



January 11, 2022

Natalia Thais Lercari, P.E.
McMahon Associates, Inc.
2090 Palm Beach Lakes Boulevard, Suite 400
West Palm Beach, FL 33409

**RE: Towns at Tidewater aka Hypoluxo Townhomes
FLUA Amendment Policy 3.5-d Review
Round 2021-22-B**

Dear Ms. Natalia:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Analysis for the proposed Future Land Use Amendment for the above referenced project, revised January 4, 2022, 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:	South side of Hypoluxo Road, approximately 0.83 mile east of Jog Road	
PCN:	00-42-45-10-01-008-0020 <i>(other on file)</i>	
Acres:	9.24 acres	
	Current FLU	Proposed FLU
FLU:	Low Residential, 1 unit per acre (LR-1)	Medium Residential, 5 units per acre (MR-5)
Zoning:	Agricultural Residential (AR)	Single Family Residential (RS)
Density/ Intensity:	1 DU/acre	5 DUs/acre
Maximum Potential:	Single Family Detached = 9 DUs	Multifamily Low-Rise (Townhouses) = 46 DUs
Proposed Potential:	None	Multifamily Low-Rise (Townhouses) = 69 DUs (with Bonus Density)
Net Daily Trips:	247 (maximum – current) 415 (maximum – proposed)	
Net PH Trips:	21 (5/16) AM, 26 (16/10) PM (maximum) 32 (7/25) AM, 39 (25/14) 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 traffic impacts

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January 11, 2022

Page 2

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, this amendment requires a condition of approval, based on Transfer of Development Rights (TDR) and density bonus programs, to cap the project at the **proposed** development potential or equivalent trips.

Please note the proposed amendment will have an insignificant impact for the long-range and Test 2 analyses.

Please contact me at 561-684-4030 or email to DSimeus@pbcgov.org with any questions.

Sincerely,

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

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS:qg

cc: Addressee

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division

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Bryan Davis – Principal Planner, Planning Division

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Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review

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Towns at Tidewater FLUA Traffic Analysis Lake Worth Beach, FL



Prepared for

AKEL Homes

November 2021

Towns at Tidewater FLUA Traffic Analysis

Lake Worth Beach, FL

Prepared for:

AKEL Homes, LLC.

5300 W. Atlantic Avenue, Suite 505
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November 30, 2021

TABLE OF CONTENTS

Introduction	1
Traffic Volume Components	2
Roadway Capacities and Volumes	2
Project Trip Generation	2
Project Distribution	3
Radius of Influence	4
Five Year Analysis – Year 2026	4
Long Range Analysis – Year 2045	4
Five Year Analysis – Year 2026	5
Significance Analysis	5
Link Capacity Analysis	5
Long Range Analysis – Year 2045	6
Conclusions	8

LIST OF FIGURES

Figure 1 Site Location	1
Figure 2 Project Distribution	3
Figure 3 Radius of Influence	4

LIST OF TABLES

Table 1 Trip Generation Analysis	2
Table 2 AM Peak Hour Significance Analysis – Test Two	5
Table 3 PM Peak Hour Significance Analysis – Test Two	5
Table 4 Year 2045 Daily Analysis	7

APPENDICES

Appendix A	Traffic Data
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Introduction

McMahon Associates, Inc. (McMahon) has completed a Future Land Use Atlas (FLUA) traffic analysis associated with the redevelopment of land located at 5660 Ranches Road and 5597 Ranches Road, in the City of Lake Worth Beach, Florida. The properties are located within the following Parcel Control Numbers (PCNs): 00-42-45-10-01-008-0030 and 00-42-45-10-01-008-0020. The site is currently used for agriculture. The site requires a Comprehensive Plan Amendment from LR-1 to MR-5. The current maximum development under LR-1 is nine (9) single family homes. The proposed maximum development under MR-5, with an anticipated buildout year of 2024, will include 69 townhouse dwelling units. The proposed maximum development under MR-5 and the actual proposed intensity at the site are both 69 dwelling units. The site location is graphically depicted on **Figure 1**.

This analysis has evaluated the potential traffic impact of the proposed rezoning on the surrounding roadway in accordance with the Palm Beach County 2020 FLUA Amendment Application requirements.

Figure 1 Site Location



Traffic Volume Components

Roadway Capacities and Volumes

Roadway capacities and volumes were obtained from the Traffic Performance Standards (TPS) database and from the *SERPM 8 2045 Cost Feasible Adjusted Two-Way Volumes* provided by Palm Beach County. They are included in **Appendix A**.

