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May 19, 2025

Andrea M. Troutman, P.E.
Pinder Troutman Consulting, Inc.
601 Heritage Drive, Suite 493
Jupiter, FL 33458

**RE: Nova Life RV Park
FLUA Amendment Policy 3.5-d
Round 2024-26-A**

Dear Ms. Troutman:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Transportation Analysis for the proposed Future Land Use Amendment for the above-referenced project, revised April 17, 2025, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

Location:	West side of State Road 715, 1.29 miles north of Hooker Highway	
PCN:	00-37-43-07-00-000-7030 (<i>other on file</i>)	
Acres:	14.16 acres	
	Current FLU	Proposed FLU
FLU:	High Residential, 8 units per acre (HR-8)	Commercial Recreation (CRE) with an intensity of 12 RV units per acre
Zoning:	Agricultural Residential (AR)	Commercial Recreation (CRE)
Density/ Intensity:	8 DUs per acre	0.50 FAR
Maximum Potential:	Multi-Family LR = 120 DUs	Recreational Community Center = 326,264 SF
Proposed Potential:	None	Campground/Recreational Vehicle Park = 180 Campsites
Net Daily Trips:	8,594 (maximum – current) -213 (proposed - current)	
Net PH Trips:	623 (411/212) AM, 816 (384/432) PM (maximum) 38 (14/24) AM, 49 (32/17) PM (proposed)	
<i>* Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities anticipated in the zoning application.</i>		

Based on the review, the Traffic Division has determined that the proposed amendment's traffic impacts **meet** Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the **proposed potential**



Andrea M. Troutman, P.E.

May 19, 2025

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densities shown above, provided that the proposal is limited to 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@pbc.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Simeus", is written over a horizontal line.

Dominique Simeus, P.E.

Professional Engineer

Traffic Division

DS:yg

cc:

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic 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\26-A\Nova Life RV Park.docx

**NOVA LIFE RV PARK
FUTURE LAND USE AMENDMENT
TRANSPORTATION ANALYSIS**

Prepared for

NOVAPARK LIFE, LLC

Prepared by

**PINDER TROUTMAN CONSULTING, INC.
601 Heritage Drive, Suite 493
Jupiter, FL 33458
(561) 296-9698**

#PTC25-010

April 2, 2025

Revised April 17, 2025

Andrea M. Troutman, State of Florida, Professional Engineer, License No. 45409

This item has been electronically signed and sealed by Andrea M. Troutman, P.E. on 4/17/25 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

**NOVA LIFE RV PARK
FUTURE LAND USE AMENDMENT
TRANSPORTATION ANALYSIS**

INTRODUCTION

It is proposed to change the future land use designation from Residential (HR-8) to Commercial Recreation (CRE) on a 14.98-acre parcel located in unincorporated Palm Beach County. The purpose of this analysis is to determine if the proposed future land use designation of CRE for the 14.98-acre site is consistent with the Transportation Element of the Comprehensive Plan. This study addresses a five-year traffic analysis and a long-range (Year 2045) traffic analysis, consistent with Palm Beach County's Policy 3.5d of the Comprehensive Plan's Future Land Use Element.

SITE DATA

The site is located on the west side of SR 715 north of Hooker Highway, as shown on **Exhibit 1**. The Parcel Control Numbers (PCNs) for the site include 00-36-43-12-00-000-5010 and 00-37-43-07-00-000-7030. The existing Future Land Use (FLU) designation of HR-8 is proposed to be changed to CRE. The Comprehensive Plan assigns a maximum intensity to the FLU designations. The maximum intensity scenarios for the existing and proposed FLU for the 14.98-acre parcel are shown below along with the proposed development plan:

EXISTING LAND USE DESIGNATION	PROPOSED LAND USE DESIGNATION	
HR-8 (8 DU per Acres)	CRE (Commercial Recreation at 0.50 FAR)	
<u>Maximum Intensity</u>	<u>Maximum Intensity</u>	<u>Proposed Development Plan</u> ¹
120 DUs	326,264 SF Recreational Community Center	180 Campsites

¹ Based on maximum 12 campsites per acre.

TRANSPORTATION ELEMENT

Level of Service (LOS) Analysis

In order to assess the transportation impacts of the proposed change in land use designation, the methodology established by Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan was followed.

Trip Generation

Palm Beach County and the Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition*, were the sources of trip generation data utilized in this study. Excerpts from the ITE manual are provided in **Appendix A**. Daily and peak hour trips generated by the existing and proposed FLU designations at the maximum intensities are shown on **Exhibits 2A and 2B**. **Exhibit 2C** provides the trip generation of the proposed development plan. The comparison of trips is provided on **Exhibit 2D**.

The net daily trip generation is used for the Long Range (Year 2045) analysis. Based on the increase of 8,594 (maximum), the radius of development influence is three (3) miles. The peak hour trips of the proposed development are used for the Five-Year (Test 2) Analysis. Based on the 49 peak hour trips shown on **Exhibit 2D** for the proposed development plan, a one-half mile radius is required to be analyzed for Test 2.

Trip Distribution and Assignment

In order to determine the impact of the development's traffic on the surrounding roadway network, a directional distribution of project trips was developed based on the area's land uses and roadway network. **Exhibit 3** provides the distribution for the site's net new trips.

Roadway Improvements

A review was undertaken of the FDOT Transportation Improvement Program and the Palm Beach County Five Year Road Program to determine if any roadways within the study area are scheduled to be improved. There were no programmed improvements in the area.

Long Range (Year 2045) Analysis

Exhibit 4 provides the net daily trip assignment of the proposed FLU at maximum intensity for the surrounding roadway links. It also provides volume to capacity (v/c) ratios and project impact percentages. A roadway is considered significantly impacted for the long-range analysis if project impacts are greater than 1% to 3% of LOS D, depending on the v/c ratio. Year 2045 net project traffic is total external traffic generated by the proposed FLU designation at maximum intensity, less traffic generated by the existing FLU designation at maximum intensity. For the Year 2045 analysis, roadway lanes and traffic volumes were obtained from the Palm Beach Transportation Planning Agency (TPA). This information is provided in **Appendix B**. There are no other active amendments in the area

All impacted roadway links are projected to meet the adopted Level of Service Standards at the maximum intensity. Additionally, because the project shall be restricted to the proposed development plan, there is no projected increase in daily trips and no analysis is required. Therefore, this project meets the Long Range (Year 2045) Analysis requirements for the proposed land use designation at the maximum intensity and with the restriction to the proposed development plan.

Five Year (Test 2) Analysis

This test examines traffic conditions at the end of the fifth year of the FDOT Five Year Transportation Improvement Program. A Test 2 analysis is required for any roadway link within the radius of development influence where the Project impact is greater than 3% of LOS E, and outside the radius where the Project impact is greater than 5% of LOS E. As shown on **Exhibit 5**, there are no roadway links that are significantly impacted within the one-half mile radius based on the proposed development., Therefore, the requirements of Test 2 are met.

CONCLUSIONS

This analysis shows that the proposed future land use designation of CRE for the 14.98-acre site meets the transportation standards with the restriction to the proposed development plan and is consistent with the Comprehensive Plan.

