200	0.51

* Project is significant when net trip increase is greater than 1% for v/c of 1.4 or more, 2% for v/c of 1.2 or more and 3% for v/c less than 1.2.

SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
3924	937191	AUSTRALIAN AVE	Banyan Blvd	Palm Beach Lakes Blvd	4	4	34,463	22,437	23,397	28,700	25,389	33,769	31,100
3820	937195	AUSTRALIAN AVE	Palm Beach Lakes Blvd	15th St	4	4	32,425	24,987	27,794	29,366	30,216	37,972	34,900
3816	937194	AUSTRALIAN AVE	15th St	25th St	4	4	34,077	22,669	27,149	28,549	24,216	31,943	35,800
3810	937193	AUSTRALIAN AVE	25th St	36th St	4	4	29,412	21,566	23,335	27,618	17,385	23,791	29,700
3802	937192	AUSTRALIAN AVE	36th St	45th St	4	4	31,677	23,808	24,939	30,097	20,242	25,392	31,300
2306	937196	AUSTRALIAN AVE	45th St	Port Rd (SR-710)	4	4	23,347	17,287	16,813	17,400	9,120	13,808	21,500
2834	937197	AUSTRALIAN AVE	Port Rd (SR-710)	Blue Heron Blvd	4	4	17,568	12,805	13,636	14,015	7,503	10,516	16,600
7027	930079	AVE 'E'	SR-715	Main St	4	4	9,097	8,345	7,958	7,700	3,630	4,218	8,500
7022	930760	AVE 'E'	Main St	CR 880	4	4	8,876	8,311	7,126	8,900	3,450	3,309	7,000
	937504	AVOCADO BLVD	60th St N	Orange Blvd	2	2			-	-	2,291	4,499	4,500
3839	937473	BANYAN ST	Tamarind Ave	Australian Ave	5	5	27,573	-	16,935	14,700	18,382	19,341	17,800
	937496	BARFIELD HWY	SR-15	E Main St	2	2			-	-	2,739	4,857	4,900
5628	937369	BARWICK RD	Lake Ida Rd	Atlantic Ave	2	2	12,426	10,212	10,556	10,100	8,595	10,600	13,000
3427	937102	BELVEDERE RD	SR-7	Sansbury's Way	6	6	25,235	21,895	18,958	21,456	35,242	46,526	30,200
3425	937101	BELVEDERE RD	Sansbury's Way	Skees Rd	6	6	33,006	24,314	21,655	25,477	22,241	35,636	34,700
3211	937100	BELVEDERE RD	Skees Rd	Jog Rd	6	6	27,000	26,517	22,540	27,023	12,765	24,835	34,600
3679	937105	BELVEDERE RD	Jog Rd	Drexel Rd	4	4	25,000	23,908	20,251	24,457	20,852	26,060	25,300
3609	937103	BELVEDERE RD	Drexel Rd	Haverhill Rd	4	4	26,000	25,737	23,750	27,776	13,944	22,284	32,100
3645	937104	BELVEDERE RD	Haverhill Rd	Military Tr	4	4	27,000	26,071	24,033	26,854	8,499	13,955	29,500
