



# TOWN OF JUPITER

January 15, 2015

Mr. Ray Eubanks  
State Land Planning Agency  
Florida Department of Economic Opportunity  
Caldwell Building  
107 East Madison – MSC 160  
Tallahassee, Florida 32399

RE: Adopted Amendment to the Town of Jupiter’s Comprehensive Plan - Round 2015-01

Dear Mr. Eubanks:

Attached please find:

- One (1) paper copy
- Two (2) copies on a CD-ROM in a Portable Document Format (PDF) of one (1) Comprehensive Plan Text (CPTX) amendment

Pursuant to Section 163.3184(3)(a), Florida Statutes, the Town of Jupiter is transmitting copies of the adopted amendment to the Treasure Coast Regional Planning Council (TCRPC), the South Florida Water Management District (SFWMD), the Florida Department of Environmental Protection (FDEP), the Florida Department of Transportation (FDOT) and the Florida Department of State (FDOS). The Town’s 2014-02 round of Comprehensive Plan amendments are subject to the expedited state review process, pursuant to Section 163.3184(3), Florida Statutes.

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- Table 2 (Figure 5), Table 3 (Figure 6) and Table 4 (Figure 7) –
  - Existing and future (2035) conditions for I-95 and the Florida Turnpike provided by FDOT into Tables 2 and 4, respectively. In addition, interpolated future 2020 conditions for I-95 and the Florida Turnpike and included this information into Table 3.
  - The following changes have been made based on revised Palm Beach County numbers for proposed development in Jupiter Farms, the assumption that the southern extension of Island Way will be constructed prior to 2020 and committed Hawkeye project would be partially (200,000 square feet) built in 2020 and completed by 2035:

Roadway	Link	Table	Data	Previous	Revised
Central Blvd	Roebuck Road to Church St	2 (2013)	Daily Count	15,390	12,590
Central Blvd	Roebuck Road to Church St	2 (2013)	Daily LOS	E	D
Central Blvd	Roebuck Road to Church St	2 (2013)	Peak Hour Count	1,460	1,160
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Central Blvd	Roebuck Road to Church St	3 (2020)	Daily Count	17,350	14,940
Central Blvd	Roebuck Road to Church St	3 (2020)	Daily LOS	F	D
Central Blvd	Roebuck Road to Church St	3 (2020)	Peak Hour Count	1,640	1,390
Central Blvd	Roebuck Road to Church St	3 (2020)	Peak Hour LOS	F	D
Central Blvd	Indiantown Rd to Toney Penna	3 (2020)	Daily County	34,650	23,280
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Indiantown Rd	West of the Florida Turnpike	3 (2020)	Daily Count	42,510	43,550
Indiantown Rd	West of the Florida Turnpike	3 (2020)	Peak Hour Count	3,910	4,020
Island Way	South of Indiantown Road	3 (2020)	Daily Count	1,520	9,100
Island Way	South of Indiantown Road	3 (2020)	Peak Hour Count	150	870
Jupiter Park Dr	West of Central Blvd	3 (2020)	Daily Count	11,900	7,300
Jupiter Park Dr	West of Central Blvd	3 (2020)	Daily LOS	D	C
Jupiter Park Dr	West of Central Blvd	3 (2020)	Peak Hour Count	1,190	710
Jupiter Park Dr	West of Central Blvd	3 (2020)	Peak Hour LOS	D	C
Central Blvd	Roebuck Road to Church St	4 (2035)	Daily Count	19,990	17,580
Central Blvd	Roebuck Road to Church St	4 (2035)	Peak hour Count	1,900	1,640
Indiantown Rd	West of the Florida Turnpike	4 (2035)	Daily Count	46,600	50,260
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- Figure 4 - Route #10 and the corresponding bus stops have been added to Figure 4 in response to technical assistant comments from the FDOT.

A brief description of the amendment is as follows:

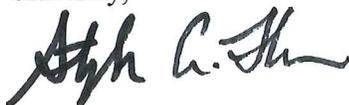
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The local contact person for information on the amendment is as follows:

David M. Kemp, AICP  
 Principal Planner  
 Department of Planning and Zoning  
 Town of Jupiter  
 210 Military Trail  
 Jupiter, Florida 33458  
 (561) 741- 2452 (phone)  
 (561) 744-3116 (Fax)  
 davidk@jupiter.fl.us

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Sincerely,



Stephanie A. Thoburn, AICP  
 Assistant of Planning and Zoning  
 Town of Jupiter

Mr. Ray Eubanks  
January 15, 2015  
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Cc: John R. Sickler, Director of Planning and Zoning (via e-mail)  
(w/o Attachments)

Attachments:

Transmittal Letter to Michael J. Busha, TCRPC  
Transmittal Letter to Gerry O'Reilly, FDOT  
Transmittal Letter to Terry Manning, SFWMD  
Transmittal Letter to Chris Stahl, FDEP  
Transmittal Letter to Deena Woodward, FDOS  
2015-01 Town Comprehensive Plan Amendment

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January 15, 2015

Mr. Michael J. Busha, AICP  
Executive Director  
Treasure Coast Regional Planning Council  
421 S.W. Camden Avenue  
Stuart, FL 34994

RE: Adopted Amendment to the Town of Jupiter's Comprehensive Plan - Round 2015-01

Dear Mr. Busha:

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Mr. Michael J. Busha

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# TOWN OF JUPITER

January 15, 2015

Mr. Gerry O'Reilly, Director of Production and Planning  
Florida Department of Transportation, District Four  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309

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Mr. Gerry O'Reilly

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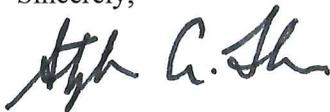
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January 15, 2015

Terry Manning, AICP  
Senior Planner  
Intergovernmental Coordination Section  
South Florida Water Management District  
3301 Gun Club Road, MSG 2640  
West Palm Beach, Florida 33406

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Central Blvd	Roebuck Road to Church St	4 (2035)	Peak hour Count	1,900	1,640
Indiantown Rd	West of the Florida Turnpike	4 (2035)	Daily Count	46,600	50,260
Indiantown Rd	West of the Florida Turnpike	4 (2035)	Peak Hour Count	4,310	4,670

- Figure 4 - Route #10 and the corresponding bus stops have been added to Figure 4 in response to technical assistant comments from the FDOT.

A brief description of the amendment is as follows:

Comprehensive Plan Amendment – Transportation Element Text (Ordinance #20-14) – To modify tables and figures pertaining to current and future traffic volumes and levels of service on roadways; sidewalk and pedestrian facilities; and the bicycle transportation master plan.

The local contact person for information on the amendment is as follows:

David M. Kemp, AICP  
 Principal Planner  
 Department of Planning and Zoning  
 Town of Jupiter  
 210 Military Trail  
 Jupiter, Florida 33458  
 (561) 741- 2452 (phone)  
 (561) 744-3116 (Fax)  
 davidk@jupiter.fl.us

If you have any further comments or questions, please feel free to contact David Kemp at your earliest convenience.

Sincerely,



Stephanie A. Thoburn, AICP  
 Assistant of Planning and Zoning  
 Town of Jupiter

Mr. Chris Stahl  
January 15, 2015  
Page 3

Cc: John R. Sickler, Director of Planning and Zoning (via e-mail)  
(w/o Attachments)

Attachments:

Transmittal Letter to Ray Eubanks, DEO  
2015-01 Town Comprehensive Plan Amendment (CD-ROM format)

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# TOWN OF JUPITER

January 15, 2015

Ms. Deena Woodward  
Historic Preservation Planner  
Bureau of Historic Preservation  
Department of State  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

RE: Adopted Amendment to the Town of Jupiter’s Comprehensive Plan - Round 2015-01

Dear Ms. Woodward:

Attached please find:

- One (1) copy on a CD-ROM in a Portable Document Format (PDF) of one (1) Comprehensive Plan Text (CPTX) amendment

Pursuant to Section 163.3184(3)(a), Florida Statutes, the Town of Jupiter is transmitting copies of the adopted amendment to the Treasure Coast Regional Planning Council (TCRPC), the Florida Department of Transportation (FDOT), and the South Florida Water Management District (SFWMD). The Town’s 2014-02 round of Comprehensive Plan amendments are subject to the expedited state review process, pursuant to Section 163.3184(3), Florida Statutes.

The Jupiter Town Council held a public hearing on the Comprehensive Plan amendment on January 6, 2015, at which time the proposed 2015-01 Comprehensive Plan Text amendment was adopted with the following minor changes that have not previously been reviewed:

- Table 1 – To reflect that the State is not the maintaining agency for a segment of Indiantown Road between from US1 to A1A and Military Trail from Indiantown Road to Donald Ross Road.
- Table 2 (Figure 5), Table 3 (Figure 6) and Table 4 (Figure 7) –
  - Existing and future (2035) conditions for I-95 and the Florida Turnpike provided by FDOT into Tables 2 and 4, respectively. In addition, interpolated future 2020 conditions for I-95 and the Florida Turnpike and included this information into Table 3.
  - The following changes have been made based on revised Palm Beach County numbers for proposed development in Jupiter Farms, the assumption that the southern extension of Island Way will be constructed prior to 2020 and committed Hawkeye project would be partially (200,000 square feet) built in 2020 and completed by 2035:

Roadway	Link	Table	Data	Previous	Revised
Central Blvd	Roebuck Road to Church St	2 (2013)	Daily Count	15,390	12,590
Central Blvd	Roebuck Road to Church St	2 (2013)	Daily LOS	E	D
Central Blvd	Roebuck Road to Church St	2 (2013)	Peak Hour Count	1,460	1,160

Indiantown Rd	Florida Turnpike to I-95	2 (2013)	Daily LOS	D	B
Indiantown Rd	Florida Turnpike to I-95	2 (2013)	Peak Hour LOS	D	B
Island Way	South of Indiantown Rd	2 (2013)	Daily LOS	C	B
Island Way	South of Indiantown Rd	2 (2013)	Peak Hour LOS	C	B
Central Blvd	Roebuck Road to Church St	3 (2020)	Daily Count	17,350	14,940
Central Blvd	Roebuck Road to Church St	3 (2020)	Daily LOS	F	D
Central Blvd	Roebuck Road to Church St	3 (2020)	Peak Hour Count	1,640	1,390
Central Blvd	Roebuck Road to Church St	3 (2020)	Peak Hour LOS	F	D
Central Blvd	Indiantown Rd to Toney Penna	3 (2020)	Daily County	34,650	23,280
Central Blvd	Indiantown Rd to Toney Penna	3 (2020)	Daily LOS	E	C
Central Blvd	Indiantown Rd to Toney Penna	3 (2020)	Peak Hour Count	3,110	2,100
Central Blvd	Indiantown Rd to Toney Penna	3 (2020)	Peak Hour LOS	D	C
Indiantown Rd	West of the Florida Turnpike	3 (2020)	Daily Count	42,510	43,550
Indiantown Rd	West of the Florida Turnpike	3 (2020)	Peak Hour Count	3,910	4,020
Island Way	South of Indiantown Road	3 (2020)	Daily Count	1,520	9,100
Island Way	South of Indiantown Road	3 (2020)	Peak Hour Count	150	870
Jupiter Park Dr	West of Central Blvd	3 (2020)	Daily Count	11,900	7,300
Jupiter Park Dr	West of Central Blvd	3 (2020)	Daily LOS	D	C
Jupiter Park Dr	West of Central Blvd	3 (2020)	Peak Hour Count	1,190	710
Jupiter Park Dr	West of Central Blvd	3 (2020)	Peak Hour LOS	D	C
Central Blvd	Roebuck Road to Church St	4 (2035)	Daily Count	19,990	17,580
Central Blvd	Roebuck Road to Church St	4 (2035)	Peak hour Count	1,900	1,640
Indiantown Rd	West of the Florida Turnpike	4 (2035)	Daily Count	46,600	50,260
Indiantown Rd	West of the Florida Turnpike	4 (2035)	Peak Hour Count	4,310	4,670

- Figure 4 - Route #10 and the corresponding bus stops have been added to Figure 4 in response to technical assistant comments from the FDOT.

A brief description of the amendment is as follows:

Comprehensive Plan Amendment – Transportation Element Text (Ordinance #20-14) – To modify tables and figures pertaining to current and future traffic volumes and levels of service on roadways; sidewalk and pedestrian facilities; and the bicycle transportation master plan.

The local contact person for information on the amendment is as follows:

David M. Kemp, AICP  
 Principal Planner  
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 210 Military Trail  
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 davidk@jupiter.fl.us

If you have any further comments or questions, please feel free to contact David Kemp at your earliest convenience.

Ms. Deena Woodward  
January 15, 2015  
Page 3

Sincerely,



Stephanie A. Thoburn, AICP  
Assistant of Planning and Zoning  
Town of Jupiter

Cc: John R. Sickler, Director of Planning and Zoning (via e-mail)  
(w/o Attachments)

Attachments:

Transmittal Letter to Ray Eubanks, DEO  
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**ORDINANCE NO. 20-14**

**AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, AMENDING ORDINANCE NO. 57-89, THE COMPREHENSIVE PLAN OF THE TOWN OF JUPITER; PROVIDING FOR AMENDMENTS TO THE TRANSPORTATION ELEMENT TO MODIFY TABLE 1 AND FIGURE 1 THEREIN TO UPDATE THE FUNCTIONAL CLASSIFICATION OF ROADWAYS WITHIN THE TOWN; PROVIDING FOR THE AMENDMENT OF TABLE 2 AND FIGURE 5 THEREIN TO REFLECT THE LEVELS OF SERVICE (LOS) ON ROADWAYS WITHIN THE TOWN AS OF 2013; PROVIDING FOR THE AMENDMENT OF TABLE 3 AND FIGURE 6 THEREIN TO REFLECT THE PROJECTED 2020 FUTURE LOS ON ROADWAYS WITHIN THE TOWN; PROVIDING FOR THE AMENDMENT OF TABLE 4 AND FIGURE 7 THEREIN TO REFLECT THE PROJECTED 2035 FUTURE LOS ON ROADWAYS WITHIN THE TOWN; PROVIDING FOR THE AMENDMENT OF FIGURE 3 THEREIN TO SHOW COLLECTOR AND ARTERIAL SIDEWALK/PEDESTRIAN FACILITIES WITHIN THE TOWN; PROVIDING FOR THE AMENDMENT OF FIGURE 4 THEREIN "THE BICYCLE TRANSPORTATION MASTER PLAN"; PROVIDING FOR THE REPEAL OF LAWS IN CONFLICT; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Town Council of the Town of Jupiter, Florida (Town), has adopted a Comprehensive Plan for the Town of Jupiter pursuant to Chapter 163, Part II, Florida Statutes, entitled the "Local Government Comprehensive Planning and Land Development Regulation Act" (the Act); and,

1           **WHEREAS**, the Florida Department of Community Affairs, now known as the  
2 Department of Economic Opportunity, has previously determined that the Town’s  
3 Comprehensive Plan was “in compliance” with the Act; and,

4           **WHEREAS**, pursuant to Section 163.3174(4)(a) of the Act, the Town’s Local Planning  
5 Agency (the LPA) has conducted a public hearing to consider the amendments proposed herein  
6 (the Amendments) and;

7           **WHEREAS**, the Amendments are set forth in Exhibit "A" which is attached hereto and  
8 incorporated herein; and,

9           **WHEREAS**, The Town Council has determined that the Amendments would be in  
10 compliance with the Act; and,

11           **WHEREAS**, pursuant to Section 163.3184(11), Florida Statutes, the Town Council has  
12 conducted a public hearing to consider the transmittal of the Amendments, and after considering  
13 public comments, and the recommendation of its staff authorized the transmittal of the  
14 Amendments to the Florida Department of Economic Opportunity, appropriate reviewing  
15 agencies and any other local government or governmental agency that has filed a written  
16 request and requested their comments pursuant to Section 163.3184(3)(b)1., Florida Statutes;

17           **WHEREAS**, the Florida Department of Economic Opportunity and appropriate reviewing  
18 agencies have reviewed the proposed Amendments for consistency with the Act and sent any  
19 comments to the Town pursuant to Section 163.3184(3)(b)2. through 4., Florida Statutes.

20           **NOW THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF**  
21 **JUPITER, FLORIDA:**

22           **Section 1.**     The whereas clauses are incorporated herein as the legislative findings of  
23 the Town Council.

24           **Section 2.**     Ordinance No. 57-89 of the Town of Jupiter, entitled "Comprehensive  
25 Plan of the Town of Jupiter," is hereby amended to reflect the changes to Tables 1, 2, 3 and 4

1 and Figures 3, 4, 5, 6 and 7 of the Transportation Element as shown in the Exhibit "A", which is  
2 attached hereto and incorporated herein.

3 **Section 3.** The Town Clerk is hereby directed to transmit the required copies of the  
4 proposed Amendments to the Comprehensive Plan to the Department of Economic Opportunity  
5 and all other parties pursuant to Section 163.3184(3)(c)2., Florida Statutes.

6 **Section 4.** Severability. If any section, paragraph, sentence, clause, phrase or  
7 word of this Ordinance is for any reason held by a court to be unconstitutional, inoperative or  
8 void, such holding shall not affect the remainder of this Ordinance.

9 **Section 5.** Repeal of Laws in Conflict. All ordinances or part of ordinances in  
10 conflict herewith are hereby repealed to the extent of such conflict.

11 **Section 6.** Effective Date. The provisions of this Ordinance shall become effective  
12 pursuant to Section 163.3184(3)(c)4., Florida Statutes.

13  
14 Attachment: Exhibit "A" - Text amendments to the Comprehensive Plan  
15

16  
17 K:\Staff\WP51\COMPPLAN\Amendments\2014-01 TE Tables & Figures\Ordinance 20-14.doc December 19, 2014

# **EXHIBIT A of Ordinance #20-14**

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Town of Jupiter Comprehensive Plan

2015-01 Amendment (Text)

January 6, 2015

**Table 1**  
**Functional classification – Existing Network**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Maintaining Agency</b>
<b>Principal Arterial</b>			
<i>Interstate</i>			
Interstate 95	Northern Town Boundary	Southern Town Boundary	State
<i>Other Freeway</i>			
Florida Turnpike	Northern Town Boundary	Southern Town Boundary	State
<i>Other Principal Arterial</i>			
Alternate A1A	US 1	Donald Ross Road	State
Indiantown Road	Florida Turnpike	US 1	State
US 1	North of Alternate A1A	Southern Town Boundary	State
<b>Minor Arterial</b>			
Donald Ross Road	Florida Turnpike	Eastern Town Boundary	Palm Beach County
Indiantown Road	Western Town Boundary	Florida Turnpike	State
Indiantown Road	US 1	A1A	State <u>Palm Beach County</u>
Military Trail	Indiantown Road	Donald Ross Road	State <u>Palm Beach County</u>
<b>Collector</b>			
<i>Major Collector</i>			
N A1A	US 1	Jupiter Beach Road	Town
N A1A	Jupiter Beach Road	Indiantown Road	Palm Beach County
S A1A	Indiantown Road	Southern Town Boundary	Palm Beach County
Center Street	Indiantown Road	Alternate A1A	Palm Beach County
Central Boulevard	Roebuck Road	Indiantown Road	Palm Beach County
Central Boulevard	Indiantown Road	Indian Creek Parkway	Palm Beach County
Central Boulevard	Indian Creek Parkway	Donald Ross Road	Palm Beach County
Indian Creek Parkway	West of Maplewood Drive	Military Trail	Palm Beach County
Island Way	Northern Town Boundary	Indiantown Road	Palm Beach County
Maplewood Drive	Indiantown Road	Toney Penna Drive	Town of Jupiter
Toney Penna Drive	Central Boulevard	Alternate A1A	
<i>Minor Collector</i>			
Church Street	West of Limestone Creek Road	Central Boulevard	Palm Beach County
Frederick Small Road	Central Boulevard	Palmwood Road	Palm Beach County
Frederick Small Road	Heights Boulevard	Central Boulevard	Town of Jupiter
Greenway Drive	Indian Creek Parkway	Frederick Small Road	Town of Jupiter
Heights Boulevard	North of Frederick Small Road	Donald Ross Road	Town of Jupiter
Jupiter Park Drive	Entrance to Jupiter Park of Commerce	Central Boulevard	Town of Jupiter
Limestone Creek Rd.	Church Street	Island Way	Palm Beach County
Loxahatchee River Rd.	Northern Town Boundary	Center Street	Palm Beach County
Maplewood Drive	Toney Penna Drive	Indian Creek Parkway	Town of Jupiter
Ocean Way	US 1	A1A	Town of Jupiter
Parkside Drive	Greenway Drive	Donald Ross Road	Town of Jupiter
Pennock Lane	Center Street	Toney Penna Drive	Town of Jupiter
Riverside Drive	Northern Town Boundary	Alternate A1A	Town of Jupiter
Roebuck Road	Central Boulevard	Loxahatchee River Road	Palm Beach County
University Drive	Parkside Drive	Military Trail	Town of Jupiter
<b>Local Road</b>			
Bush Road	Indiantown Road	Toney Penna Drive	Town of Jupiter
Dakota Drive	Greenway Drive	Military Trail	Town of Jupiter
Jupiter Lakes Blvd.	Military Trail	Old Dixie Highway	Town of Jupiter
Longshore Drive	Northfork Drive	Central Boulevard	Town of Jupiter
Loxahatchee Drive	Center Street	Toney Penna Drive	Town of Jupiter
Marcinski Road	Intracoastal Waterway	A1A	Palm Beach County
Old Dixie Highway	Center Street	Jupiter Lakes Boulevard	Town of Jupiter

Source: Palm Beach County 2010 Federal Functional Classification – Florida Department of Transportation

**TABLE 2  
JUPITER TRANSPORTATION ELEMENT  
EXISTING CONDITIONS (2013)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily (1)</b>	<b>LOS D Two-way Peak Hour</b>	<b>2013 PSWADT Count</b>	<b>LOS (4)</b>	<b>2013 Two-way Peak Hour</b>	<b>LOS (4)</b>
<b>A1A</b>								
US 1	Jupiter Beach Rd	2L	15,200	1,480	8,230	C	710	C
Jupiter Beach Rd	Indiantown Road	2L	15,200	1,480	10,710	D	970	C
Indiantown Road	Marcinski Road	2L	15,200	1,480	7,650	C	640	C
Donald Ross Road	Marcinski Road	2L	15,200	1,480	5,810	C	560	C
<b>Alternate A1A</b>								
US 1	Center Street	6LD	50,300	4,880	40,440	D	3,310	C
Center Street	Indiantown Road	6LD	50,300	4,880	32,240	C	2,600	C
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	31,270	C	2,730	C
Toney Penna Drive	Frederick Small Road	6LD	50,300	4,880	31,270	C	2,730	C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	26,240	C	2,280	C
<b>Bush Rd</b>								
Indiantown Road	Toney Penna Drive	2L	8,500 (3)	1,010	4,320	B	400	B
<b>Center Street</b>								
Indiantown Road	Loxahatchee River Road	2L	15,500 (2)	1,480 (2)	15,170	D	1,410	D
Loxahatchee River Road	Alternate A1A	2L	20,700 (2)	1,990 (2)	16,010	E	1,510	E
<b>Central Boulevard</b>								
Roebuck Road	Church Street	3L	15,200	1,480	<del>15,390</del> 12,590	<del>E</del> D	<del>1,460</del> 1,160	D
Church Street	Indiantown Road	2L	15,200	1,480	15,390	E	1,460	D
Indiantown Road	Toney Penna Drive	4LD	33,200	3,220	27,410	D	2,480	D
Toney Penna Drive	Maplewood Drive	4LD	33,200	3,220	20,150	C	1,880	C
Indian Creek Parkway	Frederick Small Road	4LD	33,200	3,220	13,330	C	1,290	C
Frederick Small Road	Donald Ross Road	4LD	33,200	3,220	16,220	C	1,490	C
<b>Church Street</b>								
Limestone Creek Road	Central Boulevard	2L	15,200	1,480	5,560	C	1,130	D
<b>Dakota Dr</b>								
Greenway Dr	Central Boulevard	2L	13,100 (3)	1,530	1,960	A	220	A
Central Boulevard	Military Trail	2L	9,700 (3)	1,120	2,670	A	290	A
<b>Donald Ross Road</b>								
I-95/Turnpike	Heights Blvd	6LD	50,300	4,880	34,810	C	3,320	C
Heights Blvd	Central Boulevard	6LD	50,300	4,880	30,000	C	2,870	C
Central Boulevard	Military Trail	6LD	50,300	4,880	28,240	C	2,490	C
Military Trail	Alternate A1A	6LD	50,300	4,880	28,240	C	2,490	C
Alternate A1A	Prosperity Farms Rd	4LD	33,200	3,220	27,770	D	2,410	C
East of Prosperity Farms Rd		4LD	33,200	3,220	27,540	D	2,630	D
<b>Frederick Small Road</b>								
Parkside Drive	Central Boulevard	2L	11,700 (3)	1,370	6,370	B	660	B
Central Boulevard	Military Trail	4LD	33,200	3,220	8,410	C	900	C
Military Trail	Alternate A1A	2L	15,200	1,480	9,290	C	870	C
Alternate A1A	Palmwood Drive	2L	15,200	1,480	3,800	C	390	C
<b>Greenway Dr</b>								
Jeaga Dr	Indian Creek Parkway	2L	11,300 (3)	1,150	7,110	B	720	B
<b>Heights Boulevard</b>								
North of Frederick Small Road		2L	11,700 (3)	1,370	5,100	A	500	B
Frederick Small Road	Donald Ross Road	2L	11,500 (3)	1,370	7,050	B	700	B
<b>I-95</b>								
<u>Martin County Line</u>	<u>Indiantown Road</u>	<u>6L</u>	<u>116,600</u>	<u>10,060</u>	<u>67,000</u>	<u>B</u>	<u>6,030</u>	<u>B</u>
<u>Indiantown Road</u>	<u>Donald Ross Road</u>	<u>10L</u>	<u>194,500</u>	<u>16,840</u>	<u>95,280</u>	<u>B</u>	<u>8,580</u>	<u>B</u>
<b>Indian Creek Parkway</b>								
Maplewood Drive	Central Boulevard	4LD	33,200	3,220	16,910	C	1,550	C
Central Boulevard	Military Trail	4LD	33,200	3,220	11,890	C	1,110	C
<b>Indiantown Road</b>								
West of Florida's Turnpike		6LD	50,300	4,880	28,740	C	2,730	C
Florida's Turnpike	I-95	5LD	46,000	4,460	44,190	<del>D</del> B	4,120	<del>D</del> B
I-95	Island Way	6LD	50,300	4,880	57,820	F	5,330	F
Island Way	Central Boulevard	6LD	50,300	4,880	54,120	F	4,810	D
Central Boulevard	Center Street	6LD	50,300	4,880	53,040	E	4,300	D
Center Street	Military Trail	6LD	50,300	4,880	45,170	D	3,760	C

**TABLE 2  
JUPITER TRANSPORTATION ELEMENT  
EXISTING CONDITIONS (2013)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily (1)</b>	<b>LOS D Two-way Peak Hour</b>	<b>2013 PSWADT Count</b>	<b>LOS (4)</b>	<b>2013 Two-way Peak Hour</b>	<b>LOS (4)</b>
Military Trail	Alternate A1A	6LD	50,300	4,880	41,730	D	3,430	C
Alternate A1A	US 1	6LD	50,300	4,880	28,520	C	2,340	C
US 1	Ocean Boulevard	4LD	33,200	3,220	15,680	C	1,350	C
<b>Island Way</b>								
North of Indiantown Rd		4LD	32,700	3,110	11,070	C	1,090	C
South of Indiantown Rd		2L	15,200	1,480	1,440	E B	140	E B
<b>Jupiter Park Drive</b>								
West of Central Boulevard		2L	10,300 (3)	1,240	9,150	C	860	C
<b>Limestone Creek Road</b>								
Church Street	Island Way	2L	8,300 (3)	980	2,790	A	360	B
<b>Longshore Drive</b>								
Northfork Drive	Central Boulevard	2L	10,000 (3)	1,170	5,510	B	510	B
<b>Loxahatchee Drive</b>								
Center Street	Indiantown Road	2L	7,400 (3)	840	1,710	A	230	A
Indiantown Road	Toney Penna Drive	2L	7,100 (3)	810	1,170	A	100	A
<b>Loxahatchee River Road</b>								
Palm Beach County Line	Roebuck Road	2L	15,200	1,480	3,030	C	240	C
Roebuck Road	Center Street	2L	15,200	1,480	9,600	C	860	C
<b>Maplewood Drive</b>								
Indiantown Road	Toney Penna Drive	4LD	22,500 (3)	2,660	13,570	B	1,190	B
Toney Penna Drive	Indian Creek Parkway	2L	13,400 (3)	1,610	9,180	B	1,130	C
<b>Marcinski Road</b>								
Intracoastal	US 1	4LD	33,200	3,220	8,780	C	680	C
US 1	Ocean Boulevard	3L	15,200	1,480	3,580	C	360	C
<b>Military Trail</b>								
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	24,120	C	2,000	C
Toney Penna Drive	Indian Creek Parkway	6LD	50,300	4,880	24,120	C	2,000	C
Indian Creek Parkway	Frederick Small Road	6LD	50,300	4,880	29,340	C	2,530	C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	34,690	C	3,100	C
<b>Old Dixie Highway</b>								
Toney Penna Drive	Jupiter Lakes Blvd	2L	9,100 (3)	1,040	5,300	B	440	B
<b>Parkside Dr</b>								
Donald Ross Road	University Dr	4LD	21,500 (3)	2,440	6,520	A	650	A
<b>Pennock Lane</b>								
Center Street	Indiantown Road	2L	7,100 (3)	800	3,550	B	320	A
Indiantown Road	Toney Penna Drive	2L	10,000 (3)	1,180	4,300	A	390	A
<b>Riverside Drive</b>								
Alternate A1A	Seabrook Rd	2L	9,500 (3)	980	9,220	C	780	C
Seabrook Rd	Tequesta Dr	2L	9,000 (3)	960	5,030	B	420	B
<b>Roebuck Road</b>								
Central Boulevard	Loxahatchee River Road	2L	15,200	1,480	5,167	C	515	C
<b>Toney Penna Drive</b>								
Central Boulevard	Maplewood Drive	2L	11,000 (3)	1,310	8,860	C	780	C
Maplewood Drive	Military Trail	2L	11,100 (3)	1,350	11,830	D	1,130	D
Military Trail	Alternate A1A	2L	9,600 (3)	1,120	9,250	C	810	C
<b>Turnpike</b>								
Indiantown Road	Donald Ross Road	4L	74,400	6,700	39,000	B	3,750	B
<b>University Drive</b>								
Parkside Drive	Central Boulevard	2L	7,800 (3)	890	2,590	A	220	A
Central Boulevard	Military Trail	4LD	20,100 (3)	2,430	4,340	A	450	A
<b>US 1</b>								
Alternate A1A	Ocean Boulevard	4LD	33,200	3,220	20,680	C	1,840	C
Ocean Boulevard	Indiantown Road	4LD	33,200	3,220	20,680	C	1,840	C
Indiantown Road	Marcinski Road	4LD	33,200	3,220	24,390	C	2,140	C
Marcinski Road	Donald Ross Road	4LD	33,200	3,220	27,700	D	2,340	C

**NOTES:**

- (1) LOS D for State/County Roads and LOS C for Town Roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F)

**TABLE 3  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2020)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily <sup>(1)</sup></b>	<b>LOS D Two-way Peak Hour</b>	<b>2020 PSWADT LOS Volume <sup>(4)</sup></b>	<b>2020 Two-way LOS Peak Hour <sup>(4)</sup></b>
<b>A1A</b>						
US 1	Jupiter Beach Rd	2L	15,200	1,480	12,000 D	1,040 D
Jupiter Beach Rd	Indiantown Road	2L	15,200	1,480	13,490 D	1,210 D
Indiantown Road	Marcinski Road	2L	15,200	1,480	8,700 C	740 C
Donald Ross Road	Marcinski Road	2L	15,200	1,480	6,240 C	600 C
<b>Alternate A1A</b>						
US 1	Center Street	6LD	50,300	4,880	45,460 D	3,780 C
Center Street	Indiantown Road	6LD	50,300	4,880	37,660 C	3,100 C
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	38,290 C	3,410 C
Toney Penna Drive	Frederick Small Road	6LD	50,300	4,880	32,240 C	2,910 C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	31,430 C	2,780 C
<b>Bush Road</b>						
Indiantown Road	Toney Penna Drive	2L	8,500 <sup>(3)</sup>	1,010	4,590 B	420 B
<b>Center Street</b>						
Indiantown Road	Loxahatchee River Road	2L	15,500 <sup>(2)</sup>	1,480 <sup>(2)</sup>	17,880 F	1,680 F
Loxahatchee River Road	Alternate A1A	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	18,200 F	1,690 F
<b>Central Boulevard</b>						
Roebuck Road	Church Street	3L	15,200	1,480	14,940 D	1,390 D
Church Street	Indiantown Road	2L	15,200	1,480	17,860 F	1,700 F
Indiantown Road	Toney Penna Drive	4LD	33,200	3,220	23,280 C	2,100 C
Toney Penna Drive	Maplewood Drive	4LD	33,200	3,220	26,630 D	2,520 D
Indian Creek Parkway	Frederick Small Road	4LD	33,200	3,220	20,260 C	1,990 C
Frederick Small Road	Donald Ross Road	4LD	33,200	3,220	26,080 D	2,410 C
<b>Church Street</b>						
Limestone Creek Road	Central Boulevard	2L	15,200	1,480	3,660 C	620 C
<b>Dakota Dr</b>						
Greenway Dr	Central Boulevard	2L	13,100 <sup>(3)</sup>	1,530	4,490 A	510 A
Central Boulevard	Military Trail	2L	9,700 <sup>(3)</sup>	1,120	6,250 B	680 C
<b>Donald Ross Road</b>						
I-95/Turnpike	Parkside Drive	6LD	50,300	4,880	51,130 E	4,910 E
Parkside Drive	Central Boulevard	6LD	50,300	4,880	40,300 D	3,880 D
Central Boulevard	Military Trail	6LD	50,300	4,880	39,770 D	3,540 C
Military Trail	Alternate A1A	6LD	50,300	4,880	39,970 D	3,680 C
Alternate A1A	Prosperity Farms Rd	6LD	50,300	4,880	36,250 C	3,180 C
East of Prosperity Farms Rd		4LD	33,200	3,220	33,580 E	3,190 D
<b>Frederick Small Road</b>						
Parkside Drive	Central Boulevard	2L	11,700 <sup>(3)</sup>	1,370	7,030 B	730 B
Central Boulevard	Military Trail	4LD	33,200	3,220	10,270 C	1,110 C
Military Trail	Alternate A1A	2L	15,200	1,480	12,030 D	1,110 D
Alternate A1A	Palmwood Drive	2L	15,200	1,480	4,430 C	460 C
<b>Greenway Dr</b>						
Jeaga Dr	Indian Creek Parkway	2L	11,300 <sup>(3)</sup>	1,150	8,680 C	880 C
<b>Heights Boulevard</b>						
North of Frederick Small Road		2L	11,700 <sup>(3)</sup>	1,370	5,470 B	530 B
Frederick Small Road	Donald Ross Road	2L	11,500 <sup>(3)</sup>	1,370	7,550 B	750 B
<b>I-95</b>						
Martin County Line	Indiantown Road	6L	116,600	10,060	80,430 C	7,240 C
Indiantown Road	Donald Ross Road	10L	194,500	16,840	106,100 B	9,550 B
<b>Indian Creek Parkway</b>						
Maplewood Drive	Central Boulevard	4LD	33,200	3,220	22,150 C	2,050 C
Central Boulevard	Military Trail	4LD	33,200	3,220	14,610 C	1,300 C
<b>Indiantown Road</b>						
West of Florida's Turnpike		6LD	50,300	4,880	43,550 D	4,020 D
Florida's Turnpike	I-95	5LD	46,000	4,460	50,520 F	4,890 F
I-95	Island Way	6LD	50,300	4,880	73,190 F	6,690 F
Island Way	Central Boulevard	6LD	50,300	4,880	63,350 F	5,700 F
Central Boulevard	Center Street	6LD	50,300	4,880	67,800 F	5,540 F
Center Street	Military Trail	6LD	50,300	4,880	61,120 F	5,110 E

**TABLE 3  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2020)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily (1)</b>	<b>LOS D Two-way Peak Hour</b>	<b>2020 PSWADT Volume (4)</b>	<b>LOS (4)</b>	<b>2020 Two-way Peak Hour (4)</b>	<b>LOS (4)</b>
Military Trail	Alternate A1A	6LD	50,300	4,880	52,670	E	4,440	D
Alternate A1A	US 1	6LD	50,300	4,880	40,840	D	3,470	C
US 1	Ocean Boulevard	4LD	33,200	3,220	19,580	C	1,710	C
<b>Island Way</b>								
North of Indiantown Rd		4LD	33,200	3,220	20,700	C	2,000	C
South of Indiantown Rd		2L	15,200	1,480	<u>9,010</u>	C	<u>870</u>	C
<b>Jupiter Park Drive</b>								
West of Central Boulevard		2L	10,300 (3)	1,240	<u>7,300</u>	<u>C</u>	<u>710</u>	<u>C</u>
<b>Limestone Creek Road</b>								
Church Street	Island Way	2L	8,300 (3)	980	4,330	B	680	C
<b>Longshore Drive</b>								
Northfork Drive	Central Boulevard	2L	10,000 (3)	1,170	5,860	B	540	B
<b>Loxahatchee Drive</b>								
Center Street	Indiantown Road	2L	7,400 (3)	840	1,890	A	250	A
Indiantown Road	Toney Penna Drive	2L	7,100 (3)	810	1,370	A	120	A
<b>Loxahatchee River Road</b>								
Palm Beach County Line	Roebuck Road	2L	15,200	1,480	3,160	C	260	C
Roebuck Road	Center Street	2L	15,200	1,480	10,280	C	930	C
<b>Maplewood Drive</b>								
Indiantown Road	Toney Penna Drive	4LD	22,500 (3)	2,660	14,640	B	1,290	B
Toney Penna Drive	Indian Creek Parkway	2L	13,400 (3)	1,610	9,890	C	1,220	C
<b>Marcinski Road</b>								
Intracoastal	US 1	4LD	33,200	3,220	9,410	C	730	C
US 1	Ocean Boulevard	3L	15,200	1,480	3,830	C	390	C
<b>Military Trail</b>								
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	31,880	C	2,730	C
Toney Penna Drive	Indian Creek Parkway	6LD	50,300	4,880	33,710	C	2,880	C
Indian Creek Parkway	Frederick Small Road	6LD	50,300	4,880	37,470	C	3,320	C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	46,010	D	4,110	D
<b>Old Dixie Highway</b>								
Toney Penna Drive	Jupiter Lakes Blvd	2L	9,100	1,040	9,270	D	740	C
<b>Parkside Dr</b>								
Donald Ross Road	University Dr	4LD	21,500 (3)	2,440	11,870	B	1,190	B
<b>Pennock Lane</b>								
Center Street	Indiantown Road	2L	7,100 (3)	800	3,860	B	350	B
Indiantown Road	Toney Penna Drive	2L	10,000 (3)	1,180	4,670	B	420	A
<b>Riverside Drive</b>								
Alternate A1A	Seabrook Rd	2L	9,500 (3)	980	9,880	D	830	D
Seabrook Rd	Tequesta Dr	2L	9,000 (3)	960	5,390	B	450	B
<b>Roebuck Road</b>								
Central Boulevard	Loxahatchee River Road	2L	12,300	1,480	6,122	C	598	C
<b>Toney Penna Drive</b>								
Central Boulevard	Maplewood Drive	2L	11,000 (3)	1,310	11,680	D	1,040	C
Maplewood Drive	Military Trail	2L	11,100 (3)	1,350	14,850	E	1,430	E
Military Trail	Alternate A1A	2L	9,600 (3)	1,120	12,900	F	1,170	E
<b>Turnpike</b>								
Indiantown Road	Donald Ross Road	4L	74,400	6,700	48,670	C	4,660	C
<b>University Drive</b>								
Parkside Drive	Central Boulevard	2L	7,800 (3)	890	4,990	B	420	B
Central Boulevard	Military Trail	4LD	20,100 (3)	2,430	8,170	A	850	B
<b>US 1</b>								
Alternate A1A	Ocean Boulevard	4LD	33,200	3,220	23,860	C	2,120	C
Ocean Boulevard	Indiantown Road	4LD	33,200	3,220	26,060	D	2,340	C
Indiantown Road	Marcinski Road	4LD	33,200	3,220	29,470	D	2,660	D
Marcinski Road	Donald Ross Road	4LD	33,200	3,220	31,780	D	2,670	D

**NOTES:**

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**TABLE 4  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2035)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily</b> <sup>(1)</sup>	<b>LOS D Two-way Peak Hour</b>	<b>2035 PSWADT LOS Volume</b> <sup>(4)</sup>	<b>2035 Two-way LOS Peak Hour</b> <sup>(4)</sup>
<b>A1A</b>						
US 1	Jupiter Beach Rd	2L	15,200	1,480	21,560	F 1,880 F
Jupiter Beach Rd	Indiantown Road	2L	15,200	1,480	20,340	F 1,810 F
Indiantown Road	Marcinski Road	2L	15,200	1,480	10,540	D 910 C
Donald Ross Road	Marcinski Road	2L	15,200	1,480	7,250	C 700 C
<b>Alternate A1A</b>						
US 1	Center Street	6LD	50,300	4,880	53,980	F 4,510 D
Center Street	Indiantown Road	6LD	50,300	4,880	45,330	D 3,780 C
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	46,780	D 4,230 D
Toney Penna Drive	Frederick Small Road	6LD	50,300	4,880	37,250	C 3,250 C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	38,260	C 3,460 C
<b>Bush Road</b>						
Indiantown Road	Toney Penna Drive	2L	8,500 <sup>(3)</sup>	1,010	5,130	B 470 B
<b>Center Street</b>						
Indiantown Road	Loxahatchee River Road	2L	15,500 <sup>(2)</sup>	1,480 <sup>(2)</sup>	19,870	F 1,890 F
Loxahatchee River Road	Alternate A1A	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	20,270	F 1,900 F
<b>Central Boulevard</b>						
Roebuck Road	Church Street	3L	15,200	1,480	17,580	F 1,640 F
Church Street	Indiantown Road	2L	15,200	1,480	20,860	F 1,990 F
Indiantown Road	Toney Penna Drive	4LD	33,200	3,220	27,730	D 2,500 D
Toney Penna Drive	Maplewood Drive	4LD	33,200	3,220	31,460	D 2,990 D
Indian Creek Parkway	Frederick Small Road	4LD	33,200	3,220	24,700	C 2,450 D
Frederick Small Road	Donald Ross Road	4LD	33,200	3,220	31,470	D 2,920 D
<b>Church Street</b>						
Limestone Creek Road	Central Boulevard	2L	15,200	1,480	4,100	C 690 C
<b>Dakota Dr</b>						
Greenway Dr	Central Boulevard	2L	13,100 <sup>(3)</sup>	1,530	6,300	B 710 B
Central Boulevard	Military Trail	2L	9,700 <sup>(3)</sup>	1,120	8,800	C 960 D
<b>Donald Ross Road</b>						
I-95/Turnpike	Parkside Drive	6LD	50,300	4,880	67,320	F 6,490 F
Parkside Drive	Central Boulevard	6LD	50,300	4,880	50,890	E 4,900 E
Central Boulevard	Military Trail	6LD	50,300	4,880	48,900	D 4,360 D
Military Trail	Alternate A1A	6LD	50,300	4,880	45,130	D 3,940 D
Alternate A1A	Prosperity Farms Rd	6LD	50,300	4,880	42,910	D 3,770 C
East of Prosperity Farms Rd		4LD	33,200	3,220	40,110	F 3,820 F
<b>Frederick Small Road</b>						
Parkside Drive	Central Boulevard	2L	11,700 <sup>(3)</sup>	1,370	7,930	B 820 C
Central Boulevard	Military Trail	4LD	33,200	3,220	12,140	C 1,330 C
Military Trail	Alternate A1A	2L	15,200	1,480	14,500	D 1,350 D
Alternate A1A	Palmwood Drive	2L	15,200	1,480	5,550	C 590 C
<b>Greenway Dr</b>						
Jeaga Dr	Indian Creek Parkway	2L	11,300 <sup>(3)</sup>	1,150	9,800	C 990 C
<b>Heights Boulevard</b>						
North of Frederick Small Road		2L	11,700 <sup>(3)</sup>	1,370	6,680	B 650 B
Frederick Small Road	Donald Ross Road	2L	11,500 <sup>(3)</sup>	1,370	9,440	C 940 C
<b>I-95 (2040 projection)</b>						
Martin County Line	Indiantown Road	6L	116,600	10,060	118,800	D 10,690 D
Indiantown Road	Donald Ross Road	10L	194,500	16,840	137,000	C 12,330 C
<b>Indian Creek Parkway</b>						
Maplewood Drive	Central Boulevard	4LD	33,200	3,220	36,400	F 2,470 D
Central Boulevard	Military Trail	4LD	33,200	3,220	18,420	C 1,690 C
<b>Indiantown Road</b>						
West of Florida's Turnpike		6LD	50,300	4,880	50,260	D 4,670 D
Florida's Turnpike	I-95	5LD	46,000	4,460	58,010	F 5,610 F
I-95	Island Way	6LD	50,300	4,880	83,390	F 7,610 F
Island Way	Central Boulevard	6LD	50,300	4,880	68,060	F 6,090 F
Central Boulevard	Center Street	6LD	50,300	4,880	75,740	F 6,210 F
Center Street	Military Trail	6LD	50,300	4,880	68,730	F 5,810 F

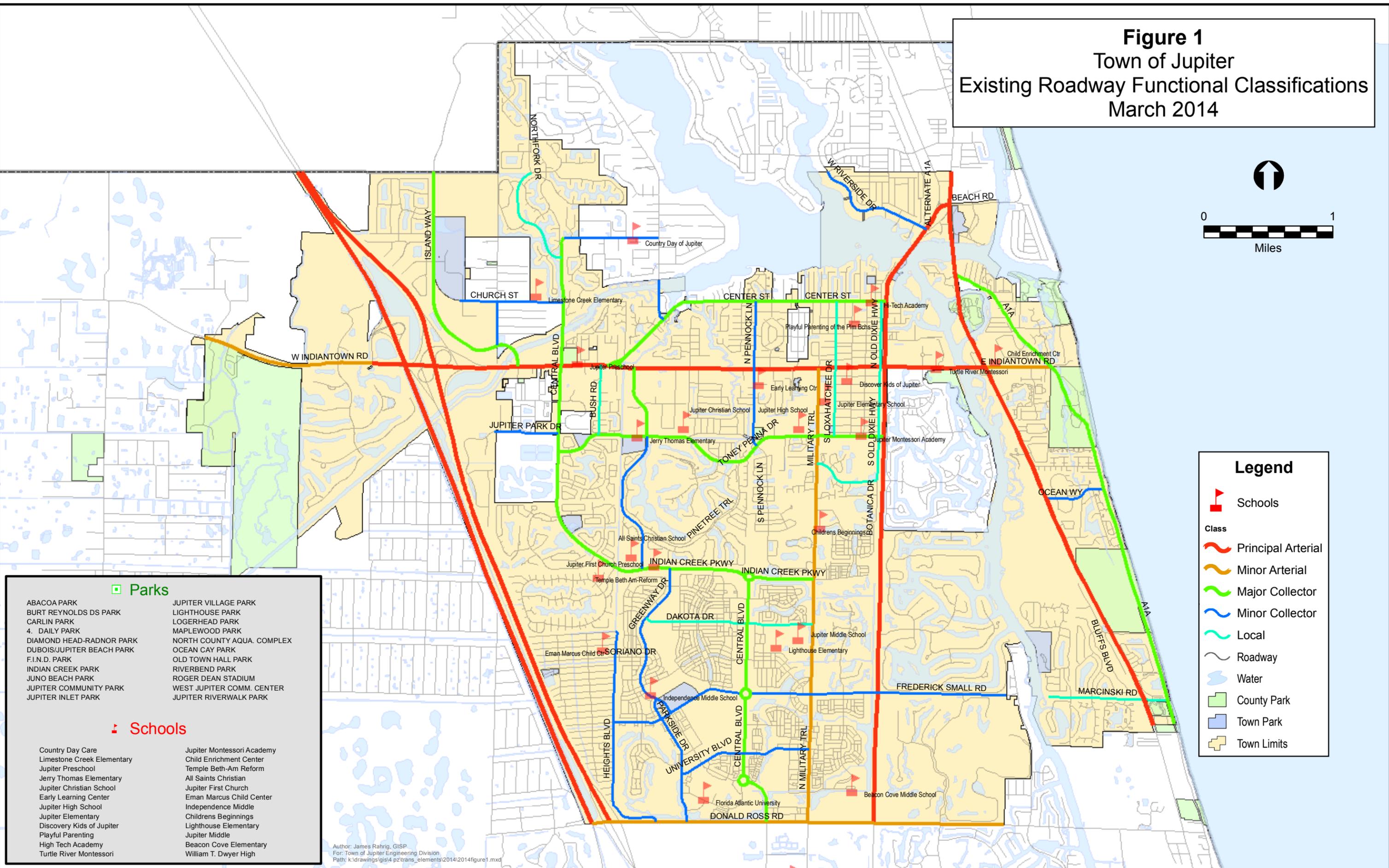
**TABLE 4  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2035)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily <sup>(1)</sup></b>	<b>LOS D Two-way Peak Hour</b>	<b>2035 PSWADT LOS Volume <sup>(4)</sup></b>	<b>2035 Two-way LOS Peak Hour <sup>(4)</sup></b>	
Military Trail	Alternate A1A	6LD	50,300	4,880	61,010 F	5,230 F	
Alternate A1A	US 1	6LD	50,300	4,880	52,100 E	4,560 D	
US 1	Ocean Boulevard	4LD	33,200	3,220	25,870 D	2,330 C	
<b>Island Way</b>							
North of Indiantown Rd		4LD	33,200	3,220	27,650 D	2,710 D	
South of Indiantown Rd		2L	15,200	1,480	12,350 D	1,300 D	
<b>Jupiter Park Drive</b>							
West of Central Boulevard		2L	10,300 <sup>(3)</sup>	1,240	10,400 D	1,050 D	
<b>Limetone Creek Road</b>							
Church Street	Island Way	2L	8,300 <sup>(3)</sup>	980	5,790 B	840 D	
<b>Longshore Drive</b>							
Northfork Drive	Central Boulevard	2L	10,000 <sup>(3)</sup>	1,170	6,990 B	650 B	
<b>Loxahatchee Drive</b>							
Center Street	Indiantown Road	2L	7,400 <sup>(3)</sup>	840	2,350 A	310 A	
Indiantown Road	Toney Penna Drive	2L	7,100 <sup>(3)</sup>	810	1,870 A	170 A	
<b>Loxahatchee River Road</b>							
Palm Beach County Line	Roebuck Road	2L	15,200	1,480	3,360 C	280 C	
Roebuck Road	Center Street	2L	15,200	1,480	11,230 D	1,020 C	
<b>Maplewood Drive</b>							
Indiantown Road	Toney Penna Drive	4LD	22,500 <sup>(3)</sup>	2,660	16,980 C	1,500 B	
Toney Penna Drive	Indian Creek Parkway	2L	13,400 <sup>(3)</sup>	1,610	11,470 C	1,410 D	
<b>Marcinski Road</b>							
Intracoastal	US 1	4LD	33,200	3,220	10,920 C	890 C	
US 1	Ocean Boulevard	3L	15,200	1,480	4,450 C	450 C	
<b>Military Trail</b>							
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	39,310 D	3,430 C	
Toney Penna Drive	Indian Creek Parkway	6LD	50,300	4,880	41,940 D	3,650 C	
Indian Creek Parkway	Frederick Small Road	6LD	50,300	4,880	41,330 D	3,480 C	
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	54,070 F	4,850 D	
<b>Old Dixie Highway</b>							
Toney Penna Drive	Jupiter Lakes Blvd	2L	9,100	1,040	11,650 F	950 D	
<b>Parkside Dr</b>							
Donald Ross Road	University Dr	4LD	21,500 <sup>(3)</sup>	2,440	15,690 B	1,860 C	
<b>Pennock Lane</b>							
Center Street	Indiantown Road	2L	7,100 <sup>(3)</sup>	800	4,650 B	420 B	
Indiantown Road	Toney Penna Drive	2L	10,000 <sup>(3)</sup>	1,180	5,580 B	510 B	
<b>Riverside Drive</b>							
Alternate A1A	Seabrook Rd	2L	9,500 <sup>(3)</sup>	980	11,470 D	970 D	
Seabrook Rd	Tequesta Dr	2L	9,000 <sup>(3)</sup>	960	6,260 B	520 B	
<b>Roebuck Road</b>							
Central Boulevard	Loxahatchee River Road	2L	15,200	1,480	6,980 C	680 C	
<b>Toney Penna Drive</b>							
Central Boulevard	Maplewood Drive	2L	11,000 <sup>(3)</sup>	1,310	14,210 E	1,290 D	
Maplewood Drive	Military Trail	2L	11,100 <sup>(3)</sup>	1,350	17,990 F	1,760 F	
Military Trail	Alternate A1A	2L	9,600 <sup>(3)</sup>	1,120	14,350 F	1,260 F	
<b>Turnpike (2040 projection)</b>							
Indiantown Road	Donald Ross Road	4L	74,400	6,700	76,300 E	7,250 F	
<b>University Drive</b>							
Parkside Drive	Central Boulevard	2L	7,800	890	6,700 C	850 D	
Central Boulevard	Military Trail	4LD	7,500	830	10,900 B	1,420 C	
<b>US 1</b>							
Alternate A1A	Ocean Boulevard	4LD	33,200	3,220	25,080 D	2,220 C	
Ocean Boulevard	Indiantown Road	4LD	33,200	3,220	36,623 F	3,260 E	
Indiantown Road	Marcinski Road	4LD	33,200	3,220	36,610 F	3,370 E	
Marcinski Road	Donald Ross Road	4LD	33,200	3,220	39,150 F	3,330 E	

**NOTES:**

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- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F)

**Figure 1**  
**Town of Jupiter**  
**Existing Roadway Functional Classifications**  
**March 2014**



**Legend**

- Schools
- Class**
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Roadway
- Water
- County Park
- Town Park
- Town Limits

**█ Parks**

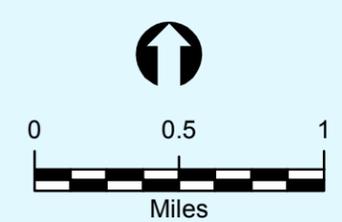
ABACOA PARK	JUPITER VILLAGE PARK
BURT REYNOLDS DS PARK	LIGHTHOUSE PARK
CARLIN PARK	LOGGERHEAD PARK
4. DAILY PARK	MAPLEWOOD PARK
DIAMOND HEAD-RADNOR PARK	NORTH COUNTY AQUA. COMPLEX
DUBOIS/JUPITER BEACH PARK	OCEAN CAY PARK
F.I.N.D. PARK	OLD TOWN HALL PARK
INDIAN CREEK PARK	RIVERBEND PARK
JUNO BEACH PARK	ROGER DEAN STADIUM
JUPITER COMMUNITY PARK	WEST JUPITER COMM. CENTER
JUPITER INLET PARK	JUPITER RIVERWALK PARK

**▲ Schools**

Country Day Care	Jupiter Montessori Academy
Limestone Creek Elementary	Child Enrichment Center
Jupiter Preschool	Temple Beth-Am Reform
Jerry Thomas Elementary	All Saints Christian
Jupiter Christian School	Jupiter First Church
Early Learning Center	Eman Marcus Child Center
Jupiter High School	Independence Middle
Jupiter Elementary	Lighthouse Elementary
Discovery Kids of Jupiter	Jupiter Middle
Playful Parenting	Beacon Cove Elementary
High Tech Academy	William T. Dwyer High
Turtle River Montessori	

Author: James Rahrig, GISP  
 For: Town of Jupiter Engineering Division  
 Path: k:\drawings\gis\4 pz\trans\_elements\2014\2014figure1.mxd

**FIGURE 3**  
**Town of Jupiter**  
**Transportation Element**  
**Collector & Arterial**  
**Sidewalk / Pedestrian Facilities**

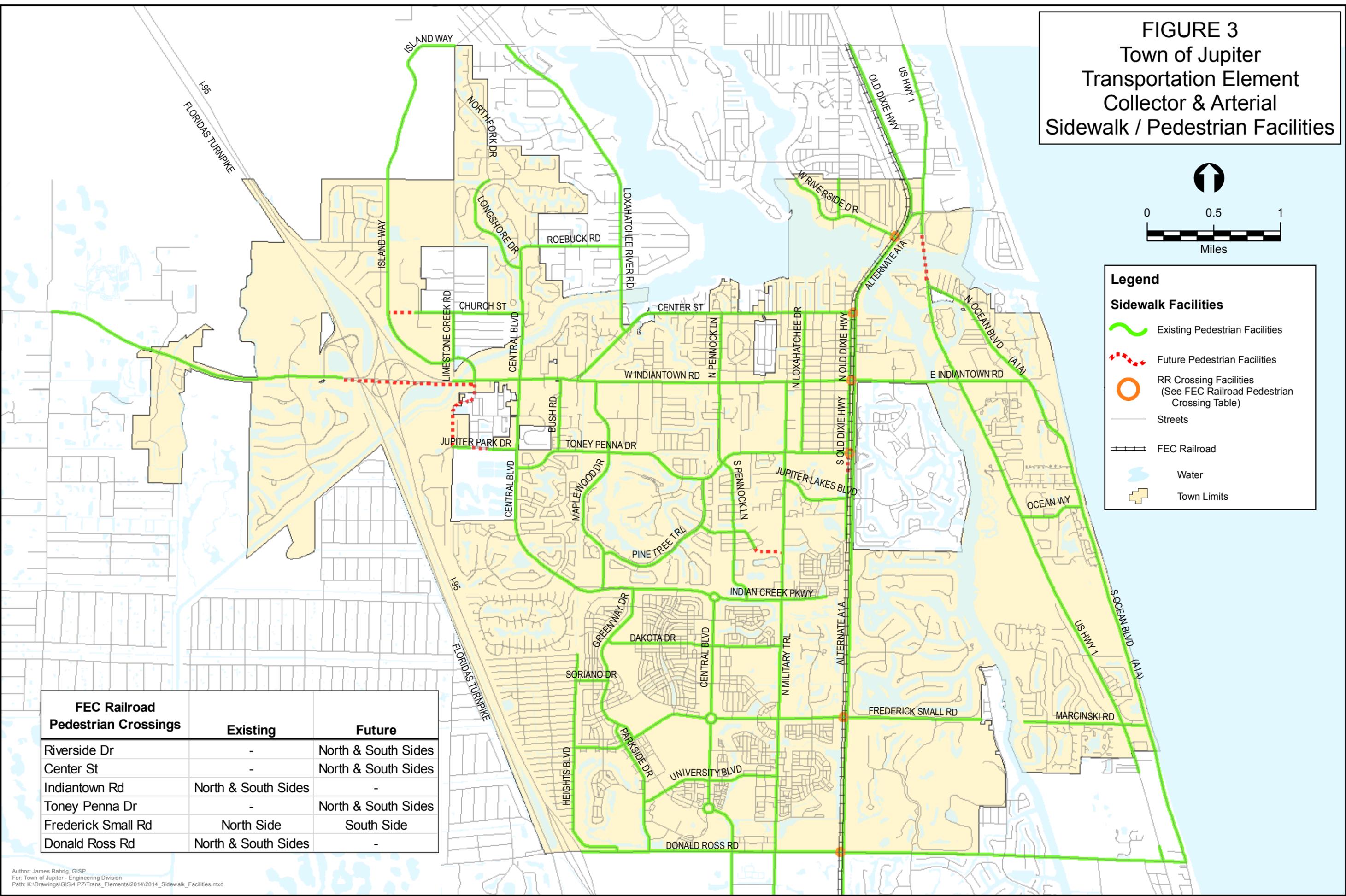


**Legend**

**Sidewalk Facilities**

- Existing Pedestrian Facilities
- Future Pedestrian Facilities
- RR Crossing Facilities (See FEC Railroad Pedestrian Crossing Table)
- Streets
- FEC Railroad
- Water
- Town Limits