Project Trip Generation

Using information obtained from the Palm Beach County *Trip Generation Rates*, dated March 2, 2020, trip generation estimates were developed for the current and proposed maximum land uses. As previously mentioned, the current maximum development under LR-1 is nine (9) single family homes. The proposed maximum development under MR-5 will include 69 townhouse dwelling units. The proposed maximum development under MR-5 and the actual proposed intensity at the site are both 69 dwelling units. **Table 1** summarizes the daily, AM peak hour, and PM peak hour trips. The analysis indicates that the proposed development is expected to generate an increase of 415 daily trips, 25 AM peak hour trips, and 29 PM peak hour trips.

Table 1 Trip Generation Analysis
DAILY

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
CURRENT USE								
Single Family Detached	210	9 DU	T= 10.00 (X)	50%	50%	45	45	90
PROPOSED USE								
Multifamily Low-Rise (Townhouses)	220	69 DU	T= 7.32 (X)	50%	50%	253	252	505
TOTAL						208	207	415

AM Peak Hour

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
CURRENT USE								
Single Family Detached	210	9 DU	T= 0.74 (X)	25%	75%	2	5	7
PROPOSED USE								
Multifamily Low-Rise (Townhouses)	220	69 DU	T= 0.46 (X)	23%	77%	7	25	32
TOTAL						5	20	25

PM Peak Hour

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS		
						IN	OUT	TOTAL
CURRENT USE								
Single Family Detached	210	9 DU	$\ln(T) = 0.96 \ln(X) + 0.20$	63%	37%	6	4	10
PROPOSED USE								
Multifamily Low-Rise (Townhouses)	220	69 DU	$T = 0.56 (X)$	63%	37%	25	14	39
TOTAL						19	10	29

(1) Palm Beach County Trip Generation Rates, March 2, 2020

Project Distribution

The distribution of project traffic was based on a review of the existing roadway characteristics, existing land uses, connectivity of the surrounding roadway network and location of major roadways. Driveway distributions were determined based on a review of available access to and from the site.

The resulting general traffic distribution percentages include the following:

- Hypoluxo Road west of Jog Road: 10 percent
- Hypoluxo Road west of Haverhill Road: 60 percent
- Jog Road north of Hypoluxo Road: 15 percent
- Jog Road south of Hypoluxo Road: 15 percent
- Jog Road south of Ranches Road: 15 percent

Figure 2 graphically depicts the general traffic distribution. The trip distribution percentages were applied to the net new peak hour trip generation to determine the project assignments on each of the roadway links within the project radius of influence.

Figure 2 Project Distribution



Radius of Influence

Five Year Analysis – Year 2026

The proposed project will have a radius of influence of one-half (0.5) mile, based on the TPS requirements as defined in Article 12 of the Unified Land Development Code. **Figure 3** identifies the major thoroughfare roadways within the radius of influence.

Long Range Analysis – Year 2045

The proposed project will have a radius of influence of only the directly accessed links, based on the Table 3.5-1 Significant Impact of the Palm Beach County Comprehensive Plan Future Land Use Element.

Figure 3 Radius of Influence



Five Year Analysis – Year 2026

The five-year analysis was performed for peak hour conditions in accordance with Test 2 of the TPS. Significance was determined for all major roadways within the project radius of influence. For any roadways determined to be significant, link capacity analysis was performed in accordance with Article 12.

Significance Analysis

The LOS standard for Test 2 is LOS E. For links where the project traffic will be five (5) percent or more of the LOS E roadway link capacity threshold for I-95 and three (3) percent or more of the LOS E roadway link capacity threshold for all other roadways, the project will be considered significant on that link. **Table 2** and **Table 3** summarize the significance analysis for AM and PM peak hour conditions, respectively. Results of the analysis indicate that no roadway segments are expected to be significant during AM and PM peak hour conditions.

Link Capacity Analysis

For links where the project traffic is significant, the total future traffic for Year 2026 was evaluated to determine if the roadway LOS E capacity would accommodate the projected volumes. Project traffic is not expected to be significant on any link; therefore, link capacity analysis is not required.