EXHIBITS

Exhibit 1 Project Location Nova Life RV Park

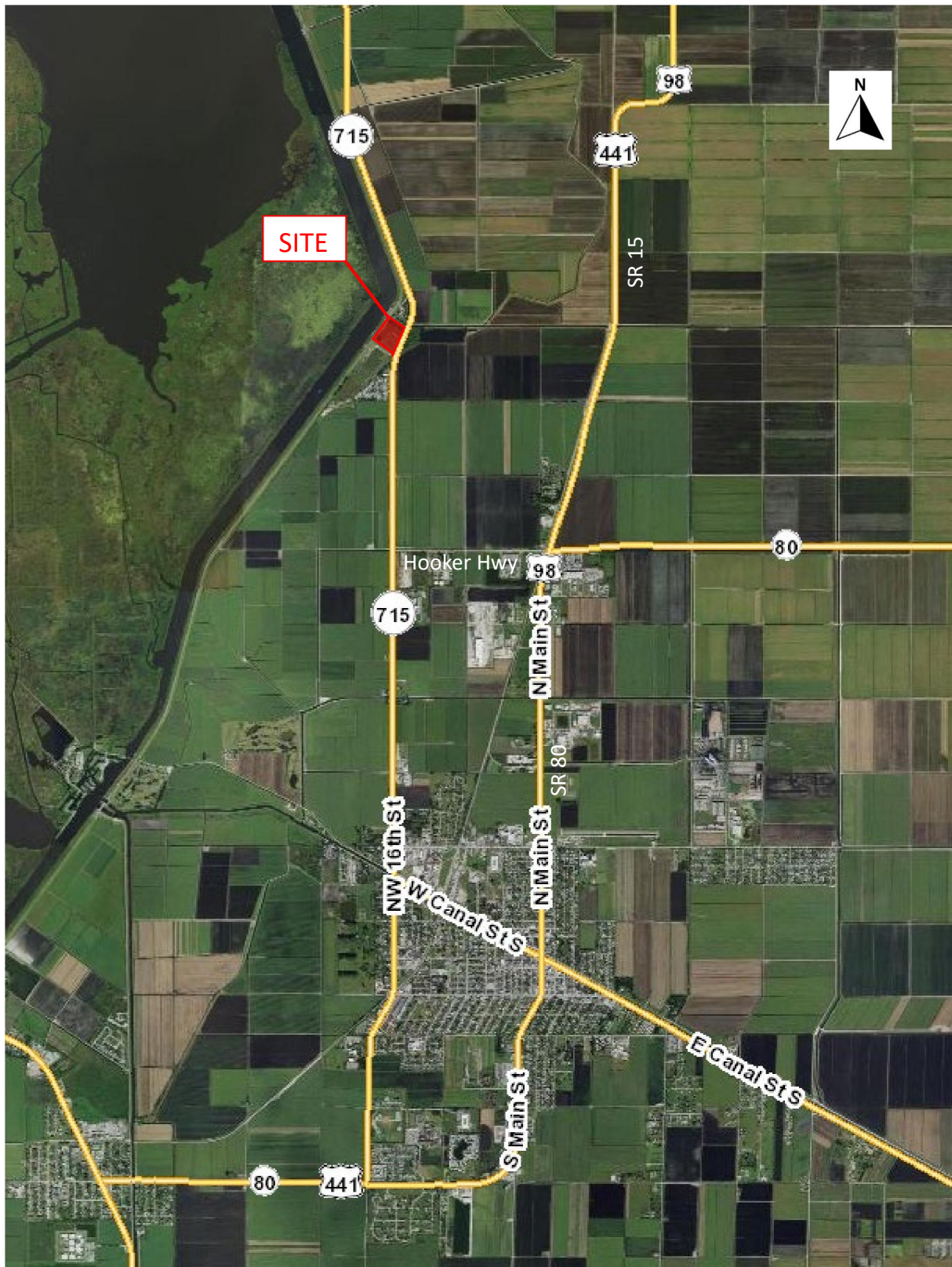


Exhibit 2A
Nova Life RV Park
Trip Generation - Existing FLUA Maximum Uses

DAILY

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips	Internal Trips		External Trips	Pass-by Trips (2)		Total Trips
						Trips	%				
Resid. Multi Family LR	220	120 DUs	6.74 / DU	50%	809	-	0%	809	-	0%	809
TOTAL					809	-	0.0%	809	-		809

AM PEAK HOUR

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (2)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Resid. Multi Family LR	220	120 DUs	0.40 / DU	24%	12	36	48	-	0%	12	36	48	-	0%	12	36	48
TOTAL					12	36	48	-	0.0%	12	36	48	-		12	36	48

PM PEAK HOUR

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (2)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Resid. Multi Family LR	220	120 DUs	0.51 / DU	63%	38	23	61	-	0%	38	23	61	-	0%	38	23	61
TOTAL					38	23	61	-	0.0%	38	23	61	-		38	23	61

(1) Based on 8 DUs per acre for 14.98 acres.

(2) Source: Palm Beach County Traffic Division and ITE Trip Generation, 11th Edition.

Exhibit 2B
Nova Life RV Park
Trip Generation - Proposed FLUA Maximum Uses

DAILY

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips	Internal Trips		External Trips	Pass-by Trips (2)		Total Trips
						Trips	%				
Recreational Community Center	495	326,264 SF	28.82 / 1000 SF	50%	9,403	-	0%	9,403	-	0%	9,403
TOTAL					9,403	-	0.0%	9,403	-		9,403

AM PEAK HOUR

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (2)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Recreational Community Center	495	326,264 SF	1.91 / 1000 SF	66%	411	212	623	-	0%	411	212	623	-	0%	411	212	623
TOTAL					411	212	623	-	0.0%	411	212	623	-		411	212	623

PM PEAK HOUR

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (2)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Recreational Community Center	495	326,264 SF	2.50 / 1000 SF	47%	384	432	816	-	0%	384	432	816	-	0%	384	432	816
TOTAL					384	432	816	-	0.0%	384	432	816	-		384	432	816

(1) Based on FAR of 0.50 for 14.98 acres.

(2) Source: Palm Beach County Traffic Division and ITE Trip Generation, 11th Edition.

Exhibit 2C
Nova Life RV Park
Trip Generation - Proposed Development - Test 2

DAILY

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips	Internal Trips		External Trips	Pass-by Trips (2)		Total Trips
						Trips	%				
Campground/Recreational Vehicle Park	416	180 Campsites	3.31 / Campsite (3)	50%	596	-	0%	596	-	0%	596
TOTAL					596	-	0.0%	596	-		596

AM PEAK HOUR

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (2)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Campground/Recreational Vehicle Park	416	180 Campsites	0.21 / Campsite	36%	14	24	38	-	0%	14	24	38	-	0%	14	24	38
TOTAL					14	24	38	-	0.0%	14	24	38	-		14	24	38

PM PEAK HOUR

Land Use	ITE Code	Intensity (1)	Trip Generation Rate (2)	% In	Total Trips			Internal Trips		External Trips			Pass-by Trips (2)		New Trips		
					In	Out	Trips	Trips	%	In	Out	Trips			In	Out	Trips
Campground/Recreational Vehicle Park	416	180 Campsites	0.27 / Campsite	65%	32	17	49	-	0%	32	17	49	-	0%	32	17	49
TOTAL					32	17	49	-	0.0%	32	17	49	-		32	17	49

(1) Based on maximum 12 RV campsites per acre for 14.98 acres.

(2) Source: Palm Beach County Traffic Division and ITE Trip Generation, 11th Edition.

(3) Source: No daily trip generation data available, therefore applied ITE peak hour to daily ratio for recreational home (ITE 260) to determine daily rate from the PM rate for Campground RV Park.

ITE 416 Daily **3.31** Calculated
ITE 416 PM Peak 0.27
ITE 260 Daily 3.55
ITE 260 PM Peak 0.29

Exhibit 2D
Nova Life RV Park
Trip Generation Comparison

	<u>Daily</u>	<u>AM Peak Hour</u>				<u>PM Peak Hour</u>		
		<u>In</u>	<u>Out</u>	<u>Total</u>		<u>In</u>	<u>Out</u>	<u>Total</u>
Existing FLUA Maximum Intensity	809	12	36	48		38	23	61
Proposed FLUA Maximum Intensity	<u>9,403</u>	<u>411</u>	<u>212</u>	<u>623</u>		<u>384</u>	<u>432</u>	<u>816</u>
Proposed FLUA Proposed Development	596	14	24	38		32	17	49
Net New Trips Maximum Intensity	8,594	399	176	575		346	409	755
Net New Trips Proposed Development	(213)	2	(12)	(10)	-	(6)	(6)	(12)

Exhibit 3 Project Traffic Distribution Nova Life RV Park



Exhibit 4
Nova Life RV Park
Land Use Amendment
Project Traffic Assignment - 2045 Analysis

Proposed FLU (Market Study Intensity) - Current FLU (Maximum Intensity)

Roadway	Link	2045 Conditions			V/C w/o Project	Meets Standard w/o Proj?	Net Traffic		2045 Total Traffic	V/C w/ Proj.	Total Project Impact	Signif- icant Impact?	Meets Standard w/ Proj?
		Lanes (1)	Volume (1)	LOS D Capacity (2)			8,594 % Dist	Project Trips					
SR 715	W Canal St to Hooker Hwy	2L	8,700	15,200	0.58	YES	45%	3,867	12,739	0.84	25.44%	YES	YES
	Hooker Hwy to Site	2L	4,700	15,200	0.32	YES	70%	6,016	10,888	0.72	39.58%	YES	YES
	Site to Wilder St	2L	4,700	15,200	0.32	YES	30%	2,578	7,450	0.49	16.96%	YES	YES
SR 15	Hooker Hwy to Muck City Rd	2L	12,100	15,200	0.81	YES	1%	86	12,358	0.81	0.57%	No	
SR 80	Gator Blvd to Hooker Hwy	4LD	20,300	33,200	0.61	YES	5%	430	27,618	0.83	1.29%	No	
	Hooker Hwy to Hatton Hwy	4LD	21,100	33,200	0.64	YES	18%	1,547	29,535	0.89	4.66%	YES	YES
Hooker Hwy	SR 715 to SR 80	4LD	15,000	33,200	0.46	YES	25%	2,149	17,321	0.52	6.47%	YES	YES

(1) Source: Palm Beach TPA. See Appendix B.

(2) Source: Palm Beach County Comprehensive Plan based on FDOT 2009 Manual.

Exhibit 5
Nova Life RV Park
Project Traffic Assignment - Test 2

AM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Service Volume	Total Project Impact	Significant Impact?
					% Dist.	Pk Hour Trips			
SR 715	Hooker Hwy to Site	2L	I	NB	70%	10	880	1.11%	No
				SB	70%	17	880	1.91%	No
	Site to Wilder St	2L	I	NB	30%	7	880	0.82%	No
				SB	30%	4	880	0.48%	No

PM Peak Hour

Roadway	Link	Lanes	Class	Dir	Project Traffic		Service Volume	Total Project Impact	Significant Impact?
					% Dist.	Pk Hour Trips			
SR 715	Hooker Hwy to Site	2L	I	NB	70%	22	880	2.55%	No
				SB	70%	12	880	1.35%	No
	Site to Wilder St	2L	I	NB	30%	5	880	0.58%	No
				SB	30%	10	880	1.09%	No

APPENDIX A

Land Use: 260

Recreational Homes

Description

A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis. Some sites in the database are located within a resort that contains local services and complete recreational facilities. Timeshare (Land Use 265) is a related land use.

Additional Data

A large number of internal trips are made for recreational purposes in resort communities containing recreational homes.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in California, New York, and Oregon.