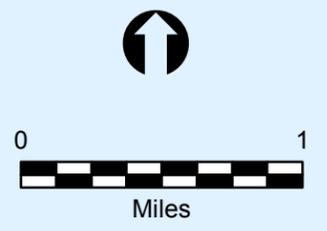
FEC Railroad Pedestrian Crossings	Existing	Future
Riverside Dr	-	North & South Sides
Center St	-	North & South Sides
Indiantown Rd	North & South Sides	-
Toney Penna Dr	-	North & South Sides
Frederick Small Rd	North Side	South Side
Donald Ross Rd	North & South Sides	-



Author: James Rahrig, GISP  
 For: Town of Jupiter - Engineering Division  
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**Figure 4**  
**Town of Jupiter**  
**Bicycle Transportation Master Plan**  
**November 2014**

Jupiter Inlet Lighthouse  
 Outstanding Natural Area  
 (JILONA)



**Legend**

- Bus Stop
- Bike Master Plan 2014**
- Shoulder Designation**
- Desired Connection
- Existing Bike Lane
- Proposed Bike Lane
- Existing Multi-Use
- Proposed Multi-Use
- Existing Shoulder
- Proposed Shoulder
- Riverwalk Existing
- Riverwalk Proposed
- Schools
- JILONA
- Roadway
- Water
- County Park
- Town Park
- Town Limits

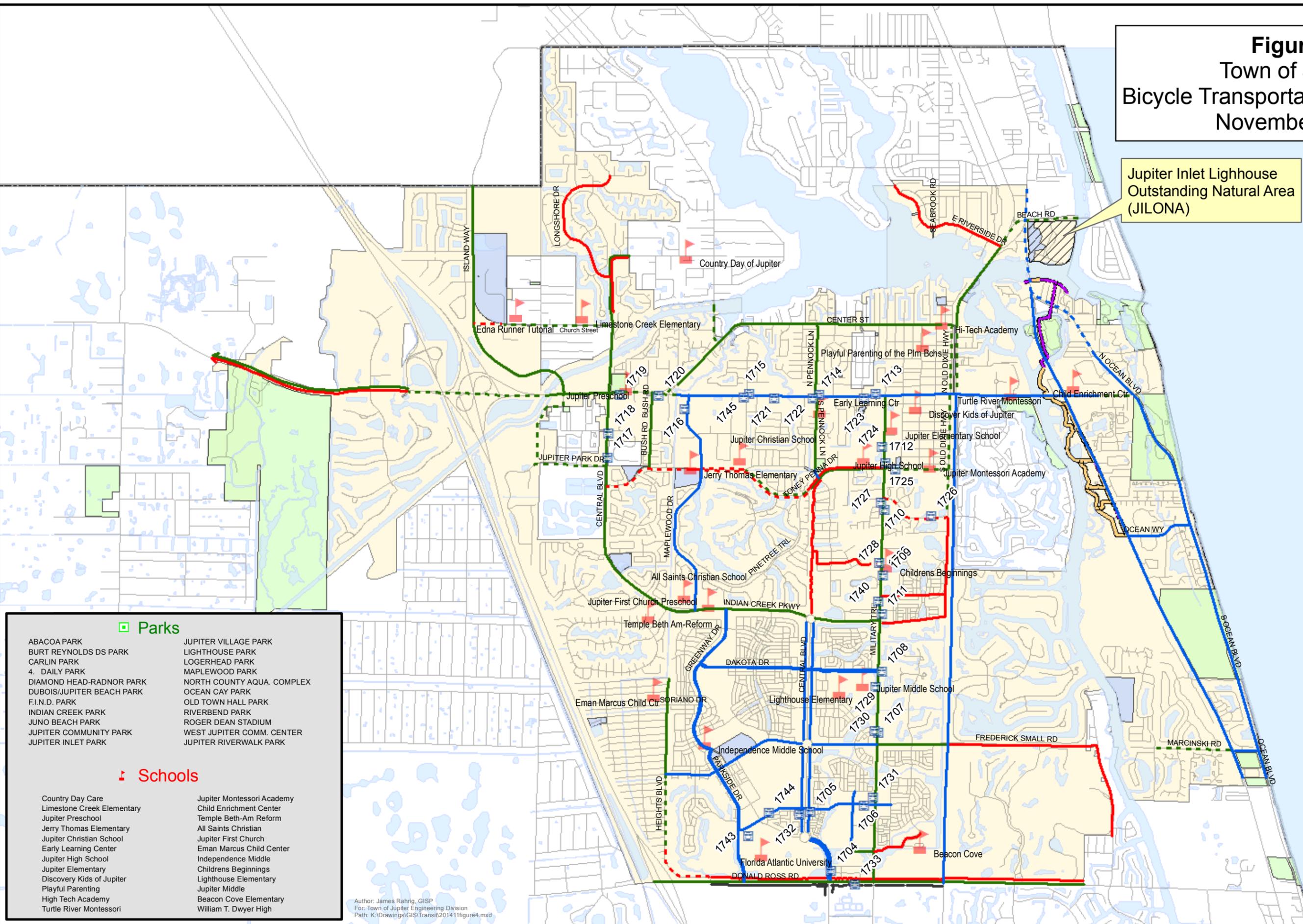
**Parks**

ABACOA PARK	JUPITER VILLAGE PARK
BURT REYNOLDS DS PARK	LIGHTHOUSE PARK
CARLIN PARK	LOGGERHEAD PARK
4. DAILY PARK	MAPLEWOOD PARK
DIAMOND HEAD-RADNOR PARK	NORTH COUNTY AQUA. COMPLEX
DUBOIS/JUPITER BEACH PARK	OCEAN CAY PARK
F.I.N.D. PARK	OLD TOWN HALL PARK
INDIAN CREEK PARK	RIVERBEND PARK
JUNO BEACH PARK	ROGER DEAN STADIUM
JUPITER COMMUNITY PARK	WEST JUPITER COMM. CENTER
JUPITER INLET PARK	JUPITER RIVERWALK PARK

**Schools**

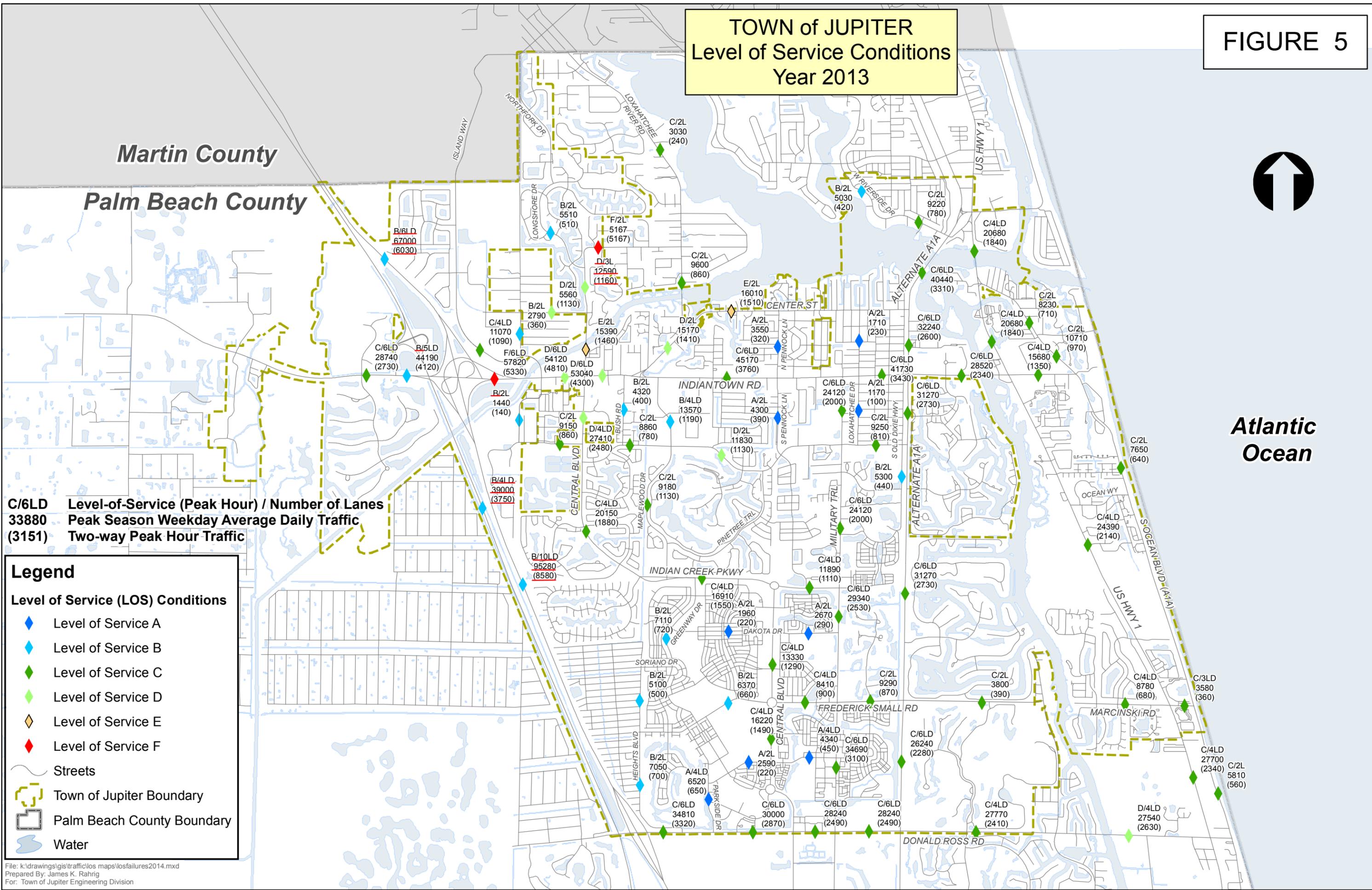
Country Day Care	Jupiter Montessori Academy
Limestone Creek Elementary	Child Enrichment Center
Jupiter Preschool	Temple Beth-Am Reform
Jerry Thomas Elementary	All Saints Christian
Jupiter Christian School	Jupiter First Church
Early Learning Center	Eman Marcus Child Center
Jupiter High School	Independence Middle
Jupiter Elementary	Childrens Beginnings
Discovery Kids of Jupiter	Lighthouse Elementary
Playful Parenting	Jupiter Middle
High Tech Academy	Beacon Cove Elementary
Turtle River Montessori	William T. Dwyer High

Author: James Rahng, GISP  
 For: Town of Jupiter Engineering Division  
 Path: K:\Drawings\GIS\Transit\201411figure4.mxd



# TOWN of JUPITER Level of Service Conditions Year 2013

FIGURE 5



**C/6LD** Level-of-Service (Peak Hour) / Number of Lanes  
**33880** Peak Season Weekday Average Daily Traffic  
**(3151)** Two-way Peak Hour Traffic

**Legend**

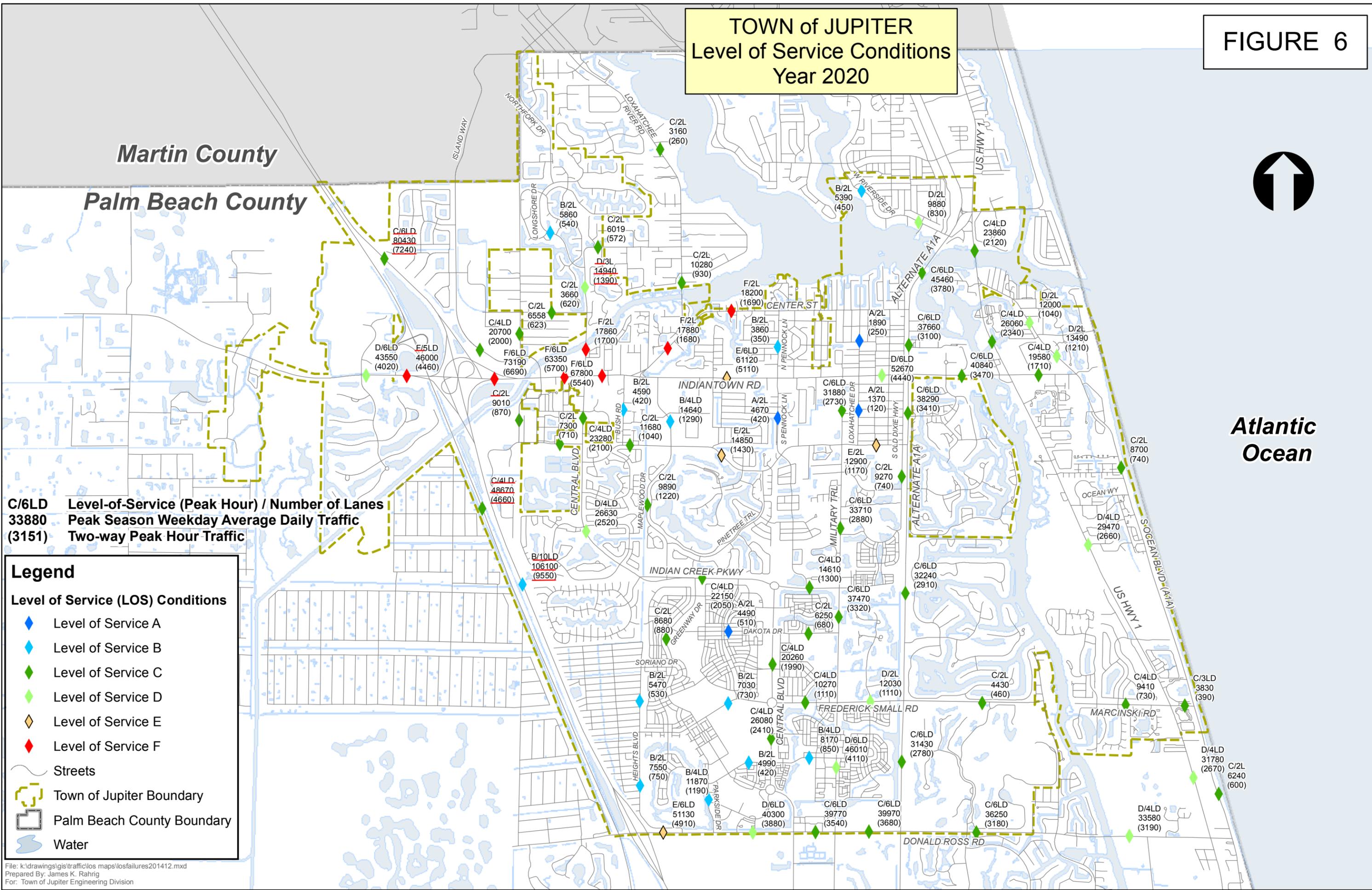
**Level of Service (LOS) Conditions**

- ◆ Level of Service A
- ◆ Level of Service B
- ◆ Level of Service C
- ◆ Level of Service D
- ◆ Level of Service E
- ◆ Level of Service F
- Streets
- Town of Jupiter Boundary
- Palm Beach County Boundary
- Water

File: k:\drawings\gis\traffic\los maps\losfailures2014.mxd  
 Prepared By: James K. Rahrig  
 For: Town of Jupiter Engineering Division

# TOWN of JUPITER Level of Service Conditions Year 2020

FIGURE 6



**C/6LD** Level-of-Service (Peak Hour) / Number of Lanes  
**33880** Peak Season Weekday Average Daily Traffic  
**(3151)** Two-way Peak Hour Traffic

**Legend**

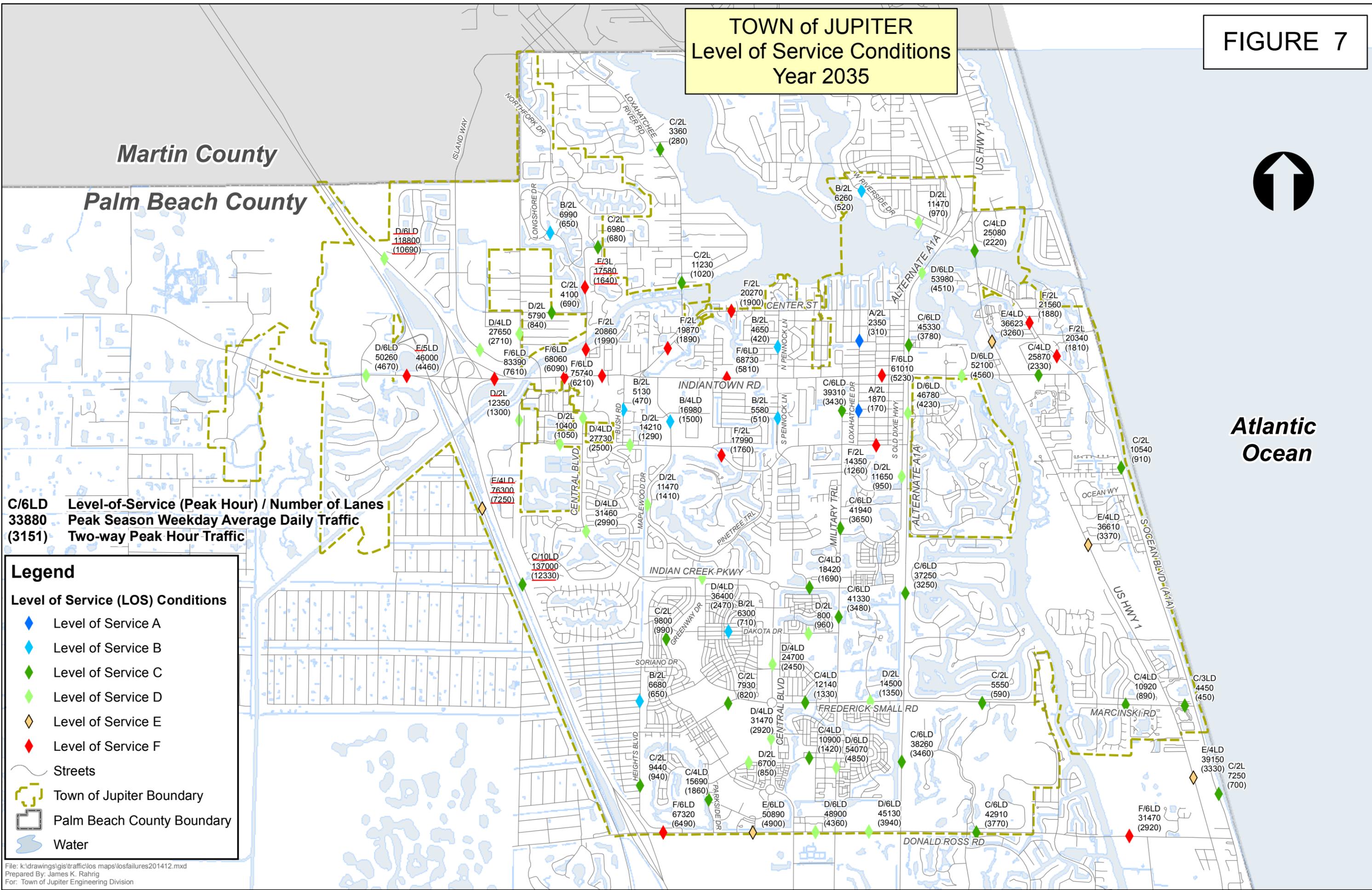
**Level of Service (LOS) Conditions**

- ◆ Level of Service A
- ◆ Level of Service B
- ◆ Level of Service C
- ◆ Level of Service D
- ◆ Level of Service E
- ◆ Level of Service F
- Streets
- Town of Jupiter Boundary
- Palm Beach County Boundary
- Water

File: k:\drawings\gis\traffic\los maps\losfailures201412.mxd  
 Prepared By: James K. Rahrig  
 For: Town of Jupiter Engineering Division

# TOWN of JUPITER Level of Service Conditions Year 2035

FIGURE 7



**C/6LD** Level-of-Service (Peak Hour) / Number of Lanes  
**33880** Peak Season Weekday Average Daily Traffic  
**(3151)** Two-way Peak Hour Traffic

**Legend**

**Level of Service (LOS) Conditions**

- ◆ Level of Service A
- ◆ Level of Service B
- ◆ Level of Service C
- ◆ Level of Service D
- ◆ Level of Service E
- ◆ Level of Service F

— Streets

— Town of Jupiter Boundary

— Palm Beach County Boundary

— Water

File: k:\drawings\gis\traffic\los maps\losfailures201412.mxd  
 Prepared By: James K. Rahrig  
 For: Town of Jupiter Engineering Division

**TABLE 1  
FUNCTIONAL CLASSIFICATION - EXISTING NETWORK**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Maintaining Agency</b>
<b>Limited-Access Facilities (1)</b>			
Florida's Turnpike	North Town Limit	South Town Limit	State
Interstate 95	North Town Limit	South Town Limit	State
<b>Urban Principal Arterials (2)</b>			
Indiantown Road	Florida's Turnpike	US 1	State
US 1	North of Ocean Boulevard	Donald Ross Road	State
<b>Urban Minor Arterials (3)</b>			
Alternate A1A	North of Riverside Drive	Donald Ross Road	State
Donald Ross Road	I-95/Florida's Turnpike	US 1	Palm Beach County
Military Trail	Indiantown Road	Donald Ross Road	State
<b>Urban Collector (4)</b>			
Bush Road	Indiantown Road	Toney Penna Drive	Town of Jupiter
Center Street	Indiantown Road	Alternate A1A	Palm Beach County
Central Boulevard	Frederick Small Rd.	Donald Ross Road	Palm Beach County
Central Boulevard	Indiantown Road	Indian Creek Parkway	Palm Beach County
Central Boulevard	Roebuck Road	Indiantown Road	Palm Beach County
Church Street	West of Limestone Creek Rd.	Central Boulevard	Palm Beach County
CR A1A	US 1	South Town Limit	Palm Beach County
Donald Ross Road	US 1	CR A1A	Palm Beach County
Frederick Small Road	Central Boulevard	Palmwood Road	Palm Beach County
Frederick Small Road	Heights Boulevard	Central Boulevard	Town of Jupiter
Greenway Drive	Jeaga Drive	Indian Creek Parkway	Town of Jupiter
Heights Boulevard	North of Frederick Small Rd.	Donald Ross Road	Town of Jupiter
Indian Creek Parkway	West of Maplewood Dr.	Military Trail	Palm Beach County
Indiantown Road	US 1	Ocean Boulevard	State
Indiantown Road	West of Florida's Turnpike		State
Island Way	Indiantown Road	North Town Limit	Palm Beach County
Jupiter Park Drive	Central Boulevard	Entrance to Jupiter Park of Commerce	Town of Jupiter
Limestone Creek Road	Church Street	Island Way	Palm Beach County
Longshore Drive	Northfork Drive	Central Boulevard	Town of Jupiter
Loxahatchee Drive	Center Street	Toney Penna Drive	Town of Jupiter
Loxahatchee River Road	Palm Beach County Line	Center Street	Palm Beach County
Maplewood Drive	Indiantown Road	Indian Creek Parkway	Town of Jupiter
Marcinski Road	Intracoastal	C.R. A1A	Palm Beach County
Old Dixie Highway	Center Street	Jupiter Lakes Boulevard	Town of Jupiter
Parkside Drive	Donald Ross Road	Frederick Small Road	Town of Jupiter
Pennock Lane	Center Street	Toney Penna Drive	Town of Jupiter
Riverside Drive	North Town Limit	Alternate A1A	Town of Jupiter
Roebuck Road	Central Boulevard	Loxahatchee River Road	Palm Beach County
Toney Penna Drive	Central Boulevard	Alternate A1A	Town of Jupiter
University Drive	Parkside Drive	Military Trail	Town of Jupiter

Source: Palm Beach County Federal Functional Classification - FDOT

Notes:

(1) L-AF

(2) U-PA

(3) U-MA

(4) U-COLL

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**TABLE 2  
JUPITER TRANSPORTATION ELEMENT  
EXISTING CONDITIONS (2007)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily <sup>(1)</sup></b>	<b>LOS D Two-way Peak Hour</b>	<b>2007 PSWADT LOS Count <sup>(4)</sup></b>	<b>2007 Two-way LOS Peak Hour <sup>(4)</sup></b>		
<b>A1A</b>								
US 1	Indiantown Road	2L	12,300	1,170	10,158	D	882	D
Indiantown Road	Marcinski Road	2L	12,300	1,170	8,956	C	773	C
Donald Ross Road	Marcinski Road	2L	12,300	1,170	6,021	C	578	C
<b>Alternate A1A</b>								
North of Riverside Drive		6LD	49,200	4,680	40,811	D	3,481	C
Riverside Drive	Center Street	6LD	49,200	4,680	40,811	D	3,481	C
Center Street	Indiantown Road	6LD	49,200	4,680	32,761	C	2,726	C
Indiantown Road	Toney Penna Drive	4LD	32,700	3,110	30,953	D	2,677	D
Toney Penna Drive	Frederick Small Road	4LD	32,700	3,110	26,319	D	2,243	C
Frederick Small Road	Donald Ross Road	4LD	32,700	3,110	26,319	D	2,243	C
<b>Bush Road</b>								
Indiantown Road	Toney Penna Drive	2L	8,500 <sup>(3)</sup>	1,010	4,010	B	370	B
<b>Center Street</b>								
Indiantown Road	Loxahatchee River Road	2L	15,500 <sup>(2)</sup>	1,480 <sup>(2)</sup>	14,294	F	1,337	F
Loxahatchee River Road	Pennock Lane	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	16,077	F	1,363	F
Pennock Lane	Alternate A1A	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	17,114	F	1,550	F
<b>Central Boulevard</b>								
Roebuck Road	Church Street	2L	12,300	1,170	14,088	F	1,350	F
Church Street	Indiantown Road	2L	12,300	1,170	14,088	F	1,350	F
Indiantown Road	Toney Penna Drive	4LD	32,700	3,110	25,674	C	2,301	C
Toney Penna Drive	Indian Creek Parkway	4LD	32,700	3,110	15,909	C	2,301	C
Indian Creek Parkway	Frederick Small Road	4LD	32,700	3,110	11,577	C	1,239	C
Frederick Small Road	Donald Ross Road	4LD	32,700	3,110	16,300	C	1,479	C
<b>Church Street</b>								
West of Limestone Creek Road		2L	12,300	1,170	2,736	C	254	C
Limestone Creek Road	Central Boulevard	2L	12,300	1,170	5,563	C	1,130	D
<b>Dakota Dr</b>								
Greenway Dr	Central Boulevard	2L	13,100 <sup>(3)</sup>	1,530	1,955	A	297	A
Central Boulevard	Military Trail	2L	9,700 <sup>(3)</sup>	1,120	3,783	A	420	A
<b>Donald Ross Road</b>								
I-95/Turnpike	Heights Blvd	4LD	32,700	3,110	36,342	F	3,435	F
Heights Blvd	Central Boulevard	4LD	32,700	3,110	30,517	D	2,730	D
Central Boulevard	Military Trail	6LD	49,200	4,680	31,314	C	2,613	C
Military Trail	Alternate A1A	6LD	49,200	4,680	31,314	C	2,613	C
Alternate A1A	Prosperity Farms Rd	4LD	32,700	3,110	29,559	D	2,516	D
East of Prosperity Farms Rd		4LD	32,700	3,110	29,931	D	2,733	D
<b>Frederick Small Road</b>								
Parkside Drive	Central Boulevard	2L	11,700 <sup>(3)</sup>	1,370	5,768	B	571	B
Central Boulevard	Military Trail	4LD	32,700	3,110	7,893	C	870	C
Military Trail	Alternate A1A	2L	12,300	1,170	9,069	D	819	C
Alternate A1A	Palmwood Drive	2L	12,300	1,170	3,422	C	371	C
<b>Greenway Dr</b>								
Jeaga Dr	Indian Creek Parkway	2L	11,300 <sup>(3)</sup>	1,150	6,695	B	709	B
<b>Heights Boulevard</b>								
North of Frederick Small Road		2L	11,700 <sup>(3)</sup>	1,370	5,296	B	687	B
Frederick Small Road	Donald Ross Road	2L	11,500 <sup>(3)</sup>	1,370	6,008	B	985	C
<b>Indian Creek Parkway</b>								
Maplewood Drive	Central Boulevard	2L	12,300	1,170	15,024	F	1,493	F
Central Boulevard	Military Trail	4LD	32,700	3,110	8,853	C	820	C
<b>Indiantown Road</b>								
West of Florida's Turnpike		4LD	32,700	3,110	31,109	D	2,776	D
Florida's Turnpike	I-95	4LD	32,700	3,110	47,570	F	4,077	F
I-95	Island Way	6LD	49,200	4,680	57,141	F	5,040	F
Island Way	Central Boulevard	6LD	49,200	4,680	51,374	E	4,981	F
Central Boulevard	Chasewood Plaza	6LD	49,200	4,680	55,258	F	4,483	D
Chasewood Plaza	Center Street	6LD	49,200	4,680	55,258	F	4,483	D
Center Street	Maplewood Drive	6LD	49,200	4,680	48,917	D	4,276	D
Maplewood Drive	Pennock Lane	6LD	49,200	4,680	47,343	D	4,161	D
Pennock Lane	Military Trail	6LD	49,200	4,680	42,996	D	3,542	C

**TABLE 2  
JUPITER TRANSPORTATION ELEMENT  
EXISTING CONDITIONS (2007)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D (1) Average Daily</b>	<b>LOS D Two-way Peak Hour</b>	<b>2007 PSWADT LOS Count (4)</b>	<b>2007 Two-way LOS Peak Hour (4)</b>		
Military Trail	Loxahatchee Drive	6LD	49,200	4,680	38,596	C	3,178	C
Loxahatchee Drive	Alternate A1A	6LD	49,200	4,680	38,596	C	3,178	C
Alternate A1A	US 1	6LD	49,200	4,680	28,888	C	2,385	C
US 1	Ocean Boulevard	4LD	32,700	3,110	15,781	C	1,354	C
<b>Island Way</b>								
	North of Indiantown Rd	4LD	24,500	2,330	7,588	C	711	C
	South of Indiantown Rd	2L	12,300	1,170	-	-	-	-
<b>Jupiter Park Drive</b>								
	West of Central Boulevard	2L	10,300 (3)	1,240	6,200	B	1,040	D
<b>Limestone Creek Road</b>								
	Church Street	2L	8,300 (3)	980	2,500	A	260	A
<b>Longshore Drive</b>								
	Northfork Drive	2L	10,000 (3)	1,170	4,674	B	477	B
<b>Loxahatchee Drive</b>								
	Center Street	2L	7,400 (3)	840	3,562	B	379	B
	Indiantown Road	2L	7,100 (3)	810	3,126	A	342	B
<b>Loxahatchee River Road</b>								
	Palm Beach County Line	2L	12,300	1,170	3,010	C	268	C
	Roebuck Road	2L	12,300	1,170	8,228	C	786	C
<b>Maplewood Drive</b>								
	Indiantown Road	4LD	22,500 (3)	2,660	12,241	B	1,276	B
	Toney Penna Drive	2L	13,400 (3)	1,610	8,031	B	840	B
<b>Marcinski Road</b>								
	Intracoastal	2L	12,300	1,170	9,065	D	627	C
	US 1	2L	12,300	1,170	3,084	C	197	C
<b>Military Trail</b>								
	Indiantown Road	6LD	49,200	4,680	23,734	C	1,958	C
	Toney Penna Drive	6LD	49,200	4,680	28,450	C	2,553	C
	Indian Creek Parkway	6LD	49,200	4,680	28,262	C	2,495	C
	Frederick Small Road	6LD	49,200	4,680	34,083	C	3,166	C
<b>Old Dixie Highway</b>								
	Toney Penna Drive	2L	9,100 (3)	1,040	6,191	B	547	B
<b>Parkside Dr</b>								
	Donald Ross Road	4LD	21,500 (3)	2,440	8,167	A	575	A
<b>Pennock Lane</b>								
	Center Street	2L	7,100 (3)	800	6,558	C	643	C
	Indiantown Road	2L	10,000 (3)	1,180	3,518	A	368	A
<b>Riverside Drive</b>								
	Alternate A1A	2L	9,500 (3)	980	10,074	D	915	D
	Seabrook Rd	2L	9,000 (3)	960	6,062	B	569	C
<b>Roebuck Road</b>								
	Central Boulevard	2L	12,300	1,170	5,712	C	598	C
<b>Toney Penna Drive</b>								
	Central Boulevard	2L	11,000 (3)	1,310	9,087	C	900	C
	Maplewood Drive	2L	13,000 (3)	1,590	12,506	C	1,314	D
	Pennock Lane	2L	11,100 (3)	1,350	12,929	D	1,276	D
	Military Trail	2L	9,600 (3)	1,120	10,846	D	947	D
<b>University Drive</b>								
	Parkside Drive	2L	7,500	860	4,824	B	307	A
	Central Boulevard	2L	9,700	1,120	4,311	A	394	A
<b>US 1</b>								
	Alternate A1A	4LD	32,700	3,110	22,530	C	1,969	C
	Ocean Boulevard	4LD	32,700	3,110	18,944	C	1,662	C
	Indiantown Road	4LD	32,700	3,110	26,723	D	2,248	C
	Marcinski Road	4LD	32,700	3,110	35,975	F	3,164	E

**NOTES:**

- (1) LOS D for State/County Roads and LOS C for Town Roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F) associated with 2007 volumes

**TABLE 3  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2012)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily (1)</b>	<b>LOS D Two-way Peak Hour</b>	<b>2012 PSWADT LOS Volume (4)</b>	<b>2012 Two-way LOS Peak Hour (4)</b>		
<b>A1A</b>								
US 1	Indiantown Road	2L	12,300	1,170	11,189	D	1,063	D
Indiantown Road	Marcinski Road	2L	12,300	1,170	9,171	D	871	D
Donald Ross Road	Marcinski Road	2L	12,300	1,170	6,075	C	577	C
<b>Alternate A1A</b>								
North of Riverside Drive		6LD	49,200	4,680	44,796	D	4,256	D
Riverside Drive	Center Street	6LD	49,200	4,680	44,145	D	4,194	D
Center Street	Indiantown Road	6LD	49,200	4,680	36,769	C	3,493	C
Indiantown Road	Toney Penna Drive	6LD	49,200	4,680	34,952	C	3,320	C
Toney Penna Drive	Frederick Small Road	6LD	49,200	4,680	30,284	C	2,877	C
Frederick Small Road	Donald Ross Road	6LD	49,200	4,680	30,497	C	2,897	C
<b>Bush Road</b>								
Indiantown Road	Toney Penna Drive	2L	8,500 (3)	1,010	4,320	B	410	B
<b>Center Street</b>								
Indiantown Road	Loxahatchee River Road	2L	15,500 (2)	1,480 (2)	14,447	F	1,373	F
Loxahatchee River Road	Pennock Lane	2L	20,700 (2)	1,990 (2)	16,072	F	1,527	F
Pennock Lane	Alternate A1A	2L	20,700 (2)	1,990 (2)	17,033	F	1,618	F
<b>Central Boulevard</b>								
Roebuck Road	Church Street	4LD	32,700	3,110	14,186	C	1,348	C
Church Street	Indiantown Road	4LD	32,700	3,110	14,612	C	1,388	C
Indiantown Road	Toney Penna Drive	4LD	32,700	3,110	27,709	D	2,632	D
Toney Penna Drive	Indian Creek Parkway	4LD	32,700	3,110	17,351	C	1,648	C
Indian Creek Parkway	Frederick Small Road	4LD	32,700	3,110	15,354	C	1,459	C
Frederick Small Road	Donald Ross Road	4LD	32,700	3,110	21,727	C	2,064	C
<b>Church Street</b>								
West of Limestone Creek Road		2L	12,300	1,170	3,650	C	347	C
Limestone Creek Road	Central Boulevard	2L	12,300	1,170	6,077	C	577	C
<b>Dakota Dr</b>								
Greenway Dr	Central Boulevard	2L	13,100 (3)	1,530	2,535	A	241	A
Central Boulevard	Military Trail	2L	9,700 (3)	1,120	4,097	A	389	A
<b>Donald Ross Road</b>								
I-95/Turnpike	Heights Blvd	6LD	49,200	4,680	46,244	D	4,393	D
Heights Blvd	Central Boulevard	6LD	49,200	4,680	40,541	D	3,851	D
Central Boulevard	Military Trail	6LD	49,200	4,680	40,852	D	3,881	D
Military Trail	Alternate A1A	6LD	49,200	4,680	40,580	D	3,855	D
Alternate A1A	Prosperity Farms Rd	6LD	49,200	4,680	34,143	C	3,244	C
East of Prosperity Farms Rd		4LD	32,700	3,110	33,628	E	3,195	E
<b>Frederick Small Road</b>								
Parkside Drive	Central Boulevard	2L	11,700 (3)	1,370	6,871	B	653	B
Central Boulevard	Military Trail	4LD	32,700	3,110	8,710	C	827	C
Military Trail	Alternate A1A	2L	12,300	1,170	9,614	D	913	D
Alternate A1A	Palmwood Drive	2L	12,300	1,170	3,569	C	339	C
<b>Greenway Dr</b>								
Jeaga Dr	Indian Creek Parkway	2L	11,300 (3)	1,150	7,018	B	667	B
<b>Heights Boulevard</b>								
North of Frederick Small Road		2L	11,700 (3)	1,370	5,239	B	498	B
Frederick Small Road	Donald Ross Road	2L	11,500 (3)	1,370	6,094	B	579	B
<b>Indian Creek Parkway</b>								
Maplewood Drive	Central Boulevard	4LD	32,700	3,110	18,513	C	1,759	C
Central Boulevard	Military Trail	4LD	32,700	3,110	10,860	C	1,032	C
<b>Indiantown Road</b>								
West of Florida's Turnpike		6LD	49,200	4,680	34,943	C	3,320	C
Florida's Turnpike	I-95	6LD	49,200	4,680	46,708	D	4,437	D
I-95	Island Way	6LD	49,200	4,680	62,057	F	5,895	F
Island Way	Central Boulevard	6LD	49,200	4,680	57,204	F	5,434	F
Central Boulevard	Chasewood Plaza	6LD	49,200	4,680	59,077	F	5,612	F
Chasewood Plaza	Center Street	6LD	49,200	4,680	58,675	F	5,574	F
Center Street	Maplewood Drive	6LD	49,200	4,680	52,606	F	4,998	F
Maplewood Drive	Pennock Lane	6LD	49,200	4,680	50,322	E	4,781	E
Pennock Lane	Military Trail	6LD	49,200	4,680	46,095	D	4,379	D

**TABLE 3  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2012)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D (1) Average Daily</b>	<b>LOS D Two-way Peak Hour</b>	<b>2012 PSWADT LOS Volume (4)</b>	<b>2012 Two-way LOS Peak Hour (4)</b>		
Military Trail	Loxahatchee Drive	6LD	49,200	4,680	44,459	D	4,224	D
Loxahatchee Drive	Alternate A1A	6LD	49,200	4,680	43,176	D	4,102	D
Alternate A1A	US 1	6LD	49,200	4,680	33,289	C	3,162	C
US 1	Ocean Boulevard	4LD	32,700	3,110	16,844	C	1,600	C
<b>Island Way</b>								
	North of Indiantown Rd	4LD	24,500	2,330	11,603	C	1,102	C
	South of Indiantown Rd	2L	12,300	1,170	-	-	-	-
<b>Jupiter Park Drive</b>								
	West of Central Boulevard	2L	10,300 (3)	1,240	8,807	C	837	C
<b>Limestone Creek Road</b>								
Church Street	Island Way	2L	8,300 (3)	980	6,558	C	623	C
<b>Longshore Drive</b>								
Northfork Drive	Central Boulevard	2L	10,000 (3)	1,170	4,682	B	445	B
<b>Loxahatchee Drive</b>								
Center Street	Indiantown Road	2L	7,400 (3)	840	4,472	B	425	B
Indiantown Road	Toney Penna Drive	2L	7,100 (3)	810	3,368	B	320	B
<b>Loxahatchee River Road</b>								
Palm Beach County Line	Roebuck Road	2L	12,300	1,170	2,987	C	284	C
Roebuck Road	Center Street	2L	12,300	1,170	8,563	C	814	C
<b>Maplewood Drive</b>								
Indiantown Road	Toney Penna Drive	4LD	22,500 (3)	2,660	13,813	B	1,312	B
Toney Penna Drive	Indian Creek Parkway	2L	13,400 (3)	1,610	10,421	C	990	C
<b>Marcinski Road</b>								
Intracoastal	US 1	2L	12,300	1,170	9,074	D	862	D
US 1	Ocean Boulevard	2L	12,300	1,170	3,121	C	296	C
<b>Military Trail</b>								
Indiantown Road	Toney Penna Drive	6LD	49,200	4,680	26,564	C	2,524	C
Toney Penna Drive	Indian Creek Parkway	6LD	49,200	4,680	33,671	C	3,199	C
Indian Creek Parkway	Frederick Small Road	6LD	49,200	4,680	33,178	C	3,152	C
Frederick Small Road	Donald Ross Road	6LD	49,200	4,680	41,918	D	3,982	D
<b>Old Dixie Highway</b>								
Toney Penna Drive	Jupiter Lakes Blvd	2L	9,100	1,040	6,562	B	623	B
<b>Parkside Dr</b>								
Donald Ross Road	University Dr	4LD	21,500 (3)	2,440	10,427	B	991	B
<b>Pennock Lane</b>								
Center Street	Indiantown Road	2L	7,100 (3)	800	7,084	C	673	D
Indiantown Road	Toney Penna Drive	2L	10,000 (3)	1,180	3,923	A	373	A
<b>Riverside Drive</b>								
Alternate A1A	Seabrook Rd	2L	9,500 (3)	980	10,082	D	958	D
Seabrook Rd	Tequesta Dr	2L	9,000 (3)	960	6,082	B	578	C
<b>Roebuck Road</b>								
Central Boulevard	Loxahatchee River Road	2L	12,300	1,170	6,019	C	572	C
<b>Toney Penna Drive</b>								
Central Boulevard	Maplewood Drive	2L	11,000 (3)	1,310	11,096	D	1,054	D
Maplewood Drive	Pennock Lane	2L	13,000 (3)	1,590	13,212	D	1,255	D
Pennock Lane	Military Trail	2L	11,100 (3)	1,350	13,514	D	1,284	D
Military Trail	Alternate A1A	2L	9,600 (3)	1,120	10,898	D	1,035	D
<b>University Drive</b>								
Parkside Drive	Central Boulevard	2L	7,500	860	6,948	C	660	C
Central Boulevard	Military Trail	2L	9,700	1,120	6,749	B	641	B
<b>US 1</b>								
Alternate A1A	Ocean Boulevard	4LD	32,700	3,110	23,320	C	2,215	C
Ocean Boulevard	Indiantown Road	4LD	32,700	3,110	19,847	C	1,885	C
Indiantown Road	Marcinski Road	4LD	32,700	3,110	28,012	D	2,661	D
Marcinski Road	Donald Ross Road	4LD	32,700	3,110	37,031	F	3,518	F

**NOTES:**

- (1) LOS D for State/County roads and LOS C for Town roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F) associated with 2012 volumes

**TABLE 4  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2030)**

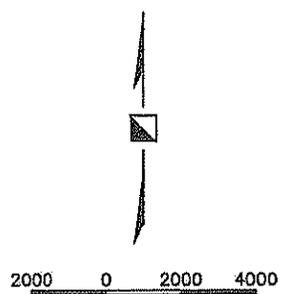
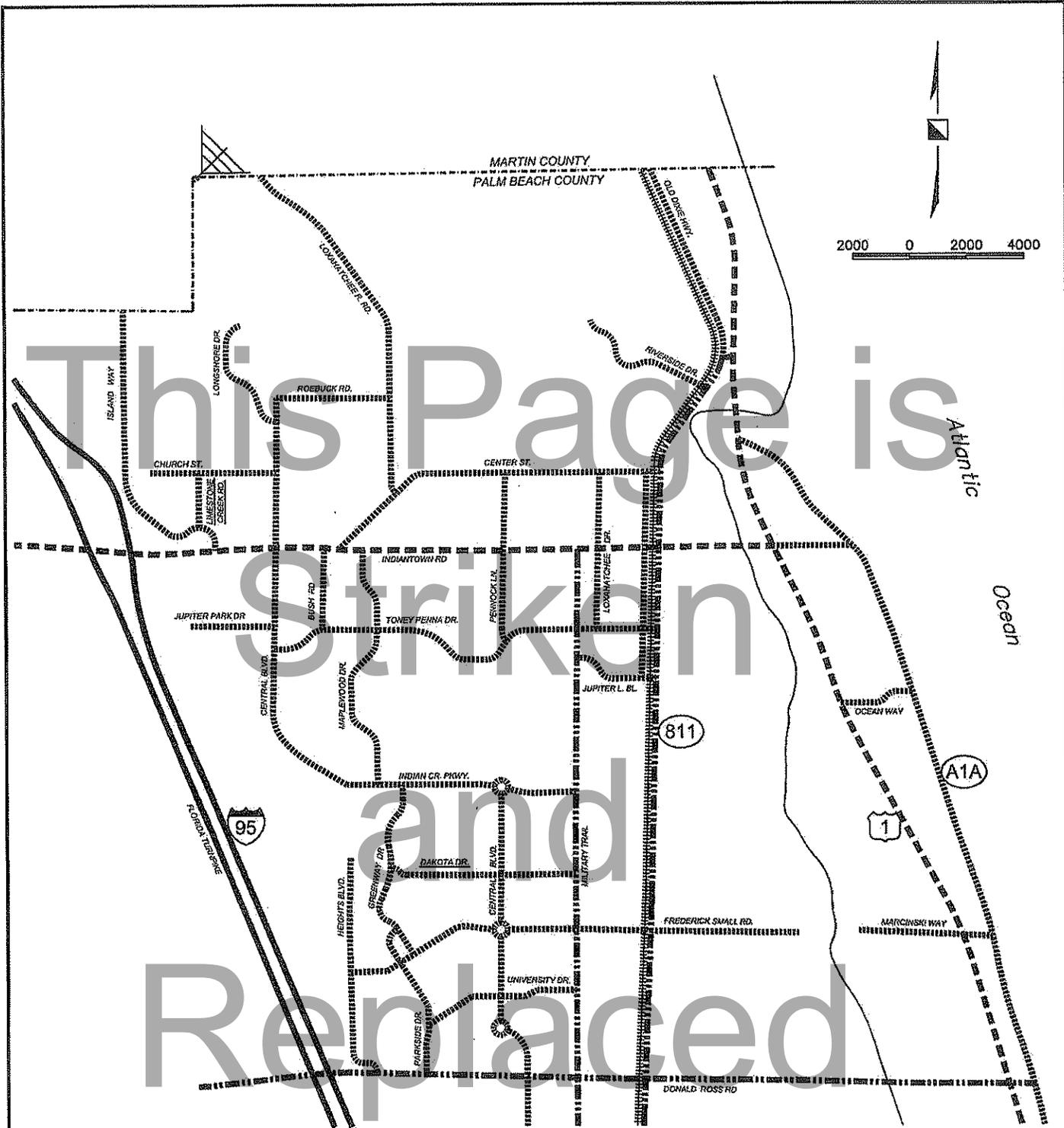
<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily (1)</b>	<b>LOS D Two-way Peak Hour</b>	<b>2030 PSWADT LOS Volume (4)</b>	<b>2030 Two-way Peak Hour (4)</b>	<b>LOS</b>	<b>LOS</b>
<b>A1A</b>								
US 1	Indiantown Road	2L	12,300	1,170	12,396	E	1,178	E
Indiantown Road	Marcinski Road	2L	12,300	1,170	10,032	D	953	D
Donald Ross Road	Marcinski Road	2L	12,300	1,170	6,646	C	631	C
<b>Alternate A1A</b>								
North of Riverside Drive		6LD	49,200	4,680	48,337	D	4,592	D
Riverside Drive	Center Street	6LD	49,200	4,680	60,341	F	5,732	F
Center Street	Indiantown Road	6LD	49,200	4,680	59,390	F	5,642	F
Indiantown Road	Toney Penna Drive	6LD	49,200	4,680	44,719	D	4,248	D
Toney Penna Drive	Frederick Small Road	6LD	49,200	4,680	46,594	D	4,426	D
Frederick Small Road	Donald Ross Road	6LD	49,200	4,680	47,324	D	4,496	D
<b>Bush Road</b>								
Indiantown Road	Toney Penna Drive	2L	8,500 (3)	1,010	4,730	B	449	B
<b>Center Street</b>								
Indiantown Road	Loxahatchee River Road	2L	15,500 (2)	1,480 (2)	15,805	F	1,501	F
Loxahatchee River Road	Pennock Lane	2L	20,700 (2)	1,990 (2)	17,582	F	1,670	F
Pennock Lane	Alternate A1A	2L	20,700 (2)	1,990 (2)	18,633	F	1,770	F
<b>Central Boulevard</b>								
Roebuck Road	Church Street	4LD	32,700	3,110	15,445	C	1,467	C
Church Street	Indiantown Road	4LD	32,700	3,110	21,922	C	2,083	C
Indiantown Road	Toney Penna Drive	4LD	32,700	3,110	29,083	D	2,763	D
Toney Penna Drive	Indian Creek Parkway	4LD	32,700	3,110	17,674	C	1,679	C
Indian Creek Parkway	Frederick Small Road	4LD	32,700	3,110	20,401	C	1,938	C
Frederick Small Road	Donald Ross Road	4LD	32,700	3,110	28,988	D	2,754	D
<b>Church Street</b>								
West of Limestone Creek Road		2L	12,300	1,170	3,993	C	379	C
Limestone Creek Road	Central Boulevard	2L	12,300	1,170	6,321	C	600	C
<b>Dakota Dr</b>								
Greenway Dr	Central Boulevard	2L	13,100 (3)	1,530	3,806	A	362	A
Central Boulevard	Military Trail	2L	9,700 (3)	1,120	4,482	B	426	B
<b>Donald Ross Road</b>								
I-95/Turnpike	Heights Blvd	6LD	49,200	4,680	51,058	E	4,851	E
Heights Blvd	Central Boulevard	6LD	49,200	4,680	44,348	D	4,213	D
Central Boulevard	Military Trail	6LD	49,200	4,680	53,578	F	5,090	F
Military Trail	Alternate A1A	6LD	49,200	4,680	49,383	E	4,691	E
Alternate A1A	Prosperity Farms Rd	6LD	49,200	4,680	36,520	C	3,469	C
East of Prosperity Farms Rd		4LD	32,700	3,110	36,787	F	3,495	F
<b>Frederick Small Road</b>								
Parkside Drive	Central Boulevard	2L	11,700 (3)	1,370	9,020	C	857	C
Central Boulevard	Military Trail	4LD	32,700	3,110	9,431	C	896	C
Military Trail	Alternate A1A	2L	12,300	1,170	13,407	F	1,274	F
Alternate A1A	Palmwood Drive	2L	12,300	1,170	3,905	C	371	C
<b>Greenway Dr</b>								
Jeaga Dr	Indian Creek Parkway	2L	11,300 (3)	1,150	8,213	B	780	B
<b>Heights Boulevard</b>								
North of Frederick Small Road		2L	11,700 (3)	1,370	7,970	B	757	B
Frederick Small Road	Donald Ross Road	2L	11,500 (3)	1,370	9,719	C	923	C
<b>Indian Creek Parkway</b>								
Maplewood Drive	Central Boulevard	4LD	32,700	3,110	26,833	D	2,549	D
Central Boulevard	Military Trail	4LD	32,700	3,110	12,911	C	1,227	C
<b>Indiantown Road</b>								
West of Florida's Turnpike		6LD	49,200	4,680	65,952	F	6,265	F
Florida's Turnpike	I-95	6LD	49,200	4,680	61,546	F	5,847	F
I-95	Island Way	6LD	49,200	4,680	86,362	F	8,204	F
Island Way	Central Boulevard	6LD	49,200	4,680	70,166	F	6,666	F
Central Boulevard	Chasewood Plaza	6LD	49,200	4,680	63,615	F	6,043	F
Chasewood Plaza	Center Street	6LD	49,200	4,680	60,633	F	5,760	F
Center Street	Maplewood Drive	6LD	49,200	4,680	61,312	F	5,825	F
Maplewood Drive	Pennock Lane	6LD	49,200	4,680	51,454	E	4,888	E
Pennock Lane	Military Trail	6LD	49,200	4,680	54,354	F	5,164	F

**TABLE 4  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2030)**

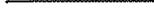
<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D (1) Average Daily</b>	<b>LOS D Two-way Peak Hour</b>	<b>2030 PSWADT LOS Volume (4)</b>	<b>2030 Two-way LOS Peak Hour (4)</b>		
Military Trail	Loxahatchee Drive	6LD	49,200	4,680	62,019	F	5,892	F
Loxahatchee Drive	Alternate A1A	6LD	49,200	4,680	58,053	F	5,515	F
Alternate A1A	US 1	6LD	49,200	4,680	42,837	D	4,070	D
US 1	Ocean Boulevard	4LD	32,700	3,110	19,230	C	1,827	C
<b>Island Way</b>								
	North of Indiantown Rd	4LD	24,500	2,330	27,820	D	2,643	D
	South of Indiantown Rd	2L	12,300	1,170	8,694	C	826	C
<b>Jupiter Park Drive</b>								
	West of Central Boulevard	2L	10,300 (3)	1,240	6,080	B	578	B
<b>Limetone Creek Road</b>								
Church Street	Island Way	2L	8,300 (3)	980	8,780	D	834	D
<b>Longshore Drive</b>								
Northfork Drive	Central Boulevard	2L	10,000 (3)	1,170	6,229	B	592	B
<b>Loxahatchee Drive</b>								
Center Street	Indiantown Road	2L	7,400 (3)	840	6,885	C	654	C
Indiantown Road	Toney Penna Drive	2L	7,100 (3)	810	3,684	B	350	B
<b>Loxahatchee River Road</b>								
Palm Beach County Line	Roebuck Road	2L	12,300	1,170	3,267	C	310	C
Roebuck Road	Center Street	2L	12,300	1,170	9,682	D	920	D
<b>Maplewood Drive</b>								
Indiantown Road	Toney Penna Drive	4LD	22,500 (3)	2,660	18,717	C	1,778	C
Toney Penna Drive	Indian Creek Parkway	2L	13,400 (3)	1,610	11,400	C	1,083	C
<b>Marcinski Road</b>								
Intracoastal	US 1	2L	12,300	1,170	9,169	D	871	D
US 1	Ocean Boulevard	2L	12,300	1,170	4,009	C	381	C
<b>Military Trail</b>								
Indiantown Road	Toney Penna Drive	6LD	49,200	4,680	36,615	C	3,478	C
Toney Penna Drive	Indian Creek Parkway	6LD	49,200	4,680	44,787	D	4,255	D
Indian Creek Parkway	Frederick Small Road	6LD	49,200	4,680	41,368	D	3,930	D
Frederick Small Road	Donald Ross Road	6LD	49,200	4,680	53,649	F	5,097	F
<b>Old Dixie Highway</b>								
Toney Penna Drive	Jupiter Lakes Blvd	2L	9,100	1,040	7,420	C	705	C
<b>Parkside Dr</b>								
Donald Ross Road	University Dr	4LD	21,500 (3)	2,440	16,828	C	1,599	C
<b>Pennock Lane</b>								
Center Street	Indiantown Road	2L	7,100 (3)	800	7,749	D	736	D
Indiantown Road	Toney Penna Drive	2L	10,000 (3)	1,180	4,291	A	408	A
<b>Riverside Drive</b>								
Alternate A1A	Seabrook Rd	2L	9,500 (3)	980	11,397	D	1,083	F
Seabrook Rd	Tequesta Dr	2L	9,000 (3)	960	6,653	C	632	C
<b>Roebuck Road</b>								
Central Boulevard	Loxahatchee River Road	2L	12,300	1,170	8,123	C	772	C
<b>Toney Penna Drive</b>								
Central Boulevard	Maplewood Drive	2L	11,000 (3)	1,310	12,138	D	1,153	D
Maplewood Drive	Pennock Lane	2L	13,000 (3)	1,590	14,337	D	1,362	D
Pennock Lane	Military Trail	2L	11,100 (3)	1,350	14,783	E	1,404	E
Military Trail	Alternate A1A	2L	9,600 (3)	1,120	11,922	E	1,133	E
<b>University Drive</b>								
Parkside Drive	Central Boulevard	2L	7,500	860	10,911	F	1,037	F
Central Boulevard	Military Trail	2L	9,700	1,120	6,862	B	652	B
<b>US 1</b>								
Alternate A1A	Ocean Boulevard	4LD	32,700	3,110	26,960	D	2,561	D
Ocean Boulevard	Indiantown Road	4LD	32,700	3,110	24,460	C	2,324	C
Indiantown Road	Marcinski Road	4LD	32,700	3,110	31,713	D	3,013	D
Marcinski Road	Donald Ross Road	4LD	32,700	3,110	44,480	F	4,226	F

**NOTES:**

- (1) LOS D for State/County roads and LOS C for Town roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F) associated with 2030 volumes

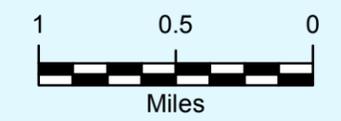


**LEGEND**

-  Limited Access Facilities
-  Urban Principal Arterial
-  Urban Minor Arterial
-  Urban Collector
-  Intracoastal Waterway

**FIGURE 1**  
**JUPITER TRANSPORTATION ELEMENT**  
**EXISTING FUNCTIONAL**  
**CIRCULATION MAP**

**FIGURE 3**  
**Town of Jupiter**  
**Transportation Element**  
**Collector & Arterial**  
**Sidewalk / Pedestrian Facilities**