3623	937269	BELVEDERE RD	Military Tr	Congress Ave	6	6	25,000	24,665	23,481	26,024	11,425	20,505	32,600
3605	937268	BELVEDERE RD	Congress Ave	Australian Ave	6	6	33,000	32,739	31,148	36,437	12,872	22,703	41,000
3213	937267	BELVEDERE RD	Australian Ave	Hillsboro Rd	6	6	33,000	31,303	32,001	33,000	19,362	25,204	37,800
	930172	BELVEDERE RD	Hillsboro Rd	I-95	6	6			-	-	23,917	29,197	29,200
3311	930173	BELVEDERE RD	I-95	Parker Ave	4	4	29,548	25,652	27,808	29,500	36,662	40,889	32,000
3821	937270	BELVEDERE RD	Parker Ave	Dixie Hwy	5	5	18,851	16,040	17,328	18,892	6,615	7,807	18,500
3416	937005	BENOIST FARMS RD	Southern Blvd	Belvedere Rd	2	3	5,484	4,547	4,704	5,720	3,773	7,803	9,700
3456	937006	BENOIST FARMS RD	Belvedere Rd	Okeechobee Bl	2	2	4,990	4,685	6,317	6,397	9,316	10,892	7,900
3434	937323	BIG BLUE TRACE	South Shore Blvd	Wellington Trace	2	2	12,699	12,405	11,759	12,400	5,961	7,599	13,400
3422	937322	BIG BLUE TRACE	Wellington Trace	Southern Blvd	2	2	10,768	11,579	11,715	12,000	3,503	6,083	14,300
3436	937128	BINKS FOREST DR	Greenview Shores Bl	Southern Blvd	4	4	10,119	8,336	9,589	10,700	5,449	10,970	15,100
2601	930067	BLUE HERON BLVD	Bee Line Hwy	Military Tr	4	4	16,120	18,029	21,790	22,994	31,873	41,733	31,700
2211	935405	BLUE HERON BLVD	Military Tr	I-95	6	6	33,282	33,088	41,754	48,000	44,876	60,188	56,000
2311	935406	BLUE HERON BLVD	I-95	Congress Ave	6	6	51,386	42,056	49,934	50,500	26,407	34,817	58,300
2607	937176	BLUE HERON BLVD	Congress Ave	Australian Ave	6	6	37,356	34,095	36,520	38,822	24,009	39,269	51,800
2823	930070	BLUE HERON BLVD	Australian Ave	SR-811	6	6	34,101	29,652	31,650	34,467	20,620	32,852	43,900
	930066	BLUE HERON BLVD	SR-811	Ave F	5	5			-	-	17,433	31,239	31,200
2811	930071	BLUE HERON BLVD	Ave F	US 1	5	5	22,447	20,196	17,600	25,058	13,815	21,566	25,400
6832	930045	BOCA RATON BLVD	Palmetto Park Rd	Glades Rd	4	4	10,846	8,494	25,500	10,307	18,494	25,330	32,300
6822	937416	BOCA RATON BLVD	Glades Rd	20th St NW	5	5	20,099	15,939	21,277	20,567	14,849	15,433	21,900
6818	937416	BOCA RATON BLVD	20th St NW	28th St NW	5	5	20,794	16,509	25,334	22,497	14,849	15,433	25,900

SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
1801	937363	DONALD ROSS RD	Prosperity Farms Rd	Ellison-Wilson Rd	4	6	27,337	26,081	27,134	30,207	9,981	14,807	32,000
1801	937363	DONALD ROSS RD	Ellison-Wilson Rd	US 1	4	6	27,337	26,081	27,134	30,207	9,981	14,807	32,000
	930701	DONALD ROSS RD	US 1	A1A	3	3	27,337		-	-	2,543	2,654	2,700
3638	937332	DREXEL RD	Okeechobee Bl	Belvedere Rd	2	2	10,638	10,286	9,989	10,698	14,509	12,234	7,700
	937619	DUDA RD	G2 Canal Rd	Cr-880	2	2			-	-	322	328	300
	937703	DYER BLVD	Haverhill Blvd	Military Tr	2	2			-	-	3,507	5,390	5,400
	937494	E CANAL ST	SR-717	SR-80	2	2			-	-	1,275	1,562	1,600
	937569	E OCEAN AVE	Seacrest Blvd	Federal Hwy	2	2			-	-	5,890	8,860	8,900
5634	937297	EL CLAIR RANCH RD	Lake Ida Rd	W Atlantic Ave	2	2	6,566	5,120	5,585	6,141	2,951	3,306	5,900
5636	937298	EL CLAIR RANCH RD	Woolbright Rd	Piper's Glen Blvd	2	2	8,001	7,414	7,080	7,093	4,941	4,853	7,000
5632	937296	EL CLAIR RANCH RD	Boynton Beach Blvd	Woolbright Rd	2	2	5,562	5,359	4,998	5,563	6,121	8,272	7,100
2844	937058	ELLISON-WILSON RD	PGA Blvd	Universe Blvd	2	2	11,653	13,804	10,237	10,985	8,630	10,355	12,300
2304	938519	ELLISON-WILSON RD	Universe Blvd	Donald Ross Rd	2	2	6,147	5,669	6,291	6,845	4,413	6,809	8,700
3661	937333	ELMHURST RD	Haverhill Rd	Military Tr	2	2	10,363	7,776	8,269	8,716	7,100	8,535	9,900
6850	937499	FAU BLVD	Glades Rd	20th St NW	4	4	9,953	-	10,400	6,900	7,521	17,482	20,400
6876	937499	FAU BLVD	20th St NW	Spanish River Blvd	2	2	11,757	13,691	10,400	17,771	7,521	17,482	20,400
4824	930221	FEDERAL HWY	6th Ave S	Lake Ave (LW)	2	2	13,121	9,333	9,428	9,200	4,932	6,289	10,800
4802	935056	FEDERAL HWY	Lucerne Ave	6th Ave N	2	2	14,217	9,925	10,693	9,300	7,398	8,538	11,800
3912	935081	FLAGLER DR	Forest Hill Blvd	Plymouth Rd	2	2	2,609	-	6,400	-	942	1,925	7,400
3894	935081	FLAGLER DR	Plymouth Rd	Southern Blvd	2	2	3,162	-	6,400	-	942	1,925	7,400
3870	938517	FLAGLER DR	Southern Blvd	Barcelona Rd	2	2	7,006	-	6,500	5,500	506	1,959	8,000
3854	938517	FLAGLER DR	Barcelona Rd	Okeechobee Bl	4	4	13,375	-	6,500	5,500	506	1,959	8,000
3852	938516	FLAGLER DR	Okeechobee Bl	Banyan Blvd	4	4	17,558	-	9,700	9,600	7,949	10,560	12,900
3838	938516	FLAGLER DR	Banyan Blvd	Loftin St	4	4	15,587	-	9,700	9,600	7,949	10,560	12,900
3832	938516	FLAGLER DR	Loftin St	Palm Beach Lakes Blvd	4	4	17,980	-	9,700	9,600	7,949	10,560	12,900
3824	938516	FLAGLER DR	Palm Beach Lakes Blvd	26th St	4	4	17,973	-	9,700	9,600	7,949	10,560	12,900
3808	938516	FLAGLER DR	26th St	36th St	2	2	11,294	-	9,700	9,600	7,949	10,560	12,900
PBC036	PBC036	FLAVOR PICT RD	SR-7	Lyons Rd	2	4			-	-	1,098	12,146	12,100
PBC035	PBC035	FLAVOR PICT RD	Lyons Rd	Hagen Ranch Rd	0	4			-	-	-	19,834	19,800
5663	937151	FLAVOR PICT RD	Hagen Ranch Rd	Jog Rd	2	2		5,343	6,827	7,559	6,670	9,901	10,100
5654	937151	FLAVOR PICT RD	Jog Rd	Military Tr	2	2	5,725	6,947	6,768	8,472	6,670	9,901	10,000
3840	938530	FLORIDA AVE / ROSEMARY	Banyan Blvd	Lakeview Ave	2	2	5,119	-	5,200	5,400	12,929	14,038	6,300
	937554	FLORIDA MANGO RD	Belvedere Rd	Old Okeechobee Rd	2	2			-	-	3,657	4,256	4,300
4212	937028	FLORIDA MANGO RD	10th Ave N	Forest Hill Blvd	2	3	14,340	10,014	10,995	11,389	9,089	9,548	11,600
3646	937027	FLORIDA MANGO RD	Forest Hill Blvd	Summit Blvd	2	3	8,650	6,565	6,289	6,876	4,051	6,294	8,500
3438	937326	FOLSOM RD	Crestwood Blvd	Okeechobee Bl	2	2	4,989	4,492	4,684	5,000	1,509	1,828	5,000
	937545	FORDHAM DR	N Dixie Hwy	Federal Hwy	2	2			-	-	2,310	2,519	2,500
3402	938524	FOREST HILL BLVD	Southern Blvd	Wellington Trace	6	6	39,091	34,180	35,877	39,500	21,164	30,642	45,400
3430	937087	FOREST HILL BLVD	Wellington Trc	South Shore Blvd	4	4	36,110	28,360	28,571	32,000	23,424	32,205	39,300
3407	937086	FOREST HILL BLVD	South Shore Blvd	SR-7	6	6	57,143	45,720	47,835	50,083	61,989	66,987	52,800

SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
5620	937040	JOG RD	Linton Blvd	Normandy Ln	6	6l	44,546	33,935	38,158	40,135	39,406	50,389	48,800
	937432	JOG RD	Normandy Ln	Floral Lakes Dr	6	6l			-	-	35,362	46,564	46,600
5616	937039	JOG RD	Floral Lakes Dr	Atlantic Ave	6	6l	44,315	36,423	41,228	44,360	32,504	43,460	52,200
5642	937043	JOG RD	Atlantic Ave	Lake Ida Rd	6	6	33,623	28,947	31,958	32,024	14,654	16,669	34,000
5648	937045	JOG RD	Lake Ida Rd	Flavor Pict Rd	6	6	28,463	23,771	24,867	28,761	15,706	18,839	28,000
5656	937046	JOG RD	Flavor Pict Rd	Pipers Glen Blvd	6	6	31,057	23,642	24,221	25,236	16,216	20,850	28,900
5640	937042	JOG RD	Pipers Glen Blvd	Woolbright Rd	6	6	30,603	23,794	25,487	28,386	14,568	18,978	29,900
5644	937044	JOG RD	Woolbright Rd	Boynton Beach Blvd	6	6	34,641	28,059	28,403	30,437	22,938	28,084	34,800
5200	937085	JOG RD	Boynton Beach Blvd	Gateway Blvd	6	6	37,603	32,795	33,181	35,810	28,522	39,180	45,600
4660	937084	JOG RD	Gateway Blvd	Le Chalet Blvd	6	6	38,805	34,962	37,759	38,308	31,901	40,799	48,300
4640	937083	JOG RD	Le Chalet Blvd	Hypoluxo Rd	6	6	40,540	36,577	41,103	43,270	34,730	42,804	50,700
4670	938520	JOG RD	Hypoluxo Rd	Winston Trails Bl	6	6	38,636	33,040	35,642	37,410	36,735	47,894	46,500
4628	937081	JOG RD	Winston Trails Bl	Lantana Rd	6	6	39,902	35,196	36,500	39,400	38,660	49,875	47,100
4612	938521	JOG RD	Lantana Rd	Melaleuca Ln	6	6	42,362	36,287	37,599	46,286	48,073	60,480	50,000
4634	937082	JOG RD	Melaleuca Ln	Lake Worth Rd	6	6l	50,395	41,001	43,082	46,554	48,849	56,505	49,800
4616	937080	JOG RD	Lake Worth Rd	10th Ave N	6	6	41,595	35,671	38,550	42,663	39,009	48,232	47,700
4204	938522	JOG RD	10th Ave N	Forest Hill Blvd	6	6l	48,296	41,352	44,233	49,789	51,372	62,126	53,500
3650	937079	JOG RD	Forest Hill Blvd	Summit Blvd	6	6l	49,007	40,108	39,544	45,959	45,849	57,916	50,000
3624	937078	JOG RD	Summit Blvd	Southern Blvd	6	6	38,464	36,794	36,684	42,679	41,638	53,203	46,900
3654	938523	JOG RD	Southern Blvd	Belvedere Rd	6	6	32,010	31,251	30,553	35,663	31,491	46,787	45,400
3220	937142	JOG RD	Belvedere Rd	Turnpike Int	6	6	26,334	24,994	25,922	29,428	24,593	35,262	37,200
3104	937142	JOG RD	Turnpike Int	Okeechobee Blvd	6	6		27,438	29,044	32,352	24,593	35,262	41,600
3458	937143	JOG RD	Okeechobee Bl	Roebuck Rd	4	4	25,482	24,731	26,728	29,261	14,648	24,955	37,000
2414	2414	JOG RD	45th St	Beeline Hwy	2	2		5,060	6,707	6,640	2,725	3,258	7,200
2416	971075	JOG RD	Beeline Hwy	Turnpike Int	4	4		11,310	14,963	16,641	19,694	24,958	20,200
	937141	JOG RD	Turnpike Int	Northlake Blvd	4	4			-	-	14,391	12,404	12,400
2107	937258	JOG RD	PGA Blvd	Hood Rd	2	2		9,290	10,721	11,407	737	1,210	11,200
2106	930180	JOG RD	Hood Rd	Donald Ross Rd	2	2		1,774	3,961	5,146	8,949	9,964	5,000
6420	937287	JUDGE WINIKOFF RD	Sandpoint Ter	SR-7	4	4	10,553	9,846	10,464	9,756	9,355	10,438	11,700
1404	937115	JUPITER FARMS RD	Indiantown Rd	South of Indiantown Rd	2	2	10,932	10,079	10,366	11,000	12,301	12,675	10,700
6417	937389	KIMBERLY BLVD	SR-7	Lyons Rd	4	4	7,469	6,423	6,170	6,321	4,408	4,604	6,400
4652	937284	KIRK RD	Melaleuca Ln	Lake Worth Rd	2	2	8,586	7,111	6,791	8,269	2,206	3,219	7,800
4630	937024	KIRK RD	Lake Worth Rd	10th Ave N	2	2	10,197	8,099	9,240	9,976	6,728	10,321	12,800
4664	937025	KIRK RD	10th Ave N	Purdy Ln	2	2	13,660	11,348	12,213	13,864	10,461	13,957	16,300
4208	937023	KIRK RD	Purdy Ln	Forest Hill Blvd	5	5	18,583	16,626	16,029	17,337	13,821	18,742	21,700
3656	937030	KIRK RD	Forest Hill Blvd	Summit Blvd	2	3	10,851	9,724	9,611	10,833	13,693	16,400	12,300
3662	937031	KIRK RD	Summit Blvd	Gun Club Rd	2	3	8,260	9,663	10,675	11,376	6,823	8,655	12,500
3614	937029	KIRK RD	Gun Club Rd	Southern Blvd	4	4	6,871	8,443	10,020	11,400	14,725	18,016	13,300
2617	930033	KYOTO GARDENS DR	Military Tr	Alt A1A/SR 811	4	4		-	8,924	8,800	4,289	7,944	12,600
2843	930033	KYOTO GARDENS DR	Alt A1A/SR 811	Lake Victoria Gardens Ave	5	5		-	6,661	8,800	4,289	7,944	10,300