Source Numbers

187, 901, 968, 1046

Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: Rural

Number of Studies: 6

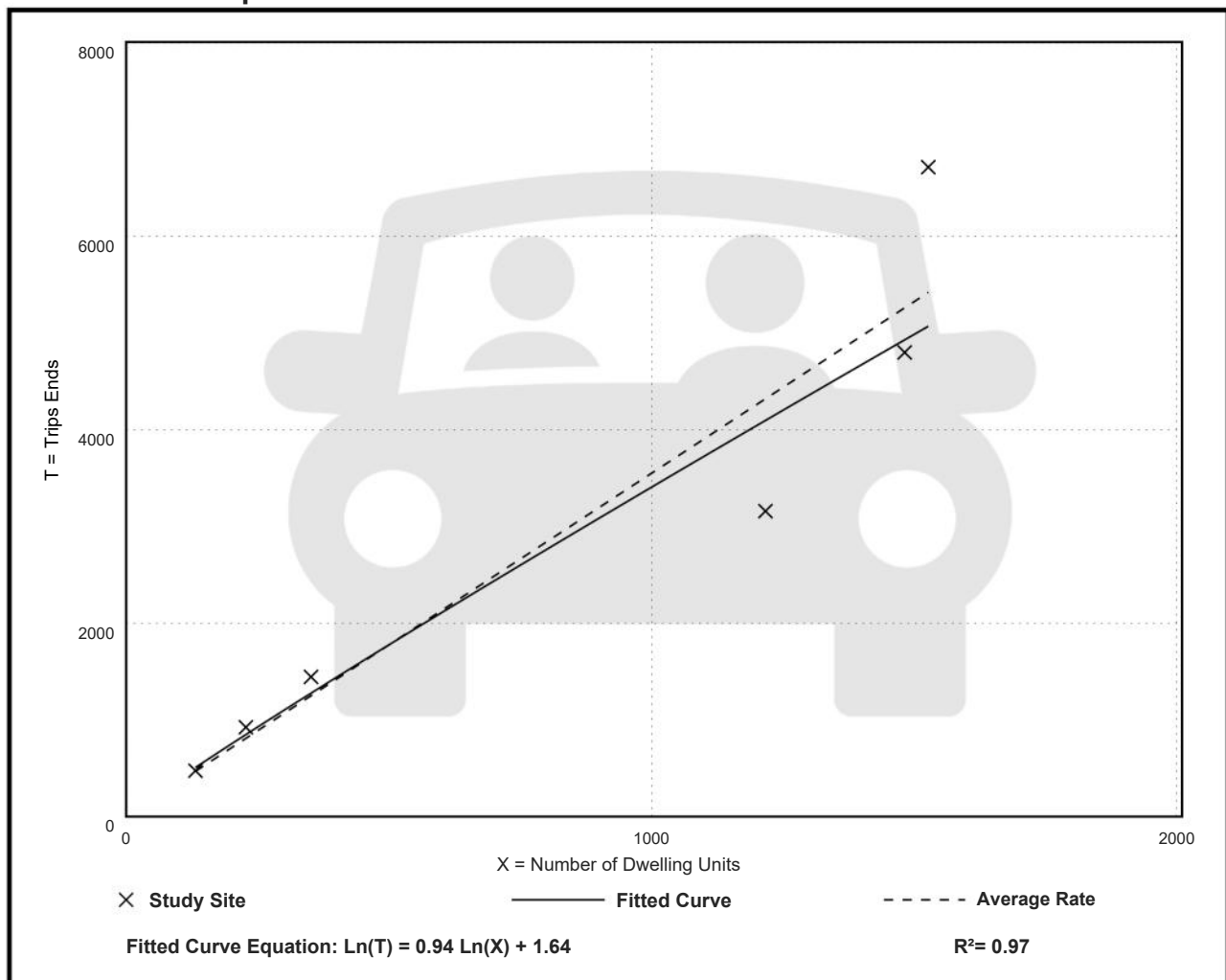
Avg. Num. of Dwelling Units: 823

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.55	2.60 - 4.40	0.78

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: Rural

Number of Studies: 6

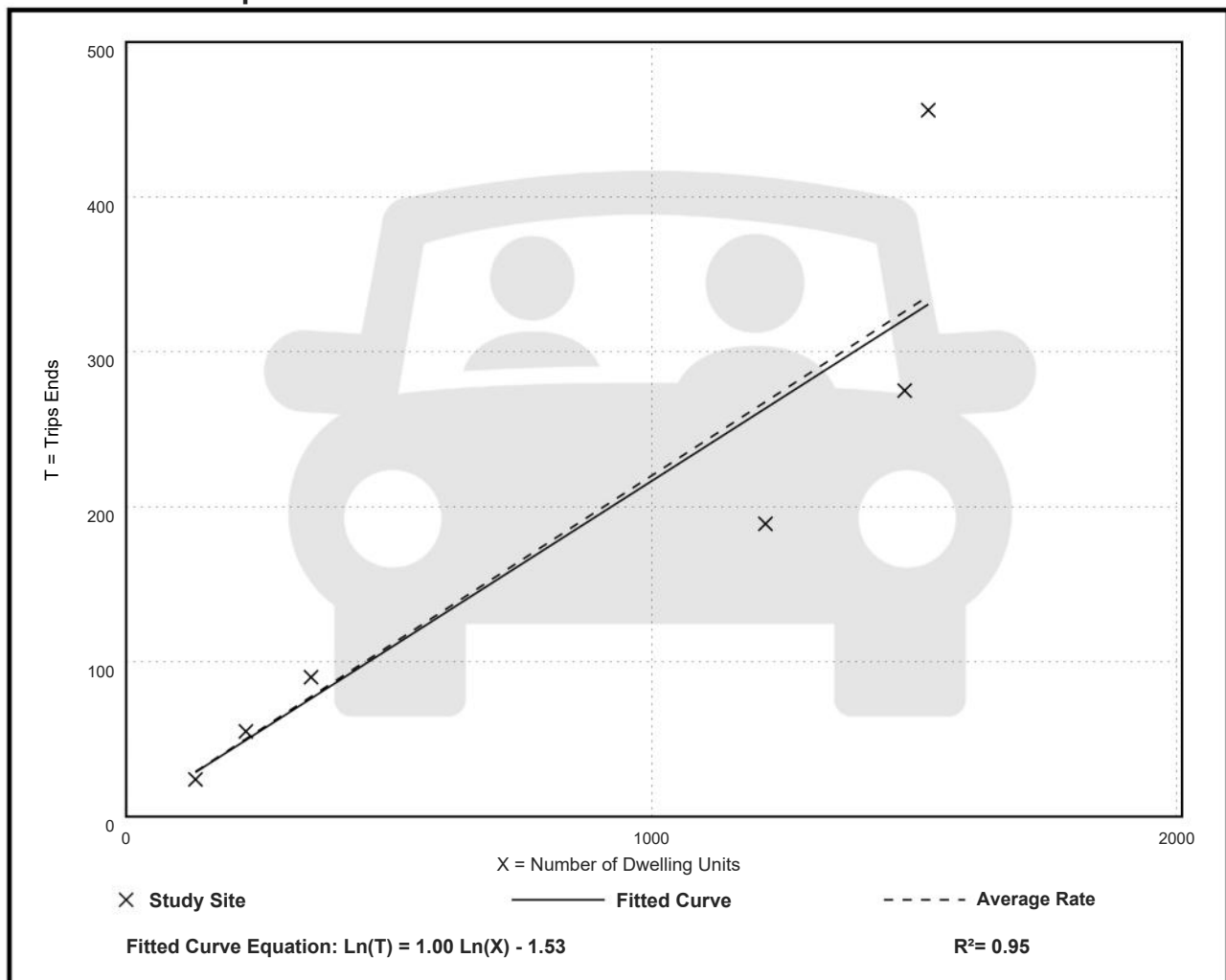
Avg. Num. of Dwelling Units: 823

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.22	0.16 - 0.30	0.06

Data Plot and Equation



Recreational Homes (260)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: Rural