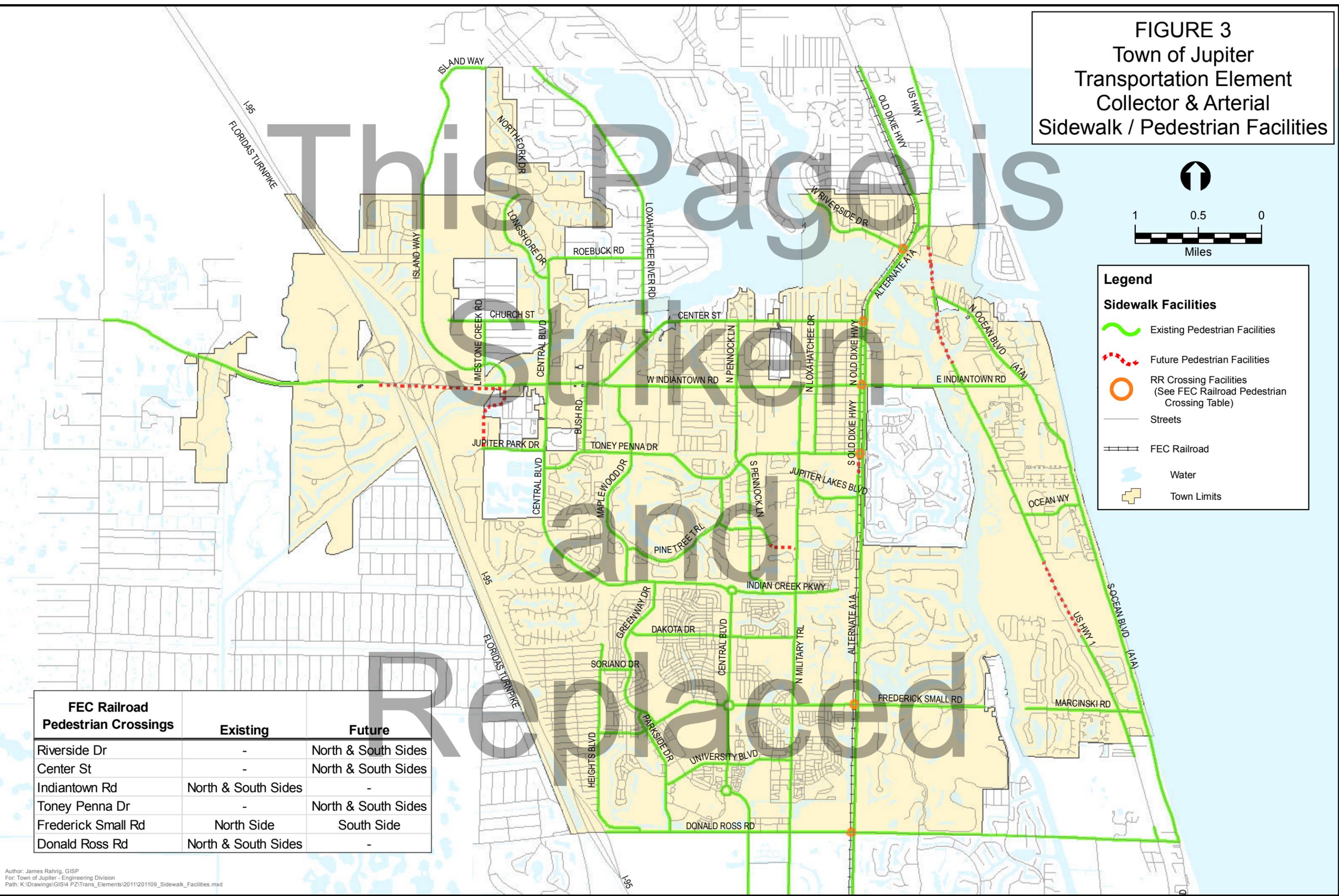


**Legend**

**Sidewalk Facilities**

- Existing Pedestrian Facilities
- Future Pedestrian Facilities
- RR Crossing Facilities (See FEC Railroad Pedestrian Crossing Table)
- Streets
- FEC Railroad
- Water
- Town Limits

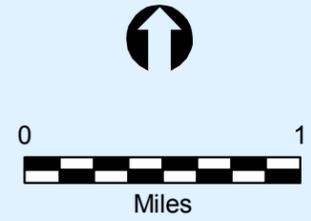
FEC Railroad Pedestrian Crossings	Existing	Future
Riverside Dr	-	North & South Sides
Center St	-	North & South Sides
Indiantown Rd	North & South Sides	-
Toney Penna Dr	-	North & South Sides
Frederick Small Rd	North Side	South Side
Donald Ross Rd	North & South Sides	-



Author: James Rahrig, GISP  
 For: Town of Jupiter - Engineering Division  
 Path: K:\Drawings\GIS\4 PZ\Trans\_Elements\2011\201109\_Sidewalk\_Facilities.mxd

**Figure 4**

Town of Jupiter  
Bicycle Transportation Master Plan  
December 2009



**Legend**

**Bike Master Plan 2008**

**Shoulder Designation**

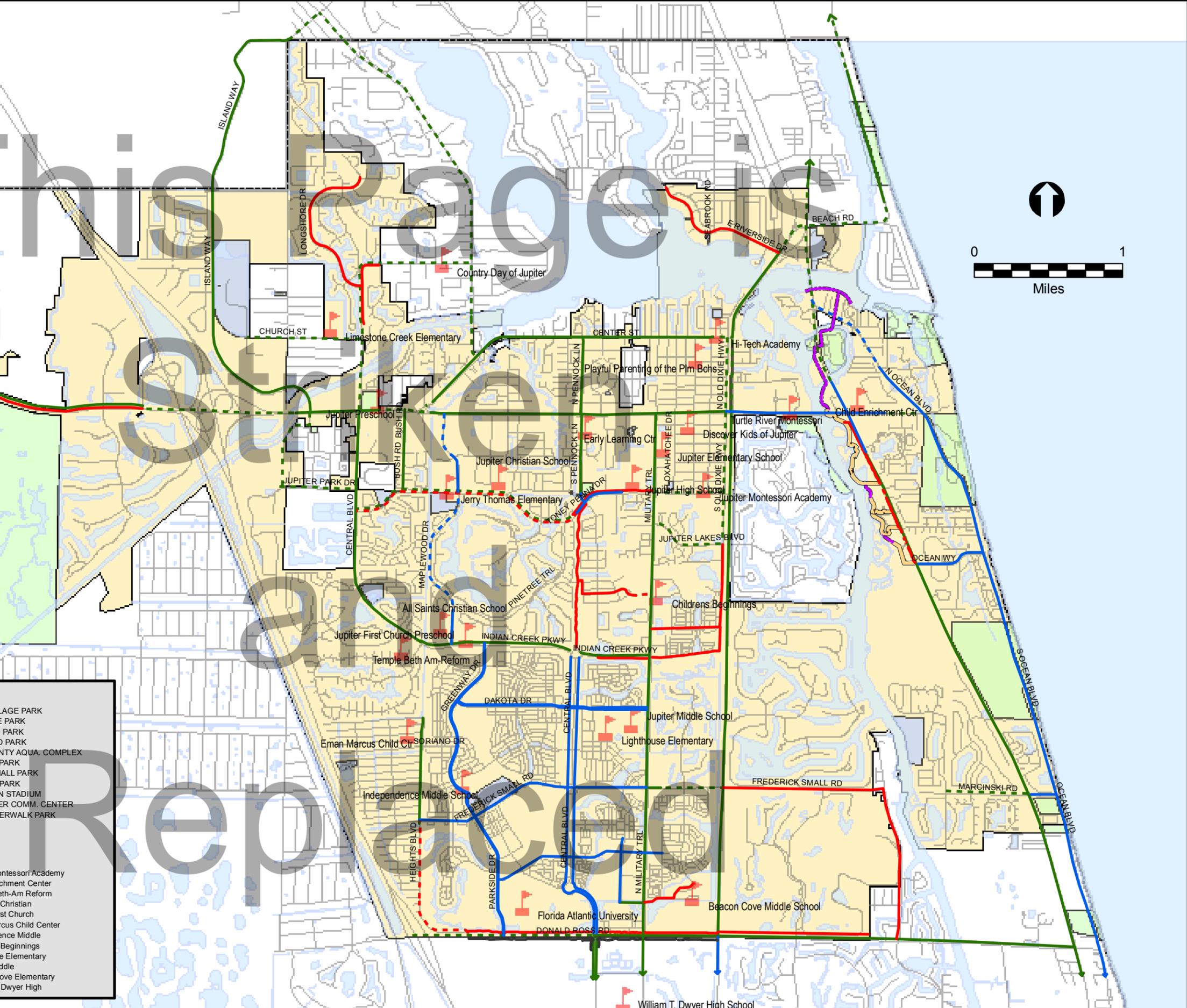
- Desired Connection
- Existing Bike Lane
- Proposed Bike Lane
- Existing Multi-Use
- Proposed Multi-Use
- Existing Shoulder
- Proposed Shoulder
- Riverwalk Existing
- Riverwalk Proposed
- Schools
- Roadway
- Water
- County Park
- Town Park
- Town Limits

**Parks**

ABACOA PARK	JUPITER VILLAGE PARK
BURT REYNOLDS DS PARK	LIGHTHOUSE PARK
CARLIN PARK	LOGERHEAD PARK
4. DAILY PARK	MAPLEWOOD PARK
DIAMOND HEAD-RADNOR PARK	NORTH COUNTY AQUA. COMPLEX
DUBOIS/JUPITER BEACH PARK	OCEAN CAY PARK
F.I.N.D. PARK	OLD TOWN HALL PARK
INDIAN CREEK PARK	RIVERBEND PARK
JUNO BEACH PARK	ROGER DEAN STADIUM
JUPITER COMMUNITY PARK	WEST JUPITER COMM. CENTER
JUPITER INLET PARK	JUPITER RIVERWALK PARK

**Schools**

Country Day Care	Jupiter Montessori Academy
Limestone Creek Elementary	Child Enrichment Center
Jupiter Preschool	Temple Beth-Am Reform
Jerry Thomas Elementary	All Saints Christian
Jupiter Christian School	Jupiter First Church
Early Learning Center	Eman Marcus Child Center
Jupiter High School	Independence Middle
Jupiter Elementary	Childrens Beginnings
Discovery Kids of Jupiter	Lighthouse Elementary
Playful Parenting	Jupiter Middle
High Tech Academy	Beacon Cove Elementary
Turtle River Montessori	William T. Dwyer High



**FIGURE 5**  
**Town of Jupiter**  
**Year 2007**  
**Level-of-Service Map**

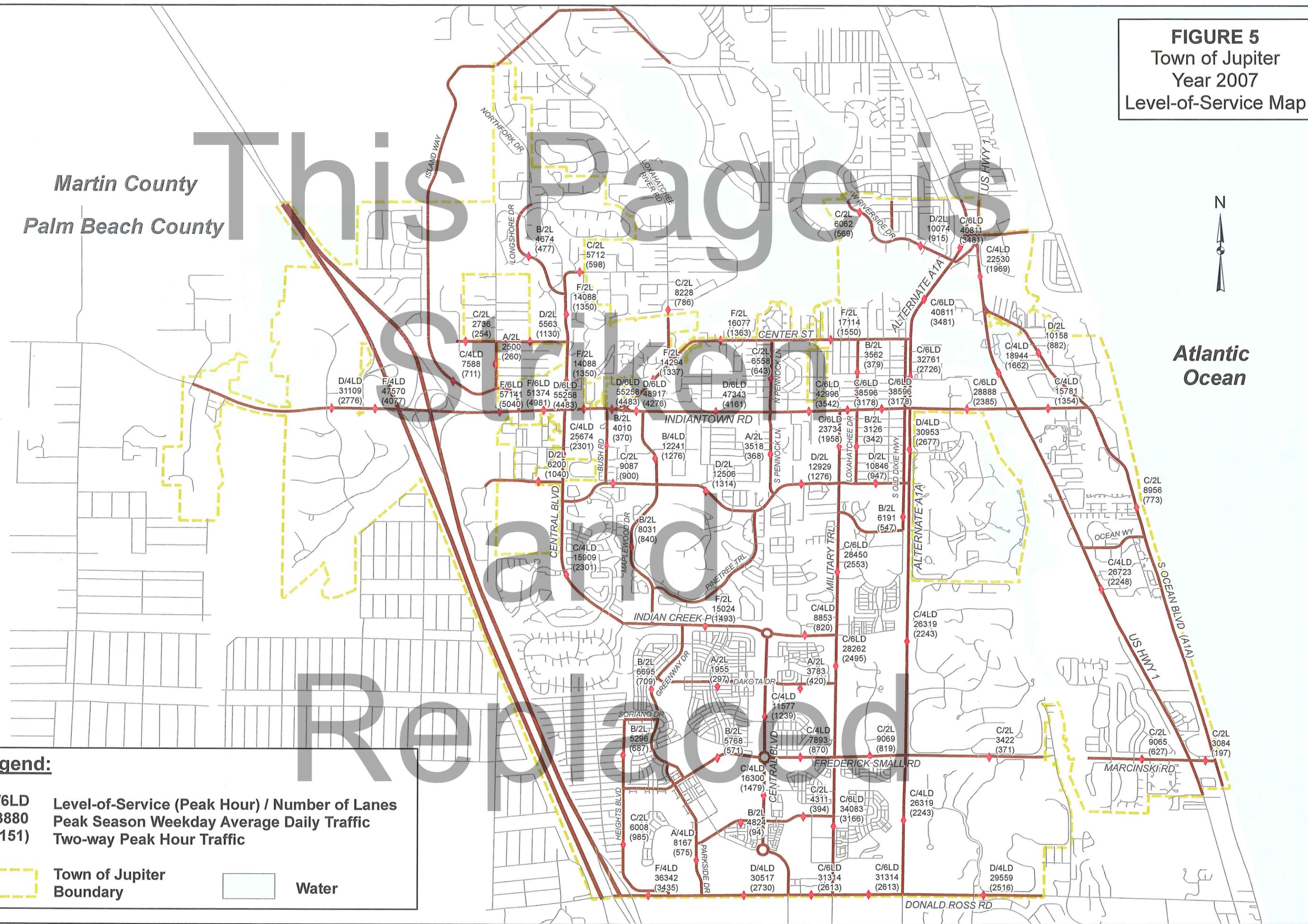
Martin County  
 Palm Beach County



**Legend:**

C/6LD	Level-of-Service (Peak Hour) / Number of Lanes
33880	Peak Season Weekday Average Daily Traffic
(3151)	Two-way Peak Hour Traffic
	Town of Jupiter Boundary
	Water

**This is a placeholder for the map content.**



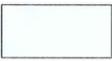
**FIGURE 6**  
Town of Jupiter  
Year 2012  
Level-of-Service Map

Martin County  
Palm Beach County

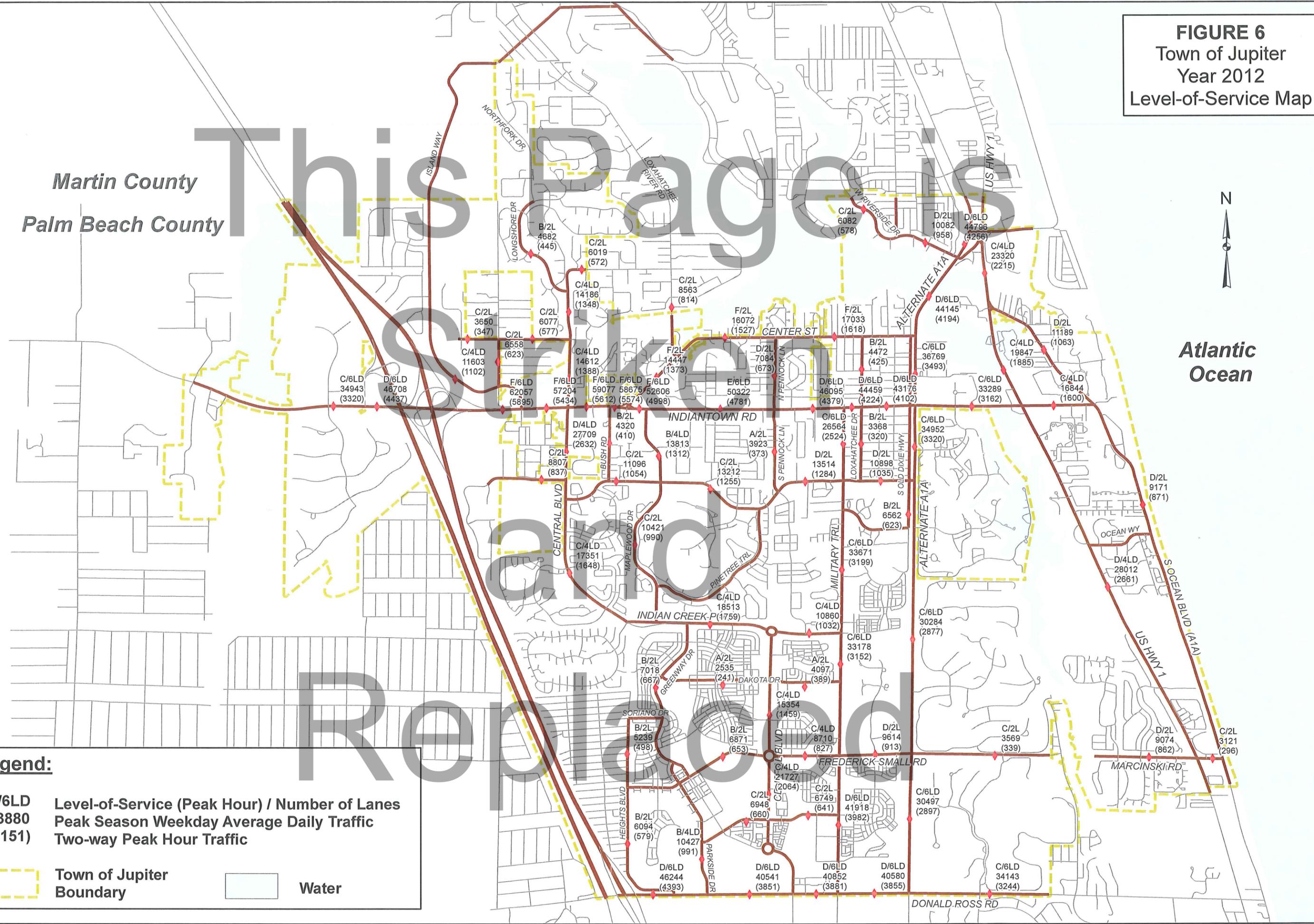


Atlantic  
Ocean

**Legend:**

C/6LD 33880 (3151)	Level-of-Service (Peak Hour) / Number of Lanes Peak Season Weekday Average Daily Traffic Two-way Peak Hour Traffic
	Town of Jupiter Boundary
	Water

This Draft Report



**FIGURE 7**  
**Town of Jupiter**  
**Year 2030**  
**Level-of-Service Map**



Martin County

Palm Beach County

Atlantic Ocean

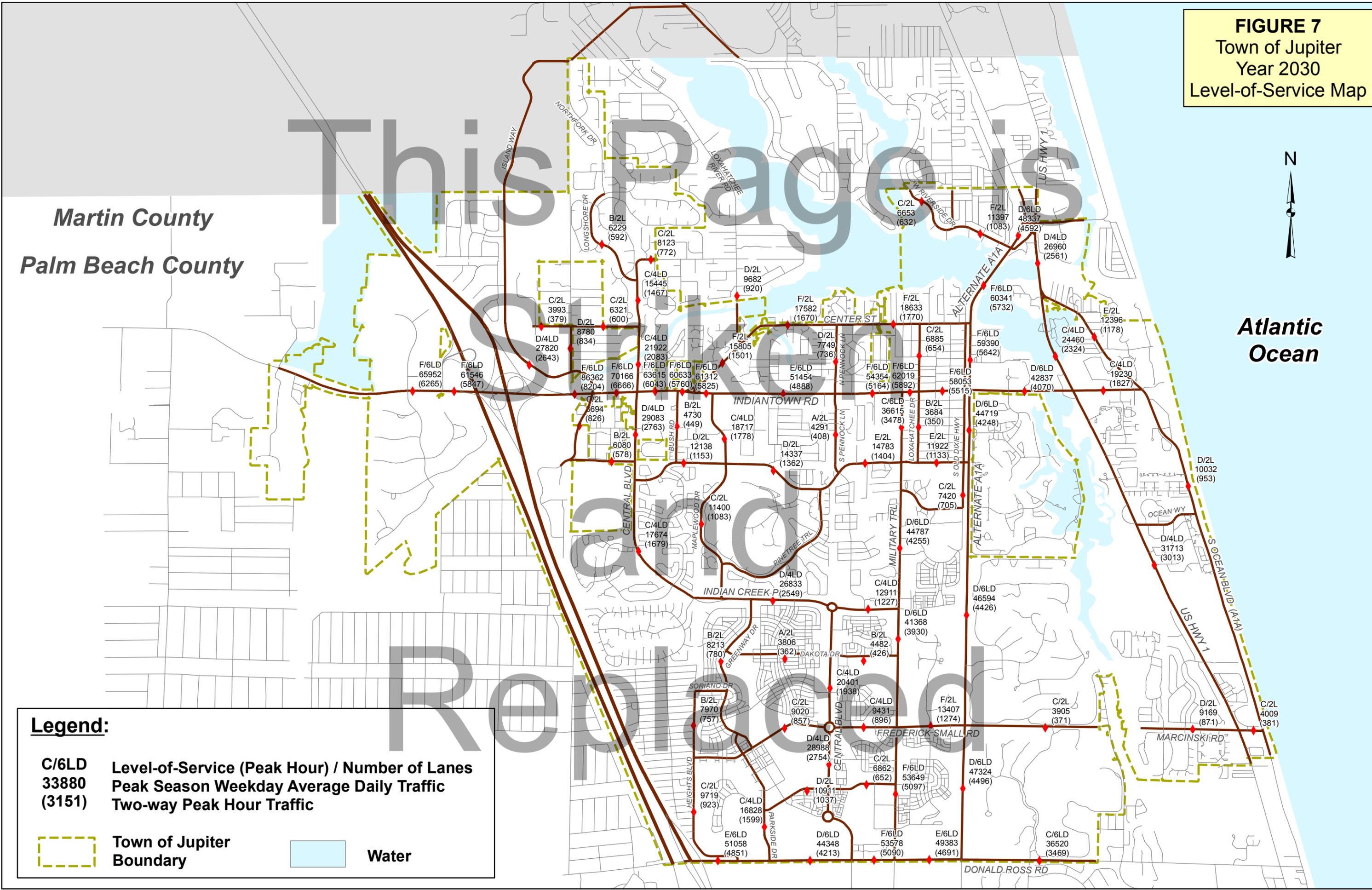
**Legend:**

**C/6LD** Level-of-Service (Peak Hour) / Number of Lanes  
**33880** Peak Season Weekday Average Daily Traffic  
**(3151)** Two-way Peak Hour Traffic

 Town of Jupiter Boundary

 Water

**This Page is Replicated**



Upon First Reading this 17<sup>th</sup> day of June, 2014, the foregoing Ordinance was offered by Councilor Wendy Harrison, who moved its adoption. The motion was seconded by Councilor Todd Wodraska, and upon being put to a roll call vote, the vote was as follows:

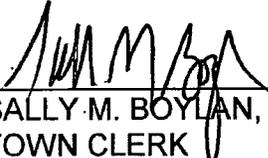
	AYE	NAY
MAYOR KAREN J. GOLONKA	Absent	
VICE-MAYOR ILAN KAUFER	X	
COUNCILOR WENDY HARRISON	X	
COUNCILOR JIM KURETSKI		X
COUNCILOR TODD R. WODRASKA	X	

Upon Second Reading this 6<sup>th</sup> day of January, 2015, the foregoing Ordinance was offered by Councilor Wendy Harrison, who moved its adoption. The motion was seconded by Councilor Todd Wodraska, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR ILAN KAUFER	X	
COUNCILOR WENDY HARRISON	X	
COUNCILOR JIM KURETSKI		X
COUNCILOR TODD R. WODRASKA	X	

The Mayor thereupon declared Ordinance 20 -14 duly passed and adopted this 6<sup>th</sup> day of January, 2015.

ATTEST:

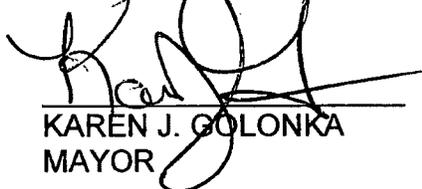
  
 SALLY M. BOYLAN, MMC  
 TOWN CLERK

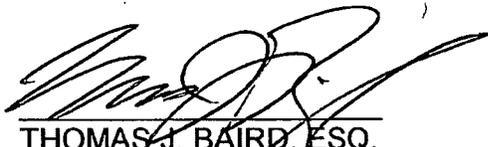
(TOWN SEAL)



TOWN OF JUPITER, FLORIDA

BY:

  
 KAREN J. GOLONKA  
 MAYOR

  
 THOMAS J. BAIRD, ESQ.  
 Approved as to form and  
 legal sufficiency

**Data and Analysis for Town of Jupiter  
Comprehensive Plan Amendment (2015-01)  
to  
the Transportation Element**

**Location: Transportation Element (see DEO Exhibit A)**

**Supporting Data and Analysis**

Amendments to Tables 2-4 and Figures 5-7 (2013, 2020 and 2035 Level of Service [LOS]) –

The proposed amendments to the three LOS tables are based on data and analysis prepared by the Town Traffic Engineer, Chang-Jen Lan, Ph.D., P.E. (see staff report Attachment A). A Town-wide traffic study was conducted to provide the projected future daily traffic and two-way peak-hour traffic volumes in 2020 (short term) and 2035 (long term), and the corresponding levels of service on roadways within the Town’s jurisdiction. As shown in the three LOS tables, the following roadway links are projected to not meet the adopted daily and two-way peak hour LOS standards within the 2035 planning timeframe:

**DAILY TRAFFIC**

Roadway	Link	Adopted Average LOS Trips	2013 Trip Volume (LOS)	2020 Trip Volume (LOS)	2035 Trip Volume (LOS)
A1A	US 1 to Jupiter Beach Road (Rd)	15,200 (D)	8,230 (C)	12,000 (D)	21,560 (F)
A1A	Jupiter Beach Rd to Indiantown Rd	15,200 (D)	10,710 (C)	13,490 (D)	20,340 (F)
Alternate A1A	US 1 to Center Street	50,300 (D)	40,440 (D)	45,460 (D)	53,980 (F)
Center Street	Indiantown Rd to Loxahatchee River Rd	15,500 <sup>1</sup>	15,170 (D)	17,880 (F) <sup>2</sup>	19,870 (F) <sup>2</sup>
Center Street	Loxahatchee River Rd to Alternate A1A	20,700 <sup>1</sup>	16,010 (E)	18,200 (F)	20,270 (F)
Central Blvd	Roebuck Road to Church Street	15,200 (D)	12,590 (D)	14,940 (D)	17,580 (F)
Central Blvd	Church Street to Indiantown Rd	15,200 (D)	15,390 (E)	17,860 (F)	20,860 (F)
Donald Ross Rd	I-95/Turnpike to Parkside Drive	50,300 (D)	34,810 (C)	51,130 (E)	67,320 (F)
Donald Ross Rd	Parkside Drive to Central Boulevard	50,300 (D)	30,000 (C)	40,300 (D)	50,890 (E)
Donald Ross Rd	East of Prosperity Farms Rd	33,200 (D)	27,540 (D)	33,580 (E)	40,110 (F)
Indiantown Rd	Florida Turnpike to I-95	46,000 (D)	44,190 (B)	50,520 (F)	58,010 (F)
Indiantown Rd	I-95 to Island Way	50,300 (D)	57,820 (F)	73,190 (F)	83,390 (F)
Indiantown Rd	Island Way to Central Boulevard	50,300 (D)	54,120 (F)	68,230 (F)	68,060 (F)
Indiantown Rd	Central Boulevard to Center Street	50,300 (D)	53,040 (E)	67,800 (F)	75,740 (F)
Indiantown Rd	Center Street to Military Trail	50,300 (D)	45,170 (D)	61,120 (F)	68,730 (F)
Indiantown Rd	Military Trail to Alternate A1A	50,300 (D)	41,730 (D)	52,670 (E)	61,010 (F)
Indiantown Rd	Alternate A1A to US 1	50,300 (D)	28,520 (C)	40,840 (D)	52,100 (E)
Military Trail	Frederick Small Rd to Donald Ross Rd	50,300 (D)	34,690 (C)	46,010 (D)	54,070 (F)
Old Dixie Hwy	Toney Penna Dr to Jupiter Lakes Blvd	9,100 (D)	5,300 (B)	9,270 (D)	11,650 (F)
Toney Penna Dr	Central Boulevard to Maplewood Drive	11,000 (C)	8,860 (C)	11,680 (D)	14,210 (E)
Toney Penna Dr	Maplewood Drive to Military Trail	11,100 (C)	11,830 (D)	14,850 (E)	17,990 (F)
Toney Penna Dr	Military Trail to Alternate A1A	9,600 (C)	9,250 (C)	12,900 (F)	14,350 (F)
US 1	Ocean Blvd (A1A) to Indiantown Road	33,200 (D)	20,680 (C)	26,060 (D)	36,623 (F)
US 1	Indiantown Road to Marcinski Road	33,200 (D)	24,390 (C)	29,470 (D)	36,610 (F)

<sup>1</sup> Existing Constrained Roadway at Lower Level of Service (CRALLS) designation per Palm Beach County for the daily and peak-hour adopted LOS of both Center Street roadway links listed. The LOS for these two roadway links is based on the standard adopted volume for a 2-lane roadway, not the CRALLS totals.

<sup>2</sup> The projected daily traffic on this roadway link will exceed, by 2,380 daily trips, the CRALLS volume by 2020 and by an additional 1,990 trips by 2035.

US1	Marcinski Road to Donald Ross Road	33,200 (D)	27,700 (D)	31,780 (D)	39,150 (F)
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Staff notes that 16 of the 25 roadway links above were also projected to not meet the adopted daily LOS standards in 2030 as shown in the currently adopted Table 7 (see Exhibit 1). The additional nine roadway links (highlighted in yellow) were proposed to meet adopted LOS standards in 2030, but are now projected not to meet the adopted daily LOS standards in 2035, as noted below:

- Central Boulevard (two roadway links north of Indiantown Road) – The current adopted LOS tables is based on an assumption that roadway capacity on Central Boulevard would be increased to four lanes on these two links by 2012. Palm Beach County removed the traffic improvement for increasing Central Boulevard to a 4-lane facility on these links from their Five-year Capital Improvement Plan. With the reduced capacity and approximately the same level of traffic volumes projected in 2020 and 2035 these segments will now not meet the adopted daily LOS standards.
- The remaining seven roadway links are proposed to not meet the adopted daily LOS standards in 2035 due to major committed and future anticipated development projects such as Hawkeye, Inlet Village and transit-oriented redevelopments on Toney Penna Drive, as further explained in the *Long Range Model Methodology* section (page 2) of Attachment A. Some of the development projects listed in the model methodology had not yet been proposed when the LOS tables were last updated in 2008. However, staff notes that these properties were assigned with more general trip generation assumptions in the 2008 update.

The next step to further address the impacts of the Indiantown Road Corridor roadway links projected to not meet the adopted daily LOS standards in 2020 and 2035 is to provide an update to the Jupiter Area Study (JAS). Specifically, providing an analysis of the critical intersections along the corridor based on the traffic counts contained in the subject LOS table text amendments.

#### TWO-WAY PEAK HOUR

Roadway	Link	Adopted 2-Way Peak Hour LOS Trips	2013 Trip Volume (LOS)	2020 Trip Volume (LOS)	2035 Trip Volume (LOS)
A1A	US 1 to Jupiter Beach Road (Rd)	1,480 (D)	710 (C)	1,040 (D)	1,880 (F)
A1A	Jupiter Beach Rd to Indiantown Rd	1,480 (D)	970 (C)	1,210 (D)	1,810 (F)
Center Street	Indiantown Rd to Loxahatchee River Rd	1,480 <sup>1</sup>	1,410 (D)	1,680 (F) <sup>2</sup>	1,890 (F) <sup>2</sup>
Center Street	Loxahatchee River Rd to Alternate A1A	1,990 <sup>1</sup>	1,510 (E)	1,690 (F)	1,900 (F)
Central Blvd	Roebuck Road to Church Street	1,480 (D)	1,460 (D)	1,390 (D)	1,640 (F)
Central Blvd	Church Street to Indiantown Rd	1,480 (D)	1,460 (D)	1,700 (F)	1,990 (F)
Donald Ross Rd	I-95/Turnpike to Parkside Drive	4,880 (D)	3,320 (C)	4,910 (E)	6,490 (F)
Donald Ross Rd	Parkside Drive to Central Boulevard	4,800 (D)	2,870 (C)	3,880 (D)	4,900 (E)
Donald Ross Rd	East of Prosperity Farms Rd	3,220 (D)	2,630 (D)	3,190 (D)	3,820 (F)
Indiantown Rd	Florida Turnpike to I-95	4,460 (D)	4,120 (B)	4,890 (F)	5,610 (F)
Indiantown Rd	I-95 to Island Way	4,800 (D)	5,330 (F)	6,690 (F)	7,610 (F)
Indiantown Rd	Island Way to Central Boulevard	4,800 (D)	4,810 (D)	6,100 (F)	6,090 (F)
Indiantown Rd	Central Boulevard to Center Street	4,800 (D)	4,300 (D)	5,540 (F)	6,210 (F)
Indiantown Rd	Center Street to Military Trail	4,800 (D)	3,760 (C)	5,110 (E)	5,810 (F)
Indiantown Rd	Military Trail to Alternate A1A	4,800 (D)	3,430 (C)	4,440 (D)	5,230 (F)
Toney Penna Dr	Maplewood Drive to Military Trail	1,350 (D)	1,130 (D)	1,430 (E)	1,760 (F)
Toney Penna Dr	Military Trail to Alternate A1A	1,120 (D)	810 (C)	1,170 (E)	1,260 (F)
US 1	Ocean Blvd (A1A) to Indiantown Road	3,220 (D)	1,840 (C)	2,340 (C)	3,260 (E)
US 1	Indiantown Road to Marcinski Road	3,220 (D)	2,140 (C)	2,660 (D)	3,370 (E)
US1	Marcinski Road to Donald Ross Road	3,220 (D)	2,340 (D)	2,670 (D)	3,330 (E)

Staff notes that 16 of the 20 roadway links above were also projected to not meet the adopted two-way peak hour LOS standards in 2030, as shown in the currently adopted Table 7. The additional four roadway links (highlighted in yellow) were proposed to meet adopted LOS standards in 2030, but are now proposed not to meet the adopted daily LOS standards in 2035 as noted below:

- Central Boulevard (two roadway links north of Indiantown Road) – See analysis mentioned above.
- US 1 (two roadway links) – Due to the current and proposed major developments mentioned above, specifically Harbourside and the Inlet Village.

Further, staff notes that the following roadway segments that are projected to not meet the adopted daily LOS standards in 2035 are projected to meet the adopted two-way peak hour LOS standards in 2035:

- Alternate A1A from US 1 to Center Street
- Indiantown Road from Alternate A1A to US 1
- Military Trail from Frederick Small Road to Donald Ross Road
- Old Dixie Highway from Toney Penna Drive to Jupiter Lakes Boulevard
- Toney Penna Drive from Central Boulevard to Maplewood Drive

Finally, the existing and future conditions for I-95 and the Florida Turnpike provided by FDOT, have been added into Tables 2 and 4, respectively. The Town has interpolated future 2020 conditions for I-95 and the Florida Turnpike and included this information into Table 3.

Amendments to Table 1 and Figure 1 (Functional Classification of Existing Road Network) –

The proposed amendments to Table 1 and Figure 1 are based on the 2010 Federal Highway Administration (FHWA) adjusted Palm Beach County urban boundaries and functional classification of roadways (see staff report Attachment A, page 1). The 2010 FHWA revisions were adopted by the Palm Beach County Board of County Commissioners on December 17, 2013. Based on the criteria contained in Attachment A, some of the Town collectors and local roads were reclassified into the “major collector” and “minor collector.” As a result, the Table 1 was revised to reflect those changes. It should be noted that these functional reclassification do not lead to any changes in the service volume standards on State, PBC or Town roads.

Amendments to Figure 3 (Sidewalks/Pedestrian Facilities Map) – The proposed amendments to Figure 3 are as follows:

- Church Street from the Town’s maintenance facility to Island Way – Add a future pedestrian facility. Residents from the Rialto neighborhood have asked for a pedestrian connection to allow children to walk or ride bikes to Limestone Creek Elementary School.
- Jupiter Park Drive adjacent to unincorporated area to the north (Shell Trace Apartments and Mallory Cove condominiums) – Correct a scrivener’s error on existing Figure 3 to indicate as a future pedestrian facility. The Town will be completing this pedestrian link in Fiscal Year 2014-2015.
- Seabrook Road from Northern Town Boundary to Riverside Drive – Add the existing pedestrian facility.
- Pedestrian Facilities along US 1 from A1A to Marcinski Road – Change the links from A1A to Indiantown Road and Ocean Way to Marcinski from future to existing pedestrian facilities. These links have been completed since the last time the figure was amended.

Amendments to Figure 4 (Bicycle Transportation Master Plan) – The proposed amendments to Figure 4 are as follows:

- Addition of Existing Bike Lanes – Bike lanes completed since the last update of the figure were added along Maplewood Drive (Indiantown Road to Indian Creek Parkway), Indiantown Road (Bush Road to Alternate A1A), Alternate A1A

(Indiantown Road to Donald Ross Road) and US 1 (Indiantown Road to Donald Ross Road).

- Addition of Existing Riverwalk – Portions of the Riverwalk completed since the last update of the figure were added along the Jupiter Inlet and the Intracoastal Waterway (just north of Indiantown Road to Ocean Way).
- Shoulders completed since the last update of the figure were added along Central Boulevard (Indiantown Road to Roebuck Road [Town Boundary]).
- Deletion of future shoulders along Jupiter Lakes Boulevard between Military Trail and Old Dixie Highway (Note: a sidewalk will be added on the south side of Jupiter Lakes Boulevard in the future but it will not be a multi-use path).
- Addition of an existing multi-use path completed since the last update of the figure was added on the south side of Toney Penna Drive from Maplewood Park to Maplewood Drive.
- Addition of future multi-use paths on the south side of Toney Penna Drive from Central Boulevard to Maplewood Park and the north side of Toney Penna Drive from Maplewood Drive to Mohican Boulevard.
- Addition of Palm Tran Route #10 and corresponding bus stops.

**B. Internal Consistency with the Comprehensive Plan** - The proposed amendments to modify existing Tables 1-4 and Figures 1, 3, 4 and 5-7, are internally consistent and supported by the objectives and implementing policies of the Town's Comprehensive Plan contained in staff report Attachment B.

**C. Intergovernmental Coordination** - Staff has submitted an executive summary of the proposed Transportation Element Text Amendments to the Palm Beach County Interlocal Plan Amendment Review Committee (IPARC). As of the date of this report, staff has not received any comments related to the text amendment.

K:\Staff\WP51\COMPPLAN\Amendments\2015-01 TE Tables and Figures\Data and Analysis.doc January 7, 2015

**TOWN OF JUPITER  
TOWN MANAGER'S OFFICE**



**DATE:** January 7, 2015  
**TO:** Honorable Mayor and Members of Town Council  
**THRU:** Andrew D. Lukasik, Town Manager  
**FROM:** John Sickler, Planning and Zoning Director  
**SUBJECT:** **TRANSPORTATION ELEMENT COMPREHENSIVE PLAN  
TEXT AMENDMENTS** – To modify tables and figures pertaining to current and future traffic levels of service on roadways; sidewalk and pedestrian facilities; and the bicycle transportation master plan.

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**PZ #12-378 - Ord #20-14  
DMK**

<b>Meeting</b>	<b>PZ</b>	<b>06/10/14</b>
<b>dates:</b>	<b>TC</b>	<b>06/17/14 1<sup>st</sup> Reading</b>
	<b>TC</b>	<b>08/19/14 Continued</b>
		<b>11/18/14 Continued</b>
		<b>12/16/14 Continued</b>
		<b>01/06/15 2<sup>nd</sup> Reading</b>

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*Applicant:*  
*Request:*

- Town-initiated  
To modify the following Transportation Element Tables and Figures:
1. Table 1 and Figure 1 (Functional Classification – Existing Network) to revise roadway classification groups.
  2. Table 2 and Figure 5 (Existing Levels of Service [LOS] on Roads) to update to 2013;
  3. Table 3 and Figure 6 (Short-term Future LOS on Roads) to update to 2020;
  4. Table 4 and Figure 7 (Long-term Future LOS on Roads) to update to 2035;
  5. Figure 3 (Sidewalk/Pedestrian Map) to update the status of pedestrian facilities along arterial and collector roads; and,
  6. Figure 4 (Bicycle Transportation Master Plan) to update the status of bicycle and multi-use facilities along arterial and collector roads.

***Final Town Council Action (01-06-15).***

At their January 6, 2015 meeting, the Town Council approved (by a 4-1 vote) the Transportation Element text amendments recommended by staff without any modifications.

**Staff Update (12-19-14).**

The following changes have been made to the proposed text amendments since the August 19, 2014 Town Council meeting, based on the following direction from the Town Council:

1. Change traffic trip projections based on updated Indiantown Road traffic mitigation strategy assumptions, which will be presented to the Town Council at the adoption hearing – Projections for Table 3 and Figure 6 (Short-term [2020] Future LOS on Roads) have been updated based on the revised assumptions that the southern extension of Island Way will be completed before 2020 and the committed Hawkeye project would be partially (200,000 square feet) built in 2020 and completed by 2035.

Staff Comment: The proposed completion of the southern extension of Island Way prior to 2020 results in changes to the projections for the following roadway segments:

- *Central Boulevard from Indiantown Road to Toney Penna Drive* – In 2020, it is projected to go from LOS “E” to “C” and the two-way peak hour is projected to go from “D” to “C”.  
*Indiantown Road from Island Way to Central Boulevard* – In 2020, it is projected to have 4,880 less daily trips and 400 less two-way peak hour trips, however the LOS standard remains as “F” for both.
  - *Island Way south of Indiantown Road* – In 2020, it is projected to have 7,490 more daily trips and 720 more two-way peak hour trips, however the LOS standard remains as “C” for both.
  - *Jupiter Park Drive west of Central Boulevard* – In 2020, it is projected to go from LOS “D” to “C” for both daily and two-way peak hour traffic.
2. Provide additional responses to FDOT technical assistance-related comments - Figure 4 (Bicycle Transportation Master Plan) has been modified to include Palm Tran Route #10 and corresponding bus stops.

Staff Comment: Route #10 and the corresponding bus stops have been added to Figure 4 in response to technical assistant comments from the Florida Department of Transportation (FDOT) (Attachment E). The feasibility of incorporating additional FDOT comments will be evaluated the next time the Transportation Element Figures are proposed to be updated. Some of the changes suggested by FDOT would further increase the complexity (colors, symbols, etc.) of the figures and staff will explore how these concerns could be addressed, perhaps through the creation of a new figure in the future.

**Town Council Actions (08-19-14 to 12-16-14).**

At their August 19, 2014 meeting, the Town Council continued (by a 5-0 vote) the proposed Transportation Element text amendments to the November 18, 2014 meeting and directed staff to provide the following before the adoption hearing:

- An update of Indiantown Road traffic mitigation strategy assumptions to the Town Council;
- Modify short term (2020) traffic trip projections based on revised mitigation strategy assumptions;
- Provide additional responses to Florida Department of Transportation (FDOT) technical assistance-related comments.

At their November 18, 2014 meeting, the Town Council continued (on consent) the proposed Transportation Element text amendments to the December 16, 2014 meeting.

At their December 16, 2014 meeting, the Town Council continued (on consent) the proposed Transportation Element text amendments to the January 6, 2015 meeting.

**Staff Update (08-11-14).**

The Town received “No-ORC” letters from the Department of Economic Opportunity (DEO), the South Florida Water Management District (SFWMD), the Florida Department of Environmental Protection (FDEP) and the Treasure Coast Regional Planning Council (TCRPC) (Attachment C) collectively stating these agencies did not have any objections to the proposed Transportation Element text amendments. In addition, the Town received an e-mail (Attachment D) from the Florida Department of Transportation (FDOT) on July 28, 2014, stating the Department would not be issuing any formal comments for the proposed text amendments and commending the Town for updating the Transportation Element tables and figures based on a Townwide traffic study. In addition, FDOT offered several technical assistance comments for the Town’s consideration, which are addressed below. Pursuant to Section 163.3184, Florida Statutes, the Town has 180 days, from July 28, 2014, in which to adopt, adopt with changes, or determine that the Town will not adopt the proposed amendments.

Staff recommends **approval** of the proposed Comprehensive Plan text amendments with the following amendments (shown in an underline format) based on comments from FDOT and revisions to the LOS tables and corresponding figures, based on enhanced analyses by Town Traffic Engineer, Chang-Jen Lan, Ph.D., P.E.:

1. FDOT Comments

- a. Revise Table 1 (Functional Classification of Existing Road Network) to accurately reflect that the State of Florida is not the maintaining agency for the segment of Indiantown Road from US1 and A1A and Military Trail from Indiantown Road to Donald Ross Road.

Staff Comment: Table 1 has been corrected to reflect that Palm Beach County is the maintaining agency for these two roadway segments.

- b. I-95 and Florida Turnpike Existing (2013) and Future (FDOT 2040) Conditions – Include this information in the LOS tables for the portion of I-95 within the Town limits and the portion of the Florida Turnpike from Donald Ross Road to Indiantown Road.

Staff Comment: Staff has included the existing and future conditions for I-95 and the Florida Turnpike provided by FDOT into Tables 2 and 4, respectively. In addition, staff has interpolated future 2020 conditions for I-95 and the Florida Turnpike and included this information into Table 3.

- 2. Town Traffic Engineer Modifications to Tables 2-4 – The following amendments are recommend to Tables 2-4 (and corresponding Figures 5-7):

Roadway	Link	Table	Data	Previous	Revised
Central Blvd	Roebuck Road to Church St	2 (2013)	Daily Count	15,390	12,590
Central Blvd	Roebuck Road to Church St	2 (2013)	Daily LOS	E	D
Central Blvd	Roebuck Road to Church St	2 (2013)	Peak Hour Count	1,460	1,160
Indiantown Rd	Florida Turnpike to I-95	2 (2013)	Daily LOS	D	B
Indiantown Rd	Florida Turnpike to I-95	2 (2013)	Peak Hour LOS	D	B
Island Way	South of Indiantown Rd	2 (2013)	Daily LOS	C	B
Island Way	South of Indiantown Rd	2 (2013)	Peak Hour LOS	C	B
Central Blvd	Roebuck Road to Church St	3 (2020)	Daily Count	17,350	14,940
Central Blvd	Roebuck Road to Church St	3 (2020)	Daily LOS	F	D
Central Blvd	Roebuck Road to Church St	3 (2020)	Peak Hour Count	1,640	1,390
Central Blvd	Roebuck Road to Church St	3 (2020)	Peak Hour LOS	F	D
Indiantown Rd	West of the Florida Turnpike	3 (2020)	Daily Count	42,510	43,550
Indiantown Rd	West of the Florida Turnpike	3 (2020)	Peak Hour Count	3,910	4,020
Central Blvd	Roebuck Road to Church St	4 (2035)	Daily Count	19,990	17,580
Central Blvd	Roebuck Road to Church St	4 (2035)	Peak hour Count	1,900	1,640
Indiantown Rd	West of the Florida Turnpike	4 (2035)	Daily Count	46,600	50,260

Indiantown Rd	West of the Florida Turnpike	4 (2035)	Peak Hour Count	4,310	4,670
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Staff Comment: The above amendments to the daily and peak hour counts and LOS for Central Boulevard and the segment of Indiantown Road west of the Florida Turnpike are recommended to reflect the revised total traffic trips associated with the projected Jupiter Farms residential and commercial development assumed in the Palm Beach County long-range planning model, which were not available when the proposed Transportation Element text amendments were transmitted to DEO. The remaining amendments to the LOS letter only for Island Way south of Indiantown Road and Indiantown Road between the Florida Turnpike and I-95 are based on corrections to data sources utilized to establish LOS letters.

All of the proposed amendments to the tables are included in Ordinance #20-14 in a ~~strike-through~~ and underline format. All of the corresponding proposed amendments to the figures are shown in an underline replacement format in the ordinance due to space constraints.

The e-mail from FDOT also included other comments, which staff has responded to (Attachment E), which staff believes do not require changes to the text amendments.

#### ***Town Council Action.***

At their June 17, 2014 meeting, the Town Council **approved** (by a 3-1 vote) on 1<sup>st</sup> reading transmittal of the Transportation Element text amendments recommended by staff with the following modifications:

- Figure 3 – Add the existing and proposed Riverwalk as corresponding pedestrian facilities.
- Figure 4 – Include the following changes:
  - Add proposed multi-use path on Jupiter Lakes Boulevard from Military Trail to Old Dixie Highway;
  - Add a cross-hatching to denote the location of the Jupiter Inlet Lighthouse Outstanding Natural Area (JILONA);
  - Include the location of two private schools (Turtle River Montessori and Edna Runner Tutorial);
  - Modify the roundabouts on Central Boulevard to denote they do not contain bike lanes.

The above changes were added to Figures 3 and 4 in Exhibit A of Ordinance #20-14.

#### ***Local Planning Agency (LPA) Recommendation.***

At their June 10, 2014 meeting, the Planning and Zoning Commission (acting as the Local Planning Agency) recommended approval (by a 7-0 vote) of the proposed Comprehensive Plan text amendments with no modifications.

#### ***Staff Recommendation.***

Based upon the facts and findings contained herein, staff recommends that the Planning and Zoning Commission, acting as the Town's Local Planning Agency (LPA), recommend the Town Council **Adopt** the proposed Comprehensive Plan text amendments as noted above (shown in Ordinance 20-14).

**Background.**

Table 1 and Figure 1 (Functional Classification of Existing Road Network) – The table and figure were last updated in 2008 as part of the Evaluation and Appraisal Report (EAR)-based Comprehensive Plan Amendments. They are proposed to be revised now in order to provide consistency with the recently adopted revisions to the Palm Beach County Metropolitan Planning Organization’s functional classification of roadways map.

Tables 2-4 and Figures 5-7 (Existing, Short-term Future and Long-term Future Level of Service) – These tables and corresponding figures were last updated in 2009. Staff is proposing to update these tables and figures to reflect existing (2013), short-term future (2020) and long-term future (2035) Level of Service (LOS) conditions on roadways in the Town.

Figure 3 (Sidewalks/Pedestrian Facilities Map) – This figure was last updated in 2011. The current amendments are proposed to incorporate changes to the Town’s sidewalk/pedestrian facilities that have occurred since 2011.

Figure 4 (Bicycle Transportation Master Plan) – This figure was last updated in 2009. The current amendments are proposed to incorporate changes to the Town’s bike lane and multi-use facilities that have occurred since 2009.

**Analysis.**

**A. Supporting Data and Analysis**

Amendments to Tables 2-4 and Figures 5-7 (2013, 2020 and 2035 Level of Service [LOS]) – The proposed amendments to the three LOS tables are based on data and analysis prepared by the Town Traffic Engineer, Chang-Jen Lan, Ph.D., P.E. (Attachment A). A Town-wide traffic study was conducted to provide the projected future daily traffic and two-way peak-hour traffic volumes in 2020 (short term) and 2035 (long term), and the corresponding levels of service on roadways within the Town’s jurisdiction. As shown in the three LOS tables, the following roadway links are projected to not meet the adopted daily and two-way peak hour LOS standards within the 2035 planning timeframe:

**DAILY TRAFFIC**

Roadway	Link	Adopted Average LOS Trips	2013 Trip Volume (LOS)	2020 Trip Volume (LOS)	2035 Trip Volume (LOS)
A1A	US 1 to Jupiter Beach Road (Rd)	15,200 (D)	8,230 (C)	12,000 (D)	21,560 (F)
A1A	Jupiter Beach Rd to Indiantown Rd	15,200 (D)	10,710 (C)	13,490 (D)	20,340 (F)
Alternate A1A	US 1 to Center Street	50,300 (D)	40,440 (D)	45,460 (D)	53,980 (F)
Center Street	Indiantown Rd to Loxahatchee River Rd	15,500 <sup>1</sup>	15,170 (D)	17,880 (F) <sup>2</sup>	19,870 (F) <sup>2</sup>

<sup>1</sup> Existing Constrained Roadway at Lower Level of Service (CRALLS) designation per Palm Beach County for the daily and peak-hour adopted LOS of both Center Street roadway links listed. The LOS for these two roadway links is based on the standard adopted volume for a 2-lane roadway, not the CRALLS totals.

<sup>2</sup> The projected daily traffic on this roadway link will exceed, by 2,380 daily trips, the CRALLS volume by 2020 and by an additional 1,990 trips by 2035.

**Transportation Element Text Amendments**  
**Page 6 of 9**

Center Street	Loxahatchee River Rd to Alternate A1A	20,700 <sup>1</sup>	16,010 (E)	18,200 (F)	20,270 (F)
Central Blvd	Roebuck Road to Church Street	15,200 (D)	15,390 (E)	17,350 (F)	19,990 (F)
Central Blvd	Church Street to Indiantown Rd	15,200 (D)	15,390 (E)	17,860 (F)	20,860 (F)
Donald Ross Rd	I-95/Turnpike to Parkside Drive	50,300 (D)	34,810 (C)	51,130 (E)	67,320 (F)
Donald Ross Rd	Parkside Drive to Central Boulevard	50,300 (D)	30,000 (C)	40,300 (D)	50,890 (E)
Donald Ross Rd	East of Prosperity Farms Rd	33,200 (D)	27,540 (D)	33,580 (E)	40,110 (F)
Indiantown Rd	Florida Turnpike to I-95	46,000 (D)	44,190 (D)	50,520 (F)	58,010 (F)
Indiantown Rd	I-95 to Island Way	50,300 (D)	57,820 (F)	73,190 (F)	83,390 (F)
Indiantown Rd	Island Way to Central Boulevard	50,300 (D)	54,120 (F)	68,230 (F)	68,060 (F)
Indiantown Rd	Central Boulevard to Center Street	50,300 (D)	53,040 (E)	67,800 (F)	75,740 (F)
Indiantown Rd	Center Street to Military Trail	50,300 (D)	45,170 (D)	61,120 (F)	68,730 (F)
Indiantown Rd	Military Trail to Alternate A1A	50,300 (D)	41,730 (D)	52,670 (E)	61,010 (F)
Indiantown Rd	Alternate A1A to US 1	50,300 (D)	28,520 (C)	40,840 (D)	52,100 (E)
Military Trail	Frederick Small Rd to Donald Ross Rd	50,300 (D)	34,690 (C)	46,010 (D)	54,070 (F)
Old Dixie Hwy	Toney Penna Dr to Jupiter Lakes Blvd	9,100 (D)	5,300 (B)	9,270 (D)	11,650 (F)
Toney Penna Dr	Central Boulevard to Maplewood Drive	11,000 (C)	8,860 (C)	11,680 (D)	14,210 (E)
Toney Penna Dr	Maplewood Drive to Military Trail	11,100 (C)	11,830 (D)	14,850 (E)	17,990 (F)
Toney Penna Dr	Military Trail to Alternate A1A	9,600 (C)	9,250 (C)	12,900 (F)	14,350 (F)
US 1	Ocean Blvd (A1A) to Indiantown Road	33,200 (D)	20,680 (C)	26,060 (D)	36,623 (F)
US 1	Indiantown Road to Marcinski Road	33,200 (D)	24,390 (C)	29,470 (D)	36,610 (F)
US1	Marcinski Road to Donald Ross Road	33,200 (D)	27,700 (D)	31,780 (D)	39,150 (F)

Staff notes that 16 of the 25 roadway links above were also projected to not meet the adopted daily LOS standards in 2030 as shown in the currently adopted Table 7 (see Exhibit 1). The additional nine roadway links (highlighted in yellow) were proposed to meet adopted LOS standards in 2030, but are now projected not to meet the adopted daily LOS standards in 2035, as noted below:

- Central Boulevard (two roadway links north of Indiantown Road) – The current adopted LOS tables is based on an assumption that roadway capacity on Central Boulevard would be increased to four lanes on these two links by 2012. Palm Beach County removed the traffic improvement for increasing Central Boulevard to a 4-lane facility on these links from their Five-year Capital Improvement Plan. With the reduced capacity and approximately the same level of traffic volumes projected in 2020 and 2035 these segments will now not meet the adopted daily LOS standards.
- The remaining seven roadway links are proposed to not meet the adopted daily LOS standards in 2035 due to major committed and future anticipated development projects such as Hawkeye, Inlet Village and transit-oriented redevelopments on Toney Penna Drive, as further explained in the *Long Range Model Methodology* section (page 2) of Attachment A. Some of the development projects listed in the model methodology had not yet been proposed when the LOS tables were last updated in 2008. However, staff notes that these properties were assigned with more general trip generation assumptions in the 2008 update.

The next step to further address the impacts of the Indiantown Road Corridor roadway links projected to not meet the adopted daily LOS standards in 2020 and 2035 is to provide an update to the Jupiter Area Study (JAS). Specifically, providing an analysis of the critical intersections along the corridor based on the traffic counts contained in the subject LOS table text amendments.

**TWO-WAY PEAK HOUR**

Roadway	Link	Adopted 2-Way Peak Hour LOS Trips	2013 Trip Volume (LOS)	2020 Trip Volume (LOS)	2035 Trip Volume (LOS)
A1A	US 1 to Jupiter Beach Road (Rd)	1,480 (D)	710 (C)	1,040 (D)	1,880 (F)
A1A	Jupiter Beach Rd to Indiantown Rd	1,480 (D)	970 (C)	1,210 (D)	1,810 (F)
Center Street	Indiantown Rd to Loxahatchee River Rd	1,480 <sup>1</sup>	1,410 (D)	1,680 (F) <sup>2</sup>	1,890 (F) <sup>2</sup>
Center Street	Loxahatchee River Rd to Alternate A1A	1,990 <sup>1</sup>	1,510 (E)	1,690 (F)	1,900 (F)
Central Blvd	Roebuck Road to Church Street	1,480 (D)	1,460 (D)	1,640 (F)	1,900 (F)
Central Blvd	Church Street to Indiantown Rd	1,480 (D)	1,460 (D)	1,700 (F)	1,990 (F)
Donald Ross Rd	I-95/Turnpike to Parkside Drive	4,880 (D)	3,320 (C)	4,910 (E)	6,490 (F)
Donald Ross Rd	Parkside Drive to Central Boulevard	4,800 (D)	2,870 (C)	3,880 (D)	4,900 (E)
Donald Ross Rd	East of Prosperity Farms Rd	3,220 (D)	2,630 (D)	3,190 (D)	3,820 (F)
Indiantown Rd	Florida Turnpike to I-95	4,460 (D)	4,120 (D)	4,890 (F)	5,610 (F)
Indiantown Rd	I-95 to Island Way	4,800 (D)	5,330 (F)	6,690 (F)	7,610 (F)
Indiantown Rd	Island Way to Central Boulevard	4,800 (D)	4,810 (D)	6,100 (F)	6,090 (F)
Indiantown Rd	Central Boulevard to Center Street	4,800 (D)	4,300 (D)	5,540 (F)	6,210 (F)
Indiantown Rd	Center Street to Military Trail	4,800 (D)	3,760 (C)	5,110 (E)	5,810 (F)
Indiantown Rd	Military Trail to Alternate A1A	4,800 (D)	3,430 (C)	4,440 (D)	5,230 (F)
Toney Penna Dr	Maplewood Drive to Military Trail	1,350 (D)	1,130 (D)	1,430 (E)	1,760 (F)
Toney Penna Dr	Military Trail to Alternate A1A	1,120 (D)	810 (C)	1,170 (E)	1,260 (F)
US 1	Ocean Blvd (A1A) to Indiantown Road	3,220 (D)	1,840 (C)	2,340 (C)	3,260 (E)
US 1	Indiantown Road to Marcinski Road	3,220 (D)	2,140 (C)	2,660 (D)	3,370 (E)
US1	Marcinski Road to Donald Ross Road	3,220 (D)	2,340 (D)	2,670 (D)	3,330 (E)

Staff notes that 16 of the 20 roadway links above were also projected to not meet the adopted two-way peak hour LOS standards in 2030, as shown in the currently adopted Table 7. The additional four roadway links (highlighted in yellow) were proposed to meet adopted LOS standards in 2030, but are now proposed not to meet the adopted daily LOS standards in 2035 as noted below:

- Central Boulevard (two roadway links north of Indiantown Road) – See analysis mentioned above.
- US 1 (two roadway links) – Due to the current and proposed major developments mentioned above, specifically Harbourside and the Inlet Village.