APPENDIX B

TEST 2 ANALYSIS

SPRING HAVEN MUPD

04/05/2023
Revised: 10/31/2023

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

1 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 19

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 59

STATION	ROADWAY	FROM	TO	AM PEAK HOUR				LOS E	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS STANDARD			
3211	BELVEDERE ROAD	SKEES ROAD	JOG ROAD	20%	12	6D	I	2940	0.40%	NO
3679	BELVEDERE ROAD	JOG ROAD	SITE	60%	35	4D	I	1960	1.81%	NO
3679	BELVEDERE ROAD	SITE	DREXEL ROAD	40%	24	4D	I	1960	1.20%	NO
3609	BELVEDERE ROAD	DREXEL ROAD	HAVRHILL ROAD	35%	21	4D	I	1960	1.05%	NO
3104	JOG ROAD	OKEECHOBEE BOULEVARD	FLORIDA TURNPIKE	20%	12	6D	I	2940	0.40%	NO
3220	JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	20%	12	6D	II	2830	0.42%	NO
3654	JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	20%	12	6D	II	2830	0.42%	NO
3638	DREXEL ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	5%	3	2	I	880	0.34%	NO

SPRING HAVEN MUPD

04/05/2023
Revised: 10/31/2023

TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

1 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 62

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 37

STATION	ROADWAY	FROM	TO	PM PEAK HOUR				LOS E	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS STANDARD			
3211	BELVEDERE ROAD	SKEES ROAD	JOG ROAD	20%	7	6D	I	2940	0.25%	NO
3679	BELVEDERE ROAD	JOG ROAD	SITE	60%	22	4D	I	1960	1.13%	NO
3679	BELVEDERE ROAD	SITE	DREXEL ROAD	40%	15	4D	I	1960	0.76%	NO
3609	BELVEDERE ROAD	DREXEL ROAD	HAVERTHILL ROAD	35%	13	4D	I	1960	0.66%	NO
3104	JOG ROAD	OKEECHOBEE BOULEVARD	FLORIDA TURNPIKE	20%	7	6D	I	2940	0.25%	NO
3220	JOG ROAD	FLORIDA TURNPIKE	BELVEDERE ROAD	20%	7	6D	II	2830	0.26%	NO
3654	JOG ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	20%	7	6D	II	2830	0.26%	NO
3638	DREXEL ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	5%	2	2	I	880	0.21%	NO