Number of Studies: 6

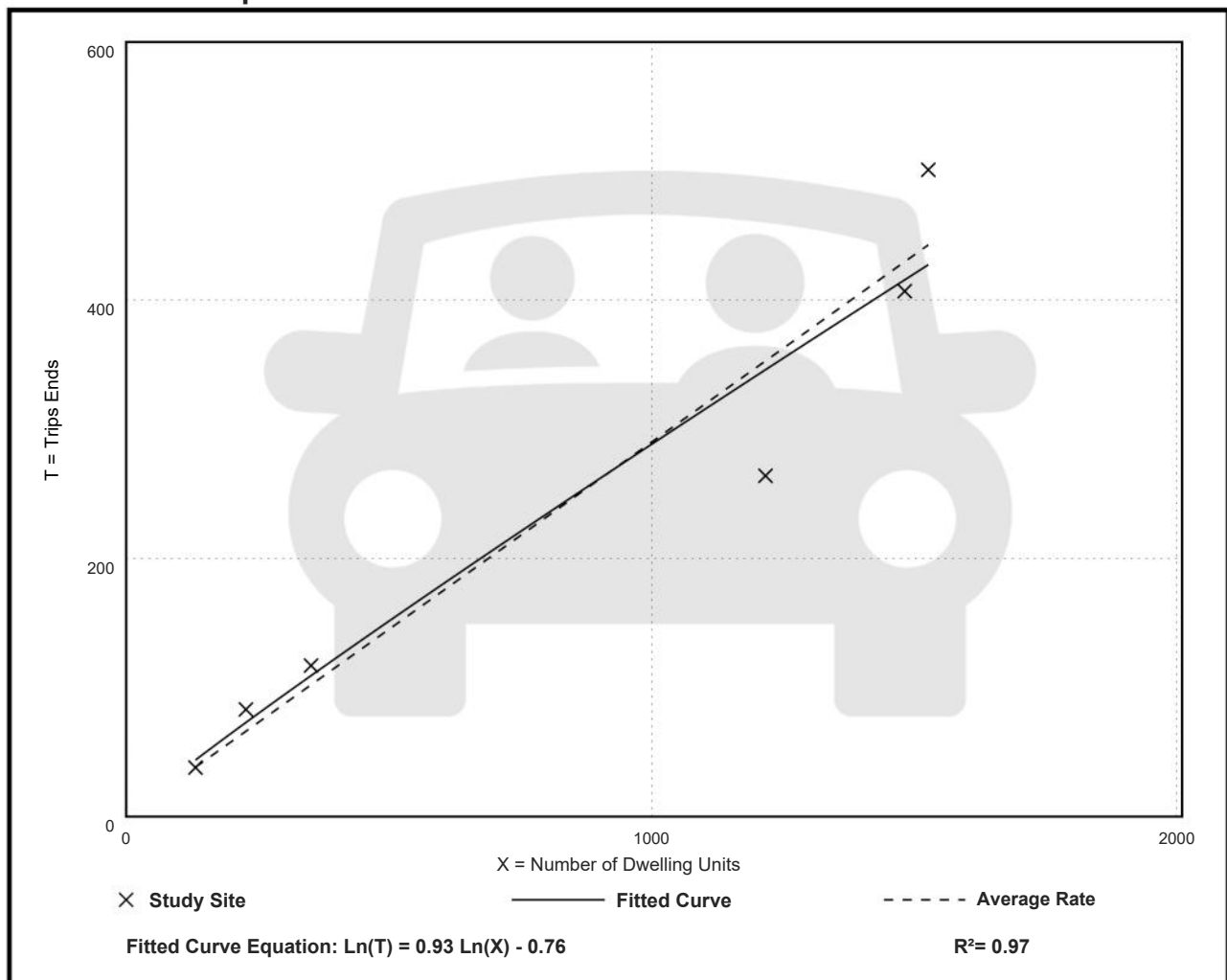
Avg. Num. of Dwelling Units: 823

Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.22 - 0.36	0.05

Data Plot and Equation



Land Use: 416

Campground/Recreational Vehicle Park

Description

A campground/recreational vehicle park is a recreational site that accommodates campers, trailers, tents, and recreational vehicles on a transient basis. They are found in a variety of locations and provide a variety of facilities, often including restrooms with showers and recreational facilities, such as a swimming pool, convenience store, and laundromat.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Rhode Island, Vermont, and Washington.

Source Numbers

401, 559, 728

Campground/Recreational Vehicle Park (416)

Vehicle Trip Ends vs: Occupied Campsites

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

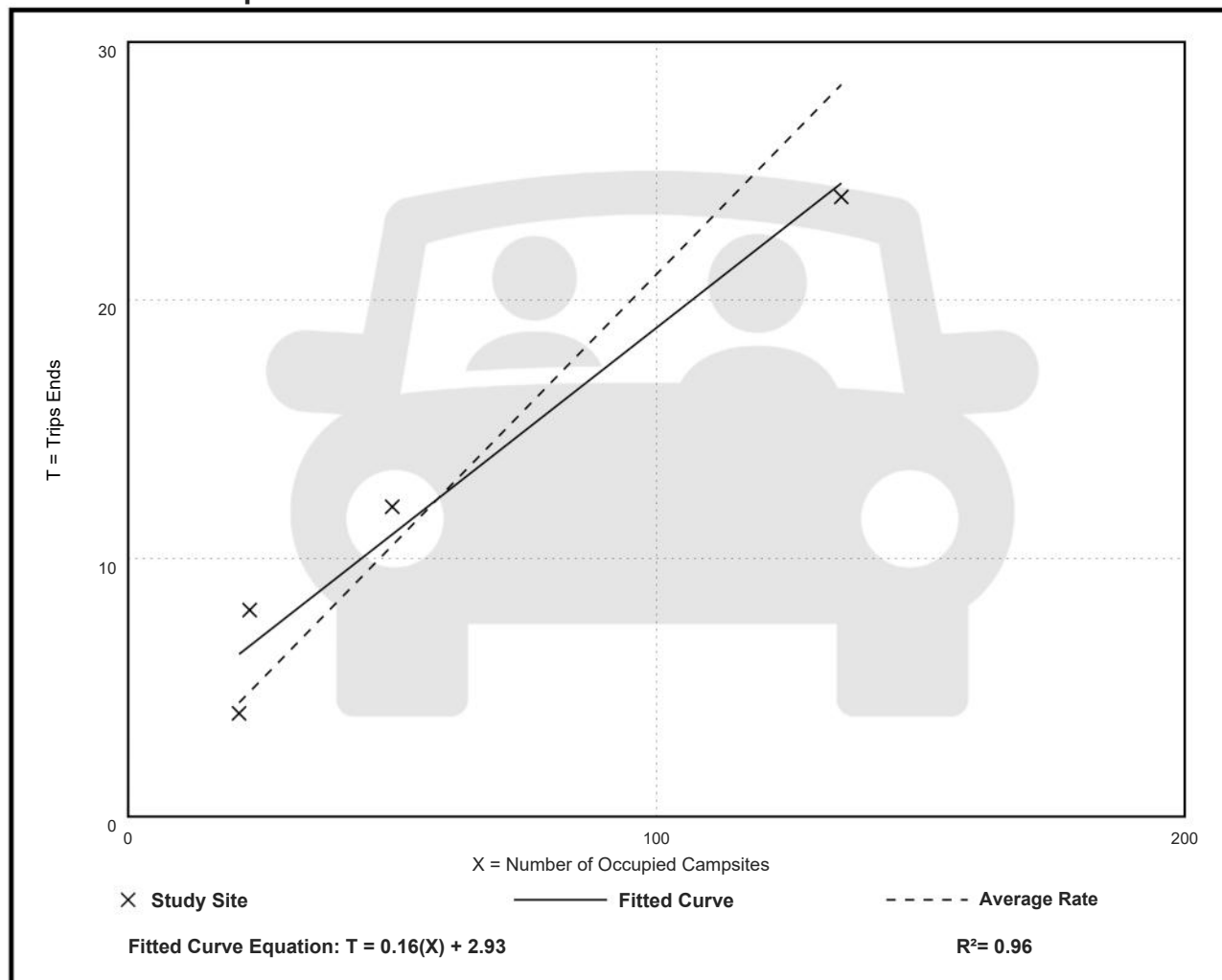
Avg. Num. of Occupied Campsites: 57

Directional Distribution: 36% entering, 64% exiting

Vehicle Trip Generation per Occupied Campsite

Average Rate	Range of Rates	Standard Deviation
0.21	0.18 - 0.35	0.06

Data Plot and Equation



Campground/Recreational Vehicle Park (416)

Vehicle Trip Ends vs: Occupied Campsites

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

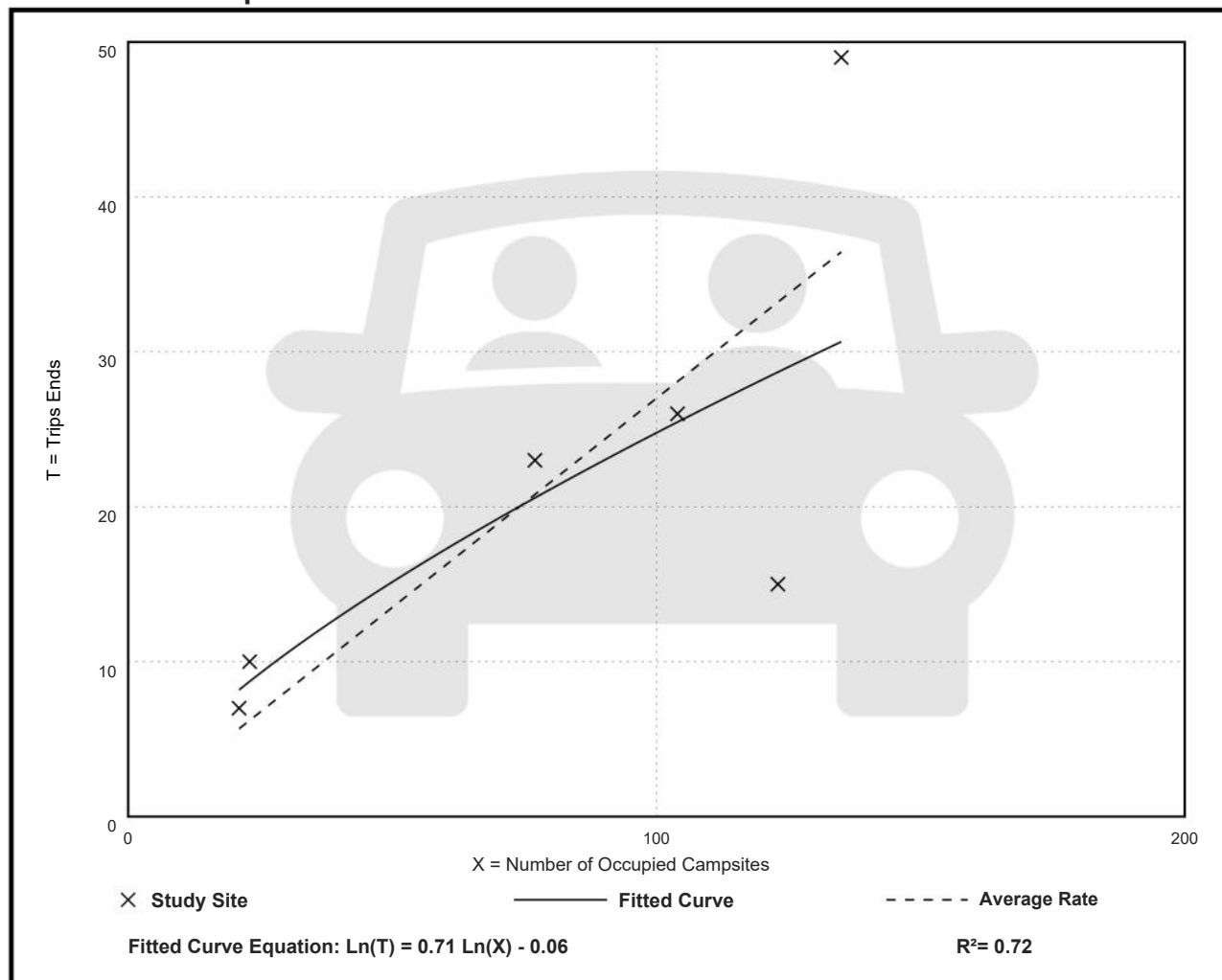
Avg. Num. of Occupied Campsites: 81

Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per Occupied Campsite

Average Rate	Range of Rates	Standard Deviation
0.27	0.12 - 0.43	0.11

Data Plot and Equation



Land Use: 495

Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickle ball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land 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, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971, 1055