Finally, staff notes that the following roadway segments that are projected to not meet the adopted daily LOS standards in 2035 are projected to meet the adopted two-way peak hour LOS standards in 2035:

- Alternate A1A from US 1 to Center Street
- Indiantown Road from Alternate A1A to US 1
- Military Trail from Frederick Small Road to Donald Ross Road
- Old Dixie Highway from Toney Penna Drive to Jupiter Lakes Boulevard
- Toney Penna Drive from Central Boulevard to Maplewood Drive

Amendments to Table 1 and Figure 1 (Functional Classification of Existing Road Network) – The proposed amendments to Table 1 and Figure 1 are based on the 2010 Federal Highway Administration (FHWA) adjusted Palm Beach County urban boundaries and functional classification of roadways (see Attachment A, page 1). The 2010 FHWA revisions were adopted by the Palm Beach County Board of County Commissioners on December 17, 2013. Based on the criteria contained in Attachment A, some of the Town collectors and

local roads were reclassified into the “major collector” and “minor collector.” As a result, the Table 1 was revised to reflect those changes. It should be noted that these functional reclassification do not lead to any changes in the service volume standards on State, PBC or Town roads.

Amendments to Figure 3 (Sidewalks/Pedestrian Facilities Map) – The proposed amendments to Figure 3 are as follows:

- Church Street from the Town’s maintenance facility to Island Way – Add a future pedestrian facility. Residents from the Rialto neighborhood have asked for a pedestrian connection to allow children to walk or ride bikes to Limestone Creek Elementary School.
- Jupiter Park Drive adjacent to unincorporated area to the north (Shell Trace Apartments and Mallory Cove condominiums) – Correct a scrivener’s error on existing Figure 3 to indicate as a future pedestrian facility. The Town will be completing this pedestrian link in Fiscal Year 2014-2015.
- Seabrook Road from Northern Town Boundary to Riverside Drive – Add the existing pedestrian facility.
- Pedestrian Facilities along US 1 from A1A to Marcinski Road – Change the links from A1A to Indiantown Road and Ocean Way to Marcinski from future to existing pedestrian facilities. These links have been completed since the last time the figure was amended.

Amendments to Figure 4 (Bicycle Transportation Master Plan) – The proposed amendments to Figure 4 are as follows:

- Addition of Existing Bike Lanes – Bike lanes completed since the last update of the figure were added along Maplewood Drive (Indiantown Road to Indian Creek Parkway), Indiantown Road (Bush Road to Alternate A1A), Alternate A1A (Indiantown Road to Donald Ross Road) and US 1 (Indiantown Road to Donald Ross Road).
- Addition of Existing Riverwalk – Portions of the Riverwalk completed since the last update of the figure were added along the Jupiter Inlet and the Intracoastal Waterway (just north of Indiantown Road to Ocean Way).
- Shoulders completed since the last update of the figure were added along Central Boulevard (Indiantown Road to Roebuck Road [Town Boundary]).
- Deletion of future shoulders along Jupiter Lakes Boulevard between Military Trail and Old Dixie Highway (Note: a sidewalk will be added on the south side of Jupiter Lakes Boulevard in the future but it will not be a multi-use path).
- Addition of an existing multi-use path completed since the last update of the figure was added on the south side of Toney Penna Drive from Maplewood Park to Maplewood Drive.
- Addition of future multi-use paths on the south side of Toney Penna Drive from Central Boulevard to Maplewood Park and the north side of Toney Penna Drive from Maplewood Drive to Mohican Boulevard.

**B. Internal Consistency with the Comprehensive Plan** - The proposed amendments to modify existing Tables 1-4 and Figures 1, 3, 4 and 5-7, are internally consistent and supported by the objectives and implementing policies of the Town’s Comprehensive Plan contained in Attachment B.

**C. Intergovernmental Coordination** - Staff has submitted an executive summary of the proposed Transportation Element Text Amendments to the Palm Beach County Interlocal

Plan Amendment Review Committee (IPARC). As of the date of this report, staff has not received any comments related to the text amendment.

The data and analysis supporting these text amendments will be included in the transmittal package sent to the Florida Department of Economic Opportunity (DEO).

***Conclusion.***

Staff finds the proposed comprehensive plan text amendments necessary, consistent with the comprehensive plan, and supported by data and analysis; therefore, staff recommends **approval** of the amendments.

***Attachments:***

- Attachment A – Data and Analysis for proposed amendments to Tables 1-4 and Figures 1, 3, 4 and 5-7
- Attachment B – Comprehensive Plan Goals, Objectives and Policies Consistency Analysis
- Attachment C – No-ORC letters from DEO, SFWMD, FDEP and TCRPC
- Attachment D – No-ORC and Technical Assistance letter from FDOT
- Attachment E – Staff responses to FDOT’s technical assistance comments

**Attachment A – Level of Service (LOS) Tables 1- 4 Amendments Data & Analysis**

*Table 1 (Functional Classification – Existing Network)*

As a joint effort among the Florida Department of Transportation (FDOT), Palm Beach County (PBC) and local municipalities in 2013, the roadway system in South Florida under the District Four office ownership and maintenance responsibility was reclassified based on the following criteria:

- AADT thresholds: the county-wide AADT (Annual Average Daily Traffic) thresholds given in the table below were first calculated based on existing functional class designations and then used as a starting point in the subject categorization process.

Location	Functional class Code	Functional Class	Average AADT
Rural	01	R_Principal_Arterial_Interstate	
	02	R_Principal_Arterial_Freeways&Expressways	10,000
	04	R_Principal_Arterial_Other	
	06	R_Minor_Arterial	3,400
	07	R_Major_Collector	1,190
	08	R_Minor_Collector	2,700
Urban	11	U_Principal_Arterial_Interstate	35,000
	12	U_Principal_Arterial_Freeways&Expressways	38,000
	14	U_Principal_Arterial_Other	34,000
	16	U_Minor_Arterial	19,000
	17	U_Major_Collector	10,000
	18	U_Minor_Collector	7,000

- Connectivity: In general, arterials connect to other arterials and collectors terminate at arterials or other collectors; local roads can terminate at any type of roadway.
- Consistency: consider upstream/downstream functional classes for consistency.
- Accessibility: more access points lead to lower functional classes.
- Speed limit: higher speed limits lead to higher level of functional classes in the hierarchy.
- Roadway geometrics: higher design standards (e.g., curb and gutters, pavement, etc.) and better access management lead to higher functional classes.
- Number of lanes: more number of lanes leads to higher functional classes.
- Land use: connection to major activity centers, e.g., air, rail, and bus/truck terminals, regional shopping centers, colleges, medical complexes, etc. leads to higher functional classes.
- Spacing: spacing for roadways with higher functional classes is typically greater than those with lower functional classes.

Based on these criteria, some of the Town collectors and local roads were reclassified into the “major collector” and “minor collector.” As a result, the Table 1 was revised to reflect those changes. It should be noted that these functional reclassification does not lead to any changes in the service volume standards on State, PBC or Town roads.

Long-range Model Methodology

An updated Town-wide traffic study was conducted to provide the projected future daily traffic and two-way peak-hour traffic volumes in 2020 (short term) and 2035 (long term), and the corresponding levels of service on roadways within Town’s jurisdiction. In light of the following inherent issues in the long-range Florida

Standard Urban Transportation Model Structure (FSUTMS) model as identified in the model used in the Town's 2008 Evaluation and Recommendations (EAR) report-based Comprehensive Plan amendments and the current 2035 model, which includes the following:

- Projected traffic volumes on some of the east-west corridors, such as Toney Penna Drive and Center Street in parallel with the Indiantown Road, are under-assigned; and
- Some major committed and future land uses such as Hawkeye, Inlet Village and transit oriented redevelopments on Toney Penna Drive were not included.

The growth rate and layer-up approaches, based on the Institute of Traffic Engineers (ITE) trip generation procedures, were used instead. ITE trip generation rates are used as the basis for predicting trip ends generated from given uses. The majority of the traffic distributions onto the State and Palm Beach County (PBC) roadways for the committed and future development projects are taken from the traffic impact statement submitted and approved by the PBC and the Town. The trips are then assigned onto the roadways and added with the existing and background growth traffic to render the total traffic for future LOS evaluation. The future forecasting years are determined as 2020 (short-term) and 2035 (long-term), which fits into the general twenty-year planning horizon for the roadway system. The LOS standards are adopted from the Quality Level of Service Handbook published by FDOT in 2009. The most recent standard was updated later by FODT in 2012 but was not officially adopted by the County. Therefore, the 2009 standard is retained herein for the level of service evaluation. On the Town's local roads, the level of service methodology as articulated in the later section was used to determine the LOS standards.

Similar to the long-range model implementation, the assumptions on land use and forecasting procedure should be stated as follows to provide some justifications:

1. DDR, Inlet Village and transit oriented redevelopment on Toney Penna Dr are the three major future developments. It is assumed, by 2020, that the two phases of construction proposed by Qualtech will be completed, and, by 2035, a total of one million square footage of R&D will be in place in the DDR property. See Appendix A for the assumed uses, intensities, trip generation and distribution.
2. **The committed Hawkeye project was assumed to be partially (200 KSF) built in 2020 and completed by 2035, with the Island Way south extension in place by 2020 that redistributes the traffic on the impacted surrounding roadway.** See Appendix B for the traffic diversion on the impacted links and the methodology.
3. The Average Daily Traffic (ADT) are converted from the predicted average peak hour two-way traffic volumes in AM and PM based on the K factor calculated or determined from the existing traffic data. The K factor is calculated as the average of the AM and PM peak hour volumes divided by the ADT.
4. The annual growth rates are assumed as follows:
  - 0.5% on Indiantown Rd west of Alt. A1A (see Appendix C for the justification);
  - 0.75% north of Indiantown Rd and west of Alt. A1A and all the roadways connecting with Indiantown Rd west of Alt. A1A; and
  - 1% is assumed for the rest of areas in Town, which is consistent with the future population growth in the Town and the County.
5. The baseline traffic is taken as the weighting average of the 2013 and 2012 counts in the prediction.

Based on these assumptions, detailed link analyses were conducted and the results are shown in Tables 2-4 as well as the Appendix D for reference. The resulting projections on the major corridors such as Indiantown Rd were cross-checked for reasonableness with the projected volumes in the 2035 long-range model.

### Roadway Level of Service (LOS) Standards

The level of service, ranging from A (the best) through F (the worst), is assigned to roadways based on the existing peak-season counts or future projected model volumes. For State two-way arterials, the LOS volume standards are based on the QLOS Handbook published by FDOT in 2009, assuming traffic signal intensity is between 2 to 4.5 signalized intersections per mile (class II). The LOS volume standards on County roads are

consistent with the QLOS standards based on the same traffic signal intensity assumption, except two-lane roadway facilities.

For the Town roads, instead of using the State’s and County’s uniform standards, the service volume standards are developed based on roadway geometric characteristics to better reflect roadway capacity in serving traffic. These roadway characteristics include lane width, shoulder width, median type, access density, sidewalk and bikelane coverage, density of signalized, two-way, all-way stop controlled intersections, and traffic calming devices. In principle, the service volume standard of each LOS is determined using the following look-up tables and calculation procedure. The standards are primarily composed for peak hour directional traffic performance measures. The ADT standard is then converted using the  $K$  (conversion factor from AADT to peak hourly volume) and  $D$  (directional) factors.

Level of Service	A	B	C	D	E
Volume-to-capacity ratio	0.22	0.35	0.55	0.73	0.92
Max. density (vpmpl)	11	18	26	35	45
Peak-hour directional service volume (vph)	$S_{avg} \times \text{max. density} \times \text{no of lanes}$				
ADT standards	Peak-hour directional service volume divided by ( $K \cdot D$ )				

The average running speed,  $S_{avg}$ , is determined based on the free-flow speed and the effect of signal/stop controls/calming devices as follows:

$$S_{avg} = \left[ \frac{1}{k \cdot FFS} + \frac{\sum_{i=1}^4 n_i d_i}{3600} \right]^{-1} \text{ (mph)}$$

where

$FFS$  = Free-flow speed (mph);

$k$  = FFS adjustment factor (=1 for LOS A through C; =0.97 for LOS D; =0.93 for LOS E);

$n_i$  = number of signal/stop controls/calming devices *per mile* ( $i = 1, 2, 3, 4$  for signal, two-way stop, all-way stop, and calming devices); and

$d_i$  = average signal/stop control/calming device delay (sec/veh).

The free-flow speed ( $FFS$ ) is calculated by subtracting speed reductions due to lane-width/ shoulder, median, access density, and coverage of sidewalk/bikelane from the based free-flow speed ( $BFFS$ ) in the following fashion:

$$FFS = BFFS - f_w - f_M - f_A - f_B \text{ (mph)}$$

where

$f_w$  = Lane-width adjustment factor;

$f_M$  = Median type adjustment factor;

$f_A$  = Access density adjustment factor; and

$f_B$  = Sidewalk/bikelane adjustment factor.

In practice,  $BFFS$  is usually assumed as 5 mph over the posted speed limit (PSL), i.e.,  $BFFS = PSL + 5$ . The  $K$  and  $D$  factor is defaulted as 0.1 and 0.58 for urban arterials based on Project Traffic Forecasting Handbook published by FDOT in 2002. The adjustment factors are described as follows:

1. Lane-width/shoulder width adjustment factor ( $f_w$ )

Lane Width (ft)	Shoulder Width (ft)			
	<2	≥2 - 4	≥4 - 6	≥6
9 - 10	6.4	4.8	3.5	2.2

$\geq 10 - 11$	5.3	3.7	2.4	1.1
$\geq 11 - 12$	4.7	3	1.7	0.4
$\geq 12$	4.2	2.6	1.3	0

(Source: HCM 2000)

2. Median type adjustment factor ( $f_M$ )

Median Type	$f_M$
Undivided	1.6
Two-way LT lanes	0
Divided	0

(Source: HCM 2000)

3. Access density adjustment factor ( $f_A = 0.25 \cdot \text{Access Density}$ )

Access Density (per mile)	$f_A$
0	0
10	2.5
20	5
$\geq 32$	8

Note: Access density refers to no. of influencing driveways/on-street parking per mile on right-side of travel direction if roadway is divided; otherwise access points from both sides should be counted.

(Source: HCM 2000)

4. Sidewalk/bikelane/shared-path adjustment factor ( $f_B$ )

$f_B = f_{B1} + f_{B2}$  or  $f_{B3}$  (assumed the existence of shared-use path is exclusive from sidewalk and bikelane), where

$f_{B1}$  = adjustment factor due to bikelane (see Appendix I for derivation of the working model);

$f_{B2}$  = adjustment factor due to sidewalk; and

$f_{B3}$  = adjustment factor due to shared-use path.

Coverage of bikelane/sidewalk	$f_{B1}$	$f_{B2}$	$f_{B3}$
85% or more	0	0	0
50% - 85%	0.9	0.4	1.1
Less than 50%	1.7	0.7	2.0

The average signal/stop control/calming device delay,  $d_1$  through  $d_4$ , should be determined based on the most recently published HCM methodology. The signalized intersection delay can be determined as:

$$d_1 = PF \cdot \frac{C(1-\lambda)^2}{2(1-\lambda x)} + 225 \cdot \left( x - 1 + \sqrt{(x-1)^2 + \frac{16x}{c}} \right) \text{ (sec)}$$

where

$PF$  = progression adjustment factor (default = 1.0, poor = 1.2, good = 0.8);

$C$  = cycle length (= 120 sec as default);

$\lambda$  = effective green time to cycle ratio (= 0.45 as default);

$x$  = volume-to-capacity ratio (= 0.22, 0.35, 0.55, 0.73, and 0.92 for LOS A, B, C, D, and E); and

$c$  = capacity (=  $45 \cdot 0.93 \cdot \text{FFS} \cdot \lambda$ ).

The intersection delay for two-way stop control can be determined as follows:

$$d_2 = \frac{3600}{c} + 225 \cdot \left( x - 1 + \sqrt{(x-1)^2 + \frac{32x}{c}} \right) + 5 \text{ (sec)}$$

where

$$c = \text{capacity (vph)} = \frac{v_c e^{-v_c t_c / 3600}}{1 - e^{-v_c t_f / 3600}};$$

$v_c$  = total conflicting volume (= 300 vph as default, since all-way stop control might be warranted if  $v_c$  exceeds 300 vph);

$t_c$  = critical gap (= 4 sec as default); and

$t_f$  = follow-up time (= 2.5 sec as default).

The intersection delay for all-way stop control can be determined as follows:

$$d_3 = h_d - t_m + 225 \cdot \left( x - 1 + \sqrt{(x-1)^2 + \frac{h_d x}{112.5}} \right) + 5 \text{ (sec)}$$

where

$h_d$  = departure headway (= 5.5 sec and 6.5 sec for one-lane and two-lane approach);

$t_m$  = move-up time (= 2 sec as default).

Delay due to traffic calming devices can be calculated based on the speed differential between FFS and the regulatory speed limit for the calming devices (denoted as  $s_c$  in mph). Assuming the driver decelerates from FFS to  $s_c$  at comfortable deceleration rate,  $a$ , of 11.2 ft/s<sup>2</sup> when approaching the calming device, passes through the device in 0.5 sec, and then accelerates to resume FFS at the same acceleration rate. Then the delay can be calculated as:

$$d_4 = \frac{2.93(\text{FFS} - s_c)}{a} + 0.5 - \frac{0.73(\text{FFS}^2 - s_c^2)}{a \cdot \text{FFS}} \text{ (sec)}$$

The default for  $s_c$  is 20 mph.

**Appendix A. Land Use Assumptions and Trip Generation/Distribution for Major Future Developments**

DDR

Table 1: Trip Generation

DDR

TABLE 1 PROJECT QUALTECH TRIP GENERATION								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Development - Phase 1</b>								
General Office	93,306 s.f.	1,265	177	156	21	179	30	149
Warehouse	56,908 s.f.	203	17	13	4	18	10	8
<b>Subtotal</b>		<b>1,468</b>	<b>194</b>	<b>169</b>	<b>25</b>	<b>197</b>	<b>40</b>	<b>157</b>
<b>Pass-By Traffic</b>								
General Office	10%	127	18	16	2	18	3	15
Warehouse	10%	20	2	1	0	2	1	1
<b>Subtotal</b>		<b>147</b>	<b>20</b>	<b>17</b>	<b>2</b>	<b>20</b>	<b>4</b>	<b>16</b>
<b>Net New External Trips</b>		<b>1,321</b>	<b>174</b>	<b>152</b>	<b>23</b>	<b>177</b>	<b>36</b>	<b>141</b>
<b>Proposed Development - Phase 2</b>								
Light Industrial	220,500 s.f.	1,537	203	179	24	216	26	190
<b>Pass-By Traffic</b>								
Light Industrial	10%	154	20	18	2	22	3	19
<b>Net New External Trips</b>		<b>1,383</b>	<b>183</b>	<b>161</b>	<b>22</b>	<b>194</b>	<b>23</b>	<b>171</b>
<b>Driveway Volumes</b>		<b>3,005</b>	<b>397</b>	<b>348</b>	<b>49</b>	<b>413</b>	<b>66</b>	<b>347</b>
<b>Net Total Proposed Trips</b>		<b>2,704</b>	<b>357</b>	<b>313</b>	<b>45</b>	<b>371</b>	<b>59</b>	<b>312</b>

By 2020

Trip generation was calculated using the following data:

<b>Daily Trip Generation</b>		
General Office	[PBC]	= $\ln(T) = 0.77 \ln(X) + 3.65$
Warehouse	[PBC]	= 3.56 trips / 1,000 s.f.
Light Industrial	[PBC]	= 6.97 trips / 1,000 s.f.
<b>AM Peak Hour Trip Generation</b>		
General Office	[PBC]	= $\ln(T) = 0.80 \ln(X) + 1.55$ (88% in, 12 out)
Warehouse	[PBC]	= 0.30 trips / 1,000 s.f. (79% in, 21% out)
Light Industrial	[PBC]	= 0.92 trips / 1,000 s.f. (88% in, 12 out)
<b>PM Peak Hour Trip Generation</b>		
General Office	[PBC]	= $\ln(T) = 0.74 \ln(X) + 1.83$ (17% in, 83% out)
Warehouse	[PBC]	= 0.32 trips / 1,000 s.f. (25% in, 75% out)
Light Industrial	[PBC]	= 0.98 trips / 1,000 s.f. (12% in, 88% out)
<b>Pass-By Percentages</b>		
General Office	[PBC]	= 10%
Warehouse	[PBC]	= 10%
Light Industrial	[PBC]	= 10%

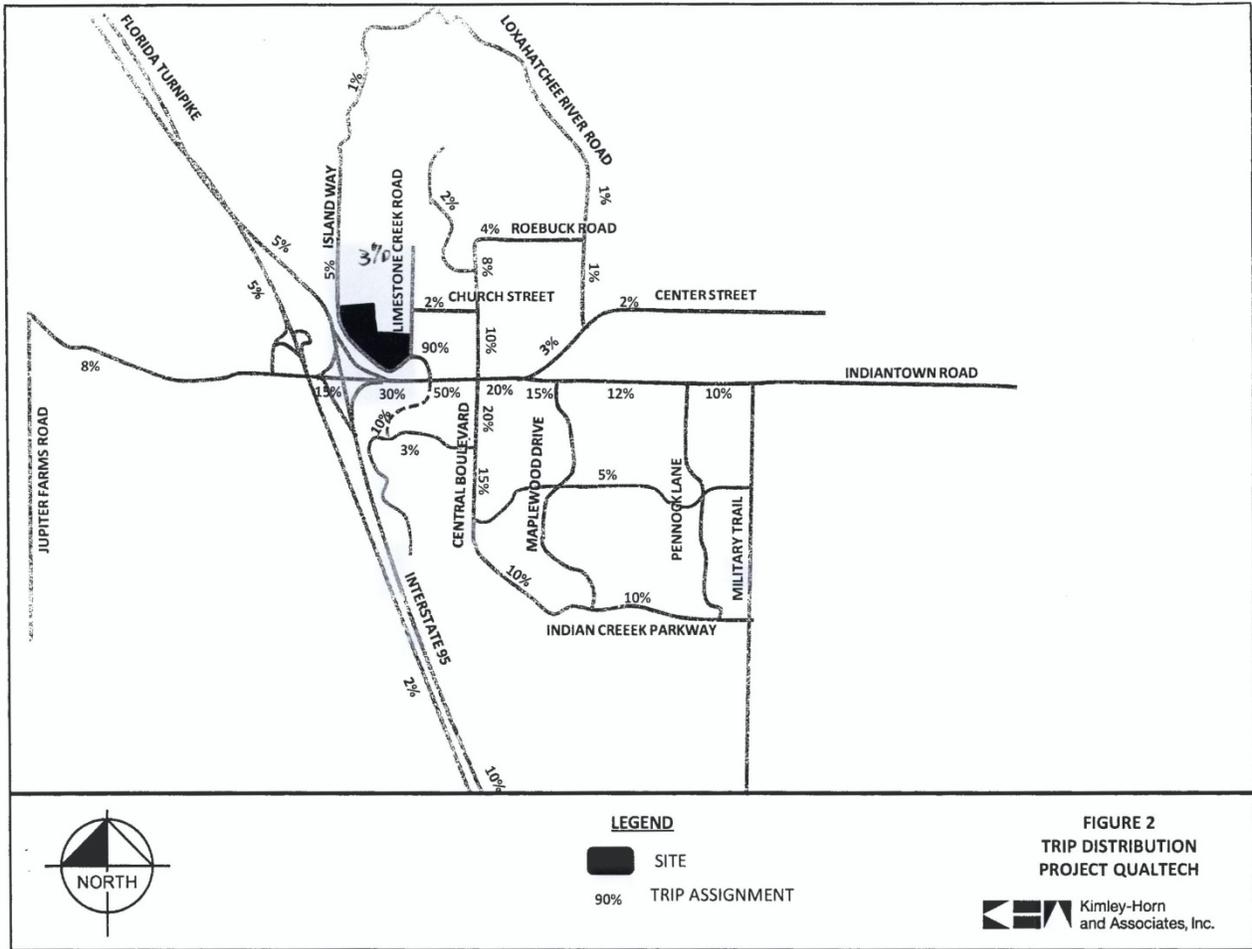
DDR

R&D (SF)	Daily	AM	In	Out	PM	In	Out
1,016,038	6751	977	811	166	869	130	739
Passby	675	98	81	17	87	13	74
<b>Net</b>	<b>6076</b>	<b>879</b>	<b>730</b>	<b>149</b>	<b>782</b>	<b>117</b>	<b>665</b>

Hawkeye

R&D (SF)	Daily	AM	In	Out	PM	In	Out
993,168	6626	958	795	163	853	128	725
Passby	663	96	80	16	85	13	73
<b>Net</b>	<b>5963</b>	<b>862</b>	<b>716</b>	<b>147</b>	<b>768</b>	<b>115</b>	<b>653</b>

By 2035





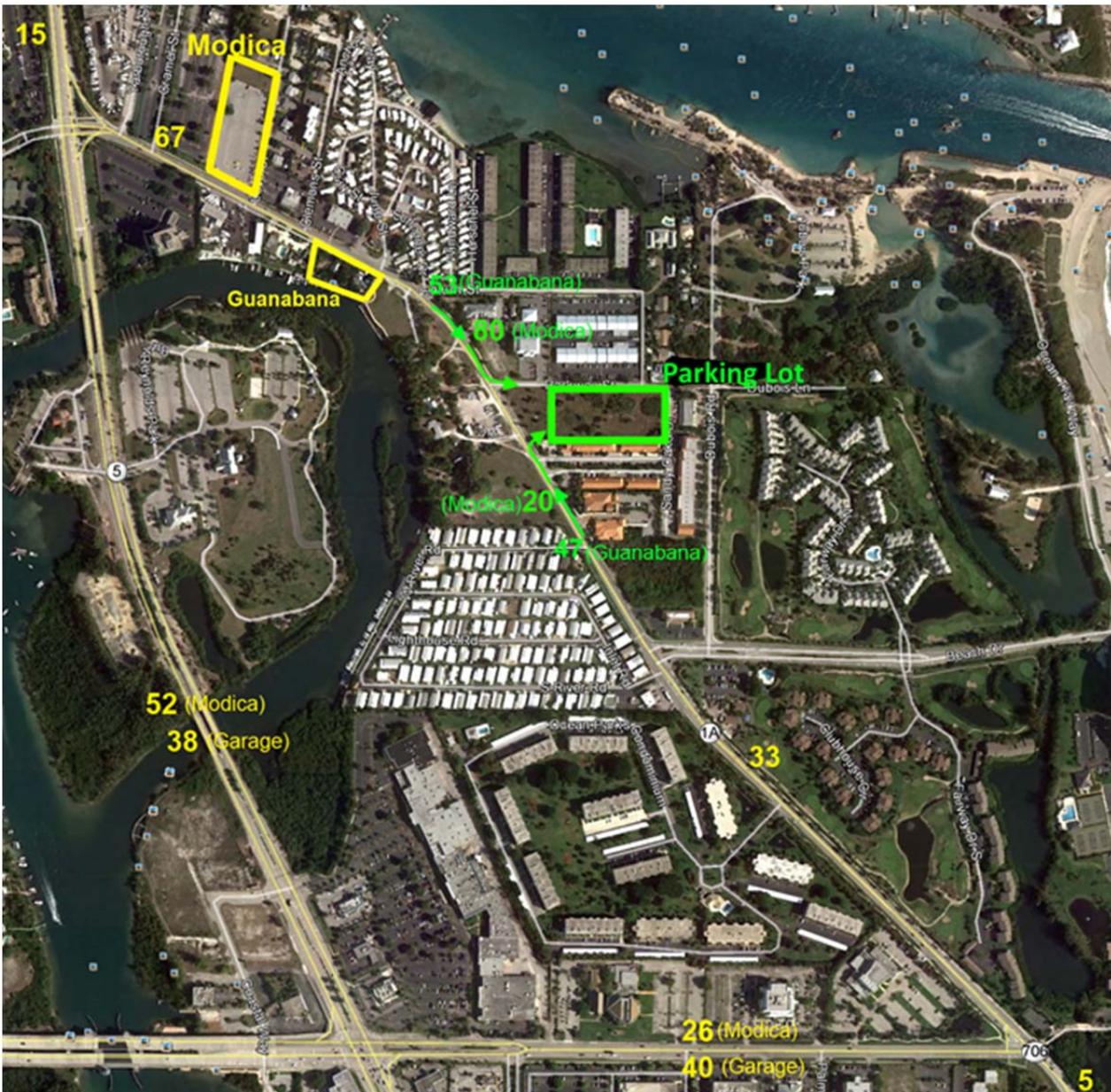
Inlet Village Redevelopment

Inlet Village North Trip Gen. (apply traffic distribution from/to Modica)

Build out year	ADT	AM peak	PM peak
2020	3629	67	336
2035	12647	226	1133

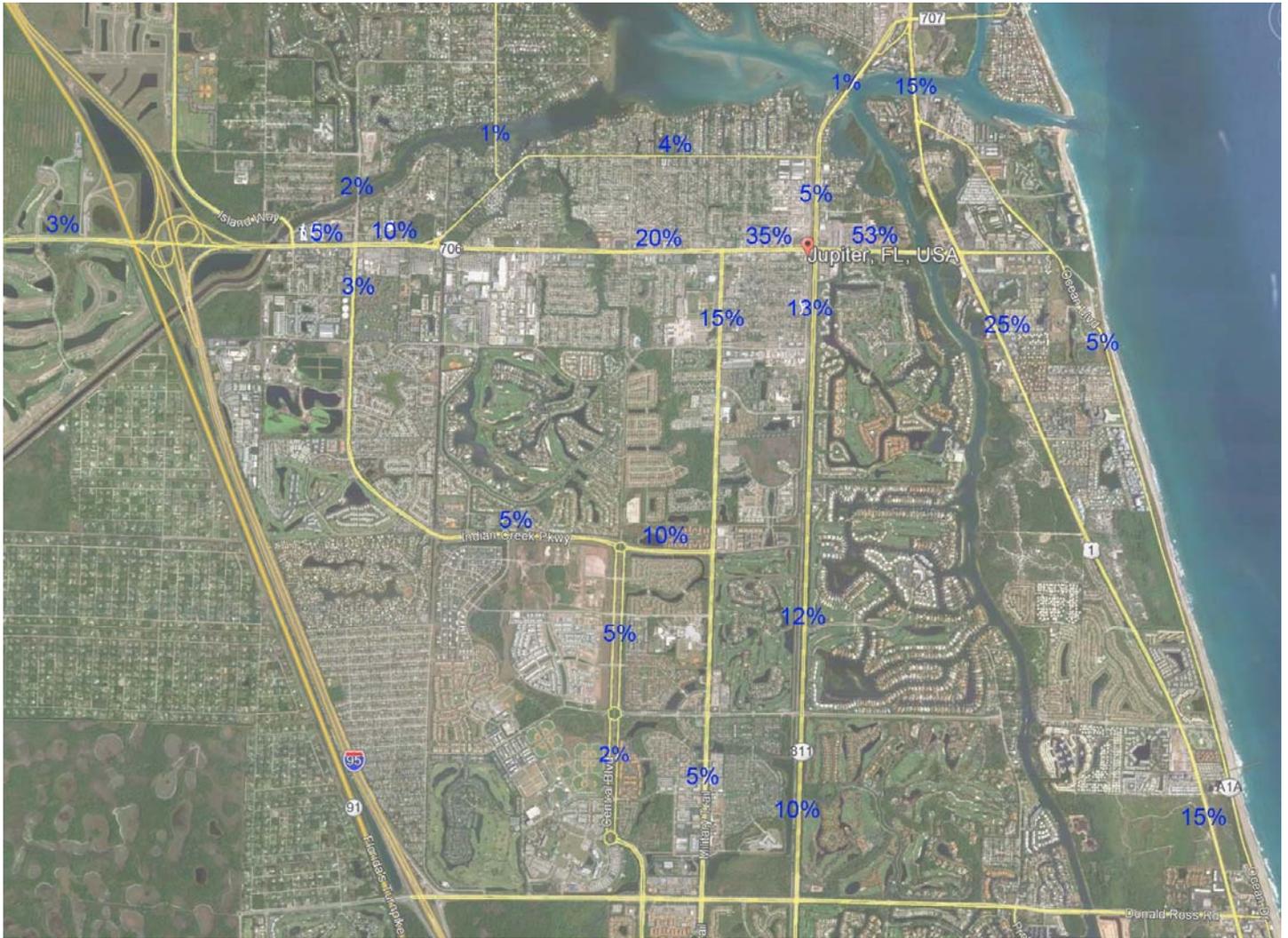
Inlet Village south Trip Gen. (apply traffic distribution from/to parking lot)

Build out year	ADT	AM peak	PM peak
2035	4116	149	345

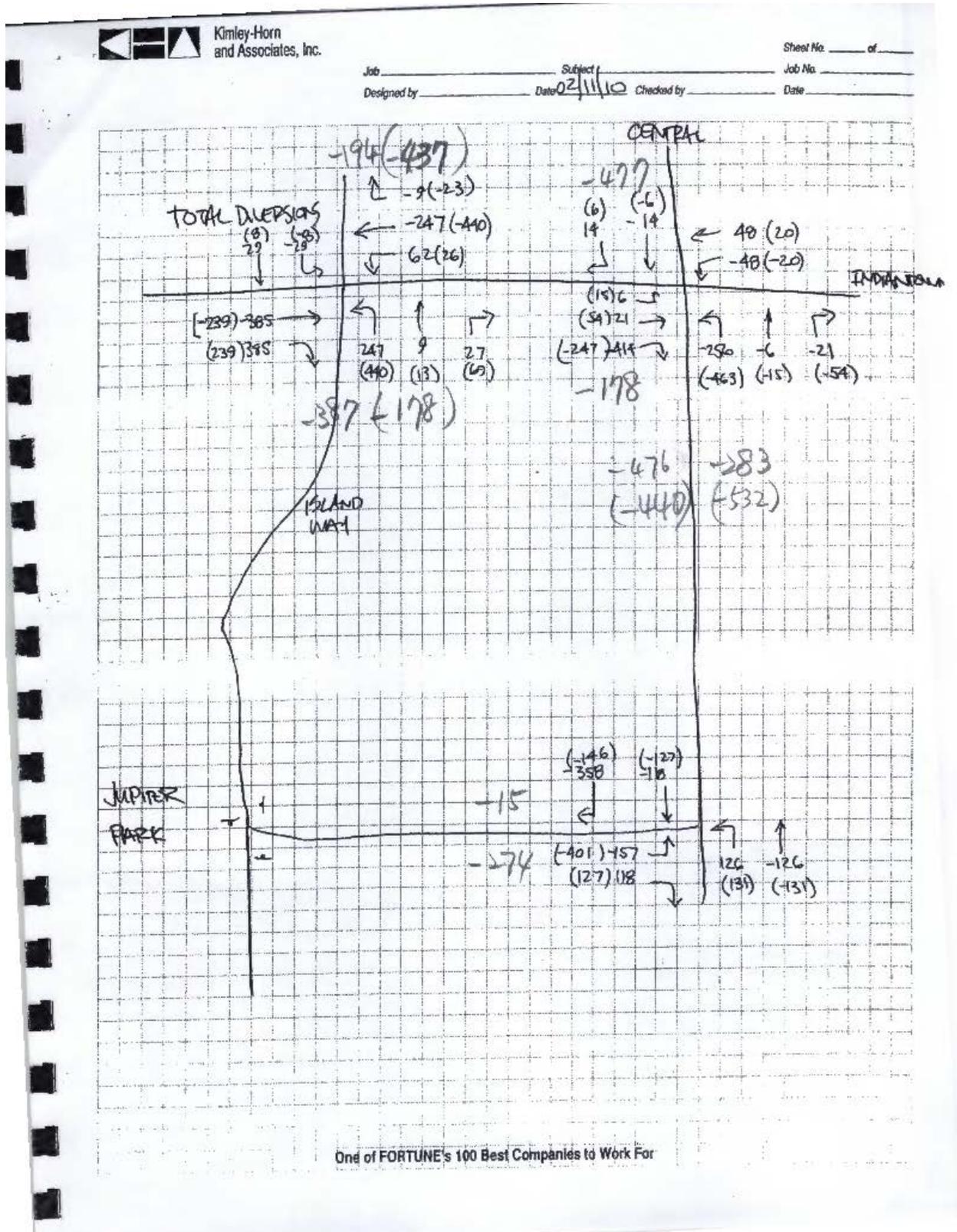


### Aggregated Inlet Village Trip Generation

Build out year	ADT	AM peak	PM peak
2020	3629	67	336
2035	16763	375	1478



**Appendix B. Traffic Diversion Results on the Impacted Links and the Methodology**

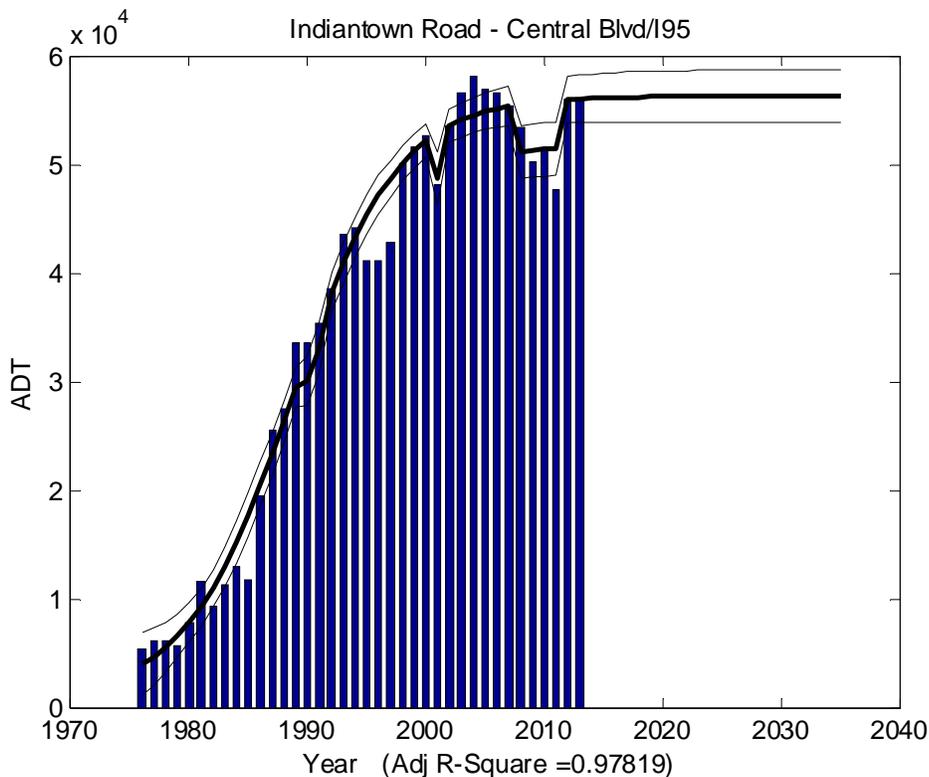


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Refer to Lan, C-J "An Extended Logit Model To Obviate Routes Being Chosen Solely On Travel Time Difference" Town of Jupiter, August 2008, for the details of the methodology used in deriving these diversion volumes.

## Appendix C. Justificaiton of Growth Rate Used on Indiantown Road

Based on a logistic functional assumption, the background traffic growth on the critical section of Indiantown Rd between I-95 and Central Blvd is projected. The historical daily traffic were used as the dependent variable and regressed as a function of the year index (denoted as  $t$ ) ranging from 1 (represents 1976) to 38 (represents 2013) and the daily traffic volume recorded in the year right before the major economic recession (denoted as  $V_{recess}$ ). The resultant predictions function ( $\hat{V}_t$ ) is listed below. All coefficients are statistically significant and the model coefficient of explanation is fairly high (0.978). As shown in the figure, the average daily traffic is approaching the carrying capacity of the roadway segment and is hence projected to have minimal growth into the future. Using the upper prediction limit at the 95<sup>th</sup> percentile level of confidence, the annual growth rate for 2020 and 2035 future years are projected as 0.63% and 0.2%, respectively. A uniform growth rate of 0.5% is used here to be consistent with general traffic impact studies performed on Indiantown Rd.



$$\hat{V}_t = \frac{55350}{1+21.447\exp(-0.2234t)} - 0.0889V_{recess} + 1416$$

## Appendix D. Detailed Link Analysis

### A1A from US-1 to Jupiter Beach Rd

ROAD NAME: Ocean Dr STATION: 1804 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2020 TO: Midpoint  
 GROWTH RATE: 2.01% COUNT DATE: 3/20/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	444	241	203	708	374	334	8229	0.07
Existing Volume (TOJ)	402	169	233	586	361	225	6963	0.071
TMC volume (PBC)	486	313	173	830	387	443		
Peak Volume	444	241	203	708	374	334		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	444	241	203	708	374	334		

Committed Developments							Type	% Complete
Harbourside	10	2	8	18	11	8	NR	0%
Inlet Village	45			225			NR	0%
Jupiter Outdoor Center - Guanabana	9	4	5	11	4	7	NR	60%
Indiantown Road Office	5	1	4	5	4	1	NR	0%
Lighthouse Cove Mini Golf	8	2	6	10	6	4	NR	0%
Kempe Office Building	17	12	6	20	7	14	Res	60%
Total Committed Developments	94	21	29	289	32	34		
Total Committed Residential	17	12	6	20	7	14		
Total Committed Non-Residential	77	9	23	269	25	20		
Double Count Reduction	4	2	2	5	2	4		
Total Discounted Committed Developments	90	19	27	284	30	30		
Historical Growth	66	36	30	106	56	50		
Comm Dev+1% Growth	122	36	42	335	57	54	1%	
Growth Volume Used	122	36	42	335	57	54		2431
Total Volume	566	277	245	1043	431	388	11493	13924

ROAD NAME: Ocean Dr STATION: 1804 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2035 TO: Midpoint  
 GROWTH RATE: 2.01% COUNT DATE: 3/20/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	444	241	203	708	374	334	8229	0.07
Existing Volume (TOJ)	402	169	233	586	361	225	6963	0.071
TMC volume (PBC)	486	313	173	830	387	443		
Peak Volume	444	241	203	708	374	334		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	444	241	203	708	374	334		

Committed Developments							Type	% Complete
Harbourside	10	2	8	18	11	8	NR	0%
Inlet Village	227			935			NR	0%
Jupiter Outdoor Center - Guanabana	9	4	5	11	4	7	NR	60%
Indiantown Road Office	5	1	4	5	4	1	NR	0%
Lighthouse Cove Mini Golf	8	2	6	10	6	4	NR	0%
Kempe Office Building	17	12	6	20	7	14	Res	60%
Total Committed Developments	276	21	29	999	32	34		
Total Committed Residential	17	12	6	20	7	14		
Total Committed Non-Residential	259	9	23	979	25	20		
Double Count Reduction	4	2	2	5	2	4		
Total Discounted Committed Developments	272	19	27	994	30	30		
Historical Growth	179	97	82	285	150	134		
Comm Dev+1% Growth	381	78	77	1167	122	112	1%	
Growth Volume Used	381	78	77	1167	122	112		10573
Total Volume	825	319	280	1875	496	446	19286	29858







# Alt A1A from US1 to Center St.

ROAD NAME: Old Dixie Hwy      STATION: 1800      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2020      TO: N Old Dixie Hwy  
 GROWTH RATE: 3.46%      COUNT DATE: 3/20/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	3112	1300	1886	3313	1918	1467	40441	0.079
Peak Volume	3112	1300	1886	3313	1918	1467		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	3112	1300	1886	3313	1918	1467		

Committed Developments							Type	% Complete
WCI Parcel 19	15	9	6	17	8	9	Res	14%
Inlet Village	1			3			NR	0%
TOD	7			30			NR	0%
Harbourside	10	2	8	18	11	8	NR	0%
Oak Creek Professional Center	3	0	2	3	3	1	NR	0%
Chivers Office Building	0	0	0	0	0	0	NR	100%
Abacoa DRI	33	17	16	46	24	22	NR	68%
Tequesta Offices	8	7	1	9	2	7	NR	0%
Atlantis	5	1	4	8	5	3	Res	0%
Seagrape Plaza	3	1	2	19	10	9	NR	50%
JPB Realty	7	5	2	8	7	1	NR	0%
Fisherman's Wharf	1	1	0	4	2	2	Res	0%
Brown Private School	5	2	3	1	1	0	NR	0%
Briger West	5	4	1	9	4	5	Res	0%
Briger East	48	13	35	55	37	18	NR	0%
Power Systems	11	2	9	10	9	2	NR	54%
Total Committed Developments	162.1	64	89	240.2	123	87		
Total Committed Residential	26	15	11	38	19	19		
Total Committed Non-Residential	136.1	49	78	202.2	104	68		
Double Count Reduction	7	4	3	10	5	5		
Total Discounted Committed Developments	155.1	60	86	230.2	118	82		
Historical Growth	837	350	507	891	516	395		
Comm Dev+1% Growth	380	154	222	469	256	188	1.0%	
Growth Volume Used	380	154	222	469	256	188		
Total Volume	3492	1454	2108	3782	2174	1655	46038	

ROAD NAME: Old Dixie Hwy      STATION: 1800      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2035      TO: N Old Dixie Hwy  
 GROWTH RATE: 3.46%      COUNT DATE: 3/20/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	3112	1300	1886	3313	1918	1467	39776	0.08
Peak Volume	3112	1300	1886	3313	1918	1467	40441	
Diversion(%)	0	0	0	0	0	0	38822	
Volume after Diversion	3112	1300	1886	3313	1918	1467	39543	

Committed Developments							Type	% Complete
WCI Parcel 19	15	9	6	17	8	9	Res	14%
Inlet Village	4			15			NR	0%
TOD	22			90			NR	0%
Harbourside	10	2	8	18	11	8	NR	0%
Oak Creek Professional Center	3	0	2	3	3	1	NR	0%
Chivers Office Building	0	0	0	0	0	0	NR	100%
Abacoa DRI	33	17	16	46	24	22	NR	68%
Tequesta Offices	8	7	1	9	2	7	NR	0%
Atlantis	5	1	4	8	5	3	Res	0%
Seagrape Plaza	3	1	2	19	10	9	NR	50%
JPB Realty	7	5	2	8	7	1	NR	0%
Fisherman's Wharf	1	1	0	4	2	2	Res	0%
Brown Private School	5	2	3	1	1	0	NR	0%
Briger West	13	10	3	22	9	13	Res	0%
Briger East	118	32	85	134	90	44	NR	0%
Power Systems	11	2	9	10	9	2	NR	54%
Total Committed Developments	258	89	141	403	181	121		
Total Committed Residential	34	21	13	51	24	27		
Total Committed Non-Residential	224	68	128	352	157	94		
Double Count Reduction	9	5	3	13	6	7		
Total Discounted Committed Developments	249	84	138	390	175	114		
Historical Growth	2437	1018	1477	2595	1502	1149		
Comm Dev+1% Growth	1011	402	600	1201	644	473	1.0%	
Growth Volume Used	1011	402	600	1201	644	473		
Total Volume	4123	1702	2486	4514	2562	1940	53981	

# Alt A1A from Center St. to Indiantown Rd

## Input Data

ROAD NAME: Old Dixie Hwy      STATION: 1604      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2020      TO: Center St  
 GROWTH RATE: 1.17%      COUNT DATE: 4/2/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2539	1060	1509	2595	1549	1046	32238	0.080
Existing Volume	2539	1060	1509	2595	1549	1046		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2539	1060	1509	2595	1549	1046		

Committed Developments							Type	% Complete
WCI Parcel 19	15	9	6	17	8	9	Res	14%
Inlet Village	3			17			NR	0%
TOD at TPD	10			40			NR	0%
Harbourside	17	4	13	30	18	13	NR	0%
Jupiter Medical Center	15	5	10	16	10	6	NR	75%
Oak Creek Professional Center	1	1	0	2	0	1	NR	0%
Whitehaven Apartments	17	14	4	22	8	14	Res	0%
JEC Medical Plaza	5	1	4	10	7	3	NR	0%
Abacoa DRI	44	23	21	61	32	29	NR	68%
Bluewater Plaza	4	1	3	9	6	3	NR	0%
Seagrape Plaza	4	2	2	28	14	13	NR	50%
JPB Realty	3	2	1	3	3	0	NR	0%
Fisherman's Wharf	1	1	0	4	2	2	Res	0%
Brown Private School	5	2	3	1	1	0	NR	0%
Briger West	6	5	1	11	4	6	Res	0%
Briger East	48	13	35	55	37	18	NR	0%
Power Systems	11	2	9	10	9	2	NR	54%
Total Committed Developments	209	85	112	336	159	119		
Total Committed Residential	39	29	11	54	22	31		
Total Committed Non-Residential	170	56	101	282	137	88		
Double Count Reduction	10	7	3	14	6	8		
Total Discounted Committed Developments	199	78	109	322	153	111		
Historical Growth	216	90	128	221	132	89		
Comm Dev+1% Growth	382	154	218	509	265	186		
Growth Volume Used	382	154	218	509	265	186		
Total Volume	2921	1214	1727	3104	1814	1232	37656	

## Input Data

ROAD NAME: Old Dixie Hwy      STATION: 1604      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2035      TO: Center St  
 GROWTH RATE: 1.17%      COUNT DATE: 4/2/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2539	1060	1509	2595	1549	1046	32238	0.080
Existing Volume	2539	1060	1509	2595	1549	1046		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2539	1060	1509	2595	1549	1046		

Committed Developments							Type	% Complete
WCI Parcel 19	15	9	6	17	8	9	Res	14%
Inlet Village	19			74			NR	0%
TOD at TPD	30			120			NR	0%
Harbourside	17	4	13	30	18	13	NR	0%
Jupiter Medical Center	15	5	10	16	10	6	NR	75%
Oak Creek Professional Center	1	1	0	2	0	1	NR	0%
Whitehaven Apartments	17	14	4	22	8	14	Res	0%
JEC Medical Plaza	5	1	4	10	7	3	NR	0%
Abacoa DRI	44	23	21	61	32	29	NR	68%
Bluewater Plaza	4	1	3	9	6	3	NR	0%
Seagrape Plaza	4	2	2	28	14	13	NR	50%
JPB Realty	3	2	1	3	3	0	NR	0%
Fisherman's Wharf	1	1	0	4	2	2	Res	0%
Brown Private School	5	2	3	1	1	0	NR	0%
Briger West	16	12	4	26	11	16	Res	0%
Briger East	118	32	85	134	90	44	NR	0%
Power Systems	11	2	9	10	9	2	NR	54%
Total Committed Developments	325	111	165	567	219	155		
Total Committed Residential	49	36	14	69	29	41		
Total Committed Non-Residential	276	75	151	498	190	114		
Double Count Reduction	12	9	4	17	7	10		
Total Discounted Committed Developments	313	102	161	550	212	145		
Historical Growth	557	232	331	569	340	229		
Comm Dev+1% Growth	934	361	530	1185	591	401		
Growth Volume Used	934	361	530	1185	591	401		
Total Volume	3473	1421	2039	3780	2140	1447	45331	

# Alt A1A from Indiantown Rd to Toney Penna Dr

Input Data  
 ROAD NAME: Old Dixie Hwy      STATION: 1808      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2020      TO: W Indiantown Rd  
 GROWTH RATE: 5.27%      COUNT DATE: 3/13/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2273	1398	917	2725	1321	1451	31267	0.08
Existing Volume	2273	1398	917	2725	1321	1451		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	2273	1398	917	2725	1321	1451		
Volume after Diversion								

Committed Developments							Type	% Complete
Sea Plum Res	1	1	0	1	0	1	Res	50%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	15	6	9	17	9	8	Res	14%
<b>TOD</b>	<b>15</b>			<b>60</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>9</b>			<b>44</b>			<b>NR</b>	<b>0%</b>
Harbourside	67	51	16	121	51	70	NR	0%
Jupiter Medical Center	31	11	21	34	22	12	NR	75%
Whitehaven Apartments	9	7	2	11	4	7	Res	0%
JEC Medical Plaza	7	5	1	12	4	8	NR	0%
Abacoa DRI	44	23	21	61	32	29	NR	68%
Bluewater Plaza	6	5	1	13	4	9	NR	0%
Seagrape Plaza	6	4	3	46	22	24	NR	50%
Fisherman's Wharf	4	1	3	11	6	5	Res	0%
Brown Private School	14	9	5	2	1	2	NR	0%
Briger West	3	2	1	5	2	3	Res	0%
Briger East	48	13	35	55	37	18	NR	0%
Power Systems	8	6	1	7	1	6	NR	54%
<b>Total Committed Developments</b>	<b>286.6</b>	<b>144</b>	<b>119</b>	<b>499.4</b>	<b>195</b>	<b>202</b>		
Total Committed Residential	32	17	15	45	21	24		
Total Committed Non-Residential	254.6	127	104	454.4	174	178		
Double Count Reduction	8	4	4	11	5	6		
<b>Total Discounted Committed Developments</b>	<b>278.6</b>	<b>140</b>	<b>115</b>	<b>488.4</b>	<b>190</b>	<b>196</b>		
Historical Growth	983	605	397	1178	571	627		
Comm Dev+1% Growth	443	241	181	685	285	301	1%	
Growth Volume Used	443	241	181	685	285	301		
<b>Total Volume</b>	<b>2716</b>	<b>1639</b>	<b>1098</b>	<b>3410</b>	<b>1606</b>	<b>1752</b>	<b>38288</b>	

Input Data  
 ROAD NAME: Old Dixie Hwy      STATION: 1808      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2035      TO: W Indiantown Rd  
 GROWTH RATE: 5.27%      COUNT DATE: 3/13/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2273	1398	917	2725	1321	1451	31267	0.08
Existing Volume	2273	1398	917	2725	1321	1451		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	2273	1398	917	2725	1321	1451		
Volume after Diversion								

Committed Developments							Type	% Complete
Sea Plum Res	1	1	0	1	0	1	Res	50%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	15	6	9	17	9	8	Res	14%
<b>TOD</b>	<b>45</b>			<b>179</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>49</b>			<b>192</b>			<b>NR</b>	<b>0%</b>
Harbourside	67	51	16	121	51	70	NR	0%
Jupiter Medical Center	31	11	21	34	22	12	NR	75%
Whitehaven Apartments	9	7	2	11	4	7	Res	0%
JEC Medical Plaza	7	5	1	12	4	8	NR	0%
Abacoa DRI	44	23	21	61	32	29	NR	68%
Bluewater Plaza	6	5	1	13	4	9	NR	0%
Seagrape Plaza	6	4	3	46	22	24	NR	50%
Fisherman's Wharf	4	1	3	11	6	5	Res	0%
Brown Private School	14	9	5	2	1	2	NR	0%
Briger West	8	6	2	13	5	8	Res	0%
Briger East	118	32	85	134	90	44	NR	0%
Power Systems	8	6	1	7	1	6	NR	54%
<b>Total Committed Developments</b>	<b>431.6</b>	<b>167</b>	<b>170</b>	<b>854.5</b>	<b>251</b>	<b>233</b>		
Total Committed Residential	37	21	16	53	24	29		
Total Committed Non-Residential	394.6	146	154	801.5	227	204		
Double Count Reduction	9	5	4	13	6	7		
<b>Total Discounted Committed Developments</b>	<b>422.6</b>	<b>162</b>	<b>166</b>	<b>841.5</b>	<b>245</b>	<b>226</b>		
Historical Growth	3167	1948	1278	3797	1841	2022		
Comm Dev+1% Growth	979	504	390	1508	568	581	1%	
Growth Volume Used	979	504	390	1508	568	581		
<b>Total Volume</b>	<b>3252</b>	<b>1902</b>	<b>1307</b>	<b>4233</b>	<b>1889</b>	<b>2032</b>	<b>46781</b>	

# Alt A1A from Toney Penna Dr to Frederick Small Rd

Input Data  
 ROAD NAME: Old Dixie Hwy STATION: 1308 Report  
 CURRENT YEAR: 2013 FROM: MIDPOINT  
 ANALYSIS YEAR: 2020 TO: Toney Penna Dr  
 GROWTH RATE: 1.35% COUNT DATE: 2/25/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2263	984	1279	2281	1222	1071	26238	0.087
Existing Volume	2263	984	1279	2281	1222	1071		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	2263	984	1279	2281	1222	1071		
Volume after Diversion								

Committed Developments							Type	% Complete
Sea Plum Res	1	0	0	1	0	0	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	3	2	1	5	3	3	NR	0%
Regional Center DRI	7	3	4	13	7	6	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	11	5	6	18	9	9	NR	80%
Harbourside	50	38	12	91	38	53	NR	0%
<b>TOD</b>	<b>12</b>			<b>50</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>8</b>			<b>40</b>			<b>NR</b>	<b>0%</b>
Jupiter Medical Center	22	8	15	25	16	9	NR	75%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Abacoa DRI	65	34	31	91	47	44	NR	68%
Bluewater Plaza	4	3	1	9	3	6	NR	0%
Seagrape Plaza	4	2	2	28	13	14	NR	50%
Fisherman's Wharf	3	1	2	7	4	3	Res	0%
Brown Private School	11	7	4	2	1	1	NR	0%
Briger West	4	3	1	7	3	4	Res	0%
Briger East	56	16	41	64	43	21	NR	0%
Power Systems	8	6	1	7	1	6	NR	54%
Total Committed Developments	278	130	128	469	195	183		
Total Committed Residential	17	6	10	26	14	11		
Total Committed Non-Residential	261	124	118	443	181	172		
Double Count Reduction	4	2	3	7	4	3		
Total Discounted Committed Developments	274	128	125	462	191	180		
Historical Growth	222	96	125	224	120	105		
Comm Dev+1% Growth	438	199	217	627	279	257	1%	
Growth Volume Used	438	199	217	627	279	257		
Total Volume	2701	1183	1496	2908	1501	1328	32236	