Table 2 AM Peak Hour Significance Analysis – Test Two

ROADWAY	FROM	TO	STATION NUMBER	FACILITY TYPE	DIR.	LOS "E" CAPACITY	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS	PROJECT SIGNIFICANCE	SIGNIFICANT IMPACT?
							PROJECT DISTRIBUTION	TRIPS	PROJECT DISTRIBUTION	TRIPS			
Hypoluxo Road	Jog Road	Site Driveway	4629	6LD	EB	2,940	40%	3	0%	0	3	0.10%	No
					WB	2,940	0%	0	40%	10	10	0.34%	No
	Site Driveway	Haverhill Road	4629	6LD	EB	2,940	0%	0	60%	15	15	0.51%	No
					WB	2,940	60%	4	0%	0	4	0.14%	No

Table 3 PM Peak Hour Significance Analysis – Test Two

ROADWAY	FROM	TO	STATION NUMBER	FACILITY TYPE	DIR.	LOS "E" CAPACITY	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS	PROJECT SIGNIFICANCE	SIGNIFICANT IMPACT?
							PROJECT DISTRIBUTION	TRIPS	PROJECT DISTRIBUTION	TRIPS			
Hypoluxo Road	Jog Road	Site Driveway	4629	6LD	EB	2,940	40%	10	0%	0	10	0.34%	No
					WB	2,940	0%	0	40%	6	6	0.20%	No
	Site Driveway	Haverhill Road	4629	6LD	EB	2,940	0%	0	60%	8	8	0.27%	No
					WB	2,940	60%	15	0%	0	15	0.51%	No

Therefore, this project meets Test 2 of the Palm Beach County TPS requirements for Year 2026 traffic conditions.

Long Range Analysis – Year 2045

Year 2045 model volumes and facility types for the roadways within the radius of influence were obtained from the *SERPM 8 2045 Cost Feasible Adjusted Two-Way Volumes* provided by Palm Beach County, and are shown in **Table 4**. The net increase in project trips resulting from the amendment were added to the Year 2045 model volumes to determine total Year 2045 traffic volumes for the study roadways.

A long range analysis was performed for daily traffic conditions. The LOS standard for long range conditions is LOS D. A project is significant on a link within the radius of development influence when the net trip increase impacting roads is greater than one percent (1%) for a volume to capacity (v/c) ratio of 1.4 or more, two percent (2%) for v/c of 1.2 or more, and three percent (3%) for v/c of less than 1.2 of the LOS D capacity on an AADT basis.

Table 4 summarizes the analysis for daily traffic conditions. Results of the analysis indicate that the project trips will not have a significant impact on any of the study roadways. Further, all roadway segments within the radius of influence will operate with a v/c ratio less than 1.2 in Year 2045 with the proposed amendment.

Therefore, this project meets the FLUA requirements for Year 2045 conditions.

TABLE 4
YEAR 2045 DAILY ANALYSIS
TOWNS AT TIDEWATER TRAFFIC ANALYSIS

ROADWAY	FROM	TO	FACILITY TYPE ⁽¹⁾	LOS "D" CAPACITY	2045 VOLUME ⁽¹⁾	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS	TRIPS FROM AVAILABLE FLUA AMENDMENTS	TRIPS FROM CONCURRENT FLUA AMENDMENTS	2045 TOTAL TRAFFIC	VOLUME / CAPACITY RATIO	SIGNIFICANCE THRESHOLD ⁽²⁾	PROJECT SIGNIFICANCE	SIGNIFICANT IMPACT?
						PROJ. DIST.	TRIPS	PROJ. DIST.	TRIPS								
							208		207								
Hypoluxo Road	Jog Road	Site Driveway	6LD	50,300	35,700	40%	83	40%	83	166	0	0	35,866	0.71	3%	0.33%	No
	Site Driveway	Haverhill Road	6LD	50,300	35,700	60%	125	60%	124	249	0	0	35,949	0.71	3%	0.50%	No

Notes:

(1) Facility Type and 2045 volume was obtained from the *SERPM 8 2045 Cost Feasible Adjusted Two-Way Volumes* provided by Palm Beach County.

(2) Significance threshold is based on Table 3.5-1 "Significant Impact" of the PBC Comprehensive Plan Future Land Use Element.

Conclusions

McMahon has completed a FLUA traffic analysis in connection with the FLUA Amendment Application for a parcel located at 5660 Ranches Road and 5597 Ranches Road, in the City of Lake Worth Beach, Florida. The parcel will include a proposed maximum of 69 townhouse dwelling units.

Results of the analysis indicate that the project meets the requirements for rezoning when considering the five-year (2026) and the long range (2045) traffic conditions.