Recreational Community Center (495)

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

Setting/Location: General Urban/Suburban

Number of Studies: 4

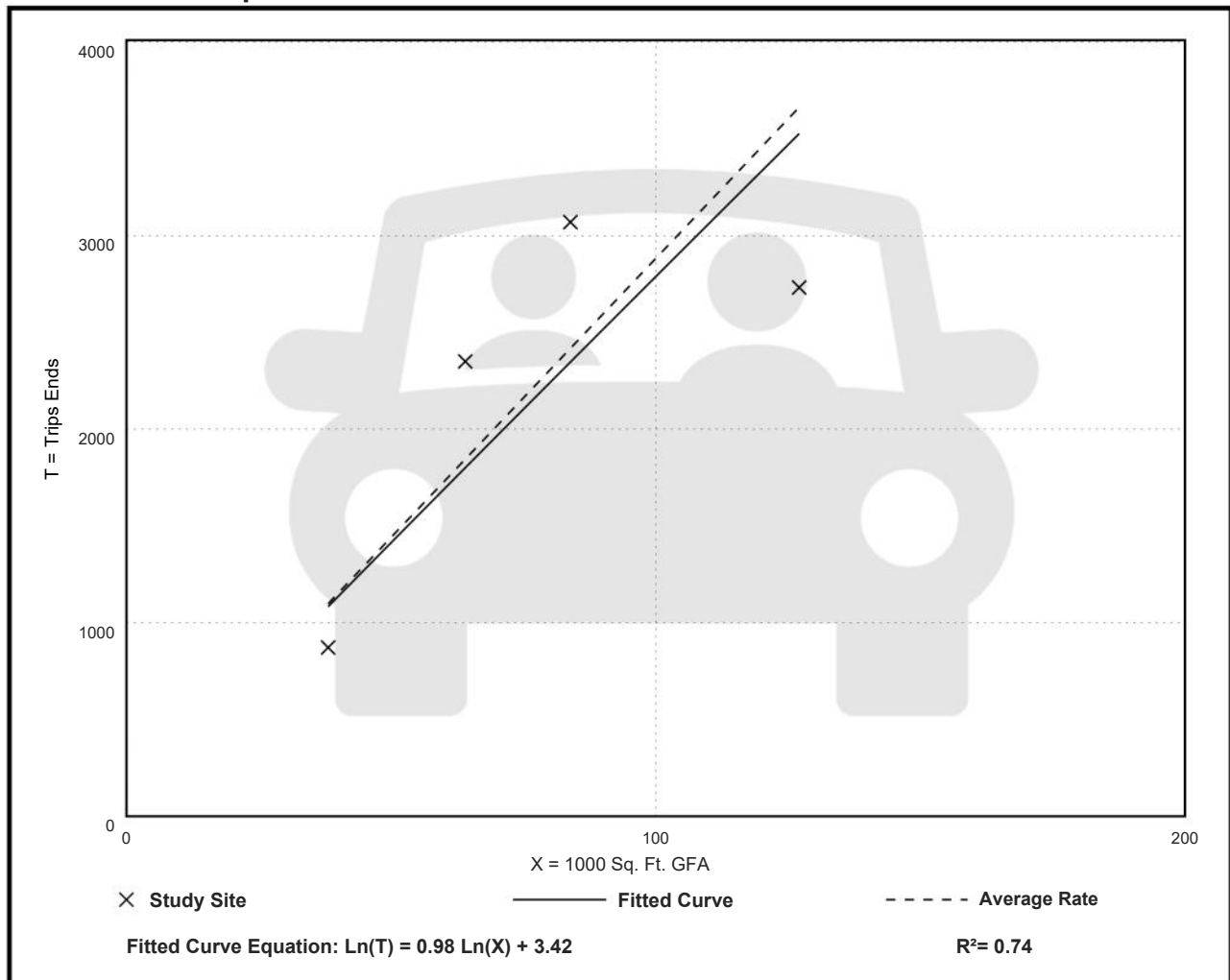
Avg. 1000 Sq. Ft. GFA: 78

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 12

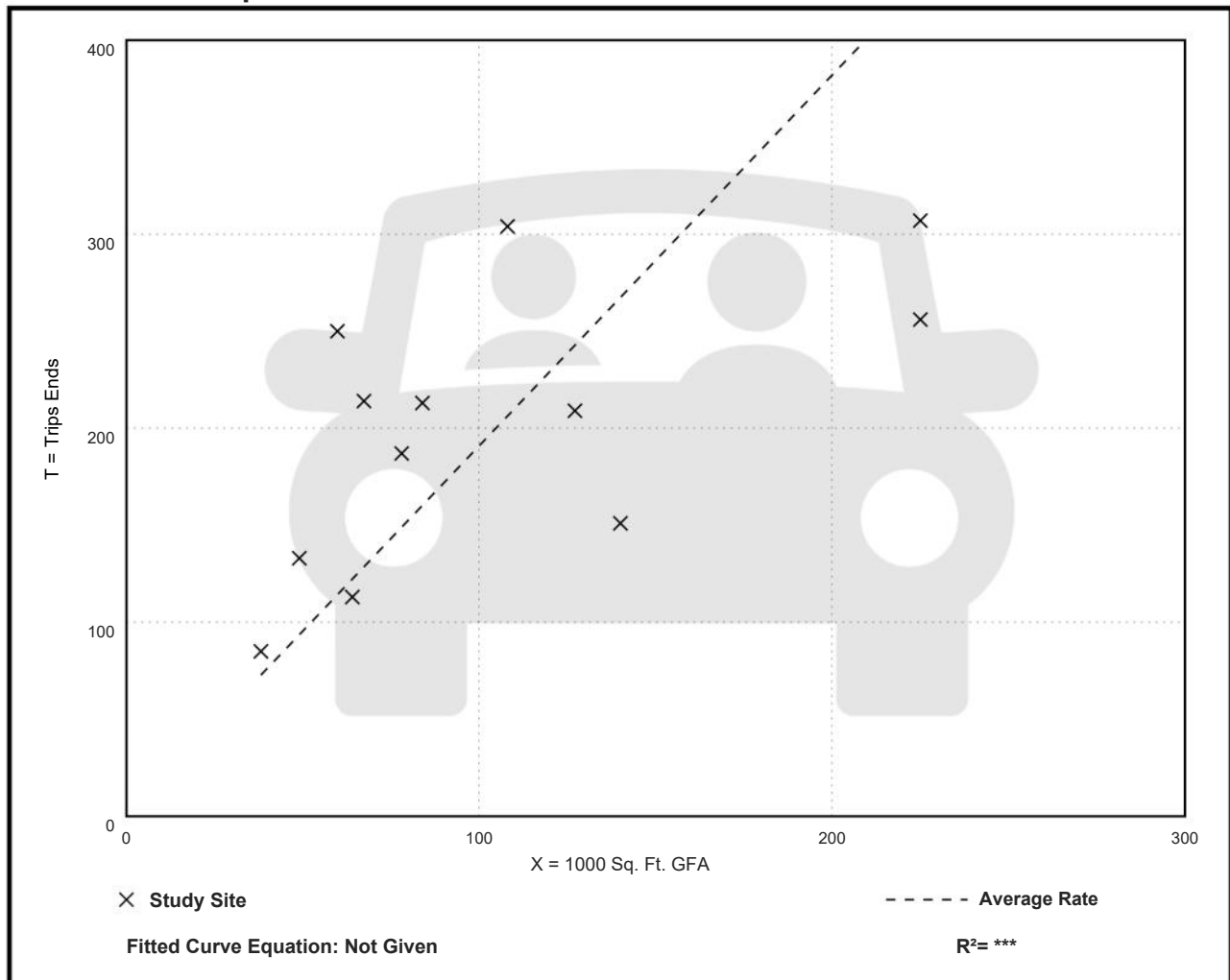
Avg. 1000 Sq. Ft. GFA: 105

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	1.08 - 4.18	0.88

Data Plot and Equation



Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

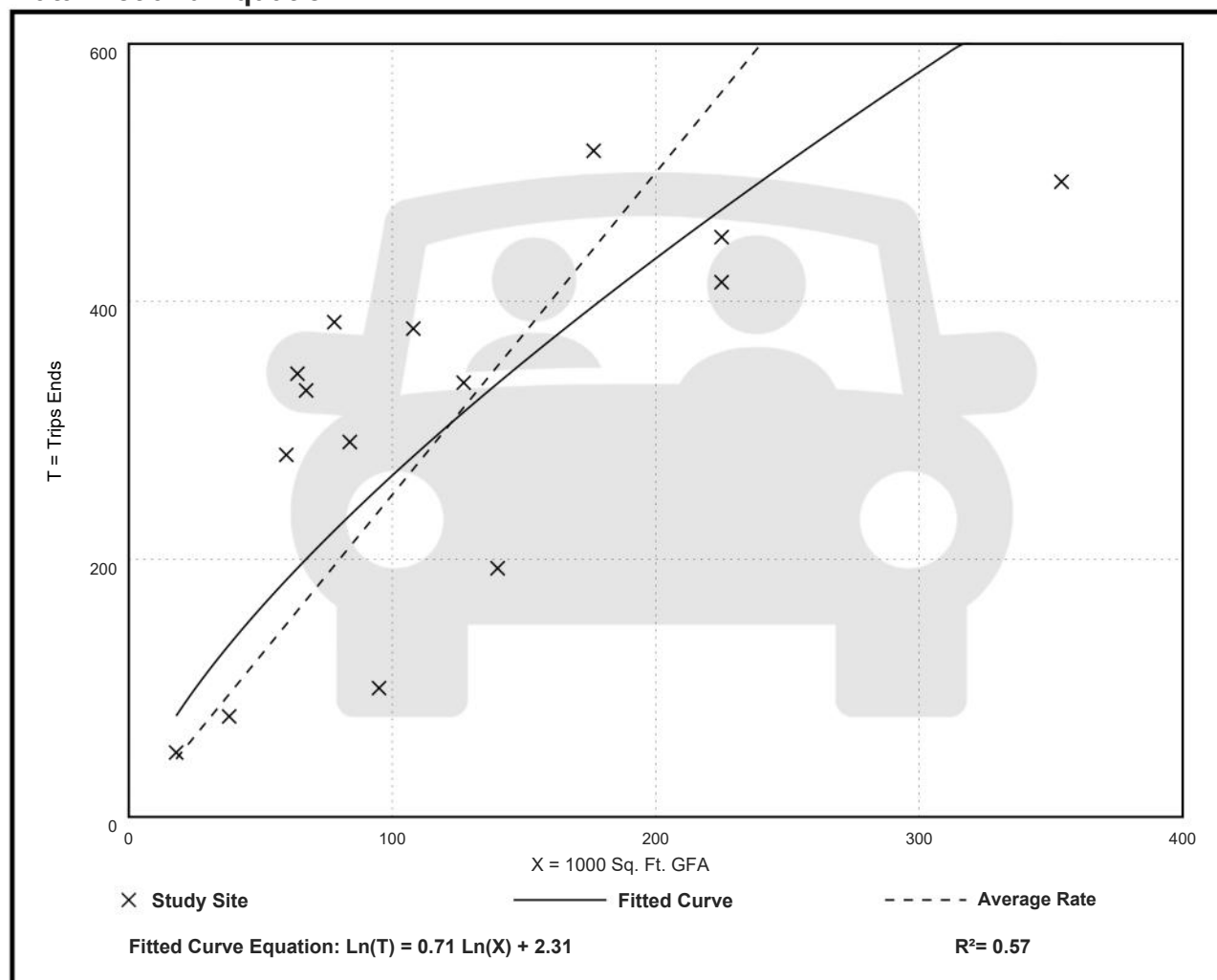
Avg. 1000 Sq. Ft. GFA: 124

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.50	1.05 - 5.37	1.28

Data Plot and Equation



APPENDIX B



Palm Beach TPA Adjusted 2045 Two-Way Daily Traffic Volumes Based on Southeast Regional Planning Model (SERPM) version 8.503

The following table provides adjusted 2045 two-way daily traffic volumes derived from the Southeast Florida Regional Planning Model using 2045 demographic growth predictions based on adopted future land use designations in local government comprehensive plans and future transportation facilities and services based on adopted cost feasible project lists in the Long Range Transportation Plans of the Miami-Dade TPO, the Broward MPO and the Palm Beach TPA. SERPM 8, the region's currently supported modeling platform, is an activity-based model approved for use to support Long Range Transportation Plan (LRTP) and Regional Transportation Plan (RTP) development. This table should be used as a supplement to local knowledge of historic, current, and future travels patterns.

The Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) reviews and approves requested model updates quarterly to incorporate amendments to LRTP project lists and local government comprehensive plans and to correct significant input errors. SERPM 8 can be downloaded and additional model details can be found at the [SERPM website](https://sites.google.com/site/serpm8reference/). Network updates are tracked on the SERPM 8 Reference site at <https://sites.google.com/site/serpm8reference/>. The adjusted volumes table will be updated with subsequent SERPM releases.

The 2045 adjusted traffic volumes were calculated based on the difference between the 2015 base year model outputs and the 2015 observed traffic counts and rounded to the nearest hundred vehicles using one of the following equations:

$$\text{If } \frac{2015 \text{ Observed}}{2015 \text{ Model}} > .8 \text{ and } \frac{2015 \text{ Observed}}{2015 \text{ Model}} < 1.2, \quad \text{then } 2045 \text{ Adjusted} = \frac{2045 \text{ Model}}{2015 \text{ Model}} \times 2015 \text{ Observed}$$
$$\text{If } \frac{2015 \text{ Observed}}{2015 \text{ Model}} > 1.2 \text{ or } \frac{2015 \text{ Observed}}{2015 \text{ Model}} < .8, \quad \text{then } 2045 \text{ Adjusted} = 2015 \text{ Observed} + (2045 \text{ Model} - 2015 \text{ Model})$$

For additional assistance or to provide suggestions to improve model outputs in a future model run, please contact Grég Gabriel at ggabriel@PalmBeachTPA.org.

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
	937730	HOMEWOOD BLVD	Linton Blvd	Atlantic Ave	2	2			-	-	5,411	6,257	6,300
2105	937068	HOOD RD	Jog Road	Central Blvd	2	2	4,541	8,114	10,325	10,200	3,819	5,626	12,100
2611	937070	HOOD RD	Central Blvd	Military Tr	4	4	9,158	10,307	14,060	14,704	18,326	37,356	33,100
2213	937069	HOOD RD	Military Tr	SR 811	4	4	9,346	12,005	16,490	16,573	30,989	39,501	25,000