Input Data  
 ROAD NAME: Old Dixie Hwy STATION: 1308 Report  
 CURRENT YEAR: 2013 FROM: MIDPOINT  
 ANALYSIS YEAR: 2035 TO: Toney Penna Dr  
 GROWTH RATE: 1.35% COUNT DATE: 2/25/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2263	984	1279	2281	1222	1071	26238	0.087
Existing Volume	2263	984	1279	2281	1222	1071		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	2263	984	1279	2281	1222	1071		
Volume after Diversion								

Committed Developments							Type	% Complete
Sea Plum Res	1	0	0	1	0	0	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	3	2	1	5	3	3	NR	0%
Regional Center DRI	7	3	4	13	7	6	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	11	5	6	18	9	9	NR	80%
Harbourside	50	38	12	91	38	53	NR	0%
<b>TOD</b>	<b>37</b>			<b>150</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>45</b>			<b>177</b>			<b>NR</b>	<b>0%</b>
Jupiter Medical Center	22	8	15	25	16	9	NR	75%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Abacoa DRI	65	34	31	91	47	44	NR	68%
Bluewater Plaza	4	3	1	9	3	6	NR	0%
Seagrape Plaza	4	2	2	28	13	14	NR	50%
Fisherman's Wharf	3	1	2	7	4	3	Res	0%
Brown Private School	11	7	4	2	1	1	NR	0%
Briger West	10	8	2	17	7	10	Res	0%
Briger East	137	38	99	156	105	51	NR	0%
Power Systems	8	6	1	7	1	6	NR	54%
Total Committed Developments	427	157	187	808	261	219		
Total Committed Residential	23	11	11	36	18	17		
Total Committed Non-Residential	404	146	176	772	243	202		
Double Count Reduction	6	3	3	9	5	4		
Total Discounted Committed Developments	421	154	184	799	256	215		
Historical Growth	577	251	326	582	312	273		
Comm Dev+1% Growth	975	225	276	963	344	292	1%	
Growth Volume Used	975	225	276	963	344	292		
Total Volume	3238	1209	1555	3244	1566	1363	37253	

# Alt A1A from Frederick Small Rd to Donald Ross Rd

**Input Data**  
 ROAD NAME: Alt A1A      STATION: 1308      Report  
 CURRENT YEAR: 2013      FROM: Donald Ross Rd  
 ANALYSIS YEAR: 2020      TO: MIDPOINT  
 GROWTH RATE: 1.35%      COUNT DATE: 2/25/2013  
 PSF: 1

**Input Data**  
 ROAD NAME: Alt A1A      STATION: 1308      Report  
 CURRENT YEAR: 2013      FROM: Donald Ross Rd  
 ANALYSIS YEAR: 2035      TO: MIDPOINT  
 GROWTH RATE: 1.35%      COUNT DATE: 2/25/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2263	984	1279	2281	1222	1071	26238	0.087
Peak Volume	2263	984	1279	2281	1222	1071		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2263	984	1279	2281	1222	1071		

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2263	984	1279	2281	1222	1071	26238	0.087
Peak Volume	2263	984	1279	2281	1222	1071		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2263	984	1279	2281	1222	1071		

Committed Developments							Type	% Complete
Frenchman's Reserve	3	2	1	4	1	2	Res	85%
<b>TOD</b>	<b>10</b>			<b>40</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>7</b>			<b>34</b>			<b>NR</b>	<b>0%</b>
Sea Plum Res	2	0	1	2	1	1	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	6	3	2	11	5	5	NR	0%
Regional Center DRI	9	3	5	17	9	8	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	0	0	0	1	0	0	NR	90%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	9	4	5	15	8	7	NR	80%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Parcel 5B	29	8	21	42	27	15	NR	44%
Parcel 5A	70	12	57	65	52	14	NR	0%
Mirasol	5	3	2	4	2	2	Res	95%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
FAU Jupiter	11	9	2	10	2	8	NR	20%
Briger West	4	3	1	7	3	4	Res	0%
Briger East	48	13	35	55	37	18	NR	0%
Jewish Community Center	32	18	14	11	4	7	NR	25%
Total Committed Developments	265	85	159	344	166	104		
Total Committed Residential	23	10	12	28	14	13		
Total Committed Non-Residential	242	75	147	316	152	91		
Double Count Reduction	6	3	3	7	4	3		
Total Discounted Committed Developments	259	82	156	337	162	101		
Historical Growth	222	96	125	224	120	105		
Comm Dev+1% Growth	422	153	248	502	250	178	1%	
Growth Volume Used	422	153	248	502	250	178		
Total Volume	2685	1137	1527	2783	1472	1249	31425	

Committed Developments							Type	% Complete
Frenchman's Reserve	3	2	1	4	1	2	Res	85%
<b>TOD</b>	<b>30</b>			<b>120</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>38</b>			<b>148</b>			<b>NR</b>	<b>0%</b>
Sea Plum Res	2	0	1	2	1	1	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	6	3	2	11	5	5	NR	0%
Regional Center DRI	9	3	5	17	9	8	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	0	0	0	1	0	0	NR	90%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	9	4	5	15	8	7	NR	80%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Parcel 5B	29	8	21	42	27	15	NR	44%
Parcel 5A	70	12	57	65	52	14	NR	0%
Mirasol	5	3	2	4	2	2	Res	95%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
FAU Jupiter	11	9	2	10	2	8	NR	20%
Briger West	10	8	2	17	7	10	Res	0%
Briger East	118	32	85	134	90	44	NR	0%
Jewish Community Center	32	18	14	11	4	7	NR	25%
Total Committed Developments	391.4	109	210	627.4	223	136		
Total Committed Residential	29	15	13	38	18	19		
Total Committed Non-Residential	362.4	94	197	589.4	205	117		
Double Count Reduction	7	4	3	10	5	5		
Total Discounted Committed Developments	384.4	105	207	617.4	218	131		
Historical Growth	577	251	326	582	312	273		
Comm Dev+1% Growth	938	346	520	1176	517	393	1%	
Growth Volume Used	938	346	520	1176	517	393		
Total Volume	3201	1330	1799	3457	1739	1464	38264	

# Center St. from Indiantown Rd to Loxahatchee River Rd

Input Data  
 ROAD NAME: Center St      STATION: 1603      Report  
 CURRENT YEAR: 2013      FROM: W Indiantown Rd  
 ANALYSIS YEAR: 2020      TO: Midpoint  
 GROWTH RATE: 1.44%      COUNT DATE: 4/2/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1163	464	755	1413	751	662	15174	0.085
Peak Volume	1163	464	755	1413	751	662		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1163	464	755	1413	751	662		

Committed Developments							Type	% Complete
	2	2	1	3	1	2		
Rialto North	2	2	1	3	1	2	Res	53.20%
WCI Parcel 19	22	13	9	25	12	13	Res	14%
DDR	11			11			NR	0%
TOD	2			10			NR	0%
Inlet Village	3			13			NR	0%
Rialto South	1	1	0	2	1	1	Res	44.20%
Harbourside	7	5	2	12	5	7	NR	0%
Oak Creek Professional Center	21	18	3	24	4	20	NR	0%
JEC Medical Plaza	3	1	2	5	3	2	NR	0%
Abacoa DRI	11	6	5	15	8	7	NR	68%
Bluewater Plaza	1	1	0	2	1	1	NR	0%
Thelma Avenue Offices	6	5	2	11	3	7	NR	0%
Jupiter Commons Ph 1	6	3	3	27	14	13	NR	0%
Hawkeye	43	7	36	38	33	6	NR	0%
Walmart Store Expansion	4	2	3	24	12	11	NR	76%
Els Center of Excellence	12	5	7	3	1	1	NR	0%
Power Systems	3	1	3	3	2	0	NR	54%
Total Committed Developments	158.2	70	76	228.4	100	91		
Total Committed Residential	25	16	10	30	14	16		
Total Committed Non-Residential	133.2	54	66	198.4	86	75		
Double Count Reduction	6	4	3	8	4	4		
Total Discounted Committed Developments	152.2	66	73	220.4	96	87		
Historical Growth	122	49	79	148	79	70		
Comm Dev+1% Growth	193	82	100	271	123	111		0.5%
Growth Volume Used	193	82	100	271	123	111		
Total Volume	1356	546	855	1684	874	773		17882

Input Data  
 ROAD NAME: Center St      STATION: 1603      Report  
 CURRENT YEAR: 2013      FROM: W Indiantown Rd  
 ANALYSIS YEAR: 2035      TO: Midpoint  
 GROWTH RATE: 1.44%      COUNT DATE: 4/2/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1163	464	755	1413	751	662	15174	0.085
Peak Volume	1163	464	755	1413	751	662		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1163	464	755	1413	751	662		

Committed Developments							Type	% Complete
	2	2	1	3	1	2		
Rialto North	2	2	1	3	1	2	Res	53.20%
WCI Parcel 19	22	13	9	25	12	13	Res	14%
DDR	26			24			NR	0%
TOD	7			30			NR	0%
Inlet Village	19			74			NR	0%
Rialto South	1	1	0	2	1	1	Res	44.20%
Harbourside	7	5	2	12	5	7	NR	0%
Oak Creek Professional Center	21	18	3	24	4	20	NR	0%
JEC Medical Plaza	3	1	2	5	3	2	NR	0%
Abacoa DRI	11	6	5	15	8	7	NR	68%
Bluewater Plaza	1	1	0	2	1	1	NR	0%
Thelma Avenue Offices	6	5	2	11	3	7	NR	0%
Jupiter Commons Ph 1	6	3	3	27	14	13	NR	0%
Hawkeye	43	7	36	38	33	6	NR	0%
Walmart Store Expansion	4	2	3	24	12	11	NR	76%
Els Center of Excellence	12	5	7	3	1	1	NR	0%
Power Systems	3	1	3	3	2	0	NR	54%
Total Committed Developments	194.2	70	76	321.8	100	91		
Total Committed Residential	25	16	10	30	14	16		
Total Committed Non-Residential	169.2	54	66	291.8	86	75		
Double Count Reduction	6	4	3	8	4	4		
Total Discounted Committed Developments	188.2	66	73	313.8	96	87		
Historical Growth	319	127	207	388	206	182		
Comm Dev+1% Growth	323	120	161	478	183	164		0.5%
Growth Volume Used	323	120	161	478	183	164		
Total Volume	1486	584	916	1891	934	826		19865

# Center St. from Loxahatchee River Rd to Alt. A1A

## Input Data

ROAD NAME: Center St      STATION: 1803      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2020      TO: Old Dixie Hwy  
 GROWTH RATE: 2.31%      COUNT DATE: 2/13/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1094	583	523	1510	697	830	16011	0.08
Existing Volume	1094	583	523	1510	697	830		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	1094	583	523	1510	697	830		
Volume after Diversion								

Committed Developments	Type						% Complete
	15	9	6	17	8	9	
WCI Parcel 19	7			7			Res 14%
DDR	2			10			NR 0%
TOD	3			13			NR 0%
Inlet Village	7	5	2	12	5	7	NR 0%
Harbourside	4	1	4	5	4	1	NR 0%
Oak Creek Professional Center	3	2	1	5	2	3	NR 0%
JEC Medical Plaza	1	1	0	2	1	1	NR 0%
Bluewater Plaza	2	1	2	4	2	1	NR 0%
Thelma Avenue Offices	3	1	2	15	8	7	NR 0%
Jupiter Commons Ph 1	1	1	1	9	4	5	NR 50%
Seagrape Plaza	7	5	3	1	0	1	NR 0%
Brown Private School	34	6	29	31	26	5	NR 0%
Hawkeye	2	0	1	1	1	0	NR 54%
Power Systems	91	32	51	132	61	40	
Total Committed Developments	15	9	6	17	8	9	
Total Committed Residential	76	23	45	115	53	31	
Total Committed Non-Residential	4	2	2	4	2	2	
Double Count Reduction	87	30	49	128	59	38	
Total Discounted Committed Developments	190	101	91	262	121	144	
Historical Growth	126	51	68	182	84	67	0.5%
Comm Dev+1% Growth	126	51	68	182	84	67	
Growth Volume Used	1220	634	591	1692	781	897	18200
Total Volume							

## Input Data

ROAD NAME: Center St      STATION: 1803      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2035      TO: Old Dixie Hwy  
 GROWTH RATE: 2.31%      COUNT DATE: 2/13/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1094	583	523	1510	697	830	16011	0.08
Existing Volume	1094	583	523	1510	697	830		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	1094	583	523	1510	697	830		
Volume after Diversion								

Committed Developments	Type						% Complete
	15	9	6	17	8	9	
WCI Parcel 19	18			16			Res 14%
DDR	7			30			NR 0%
TOD	19			74			NR 0%
Inlet Village	7	5	2	12	5	7	NR 0%
Harbourside	4	1	4	5	4	1	NR 0%
Oak Creek Professional Center	3	2	1	5	2	3	NR 0%
JEC Medical Plaza	1	1	0	2	1	1	NR 0%
Bluewater Plaza	2	1	2	4	2	1	NR 0%
Thelma Avenue Offices	3	1	2	15	8	7	NR 0%
Jupiter Commons Ph 1	1	1	1	9	4	5	NR 50%
Seagrape Plaza	7	5	3	1	0	1	NR 0%
Brown Private School	34	6	29	31	26	5	NR 0%
Hawkeye	2	0	1	1	1	0	NR 54%
Power Systems	123	32	51	222	61	40	
Total Committed Developments	15	9	6	17	8	9	
Total Committed Residential	108	23	45	205	53	31	
Total Committed Non-Residential	4	2	2	4	2	2	
Double Count Reduction	119	30	49	218	59	38	
Total Discounted Committed Developments	520	277	249	718	331	395	
Historical Growth	246	98	110	393	140	134	0.5%
Comm Dev+1% Growth	246	98	110	393	140	134	
Growth Volume Used	1340	681	633	1903	837	964	20269
Total Volume							

# Central Blvd from Longshore Dr. to Church St.

Input Data  
 ROAD NAME: Central Blvd      STATION: 1612      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2020      TO: Longshore Dr  
 GROWTH RATE: 5.70%      COUNT DATE: 2/11/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1367	459	925	1455	925	542	15390	0.092
Peak Volume	1367	459	925	1455	925	542		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1367	459	925	1455	925	542		

Committed Developments							Type	% Complete
WCI Parcel 19	15	9	6	17	8	9	Res	14%
DDR	29			30			NR	0%
TOD	2			8			NR	0%
Inlet Village	1			7			NR	0%
Thelma Avenue Offices	1	0	1	2	1	1	NR	0%
Jupiter Commons Ph 1	0	0	0	0	0	0	NR	0%
Limestone Creek	8	6	2	10	4	6	Res	61%
Hawkeye	43	7	36	38	33	6	NR	0%
Els Center of Excellence	19	8	12	4	2	2	NR	0%
Total Committed Developments	118	30	57	115	48	24		
Total Committed Residential	23	15	8	27	12	15		
Total Committed Non-Residential	95	15	49	88	36	9		
Double Count Reduction	6	3	2	7	3	2		
Total Discounted Committed Developments	112	27	55	108	45	22		
Historical Growth	647	217	438	689	438	257		
Comm Dev+1% Growth	185	52	105	186	95	51	0.75%	
Growth Volume Used	185	52	105	186	95	51		
Total Volume	1552	511	1030	1641	1020	593	17353	

Input Data  
 ROAD NAME: Central Blvd      STATION: 1612      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2035      TO: Longshore Dr  
 GROWTH RATE: 5.70%      COUNT DATE: 2/11/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1367	459	925	1455	925	542	15390	0.092
Peak Volume	1367	459	925	1455	925	542		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1367	459	925	1455	925	542		

Committed Developments							Type	% Complete
WCI Parcel 19	15	9	6	17	8	9	Res	14%
DDR	70			63			NR	0%
TOD	6			24			NR	0%
Inlet Village	8			30			NR	0%
Thelma Avenue Offices	1	0	1	2	1	1	NR	0%
Jupiter Commons Ph 1	0	0	0	0	0	0	NR	0%
Limestone Creek	8	6	2	10	4	6	Res	61%
Hawkeye	43	7	36	38	33	6	NR	0%
Els Center of Excellence	19	8	12	4	2	2	NR	0%
Total Committed Developments	170	30	57	187	48	24		
Total Committed Residential	23	15	8	27	12	15		
Total Committed Non-Residential	147	15	49	160	36	9		
Double Count Reduction	6	3	2	7	3	2		
Total Discounted Committed Developments	164	27	55	180	45	22		
Historical Growth	2138	718	1447	2276	1447	848		
Comm Dev+1% Growth	408	112	225	448	215	122	0.75%	
Growth Volume Used	408	112	225	448	215	122		
Total Volume	1775	571	1150	1903	1140	664	19989	



# Central Blvd from Indiantown Rd to Toney Penna Dr

## Input Data

ROAD NAME: Central Blvd      STATION: 1606      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2020      TO: W Indiantown Rd  
 GROWTH RATE: 1.40%      COUNT DATE: 2/11/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2202	1162	1094	2478	1413	1072	27405	0.085
Existing Volume	2202	1162	1094	2478	1413	1072		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2202	1162	1094	2478	1413	1072		

Committed Developments							Type	% Complete
	12	3	9	15	10	6		
Rialto North	12	3	9	15	10	6	Res	53.20%
WCI Parcel 19	51	21	30	59	31	28	Res	14%
DDR	71			74			NR	0%
TOD	1			6			NR	0%
Inlet Village	2			10			NR	0%
Rialto South	8	2	6	10	7	4	Res	44.20%
Abacoa DRI	65	34	31	91	47	44	NR	68%
Jupiter Park of Commerce Lot 5	30	24	5	26	5	21	NR	0%
Thelma Avenue Offices	2	1	0	3	1	2	NR	0%
Jupiter Commons Ph 1	4	2	2	18	9	9	NR	0%
Limestone Creek	4	1	3	5	3	2	Res	61%
Briger West	2	2	0	4	1	2	Res	0%
Briger East	16	4	12	18	12	6	NR	0%
Hawkeye	196	33	163	175	149	26	NR	0%
Walmart Store Expansion	1	0	0	3	1	1	NR	76%
Els Center of Excellence	12	7	5	3	1	1	NR	0%
Power Systems	2	1	0	1	0	1	NR	54%
Total Committed Developments	480	135	266	521	277	153		
Total Committed Residential	77	29	48	93	52	42		
Total Committed Non-Residential	403	106	218	428	225	111		
Double Count Reduction	19	7	12	23	13	11		
Total Discounted Committed Developments	461	128	254	498	264	142		
Historical Growth	225	119	112	253	145	110		
Comm Dev+1% Growth	579	191	312	631	339	200	0.75%	
Growth Volume Used	579	191	312	631	339	200		
Total Volume	2781	1353	1406	3109	1752	1272	34647	

## Input Data

ROAD NAME: Central Blvd      STATION: 1606      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2035      TO: W Indiantown Rd  
 GROWTH RATE: 1.40%      COUNT DATE: 2/11/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2202	1162	1094	2478	1413	1072	27405	0.085
Existing Volume	2202	1162	1094	2478	1413	1072		
Peak Volume	2202	1162	1094	2478	1413	1072		
Diversion(%)	0	-0.24	-0.435	0	-0.38	-0.41	1	
Volume after Diversion	1497	879	618	1513	881	632		

Committed Developments							Type	% Complete
	12	3	9	15	10	6		
Rialto North	12	3	9	15	10	6	Res	53.20%
WCI Parcel 19	51	21	30	59	31	28	Res	14%
DDR	176			156			NR	0%
TOD	4			18			NR	0%
Inlet Village	11			44			NR	0%
Rialto South	8	2	6	10	7	4	Res	44.20%
Abacoa DRI	65	34	31	91	47	44	NR	68%
Jupiter Park of Commerce Lot 5	30	24	5	26	5	21	NR	0%
Thelma Avenue Offices	2	1	0	3	1	2	NR	0%
Jupiter Commons Ph 1	4	2	2	18	9	9	NR	0%
Limestone Creek	4	1	3	5	3	2	Res	61%
Briger West	5	4	1	9	4	5	Res	0%
Briger East	39	11	28	45	30	15	NR	0%
Hawkeye	43	7	36	38	33	6	NR	0%
Walmart Store Expansion	1	0	0	3	1	1	NR	76%
Els Center of Excellence	12	7	5	3	1	1	NR	0%
Power Systems	2	1	0	1	0	1	NR	54%
Total Committed Developments	470	118	156	545	182	145		
Total Committed Residential	80	31	49	98	55	45		
Total Committed Non-Residential	390	87	107	447	127	100		
Double Count Reduction	20	8	12	25	14	11		
Total Discounted Committed Developments	450	110	144	520	168	134		
Historical Growth	399	235	165	404	235	169		
Comm Dev+1% Growth	717	267	254	790	325	247	0.75%	
Growth Volume Used	717	267	254	790	325	247		
Total Volume	2214	1146	872	2303	1206	879	26571	

# Central Blvd from Toney Penna Dr to Maplewood Dr

Input Data

ROAD NAME: Central Blvd	STATION: 1615	Report
CURRENT YEAR: 2013	FROM: MIDPOINT	
ANALYSIS YEAR: 2020	TO: Toney Penna Dr	
GROWTH RATE: -0.24%	COUNT DATE: 3/11/2013	
	PSF: 1	

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1852	1084	789	1878	813	1072	20153	0.093
Existing Volume	1852	1084	789	1878	813	1072		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	1852	1084	789	1878	813	1072		
Volume after Diversion								

Committed Developments							Type	% Complete
Rialto North	9	7	2	11	4	7	Res	53.20%
WCI Parcel 19	22	9	13	25	13	12	Res	14%
DDR	54			56			NR	0%
TOD	1			6			NR	0%
Inlet Village	2			10			NR	0%
Rialto South	6	4	1	8	3	5	Res	44.20%
Whitehaven Apartments	17	4	14	22	14	8	Res	0%
Abacoa DRI	131	62	69	182	87	95	NR	68%
Jupiter Park of Commerce Lot 5	26	22	5	23	4	19	NR	0%
Jupiter Commons Ph 1	1	1	0	5	2	2	NR	0%
Briger West	2	2	0	4	1	2	Res	0%
Briger East	16	4	12	18	12	6	NR	0%
Hawkeye	172	143	29	154	23	130	NR	0%
Power Systems	2	1	0	1	0	1	NR	54%
Total Committed Developments	461	259	145	525	163	287		
Total Committed Residential	56	26	30	70	35	34		
Total Committed Non-Residential	405	233	115	455	128	253		
Double Count Reduction	14	7	8	18	9	9		
Total Discounted Committed Developments	447	252	137	507	154	278		
Historical Growth	-31	-18	-13	-32	-14	-18		
Comm Dev+1% Growth	581	330	194	642	213	355	1%	
Growth Volume Used	581	330	194	642	213	355		
Total Volume	2433	1414	983	2520	1026	1427	26629	

Input Data

ROAD NAME: Central Blvd	STATION: 1615	Report
CURRENT YEAR: 2013	FROM: MIDPOINT	
ANALYSIS YEAR: 2035	TO: Toney Penna Dr	
GROWTH RATE: -0.24%	COUNT DATE: 3/11/2013	
	PSF: 1	

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1852	1084	789	1878	813	1072	20153	0.093
Existing Volume	1852	1084	789	1878	813	1072		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	1852	1084	789	1878	813	1072		
Volume after Diversion								

Committed Developments							Type	% Complete
Rialto North	9	7	2	11	4	7	Res	53.20%
WCI Parcel 19	22	9	13	25	13	12	Res	14%
DDR	132			117			NR	0%
TOD	4			18			NR	0%
Inlet Village	11			44			NR	0%
Rialto South	6	4	1	8	3	5	Res	44.20%
Whitehaven Apartments	17	4	14	22	14	8	Res	0%
Abacoa DRI	131	62	69	182	87	95	NR	68%
Jupiter Park of Commerce Lot 5	26	22	5	23	4	19	NR	0%
Jupiter Commons Ph 1	1	1	0	5	2	2	NR	0%
Briger West	5	4	1	9	4	5	Res	0%
Briger East	39	11	28	45	30	15	NR	0%
Hawkeye	172	143	29	154	23	130	NR	0%
Power Systems	2	1	0	1	0	1	NR	54%
Total Committed Developments	578	268	162	665	184	299		
Total Committed Residential	59	28	31	75	38	37		
Total Committed Non-Residential	519	240	131	590	146	262		
Double Count Reduction	15	7	8	19	10	9		
Total Discounted Committed Developments	563	261	154	646	174	290		
Historical Growth	-75	-44	-32	-76	-33	-43		
Comm Dev+1% Growth	1016	526	347	1105	373	552	1%	
Growth Volume Used	1016	526	347	1105	373	552		
Total Volume	2868	1610	1136	2983	1186	1624	31457	

# Central Blvd from Indian creek Pwky to Frederick Small Rd

Input Data  
 ROAD NAME: Central Blvd STATION: 1614 Report  
 CURRENT YEAR: 2013 FROM: Frederick Small Rd  
 ANALYSIS YEAR: 2020 TO: Midpoint  
 GROWTH RATE: 1.48% COUNT DATE: 3/11/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1177	465	712	1285	794	491	13326	0.092
Existing Volume	1177	465	712	1285	794	491		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	1177	465	712	1285	794	491		
Volume after Diversion								

Committed Developments							Type	% Complete
Sea Plum Res	4	1	3	5	3	2	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	11	6	5	22	11	11	NR	0%
Paloma	12	9	3	15	5	9	Res	0%
Regional Center DRI	4	1	2	7	4	3	NR	97%
<b>TOD</b>	<b>3</b>			<b>12</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>3</b>			<b>17</b>			<b>NR</b>	<b>0%</b>
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	0	0	0	0	0	0	Res	14%
Donald Ross Village	0	0	0	0	0	0	NR	80%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Florida Turbine Technologies	2	1	0	2	1	1	NR	92%
Abacoa DRI	153	80	72	213	111	102	NR	68%
Cimarron Cove	38	17	21	60	32	28	NR	0%
FAU Jupiter	43	8	35	41	33	8	NR	20%
Briger West	15	12	3	25	10	15	Res	0%
Briger East	81	22	58	92	62	30	NR	0%
Hawkeye	112	93	19	100	15	85	NR	0%
Total Committed Developments	490	252	228	622	294	298		
Total Committed Residential	40	24	16	56	25	30		
Total Committed Non-Residential	450	228	212	566	269	268		
Double Count Reduction	10	6	4	14	6	8		
Total Discounted Committed Developments	480	246	224	608	288	290		
Historical Growth	128	51	77	140	86	53		
Comm Dev+1% Growth	565	280	275	700	345	325		1%
Growth Volume Used	565	280	275	700	345	325		
Total Volume	1742	745	987	1985	1139	816	20255	

Input Data  
 ROAD NAME: Central Blvd STATION: 1614 Report  
 CURRENT YEAR: 2013 FROM: Frederick Small Rd  
 ANALYSIS YEAR: 2035 TO: Midpoint  
 GROWTH RATE: 1.48% COUNT DATE: 3/11/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1177	465	712	1285	794	491	13326	0.092
Existing Volume	1177	465	712	1285	794	491		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	1177	465	712	1285	794	491		
Volume after Diversion								

Committed Developments							Type	% Complete
Sea Plum Res	4	1	3	5	3	2	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	11	6	5	22	11	11	NR	0%
Paloma	12	9	3	15	5	9	Res	0%
Regional Center DRI	4	1	2	7	4	3	NR	97%
<b>TOD</b>	<b>9</b>			<b>36</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>19</b>			<b>74</b>			<b>NR</b>	<b>0%</b>
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	0	0	0	0	0	0	Res	14%
Donald Ross Village	0	0	0	0	0	0	NR	80%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Florida Turbine Technologies	2	1	0	2	1	1	NR	92%
Abacoa DRI	153	80	72	213	111	102	NR	68%
Cimarron Cove	38	17	21	60	32	28	NR	0%
FAU Jupiter	43	8	35	41	33	8	NR	20%
Briger West	36	28	8	61	25	36	Res	0%
Briger East	196	54	142	223	150	73	NR	0%
Hawkeye	112	93	19	100	15	85	NR	0%
Total Committed Developments	648	300	317	870	397	362		
Total Committed Residential	61	40	21	92	40	51		
Total Committed Non-Residential	587	260	296	778	357	311		
Double Count Reduction	15	10	5	23	10	13		
Total Discounted Committed Developments	633	290	312	847	387	349		
Historical Growth	335	132	203	366	226	140		
Comm Dev+1% Growth	921	404	486	1161	581	469		1%
Growth Volume Used	921	404	486	1161	581	469		
Total Volume	2098	869	1198	2446	1375	960	24696	

# Central Blvd from Frederick Small Rd to Donald Ross Rd

Input Data

ROAD NAME: Central Blvd	STATION: 1206	Report
CURRENT YEAR: 2013	FROM: Donald Ross Rd	
ANALYSIS YEAR: 2020	TO: Midpoint	
GROWTH RATE: -0.92%	COUNT DATE: 2/20/2013	
	PSF: 1	

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1267	644	639	1488	859	649	16224	0.085
Existing Volume	1267	644	639	1488	859	649		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1267	644	639	1488	859	649		

Committed Developments							Type	% Complete
	7	5	2	9	3	5	Res	
Old Palm Golf Club	2	0	1	2	1	1	Res	50%
Sea Plum Res	0	0	0	0	0	0	Res	100%
Parcel 4.03/4.06	17	9	7	33	16	16	NR	0%
Central Park	23	18	5	29	11	19	Res	0%
Paloma	4	1	2	7	4	3	NR	97%
Regional Center DRI	1			6			NR	0%
TOD	1			7			NR	0%
Inlet Village								
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	8	4	4	13	6	6	NR	80%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Abacoa DRI	207	98	109	289	139	150	NR	68%
Cimarron Cove	50	22	28	80	43	37	NR	0%
FAU Jupiter	188	154	34	181	36	145	NR	20%
Briger West	17	13	4	29	12	17	Res	0%
Briger East	113	31	82	129	87	42	NR	0%
Jewish Community Center	32	14	18	11	7	4	NR	25%
Total Committed Developments	680	371	303	836	372	449		
Total Committed Residential	58	38	19	80	34	46		
Total Committed Non-Residential	622	333	284	756	338	403		
Double Count Reduction	15	10	5	20	9	12		
Total Discounted Committed Developments	665	361	298	816	363	437		
Historical Growth	-80	-41	-40	-94	-54	-41		
Comm Dev+1% Growth	756	407	344	923	425	484	1%	
Growth Volume Used	756	407	344	923	425	484		
Total Volume	2023	1051	983	2411	1284	1133	26082	

Input Data

ROAD NAME: Central Blvd	STATION: 1206	Report
CURRENT YEAR: 2013	FROM: Donald Ross Rd	
ANALYSIS YEAR: 2035	TO: Midpoint	
GROWTH RATE: -0.92%	COUNT DATE: 2/20/2013	
	PSF: 1	

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1267	644	639	1488	859	649	16224	0.085
Existing Volume	1267	644	639	1488	859	649		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1267	644	639	1488	859	649		

Committed Developments							Type	% Complete
	7	5	2	9	3	5	Res	
Old Palm Golf Club	2	0	1	2	1	1	Res	50%
Sea Plum Res	0	0	0	0	0	0	Res	100%
Parcel 4.03/4.06	17	9	7	33	16	16	NR	0%
Central Park	23	18	5	29	11	19	Res	0%
Paloma	4	1	2	7	4	3	NR	97%
Regional Center DRI	4			18			NR	0%
TOD	8			30			NR	0%
Inlet Village								
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	8	4	4	13	6	6	NR	80%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Abacoa DRI	207	98	109	289	139	150	NR	68%
Cimarron Cove	50	22	28	80	43	37	NR	0%
FAU Jupiter	188	154	34	181	36	145	NR	20%
Briger West	42	32	9	70	28	42	Res	0%
Briger East	274	76	198	313	210	103	NR	0%
Jewish Community Center	32	14	18	11	7	4	NR	25%
Total Committed Developments	875	435	424	1096	511	535		
Total Committed Residential	83	57	24	121	50	71		
Total Committed Non-Residential	792	378	400	975	461	464		
Double Count Reduction	21	14	6	30	13	18		
Total Discounted Committed Developments	854	421	418	1066	498	517		
Historical Growth	-185	-94	-93	-217	-125	-95		
Comm Dev+1% Growth	1164	579	574	1430	708	676	1%	
Growth Volume Used	1164	579	574	1430	708	676		
Total Volume	2431	1223	1213	2918	1567	1325	31465	

# Donald Ross Rd from I-95 to Parkside Dr

**Input Data**  
 ROAD NAME: Donald Ross Rd      STATION: 1219      Report  
 CURRENT YEAR: 2013      FROM: N Interstate 95  
 ANALYSIS YEAR: 2020      TO: MIDPOINT  
 GROWTH RATE: 3.26%      COUNT DATE: 2/20/2013  
 PSF: 1

**Input Data**  
 ROAD NAME: Donald Ross Rd      STATION: 1219      Report  
 CURRENT YEAR: 2013      FROM: N Interstate 95  
 ANALYSIS YEAR: 2035      TO: MIDPOINT  
 GROWTH RATE: 3.26%      COUNT DATE: 2/20/2013  
 PSF: 1

Time Period      Link Analysis

Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	3174	1789	1405	3316	1682	1694	34814	0.093
Peak Volume	3174	1789	1405	3316	1682	1694		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	3174	1789	1405	3316	1682	1694		

Time Period      Link Analysis

Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	3174	1789	1405	3316	1682	1694	34814	0.093
Peak Volume	3174	1789	1405	3316	1682	1694		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	3174	1789	1405	3316	1682	1694		

Committed Developments	Type	% Complete
Old Palm Golf Club	8	45%
Sea Plum Res	5	50%
Parcel 4.03/4.06	0	100%
Central Park	17	0%
Paloma	15	0%
Regional Center DRI	4	97%
Legend at the Gardens	0	100%
Palm Beach Community Church	0	90%
Sea Plum Com	0	100%
Donald Ross Village	39	80%
Legacy Place Commercial	0	90%
Whitehaven Apartments	17	0%
Mirasol	2	95%
Abacoa DRI	175	68%
Cimarron Cove	44	0%
FAU Jupiter	155	20%
Briger West	24	0%
Briger East	597	0%
Jewish Community Center	32	25%
Franklin Academy PBG	84	0%
<b>Total Committed Developments</b>	<b>1218</b>	<b>779</b>
<b>Total Committed Residential</b>	<b>71</b>	<b>16</b>
<b>Total Committed Non-Residential</b>	<b>1147</b>	<b>763</b>
<b>Double Count Reduction</b>	<b>18</b>	<b>4</b>
<b>Total Discounted Committed Developments</b>	<b>1200</b>	<b>775</b>
<b>Historical Growth</b>	<b>799</b>	<b>450</b>
<b>Comm Dev+1% Growth</b>	<b>1429</b>	<b>904</b>
<b>Growth Volume Used</b>	<b>1429</b>	<b>904</b>
<b>Total Volume</b>	<b>4603</b>	<b>2693</b>

Committed Developments	Type	% Complete
Old Palm Golf Club	8	45%
Sea Plum Res	5	50%
Parcel 4.03/4.06	0	100%
Central Park	17	0%
Paloma	15	0%
Regional Center DRI	4	97%
Legend at the Gardens	0	100%
Palm Beach Community Church	0	90%
Sea Plum Com	0	100%
Donald Ross Village	39	80%
Legacy Place Commercial	0	90%
Whitehaven Apartments	17	0%
Mirasol	2	95%
Abacoa DRI	175	68%
Cimarron Cove	44	0%
FAU Jupiter	155	20%
Briger West	57	0%
Briger East	1449	0%
Jewish Community Center	32	25%
Franklin Academy PBG	84	0%
<b>Total Committed Developments</b>	<b>2103</b>	<b>1404</b>
<b>Total Committed Residential</b>	<b>104</b>	<b>24</b>
<b>Total Committed Non-Residential</b>	<b>1999</b>	<b>1380</b>
<b>Double Count Reduction</b>	<b>26</b>	<b>6</b>
<b>Total Discounted Committed Developments</b>	<b>2077</b>	<b>1398</b>
<b>Historical Growth</b>	<b>2301</b>	<b>1297</b>
<b>Comm Dev+1% Growth</b>	<b>2854</b>	<b>1836</b>
<b>Growth Volume Used</b>	<b>2854</b>	<b>1836</b>
<b>Total Volume</b>	<b>6028</b>	<b>3625</b>

# Donald Ross Rd from Parkside Dr to Central Blvd

**Input Data**  
 ROAD NAME: Donald Ross Rd      STATION: 1205      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2020      TO: Central Blvd  
 GROWTH RATE: 0.53%      COUNT DATE: 2/20/2013  
 PSF: 1

**Input Data**  
 ROAD NAME: Donald Ross Rd      STATION: 1205      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2035      TO: Central Blvd  
 GROWTH RATE: 0.53%      COUNT DATE: 2/20/2013  
 PSF: 1

**Link Analysis**

Time Period Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2586	1708	896	2866	1296	1570	30002	0.091
Peak Volume	2586	1708	896	2866	1296	1570		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2586	1708	896	2866	1296	1570		

**Link Analysis**

Time Period Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2586	1708	896	2866	1296	1570	30002	0.091
Peak Volume	2586	1708	896	2866	1296	1570		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2586	1708	896	2866	1296	1570		

Committed Developments							Type	% Complete
Sea Plum Res	5	1	4	6	4	2	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	17	7	9	33	16	16	NR	0%
Paloma	15	3	11	18	12	7	Res	0%
Regional Center DRI	4	3	2	8	4	4	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	0	0	0	1	0	0	NR	90%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	39	21	19	63	30	32	NR	80%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Whitehaven Apartments	17	4	14	22	14	8	Res	0%
Mirasol	2	1	1	2	1	1	Res	95%
Abacoa DRI	76	36	40	106	51	55	NR	68%
Cimarron Cove	44	25	20	70	32	38	NR	0%
FAU Jupiter	107	19	88	103	83	20	NR	20%
Briger West	9	7	2	14	6	9	Res	0%
Briger East	314	87	228	359	241	118	NR	0%
Jewish Community Center	24	14	11	8	3	5	NR	25%
Franklin Academy PBG	24	13	11	5	2	3	NR	0%
<b>Total Committed Developments</b>	<b>697</b>	<b>241</b>	<b>460</b>	<b>819</b>	<b>500</b>	<b>319</b>		
<b>Total Committed Residential</b>	<b>48</b>	<b>16</b>	<b>32</b>	<b>62</b>	<b>37</b>	<b>27</b>		
<b>Total Committed Non-Residential</b>	<b>649</b>	<b>225</b>	<b>428</b>	<b>757</b>	<b>463</b>	<b>292</b>		
<b>Double Count Reduction</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>9</b>	<b>7</b>		
<b>Total Discounted Committed Developments</b>	<b>685</b>	<b>237</b>	<b>452</b>	<b>803</b>	<b>491</b>	<b>312</b>		
<b>Historical Growth</b>	<b>97</b>	<b>64</b>	<b>34</b>	<b>108</b>	<b>49</b>	<b>59</b>		
<b>Comm Dev+1% Growth</b>	<b>872</b>	<b>360</b>	<b>517</b>	<b>1010</b>	<b>584</b>	<b>425</b>	<b>1%</b>	
<b>Growth Volume Used</b>	<b>872</b>	<b>360</b>	<b>517</b>	<b>1010</b>	<b>584</b>	<b>425</b>		
<b>Total Volume</b>	<b>3458</b>	<b>2068</b>	<b>1413</b>	<b>3876</b>	<b>1880</b>	<b>1995</b>	<b>40297</b>	

Committed Developments							Type	% Complete
Sea Plum Res	5	1	4	6	4	2	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	17	7	9	33	16	16	NR	0%
Paloma	15	3	11	18	12	7	Res	0%
Regional Center DRI	4	3	2	8	4	4	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	0	0	0	1	0	0	NR	90%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	39	21	19	63	30	32	NR	80%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Whitehaven Apartments	17	4	14	22	14	8	Res	0%
Mirasol	2	1	1	2	1	1	Res	95%
Abacoa DRI	76	36	40	106	51	55	NR	68%
Cimarron Cove	44	25	20	70	32	38	NR	0%
FAU Jupiter	107	19	88	103	83	20	NR	20%
Briger West	21	16	5	35	14	21	Res	0%
Briger East	764	211	553	871	586	286	NR	0%
Jewish Community Center	24	14	11	8	3	5	NR	25%
Franklin Academy PBG	24	13	11	5	2	3	NR	0%
<b>Total Committed Developments</b>	<b>1159</b>	<b>374</b>	<b>788</b>	<b>1352</b>	<b>853</b>	<b>499</b>		
<b>Total Committed Residential</b>	<b>60</b>	<b>25</b>	<b>35</b>	<b>83</b>	<b>45</b>	<b>39</b>		
<b>Total Committed Non-Residential</b>	<b>1099</b>	<b>349</b>	<b>753</b>	<b>1269</b>	<b>808</b>	<b>460</b>		
<b>Double Count Reduction</b>	<b>15</b>	<b>6</b>	<b>9</b>	<b>21</b>	<b>11</b>	<b>10</b>		
<b>Total Discounted Committed Developments</b>	<b>1144</b>	<b>368</b>	<b>779</b>	<b>1331</b>	<b>842</b>	<b>489</b>		
<b>Historical Growth</b>	<b>242</b>	<b>160</b>	<b>84</b>	<b>268</b>	<b>121</b>	<b>147</b>		
<b>Comm Dev+1% Growth</b>	<b>1777</b>	<b>786</b>	<b>998</b>	<b>2032</b>	<b>1159</b>	<b>873</b>	<b>1%</b>	
<b>Growth Volume Used</b>	<b>1777</b>	<b>786</b>	<b>998</b>	<b>2032</b>	<b>1159</b>	<b>873</b>		
<b>Total Volume</b>	<b>4363</b>	<b>2494</b>	<b>1894</b>	<b>4898</b>	<b>2455</b>	<b>2443</b>	<b>50885</b>	



# Donald Ross Rd from Military Trail to Alt. A1A

**Input Data**  
 ROAD NAME: Donald Ross Rd      STATION: 1211      Report  
 CURRENT YEAR: 2013              FROM: Midpoint  
 ANALYSIS YEAR: 2020              TO: Old Dixie Hwy  
 GROWTH RATE: -1.81%            COUNT DATE: 2/25/2013  
    PSF: 1

**Input Data**  
 ROAD NAME: Donald Ross Rd      STATION: 1211      Report  
 CURRENT YEAR: 2013              FROM: Midpoint  
 ANALYSIS YEAR: 2035              TO: Old Dixie Hwy  
 GROWTH RATE: -1.81%            COUNT DATE: 2/25/2013  
    PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2397	1488	909	2487	1011	1476	28240	0.086
Peak Volume	2397	1488	909	2487	1011	1476		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2397	1488	909	2487	1011	1476		

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2397	1488	909	2487	1011	1476	28240	0.086
Peak Volume	2397	1488	909	2487	1011	1476		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2397	1488	909	2487	1011	1476		

Committed Developments							Type	% Complete
Frenchman's Reserve	5	1	4	7	4	2	Res	85%
Sea Plum Res	5	4	1	5	2	4	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	8	5	4	16	8	8	NR	0%
Paloma	12	9	3	15	5	9	Res	0%
Regional Center DRI	9	6	4	18	8	10	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	0	0	0	0	0	0	NR	90%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	36	17	19	58	30	28	NR	80%
Legacy Place Commercial	1	0	0	2	1	1	NR	90%
Whitehaven Apartments	9	7	2	11	4	7	Res	0%
Parcel 5B	6	5	2	9	3	6	NR	44%
Parcel 5A	23	4	19	22	17	5	NR	0%
Mirasol	2	1	1	2	1	1	Res	95%
Florida Turbine Technologies	2	0	1	2	1	1	NR	92%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	207	109	98	289	150	139	NR	68%
Cimarron Cove	19	8	11	30	16	14	NR	0%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
FAU Jupiter	64	12	53	62	50	12	NR	20%
Briger West	11	8	2	18	7	11	Res	0%
Briger East	145	40	105	166	111	54	NR	0%
Jewish Community Center	45	20	25	15	9	6	NR	25%
Franklin Academy PBG	24	11	13	5	3	2	NR	0%
Total Committed Developments	633	267	367	752	430	320		
Total Committed Residential	44	30	13	58	23	34		
Total Committed Non-Residential	589	237	354	694	407	286		
Double Count Reduction	11	8	3	15	6	9		
Total Discounted Committed Developments	622	259	364	737	424	311		
Historical Growth	-288	-179	-109	-298	-121	-177		
Comm Dev+1% Growth	795	533	532	1195	610	583	1%	
Growth Volume Used	795	533	532	1195	610	583		
Total Volume	3192	2021	1441	3682	1621	2059	39965	

Committed Developments							Type	% Complete
Frenchman's Reserve	5	1	4	7	4	2	Res	85%
Sea Plum Res	5	4	1	5	2	4	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	8	5	4	16	8	8	NR	0%
Paloma	12	9	3	15	5	9	Res	0%
Regional Center DRI	9	6	4	18	8	10	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	0	0	0	0	0	0	NR	90%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	36	17	19	58	30	28	NR	80%
Legacy Place Commercial	1	0	0	2	1	1	NR	90%
Whitehaven Apartments	9	7	2	11	4	7	Res	0%
Parcel 5B	6	5	2	9	3	6	NR	44%
Parcel 5A	23	4	19	22	17	5	NR	0%
Mirasol	2	1	1	2	1	1	Res	95%
Florida Turbine Technologies	2	0	1	2	1	1	NR	92%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	207	109	98	289	150	139	NR	68%
Cimarron Cove	19	8	11	30	16	14	NR	0%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
FAU Jupiter	64	12	53	62	50	12	NR	20%
Briger West	26	20	6	44	18	26	Res	0%
Briger East	353	97	255	402	270	132	NR	0%
Jewish Community Center	45	20	25	15	9	6	NR	25%
Franklin Academy PBG	24	11	13	5	3	2	NR	0%
Total Committed Developments	856	336	521	1014	600	413		
Total Committed Residential	59	42	17	84	34	49		
Total Committed Non-Residential	797	294	504	930	566	364		
Double Count Reduction	15	11	4	21	9	12		
Total Discounted Committed Developments	841	325	517	993	591	401		
Historical Growth	-640	-397	-243	-664	-270	-394		
Comm Dev+1% Growth	1428	599	685	1451	777	673	1%	
Growth Volume Used	1428	599	685	1451	777	673		
Total Volume	3825	2087	1594	3938	1788	2149	45134	

# Donald Ross Rd from Alt. A1A to Prosperity Farms Rd

**Input Data**  
 ROAD NAME: Donald Ross Rd      STATION: 1805      Report  
 CURRENT YEAR: 2013      FROM: Old Dixie Hwy  
 ANALYSIS YEAR: 2020      TO: MIDPOINT  
 GROWTH RATE: 0.48%      COUNT DATE: 2/25/2013  
 PSF: 1

**Input Data**  
 ROAD NAME: Donald Ross Rd      STATION: 1805      Report  
 CURRENT YEAR: 2013      FROM: Old Dixie Hwy  
 ANALYSIS YEAR: 2035      TO: MIDPOINT  
 GROWTH RATE: 0.48%      COUNT DATE: 2/25/2013  
 PSF: 1

Link Analysis

Time Period Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2411	1437	998	2412	928	1484	27767	0.087
Peak Volume	2411	1437	998	2412	928	1484		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2411	1437	998	2412	928	1484		

Link Analysis

Time Period Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2411	1437	998	2412	928	1484	27767	0.087
Peak Volume	2411	1437	998	2412	928	1484		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2411	1437	998	2412	928	1484		

Committed Developments							Type	% Complete
Frenchman's Reserve	2	2	1	3	1	2	Res	85%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	6	3	2	11	5	5	NR	0%
Regional Center DRI	1	0	1	2	1	1	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	0	0	0	0	0	0	NR	90%
Donald Ross Village	16	7	8	25	13	12	NR	80%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Parcel 32	9	2	7	11	7	4	Res	0%
Parcel 5B	16	4	12	23	15	8	NR	44%
Parcel 5A	23	4	19	22	17	5	NR	0%
Abacoa DRI	164	86	78	228	119	109	NR	68%
Cimarron Cove	32	18	14	50	23	27	NR	0%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
FAU Jupiter	38	7	31	36	29	7	NR	20%
Shoppes of Juno Beach	7	5	2	31	13	18	NR	0%
Briger West	11	8	2	18	7	11	Res	0%
Briger East	97	27	70	110	74	36	NR	0%
Jewish Community Center	37	16	21	13	8	5	NR	25%
Bright Futures Charter School	89	54	35	19	8	11	NR	50%
<b>Total Committed Developments</b>	<b>548</b>	<b>243</b>	<b>303</b>	<b>603</b>	<b>341</b>	<b>262</b>		
Total Committed Residential	22	12	10	32	15	17		
Total Committed Non-Residential	526	231	293	571	326	245		
Double Count Reduction	6	3	3	8	4	4		
<b>Total Discounted Committed Developments</b>	<b>542</b>	<b>240</b>	<b>300</b>	<b>595</b>	<b>337</b>	<b>258</b>		
Historical Growth	82	49	34	82	32	50		
Comm Dev+1% Growth	716	344	372	769	404	365	1%	
Growth Volume Used	716	344	372	769	404	365		
<b>Total Volume</b>	<b>3127</b>	<b>1781</b>	<b>1370</b>	<b>3181</b>	<b>1332</b>	<b>1849</b>		<b>36253</b>

Committed Developments							Type	% Complete
Frenchman's Reserve	2	2	1	3	1	2	Res	85%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	6	3	2	11	5	5	NR	0%
Regional Center DRI	1	0	1	2	1	1	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Palm Beach Community Church	0	0	0	0	0	0	NR	90%
Donald Ross Village	16	7	8	25	13	12	NR	80%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Parcel 32	9	2	7	11	7	4	Res	0%
Parcel 5B	16	4	12	23	15	8	NR	44%
Parcel 5A	23	4	19	22	17	5	NR	0%
Abacoa DRI	164	86	78	228	119	109	NR	68%
Cimarron Cove	32	18	14	50	23	27	NR	0%
Frenchman's Crossing	0	0	0	0	0	0	NR	100%
FAU Jupiter	38	7	31	36	29	7	NR	20%
Shoppes of Juno Beach	7	5	2	31	13	18	NR	0%
Briger West	26	20	6	44	18	26	Res	0%
Briger East	235	65	170	268	180	88	NR	0%
Jewish Community Center	37	16	21	13	8	5	NR	25%
Bright Futures Charter School	89	54	35	19	8	11	NR	50%
<b>Total Committed Developments</b>	<b>701</b>	<b>293</b>	<b>407</b>	<b>787</b>	<b>458</b>	<b>329</b>		
Total Committed Residential	37	24	14	58	26	32		
Total Committed Non-Residential	664	269	393	729	432	297		
Double Count Reduction	9	6	4	15	7	8		
<b>Total Discounted Committed Developments</b>	<b>692</b>	<b>287</b>	<b>403</b>	<b>772</b>	<b>451</b>	<b>321</b>		
Historical Growth	204	122	84	204	79	126		
Comm Dev+1% Growth	1282	639	647	1362	678	684	1%	
Growth Volume Used	1282	639	647	1362	678	684		
<b>Total Volume</b>	<b>3693</b>	<b>2076</b>	<b>1645</b>	<b>3774</b>	<b>1606</b>	<b>2168</b>		<b>42914</b>

# Donald Ross Rd East of Prosperity Farms Rd

## Input Data

ROAD NAME: Donald Ross Rd      STATION: 1801      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2020      TO: Ellison Wilson Rd  
 GROWTH RATE: 1.83%      COUNT DATE: 2/26/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2310	1445	940	2632	1000	1632	27540	0.090
Existing Volume	2310	1445	940	2632	1000	1632		
Peak Volume	2310	1445	940	2632	1000	1632		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2310	1445	940	2632	1000	1632		

Committed Developments							Type	% Complete
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Regional Center DRI	2	1	2	5	3	2	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Donald Ross Village	8	4	4	13	6	6	NR	80%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Parcel 32	12	3	10	16	11	6	Res	0%
Holy Spirit Lutheran Church	33	19	14	21	9	11	NR	0%
Abacoa DRI	65	34	31	91	47	44	NR	68%
FAU Jupiter	38	7	31	36	29	7	NR	20%
Shoppes of Juno Beach	9	7	2	43	18	25	NR	0%
Briger West	10	7	2	16	7	10	Res	0%
Briger East	97	27	70	110	74	36	NR	0%
Bright Futures Charter School	111	68	43	23	10	13	NR	50%
<b>Total Committed Developments</b>	<b>385</b>	<b>177</b>	<b>209</b>	<b>375</b>	<b>215</b>	<b>161</b>		
Total Committed Residential	22	10	12	32	18	16		
Total Committed Non-Residential	363	167	197	343	197	145		
Double Count Reduction	6	3	3	8	5	4		
Total Discounted Committed Developments	379	174	206	367	210	157		
Historical Growth	313	196	127	356	135	221		
Comm Dev+1% Growth	546	278	274	557	282	275		1%
Growth Volume Used	546	278	274	557	282	275		
<b>Total Volume</b>	<b>2856</b>	<b>1723</b>	<b>1214</b>	<b>3189</b>	<b>1282</b>	<b>1907</b>		<b>33583</b>

## Input Data

ROAD NAME: Donald Ross Rd      STATION: 1801      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2035      TO: Ellison Wilson Rd  
 GROWTH RATE: 1.83%      COUNT DATE: 2/26/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2310	1445	940	2632	1000	1632	27540	0.090
Existing Volume	2310	1445	940	2632	1000	1632		
Peak Volume	2310	1445	940	2632	1000	1632		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2310	1445	940	2632	1000	1632		

Committed Developments							Type	% Complete
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Regional Center DRI	2	1	2	5	3	2	NR	97%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Donald Ross Village	8	4	4	13	6	6	NR	80%
Legacy Place Commercial	0	0	0	1	1	1	NR	90%
Parcel 32	12	3	10	16	11	6	Res	0%
Holy Spirit Lutheran Church	33	19	14	21	9	11	NR	0%
Abacoa DRI	65	34	31	91	47	44	NR	68%
FAU Jupiter	38	7	31	36	29	7	NR	20%
Shoppes of Juno Beach	9	7	2	43	18	25	NR	0%
Briger West	23	18	5	39	16	23	Res	0%
Briger East	235	65	170	268	180	88	NR	0%
Bright Futures Charter School	111	68	43	23	10	13	NR	50%
<b>Total Committed Developments</b>	<b>536</b>	<b>226</b>	<b>312</b>	<b>556</b>	<b>330</b>	<b>226</b>		
Total Committed Residential	35	21	15	55	27	29		
Total Committed Non-Residential	501	205	297	501	303	197		
Double Count Reduction	9	5	4	14	7	7		
Total Discounted Committed Developments	527	221	308	542	323	219		
Historical Growth	835	522	340	951	361	590		
Comm Dev+1% Growth	1092	575	538	1186	568	618		1%
Growth Volume Used	1092	575	538	1186	568	618		
<b>Total Volume</b>	<b>3402</b>	<b>2020</b>	<b>1478</b>	<b>3818</b>	<b>1568</b>	<b>2250</b>		<b>40111</b>

# Frederick Small Rd from Central Blvd to Military Trail

Input Data  
 ROAD NAME: Frederick Small Rd STATION: 1217 Report  
 CURRENT YEAR: 2013 FROM: Central Blvd  
 ANALYSIS YEAR: 2020 TO: Midpoint  
 GROWTH RATE: 0.75% COUNT DATE: 3/11/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	845	565	309	897	495	402	8410	0.104
Existing Volume	845	565	309	897	495	402		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	845	565	309	897	495	402		
Volume after Diversion								

Committed Developments							Type	% Complete
Sea Plum Res	2	0	1	2	1	1	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	6	3	2	11	5	5	NR	0%
Regional Center DRI	1	1	0	2	1	1	NR	97%
TOD	1			6			NR	0%
Inlet Village	2			10			NR	0%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	2	1	1	3	1	1	NR	80%
Whitehaven Apartments	17	4	14	22	14	8	Res	0%
Florida Turbine Technologies	6	4	1	6	2	4	NR	92%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	55	29	26	76	40	36	NR	68%
FAU Jupiter	11	2	9	10	8	2	NR	20%
Briger West	1	1	0	2	1	1	Res	0%
Briger East	8	2	6	9	6	3	NR	0%
Total Committed Developments	113	47	60	159	79	62		
Total Committed Residential	20	5	15	26	16	10		
Total Committed Non-Residential	93	42	45	133	63	52		
Double Count Reduction	5	1	4	7	4	3		
Total Discounted Committed Developments	108	46	56	152	75	59		
Historical Growth	45	30	17	48	27	22		
Comm Dev+1% Growth	168	87	78	217	111	88		1%
Growth Volume Used	168	87	78	217	111	88		
Total Volume	1013	652	387	1114	606	490		10269

Input Data  
 ROAD NAME: Frederick Small Rd STATION: 1217 Report  
 CURRENT YEAR: 2013 FROM: Central Blvd  
 ANALYSIS YEAR: 2035 TO: Midpoint  
 GROWTH RATE: 0.75% COUNT DATE: 3/11/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	845	565	309	897	495	402	8410	0.104
Existing Volume	845	565	309	897	495	402		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	845	565	309	897	495	402		
Volume after Diversion								

Committed Developments							Type	% Complete
Sea Plum Res	2	0	1	2	1	1	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	6	3	2	11	5	5	NR	0%
Regional Center DRI	1	1	0	2	1	1	NR	97%
TOD	4			18			NR	0%
Inlet Village	11			44			NR	0%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	2	1	1	3	1	1	NR	80%
Whitehaven Apartments	17	4	14	22	14	8	Res	0%
Florida Turbine Technologies	6	4	1	6	2	4	NR	92%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	55	29	26	76	40	36	NR	68%
FAU Jupiter	11	2	9	10	8	2	NR	20%
Briger West	3	2	1	4	2	3	Res	0%
Briger East	20	5	14	22	15	7	NR	0%
Total Committed Developments	139	51	69	220	89	68		
Total Committed Residential	22	6	16	28	17	12		
Total Committed Non-Residential	117	45	53	192	72	56		
Double Count Reduction	6	2	4	7	4	3		
Total Discounted Committed Developments	133	49	65	213	85	65		
Historical Growth	115	77	42	122	67	55		
Comm Dev+1% Growth	340	187	141	433	206	163		1%
Growth Volume Used	340	187	141	433	206	163		
Total Volume	1185	752	450	1330	701	565		12142

# Frederick Small Rd from Military Trail to Alt. A1A

Input Data  
 ROAD NAME: Frederick Small Rd      STATION: 1215      Report  
 CURRENT YEAR: 2013      FROM: N Military Trl  
 ANALYSIS YEAR: 2020      TO: Midpoint  
 GROWTH RATE: -1.15%      COUNT DATE: 3/11/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	867	526	370	831	472	394	9294	0.091
Peak Volume	867	526	370	831	472	394		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	867	526	370	831	472	394		