Appendix A

Traffic Data

Input Data

ROAD NAME: Hypoluxo Rd STATION: 4629 Report Created 8/30/2021
 CURRENT YEAR: 2020 FROM: S Jog Rd
 ANALYSIS YEAR: 2024 TO: MIDPOINT
 GROWTH RATE: 1.38% COUNT DATE: 12/6/2019
 PSF: 1.03

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2361	1165	1513	2924	1543	1386
Peak Volume	2432	1200	1558	3012	1589	1428
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2432	1200	1558	3012	1589	1428

Committed Developments							Type	% Complete
Franklin Academy	84	46	38	18	8	9	NR	65%
Chimu Site	53	32	21	107	49	58	NR	0%
Lantern Key	0	0	0	0	0	0	Res	100%
Lantana Military MUPD	8	4	3	9	4	5	NR	62%
Toscana Isles	44	12	32	53	33	21	Res	50%
Plantation Lakes	0	0	0	0	0	0	Res	100%
Osprey Oaks PUD	0	0	0	0	0	0	Res	100%
Pinewood Square	5	2	3	17	9	9	NR	85%
Trinity Church International	80	48	33	28	13	15	NR	30%
DAZCO Center	0	0	0	0	0	0	NR	100%
Manatee Elem.	0	0	0	0	0	0	NR	100%
Royal Palm Presbyterian Church	13	7	6	13	6	7	NR	0%
Marquez Jones	1	0	0	1	0	0	Res	95%
Abell Property PUD	0	0	0	0	0	0	Res	100%
Lees Square	12	6	6	36	18	18	NR	75%
Lantana Square Plaza Two	0	0	0	0	0	0	NR	100%
Learning Place Academy	4	2	2	4	2	2	NR	0%
Abbingdon PUD	0	0	0	0	0	0	Res	100%
Trails Charter School	20	11	9	4	2	2	NR	85%
The Falls Commercial MUPD	43	22	22	40	20	20	NR	50%
Nash Trail Property	2	0	1	2	1	1	Res	0%
Hypoluxo Village MUPD	98	40	58	115	64	52	NR	0%
Total Committed Developments	467	232	234	447	229	219		
Total Committed Residential	47	12	33	56	34	22		
Total Committed Non-Residential	420	220	201	391	195	197		
Double Count Reduction	12	3	8	14	9	6		
Total Discounted Committed Developments	455	229	226	433	220	213		
Historical Growth	137	68	88	169	89	80		
Comm Dev+1% Growth	554	278	289	555	285	271		
Growth Volume Used	554	278	289	555	285	271		
Total Volume	2986	1478	1847	3567	1874	1699		

Lanes	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Hypoluxo Rd STATION: 4629
 CURRENT YEAR: 2020 FROM: MIDPOINT
 ANALYSIS YEAR: 2024 TO: S Haverhill Rd
 GROWTH RATE: 1.38% COUNT DATE: 12/6/2019
 PSF: 1.03

Report Created
 8/30/2021

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2361	1165	1513	2924	1543	1386
Peak Volume	2432	1200	1558	3012	1589	1428
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2432	1200	1558	3012	1589	1428

Committed Developments							Type	% Complete
Franklin Academy	84	46	38	18	8	9	NR	65%
Chimu Site	53	32	21	107	49	58	NR	0%
Lantern Key	0	0	0	0	0	0	Res	100%
Lantana Military MUPD	8	4	3	9	4	5	NR	62%
Toscana Isles	44	12	32	53	33	21	Res	50%
Plantation Lakes	0	0	0	0	0	0	Res	100%
Osprey Oaks PUD	0	0	0	0	0	0	Res	100%
Pinewood Square	5	2	3	17	9	9	NR	85%
Trinity Church International	80	48	33	28	13	15	NR	30%
DAZCO Center	0	0	0	0	0	0	NR	100%
Manatee Elem.	0	0	0	0	0	0	NR	100%
Royal Palm Presbyterian Church	13	6	7	13	7	6	NR	0%
Marquez Jones	1	0	0	1	0	0	Res	95%
Abell Property PUD	0	0	0	0	0	0	Res	100%
Lees Square	12	6	6	36	18	18	NR	75%
Lantana Square Plaza Two	0	0	0	0	0	0	NR	100%
Learning Place Academy	4	2	2	4	2	2	NR	0%
Abbingdon PUD	0	0	0	0	0	0	Res	100%
Trails Charter School	20	11	9	4	2	2	NR	85%
The Falls Commercial MUPD	43	22	22	40	20	20	NR	50%
Nash Trail Property	2	0	1	2	1	1	Res	0%
Hypoluxo Village MUPD	98	40	58	115	64	52	NR	0%
Total Committed Developments	467	231	235	447	230	218		
Total Committed Residential	47	12	33	56	34	22		
Total Committed Non-Residential	420	219	202	391	196	196		
Double Count Reduction	12	3	8	14	9	6		
Total Discounted Committed Developments	455	228	227	433	221	212		
Historical Growth	137	68	88	169	89	80		
Comm Dev+1% Growth	554	277	290	555	286	270		
Growth Volume Used	554	277	290	555	286	270		
Total Volume	2986	1477	1848	3567	1875	1698		

Lanes	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

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