2613	937071	HOOD RD	SR-811	Prosperity Farms Rd	2	2	4,481	-	6,477	6,424	5,261	6,292	7,700
7041	930765	HOOKER HWY	SR-715	SR-80	2	4		5,772	4,461	4,600	2,822	13,393	15,000
4411	937281	HYPOLUXO RD	SR-7	Lyons Rd	4	4	4,021	6,281	9,710	11,951	15,570	23,188	17,300
4683	937281	HYPOLUXO RD	Lyons Rd	Fl Turnpike	4	4		10,207	16,237	20,258	15,570	23,188	24,200
4685	937004	HYPOLUXO RD	Fl Turnpike	Hagen Ranch Rd	4	4		16,460	22,673	26,780	20,547	25,935	28,600
4671	937281	HYPOLUXO RD	Hagen Ranch Rd	Jog Rd	4	4	17,166	20,001	24,215	27,664	15,570	23,188	31,800
4629	937004	HYPOLUXO RD	Jog Rd	Haverhill Rd	6	6	25,902	-	30,344	31,702	20,547	25,935	35,700
4681	937003	HYPOLUXO RD	Haverhill Rd	Military Tr	6	6	33,644	32,830	37,516	40,668	21,757	27,135	42,900
4607	937278	HYPOLUXO RD	Military Tr	Lawrence Rd	6	6	39,120	38,269	42,197	44,143	42,695	43,237	42,700
4621	937279	HYPOLUXO RD	Lawrence Rd	Congress Ave	6	6l	41,223	37,042	41,057	40,601	33,472	40,685	49,900
4211	930068	HYPOLUXO RD	Congress Ave	I-95	6	6	40,625	38,668	44,434	44,000	39,472	42,838	48,200
4313	930069	HYPOLUXO RD	I-95	Seacrest Blvd	5	5	36,245	32,118	34,579	41,000	28,301	33,025	40,400
4809	937280	HYPOLUXO RD	Seacrest Blvd	Dixie Hwy	5	5	18,774	16,135	17,130	16,902	10,358	12,543	19,300
1605	937394	INDIAN CREEK BLVD	Central Blvd	Military Tr	4	4	8,988	11,279	12,329	13,933	7,409	10,703	15,600
1615	937396	INDIAN CREEK BLVD	Toney Penna Dr	Maplewood Dr	4	4	20,727	20,300	17,785	17,754	20,654	24,588	21,200
1613	937395	INDIAN CREEK PKWY	Central Blvd	Maplewood Dr	4	4	16,530	17,333	17,955	18,572	15,230	19,566	23,100
1405	938538	INDIANTOWN RD	Bee Line Hwy	Pratt-Whitney Rd	2	2	2,058	1,588	1,763	2,126	1,768	5,087	5,100
1403	938539	INDIANTOWN RD	Pratt-Whitney Rd	130th Ave N	2	2	5,427	4,678	4,985	6,400	6,037	14,831	13,800
1409	938539	INDIANTOWN RD	130th Ave N	Alexander Run	4	4		-	14,485	15,124	6,037	14,831	23,300
1407	937236	INDIANTOWN RD	Alexander Run	Jupiter Farms Rd	4	4	23,149	20,546	22,332	24,082	17,474	27,853	32,700
1103	930145	INDIANTOWN RD	Jupiter Farms Rd	Florida Turnpike	4	4	30,925	27,154	28,879	30,568	30,573	43,537	41,100
1201	930008	INDIANTOWN RD	Florida Turnpike	I-95 Interchange	6	6	49,557	36,761	48,380	59,724	44,442	70,276	76,500
1213	937235	INDIANTOWN RD	I-95 Interchange	Island Way	6	6	58,622	52,916	61,281	70,539	66,008	85,776	79,600
1617	937235	INDIANTOWN RD	Island Way	Central Blvd	6	6l		-	60,253	70,000	66,008	85,776	78,300
1203	930748	INDIANTOWN RD	Central Blvd	Center St	6	6	53,810	47,768	53,551	52,000	45,081	56,332	66,900
1601	930661	INDIANTOWN RD	Center St	Military Tr	6	6	49,724	44,078	46,587	46,627	31,526	39,246	54,300
1209	930679	INDIANTOWN RD	Military Tr	SR-811	6	6	41,434	40,387	42,614	44,479	30,930	41,323	53,000
1807	930710	INDIANTOWN RD	SR-811	US 1	6	6	32,354	31,607	33,744	32,381	31,791	37,969	40,300
1811	930005	INDIANTOWN RD	US 1	SR A1A	4	4	13,683	15,450	16,998	16,884	7,807	8,758	17,900
2215	930015	INVESTMENT LN	Military Tr	Garden Rd	2	2		8,299	9,569	10,609	11,446	13,390	11,200
1620	937155	ISLAND WAY	Indiantown Rd	Martin County Line	4	4		8,279	14,149	15,983	8,775	11,346	16,700
6618	937049	JOG RD	Glades Rd	Potomac Rd	4	4	32,533	27,978	33,018	30,832	20,288	31,505	44,200
6634	937050	JOG RD	Potomac Rd	Yamato Rd	4	4	33,100	27,992	33,030	29,655	15,351	23,253	40,900
6616	937048	JOG RD	Yamato Rd	Clint Moore Rd	6	6	35,230	28,584	35,206	32,125	31,960	42,710	47,000
6200	937047	JOG RD	Clint Moore Rd	C-15 Canal	6	6	40,921	31,497	33,990	34,776	33,008	39,658	40,800
5622	937041	JOG RD	C-15 Canal	Linton Blvd	6	6	33,218	29,888	33,918	35,976	30,602	37,061	41,100