Committed Developments							Type	% Complete
Sea Plum Res	3	2	0	3	1	2	Res	50%
Central Park	3	2	1	5	3	3	NR	0%
Paloma	3	2	1	4	1	2	Res	0%
Regional Center DRI	1	1	0	2	1	1	NR	97%
TOD	1			6			NR	0%
Inlet Village	2			10			NR	0%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	2	1	1	3	1	1	NR	80%
Whitehaven Apartments	9	7	2	11	4	7	Res	0%
Florida Turbine Technologies	2	0	1	2	1	1	NR	92%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	87	46	41	122	63	58	NR	68%
FAU Jupiter	16	3	13	16	12	3	NR	20%
Briger West	1	1	0	2	1	1	Res	0%
Briger East	32	9	23	37	25	12	NR	0%
Total Committed Developments	163	74	83	223	113	91		
Total Committed Residential	16	12	3	20	7	12		
Total Committed Non-Residential	147	62	80	203	106	79		
Double Count Reduction	4	3	1	5	2	3		
Total Discounted Committed Developments	159	71	82	218	111	88		
Historical Growth	-67	-41	-29	-65	-37	-31		
Comm Dev+1% Growth	221	109	109	278	145	116	1%	
Growth Volume Used	221	109	109	278	145	116		
Total Volume	1088	635	479	1109	617	510	12025	

Input Data  
 ROAD NAME: Frederick Small Rd      STATION: 1215      Report  
 CURRENT YEAR: 2013      FROM: N Military Trl  
 ANALYSIS YEAR: 2035      TO: Midpoint  
 GROWTH RATE: -1.15%      COUNT DATE: 3/11/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	867	526	370	831	472	394	9294	0.091
Peak Volume	867	526	370	831	472	394		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	867	526	370	831	472	394		

Committed Developments							Type	% Complete
Sea Plum Res	3	2	0	3	1	2	Res	50%
Central Park	3	2	1	5	3	3	NR	0%
Paloma	3	2	1	4	1	2	Res	0%
Regional Center DRI	1	1	0	2	1	1	NR	97%
TOD	4			18			NR	0%
Inlet Village	11			44			NR	0%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	2	1	1	3	1	1	NR	80%
Whitehaven Apartments	9	7	2	11	4	7	Res	0%
Florida Turbine Technologies	2	0	1	2	1	1	NR	92%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	87	46	41	122	63	58	NR	68%
FAU Jupiter	16	3	13	16	12	3	NR	20%
Briger West	3	2	1	4	2	3	Res	0%
Briger East	78	22	57	89	60	29	NR	0%
Total Committed Developments	223	88	118	323	149	110		
Total Committed Residential	18	13	4	22	8	14		
Total Committed Non-Residential	205	75	114	301	141	96		
Double Count Reduction	5	3	1	6	2	4		
Total Discounted Committed Developments	218	85	117	317	147	106		
Historical Growth	-155	-94	-66	-148	-84	-70		
Comm Dev+1% Growth	430	214	208	521	263	202	1%	
Growth Volume Used	430	214	208	521	263	202		
Total Volume	1297	740	578	1352	735	596	14499	

## Frederick Small Rd from Alt. A1A to Palmwood Dr

### Input Data

ROAD NAME: Frederick Small Rd	STATION: 1215	Report
CURRENT YEAR: 2013	FROM: Midpoint	
ANALYSIS YEAR: 2020	TO: Palmwood Rd	
GROWTH RATE: -1.15%	COUNT DATE: 3/11/2013	
	PSF: 1	

### Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	349	116	233	387	244	143	3796	0.097
Peak Volume	349	116	233	387	244	143		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	349	116	233	387	244	143		

Committed Developments							Type	% Complete
Regional Center DRI	1	0	1	2	1	1	NR	97%
<b>TOD</b>	<b>1</b>			<b>6</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>2</b>			<b>10</b>			<b>NR</b>	<b>0%</b>
Abacoa DRI	11	6	5	15	8	7	NR	68%
Briger West	2	2	0	4	1	2	Res	0%
Briger East	8	2	6	9	6	3	NR	0%
Total Committed Developments	26	10	12	46	16	13		
Total Committed Residential	2	2	0	4	1	2		
Total Committed Non-Residential	24	8	12	42	15	11		
Double Count Reduction	1	1	0	1	0	1		
Total Discounted Committed Developments	25	9	12	45	16	12		
Historical Growth	-27	-9	-18	-30	-19	-11		
Comm Dev+1% Growth	50	17	29	73	34	22	1%	
Growth Volume Used	50	17	29	73	34	22		
Total Volume	399	133	262	460	278	165	<b>4430</b>	

### Input Data

ROAD NAME: Frederick Small Rd	STATION: 1215	Report
CURRENT YEAR: 2013	FROM: Midpoint	
ANALYSIS YEAR: 2035	TO: Palmwood Rd	
GROWTH RATE: -1.15%	COUNT DATE: 3/11/2013	
	PSF: 1	

### Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	349	116	233	387	244	143	3796	0.097
Peak Volume	349	116	233	387	244	143		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	349	116	233	387	244	143		

Committed Developments							Type	% Complete
Regional Center DRI	1	0	1	2	1	1	NR	97%
<b>TOD</b>	<b>4</b>			<b>18</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>11</b>			<b>44</b>			<b>NR</b>	<b>0%</b>
Abacoa DRI	11	6	5	15	8	7	NR	68%
Briger West	5	4	1	9	4	5	Res	0%
Briger East	20	5	14	22	15	7	NR	0%
Total Committed Developments	53	15	21	110	28	20		
Total Committed Residential	5	4	1	9	4	5		
Total Committed Non-Residential	48	11	20	101	24	15		
Double Count Reduction	1	1	0	2	1	1		
Total Discounted Committed Developments	52	14	21	108	27	19		
Historical Growth	-62	-21	-42	-69	-44	-26		
Comm Dev+1% Growth	137	42	78	203	87	54	1%	
Growth Volume Used	137	42	78	203	87	54		
Total Volume	486	158	311	590	331	197	<b>5550</b>	

# Indian Creek Pwky from Maplewood Dr to Central Blvd

Input Data  
 ROAD NAME: Indian Creek Pkwy      STATION: 1613      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2020      TO: Central Blvd  
 GROWTH RATE: -0.82%      COUNT DATE: 3/11/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1525	946	583	1553	627	926	16911	0.091
Peak Volume	1525	946	583	1553	627	926		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1525	946	583	1553	627	926		

Committed Developments							Type	% Complete
Sea Plum Res	1	0	0	1	0	0	Res	50%
Rialto North	9	7	2	11	4	7	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	22	9	13	25	13	12	Res	14%
DDR	36			37			NR	0%
TOD	2			8			NR	0%
Inlet Village	3			17			NR	0%
Rialto South	6	4	1	8	3	5	Res	44.20%
Whitehaven Apartments	17	4	14	22	14	8	Res	0%
Florida Turbine Technologies	4	3	1	4	1	3	NR	92%
Abacoa DRI	65	31	34	91	44	47	NR	68%
Jupiter Commons Ph 1	1	1	0	5	2	2	NR	0%
Briger West	2	2	0	4	1	2	Res	0%
Briger East	16	4	12	18	12	6	NR	0%
Hawkeye	172	29	143	154	130	23	NR	0%
Power Systems	2	1	0	1	0	1	NR	54%
Total Committed Developments	358	95	220	406	224	116		
Total Committed Residential	57	26	30	71	35	34		
Total Committed Non-Residential	301	69	190	335	189	82		
Double Count Reduction	14	7	8	18	9	9		
Total Discounted Committed Developments	344	88	212	388	215	107		
Historical Growth	-85	-53	-33	-87	-35	-52		
Comm Dev+1% Growth	454	156	254	500	260	174		1%
Growth Volume Used	454	156	254	500	260	174		
Total Volume	1979	1102	837	2053	887	1100		22154

Input Data  
 ROAD NAME: Indian Creek      STATION: 1613      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2035      TO: Central Blvd  
 GROWTH RATE: -0.82%      COUNT DATE: 3/11/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1525	946	583	1553	627	926	16911	0.091
Peak Volume	1525	946	583	1553	627	926		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1525	946	583	1553	627	926		

Committed Developments							Type	% Complete
Sea Plum Res	1	0	0	1	0	0	Res	50%
Rialto North	9	7	2	11	4	7	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	22	9	13	25	13	12	Res	14%
DDR	88			78			NR	0%
TOD	6			24			NR	0%
Inlet Village	19			74			NR	0%
Rialto South	6	4	1	8	3	5	Res	44.20%
Whitehaven Apartments	17	4	14	22	14	8	Res	0%
Florida Turbine Technologies	4	3	1	4	1	3	NR	92%
Abacoa DRI	65	31	34	91	44	47	NR	68%
Jupiter Commons Ph 1	1	1	0	5	2	2	NR	0%
Briger West	5	4	1	9	4	5	Res	0%
Briger East	39	11	28	45	30	15	NR	0%
Hawkeye	172	29	143	154	130	23	NR	0%
Power Systems	2	1	0	1	0	1	NR	54%
Total Committed Developments	456	104	237	552	245	128		
Total Committed Residential	60	28	31	76	38	37		
Total Committed Non-Residential	396	76	206	476	207	91		
Double Count Reduction	15	7	8	19	10	9		
Total Discounted Committed Developments	441	97	229	533	235	119		
Historical Growth	-199	-123	-76	-202	-82	-121		
Comm Dev+1% Growth	814	329	372	913	388	346		1%
Growth Volume Used	814	329	372	913	388	346		
Total Volume	2339	1275	955	2466	1015	1272		26401



# Indiantown Rd from Jupiter Farm Rd to Turnpike Entrance/Exit

Input Data  
 ROAD NAME: Indiantown Rd      STATION: 1103      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2020      TO: N Floridas Tpke  
 GROWTH RATE: -1.75%      COUNT DATE: 2/11/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2729	1979	809	2588	943	1667	28738	0.092
Existing Volume	2729	1979	809	2588	943	1667		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2729	1979	809	2588	943	1667		

Committed Developments							Type	% Complete
Rialto North	3	1	2	4	3	2	Res	53.20%
Rialto South	2	1	2	3	2	1	Res	44.20%
WCI Parcel 19	596	351	245	692	328	365	Res	14%
DDR	29	25	4	30	5	25	NR	0%
TOD	1			6			NR	0%
Inlet Village	2			10			NR	0%
Jupiter Farm (Burts Reynold 30 homes)	23			35			Res	0.00%
Florida Research Park	214	28	186	267	217	50	NR	15%
Pratt Whitney	87	10	76	89	77	12	NR	30%
Abacoa DRI	22	10	11	30	15	16	NR	68%
Pratt & Whitney MUPD	1	0	1	1	1	0	NR	97%
Moroso Motorsports Park	137	51	86	122	71	51	NR	23%
Hawkeye	69	57	12	61	9	52	NR	0%
Power Systems	9	8	2	9	1	7	NR	54%
Total Committed Developments	1195	542	627	1359	729	581		
Total Committed Residential	624	353	249	734	333	368		
Total Committed Non-Residential	572	189	378	625	396	213		
Double Count Reduction	114	38	62	125	79	43		
Total Discounted Committed Developments	1081	504	565	1234	650	538		
Historical Growth	-318	-230	-94	-301	-110	-194		
Comm Dev+1% Growth	1178	574	594	1326	683	597	0.50%	
Growth Volume Used	1178	574	594	1326	683	597		
Total Volume	3907	2553	1403	3914	1626	2264	42505	

Input Data  
 ROAD NAME: Indiantown Rd      STATION: 1103      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2035      TO: N Floridas Tpke  
 GROWTH RATE: -1.75%      COUNT DATE: 2/11/2013  
 PSF: 1

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	2729	1979	809	2588	943	1667	28738	0.092
Existing Volume	2729	1979	809	2588	943	1667		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2729	1979	809	2588	943	1667		

Committed Developments							Type	%
Rialto North	3	1	2	4	3	2	Res	53.20%
Rialto South	2	1	2	3	2	1	Res	44.20%
WCI Parcel 19	596	351	245	692	328	365	Res	14%
DDR	70	58	12	62	9	53	NR	0%
TOD	4			18			NR	0%
Inlet Village	11			44			NR	0%
Jupiter Farm (Burts Reynold 30 homes)	23			35			Res	0.00%
Florida Research Park	336	45	292	420	342	79	NR	15%
Pratt Whitney	87	10	76	89	77	12	NR	30%
Abacoa DRI	22	10	11	30	15	16	NR	68%
Pratt & Whitney MUPD	1	0	1	1	1	0	NR	97%
Moroso Motorsports Park	137	51	86	122	71	51	NR	23%
Hawkeye	69	57	12	61	9	52	NR	0%
Power Systems	9	8	2	9	1	7	NR	54%
Total Committed Developments	1371	592	741	1591	858	638		
Total Committed Residential	624	353	249	734	333	368		
Total Committed Non-Residential	747	239	492	856	525	270		
Double Count Reduction	149	48	62	171	83	54		
Total Discounted Committed Developments	1222	544	679	1420	775	584		
Historical Growth	-709	-514	-210	-672	-245	-433		
Comm Dev+1% Growth	1538	773	773	1720	884	777	0.50%	
Growth Volume Used	1538	773	773	1720	884	777		
Total Volume	4267	2752	1582	4308	1827	2444	46603	

# Indiantown Rd from Turnpike Entrance/Exit to I-95

## Input Data

ROAD NAME: Indiantown Rd      STATION: 1201      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2020      TO: S Interstate 95  
 GROWTH RATE: 0%      COUNT DATE: 2/11/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	
Direction	3004	1482	1545	3556	1273	2300	0.09
Existing Volume	3004	1482	1545	3556	1273	2300	
Peak Volume	0	0	0	0	0	0	
Diversion(%)	3004	1482	1545	3556	1273	2300	
Volume after Diversion							

Committed Developments							Type	%
Rialto North	13	3	10	16	10	6	Res	53.20%
WCI Parcel 19	596	351	245	692	328	365	Res	14%
DDR	54	47	7	56	9	47	NR	0%
TOD	2			8			NR	0%
Inlet Village	3			13			NR	0%
Rialto South	9	2	6	11	7	4	Res	44.20%
Florida Research Park	153	20	133	191	155	36	NR	15%
Abacoa DRI	33	16	17	46	22	24	NR	68%
Jupiter Commons Ph 1	2	1	1	11	5	5	NR	0%
Moroso Motorsports Park	137	51	86	122	71	51	NR	23%
Briger West	6	1	5	11	6	4	Res	0%
Briger East	65	47	18	74	24	49	NR	0%
Hawkeye	172	143	29	154	23	130	NR	0%
Els Center of Excellence	36	22	14	8	3	4	NR	0%
Power Systems	69	57	12	65	10	55	NR	54%
<b>Total Committed Developments</b>	<b>1350</b>	<b>761</b>	<b>583</b>	<b>1479</b>	<b>673</b>	<b>780</b>		
Total Committed Residential	624	357	266	730	351	379		
Total Committed Non-Residential	726	404	317	748	322	401		
Double Count Reduction	145	81	63	150	64	80		
Total Discounted Committed Developments	1205	680	520	1329	609	700		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	1205	680	520	1329	609	700		0.50%
Growth Volume Used	1205	680	520	1329	609	700		
Total Volume	4209	2162	2065	4885	1882	3000		50522

## Input Data

ROAD NAME: Indiantown Rd      STATION: 1201      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2035      TO: S Interstate 95  
 GROWTH RATE: 0%      COUNT DATE: 2/11/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB	
Direction	3004	1482	1545	3556	1273	2300	0.09
Existing Volume	3004	1482	1545	3556	1273	2300	
Peak Volume	0	0	0	0	0	0	
Diversion(%)	3004	1482	1545	3556	1273	2300	
Volume after Diversion							

Committed Developments							Type	% Complete
Rialto North	13	3	10	16	10	6	Res	53.20%
WCI Parcel 19	596	351	245	692	328	365	Res	14%
DDR	132	110	22	118	18	100	NR	0%
TOD	6			24			NR	0%
Inlet Village	15			59			NR	0%
Rialto South	9	2	6	11	7	4	Res	44.20%
Florida Research Park	240	32	208	300	244	56	NR	15%
Abacoa DRI	33	16	17	46	22	24	NR	68%
Jupiter Commons Ph 1	2	1	1	11	5	5	NR	0%
Moroso Motorsports Park	137	51	86	122	71	51	NR	23%
Briger West	16	4	12	26	16	11	Res	0%
Briger East	157	113	43	179	59	120	NR	0%
Hawkeye	172	143	29	154	23	130	NR	0%
Els Center of Excellence	36	22	14	8	3	4	NR	0%
Power Systems	69	57	12	65	10	55	NR	54%
<b>Total Committed Developments</b>	<b>1633</b>	<b>905</b>	<b>705</b>	<b>1831</b>	<b>816</b>	<b>931</b>		
Total Committed Residential	634	360	273	745	361	386		
Total Committed Non-Residential	999	545	432	1086	455	545		
Double Count Reduction	158	90	68	186	90	96		
Total Discounted Committed Developments	1475	815	637	1645	726	835		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	1823	987	816	2058	873	1101		0.50%
Growth Volume Used	1823	987	816	2058	873	1101		
Total Volume	4827	2469	2361	5614	2146	3401		58006

# Indiantown Rd from I-95 to Island Way

**Input Data**  
 ROAD NAME: Indiantown Rd      STATION: 1213      Report  
 CURRENT YEAR: 2013              FROM: N Interstate 95  
 ANALYSIS YEAR: 2020            TO: Midpoint  
 GROWTH RATE: 3.00%          COUNT DATE: 2/11/2013  
    PSF: 1

**Input Data**  
 ROAD NAME: Indiantown Rd      STATION: 1213      Report  
 CURRENT YEAR: 2013              FROM: N Interstate 95  
 ANALYSIS YEAR: 2035            TO: Midpoint  
 GROWTH RATE: 3.00%          COUNT DATE: 2/11/2013  
    PSF: 1

**Link Analysis**

	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	5332	2849	2483	5107	2722	2486	57817	0.090
Peak Volume	5332	2849	2483	5107	2722	2486		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	5332	2849	2483	5107	2722	2486		

**Link Analysis**

	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	5332	2849	2483	5107	2722	2486	57817	0.090
Peak Volume	5332	2849	2483	5107	2722	2486		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	5332	2849	2483	5107	2722	2486		

**Committed Developments**

	56	14	42	70	44	26	Res	% Complete
Rialto North	56	14	42	70	44	26	Res	53.2%
DDR	108	94	14	112	18	94	NR	0%
WCI Parcel 19	291	171	120	338	160	178	Res	14%
TOD	2			10			NR	0%
Inlet Village	3			17			NR	0%
Rialto South	37	9	28	49	31	18	Res	44.2%
Florida Research Park	92	12	80	115	93	21	NR	15%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Thelma Avenue Offices	7	5	2	12	4	8	NR	0%
Jupiter Commons Ph 1	4	2	2	18	9	9	NR	0%
Limestone Creek	28	7	21	35	22	13	Res	61%
Bridgewater Preserve	11	3	8	17	10	6	Res	0%
Pennock Preserve	25	6	18	35	22	13	Res	0%
Old Plantation	12	3	9	18	11	7	Res	0%
Briger West	4	3	1	7	3	4	Res	0%
Briger East	48	13	35	55	37	18	NR	0%
Hawkeye	345	286	59	307	46	261	NR	0%
Walmart Store Expansion	8	5	3	44	21	23	NR	76%
Els Center of Excellence	109	67	43	23	10	13	NR	0%
Power Systems	85	70	14	79	12	67	NR	54%
Total Committed Developments	1287	775	505	1376	560	787		
Total Committed Residential	464	216	247	569	303	265		
Total Committed Non-Residential	823	559	258	807	257	522		
Double Count Reduction	116	54	52	142	51	66		
Total Discounted Committed Developments	1171	721	453	1234	509	721		
Historical Growth	1224	654	570	1173	625	571		
Comm Dev+Background Growth	1360	822	541	1415	606	809	0.50%	
Growth Volume Used	1360	822	570	1415	625	809		
Total Volume	6692	3671	3053	6522	3347	3295	73186	

**Committed Developments**

	56	14	42	70	44	26	Res	% Complete
Rialto North	56	14	42	70	44	26	Res	53.20%
DDR	448	372	76	399	60	339	NR	0%
WCI Parcel 19	291	171	120	338	160	178	Res	14%
TOD	7			30			NR	0%
Inlet Village	19			74			NR	0%
Rialto South	37	9	28	49	31	18	Res	44.20%
Florida Research Park	144	19	125	180	146	34	NR	15%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Thelma Avenue Offices	7	5	2	12	4	8	NR	0%
Jupiter Commons Ph 1	4	2	2	18	9	9	NR	0%
Limestone Creek	28	7	21	35	22	13	Res	61%
Bridgewater Preserve	11	3	8	17	10	6	Res	0%
Pennock Preserve	25	6	18	35	22	13	Res	0%
Old Plantation	12	3	9	18	11	7	Res	0%
Briger West	10	8	2	17	7	10	Res	0%
Briger East	118	32	85	134	90	44	NR	0%
Hawkeye	345	286	59	307	46	261	NR	0%
Walmart Store Expansion	8	5	3	44	21	23	NR	76%
Els Center of Excellence	109	67	43	23	10	13	NR	0%
Power Systems	85	70	14	79	12	67	NR	54%
Total Committed Developments	1775	1084	663	1894	712	1077		
Total Committed Residential	470	221	248	579	307	271		
Total Committed Non-Residential	1305	863	415	1315	405	806		
Double Count Reduction	117	55	62	145	77	68		
Total Discounted Committed Developments	1658	1029	601	1749	635	1009		
Historical Growth	3477	1858	1619	3330	1775	1621		
Comm Dev+Background Growth	2276	1360	888	2341	951	1297	0.50%	
Growth Volume Used	2276	1360	888	2341	951	1297		
Total Volume	7608	4209	3371	7448	3673	3783	83389	

# Indiantown Rd from Island Way to Central Blvd

Input Data  
 ROAD NAME: Indiantown Rd      STATION: 1617      Report  
 CURRENT YEAR: 2013      FROM: Island Way  
 ANALYSIS YEAR: 2020      TO: Midpoint  
 GROWTH RATE: 3.00%      COUNT DATE: 2/11/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	4764	2572	2192	4806	2241	2565	54116	0.088
Peak Volume	4764	2572	2192	4806	2241	2565		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	4764	2572	2192	4806	2241	2565		

Committed Developments							Type	% Complete
Rialto North	46	35	11	58	21	36	Res	53.2%
DDR	180	23	157	186	156	30	NR	0.00%
WCI Parcel 19	269	158	111	312	148	164	Res	14%
TOD	2			10			NR	0%
Inlet Village	3			17			NR	0%
Rialto South	30	23	7	40	15	25	Res	44.2%
Florida Research Park	122	16	106	153	124	29	NR	15%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Thelma Avenue Offices	7	5	2	12	4	8	NR	0%
Jupiter Commons Ph 1	5	3	2	23	11	12	NR	0%
Bridgewater Preserve	11	8	3	17	6	10	Res	0%
Pennock Preserve	25	18	6	35	13	22	Res	0%
Old Plantation	12	9	3	18	7	11	Res	0%
Briger West	2	0	2	4	2	1	Res	0%
Briger East	24	18	7	28	9	19	NR	0%
Hawkeye	190	32	157	169	143	26	NR	0%
Walmart Store Expansion	8	5	3	44	21	23	NR	76%
Els Center of Excellence	97	38	59	20	12	9	NR	0%
Power Systems	88	73	15	82	12	69	NR	54%
Total Committed Developments	1133	469	657	1243	711	502		
Total Committed Residential	395	251	143	484	212	269		
Total Committed Non-Residential	738	218	514	759	499	233		
Double Count Reduction	99	44	36	121	53	47		
Total Discounted Committed Developments	1034	425	621	1122	658	455		
Historical Growth	1094	591	503	1104	515	589		
Comm Dev+.5% Growth	1203	517	699	1293	738	546	0.50%	
Growth Volume Used	1203	517	699	1293	738	546		
Total Volume	5967	3089	2891	6099	2979	3111	68230	

Input Data  
 ROAD NAME: Indiantown Rd      STATION: 1213      Report  
 CURRENT YEAR: 2013      FROM: Island Way  
 ANALYSIS YEAR: 2035      TO: Midpoint  
 GROWTH RATE: 3.00%      COUNT DATE: 2/11/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
	2-way	NB/EB	B	2-way	NB/EB	B		
Existing Volume	4764	2572	2192	4806	2241	2565	54116	0.088
Peak Volume	4764	2572	2192	4806	2241	2565		
Diversion(%)	0	-0.15	-0.09	0	-0.079	-0.17		
Volume after Diversion	4183	2185	1998	4191	2063	2128		

Committed Developments							Type	Complete
Rialto North	46	35	11	58	21	36	Res	53.20%
DDR	299	51	248	266	226	40	NR	0.00%
WCI Parcel 19	269	158	111	312	148	164	Res	14%
TOD	7			30			NR	0%
Inlet Village	19			74			NR	0%
Rialto South	30	23	7	40	15	25	Res	44.20%
Florida Research Park	192	25	167	240	195	45	NR	15%
Abacoa DRI	11	5	6	15	7	8	NR	68%
Thelma Avenue Offices	7	5	2	12	4	8	NR	0%
Jupiter Commons Ph 1	5	3	2	23	11	12	NR	0%
Bridgewater Preserve	11	8	3	17	6	10	Res	0%
Pennock Preserve	25	18	6	35	13	22	Res	0%
Old Plantation	12	9	3	18	7	11	Res	0%
Briger West	5	1	4	9	5	4	Res	0%
Briger East	59	43	16	67	22	45	NR	0%
Hawkeye	190	32	157	169	143	26	NR	0%
Walmart Store Expansion	8	5	3	44	21	23	NR	76%
Els Center of Excellence	97	38	59	20	12	9	NR	0%
Power Systems	88	73	15	82	12	69	NR	54%
Total Committed Developments	1380	532	820	1531	868	557		
Total Committed Residential	398	252	145	489	215	272		
Total Committed Non-Residential	982	280	675	1042	653	285		
Double Count Reduction	100	56	36	122	54	57		
Total Discounted Committed Developments	1280	476	784	1409	814	500		
Historical Growth	2727	1425	1303	2733	1345	1388		
Comm Dev+.1% Growth	1766	730	1016	1895	1053	747	0.50%	
Growth Volume Used	1766	730	1016	1895	1053	747		
Total Volume	5949	2915	3014	6086	3116	2875	68055	

# Indiantown Rd from Central Blvd to Center St.

Input Data  
 ROAD NAME: Indiantown Rd STATION: 1203 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2020 TO: Center St  
 GROWTH RATE: 3.55% COUNT DATE: 2/13/2013  
 PSF: 1

Input Data  
 ROAD NAME: Indiantown Rd STATION: 1203 Report  
 CURRENT YEAR: 2013 FROM: Central Blvd  
 ANALYSIS YEAR: 2035 TO: Midpoint  
 GROWTH RATE: 3.55% COUNT DATE: 2/13/2013  
 PSF: 1

Link Analysis

Time Period Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	3905	2379	1526	4299	2142	2157	53037	0.077
Peak Volume	3905	2379	1526	4299	2142	2157		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	3905	2379	1526	4299	2142	2157		

Link Analysis

Time Period Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	3905	2379	1526	4299	2142	2157	53037	0.077
Peak Volume	3905	2379	1526	4299	2142	2157		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	3905	2379	1526	4299	2142	2157		

Committed Developments							Type	% Complete
Sea Plum Res	4	1	3	5	3	2	Res	50%
Rialto North	31	23	8	38	14	24	Res	53.2%
WCI Parcel 19	196	115	81	229	108	120	Res	14%
DDR	71			74			NR	0%
TOD	6			24			NR	0%
Inlet Village	7			34			NR	0%
Rialto South	20	15	5	27	10	17	Res	44.2%
Harbourside	23	18	6	42	18	25	NR	0%
Oak Creek Professional Center	14	12	2	16	3	14	NR	0%
Florida Research Park	122	16	106	153	124	29	NR	15%
JEC Medical Plaza	21	16	4	38	12	26	NR	0%
Abacoa DRI	11	6	5	15	8	7	NR	68%
Thelma Avenue Offices	10	8	3	18	6	12	NR	0%
Jupiter Commons Ph 1	16	7	9	76	39	37	NR	0%
Limestone Creek	28	7	21	35	22	13	Res	61%
Briger West	2	2	0	4	1	2	Res	0%
Briger East	16	4	12	18	12	6	NR	0%
Hawkeye	190	32	157	169	143	26	NR	0%
Walmart Store Expansion	9	6	4	49	23	25	NR	76%
Els Center of Excellence	90	35	55	19	11	8	NR	0%
Power Systems	91	75	15	85	13	72	NR	54%
Total Committed Developments	978	398	496	1167	570	465		
Total Committed Residential	281	163	118	338	158	178		
Total Committed Non-Residential	697	235	378	830	412	287		
Double Count Reduction	70	41	29	84	40	45		
Total Discounted Committed Developments	908	357	467	1083	530	420		
Historical Growth	1080	658	422	1189	592	596		
Comm Dev+1% Growth	1047	442	521	1236	606	497	0.50%	
Growth Volume Used	1047	442	521	1236	606	497		
Total Volume	4952	2821	2047	5535	2748	2654	67796	

Committed Developments							Type	% Complete
Sea Plum Res	4	1	3	5	3	2	Res	50%
Rialto North	31	23	8	38	14	24	Res	53.20%
WCI Parcel 19	196	115	81	229	108	120	Res	14%
DDR	176			156			NR	0%
TOD	18			72			NR	0%
Inlet Village	38			148			NR	0%
Rialto South	20	15	5	27	10	17	Res	44.20%
Harbourside	23	18	6	42	18	25	NR	0%
Oak Creek Professional Center	14	12	2	16	3	14	NR	0%
Florida Research Park	192	25	167	240	195	45	NR	15%
JEC Medical Plaza	21	16	4	38	12	26	NR	0%
Abacoa DRI	11	6	5	15	8	7	NR	68%
Thelma Avenue Offices	10	8	3	18	6	12	NR	0%
Jupiter Commons Ph 1	10	6	4	48	24	25	NR	0%
Limestone Creek	28	7	21	35	22	13	Res	61%
Briger West	5	4	1	9	4	5	Res	0%
Briger East	39	11	28	45	30	15	NR	0%
Hawkeye	190	32	157	169	143	26	NR	0%
Walmart Store Expansion	9	6	4	49	23	25	NR	76%
Els Center of Excellence	90	35	55	19	11	8	NR	0%
Power Systems	91	75	15	85	13	72	NR	54%
Total Committed Developments	1215	415	569	1503	647	481		
Total Committed Residential	284	165	119	343	161	181		
Total Committed Non-Residential	931	250	450	1160	486	300		
Double Count Reduction	71	41	30	86	40	45		
Total Discounted Committed Developments	1144	374	539	1417	607	436		
Historical Growth	3160	1925	1235	3479	1733	1745		
Comm Dev+1% Growth	1597	650	716	1915	856	687	0.50%	
Growth Volume Used	1597	650	716	1915	856	687		
Total Volume	5502	3029	2242	6214	2998	2844	75741	



# Indiantown Rd from Military Trail to Alt. A1A

**Input Data**  
 ROAD NAME: Indiantown Rd      STATION: 1209      Report  
 CURRENT YEAR: 2013      FROM: N Military Trl  
 ANALYSIS YEAR: 2020      TO: Midpoint  
 GROWTH RATE: 1.09%      COUNT DATE: 3/13/2013  
 PSF: 1

**Input Data**  
 ROAD NAME: Indiantown Rd      STATION: 1209      Report  
 CURRENT YEAR: 2013      FROM: N Military Trl  
 ANALYSIS YEAR: 2035      TO: Midpoint  
 GROWTH RATE: 1.09%      COUNT DATE: 3/13/2013  
 PSF: 1

**Link Analysis**

Time Period Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2523	1588	935	3433	1826	1626	41726	0.072
Peak Volume	2523	1588	935	3433	1826	1626		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2523	1588	935	3433	1826	1626		

**Link Analysis**

Time Period Direction	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2523	1588	935	3433	1826	1626	41726	0.072
Peak Volume	2523	1588	935	3433	1826	1626		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2523	1588	935	3433	1826	1626		

Committed Developments							Type	% Comple
	8	7	1	10	3	6	Res	50%
Sea Plum Res	8	7	1	10	3	6	Res	50%
Rialto North	15	12	4	19	7	12	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	36	22	15	42	20	22	Res	14%
DDR	36	5	31	37	31	6	NR	0%
TOD	0			2			NR	0%
Inlet Village	23			118			NR	0%
Rialto South	10	8	2	13	5	8	Res	44.20%
Harbourside	100	76	25	182	76	105	NR	0%
Jupiter Medical Center	9	6	3	10	4	6	NR	75%
Oak Creek Professional Center	6	1	5	6	5	1	NR	0%
Whitehaven Apartments	17	14	4	22	8	14	Res	0%
Florida Turbine Technologies	4	1	3	4	3	1	NR	92%
JEC Medical Plaza	16	3	12	29	20	9	NR	0%
Abacoa DRI	55	29	26	76	40	36	NR	68%
Bluewater Plaza	12	10	2	26	8	17	NR	0%
Jupiter Commons Ph 1	11	5	6	53	27	26	NR	0%
Seagrape Plaza	10	6	4	74	36	39	NR	50%
Fisherman's Wharf	11	2	9	32	18	14	Res	0%
Brown Private School	42	26	16	7	3	5	NR	0%
Briger West	6	5	1	11	4	6	Res	0%
Briger East	32	9	23	37	25	12	NR	0%
Hawkeye	69	12	57	61	52	9	NR	0%
Walmart Store Expansion	6	3	4	35	18	17	NR	76%
Power Systems	20	3	17	19	16	3	NR	54%
<b>Total Committed Developments</b>	<b>555</b>	<b>265</b>	<b>270</b>	<b>925</b>	<b>429</b>	<b>374</b>		
Total Committed Residential	103	70	36	149	65	82		
Total Committed Non-Residential	452	195	234	776	364	292		
Double Count Reduction	26	17	9	37	16	21		
Total Discounted Committed Developments	529	248	261	888	413	353		
Historical Growth	199	126	74	271	144	129		
Comm Dev+1% Growth	619	304	294	1010	478	411	0.50%	
Growth Volume Used	619	304	294	1010	478	411		
Total Volume	3142	1892	1229	4443	2304	2037	52674	

Committed Developments							Type	% Comple
	8	7	1	10	3	6	Res	50%
Sea Plum Res	8	7	1	10	3	6	Res	50%
Rialto North	15	12	4	19	7	12	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	36	22	15	42	20	22	Res	14%
DDR	88	15	73	78	66	12	NR	0%
TOD	1			6			NR	0%
Inlet Village	131			517			NR	0%
Rialto South	10	8	2	13	5	8	Res	44.20%
Harbourside	100	76	25	182	76	105	NR	0%
Jupiter Medical Center	9	6	3	10	4	6	NR	75%
Oak Creek Professional Center	6	1	5	6	5	1	NR	0%
Whitehaven Apartments	17	14	4	22	8	14	Res	0%
Florida Turbine Technologies	4	1	3	4	3	1	NR	92%
JEC Medical Plaza	16	3	12	29	20	9	NR	0%
Abacoa DRI	55	29	26	76	40	36	NR	68%
Bluewater Plaza	12	10	2	26	8	17	NR	0%
Jupiter Commons Ph 1	11	5	6	53	27	26	NR	0%
Seagrape Plaza	10	6	4	74	36	39	NR	50%
Fisherman's Wharf	11	2	9	32	18	14	Res	0%
Brown Private School	42	26	16	7	3	5	NR	0%
Briger West	16	12	4	26	11	16	Res	0%
Briger East	78	22	57	89	60	29	NR	0%
Hawkeye	69	12	57	61	52	9	NR	0%
Walmart Store Expansion	6	3	4	35	18	17	NR	76%
Power Systems	20	3	17	19	16	3	NR	54%
<b>Total Committed Developments</b>	<b>772</b>	<b>295</b>	<b>349</b>	<b>1436</b>	<b>506</b>	<b>407</b>		
Total Committed Residential	113	77	39	164	72	92		
Total Committed Non-Residential	659	218	310	1272	434	315		
Double Count Reduction	28	19	10	41	18	23		
Total Discounted Committed Developments	744	276	339	1395	488	384		
Historical Growth	512	322	190	697	371	330		
Comm Dev+1% Growth	1036	460	447	1794	700	573	0.50%	
Growth Volume Used	1036	460	447	1794	700	573		
Total Volume	3559	2048	1382	5227	2526	2199	61014	



# Indiantown Rd from US-1 to A1A

## Input Data

ROAD NAME: Indiantown Rd      STATION: 1811      Report  
 CURRENT YEAR: 2013      FROM: Us Highway 1  
 ANALYSIS YEAR: 2020      TO: Midpoint  
 GROWTH RATE: 0.49%      COUNT DATE: 3/18/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	910	543	367	1345	697	650	15678	0.072
Existing Volume	910	543	367	1345	697	650		
Peak Volume	910	543	367	1345	697	650		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	910	543	367	1345	697	650		

Committed Developments							Type	% Complete
Harbourside	33	8	25	61	35	25	NR	0%
TOD	2			8			NR	0%
Inlet Village	17			87			NR	0%
Emerald Cay - Revised Plan	1	1	0	5	2	2	NR	0%
Abacoa DRI	11	6	5	15	8	7	NR	68%
Bluewater Plaza	4	1	3	9	6	3	NR	0%
Seagrape Plaza	1	1	1	9	5	4	NR	50%
Fisherman's Wharf	1	1	0	4	2	2	Res	0%
Indiantown Road Office	37	33	4	41	7	34	NR	0%
Briger East	16	4	12	18	12	6	NR	0%
Lighthouse Cove Mini Golf	10	8	2	12	5	7	NR	0%
Total Committed Developments	133.4	63	52	269.3	82	90		
Total Committed Residential	1	1	0	4	2	2		
Total Committed Non-Residential	132.4	62	52	265.3	80	88		
Double Count Reduction	0	0	0	1	1	1		
Total Discounted Committed Developments	133.4	63	52	268.3	81	89		
Historical Growth	32	19	13	47	24	23		
Comm Dev+1% Growth	199	102	78	365	131	136		
Growth Volume Used	199	102	78	365	131	136		Inlet village
Total Volume	1109	645	445	1710	828	786	19576	944

## Input Data

ROAD NAME: Indiantown Rd      STATION: 1811      Report  
 CURRENT YEAR: 2013      FROM: Us Highway 1  
 ANALYSIS YEAR: 2035      TO: Midpoint  
 GROWTH RATE: 0.49%      COUNT DATE: 3/18/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	910	543	367	1345	697	650	15678	0.072
Existing Volume	910	543	367	1345	697	650		
Peak Volume	910	543	367	1345	697	650		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	910	543	367	1345	697	650		

Committed Developments							Type	% Complete
Harbourside	33	8	25	61	35	25	NR	0%
TOD	6			24			NR	0%
Inlet Village	118			433			NR	0%
Emerald Cay - Revised Plan	1	1	0	5	2	2	NR	0%
Abacoa DRI	11	6	5	15	8	7	NR	68%
Bluewater Plaza	4	1	3	9	6	3	NR	0%
Seagrape Plaza	1	1	1	9	5	4	NR	50%
Fisherman's Wharf	1	1	0	4	2	2	Res	0%
Indiantown Road Office	37	33	4	41	7	34	NR	0%
Briger East	39	11	28	45	30	15	NR	0%
Lighthouse Cove Mini Golf	10	8	2	12	5	7	NR	0%
Total Committed Developments	261.3	70	68	657.5	100	99		
Total Committed Residential	1	1	0	4	2	2		
Total Committed Non-Residential	260.3	69	68	653.5	98	97		
Double Count Reduction	0	0	0	1	1	1		
Total Discounted Committed Developments	261.3	70	68	656.5	99	98		
Historical Growth	79	47	32	117	60	56		
Comm Dev+1% Growth	484	203	158	986	270	257		
Growth Volume Used	484	203	158	986	270	257		Inlet village
Total Volume	1394	746	525	2331	967	907	25868	4935

# Island Way from North of Indiantown Rd

Input Data

ROAD NAME: Island Way	STATION: 1620	Report
CURRENT YEAR: 2013	FROM: Indiantown Rd	
ANALYSIS YEAR: 2020	TO: MIDPOINT	
GROWTH RATE: 10.16%	COUNT DATE: 2/11/2013	
	PSF: 1	

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1087	311	808	955	613	367	11066	0.092
Peak Volume	1087	311	808	955	613	367		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1087	311	808	955	613	367		

Committed Developments							Type	% Complete
Rialto North	102	25	77	128	81	47	Res	53.20%
WCI Parcel 19	7	4	3	8	4	4	Res	14%
DDR	397			413			NR	0%
Rialto South	67	17	50	89	56	33	Res	44.20%
Jupiter Commons Ph 1	1	0	1	5	2	2	NR	0%
Limestone Creek	32	8	24	40	25	15	Res	61%
Bridgewater Preserve	22	6	16	34	21	13	Res	0%
Pennock Preserve	50	13	37	70	44	26	Res	0%
Old Plantation	23	6	18	36	22	14	Res	0%
Briger West	2	2	0	4	1	2	Res	0%
Briger East	24	7	18	28	19	9	NR	0%
Hawkeye	17	3	14	15	13	2	NR	0%
Walmart Store Expansion	0	0	0	1	1	1	NR	76%
Els Center of Excellence	207	126	81	43	19	25	NR	0%
Power Systems	3	1	3	3	2	0	NR	54%
<b>Total Committed Developments</b>	<b>954</b>	<b>218</b>	<b>342</b>	<b>917</b>	<b>310</b>	<b>193</b>		
Total Committed Residential	305	81	225	409	254	154		
Total Committed Non-Residential	649	137	117	508	56	39		
Double Count Reduction	76	20	23	102	11	8		
<b>Total Discounted Committed Developments</b>	<b>878</b>	<b>198</b>	<b>319</b>	<b>815</b>	<b>299</b>	<b>185</b>		
Historical Growth	1052	301	782	924	593	355		
Comm Dev+1% Growth	917	209	348	849	321	198		0.5%
Growth Volume Used	917	209	348	849	321	198		
<b>Total Volume</b>	<b>2004</b>	<b>520</b>	<b>1156</b>	<b>1804</b>	<b>934</b>	<b>565</b>		<b>20696</b>

Input Data

ROAD NAME: Island Way	STATION: 1620	Report
CURRENT YEAR: 2013	FROM: Indiantown Rd	
ANALYSIS YEAR: 2035	TO: MIDPOINT	
GROWTH RATE: 10.16%	COUNT DATE: 2/11/2013	
	PSF: 1	

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1087	311	808	955	613	367	11066	0.092
Peak Volume	1087	311	808	955	613	367		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1087	311	808	955	613	367		

Committed Developments							Type	% Complete
Rialto North	102	25	77	128	81	47	Res	53.20%
WCI Parcel 19	7	4	3	8	4	4	Res	14%
DDR	977			869			NR	0%
Rialto South	67	17	50	89	56	33	Res	44.20%
Jupiter Commons Ph 1	1	0	1	5	2	2	NR	0%
Limestone Creek	32	8	24	40	25	15	Res	61%
Bridgewater Preserve	22	6	16	34	21	13	Res	0%
Pennock Preserve	50	13	37	70	44	26	Res	0%
Old Plantation	23	6	18	36	22	14	Res	0%
Briger West	5	4	1	9	4	5	Res	0%
Briger East	59	16	43	67	45	22	NR	0%
Hawkeye	17	3	14	15	13	2	NR	0%
Walmart Store Expansion	0	0	0	1	1	1	NR	76%
Els Center of Excellence	207	126	81	43	19	25	NR	0%
Power Systems	3	1	3	3	2	0	NR	54%
<b>Total Committed Developments</b>	<b>1572</b>	<b>229</b>	<b>368</b>	<b>1417</b>	<b>339</b>	<b>209</b>		
Total Committed Residential	308	83	226	414	257	157		
Total Committed Non-Residential	1264	146	142	1003	82	52		
Double Count Reduction	77	21	28	104	16	10		
<b>Total Discounted Committed Developments</b>	<b>1495</b>	<b>208</b>	<b>340</b>	<b>1313</b>	<b>323</b>	<b>199</b>		
Historical Growth	4540	1299	3375	3989	2560	1533		
Comm Dev+1% Growth	1621	244	434	1424	394	242		0.5%
Growth Volume Used	1621	244	434	1424	394	242		
<b>Total Volume</b>	<b>2708</b>	<b>555</b>	<b>1242</b>	<b>2379</b>	<b>1007</b>	<b>609</b>		<b>27647</b>

## Loxahatchee River Rd North of Roebuck Rd

### Input Data

ROAD NAME: Loxahatchee	STATION: 1202	Report
CURRENT YEAR: 2013	FROM: Loxahatchee River Rd	
ANALYSIS YEAR: 2020	TO: Roebuck Rd	
GROWTH RATE: 0%	COUNT DATE: 2/13/2013	
	PSF: 1	

### Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	216	122	94	242	171	76	3025	0.076
Peak Volume	216	122	94	242	171	76		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	216	122	94	242	171	76		

Committed Developments							Type	% Complete
Jupiter Commons Ph 1	1	1	1	6	3	3	NR	0%
DDR	4			4			NR	0%
TOD	0			2			NR	0%
Inlet Village	1			3			NR	0%
Total Committed Developments	6	1	1	15	3	3		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	6	1	1	15	3	3		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	6	1	1	15	3	3		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	6	1	1	15	3	3	0.75%	
Growth Volume Used	6	1	1	15	3	3		
Total Volume	222	123	95	257	174	79	3164	

### Input Data

ROAD NAME: Loxahatchee	STATION: 1202	Report
CURRENT YEAR: 2013	FROM: Loxahatchee River Rd	
ANALYSIS YEAR: 2035	TO: Roebuck Rd	
GROWTH RATE: 0%	COUNT DATE: 2/13/2013	
	PSF: 1	

### Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	216	122	94	242	171	76	3025	0.076
Peak Volume	216	122	94	242	171	76		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	216	122	94	242	171	76		

Committed Developments							Type	% Complete
Jupiter Commons Ph 1	1	1	1	6	3	3	NR	0%
DDR	9			8			NR	0%
TOD	1			6			NR	0%
Inlet Village	4			15			NR	0%
Total Committed Developments	15	1	1	35	3	3		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	15	1	1	35	3	3		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	15	1	1	35	3	3		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	15	1	1	35	3	3	0.75%	
Growth Volume Used	15	1	1	35	3	3		
Total Volume	231	123	95	277	174	79	3355	

## Loxahatchee River Rd from Roebuck Rd to Center St.

### Input Data

ROAD NAME: Loxahatchee	STATION: 1610	Report
CURRENT YEAR: 2013	FROM: Center St	
ANALYSIS YEAR: 2020	TO: Midpoint	
GROWTH RATE: -1.67%	COUNT DATE: 2/13/2013	
	PSF: 1	

### Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	799	330	504	859	513	346	9602	0.086
Peak Volume	799	330	504	859	513	346		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	799	330	504	859	513	346		

Committed Developments							Type	% Complete
Thelma Avenue Offices	1	0	1	2	1	1	NR	0%
DDR	4			4			NR	0%
TOD	0			2			NR	0%
Inlet Village	1			3			NR	0%
Jupiter Commons Ph 1	2	1	1	9	5	4	NR	0%
Total Committed Developments	8	1	2	20	6	5		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	8	1	2	20	6	5		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	8	1	2	20	6	5		
Historical Growth	-89	-37	-56	-95	-57	-38		
Comm Dev+1% Growth	51	19	29	66	34	24	0.75%	
Growth Volume Used	51	19	29	66	34	24		
Total Volume	850	349	533	925	547	370	10280	

### Input Data

ROAD NAME: Loxahatchee	STATION: 1610	Report
CURRENT YEAR: 2013	FROM: Center St	
ANALYSIS YEAR: 2030	TO: Midpoint	
GROWTH RATE: -1.67%	COUNT DATE: 2/13/2013	
	PSF: 1	

### Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	799	330	504	859	513	346	9602	0.086
Peak Volume	799	330	504	859	513	346		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	799	330	504	859	513	346		

Committed Developments							Type	% Complete
Thelma Avenue Offices	1	0	1	2	1	1	NR	0%
DDR	9			8			NR	0%
TOD	1			6			NR	0%
Inlet Village	4			15			NR	0%
Jupiter Commons Ph 1	2	1	1	9	5	4	NR	0%
Total Committed Developments	17	1	2	40	6	5		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	17	1	2	40	6	5		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	17	1	2	40	6	5		
Historical Growth	-199	-82	-125	-214	-128	-86		
Comm Dev+1% Growth	125	46	70	156	75	52	0.75%	
Growth Volume Used	125	46	70	156	75	52		
Total Volume	924	376	574	1015	588	398	11229	

# Military Trail from Indiantown Rd to Toney Penna Dr

**Input Data**  
 ROAD NAME: N Military Trl      STATION: 1600      Report  
 CURRENT YEAR: 2013      FROM: Toney Penna Dr  
 ANALYSIS YEAR: 2020      TO: MIDPOINT  
 GROWTH RATE: -0.28%      COUNT DATE: 3/13/2013  
 PSF: 1

**Input Data**  
 ROAD NAME: N Military Trl      STATION: 1600      Report  
 CURRENT YEAR: 2013      FROM: Toney Penna Dr  
 ANALYSIS YEAR: 2035      TO: MIDPOINT  
 GROWTH RATE: -0.28%      COUNT DATE: 3/13/2013  
 PSF: 1

**Link Analysis**

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1739	817	977	2001	1194	851	24121	0.078
Existing Volume	1739	817	977	2001	1194	851		
Peak Volume	1739	817	977	2001	1194	851		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1739	817	977	2001	1194	851		

**Link Analysis**

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	1739	817	977	2001	1194	851	24121	0.078
Existing Volume	1739	817	977	2001	1194	851		
Peak Volume	1739	817	977	2001	1194	851		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1739	817	977	2001	1194	851		

Committed Developments	15	13	3	18	6	12	Type	% Complete
Sea Plum Res	15	13	3	18	6	12	Res	50%
Rialto North	8	2	6	10	6	4	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	22	9	13	25	13	12	Res	14%
<b>TOD</b>	<b>7</b>			<b>30</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>10</b>			<b>50</b>			<b>NR</b>	<b>0%</b>
Rialto South	5	1	4	7	4	2	Res	44.20%
Harbourside	33	25	8	61	25	35	NR	0%
Jupiter Medical Center	37	13	25	41	26	15	NR	75%
Whitehaven Apartments	61	49	12	76	27	49	Res	0%
Florida Turbine Technologies	12	3	9	12	9	4	NR	92%
JEC Medical Plaza	8	6	2	14	5	10	NR	0%
Abacoa DRI	87	46	41	122	63	58	NR	68%
Bluewater Plaza	3	3	0	7	2	5	NR	0%
Jupiter Commons Ph 1	3	2	1	15	7	8	NR	0%
Seagrape Plaza	4	2	2	28	13	14	NR	50%
Brown Private School	9	6	4	2	1	1	NR	0%
Briger West	9	7	2	14	6	9	Res	0%
Briger East	65	18	47	74	49	24	NR	0%
Walmart Store Expansion	3	2	1	14	7	7	NR	76%
Power Systems	5	4	1	4	1	4	NR	54%
<b>Total Committed Developments</b>	<b>407</b>	<b>211</b>	<b>181</b>	<b>624</b>	<b>270</b>	<b>273</b>		
<b>Total Committed Residential</b>	<b>120</b>	<b>81</b>	<b>40</b>	<b>150</b>	<b>62</b>	<b>88</b>		
<b>Total Committed Non-Residential</b>	<b>287</b>	<b>130</b>	<b>141</b>	<b>474</b>	<b>208</b>	<b>185</b>		
<b>Double Count Reduction</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>38</b>	<b>16</b>	<b>22</b>		
<b>Total Discounted Committed Developments</b>	<b>377</b>	<b>191</b>	<b>171</b>	<b>586</b>	<b>254</b>	<b>251</b>		
Historical Growth	-33	-16	-19	-38	-23	-16		
Comm Dev+1% Growth	502	250	241	731	340	312		1%
Growth Volume Used	502	250	241	731	340	312		
<b>Total Volume</b>	<b>2241</b>	<b>1067</b>	<b>1218</b>	<b>2732</b>	<b>1534</b>	<b>1163</b>		<b>31878</b>

Committed Developments	15	13	3	18	6	12	Type	% Complete
Sea Plum Res	15	13	3	18	6	12	Res	50%
Rialto North	8	2	6	10	6	4	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	22	9	13	25	13	12	Res	14%
<b>TOD</b>	<b>22</b>			<b>90</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>56</b>			<b>222</b>			<b>NR</b>	<b>0%</b>
Rialto South	5	1	4	7	4	2	Res	44.20%
Harbourside	33	25	8	61	25	35	NR	0%
Jupiter Medical Center	37	13	25	41	26	15	NR	75%
Whitehaven Apartments	61	49	12	76	27	49	Res	0%
Florida Turbine Technologies	12	3	9	12	9	4	NR	92%
JEC Medical Plaza	8	6	2	14	5	10	NR	0%
Abacoa DRI	87	46	41	122	63	58	NR	68%
Bluewater Plaza	3	3	0	7	2	5	NR	0%
Jupiter Commons Ph 1	3	2	1	15	7	8	NR	0%
Seagrape Plaza	4	2	2	28	13	14	NR	50%
Brown Private School	9	6	4	2	1	1	NR	0%
Briger West	21	16	5	35	14	21	Res	0%
Briger East	157	43	113	179	120	59	NR	0%
Walmart Store Expansion	3	2	1	14	7	7	NR	76%
Power Systems	5	4	1	4	1	4	NR	54%
<b>Total Committed Developments</b>	<b>572</b>	<b>245</b>	<b>250</b>	<b>981</b>	<b>349</b>	<b>320</b>		
<b>Total Committed Residential</b>	<b>132</b>	<b>90</b>	<b>43</b>	<b>171</b>	<b>70</b>	<b>100</b>		
<b>Total Committed Non-Residential</b>	<b>440</b>	<b>155</b>	<b>207</b>	<b>810</b>	<b>279</b>	<b>220</b>		
<b>Double Count Reduction</b>	<b>33</b>	<b>23</b>	<b>11</b>	<b>43</b>	<b>18</b>	<b>25</b>		
<b>Total Discounted Committed Developments</b>	<b>539</b>	<b>222</b>	<b>239</b>	<b>938</b>	<b>331</b>	<b>295</b>		
Historical Growth	-80	-37	-45	-92	-55	-39		
Comm Dev+1% Growth	964	422	478	1428	623	503		1%
Growth Volume Used	964	422	478	1428	623	503		
<b>Total Volume</b>	<b>2703</b>	<b>1239</b>	<b>1455</b>	<b>3429</b>	<b>1817</b>	<b>1354</b>		<b>39308</b>

# Military Trail from Toney Penna Dr to Indian Creek Pwky

**Input Data**  
 ROAD NAME: N Military Trl      STATION: 1600      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2020      TO: Toney Penna Dr  
 GROWTH RATE: -0.28%      COUNT DATE: 3/13/2013  
 PSF: 1

**Input Data**  
 ROAD NAME: N Military Trl      STATION: 1600      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2035      TO: Toney Penna Dr  
 GROWTH RATE: -0.28%      COUNT DATE: 3/13/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1739	817	977	2001	1194	851	24121	0.078
Peak Volume	1739	817	977	2001	1194	851		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1739	817	977	2001	1194	851		

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1739	817	977	2001	1194	851	24121	0.078
Peak Volume	1739	817	977	2001	1194	851		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1739	817	977	2001	1194	851		

Committed Developments							Type	% Complete
Sea Plum Res	25	21	4	30	10	20	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	3	2	1	5	3	3	NR	0%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	22	9	13	25	13	12	Res	14%
TOD	10			40			NR	0%
Inlet Village	10			50			NR	0%
Donald Ross Village	19	9	10	30	15	15	NR	80%
Jupiter Medical Center	45	15	30	49	31	18	NR	75%
Whitehaven Apartments	82	65	16	102	36	66	Res	0%
Florida Turbine Technologies	20	5	15	20	14	6	NR	92%
JEC Medical Plaza	6	5	1	11	4	8	NR	0%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	196	103	93	274	142	131	NR	68%
Seagrape Plaza	1	1	1	9	4	5	NR	50%
Brown Private School	5	3	2	1	0	1	NR	0%
Briger West	9	7	2	14	6	9	Res	0%
Briger East	97	27	70	110	74	36	NR	0%
Power Systems	3	3	1	3	0	2	NR	54%
Total Committed Developments	553	275	259	773	352	332		
Total Committed Residential	138	102	35	171	65	107		
Total Committed Non-Residential	415	173	224	602	287	225		
Double Count Reduction	35	26	9	43	16	27		
Total Discounted Committed Developments	518	249	250	730	336	305		
Historical Growth	-33	-16	-19	-38	-23	-16		
Comm Dev+1% Growth	643	308	320	875	422	366	1%	
Growth Volume Used	643	308	320	875	422	366		
Total Volume	2382	1125	1297	2876	1616	1217	33705	

Committed Developments							Type	% Complete
Sea Plum Res	25	21	4	30	10	20	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	3	2	1	5	3	3	NR	0%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	22	9	13	25	13	12	Res	14%
TOD	30			120			NR	0%
Inlet Village	56			222			NR	0%
Donald Ross Village	19	9	10	30	15	15	NR	80%
Jupiter Medical Center	45	15	30	49	31	18	NR	75%
Whitehaven Apartments	82	65	16	102	36	66	Res	0%
Florida Turbine Technologies	20	5	15	20	14	6	NR	92%
JEC Medical Plaza	6	5	1	11	4	8	NR	0%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	196	103	93	274	142	131	NR	68%
Seagrape Plaza	1	1	1	9	4	5	NR	50%
Brown Private School	5	3	2	1	0	1	NR	0%
Briger West	21	16	5	35	14	21	Res	0%
Briger East	235	65	170	268	180	88	NR	0%
Power Systems	3	3	1	3	0	2	NR	54%
Total Committed Developments	769	322	362	1203	466	396		
Total Committed Residential	150	111	38	192	73	119		
Total Committed Non-Residential	619	211	324	1011	393	277		
Double Count Reduction	38	28	10	48	18	30		
Total Discounted Committed Developments	731	294	352	1155	448	366		
Historical Growth	-80	-37	-45	-92	-55	-39		
Comm Dev+1% Growth	1157	494	591	1645	740	574	1%	
Growth Volume Used	1157	494	591	1645	740	574		
Total Volume	2896	1311	1568	3646	1934	1425	41936	

# Military Trail from Indian Creek Pkwy to Frederick Small Rd

**Input Data**  
 ROAD NAME: N Military Trl STATION: 1608 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2020 TO: Indian Creek Pkwy  
 GROWTH RATE: -1.07% COUNT DATE: 3/13/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2378	1073	1318	2525	1299	1243	29341	0.084
Peak Volume	2378	1073	1318	2525	1299	1243		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2378	1073	1318	2525	1299	1243		

**Input Data**  
 ROAD NAME: N Military Trl STATION: 1608 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2035 TO: Indian Creek Pkwy  
 GROWTH RATE: -1.07% COUNT DATE: 3/13/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	2378	1073	1318	2525	1299	1243	29341	0.084
Peak Volume	2378	1073	1318	2525	1299	1243		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	2378	1073	1318	2525	1299	1243		

Committed Developments							Type	% Complete
Sea Plum Res	21	4	17	25	17	8	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	19	11	9	38	19	19	NR	0%
Paloma	29	23	7	37	13	24	Res	0%
Regional Center DRI	3	1	2	6	3	3	NR	97%
<b>TOD</b>	<b>5</b>			<b>20</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>3</b>			<b>17</b>			<b>NR</b>	<b>0%</b>
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	20	10	11	33	17	16	NR	80%
Jupiter Medical Center	33	22	11	36	13	23	NR	75%
Whitehaven Apartments	61	12	49	76	49	27	Res	0%
Florida Turbine Technologies	14	10	3	14	4	10	NR	92%
JEC Medical Plaza	6	5	1	11	4	8	NR	0%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	196	103	93	274	142	131	NR	68%
FAU Jupiter	11	2	9	10	8	2	NR	20%
Briger West	6	5	1	11	4	6	Res	0%
Briger East	32	9	23	37	25	12	NR	0%
<b>Total Committed Developments</b>	<b>459</b>	<b>217</b>	<b>236</b>	<b>645</b>	<b>318</b>	<b>289</b>		
Total Committed Residential	117	44	74	149	83	65		
Total Committed Non-Residential	342	173	162	496	235	224		
Double Count Reduction	29	11	19	37	21	16		
Total Discounted Committed Developments	430	206	217	608	297	273		
Historical Growth	-172	-78	-95	-182	-94	-90		
Comm Dev+1% Growth	602	283	312	790	391	363	1%	
Growth Volume Used	602	283	312	790	391	363		
Total Volume	2980	1356	1630	3315	1690	1606	37470	

Committed Developments							Type	% Complete
Sea Plum Res	21	4	17	25	17	8	Res	50%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Park	19	11	9	38	19	19	NR	0%
Paloma	29	23	7	37	13	24	Res	0%
Regional Center DRI	3	1	2	6	3	3	NR	97%
<b>TOD</b>	<b>15</b>			<b>60</b>			<b>NR</b>	<b>0%</b>
<b>Inlet Village</b>	<b>19</b>			<b>74</b>			<b>NR</b>	<b>0%</b>
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	20	10	11	33	17	16	NR	80%
Jupiter Medical Center	33	22	11	36	13	23	NR	75%
Whitehaven Apartments	61	12	49	76	49	27	Res	0%
Florida Turbine Technologies	14	10	3	14	4	10	NR	92%
JEC Medical Plaza	6	5	1	11	4	8	NR	0%
Military Trail	0	0	0	0	0	0	NR	100%
Abacoa DRI	196	103	93	274	142	131	NR	68%
FAU Jupiter	11	2	9	10	8	2	NR	20%
Briger West	16	12	4	26	11	16	Res	0%
Briger East	78	22	57	89	60	29	NR	0%
<b>Total Committed Developments</b>	<b>541</b>	<b>237</b>	<b>273</b>	<b>809</b>	<b>360</b>	<b>316</b>		
Total Committed Residential	127	51	77	164	90	75		
Total Committed Non-Residential	414	186	196	645	270	241		
Double Count Reduction	32	13	19	41	23	19		
Total Discounted Committed Developments	509	224	254	768	337	297		
Historical Growth	-396	-179	-220	-421	-216	-207		
Comm Dev+1% Growth	1091	301	349	950	431	387	1%	
Growth Volume Used	1091	301	349	950	431	387		
Total Volume	3469	1374	1667	3475	1730	1630	41333	

# Military Trail from Frederick Small Rd to Donald Ross Rd

**Input Data**  
 ROAD NAME: N Military Trl      STATION: 1602      Report  
 CURRENT YEAR: 2013      FROM: Donald Ross Rd  
 ANALYSIS YEAR: 2020      TO: Midpoint  
 GROWTH RATE: 0.14%      COUNT DATE: 2/25/2013  
 PSF: 1

**Input Data**  
 ROAD NAME: N Military Trl      STATION: 1602      Report  
 CURRENT YEAR: 2013      FROM: Donald Ross Rd  
 ANALYSIS YEAR: 2035      TO: Midpoint  
 GROWTH RATE: 0.14%      COUNT DATE: 2/25/2013  
 PSF: 1

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	3096	1458	1641	3017	1317	1738	34691	0.088
Peak Volume	3096	1458	1641	3017	1317	1738		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	3096	1458	1641	3017	1317	1738		

Time Period	Link Analysis						ADT	K
	AM			PM				
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	3096	1458	1641	3017	1317	1738	34691	0.088
Peak Volume	3096	1458	1641	3017	1317	1738		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	3096	1458	1641	3017	1317	1738		

Committed Developments	Type	% Complete
Frenchman's Reserve	2	85%
Sea Plum Res	16	50%
Parcel 4.03/4.06	0	100%
Central Park	28	0%
Paloma	41	0%
Regional Center DRI	3	97%
TOD	2	0%
Inlet Village	3	0%
Legend at the Gardens	0	100%
Palm Beach Community Church	1	90%
Sea Plum Com	0	100%
Donald Ross Village	22	80%
Legacy Place Commercial	0	90%
Whitehaven Apartments	35	0%
Parcel 5B	19	44%
Parcel 5A	81	0%
Mirasol	10	95%
Florida Turbine Technologies	6	92%
Military Trail	0	100%
Abacoa DRI	229	68%
Cimarron Cove	63	0%
Frenchman's Crossing	0	100%
FAU Jupiter	11	20%
Briger West	6	0%
Briger East	81	0%
Jewish Community Center	41	25%
<b>Total Committed Developments</b>	<b>701</b>	<b>401</b>
Total Committed Residential	110	67
Total Committed Non-Residential	591	334
Double Count Reduction	28	17
Total Discounted Committed Developments	673	384
Historical Growth	31	18
Comm Dev+1% Growth	896	509
Growth Volume Used	896	509
Total Volume	3992	46011

Committed Developments	Type	% Complete
Frenchman's Reserve	2	85%
Sea Plum Res	16	50%
Parcel 4.03/4.06	0	100%
Central Park	28	0%
Paloma	41	0%
Regional Center DRI	3	97%
TOD	7	0%
Inlet Village	19	0%
Legend at the Gardens	0	100%
Palm Beach Community Church	1	90%
Sea Plum Com	0	100%
Donald Ross Village	22	80%
Legacy Place Commercial	0	90%
Whitehaven Apartments	35	0%
Parcel 5B	19	44%
Parcel 5A	81	0%
Mirasol	10	95%
Florida Turbine Technologies	6	92%
Military Trail	0	100%
Abacoa DRI	229	68%
Cimarron Cove	63	0%
Frenchman's Crossing	0	100%
FAU Jupiter	11	20%
Briger West	16	0%
Briger East	196	0%
Jewish Community Center	41	25%
<b>Total Committed Developments</b>	<b>846</b>	<b>454</b>
Total Committed Residential	120	77
Total Committed Non-Residential	726	377
Double Count Reduction	30	19
Total Discounted Committed Developments	816	435
Historical Growth	77	43
Comm Dev+1% Growth	1574	860
Growth Volume Used	1574	860
Total Volume	4670	54068

# Toney Penna Dr from Central Blvd to Maplewood Dr

Input Data  
 ROAD NAME: Toney Penna Dr STATION: 1607 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2020 TO: N Military Trl  
 GROWTH RATE: 0.15% COUNT DATE: 3/13/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	725	414	311	780	300	480	8867	0.085
Existing Volume	725	414	311	780	300	480		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	725	414	311	780	300	480		

Committed Developments							Type	% Complete
Sea Plum Res	3	0	2	3	2	1	Res	50%
Rialto North	4	3	1	5	2	3	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	15	9	6	17	8	9	Res	14%
DDR	18			19			NR	0%
TOD	2			10			NR	0%
Inlet Village	3			17			NR	0%
Rialto South	3	2	1	4	1	2	Res	44.20%
Jupiter Medical Center	12	8	4	13	5	8	NR	75%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Florida Turbine Technologies	3	2	1	3	1	2	NR	92%
JEC Medical Plaza	1	1	0	2	1	1	NR	0%
Abacoa DRI	33	17	16	46	24	22	NR	68%
Jupiter Commons Ph 1	3	1	1	12	6	6	NR	0%
Brown Private School	5	3	2	1	0	1	NR	0%
Briger East	8	6	2	9	3	6	NR	0%
Hawkeye	43	7	36	38	33	6	NR	0%
Power Systems	6	5	1	6	1	5	NR	54%
Total Committed Developments	172	66	80	215	94	76		
Total Committed Residential	34	16	17	40	20	19		
Total Committed Non-Residential	138	50	63	175	74	57		
Double Count Reduction	9	4	4	10	5	5		
Total Discounted Committed Developments	163	62	76	205	89	71		
Historical Growth	8	4	3	8	3	5		
Comm Dev+1% Growth	215	92	98	262	111	106	1%	
Growth Volume Used	215	92	98	262	111	106		
Total Volume	940	506	409	1042	411	586	11677	

Input Data  
 ROAD NAME: Toney Penna Dr STATION: 1607 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2035 TO: N Military Trl  
 GROWTH RATE: 0.15% COUNT DATE: 3/13/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	725	414	311	780	300	480	8867	0.085
Existing Volume	725	414	311	780	300	480		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	725	414	311	780	300	480		

Committed Developments							Type	% Complete
Sea Plum Res	3	0	2	3	2	1	Res	50%
Rialto North	4	3	1	5	2	3	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	15	9	6	17	8	9	Res	14%
DDR	44			39			NR	0%
TOD	7			30			NR	0%
Inlet Village	19			74			NR	0%
Rialto South	3	2	1	4	1	2	Res	44.20%
Jupiter Medical Center	12	8	4	13	5	8	NR	75%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Florida Turbine Technologies	3	2	1	3	1	2	NR	92%
JEC Medical Plaza	1	1	0	2	1	1	NR	0%
Abacoa DRI	33	17	16	46	24	22	NR	68%
Jupiter Commons Ph 1	3	1	1	12	6	6	NR	0%
Brown Private School	5	3	2	1	0	1	NR	0%
Briger East	20	14	5	22	7	15	NR	0%
Hawkeye	43	7	36	38	33	6	NR	0%
Power Systems	6	5	1	6	1	5	NR	54%
Total Committed Developments	230	74	83	326	98	85		
Total Committed Residential	34	16	17	40	20	19		
Total Committed Non-Residential	196	58	66	286	78	66		
Double Count Reduction	9	4	4	10	5	5		
Total Discounted Committed Developments	221	70	79	316	93	80		
Historical Growth	19	11	8	20	8	12		
Comm Dev+1% Growth	399	171	155	507	166	197	1%	
Growth Volume Used	399	171	155	507	166	197		
Total Volume	1124	585	466	1287	466	677	14205	

# Toney Penna Dr from Maplewood Dr to Military Trail

Input Data  
 ROAD NAME: Toney Penna Dr STATION: 1607 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2020 TO: N Military Trl  
 GROWTH RATE: 0.15% COUNT DATE: 3/13/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	951	580	371	1134	459	682	11833	0.088
Existing Volume	951	580	371	1134	459	682		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	951	580	371	1134	459	682		

Committed Developments							Type	% Complete
Sea Plum Res	3	0	2	3	2	1	Res	50%
Rialto North	4	3	1	5	2	3	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	15	9	6	17	8	9	Res	14%
DDR	18			19			NR	0%
TOD	5			20			NR	0%
Inlet Village	3			17			NR	0%
Rialto South	3	2	1	4	1	2	Res	44.20%
Jupiter Medical Center	12	8	4	13	5	8	NR	75%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Florida Turbine Technologies	3	2	1	3	1	2	NR	92%
JEC Medical Plaza	1	1	0	2	1	1	NR	0%
Abacoa DRI	33	17	16	46	24	22	NR	68%
Jupiter Commons Ph 1	3	1	1	12	6	6	NR	0%
Brown Private School	5	3	2	1	0	1	NR	0%
Briger East	8	6	2	9	3	6	NR	0%
Hawkeye	43	7	36	38	33	6	NR	0%
Power Systems	6	5	1	6	1	5	NR	54%
Total Committed Developments	174	66	80	225	94	76		
Total Committed Residential	34	16	17	40	20	19		
Total Committed Non-Residential	140	50	63	185	74	57		
Double Count Reduction	9	4	4	10	5	5		
Total Discounted Committed Developments	165	62	76	215	89	71		
Historical Growth	10	6	4	12	5	7		
Comm Dev+1% Growth	234	104	103	297	122	120		1%
Growth Volume Used	234	104	103	297	122	120		
Total Volume	1185	684	474	1431	581	802		14847

Input Data  
 ROAD NAME: Toney Penna Dr STATION: 1607 Report  
 CURRENT YEAR: 2013 FROM: Midpoint  
 ANALYSIS YEAR: 2035 TO: N Military Trl  
 GROWTH RATE: 0.15% COUNT DATE: 3/13/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	951	580	371	1134	459	682	11833	0.088
Existing Volume	951	580	371	1134	459	682		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	951	580	371	1134	459	682		

Committed Developments							Type	% Complete
Sea Plum Res	3	0	2	3	2	1	Res	50%
Rialto North	4	3	1	5	2	3	Res	53.20%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	15	9	6	17	8	9	Res	14%
DDR	44			39			NR	0%
TOD	15			60			NR	0%
Inlet Village	19			74			NR	0%
Rialto South	3	2	1	4	1	2	Res	44.20%
Jupiter Medical Center	12	8	4	13	5	8	NR	75%
Whitehaven Apartments	9	2	7	11	7	4	Res	0%
Florida Turbine Technologies	3	2	1	3	1	2	NR	92%
JEC Medical Plaza	1	1	0	2	1	1	NR	0%
Abacoa DRI	33	17	16	46	24	22	NR	68%
Jupiter Commons Ph 1	3	1	1	12	6	6	NR	0%
Brown Private School	5	3	2	1	0	1	NR	0%
Briger East	20	14	5	22	7	15	NR	0%
Hawkeye	43	7	36	38	33	6	NR	0%
Power Systems	6	5	1	6	1	5	NR	54%
Total Committed Developments	238	74	83	356	98	85		
Total Committed Residential	34	16	17	40	20	19		
Total Committed Non-Residential	204	58	66	316	78	66		
Double Count Reduction	9	4	4	10	5	5		
Total Discounted Committed Developments	229	70	79	346	93	80		
Historical Growth	25	15	10	29	12	18		
Comm Dev+1% Growth	461	212	170	623	205	247		1%
Growth Volume Used	461	212	170	623	205	247		
Total Volume	1412	792	541	1757	664	929		17985

# Toney Penna Dr from Military Trail to Alt. A1A

Input Data

ROAD NAME: Toney Penna Dr	STATION: 1609	Report
CURRENT YEAR: 2013	FROM: N Military Trl	
ANALYSIS YEAR: 2020	TO: Midpoint	
GROWTH RATE: 1.48%	COUNT DATE: 3/13/2013	
	PSF: 1	

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	717	375	342	775	365	419	9171	0.081
Existing Volume	717	375	342	775	365	419		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	717	375	342	775	365	419		

Committed Developments							Type	% Complete
Sea Plum Res	3	3	1	4	1	2	Res	50%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	7	4	3	8	4	4	Res	14%
DDR	4			4			NR	0%
TOD	50			199			NR	0%
Inlet Village	1			3			NR	0%
Harbourside	17	13	4	30	13	18	NR	0%
Jupiter Medical Center	6	4	2	7	2	4	NR	75%
Whitehaven Apartments	12	10	2	15	5	10	Res	0%
Florida Turbine Technologies	3	1	2	3	2	1	NR	92%
JEC Medical Plaza	1	0	0	1	1	0	NR	0%
Abacoa DRI	44	23	21	61	32	29	NR	68%
Bluewater Plaza	2	2	0	4	1	3	NR	0%
Brown Private School	5	2	3	1	1	0	NR	0%
Briger East	8	2	6	9	6	3	NR	0%
Total Committed Developments	162	64	44	349	68	74		
Total Committed Residential	22	17	6	27	10	16		
Total Committed Non-Residential	140	47	38	322	58	58		
Double Count Reduction	6	4	2	7	3	4		
Total Discounted Committed Developments	156	60	42	342	65	70		
Historical Growth	78	41	37	84	40	45		
Comm Dev+1% Growth	208	87	67	398	91	100		1%
Growth Volume Used	208	87	67	398	91	100		
Total Volume	925	462	409	1173	456	519		12896

Input Data

ROAD NAME: Toney Penna Dr	STATION: 1609	Report
CURRENT YEAR: 2013	FROM: N Military Trl	
ANALYSIS YEAR: 2035	TO: Midpoint	
GROWTH RATE: 1.48%	COUNT DATE: 3/13/2013	
	PSF: 1	

Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction	717	375	342	775	365	419	9171	0.081
Existing Volume	717	375	342	775	365	419		
Peak Volume	0	0	0	0	0	0		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	717	375	342	775	365	419		

Committed Developments							Type	% Complete
Sea Plum Res	3	3	1	4	1	2	Res	50%
Sea Plum Com	0	0	0	0	0	0	NR	100%
WCI Parcel 19	7	4	3	8	4	4	Res	14%
DDR	44			39			NR	0%
TOD	7			30			NR	0%
Inlet Village	19			74			NR	0%
Harbourside	17	13	4	30	13	18	NR	0%
Jupiter Medical Center	6	4	2	7	2	4	NR	75%
Whitehaven Apartments	12	10	2	15	5	10	Res	0%
Florida Turbine Technologies	3	1	2	3	2	1	NR	92%
JEC Medical Plaza	1	0	0	1	1	0	NR	0%
Abacoa DRI	44	23	21	61	32	29	NR	68%
Bluewater Plaza	2	2	0	4	1	3	NR	0%
Brown Private School	5	2	3	1	1	0	NR	0%
Briger East	20	5	14	22	15	7	NR	0%
Total Committed Developments	190	67	52	299	77	78		
Total Committed Residential	22	17	6	27	10	16		
Total Committed Non-Residential	168	50	46	272	67	62		
Double Count Reduction	6	4	2	7	3	4		
Total Discounted Committed Developments	184	63	50	292	74	74		
Historical Growth	204	107	97	220	104	119		
Comm Dev+1% Growth	360	155	134	482	163	177		1%
Growth Volume Used	360	155	134	482	163	177		
Total Volume	1077	530	476	1257	528	596		14347

# US-1 from Beach Rd to A1A

## Input Data

ROAD NAME: US Highway 1      STATION: 1802      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2020      TO: Beach Rd  
 GROWTH RATE: -0.50%      COUNT DATE: 4/2/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1278	442	837	1841	1107	763	20684	0.075
Peak Volume	1278	442	837	1841	1107	763		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1278	442	837	1841	1107	763		

Committed Developments							Type	% Complete
Chivers Office Building	0	0	0	0	0	0	NR	100%
Inlet Village	10			50			NR	0%
Tequesta Offices	19	16	2	20	4	17	NR	0%
Atlantis	8	2	6	12	7	5	Res	0%
Seagrape Plaza	1	1	1	9	5	4	NR	50%
JPB Realty	5	4	1	6	5	1	NR	0%
Fisherman's Wharf	1	1	0	4	2	2	Res	0%
Briger West	4	3	1	7	3	4	Res	0%
Briger East	32	9	23	37	25	12	NR	0%
Kempe Office Building	10	3	7	12	8	4	Res	60%
Total Committed Developments	90	39	41	157	59	49		
Total Committed Residential	23	9	14	35	20	15		
Total Committed Non-Residential	67	30	27	122	39	34		
Double Count Reduction	6	2	4	9	5	4		
Total Discounted Committed Developments	84	37	37	148	54	45		
Historical Growth	-44	-15	-29	-63	-38	-26		
Comm Dev+1% Growth	176	69	97	281	134	100	1.00%	
Growth Volume Used	176	69	97	281	134	100		Inlet ADT
Total Volume	1454	511	934	2122	1241	863	23715	544

## Input Data

ROAD NAME: US Highway 1      STATION: 1802      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2035      TO: Beach Rd  
 GROWTH RATE: -0.50%      COUNT DATE: 4/2/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1278	442	837	1841	1107	763	20684	0.075
Peak Volume	1278	442	837	1841	1107	763		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1278	442	837	1841	1107	763		

Committed Developments							Type	% Complete
Chivers Office Building	0	0	0	0	0	0	NR	100%
Inlet Village	56			222			NR	0%
Tequesta Offices	19	16	2	20	4	17	NR	0%
Atlantis	8	2	6	12	7	5	Res	0%
Seagrape Plaza	1	1	1	9	5	4	NR	50%
JPB Realty	5	4	1	6	5	1	NR	0%
Fisherman's Wharf	1	1	0	4	2	2	Res	0%
Briger West	10	8	2	17	7	10	Res	0%
Briger East	78	22	57	89	60	29	NR	0%
Kempe Office Building	10	3	7	12	8	4	Res	60%
Total Committed Developments	188	57	76	391	98	72		
Total Committed Residential	29	14	15	45	24	21		
Total Committed Non-Residential	159	43	61	346	74	51		
Double Count Reduction	7	4	4	11	6	5		
Total Discounted Committed Developments	181	53	72	380	92	67		
Historical Growth	-104	-36	-68	-150	-90	-62		
Comm Dev+1% Growth	181	53	72	380	92	67	1.00%	
Growth Volume Used	181	53	72	380	92	67		Inlet ADT
Total Volume	1459	495	909	2221	1199	830	24404	2514

# US-1 from A1A to Indiantown Rd

## Input Data

ROAD NAME: N US Highway 1      STATION: 1802      Report  
 CURRENT YEAR: 2013      FROM: E Indiantown Rd  
 ANALYSIS YEAR: 2020      TO: Midpoint  
 GROWTH RATE: -0.50%      COUNT DATE: 4/2/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1278	442	837	1841	1107	763	20684	0.075
Peak Volume	1278	442	837	1841	1107	763		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1278	442	837	1841	1107	763		

Committed Developments							Type	% Complete
Harbourside	50	12	38	91	53	38	NR	0%
Inlet Village	35			175			NR	0%
Emerald Cay - Revised Plan	2	2	1	9	4	5	NR	0%
Bluewater Plaza	6	1	5	13	9	4	NR	0%
Seagrape Plaza	1	1	1	9	5	4	NR	50%
JPB Realty	5	4	1	6	5	1	NR	0%
Fisherman's Wharf	4	3	1	11	5	6	Res	0%
Indiantown Road Office	5	1	4	5	4	1	NR	0%
Briger West	4	3	1	7	3	4	Res	0%
Briger East	32	9	23	37	25	12	NR	0%
Kempe Office Building	7	5	2	8	3	5	Res	60%
Total Committed Developments	151	41	77	371	116	80		
Total Committed Residential	15	11	4	26	11	15		
Total Committed Non-Residential	136	30	73	345	105	65		
Double Count Reduction	4	3	1	7	3	4		
Total Discounted Committed Developments	146.8	38	76	363.7	113	76		
Historical Growth	-44	-15	-29	-63	-38	-26		
Comm Dev+1% Growth	239	70	136	497	193	131	1.00%	
Growth Volume Used	239	70	136	497	193	131		Inlet ADT
Total Volume	1517	512	973	2338	1300	894	25565	1887

## Input Data

ROAD NAME: N US Highway 1      STATION: 1802      Report  
 CURRENT YEAR: 2013      FROM: E Indiantown Rd  
 ANALYSIS YEAR: 2035      TO: Midpoint  
 GROWTH RATE: -0.50%      COUNT DATE: 4/2/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Existing Volume	1278	442	837	1841	1107	763	20684	0.075
Peak Volume	1278	442	837	1841	1107	763		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1278	442	837	1841	1107	763		

Committed Developments							Type	% Complete
Harbourside	50	12	38	91	53	38	NR	0%
Inlet Village	174			720			NR	0%
Emerald Cay - Revised Plan	2	2	1	9	4	5	NR	0%
Bluewater Plaza	6	1	5	13	9	4	NR	0%
Seagrape Plaza	1	1	1	9	5	4	NR	50%
JPB Realty	5	4	1	6	5	1	NR	0%
Fisherman's Wharf	4	3	1	11	5	6	Res	0%
Indiantown Road Office	5	1	4	5	4	1	NR	0%
Briger West	10	8	2	17	7	10	Res	0%
Briger East	78	22	57	89	60	29	NR	0%
Kempe Office Building	7	5	2	8	3	5	Res	60%
Total Committed Developments	342	59	112	978	155	103		
Total Committed Residential	21	16	5	36	15	21		
Total Committed Non-Residential	321	43	107	942	140	82		
Double Count Reduction	5	4	1	9	4	5		
Total Discounted Committed Developments	337	55	111	969	151	98		
Historical Growth	-104	-36	-68	-150	-90	-62		
Comm Dev+1% Growth	650	163	316	1420	422	285	1.00%	
Growth Volume Used	650	163	316	1420	422	285		Inlet ADT
Total Volume	1928	605	1153	3261	1529	1048	34411	8141

# US-1 from Indiantown Rd to Marcinski Rd

## Input Data

ROAD NAME: US Highway 1      STATION: 1810      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2020      TO: E Indiantown Rd  
 GROWTH RATE: -0.95%      COUNT DATE: 3/18/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1551	660	891	2144	1204	969	24388	0.076
Peak Volume	1551	660	891	2144	1204	969		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1551	660	891	2144	1204	969		

Committed Developments							Type	% Complete
Harbourside	57	43	14	103	43	60	NR	0%
TOD	3			12			NR	0%
Inlet Village	17			84			NR	0%
Emerald Cay - Revised Plan	17	13	4	64	30	34	NR	0%
Bluewater Plaza	7	6	1	15	5	10	NR	0%
Seagrape Plaza	3	2	1	19	9	10	NR	50%
Fisherman's Wharf	5	1	4	14	8	6	Res	0%
Indiantown Road Office	9	8	1	10	2	8	NR	0%
Briger West	2	2	0	4	1	2	Res	0%
Briger East	16	4	12	18	12	6	NR	0%
Mangrove Bay US-1	28	6	22	32	21	11	Res	0%
Total Committed Developments	164	85	59	375	131	147		
Total Committed Residential	35	9	26	50	30	19		
Total Committed Non-Residential	129	76	33	325	101	128		
Double Count Reduction	9	2	7	13	8	5		
Total Discounted Committed Developments	155	83	52	362	123	142		
Historical Growth	-100	-43	-58	-139	-78	-63		
Comm Dev+1% Growth	267	131	116	517	210	212	1%	
Growth Volume Used	267	131	116	517	210	212		
Total Volume	1818	791	1007	2661	1414	1181	29467	

## Input Data

ROAD NAME: US Highway 1      STATION: 1810      Report  
 CURRENT YEAR: 2013      FROM: Midpoint  
 ANALYSIS YEAR: 2035      TO: E Indiantown Rd  
 GROWTH RATE: -0.95%      COUNT DATE: 3/18/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1551	660	891	2144	1204	969	24388	0.076
Peak Volume	1551	660	891	2144	1204	969		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1551	660	891	2144	1204	969		

Committed Developments							Type	% Complete
Harbourside	57	43	14	103	43	60	NR	0%
TOD	9			36			NR	0%
Inlet Village	94			370			NR	0%
Emerald Cay - Revised Plan	17	13	4	64	30	34	NR	0%
Bluewater Plaza	7	6	1	15	5	10	NR	0%
Seagrape Plaza	3	2	1	19	9	10	NR	50%
Fisherman's Wharf	5	1	4	14	8	6	Res	0%
Indiantown Road Office	9	8	1	10	2	8	NR	0%
Briger West	5	4	1	9	4	5	Res	0%
Briger East	39	11	28	45	30	15	NR	0%
Mangrove Bay US-1	28	6	22	32	21	11	Res	0%
Total Committed Developments	273	94	76	716	152	159		
Total Committed Residential	38	11	27	55	33	22		
Total Committed Non-Residential	235	83	49	661	119	137		
Double Count Reduction	10	3	7	14	8	6		
Total Discounted Committed Developments	263	91	69	702	144	153		
Historical Growth	-233	-99	-134	-322	-181	-145		
Comm Dev+1% Growth	642	253	287	1227	439	390	1%	
Growth Volume Used	642	253	287	1227	439	390		
Total Volume	2193	913	1178	3371	1643	1359	36605	

# US-1 from Marcinski Rd to Donald Ross Rd

## Input Data

ROAD NAME: US Highway 1      STATION: 1312      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2020      TO: Marcinski Rd  
 GROWTH RATE: -0.61%      COUNT DATE: 4/2/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1789	666	1168	2338	1300	1057	27703	0.074
Peak Volume	1789	666	1168	2338	1300	1057		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1789	666	1168	2338	1300	1057		

Committed Developments							Type	% Complete
Regional Center DRI	2	1	1	4	2	2	NR	97%
Inlet Village	10			50			NR	0%
Parcel 32	5	4	1	7	2	4	Res	0%
Shoppes of Juno Beach	7	2	5	31	18	13	NR	0%
Briger West	4	3	1	7	3	4	Res	0%
Briger East	48	13	35	55	37	18	NR	0%
Bright Futures Charter School	45	17	27	9	5	4	NR	50%
Total Committed Developments	121	40	70	163	67	45		
Total Committed Residential	9	7	2	14	5	8		
Total Committed Non-Residential	112	33	68	149	62	37		
Double Count Reduction	2	2	1	4	1	2		
Total Discounted Committed Developments	119	38	69	159	66	43		
Historical Growth	-75	-28	-49	-98	-55	-44		
Comm Dev+1% Growth	248	86	153	328	160	119	1%	
Growth Volume Used	248	86	153	328	160	119		
Total Volume	2037	752	1321	2666	1460	1176	31777	

## Input Data

ROAD NAME: US Highway 1      STATION: 1312      Report  
 CURRENT YEAR: 2013      FROM: MIDPOINT  
 ANALYSIS YEAR: 2035      TO: Marcinski Rd  
 GROWTH RATE: -0.61%      COUNT DATE: 4/2/2013  
 PSF: 1

## Link Analysis

Time Period	AM			PM			ADT	K
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB		
Direction								
Existing Volume	1789	666	1168	2338	1300	1057	27703	0.074
Peak Volume	1789	666	1168	2338	1300	1057		
Diversion(%)	0	0	0	0	0	0		
Volume after Diversion	1789	666	1168	2338	1300	1057		

Committed Developments							Type	% Complete
Regional Center DRI	2	1	1	4	2	2	NR	97%
Inlet Village	56			222			NR	0%
Parcel 32	5	4	1	7	2	4	Res	0%
Shoppes of Juno Beach	7	2	5	31	18	13	NR	0%
Briger West	10	8	2	17	7	10	Res	0%
Briger East	118	32	85	134	90	44	NR	0%
Bright Futures Charter School	45	17	27	9	5	4	NR	50%
Total Committed Developments	243	64	121	424	124	77		
Total Committed Residential	15	12	3	24	9	14		
Total Committed Non-Residential	228	52	118	400	115	63		
Double Count Reduction	4	3	1	6	2	4		
Total Discounted Committed Developments	239	61	120	418	122	73		
Historical Growth	-177	-66	-115	-231	-128	-104		
Comm Dev+1% Growth	677	224	406	990	440	332	1%	
Growth Volume Used	677	224	406	990	440	332		
Total Volume	2466	890	1574	3328	1740	1389	39149	

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	NO	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

## **Attachment B – Comprehensive Plan Objectives and Policies Consistency Analysis**

### TRANSPORTATION ELEMENT

#### For the amendments to Tables 2-4 and Figures 5-7 (Existing, Short-term Future and Long-term Future LOS)

Objective 3.2. Existing and future roadway deficiencies based on standards established in this plan shall be mitigated through a continuous and timely roadway improvement program, as contained in the Town's adopted 5-year Community Investment Program.

Policy 3.2.8 The Town shall exercise one or more of the following options to mitigate future LOS deficiencies:

- a) Land Use and/or Zoning Changes;
- b) Road and intersection improvements;
- c) Implementation of a Corridor Master Plan
- d) Mass Transit;
- e) Multi-modal improvement plans;
- f) Jupiter Open Space Program;
- g) Constrained Roadway At Lower Level of Service (CRALLS) in conjunction with other appropriate mitigation actions.

*Staff Comment (for both):* The Town will continue to review, update as necessary, and review the mitigation strategies contained in the Jupiter Area Study to address the existing and future LOS deficiencies identified in the proposed Tables 2-4 and as shown in the corresponding Figures 5-7. The proposed amendments to the tables and figures are consistent with the intent of Objective 3.2 and Policy 3.2.8.

#### For the amendments to Figure 3 (Sidewalks/Pedestrian Facilities Map)

Objective 2.2 Develop a safe bicycle and pedestrian transportation system accessible to all major public and private facilities.

*Staff Comment:* The modifications to Figure 3 to update the status of sidewalk/pedestrian facilities in the Town are consistent with the intent of Objective 2.2.

#### For the Amendments to Figure 4 (Bicycle Transportation Master Plan)

Policy 2.2.1 Maintain and update as necessary the Town's adopted Bicycle Transportation Master Plan. The plan will be integrated into the goals, objectives and policies of any mass-transit plans and Transit Oriented Development (TOD) plans.

*Staff Comment:* The proposed modifications to Figure 4 to show the location of bike lanes, the Riverwalk and shoulders completed since the last update of the figure is consistent with Policy 2.2.1.

Rick Scott  
GOVERNOR



Jesse Panuccio  
EXECUTIVE DIRECTOR

July 18, 2014

RECEIVED  
JUL 21 2014  
PLANNING & ZONING

The Honorable Karen J. Golonka, Mayor  
Town of Jupiter  
210 Military Trail  
Jupiter, Florida 33458

Dear Mayor Golonka:

The Department of Economic Opportunity has completed its review of the proposed comprehensive plan amendment for the Town of Jupiter (Amendment No. 14-2ESR), which was received on July 27, 2014. We have reviewed the proposed amendment pursuant to Sections 163.3184(2) and (3), Florida Statutes (F.S.), and identified no comment related to important state resources and facilities within the Department's authorized scope of review that will be adversely impacted by the amendment if adopted.

The Town is reminded that pursuant to Section 163.3184(3)(b), F.S., other reviewing agencies have the authority to provide comments directly to the Town. If other reviewing agencies provide comments, we recommend the Village consider appropriate changes to the amendment based on those comments. If unresolved, such comments could form the basis for a challenge to the amendment after adoption.

The Town should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held and the amendment adopted within 180 days of your receipt of agency comments, the amendment shall be deemed withdrawn unless extended by agreement with notice to the Department and any affected party that provided comment on the amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment.

We appreciate the opportunity to work with the Town of Jupiter on planning and community development issues. If you have any questions concerning this review, please contact Adam Antony Biblo, at (850) 717-8503, or by email at [Adam.Biblo@deo.myFlorida.com](mailto:Adam.Biblo@deo.myFlorida.com).

Sincerely,

Ana Richmond, Chief  
Bureau of Community Planning

AR/aab

Enclosure: Procedures for adoption of comprehensive plan amendments

cc: John R. Sickler, AICP, Director, Department of Planning & Zoning Division, Town of Jupiter  
 ✓ David M. Kemp, AICP, Principal Planner, Department of Planning & Zoning Division, Town of Jupiter  
 Michael J. Busha, AICP, Executive Director, Treasure Coast Regional Planning Council

**SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS  
FOR EXPEDITED STATE REVIEW**

Section 163.3184(3), Florida Statutes

**NUMBER OF COPIES TO BE SUBMITTED:** Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

**SUBMITTAL LETTER:** Please include the following information in the cover letter transmitting the adopted amendment:

\_\_\_\_\_ State Land Planning Agency identification number for adopted amendment package;

\_\_\_\_\_ Summary description of the adoption package, including any amendments proposed but not adopted;

\_\_\_\_\_ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

\_\_\_\_\_ Ordinance number and adoption date;

\_\_\_\_\_ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

\_\_\_\_\_ Name, title, address, telephone, FAX number and e-mail address of local government contact;

\_\_\_\_\_ Letter signed by the chief elected official or the person designated by the local government.

**ADOPTION AMENDMENT PACKAGE:** Please include the following information in the amendment package:

\_\_\_\_\_ In the case of text amendments, changes should be shown in strike-through/underline format.

\_\_\_\_\_ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

\_\_\_\_\_ A copy of any data and analyses the local government deems appropriate.

**Note:** If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

\_\_\_\_\_ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

\_\_\_\_\_ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

\_\_\_\_\_ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

\_\_\_\_\_ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.



# SOUTH FLORIDA WATER MANAGEMENT DISTRICT

July 17, 2014

John R. Sickler, AICP, Director  
Town of Jupiter, Department of Planning and Zoning  
210 Military Trail  
Jupiter, FL 33458

RECEIVED

JUL 21 2014

PLANNING & ZONING

**Subject:      Town of Jupiter, DEO # 14-2ESR  
                  Comments on Proposed Comprehensive Plan Amendment Package**

Dear Mr. Sickler:

The South Florida Water Management District (District) has completed its review of the proposed amendment package from the Town of Jupiter (Town). The text amendment updates the Transportation Element. There appear to be no regionally significant water resource issues; therefore, the District forwards no comments on the proposed amendment package.

The District offers its technical assistance to the Town and the Department of Economic Opportunity in developing sound, sustainable solutions to meet the Town's future water supply needs and to protect the region's water resources. Please forward a copy of adopted amendments to the District. For assistance or additional information, please contact Deborah Oblaczynski, Policy and Planning Analyst, at (561) 682-2544 or [doblaczy@sfwmd.gov](mailto:doblaczy@sfwmd.gov).

Sincerely,

A handwritten signature in cursive script that reads "Dean Powell".

Dean Powell  
Water Supply Bureau Chief

DP/do

c:      Michael J. Busha, TCRPC  
          Ray Eubanks, DEO  
          David M. Kemp, Town of Jupiter  
          Deborah Oblaczynski, SFWMD  
          James Stansbury, DEO

## David Kemp

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**From:** Stahl, Chris <Chris.Stahl@dep.state.fl.us>  
**Sent:** Wednesday, July 23, 2014 2:18 PM  
**To:** David Kemp  
**Cc:** Craig, Kae; DEO Agency Comments  
**Subject:** Jupiter 14-2ESR – Proposed

To: David Kemp, Principle Planner

Re: Jupiter 14-2ESR – Expedited Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Please feel free to contact me with any questions.

Chris Stahl  
Office of Intergovernmental Programs  
Florida Department of Environmental Protection  
3900 Commonwealth Blvd., MS 47  
Tallahassee, FL 32399-3000  
(850) 245-2169



## David Kemp

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**From:** Stephanie Heidt <sheidt@tcrpc.org>  
**Sent:** Friday, July 18, 2014 1:59 PM  
**To:** DEO CPA Reports; David Kemp  
**Cc:** 'Eubanks, Ray'; Adam.biblo@deo.myflorida.com; pmerritt@tcrpc.org  
**Subject:** Town of Jupiter Comprehensive Plan Amendment No. 14-2ESR  
**Attachments:** 8C\_Jupiter\_14\_2ESR.pdf

Council has reviewed the above-referenced amendments in accordance with the requirements of Chapter 163, *Florida Statutes*. A copy of the report approved by Council at its regular meeting on July 18, 2014 is attached.

Please send one copy of all materials related to these amendments directly to our office once they are adopted by your governing body.

If you have any questions, please feel free to contact us.

Stephanie Heidt  
Intergovernmental Coordination Review/  
Administrative Coordinator  
Treasure Coast Regional Planning Council  
772.221.4060  
[sheidt@tcrpc.org](mailto:sheidt@tcrpc.org)

TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members AGENDA ITEM 8C  
From: Staff  
Date: July 18, 2014 Council Meeting  
Subject: Local Government Comprehensive Plan Review  
Draft Amendment to the Town of Jupiter Comprehensive Plan  
Amendment No. 14-2ESR

Introduction

The Community Planning Act, Chapter 163, *Florida Statutes*, requires that the Treasure Coast Regional Planning Council (TCRPC) review local government comprehensive plan amendments prior to their adoption. TCRPC comments are limited to adverse effects on regional resources and facilities identified in the Strategic Regional Policy Plan (SRPP) and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any local government within the Region. TCRPC must provide any comments to the local government within 30 days of the receipt of the proposed amendments and must also send a copy of any comments to the State Land Planning Agency.

The amendment package from the Town of Jupiter includes text changes to the Transportation Element of the comprehensive plan. This report includes a summary of the proposed amendment and TCRPC comments.

Summary of Proposed Amendment

The Town is proposing to modify the Transportation Element tables and figures pertaining to current and future traffic levels of service on roadways; sidewalk and pedestrian facilities; and the bicycle transportation master plan. The proposed changes are shown in Ordinance No. 20-14, which is attached. The changes are summarized below:

***Table 1 and Figure 1 (Functional Classification of Existing Road Network)***. The table and figure are proposed to be revised in order to provide consistency with the recently adopted revisions to the Palm Beach Metropolitan Planning Organization's functional classification of roadways map. Based on an analysis of the functional classification criteria, some of the town collectors and local roads were reclassified into the "major collector" and "minor collector." As a result, Table 1 was revised to reflect those changes. The functional reclassifications do not lead to any changes in the service volume standards on state, county, or town roads.

**Tables 2-4 and Figures 5-7 (Existing, Short-term Future, and Long-term Future Level of Service).** The town is proposing to update these tables and figures to reflect existing (2013), short-term future (2020), and long-term future (2035) level of service conditions on roadways in the town. The proposed amendments are based on data and analysis prepared by the town traffic engineer.

**Figure 3 (Sidewalks/Pedestrian Facilities Map).** The proposed changes to Figure 3 are as follows:

- Church Street from the town's maintenance facility to Island Way – Add a future pedestrian facility. Residents from the Rialto neighborhood have asked for a pedestrian connection to allow children to walk or ride bikes to Limestone Creek Elementary School.
- Jupiter Park Drive adjacent to the unincorporated area to the north (Shell Trace Apartments and Mallory Cove condominiums) – Correct a scrivener's error on existing Figure 3 to indicate as a future pedestrian facility. The town will be completing this pedestrian link in Fiscal Year 2014-2015.
- Seabrook Road from Northern Town Boundary to Riverside Drive – Add the existing pedestrian facility.
- Pedestrian Facilities along US 1 from A1A to Marcinski Road – Change the links from A1A to Indiantown Road and Ocean Way to Marcinski from future to existing pedestrian facilities. These links have been completed since the last time the figure was amended.
- The existing and proposed Riverwalk has been added as corresponding pedestrian facilities.

**Figure 4 (Bicycle Transportation Master Plan).** The proposed changes to Figure 4 are as follows:

- Addition of Existing Bike Lanes – Bike lanes completed since the last update of the figure were added along Maplewood Drive (Indiantown Road to Indian Creek Parkway), Indiantown Road (Bush Road to Alternate A1A), Alternate A1A (Indiantown Road to Donald Ross Road) and US 1 (Indiantown Road to Donald Ross Road).
- Addition of Existing Riverwalk – Portions of the Riverwalk completed since the last update of the figure were added along the Jupiter Inlet and the Intracoastal Waterway (just north of Indiantown Road to Ocean Way).
- Shoulders completed since the last update of the figure were added along Central Boulevard (Indiantown Road to Roebuck Road).

- Deletion of future shoulders along Jupiter Lakes Boulevard between Military Trail and Old Dixie Highway.
- Addition of an existing multi-use path completed since the last update of the figure was added on the south side of Toney Penna Drive from Maplewood Park to Maplewood Drive.
- Addition of the following future multi-use paths:
  - South side of Toney Penna Drive from Central Boulevard to Maplewood Park
  - North side of Toney Penna Drive from Maplewood Drive to Mohican Boulevard
  - South side of Jupiter Lakes Boulevard from Military Trail to Old Dixie Highway
- Addition of the location of the following private schools:
  - Turtle River Montessori – Toney Penna Drive and Maplewood Drive
  - Edna Runner Tutorial – Church Street and Limestone Creek Road
- Deletion of multi-use path within the three Central Boulevard roundabouts from Indian Creek Parkway to Donald Ross Road.

#### Extrajurisdictional Impacts

The proposed amendment was circulated by the Palm Beach County Intergovernmental Plan Amendment Review Committee Clearinghouse Coordinator on April 29, 2014. No extrajurisdictional impacts have been identified.

#### Regional Impacts

No adverse effects on significant regional resources and facilities have been identified.

#### Conclusion

The proposed amendment is consistent with the SRPP.

#### Recommendation

Council should approve this report and authorize its transmittal to the Town of Jupiter and the Florida Department of Economic Opportunity.

#### Attachments

## List of Exhibits

### Exhibit

- |   |                      |
|---|----------------------|
| 1 | General Location Map |
| 2 | Ordinance No. 20-14  |



**Exhibit 2**  
**Ordinance No. 20-14**

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**ORDINANCE NO. 20-14**

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA, AMENDING ORDINANCE NO. 57-89, THE COMPREHENSIVE PLAN OF THE TOWN OF JUPITER; PROVIDING FOR AMENDMENTS TO THE TRANSPORTATION ELEMENT TO MODIFY TABLE 1 AND FIGURE 1 THEREIN TO UPDATE THE FUNCTIONAL CLASSIFICATION OF ROADWAYS WITHIN THE TOWN; PROVIDING FOR THE AMENDMENT OF TABLE 2 AND FIGURE 5 THEREIN TO REFLECT THE LEVELS OF SERVICE (LOS) ON ROADWAYS WITHIN THE TOWN AS OF 2013; PROVIDING FOR THE AMENDMENT OF TABLE 3 AND FIGURE 6 THEREIN TO REFLECT THE PROJECTED 2020 FUTURE LOS ON ROADWAYS WITHIN THE TOWN; PROVIDING FOR THE AMENDMENT OF TABLE 4 AND FIGURE 7 THEREIN TO REFLECT THE PROJECTED 2035 FUTURE LOS ON ROADWAYS WITHIN THE TOWN; PROVIDING FOR THE AMENDMENT OF FIGURE 3 THEREIN TO SHOW COLLECTOR AND ARTERIAL SIDEWALK/PEDESTRIAN FACILITIES WITHIN THE TOWN; PROVIDING FOR THE AMENDMENT OF FIGURE 4 THEREIN "THE BICYCLE TRANSPORTATION MASTER PLAN"; PROVIDING FOR THE REPEAL OF LAWS IN CONFLICT; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the Town Council of the Town of Jupiter, Florida (Town), has adopted a Comprehensive Plan for the Town of Jupiter pursuant to Chapter 163, Part II, Florida Statutes, entitled the "Local Government Comprehensive Planning and Land Development Regulation Act" (the Act); and,

**Ordinance No. 20-14**  
**Page B**

1           **WHEREAS**, the Florida Department of Community Affairs, now known as the  
2 Department of Economic Opportunity, has previously determined that the Town's  
3 Comprehensive Plan was "in compliance" with the Act; and,

4           **WHEREAS**, pursuant to Section 163.3174(4)(a) of the Act, the Town's Local Planning  
5 Agency (the LPA) has conducted a public hearing to consider the amendments proposed herein  
6 (the Amendments) and;

7           **WHEREAS**, the Amendments are set forth in Exhibit "A" which is attached hereto and  
8 incorporated herein; and,

9           **WHEREAS**, The Town Council has determined that the Amendments would be in  
10 compliance with the Act; and,

11           **WHEREAS**, pursuant to Section 163.3184(11), Fla. Stat., the Town Council has  
12 conducted a public hearing to consider the transmittal of the Amendments, and after considering  
13 public comments, and the recommendation of its staff authorized the transmittal of the  
14 Amendments to the Florida Department of Economic Opportunity, appropriate reviewing  
15 agencies and any other local government or governmental agency that has filed a written  
16 request and requested their comments pursuant to Section 163.3184(3)(b)1., Florida Statutes.

17           **NOW THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF**  
18 **JUPITER, FLORIDA:**

19           **Section 1.** The whereas clauses are incorporated herein as the legislative findings of  
20 the Town Council.

21           **Section 2.** Ordinance No. 57-89 of the Town of Jupiter, entitled "Comprehensive  
22 Plan of the Town of Jupiter," is hereby amended to reflect the changes to Tables 1, 2, 3 and 4  
23 and Figures 3, 4, 5, 6 and 7 of the Transportation Element as shown in the Exhibit "A", which is  
24 attached hereto and incorporated herein.

**Ordinance No. 20-14**  
**Page C**

1           **Section 3.**    The Town Clerk is hereby directed to transmit the required copies of the  
2 proposed Amendments to the Comprehensive Plan to the Department of Economic Opportunity  
3 and all other parties pursuant to Section 163.3184(3)(c)2., Florida Statutes.

4           **Section 4.**    Severability.  If any section, paragraph, sentence, clause, phrase or  
5 word of this Ordinance is for any reason held by a court to be unconstitutional, inoperative or  
6 void, such holding shall not affect the remainder of this Ordinance.

7           **Section 5.**    Repeal of Laws in Conflict.  All ordinances or part of ordinances in  
8 conflict herewith are hereby repealed to the extent of such conflict.

9           **Section 6.**    Effective Date.  The provisions of this Ordinance shall become effective  
10 pursuant to Section 163.3184(3)(c)4., Florida Statutes.

11  
12 Attachment:  Exhibit "A" - Text amendments to the Comprehensive Plan

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15 K:\Staff\WP51\COMPPLAN\Amendments\2014-02 Administrative\DEO 2014-02\_Transmittal Mail Out\_Proposed\Ordinance 20-14  
16 Proposed.doc  June 18, 2014

**EXHIBIT A of Ordinance #20-14**

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Town of Jupiter Comprehensive Plan  
2014-02 Amendment (Text)

June 17, 2014

<b>Table 1</b>			
<b>Functional classification – Existing Network</b>			
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Maintaining Agency</b>
<b>Principal Arterial</b>			
<i>Interstate</i>			
Interstate 95	Northern Town Boundary	Southern Town Boundary	State
<i>Other Freeway</i>			
Florida Turnpike	Northern Town Boundary	Southern Town Boundary	State
<i>Other Principal Arterial</i>			
Alternate A1A	US 1	Donald Ross Road	State
Indiantown Road	Florida Turnpike	US 1	State
US 1	North of Alternate A1A	Southern Town Boundary	State
<b>Minor Arterial</b>			
Donald Ross Road	Florida Turnpike	Eastern Town Boundary	Palm Beach County
Indiantown Road	Western Town Boundary	Florida Turnpike	State
Indiantown Road	US 1	A1A	State
Military Trail	Indiantown Road	Donald Ross Road	State
<b>Collector</b>			
<i>Major Collector</i>			
N A1A	US 1	Jupiter Beach Road	Town
N A1A	Jupiter Beach Road	Indiantown Road	Palm Beach County
S A1A	Indiantown Road	Southern Town Boundary	Palm Beach County
Center Street	Indiantown Road	Alternate A1A	Palm Beach County
Central Boulevard	Roebuck Road	Indiantown Road	Palm Beach County
Central Boulevard	Indiantown Road	Indian Creek Parkway	Palm Beach County
Central Boulevard	Indian Creek Parkway	Donald Ross Road	Palm Beach County
Indian Creek Parkway	West of Maplewood Drive	Military Trail	Palm Beach County
Island Way	Northern Town Boundary	Indiantown Road	Palm Beach County
Maplewood Drive	Indiantown Road	Toney Penna Drive	Town of Jupiter
Toney Penna Drive	Central Boulevard	Alternate A1A	
<i>Minor Collector</i>			
Church Street	West of Limestone Creek Road	Central Boulevard	Palm Beach County
Frederick Small Road	Central Boulevard	Palmwood Road	Palm Beach County
Frederick Small Road	Heights Boulevard	Central Boulevard	Town of Jupiter
Greenway Drive	Indian Creek Parkway	Frederick Small Road	Town of Jupiter
Heights Boulevard	North of Frederick Small Road	Donald Ross Road	Town of Jupiter
Jupiter Park Drive	Entrance to Jupiter Park of Commerce	Central Boulevard	Town of Jupiter
Limestone Creek Rd.	Church Street	Island Way	Palm Beach County
Loxahatchee River Rd.	Northern Town Boundary	Center Street	Palm Beach County
Maplewood Drive	Toney Penna Drive	Indian Creek Parkway	Town of Jupiter
Ocean Way	US 1	A1A	Town of Jupiter
Parkside Drive	Greenway Drive	Donald Ross Road	Town of Jupiter
Pennock Lane	Center Street	Toney Penna Drive	Town of Jupiter
Riverside Drive	Northern Town Boundary	Alternate A1A	Town of Jupiter
Roebuck Road	Central Boulevard	Loxahatchee River Road	Palm Beach County
University Drive	Parkside Drive	Military Trail	Town of Jupiter
<b>Local Road</b>			
Bush Road	Indiantown Road	Toney Penna Drive	Town of Jupiter
Dakota Drive	Greenway Drive	Military Trail	Town of Jupiter
Jupiter Lakes Blvd.	Military Trail	Old Dixie Highway	Town of Jupiter
Longshore Drive	Northfork Drive	Central Boulevard	Town of Jupiter
Loxahatchee Drive	Center Street	Toney Penna Drive	Town of Jupiter
Marcinski Road	Intracoastal Waterway	A1A	Palm Beach County
Old Dixie Highway	Center Street	Jupiter Lakes Boulevard	Town of Jupiter

Source: Palm Beach County 2010 Federal Functional Classification – Florida Department of Transportation

**TABLE 2  
JUPITER TRANSPORTATION ELEMENT  
EXISTING CONDITIONS (2013)**

Roadway From	To	Lane Geometry	LOS C/D Average Daily <sup>(1)</sup>	LOS D Two-way Peak Hour	2013 PSWADT Count	LOS <sup>(4)</sup>	2013 Two-way Peak Hour <sup>(4)</sup>	LOS
<b>A1A</b>								
US 1	Jupiter Beach Rd	2L	15,200	1,480	8,230	C	710	C
Jupiter Beach Rd	Indiantown Road	2L	15,200	1,480	10,710	D	970	C
Indiantown Road	Marcinski Road	2L	15,200	1,480	7,650	C	640	C
Donald Ross Road	Marcinski Road	2L	15,200	1,480	5,810	C	560	C
<b>Alternate A1A</b>								
US 1	Center Street	6LD	50,300	4,880	40,440	D	3,310	C
Center Street	Indiantown Road	6LD	50,300	4,880	32,240	C	2,600	C
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	31,270	C	2,730	C
Toney Penna Drive	Frederick Small Road	6LD	50,300	4,880	31,270	C	2,730	C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	26,240	C	2,280	C
<b>Bush Rd</b>								
Indiantown Road	Toney Penna Drive	2L	8,500 <sup>(3)</sup>	1,010	4,320	B	400	B
<b>Center Street</b>								
Indiantown Road	Loxahatchee River Road	2L	15,500 <sup>(2)</sup>	1,480 <sup>(2)</sup>	15,170	D	1,410	D
Loxahatchee River Road	Alternate A1A	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	16,010	E	1,510	E
<b>Central Boulevard</b>								
Roebuck Road	Church Street	3L	15,200	1,480	15,390	E	1,460	D
Church Street	Indiantown Road	2L	15,200	1,480	15,390	E	1,460	D
Indiantown Road	Toney Penna Drive	4LD	33,200	3,220	27,410	D	2,480	D
Toney Penna Drive	Maplewood Drive	4LD	33,200	3,220	20,150	C	1,880	C
Indian Creek Parkway	Frederick Small Road	4LD	33,200	3,220	13,330	C	1,290	C
Frederick Small Road	Donald Ross Road	4LD	33,200	3,220	16,220	C	1,490	C
<b>Church Street</b>								
Limestone Creek Road	Central Boulevard	2L	15,200	1,480	5,560	C	1,130	D
<b>Dakota Dr</b>								
Greenway Dr	Central Boulevard	2L	13,100 <sup>(3)</sup>	1,530	1,960	A	220	A
Central Boulevard	Military Trail	2L	9,700 <sup>(3)</sup>	1,120	2,670	A	290	A
<b>Donald Ross Road</b>								
I-95/Turnpike	Heights Blvd	6LD	50,300	4,880	34,810	C	3,320	C
Heights Blvd	Central Boulevard	6LD	50,300	4,880	30,000	C	2,870	C
Central Boulevard	Military Trail	6LD	50,300	4,880	28,240	C	2,490	C
Military Trail	Alternate A1A	6LD	50,300	4,880	28,240	C	2,490	C
Alternate A1A	Prosperity Farms Rd	4LD	33,200	3,220	27,770	D	2,410	C
East of Prosperity Farms Rd		4LD	33,200	3,220	27,540	D	2,630	D
<b>Frederick Small Road</b>								
Parkside Drive	Central Boulevard	2L	11,700 <sup>(3)</sup>	1,370	6,370	B	660	B
Central Boulevard	Military Trail	4LD	33,200	3,220	8,410	C	900	C
Military Trail	Alternate A1A	2L	15,200	1,480	9,290	C	870	C
Alternate A1A	Palmwood Drive	2L	15,200	1,480	3,800	C	390	C
<b>Greenway Dr</b>								
Jeaga Dr	Indian Creek Parkway	2L	11,300 <sup>(3)</sup>	1,150	7,110	B	720	B
<b>Heights Boulevard</b>								
North of Frederick Small Road		2L	11,700 <sup>(3)</sup>	1,370	5,100	A	500	B
Frederick Small Road	Donald Ross Road	2L	11,500 <sup>(3)</sup>	1,370	7,050	B	700	B
<b>Indian Creek Parkway</b>								
Maplewood Drive	Central Boulevard	4LD	33,200	3,220	16,910	C	1,550	C
Central Boulevard	Military Trail	4LD	33,200	3,220	11,890	C	1,110	C
<b>Indiantown Road</b>								
West of Florida's Turnpike		6LD	50,300	4,880	28,740	C	2,730	C
Florida's Turnpike	I-95	5LD	46,000	4,460	44,190	D	4,120	D
I-95	Island Way	6LD	50,300	4,880	57,820	F	5,330	F
Island Way	Central Boulevard	6LD	50,300	4,880	54,120	F	4,810	D
Central Boulevard	Center Street	6LD	50,300	4,880	53,040	E	4,300	D
Center Street	Military Trail	6LD	50,300	4,880	45,170	D	3,760	C