SERP 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
2406	937355	SEMINOLE PRATT-WHITNEY RD	Northlake Blvd	100th Lane North	2	4		9,974	11,577	13,953	10,894	27,276	29,000
NEW	PBC110	SEMINOLE PRATT-WHITNEY RD	100th Lane North	Avenir	0	4			-	-	-	13,572	13,600
NEW	PBC111	SEMINOLE PRATT-WHITNEY RD	Avenir	SR-710	0	4			-	-	-	15,987	16,000
	937572	SHERWOOD FOREST BLVD	Melaleuca Ln	Lake Worth Rd	2	2			-	-	8,384	8,060	8,100
4644	937153	SHERWOOD FOREST BLVD	Lake Worth Rd	10th Ave N	2	2	7,677	5,767	7,925	7,800	5,462	7,156	9,600
4654	937154	SHERWOOD FOREST BLVD	10th Ave N	Cresthaven Blvd	2	2	9,095	7,736	8,499	10,573	13,108	15,846	11,200
4200	937152	SHERWOOD FOREST BLVD	Cresthaven Blvd	Forest Hill Blvd	2	2	7,434	6,348	7,078	7,595	6,803	8,743	9,100
2615	937130	SILVER BEACH RD	Congress Ave	Old Dixie Hwy	3	3		13,508	13,765	15,245	5,480	2,972	11,300
2807	937051	SILVER BEACH RD	Old Dixie Hwy	US-1	3	3	13,451	11,591	12,264	12,806	10,186	10,648	12,800
NEW	PBC112	SIMS RD	Linton Blvd	Atlantic Ave	0	3			-	-	1,961	5,941	5,900
	937582	SIMS RD	Atlantic Ave	Lake Ida Rd	2	2			-	-	5,393	6,763	6,800
3418	937089	SKEES RD	Belvedere Rd	Okeechobee Blvd	2	2	5,651	4,956	4,644	5,829	3,229	9,081	10,500
	933502	SOUTH A ST	6th Ave S	22nd Av N	2	2			-	-	8,101	10,773	10,800
3446	937159	SOUTH SHORE DR	Lake Worth Rd	Greenview Shores Bl	2	2	18,874	16,271	17,402	18,500	9,628	13,237	21,000
3429	937325	SOUTH SHORE DR	Greenview Shores Bl	Big Blue Trace	4	4	20,318	18,470	22,634	17,000	7,211	9,085	24,500
3421	937324	SOUTH SHORE DR	Big Blue Trace	Forest Hill Blvd	4	4	26,822	23,838	25,965	27,500	18,036	19,755	27,700
6605	938528	SPANISH RIVER BLVD	Military Tr	IBM Access	4	4	24,618	22,574	29,285	23,500	19,564	23,381	33,100
6305	938528	SPANISH RIVER BLVD	IBM Access	Perimeter Rd	4	4	22,776	23,173	27,823	32,615	19,564	23,381	31,600
6811	937415	SPANISH RIVER BLVD	Perimeter Rd	Old Dixie Hwy	4	4	21,491	19,254	22,555	26,738	4,412	8,520	26,700
6813	937415	SPANISH RIVER BLVD	Old Dixie Hwy	Federal Hwy	4	4	16,980	15,945	18,750	21,970	4,412	8,520	22,900
6801	930740	SPANISH RIVER BLVD	Federal Hwy	Ocean Blvd	4	4	18,419	18,762	19,154	19,700	12,831	13,777	20,100
	937667	SPENCER RD	Okeechobee Blvd	Palm Beach Lakes Blvd	4	4			-	-	13,171	18,338	18,300
	937610	SR 717/CANAL ST	Sr-715/Nw 16 St	End Of Bridge 930072	2	2			-	-	634	1,559	1,600
	935195	SR-15	SR-715	N/A	2	2			-	-	826	1,134	1,100
	930766	SR-15	Hooker Hwy	N/A	2	2			-	-	5,747	8,136	8,100
7013	930396	SR-15	State Market Rd SR-729	Section 20 Rd	2	2	8,040	11,523	9,295	9,900	5,078	7,855	12,100
7012	930431	SR-15	McClure Rd	State Market Rd SR-729	2	2	7,300	6,666	6,395	6,100	4,610	7,527	9,300
7009	930431	SR-15	W Main St	McClure Rd	2	2	4,113	3,651	3,501	6,100	4,610	7,527	6,400
7008	930129	SR-15	W Main St	N State Market Rd SR-729	2	2	6,149	3,530	2,983	3,400	1,244	1,721	3,500
7007	930374	SR-15	SR-729	Muck City Rd SR-700	2	2	6,379	5,289	5,061	5,400	3,600	4,594	6,100
7005	930002	SR-15	Old Connors Hwy	Amons Rd	2	2	5,270	4,352	4,559	4,900	5,031	6,931	6,300
6110	937245	SR-7	Broward County Line	SW 18 St	6	6	51,123	51,995	51,985	57,974	63,354	67,019	55,700
6414	937245	SR-7	SW 18 St	Palmetto Park Rd	6	6	53,733	43,804	52,909	54,810	63,354	67,019	56,000
6400	930752	SR-7	Palmetto Park Rd	Glades Rd	6	6	58,692	49,596	57,771	58,316	46,669	57,957	71,700
6402	935342	SR-7	Glades Rd	Yamato Rd	6	6	51,532	44,141	45,141	47,964	35,244	46,833	56,700
6412	937244	SR-7	Yamato Rd	Clint Moore Rd	6	6	37,804	31,986	36,321	41,392	32,173	45,301	51,100
6102	930714	SR-7	Clint Moore Rd	Winner's Cir	6	6	32,366	27,084	28,306	30,168	35,973	53,748	46,100
5404	930391	SR-7	Winner's Cir	W Atlantic Ave	4	4	28,073	23,965	27,414	31,366	34,637	53,234	46,000
	930099	SR-7	W Atlantic Ave	1 mi N of W Atlantic Ave	4	4			-	-	31,860	51,240	51,200
5400	930694	SR-7	1 mi N of W Atlantic Ave	Flavor Pict Rd	4	4	25,797	21,746	24,509	-	31,804	51,176	43,900

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
5402	930031	SR-7	Flavor Pict Rd	Boynton Beach Blvd	4	4	27,483	22,402	23,191	26,985	31,409	52,899	44,700
5102	930716	SR-7	Boynton Beach Blvd	Hypoluxo Rd	6	6	32,692	24,669	27,687	29,795	37,618	65,569	55,600
4402	937242	SR-7	Hypoluxo Rd	Lantana Rd	6	6	31,171	28,880	31,450	35,927	39,604	62,147	54,000
4400	930753	SR-7	Lantana Rd	Lake Worth Rd	6	6	42,465	37,709	41,210	44,964	56,024	72,015	57,200
4406	937243	SR-7	Lake Worth Rd	Stribling Way	8	8T		53,939	65,398	66,899	66,602	81,026	79,600
4102	930721	SR-7	Stribling Way	Forest Hill Blvd	8	8T	51,821	43,846	49,645	55,559	61,629	80,009	68,000
3452	937241	SR-7	Forest Hill Blvd	Pioneer Rd	8	8T	55,024	54,731	58,868	65,204	56,526	76,840	80,000
3408	930037	SR-7	Pioneer Rd	Southern Blvd	8	8T	55,628	52,008	56,643	63,674	56,796	78,681	78,500
3406	930514	SR-7	Southern Blvd	Belvedere Rd	8	8T	59,099	47,669	51,645	52,881	48,293	69,506	74,300
3404	930034	SR-7	Belvedere Rd	Okeechobee Blvd	6	6T	47,176	36,000	38,417	41,440	27,827	48,785	59,400
3468	937259	SR-7	Okeechobee Blvd	60th St	2	4		13,661	17,803	20,034	17,983	39,682	39,300
	TPA014	SR-7	60th St	Northlake Blvd	0	4			-	-		13,308	13,300
7006	930003	SR-700	Muck City Rd	US-98 SR-700	2	2	1,966	591	1,833	1,500	3,551	4,281	2,600
7038	930004	SR-700	CR 717	Hatton Hwy	2	2	2,466	-	4,414	3,100	7,951	10,756	7,200
7004	935335	SR-700	Hatton Hwy	SR-80	2	2	2,923	-	4,071	3,100	7,763	10,630	6,900
1101	930687	SR-710	Martin County Line	Indiantown Rd	4	4	7,500	7,411	8,186	12,168	7,129	14,707	16,900
	930140	SR-710	Indiantown Rd	Moroso Speedway	4	4			-	-	5,392	9,668	9,700
1401	939140	SR-710	Moroso Speedway	Pratt-Whitney Rd	4	4	7,381	6,109	6,604	-	15,190	26,164	17,600
1411	930688	SR-710	Pratt-Whitney Rd	Caloosa	4	4	11,000	-	13,905	16,687	19,807	40,401	34,500
2109	930688	SR-710	Caloosa	N County Airport	4	4	11,000	-	14,160	18,838	19,807	40,401	34,800
2101	930688	SR-710	N County Airport	PGA Blvd	4	4	14,185	12,585	14,459	17,888	19,807	40,401	35,100
2403	930717	SR-710	PGA Blvd	Northlake Blvd	4	4	12,034	10,561	15,237	16,143	16,808	28,176	25,500
2419	930689	SR-710	Northlake Blvd	1 mi S of Northlake Blvd	4	6	24,000	22,948	21,969	27,414	16,808	28,256	33,400
	937400	SR-710	1 mi S of Northlake Blvd	Jog Rd	4	6			-	-	31,513	53,591	53,600
2209	937265	SR-710	Jog Rd	Blue Heron Blvd	4	6	25,248	25,414	25,909	34,690	34,779	52,420	43,600
2313	930747	SR-710	Blue Heron Blvd	Congress Ave	4	4	19,137	14,536	15,716	14,100	11,098	18,473	23,100
2841	937266	SR-710	Congress Ave	Australian Ave	4	4	19,555	17,322	17,857	16,900	16,401	27,179	29,600
2813	935287	SR-710	Australian Ave	Old Dixie Hwy	4	4	7,557	9,012	7,848	8,500	8,391	19,311	18,100
	930657	SR-715	SR-80	Glades Central HS	2	2			-	-	6,260	7,598	7,600
7026	930670	SR-715	Glades Central HS	Ave E	2	2	14,046	25,160	13,235	10,800	7,746	8,893	14,400
7028	930078	SR-715	Ave E	W Canal St	2	2	10,318	10,035	10,712	11,100	5,843	7,371	12,200
7042	930257	SR-715	W Canal St	Hooker Hwy	2	2	11,178	6,865	6,296	6,346	5,925	8,164	8,700
7014	930506	SR-715	Hooker Hwy	Wilder Rd	2	2	7,159	3,927	3,535	3,300	3,567	4,782	4,700
	930777	SR-715	Hooker Hwy	N/A	2	2			-	-	3,961	5,593	5,600
7019	930085	SR-717	SR-715	Main St	4	4	4,224	4,830	3,771	4,200	1,967	2,453	4,300
7021	935180	SR-717	Main St	MLK Bl	2	2	2,862	2,610	2,462	2,400	543	647	2,600
7010	930698	SR-729	E Main St SR-15, US-441	Muck City Rd CR-717	2	2	3,798	3,577	5,708	4,400	3,912	4,947	6,700
7029	930142	SR-80	US 27	SR-715	4	4	26,355	19,792	19,226	18,300	16,621	14,498	16,800
7025	930445	SR-80	SR-715	CR 827a	4	4	17,275	15,276	16,602	15,000	12,427	9,732	13,900
7036	930359	SR-80	CR 827a	Ave G	4	4	21,417	19,507	17,362	22,000	19,691	19,712	17,400

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
7023	935177	SR-80	Ave G	MLK Blvd	4	4	29,505	22,818	24,628	22,500	13,799	15,617	26,400
7020	930147	SR-80	MLK Blvd	Gator Blvd	4	4	20,799	20,314	20,345	20,500	13,906	16,852	23,300
7016	930035	SR-80	Gator Blvd	Hooker Hwy	4	4	13,309	14,551	17,318	16,800	10,747	13,721	20,300
7015	930762	SR-80	Hooker Hwy	Hatton Hwy	4	4	11,374	13,531	10,472	11,200	8,333	19,000	21,100
7003	930764	SR-80	Hatton Hwy	CR 880	4	4	8,935	12,907	9,000	10,700	8,211	18,842	20,700
3101	930019	SR-80	CR 880	Arden Way	4	4	17,567	19,702	16,177	16,700	26,371	39,463	29,300
3101	930019	SR-80	Arden Way	Lion Country Safari	6	6	17,567	19,702	16,177	16,700	26,371	39,463	29,300
3467	937225	SR-80	Lion Country Safari	Seminole Pratt Whitney Rd	6	6		22,490	21,463	26,952	30,018	54,294	45,700
3443	930011	SR-80	Seminole Pratt Whitney Rd	Binks Forest Drive	6	6	37,182	28,630	30,197	38,408	38,452	62,323	54,100
3431	937223	SR-80	Binks Forest Drive	Big Blue Trace	6	8	35,256	35,305	31,648	-	39,800	64,313	56,200
3413	937222	SR-80	Big Blue Trace	Forest Hill/Crestwood	6	8	45,385	46,881	46,151	52,643	47,074	71,970	70,600
3417	930102	SR-80	Forest Hill/Crestwood	Cypress Head	6	8	42,335	54,303	57,424	67,949	55,015	70,829	73,900
3437	937224	SR-80	Cypress Head	Royal Palm Beach Blvd	6	8	45,352	53,158	55,995	-	56,014	73,678	73,700
3405	930101	SR-80	Royal Palm Beach Blvd	Lamstein Ln	8	10	48,779	-	69,098	71,905	65,614	84,065	88,500
3409	930101	SR-80	Lamstein Ln	SR-7	8	10	51,263	65,897	74,163	81,282	65,614	84,065	95,000
3415	930139	SR-80	SR-7	Sansbury's Way	8	10	38,854	64,566	68,835	66,000	69,875	85,135	83,900
3105	930749	SR-80	Sansbury's Way	Pike Rd	8	10	43,644	62,010	64,009	84,104	50,796	65,789	79,000
3215	930740	SR-80	Pike Rd	Fla Turnpike Entrance	8	10	45,951	56,749	73,033	19,700	12,831	13,777	74,000
3643	935417	SR-80	Jog Rd	Haverhill Rd	8	10	32,658	61,432	69,801	88,500	54,362	74,115	89,600
3635	930021	SR-80	Haverhill Rd	Military Tr	8	10	30,884	51,286	77,359	76,500	38,767	55,137	93,700
3673	930384	SR-80	Kirk Rd	Congress Ave SB	8	10	33,449	58,752	65,258	79,013	42,742	57,154	79,700
3639	935419	SR-80	Congress Ave SB	Congress Ave NB	8	10	53,584	-	53,000	50,500	13,316	18,329	58,000
3675	935415	SR-80	Congress Ave NB	Gem Lake	8	10	53,584	58,349	62,500	58,000	36,675	47,372	73,200
3217	935415	SR-80	Gem Lake	I-95	8	10	31,292	51,969	58,703	58,000	36,675	47,372	69,400
3313	935416	SR-80	I-95	Parker Ave	5	5	30,197	30,776	34,484	31,500	31,873	33,427	36,200
3823	935113	SR-80	Parker Ave	Dixie Hwy	5	5	22,160	22,301	25,426	24,951	30,970	32,191	26,600
3825	935213	SR-80	Dixie Hwy	Olive Ave	5	5	13,377	11,595	17,152	-	13,245	13,937	17,800
	935411	SR-80	Olive Ave	Flagler Dr	5	5			-	-	12,750	14,210	14,200
3827	930674	SR-80	Flagler Dr	Ocean Blvd	2	2	14,504	12,830	14,411	10,900	13,198	13,820	15,100
2814	930706	SR-811	Northlake Blvd	Lighthouse Dr	4	4	23,192	22,822	23,262	22,970	22,613	21,772	22,400
2828	935257	SR-811	Lighthouse Dr	Burns Rd	4	4	23,538	18,599	24,382	23,500	26,419	26,678	24,600
2826	930012	SR-811	Burns Rd	RCA Blvd	4	4	26,262	27,160	27,993	23,500	26,106	25,707	27,600
2824	930081	SR-811	RCA Blvd	PGA Blvd	4	4	23,755	26,308	26,611	30,373	24,701	19,374	20,900
2820	937220	SR-811	PGA Blvd	Hood Rd	6	6	29,957	42,098	42,954	-	52,390	48,124	38,700
	930707	SR-811	PGA Blvd	N/A	6	6			-	-	31,074	25,798	25,800
2830	930028	SR-811	Hood Rd	Donald Ross Rd	6	6	21,258	30,104	33,222	35,492	40,799	48,699	41,100
1308	930728	SR-811	Donald Ross Rd	Toney Penna Dr	6	6	23,574	25,207	30,883	31,132	34,278	37,215	33,500
1808	930082	SR-811	Toney Penna Dr	Indiantown Rd	6	6	32,158	26,804	33,507	34,067	45,722	49,911	37,700
1604	935229	SR-811	Indiantown Rd	Center St	6	6	33,675	31,130	35,033	39,500	44,994	52,999	43,000
1800	930151	SR-811	Center St	US 1	6	6	41,973	36,517	42,521	41,000	57,133	68,558	53,900