**TABLE 2  
JUPITER TRANSPORTATION ELEMENT  
EXISTING CONDITIONS (2013)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily <sup>(1)</sup></b>	<b>LOS D Two-way Peak Hour</b>	<b>2013 PSWADT Count</b>	<b>LOS <sup>(4)</sup></b>	<b>2013 Two-way Peak Hour <sup>(4)</sup></b>	<b>LOS</b>
Military Trail	Alternate A1A	6LD	50,300	4,880	41,730	D	3,430	C
Alternate A1A	US 1	6LD	50,300	4,880	28,520	C	2,340	C
US 1	Ocean Boulevard	4LD	33,200	3,220	15,680	C	1,350	C
<b>Island Way</b>								
	North of Indiantown Rd	4LD	32,700	3,110	11,070	C	1,090	C
	South of Indiantown Rd	2L	15,200	1,480	1,440	C	140	C
<b>Jupiter Park Drive</b>								
	West of Central Boulevard	2L	10,300 <sup>(3)</sup>	1,240	9,150	C	860	C
<b>Limestone Creek Road</b>								
	Church Street	2L	8,300 <sup>(3)</sup>	980	2,790	A	360	B
<b>Longshore Drive</b>								
	Northfork Drive	2L	10,000 <sup>(3)</sup>	1,170	5,510	B	510	B
<b>Loxahatchee Drive</b>								
	Center Street	2L	7,400 <sup>(3)</sup>	840	1,710	A	230	A
	Indiantown Road	2L	7,100 <sup>(3)</sup>	810	1,170	A	100	A
<b>Loxahatchee River Road</b>								
	Palm Beach County Line	2L	15,200	1,480	3,030	C	240	C
	Roebuck Road	2L	15,200	1,480	9,600	C	860	C
<b>Maplewood Drive</b>								
	Indiantown Road	4LD	22,500 <sup>(3)</sup>	2,660	13,570	B	1,190	B
	Toney Penna Drive	2L	13,400 <sup>(3)</sup>	1,610	9,180	B	1,130	C
<b>Marcinski Road</b>								
	Intracoastal	4LD	33,200	3,220	8,780	C	680	C
	US 1	3L	15,200	1,480	3,580	C	360	C
<b>Military Trail</b>								
	Indiantown Road	6LD	50,300	4,880	24,120	C	2,000	C
	Toney Penna Drive	6LD	50,300	4,880	24,120	C	2,000	C
	Indian Creek Parkway	6LD	50,300	4,880	29,340	C	2,530	C
	Frederick Small Road	6LD	50,300	4,880	34,690	C	3,100	C
<b>Old Dixie Highway</b>								
	Toney Penna Drive	2L	9,100 <sup>(3)</sup>	1,040	5,300	B	440	B
<b>Parkside Dr</b>								
	Donald Ross Road	4LD	21,500 <sup>(3)</sup>	2,440	6,520	A	650	A
<b>Pennock Lane</b>								
	Center Street	2L	7,100 <sup>(3)</sup>	800	3,550	B	320	A
	Indiantown Road	2L	10,000 <sup>(3)</sup>	1,180	4,300	A	390	A
<b>Riverside Drive</b>								
	Alternate A1A	2L	9,500 <sup>(3)</sup>	980	9,220	C	780	C
	Seabrook Rd	2L	9,000 <sup>(3)</sup>	960	5,030	B	420	B
<b>Roebuck Road</b>								
	Central Boulevard	2L	15,200	1,480	5,167	C	515	C
<b>Toney Penna Drive</b>								
	Central Boulevard	2L	11,000 <sup>(3)</sup>	1,310	8,860	C	780	C
	Maplewood Drive	2L	11,100 <sup>(3)</sup>	1,350	11,830	D	1,130	D
	Military Trail	2L	9,600 <sup>(3)</sup>	1,120	9,250	C	810	C
<b>University Drive</b>								
	Parkside Drive	2L	7,800 <sup>(3)</sup>	890	2,590	A	220	A
	Central Boulevard	4LD	20,100 <sup>(3)</sup>	2,430	4,340	A	450	A
<b>US 1</b>								
	Alternate A1A	4LD	33,200	3,220	20,680	C	1,840	C
	Ocean Boulevard	4LD	33,200	3,220	20,680	C	1,840	C
	Indiantown Road	4LD	33,200	3,220	24,390	C	2,140	C
	Marcinski Road	4LD	33,200	3,220	27,700	D	2,340	C

**NOTES:**

- (1) LOS D for State/County Roads and LOS C for Town Roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F)

**TABLE 3  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2020)**

Roadway From	To	Lane Geometry	LOS C/D Average Daily <sup>(1)</sup>	LOS D Two-way Peak Hour	2020 PSWADT Volume <sup>(4)</sup>	LOS <sup>(4)</sup>	2020 Two-way Peak Hour <sup>(4)</sup>	LOS <sup>(4)</sup>
<b>A1A</b>								
US 1	Jupiter Beach Rd	2L	15,200	1,480	12,000	D	1,040	D
Jupiter Beach Rd	Indiantown Road	2L	15,200	1,480	13,490	D	1,210	D
Indiantown Road	Marcinski Road	2L	15,200	1,480	8,700	C	740	C
Donald Ross Road	Marcinski Road	2L	15,200	1,480	6,240	C	600	C
<b>Alternate A1A</b>								
US 1	Center Street	6LD	50,300	4,880	45,460	D	3,780	C
Center Street	Indiantown Road	6LD	50,300	4,880	37,660	C	3,100	C
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	38,290	C	3,410	C
Toney Penna Drive	Frederick Small Road	6LD	50,300	4,880	32,240	C	2,910	C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	31,430	C	2,780	C
<b>Bush Road</b>								
Indiantown Road	Toney Penna Drive	2L	8,500 <sup>(3)</sup>	1,010	4,590	B	420	B
<b>Center Street</b>								
Indiantown Road	Loxahatchee River Road	2L	15,500 <sup>(2)</sup>	1,480 <sup>(2)</sup>	17,880	F	1,680	F
Loxahatchee River Road	Alternate A1A	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	18,200	F	1,690	F
<b>Central Boulevard</b>								
Roebuck Road	Church Street	3L	15,200	1,480	17,350	F	1,640	F
Church Street	Indiantown Road	2L	15,200	1,480	17,860	F	1,700	F
Indiantown Road	Toney Penna Drive	4LD	33,200	3,220	34,650	E	3,110	D
Toney Penna Drive	Maplewood Drive	4LD	33,200	3,220	26,630	D	2,520	D
Indian Creek Parkway	Frederick Small Road	4LD	33,200	3,220	20,260	C	1,990	C
Frederick Small Road	Donald Ross Road	4LD	33,200	3,220	26,080	D	2,410	C
<b>Church Street</b>								
Limestone Creek Road	Central Boulevard	2L	15,200	1,480	3,660	C	620	C
<b>Dakota Dr</b>								
Greenway Dr	Central Boulevard	2L	13,100 <sup>(3)</sup>	1,530	4,490	A	510	A
Central Boulevard	Military Trail	2L	9,700 <sup>(3)</sup>	1,120	6,250	B	680	C
<b>Donald Ross Road</b>								
I-95/Turnpike	Parkside Drive	6LD	50,300	4,880	51,130	E	4,910	E
Parkside Drive	Central Boulevard	6LD	50,300	4,880	40,300	D	3,880	D
Central Boulevard	Military Trail	6LD	50,300	4,880	39,770	D	3,540	C
Military Trail	Alternate A1A	6LD	50,300	4,880	39,970	D	3,680	C
Alternate A1A	Prosperity Farms Rd	6LD	50,300	4,880	36,250	C	3,180	C
East of Prosperity Farms Rd		4LD	33,200	3,220	33,580	E	3,190	D
<b>Frederick Small Road</b>								
Parkside Drive	Central Boulevard	2L	11,700 <sup>(3)</sup>	1,370	7,030	B	730	B
Central Boulevard	Military Trail	4LD	33,200	3,220	10,270	C	1,110	C
Military Trail	Alternate A1A	2L	15,200	1,480	12,030	D	1,110	D
Alternate A1A	Palmwood Drive	2L	15,200	1,480	4,430	C	460	C
<b>Greenway Dr</b>								
Jeaga Dr	Indian Creek Parkway	2L	11,300 <sup>(3)</sup>	1,150	8,680	C	880	C
<b>Heights Boulevard</b>								
North of Frederick Small Road		2L	11,700 <sup>(3)</sup>	1,370	5,470	B	530	B
Frederick Small Road	Donald Ross Road	2L	11,500 <sup>(3)</sup>	1,370	7,550	B	750	B
<b>Indian Creek Parkway</b>								
Maplewood Drive	Central Boulevard	4LD	33,200	3,220	22,150	C	2,050	C
Central Boulevard	Military Trail	4LD	33,200	3,220	14,610	C	1,300	C
<b>Indiantown Road</b>								
West of Florida's Turnpike		6LD	50,300	4,880	42,510	D	3,910	D
Florida's Turnpike	I-95	5LD	46,000	4,460	50,520	F	4,890	F
I-95	Island Way	6LD	50,300	4,880	73,190	F	6,690	F
Island Way	Central Boulevard	6LD	50,300	4,880	68,230	F	6,100	F
Central Boulevard	Center Street	6LD	50,300	4,880	67,800	F	5,540	F
Center Street	Military Trail	6LD	50,300	4,880	61,120	F	5,110	E

**TABLE 3  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2020)**

Roadway From	To	Lane Geometry	LOS C/D (1) Average Daily	LOS D Two-way Peak Hour	2020 PSWADT LOS Volume (4)	2020 Two-way LOS Peak Hour (4)		
Military Trail	Alternate A1A	6LD	50,300	4,880	52,670	E	4,440	D
Alternate A1A	US 1	6LD	50,300	4,880	40,840	D	3,470	C
US 1	Ocean Boulevard	4LD	33,200	3,220	19,580	C	1,710	C
<b>Island Way</b>								
	North of Indiantown Rd	4LD	33,200	3,220	20,700	C	2,000	C
	South of Indiantown Rd	2L	15,200	1,480	1,520	C	150	C
<b>Jupiter Park Drive</b>								
	West of Central Boulevard	2L	10,300 (3)	1,240	11,900	D	1,190	D
<b>Limestone Creek Road</b>								
	Church Street	2L	8,300 (3)	980	4,330	B	680	C
<b>Longshore Drive</b>								
	Northfork Drive	2L	10,000 (3)	1,170	5,860	B	540	B
<b>Loxahatchee Drive</b>								
	Center Street	2L	7,400 (3)	840	1,890	A	250	A
	Indiantown Road	2L	7,100 (3)	810	1,370	A	120	A
<b>Loxahatchee River Road</b>								
	Palm Beach County Line	2L	15,200	1,480	3,160	C	260	C
	Roebuck Road	2L	15,200	1,480	10,280	C	930	C
<b>Maplewood Drive</b>								
	Indiantown Road	4LD	22,500 (3)	2,660	14,640	B	1,290	B
	Toney Penna Drive	2L	13,400 (3)	1,610	9,890	C	1,220	C
<b>Marcinski Road</b>								
	Intracoastal	4LD	33,200	3,220	9,410	C	730	C
	US 1	3L	15,200	1,480	3,830	C	390	C
<b>Military Trail</b>								
	Indiantown Road	6LD	50,300	4,880	31,880	C	2,730	C
	Toney Penna Drive	6LD	50,300	4,880	33,710	C	2,880	C
	Indian Creek Parkway	6LD	50,300	4,880	37,470	C	3,320	C
	Frederick Small Road	6LD	50,300	4,880	46,010	D	4,110	D
<b>Old Dixie Highway</b>								
	Toney Penna Drive	2L	9,100	1,040	9,270	D	740	C
<b>Parkside Dr</b>								
	Donald Ross Road	4LD	21,500 (3)	2,440	11,870	B	1,190	B
<b>Pennock Lane</b>								
	Center Street	2L	7,100 (3)	800	3,860	B	350	B
	Indiantown Road	2L	10,000 (3)	1,180	4,670	B	420	A
<b>Riverside Drive</b>								
	Alternate A1A	2L	9,500 (3)	980	9,880	D	830	D
	Seabrook Rd	2L	9,000 (3)	960	5,390	B	450	B
<b>Roebuck Road</b>								
	Central Boulevard	2L	12,300	1,480	6,122	C	598	C
<b>Toney Penna Drive</b>								
	Central Boulevard	2L	11,000 (3)	1,310	11,680	D	1,040	C
	Maplewood Drive	2L	11,100 (3)	1,350	14,850	E	1,430	E
	Military Trail	2L	9,600 (3)	1,120	12,900	F	1,170	E
<b>University Drive</b>								
	Parkside Drive	2L	7,800 (3)	890	4,990	B	420	B
	Central Boulevard	4LD	20,100 (3)	2,430	8,170	A	850	B
<b>US 1</b>								
	Alternate A1A	4LD	33,200	3,220	23,860	C	2,120	C
	Ocean Boulevard	4LD	33,200	3,220	26,060	D	2,340	C
	Indiantown Road	4LD	33,200	3,220	29,470	D	2,660	D
	Marcinski Road	4LD	33,200	3,220	31,780	D	2,670	D

**NOTES:**

- (1) LOS D for State/County roads and LOS C for Town roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F)

**TABLE 4  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2035)**

Roadway From	To	Lane Geometry	LOS C/D Average Daily <sup>(1)</sup>	LOS D Two-way Peak Hour	2035 PSWADT LOS Volume <sup>(4)</sup>	2035 Two-way LOS Peak Hour <sup>(4)</sup>
<b>A1A</b>						
US 1	Jupiter Beach Rd	2L	15,200	1,480	21,560 F	1,880 F
Jupiter Beach Rd	Indiantown Road	2L	15,200	1,480	20,340 F	1,810 F
Indiantown Road	Marcinski Road	2L	15,200	1,480	10,540 D	910 C
Donald Ross Road	Marcinski Road	2L	15,200	1,480	7,250 C	700 C
<b>Alternate A1A</b>						
US 1	Center Street	6LD	50,300	4,880	53,980 F	4,510 D
Center Street	Indiantown Road	6LD	50,300	4,880	45,330 D	3,780 C
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	46,780 D	4,230 D
Toney Penna Drive	Frederick Small Road	6LD	50,300	4,880	37,250 C	3,250 C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	38,260 C	3,460 C
<b>Bush Road</b>						
Indiantown Road	Toney Penna Drive	2L	8,500 <sup>(3)</sup>	1,010	5,130 B	470 B
<b>Center Street</b>						
Indiantown Road	Loxahatchee River Road	2L	15,500 <sup>(2)</sup>	1,480 <sup>(2)</sup>	19,870 F	1,890 F
Loxahatchee River Road	Alternate A1A	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	20,270 F	1,900 F
<b>Central Boulevard</b>						
Roebuck Road	Church Street	3L	15,200	1,480	19,990 F	1,900 F
Church Street	Indiantown Road	2L	15,200	1,480	20,860 F	1,990 F
Indiantown Road	Toney Penna Drive	4LD	33,200	3,220	26,570 D	2,300 C
Toney Penna Drive	Maplewood Drive	4LD	33,200	3,220	31,460 D	2,990 D
Indian Creek Parkway	Frederick Small Road	4LD	33,200	3,220	24,700 C	2,450 D
Frederick Small Road	Donald Ross Road	4LD	33,200	3,220	31,470 D	2,920 D
<b>Church Street</b>						
Limestone Creek Road	Central Boulevard	2L	15,200	1,480	4,100 C	690 C
<b>Dakota Dr</b>						
Greenway Dr	Central Boulevard	2L	13,100 <sup>(3)</sup>	1,530	6,300 B	710 B
Central Boulevard	Military Trail	2L	9,700 <sup>(3)</sup>	1,120	8,800 C	960 D
<b>Donald Ross Road</b>						
I-95/Turnpike	Parkside Drive	6LD	50,300	4,880	67,320 F	6,490 F
Parkside Drive	Central Boulevard	6LD	50,300	4,880	50,890 E	4,900 E
Central Boulevard	Military Trail	6LD	50,300	4,880	48,900 D	4,360 D
Military Trail	Alternate A1A	6LD	50,300	4,880	45,130 D	3,940 D
Alternate A1A	Prosperity Farms Rd	6LD	50,300	4,880	42,910 D	3,770 C
East of Prosperity Farms Rd		4LD	33,200	3,220	40,110 F	3,820 F
<b>Frederick Small Road</b>						
Parkside Drive	Central Boulevard	2L	11,700 <sup>(3)</sup>	1,370	7,930 B	820 C
Central Boulevard	Military Trail	4LD	33,200	3,220	12,140 C	1,330 C
Military Trail	Alternate A1A	2L	15,200	1,480	14,500 D	1,350 D
Alternate A1A	Palmwood Drive	2L	15,200	1,480	5,550 C	590 C
<b>Greenway Dr</b>						
Jeaga Dr	Indian Creek Parkway	2L	11,300 <sup>(3)</sup>	1,150	9,800 C	990 C
<b>Heights Boulevard</b>						
North of Frederick Small Road		2L	11,700 <sup>(3)</sup>	1,370	6,680 B	650 B
Frederick Small Road	Donald Ross Road	2L	11,500 <sup>(3)</sup>	1,370	9,440 C	940 C
<b>Indian Creek Parkway</b>						
Maplewood Drive	Central Boulevard	4LD	33,200	3,220	36,400 F	2,470 D
Central Boulevard	Military Trail	4LD	33,200	3,220	18,420 C	1,690 C
<b>Indiantown Road</b>						
West of Florida's Turnpike		6LD	50,300	4,880	46,600 D	4,310 D
Florida's Turnpike	I-95	5LD	46,000	4,460	58,010 F	5,610 F
I-95	Island Way	6LD	50,300	4,880	83,390 F	7,610 F
Island Way	Central Boulevard	6LD	50,300	4,880	68,060 F	6,090 F
Central Boulevard	Center Street	6LD	50,300	4,880	75,740 F	6,210 F
Center Street	Military Trail	6LD	50,300	4,880	68,730 F	5,810 F

**TABLE 4  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2035)**

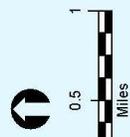
Roadway From	To	Lane Geometry	LOS C/D (1) Average Daily	LOS D Two-way Peak Hour	2035 PSWADT LOS Volume (4)	2035 Two-way Peak Hour (4)	LOS
Military Trail	Alternate A1A	6LD	50,300	4,880	61,010	F	5,230 F
Alternate A1A	US 1	6LD	50,300	4,880	52,100	E	4,560 D
US 1	Ocean Boulevard	4LD	33,200	3,220	25,870	D	2,330 C
<b>Island Way</b>							
North of Indiantown Rd		4LD	33,200	3,220	27,650	D	2,710 D
South of Indiantown Rd		2L	15,200	1,480	12,350	D	1,300 D
<b>Jupiter Park Drive</b>							
West of Central Boulevard		2L	10,300 (3)	1,240	10,400	D	1,050 D
<b>Limetone Creek Road</b>							
Church Street	Island Way	2L	8,300 (3)	980	5,790	B	840 D
<b>Longshore Drive</b>							
Northfork Drive	Central Boulevard	2L	10,000 (3)	1,170	6,990	B	650 B
<b>Loxahatchee Drive</b>							
Center Street	Indiantown Road	2L	7,400 (3)	840	2,350	A	310 A
Indiantown Road	Toney Penna Drive	2L	7,100 (3)	810	1,870	A	170 A
<b>Loxahatchee River Road</b>							
Palm Beach County Line	Roebuck Road	2L	15,200	1,480	3,360	C	280 C
Roebuck Road	Center Street	2L	15,200	1,480	11,230	D	1,020 C
<b>Maplewood Drive</b>							
Indiantown Road	Toney Penna Drive	4LD	22,500 (3)	2,660	16,980	C	1,500 B
Toney Penna Drive	Indian Creek Parkway	2L	13,400 (3)	1,610	11,470	C	1,410 D
<b>Marcinski Road</b>							
Intracoastal	US 1	4LD	33,200	3,220	10,920	C	890 C
US 1	Ocean Boulevard	3L	15,200	1,480	4,450	C	450 C
<b>Military Trail</b>							
Indiantown Road	Toney Penna Drive	6LD	50,300	4,880	39,310	D	3,430 C
Toney Penna Drive	Indian Creek Parkway	6LD	50,300	4,880	41,940	D	3,650 C
Indian Creek Parkway	Frederick Small Road	6LD	50,300	4,880	41,330	D	3,480 C
Frederick Small Road	Donald Ross Road	6LD	50,300	4,880	54,070	F	4,850 D
<b>Old Dixie Highway</b>							
Toney Penna Drive	Jupiter Lakes Blvd	2L	9,100	1,040	11,650	F	950 D
<b>Parkside Dr</b>							
Donald Ross Road	University Dr	4LD	21,500 (3)	2,440	15,690	B	1,860 C
<b>Pennock Lane</b>							
Center Street	Indiantown Road	2L	7,100 (3)	800	4,650	B	420 B
Indiantown Road	Toney Penna Drive	2L	10,000 (3)	1,180	5,580	B	510 B
<b>Riverside Drive</b>							
Alternate A1A	Seabrook Rd	2L	9,500 (3)	980	11,470	D	970 D
Seabrook Rd	Tequesta Dr	2L	9,000 (3)	960	6,260	B	520 B
<b>Roebuck Road</b>							
Central Boulevard	Loxahatchee River Road	2L	15,200	1,480	6,980	C	680 C
<b>Toney Penna Drive</b>							
Central Boulevard	Maplewood Drive	2L	11,000 (3)	1,310	14,210	E	1,290 D
Maplewood Drive	Military Trail	2L	11,100 (3)	1,350	17,990	F	1,760 F
Military Trail	Alternate A1A	2L	9,600 (3)	1,120	14,350	F	1,260 F
<b>University Drive</b>							
Parkside Drive	Central Boulevard	2L	7,800	890	6,700	C	850 D
Central Boulevard	Military Trail	4LD	7,500	830	10,900	B	1,420 C
<b>US 1</b>							
Alternate A1A	Ocean Boulevard	4LD	33,200	3,220	25,080	D	2,220 C
Ocean Boulevard	Indiantown Road	4LD	33,200	3,220	36,623	F	3,260 E
Indiantown Road	Marcinski Road	4LD	33,200	3,220	36,610	F	3,370 E
Marcinski Road	Donald Ross Road	4LD	33,200	3,220	39,150	F	3,330 E

**NOTES:**

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- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F)



**FIGURE 3**  
**Town of Jupiter**  
**Transportation Element**  
**Collector & Arterial**  
**Sidewalk / Pedestrian Facilities**



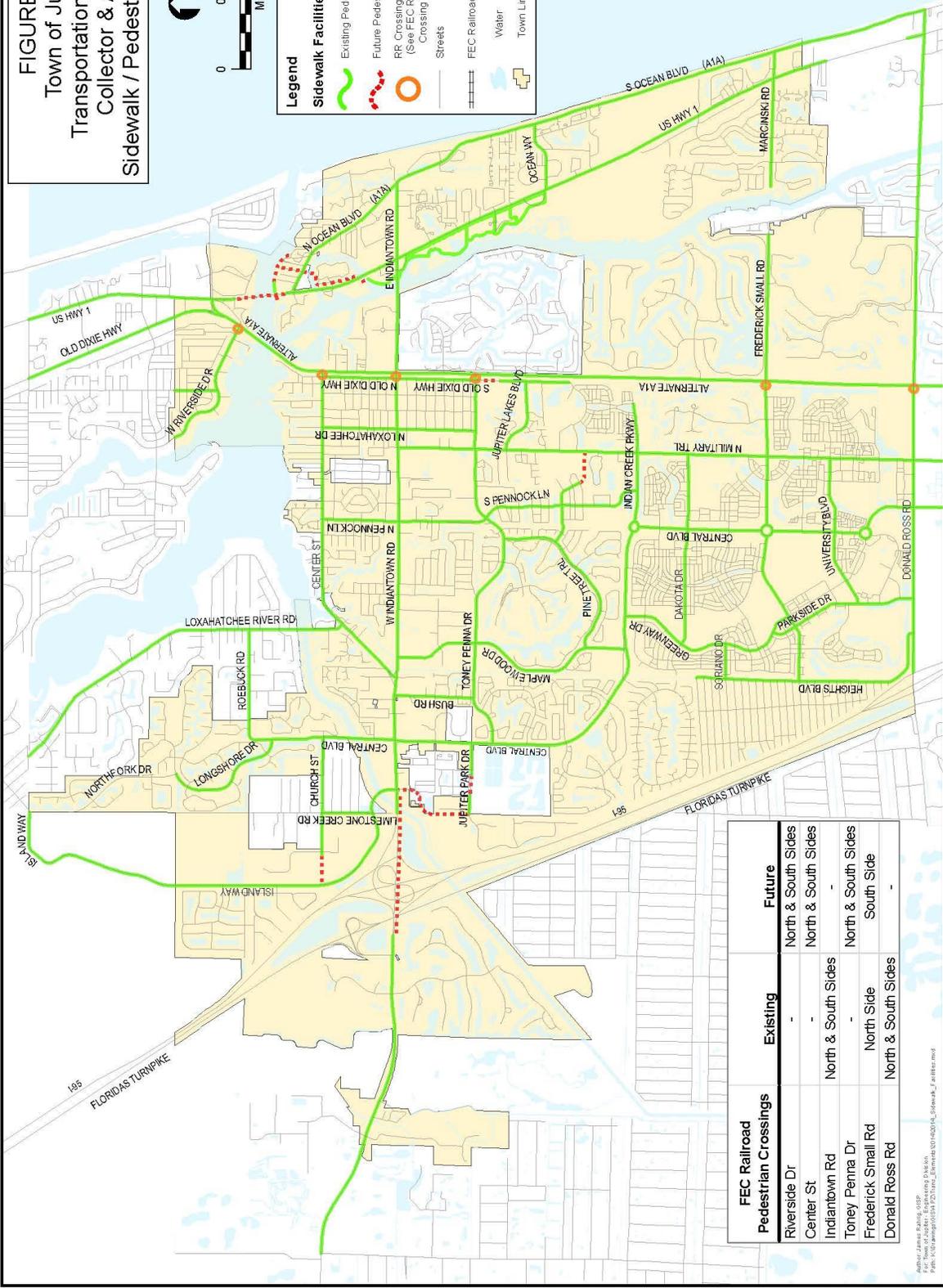
**Legend**

**Sidewalk Facilities**

- Existing Pedestrian Facilities (Green dashed line)
- Future Pedestrian Facilities (Red dashed line)

**RR Crossing Facilities**  
 (See FEC Railroad/Pedestrian Crossing Table)

- Streets (Thin black line)
- FEC Railroad (Thick black line with cross-ticks)
- Water (Blue area)
- Town Limits (Thick black outline)

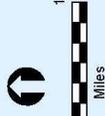


FEC Railroad	Pedestrian Crossings	Existing	Future
Riverside Dr		-	North & South Sides
Center St		-	North & South Sides
Indiantown Rd		North & South Sides	-
Toney Penna Dr		-	North & South Sides
Frederick Small Rd		North Side	South Side
Donald Ross Rd		North & South Sides	-

EX. 2-13

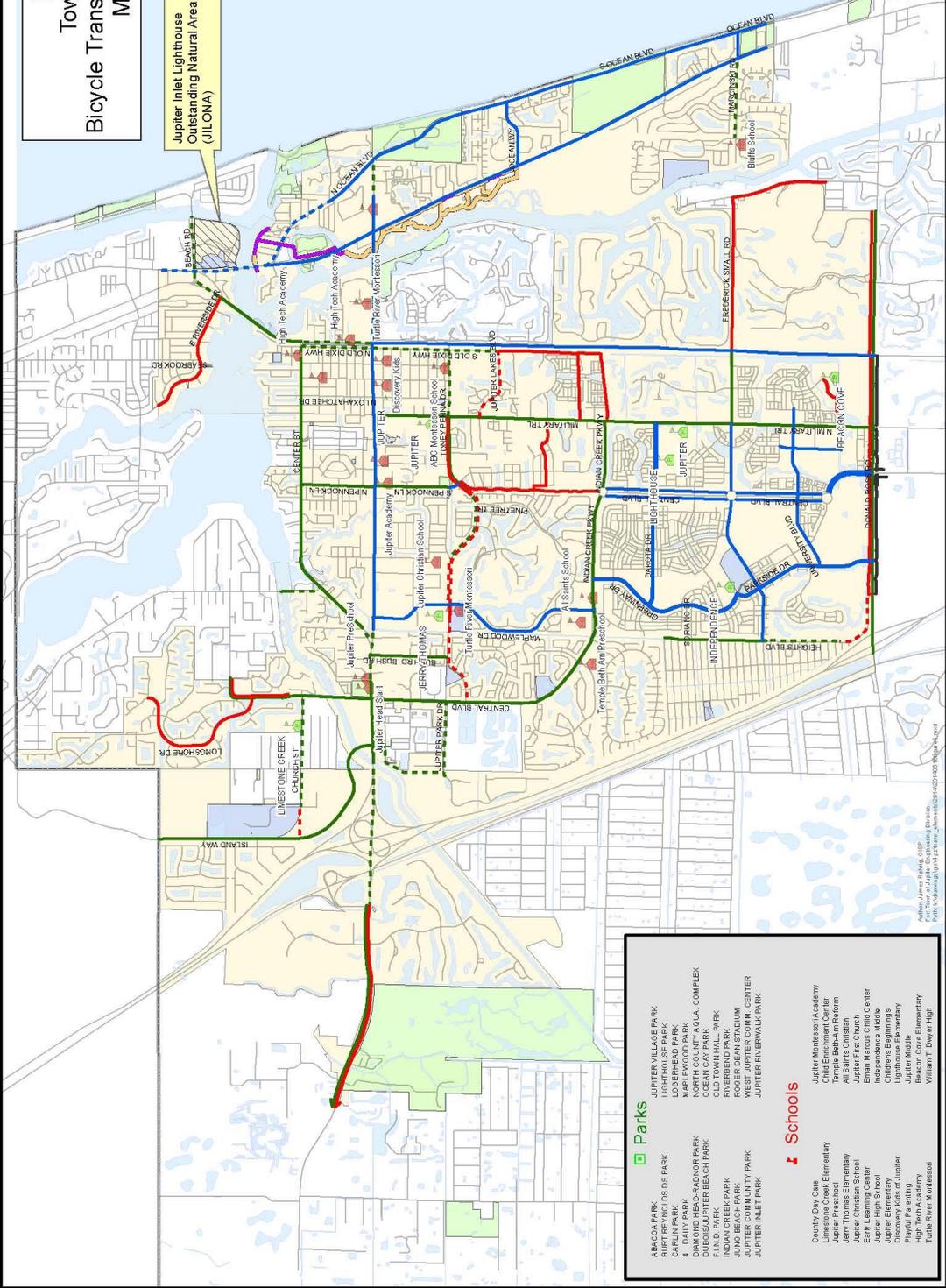
Map Date: 10/20/2014  
 File: Town of Jupiter - Transportation Element  
 Path: C:\Users\jamesp\Documents\Town\_Element\101402014\_04new#\_2.mxd

**Figure 4**  
Town of Jupiter  
Bicycle Transportation Master Plan  
March 2014



**Legend**

- Bike Master Plan 2014
- Shoulder Designation
- Desired Connection
- Existing Bike Lane
- Proposed Bike Lane
- Existing Multi-Use
- Proposed Multi-Use
- Existing Shoulder
- Proposed Shoulder
- Existing Riverwalk Multi-Use
- Proposed Riverwalk Multi-Use
- Public Schools
- Private Schools
- JILONA
- Roadway
- Water
- County Park
- Town Park
- Town Limits



Jupiter Inlet Lighthouse  
Outstanding Natural Area  
(JILONA)

**Parks**

- BEACH PARK
- JUPITER VILLAGE PARK
- JUPITER CENTER PARK
- LOGSHEAD PARK
- MAPLEWOOD PARK
- WATERFRONT PARK
- DUBOIS/JUPITER BEACH PARK
- FIND PARK
- INDIAN CREEK PARK
- RIVERBEND PARK
- WATERFRONT PARK
- JUPITER COMMUNITY PARK
- JUPITER INLET PARK
- JUPITER RIVERWALK PARK

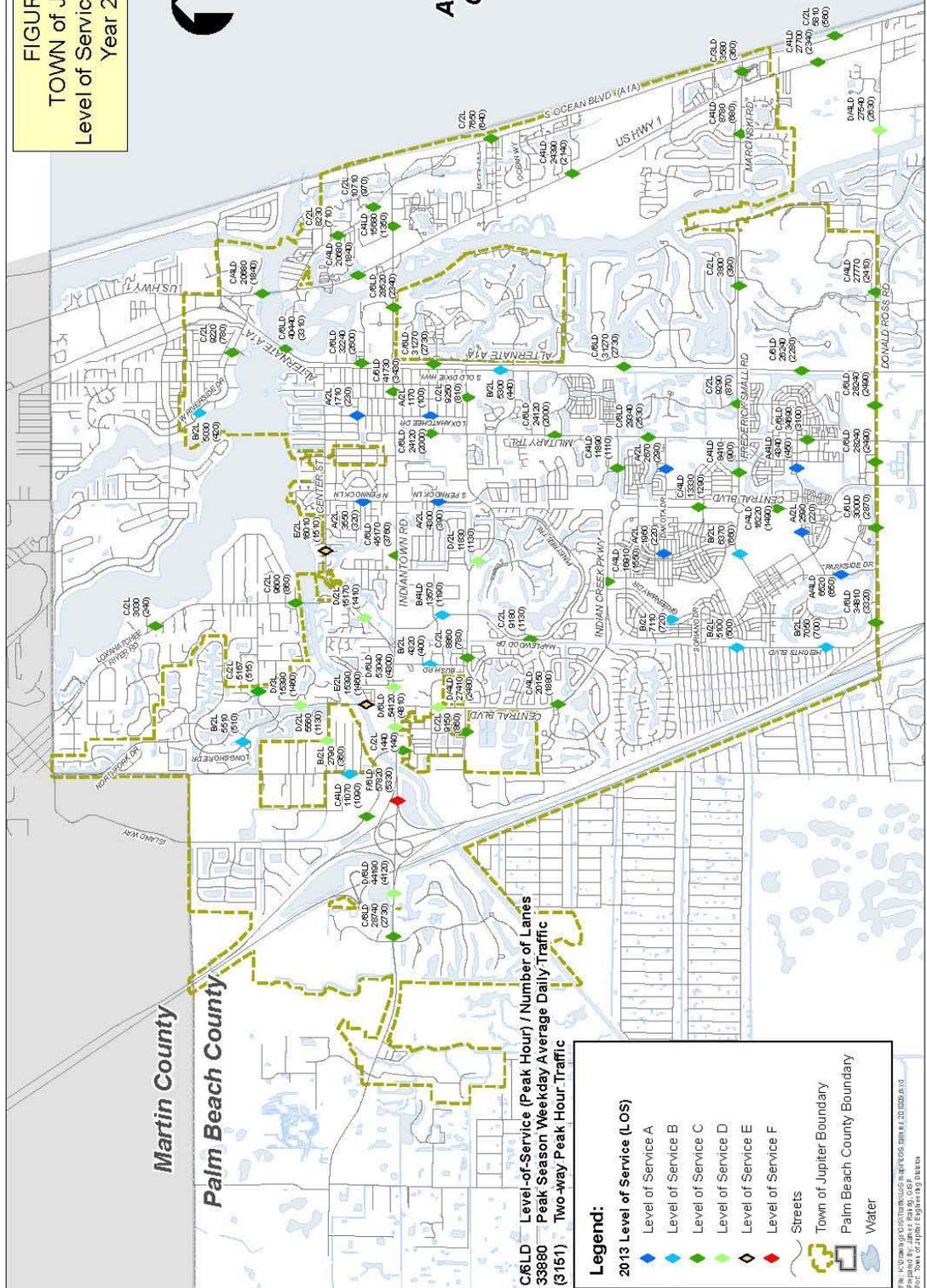
**Schools**

- Country Day Care
- Limestone Creek Elementary
- Jupiter Preschool
- Temple Beth-El Reform
- Jupiter Christian School
- Early Learning Center
- Jupiter High School
- Discovery Kids of Jupiter
- Jupiter Middle
- High Tech Middle Elementary
- William T. Dwyer High
- Jupiter Montessori Academy
- Child Enrichment Center
- Temple Beth-El Reform
- Jupiter First Church
- Emmanuel Child Center
- Independence Middle
- Lighthouse Elementary
- Jupiter Middle
- High Tech Middle Elementary
- William T. Dwyer High

**FIGURE 5**  
**TOWN of JUPITER**  
**Level of Service Conditions**  
**Year 2013**



**Atlantic Ocean**



**C/6LD** Level-of-Service (Peak Hour) / Number of Lanes  
**33880** Peak Season Weekday Average Daily Traffic  
**(3151)** Two-way Peak Hour Traffic

**Legend:**

- 2013 Level of Service (LOS)
- Level of Service A
- Level of Service B
- Level of Service C
- Level of Service D
- Level of Service E
- Level of Service F
- Streets
- Town of Jupiter Boundary
- Palm Beach County Boundary
- Water

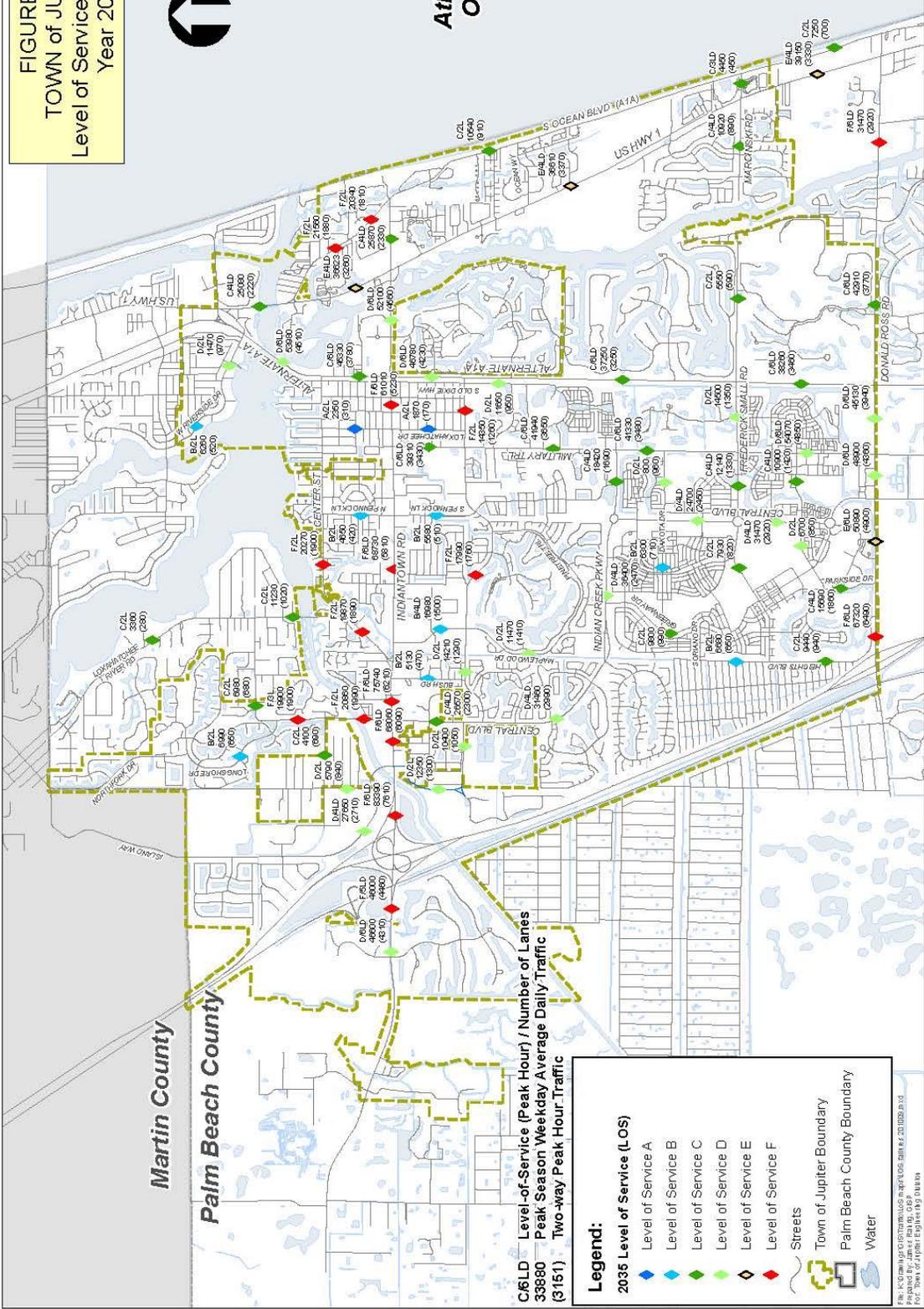
Map by: TOWN OF JUPITER, 1000 S. JUPITER BLVD., JUPITER, FL 33411  
 Prepared by: James R. Baird, C.E.P., 20130528.mxd  
 For: Town of Jupiter Engineering Database



**FIGURE 7**  
**TOWN of JUPITER**  
**Level of Service Conditions**  
**Year 2035**



**Atlantic Ocean**



**EX. 2-17**

**C6L6D Level-of-Service (Peak Hour) / Number of Lanes**  
**33880 Peak Season Weekday Average Daily Traffic**  
**(3151) Two-way Peak Hour Traffic**

**Legend:**

- 2035 Level of Service (LOS)**
- Level of Service A
- Level of Service B
- Level of Service C
- Level of Service D
- Level of Service E
- Level of Service F
- ▬ Streets
- ▭ Town of Jupiter Boundary
- ▭ Palm Beach County Boundary
- ▭ Water

File: K:\C:\p\jup\GIS\STRAVMOB\SRV\LOS\_2035.mxd  
 Prepared By: James R. Hays, GISP  
 Date: 08/14/2013 10:08:11 AM  
 For: Town of Jupiter Engineering Division

**TABLE 1  
FUNCTIONAL CLASSIFICATION - EXISTING NETWORK**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Maintaining Agency</b>
<b>Limited-Access Facilities (1)</b>			
Florida's Turnpike	North Town Limit	South Town Limit	State
Interstate 95	North Town Limit	South Town Limit	State
<b>Urban Principal Arterials (2)</b>			
Indiantown Road	Florida's Turnpike	US 1	State
US 1	North of Ocean Boulevard	Donald Ross Road	State
<b>Urban Minor Arterials (3)</b>			
Alternate A1A	North of Riverside Drive	Donald Ross Road	State
Donald Ross Road	I-95/Florida's Turnpike	US 1	Palm Beach County
Military Trail	Indiantown Road	Donald Ross Road	State
<b>Urban Collector (4)</b>			
Bush Road	Indiantown Road	Toney Penna Drive	Town of Jupiter
Center Street	Indiantown Road	Alternate A1A	Palm Beach County
Central Boulevard	Frederick Small Rd.	Donald Ross Road	Palm Beach County
Central Boulevard	Indiantown Road	Indian Creek Parkway	Palm Beach County
Central Boulevard	Roebuck Road	Indiantown Road	Palm Beach County
Church Street	West of Limestone Creek Rd.	Central Boulevard	Palm Beach County
CR A1A	US 1	South Town Limit	Palm Beach County
Donald Ross Road	US 1	CR A1A	Palm Beach County
Frederick Small Road	Central Boulevard	Palmwood Road	Palm Beach County
Frederick Small Road	Heights Boulevard	Central Boulevard	Town of Jupiter
Greenway Drive	Jeaga Drive	Indian Creek Parkway	Town of Jupiter
Heights Boulevard	North of Frederick Small Rd.	Donald Ross Road	Town of Jupiter
Indian Creek Parkway	West of Maplewood Dr.	Military Trail	Palm Beach County
Indiantown Road	US 1	Ocean Boulevard	State
Indiantown Road	West of Florida's Turnpike		State
Island Way	Indiantown Road	North Town Limit	Palm Beach County
Jupiter Park Drive	Central Boulevard	Entrance to Jupiter Park of Commerce	Town of Jupiter
Limestone Creek Road	Church Street	Island Way	Palm Beach County
Longshore Drive	Northfork Drive	Central Boulevard	Town of Jupiter
Loxahatchee Drive	Center Street	Toney Penna Drive	Town of Jupiter
Loxahatchee River Road	Palm Beach County Line	Center Street	Palm Beach County
Maplewood Drive	Indiantown Road	Indian Creek Parkway	Town of Jupiter
Marcinski Road	Intracoastal	C.R. A1A	Palm Beach County
Old Dixie Highway	Center Street	Jupiter Lakes Boulevard	Town of Jupiter
Parkside Drive	Donald Ross Road	Frederick Small Road	Town of Jupiter
Pennock Lane	Center Street	Toney Penna Drive	Town of Jupiter
Riverside Drive	North Town Limit	Alternate A1A	Town of Jupiter
Roebuck Road	Central Boulevard	Loxahatchee River Road	Palm Beach County
Toney Penna Drive	Central Boulevard	Alternate A1A	Town of Jupiter
University Drive	Parkside Drive	Military Trail	Town of Jupiter

Source: Palm Beach County Federal Functional Classification - FDOT

Notes:

(1) L-AF

(2) U-PA

(3) U-MA

(4) U-COLL

k:\staff\wp51\complan\2008 final elements\te table 1 (functional classification).xls\table

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**TABLE 2  
JUPITER TRANSPORTATION ELEMENT  
EXISTING CONDITIONS (2007)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily (1)</b>	<b>LOS D Two-way Peak Hour</b>	<b>2007 PSWADT LOS Count (4)</b>	<b>2007 Two-way LOS Peak Hour (4)</b>	
Military Trail	Loxahatchee Drive	6LD	49,200	4,680	38,596 C	3,178 C	
Loxahatchee Drive	Alternate A1A	6LD	49,200	4,680	38,596 C	3,178 C	
Alternate A1A	US 1	6LD	49,200	4,680	28,888 C	2,385 C	
US 1	Ocean Boulevard	4LD	32,700	3,110	15,781 C	1,354 C	
<b>Island Way</b>							
	North of Indiantown Rd	4LD	24,500	2,330	7,588 C	711 C	
	South of Indiantown Rd	2L	12,300	1,170	- -	- -	
<b>Jupiter Park Drive</b>							
	West of Central Boulevard	2L	10,300 (3)	1,240	6,200 B	1,040 D	
<b>Limestone Creek Road</b>							
	Church Street	2L	8,300 (3)	980	2,500 A	260 A	
<b>Longshore Drive</b>							
	Northfork Drive	2L	10,000 (3)	1,170	4,674 B	477 B	
<b>Loxahatchee Drive</b>							
	Center Street	2L	7,400 (3)	840	3,562 B	379 B	
	Indiantown Road	2L	7,100 (3)	810	3,126 A	342 B	
<b>Loxahatchee River Road</b>							
	Palm Beach County Line	2L	12,300	1,170	3,010 C	268 C	
	Roebuck Road	2L	12,300	1,170	8,228 C	786 C	
<b>Maplewood Drive</b>							
	Indiantown Road	4LD	22,500 (3)	2,660	12,241 B	1,276 B	
	Toney Penna Drive	2L	13,400 (3)	1,610	8,031 B	840 B	
<b>Marcinski Road</b>							
	Intracoastal	2L	12,300	1,170	9,065 D	627 C	
	US 1	2L	12,300	1,170	3,084 C	197 C	
<b>Military Trail</b>							
	Indiantown Road	6LD	49,200	4,680	23,734 C	1,958 C	
	Toney Penna Drive	6LD	49,200	4,680	28,450 C	2,553 C	
	Indian Creek Parkway	6LD	49,200	4,680	28,262 C	2,495 C	
	Frederick Small Road	6LD	49,200	4,680	34,083 C	3,166 C	
<b>Old Dixie Highway</b>							
	Toney Penna Drive	2L	9,100 (3)	1,040	6,191 B	547 B	
<b>Parkside Dr</b>							
	Donald Ross Road	4LD	21,500 (3)	2,440	8,167 A	575 A	
<b>Pennock Lane</b>							
	Center Street	2L	7,100 (3)	800	6,558 C	643 C	
	Indiantown Road	2L	10,000 (3)	1,180	3,518 A	368 A	
<b>Riverside Drive</b>							
	Alternate A1A	2L	9,500 (3)	980	10,074 D	915 D	
	Seabrook Rd	2L	9,000 (3)	960	6,062 B	569 C	
<b>Roebuck Road</b>							
	Central Boulevard	2L	12,300	1,170	5,712 C	598 C	
<b>Toney Penna Drive</b>							
	Central Boulevard	2L	11,000 (3)	1,310	9,087 C	900 C	
	Maplewood Drive	2L	13,000 (3)	1,590	12,506 C	1,314 D	
	Pennock Lane	2L	11,100 (3)	1,350	12,929 D	1,276 D	
	Military Trail	2L	9,600 (3)	1,120	10,846 D	947 D	
<b>University Drive</b>							
	Parkside Drive	2L	7,500	860	4,824 B	307 A	
	Central Boulevard	2L	9,700	1,120	4,311 A	394 A	
<b>US 1</b>							
	Alternate A1A	4LD	32,700	3,110	22,530 C	1,969 C	
	Ocean Boulevard	4LD	32,700	3,110	18,944 C	1,662 C	
	Indiantown Road	4LD	32,700	3,110	26,723 D	2,248 C	
	Marcinski Road	4LD	32,700	3,110	35,975 F	3,164 E	

**NOTES:**

- (1) LOS D for State/County Roads and LOS C for Town Roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F) associated with 2007 volumes

**TABLE 3  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2012)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D Average Daily</b> <sup>(1)</sup>	<b>LOS D Two-way Peak Hour</b>	<b>2012 PSWADT LOS Volume</b> <sup>(4)</sup>	<b>2012 Two-way LOS Peak Hour</b> <sup>(4)</sup>		
<b>A1A</b>								
US 1	Indiantown Road	2L	12,300	1,170	11,189	D	1,063	D
Indiantown Road	Marcinski Road	2L	12,300	1,170	9,171	D	871	D
Donald Ross Road	Marcinski Road	2L	12,300	1,170	6,075	C	577	C
<b>Alternate A1A</b>								
North of Riverside Drive		6LD	49,200	4,680	44,796	D	4,256	D
Riverside Drive	Center Street	6LD	49,200	4,680	44,145	D	4,194	D
Center Street	Indiantown Road	6LD	49,200	4,680	36,769	C	3,493	C
Indiantown Road	Toney Penna Drive	6LD	49,200	4,680	34,952	C	3,320	C
Toney Penna Drive	Frederick Small Road	6LD	49,200	4,680	30,284	C	2,877	C
Frederick Small Road	Donald Ross Road	6LD	49,200	4,680	30,497	C	2,897	C
<b>Bush Road</b>								
Indiantown Road	Toney Penna Drive	2L	8,500 <sup>(3)</sup>	1,010	4,320	B	410	B
<b>Center Street</b>								
Indiantown Road	Loxahatchee River Road	2L	15,500 <sup>(2)</sup>	1,480 <sup>(2)</sup>	14,447	F	1,373	F
Loxahatchee River Road	Pennock Lane	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	16,072	F	1,527	F
Pennock Lane	Alternate A1A	2L	20,700 <sup>(2)</sup>	1,990 <sup>(2)</sup>	17,033	F	1,618	F
<b>Central Boulevard</b>								
Roebuck Road	Church Street	4LD	32,700	3,110	14,186	C	1,348	C
Church Street	Indiantown Road	4LD	32,700	3,110	14,612	C	1,388	C
Indiantown Road	Toney Penna Drive	4LD	32,700	3,110	27,709	D	2,632	D
Toney Penna Drive	Indian Creek Parkway	4LD	32,700	3,110	17,351	C	1,648	C
Indian Creek Parkway	Frederick Small Road	4LD	32,700	3,110	15,354	C	1,459	C
Frederick Small Road	Donald Ross Road	4LD	32,700	3,110	21,727	C	2,064	C
<b>Church Street</b>								
West of Limestone Creek Road		2L	12,300	1,170	3,650	C	347	C
Limestone Creek Road	Central Boulevard	2L	12,300	1,170	6,077	C	577	C
<b>Dakota Dr</b>								
Greenway Dr	Central Boulevard	2L	13,100 <sup>(3)</sup>	1,530	2,535	A	241	A
Central Boulevard	Military Trail	2L	9,700 <sup>(3)</sup>	1,120	4,097	A	389	A
<b>Donald Ross Road</b>								
I-95/Turnpike	Heights Blvd	6LD	49,200	4,680	46,244	D	4,393	D
Heights Blvd	Central Boulevard	6LD	49,200	4,680	40,541	D	3,851	D
Central Boulevard	Military Trail	6LD	49,200	4,680	40,852	D	3,881	D
Military Trail	Alternate A1A	6LD	49,200	4,680	40,580	D	3,855	D
Alternate A1A	Prosperity Farms Rd	6LD	49,200	4,680	34,143	C	3,244	C
East of Prosperity Farms Rd		4LD	32,700	3,110	33,628	E	3,195	E
<b>Frederick Small Road</b>								
Parkside Drive	Central Boulevard	2L	11,700 <sup>(3)</sup>	1,370	6,871	B	653	B
Central Boulevard	Military Trail	4LD	32,700	3,110	8,710	C	827	C
Military Trail	Alternate A1A	2L	12,300	1,170	9,614	D	913	D
Alternate A1A	Palmwood Drive	2L	12,300	1,170	3,569	C	339	C
<b>Greenway Dr</b>								
Jeaga Dr	Indian Creek Parkway	2L	11,300 <sup>(3)</sup>	1,150	7,018	B	667	B
<b>Heights Boulevard</b>								
North of Frederick Small Road		2L	11,700 <sup>(3)</sup>	1,370	5,239	B	498	B
Frederick Small Road	Donald Ross Road	2L	11,500 <sup>(3)</sup>	1,370	6,094	B	579	B
<b>Indian Creek Parkway</b>								
Maplewood Drive	Central Boulevard	4LD	32,700	3,110	18,513	C	1,759	C
Central Boulevard	Military Trail	4LD	32,700	3,110	10,860	C	1,032	C
<b>Indiantown Road</b>								
West of Florida's Turnpike		6LD	49,200	4,680	34,943	C	3,320	C
Florida's Turnpike	I-95	6LD	49,200	4,680	46,708	D	4,437	D
I-95	Island Way	6LD	49,200	4,680	62,057	F	5,895	F
Island Way	Central Boulevard	6LD	49,200	4,680	57,204	F	5,434	F
Central Boulevard	Chasewood Plaza	6LD	49,200	4,680	59,077	F	5,612	F
Chasewood Plaza	Center Street	6LD	49,200	4,680	58,675	F	5,574	F
Center Street	Maplewood Drive	6LD	49,200	4,680	52,606	F	4,998	F
Maplewood Drive	Pennock Lane	6LD	49,200	4,680	50,322	E	4,781	E
Pennock Lane	Military Trail	6LD	49,200	4,680	46,095	D	4,379	D

**TABLE 3  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2012)**

<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D (1) Average Daily</b>	<b>LOS D Two-way Peak Hour</b>	<b>2012 PSWADT LOS Volume (4)</b>	<b>2012 Two-way LOS Peak Hour (4)</b>		
Military Trail	Loxahatchee Drive	6LD	49,200	4,680	44,459	D	4,224	D
Loxahatchee Drive	Alternate A1A	6LD	49,200	4,680	43,176	D	4,102	D
Alternate A1A	US 1	6LD	49,200	4,680	33,289	C	3,162	C
US 1	Ocean Boulevard	4LD	32,700	3,110	16,844	C	1,600	C
<b>Island Way</b>								
North of Indiantown Rd		4LD	24,500	2,330	11,603	C	1,102	C
South of Indiantown Rd		2L	12,300	1,170	-	-	-	-
<b>Jupiter Park Drive</b>								
West of Central Boulevard		2L	10,300 (3)	1,240	8,807	C	837	C
<b>Limestone Creek Road</b>								
Church Street	Island Way	2L	8,300 (3)	980	6,558	C	623	C
<b>Longshore Drive</b>								
Northfork Drive	Central Boulevard	2L	10,000 (3)	1,170	4,682	B	445	B
<b>Loxahatchee Drive</b>								
Center Street	Indiantown Road	2L	7,400 (3)	840	4,472	B	425	B
Indiantown Road	Toney Penna Drive	2L	7,100 (3)	810	3,368	B	320	B
<b>Loxahatchee River Road</b>								
Palm Beach County Line	Roebuck Road	2L	12,300	1,170	2,987	C	284	C
Roebuck Road	Center Street	2L	12,300	1,170	8,563	C	814	C
<b>Maplewood Drive</b>								
Indiantown Road	Toney Penna Drive	4LD	22,500 (3)	2,660	13,813	B	1,312	B
Toney Penna Drive	Indian Creek Parkway	2L	13,400 (3)	1,610	10,421	C	990	C
<b>Marcinski Road</b>								
Intracoastal	US 1	2L	12,300	1,170	9,074	D	862	D
US 1	Ocean Boulevard	2L	12,300	1,170	3,121	C	296	C
<b>Military Trail</b>								
Indiantown Road	Toney Penna Drive	6LD	49,200	4,680	26,564	C	2,524	C
Toney Penna Drive	Indian Creek Parkway	6LD	49,200	4,680	33,671	C	3,199	C
Indian Creek Parkway	Frederick Small Road	6LD	49,200	4,680	33,178	C	3,152	C
Frederick Small Road	Donald Ross Road	6LD	49,200	4,680	41,918	D	3,982	D
<b>Old Dixie Highway</b>								
Toney Penna Drive	Jupiter Lakes Blvd	2L	9,100	1,040	6,562	B	623	B
<b>Parkside Dr</b>								
Donald Ross Road	University Dr	4LD	21,500 (3)	2,440	10,427	B	991	B
<b>Pennock Lane</b>								
Center Street	Indiantown Road	2L	7,100 (3)	800	7,084	C	673	D
Indiantown Road	Toney Penna Drive	2L	10,000 (3)	1,180	3,923	A	373	A
<b>Riverside Drive</b>								
Alternate A1A	Seabrook Rd	2L	9,500 (3)	980	10,082	D	958	D
Seabrook Rd	Tequesta Dr	2L	9,000 (3)	960	6,082	B	578	C
<b>Roebuck Road</b>								
Central Boulevard	Loxahatchee River Road	2L	12,300	1,170	6,019	C	572	C
<b>Toney Penna Drive</b>								
Central Boulevard	Maplewood Drive	2L	11,000 (3)	1,310	11,096	D	1,054	D
Maplewood Drive	Pennock Lane	2L	13,000 (3)	1,590	13,212	D	1,255	D
Pennock Lane	Military Trail	2L	11,100 (3)	1,350	13,514	D	1,284	D
Military Trail	Alternate A1A	2L	9,600 (3)	1,120	10,898	D	1,035	D
<b>University Drive</b>								
Parkside Drive	Central Boulevard	2L	7,500	860	6,948	C	660	C
Central Boulevard	Military Trail	2L	9,700	1,120	6,749	B	641	B
<b>US 1</b>								
Alternate A1A	Ocean Boulevard	4LD	32,700	3,110	23,320	C	2,215	C
Ocean Boulevard	Indiantown Road	4LD	32,700	3,110	19,847	C	1,885	C
Indiantown Road	Marcinski Road	4LD	32,700	3,110	28,012	D	2,661	D
Marcinski Road	Donald Ross Road	4LD	32,700	3,110	37,031	F	3,518	F

**NOTES:**

- (1) LOS D for State/County roads and LOS C for Town roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F) associated with 2012 volumes

**TABLE 4  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2030)**

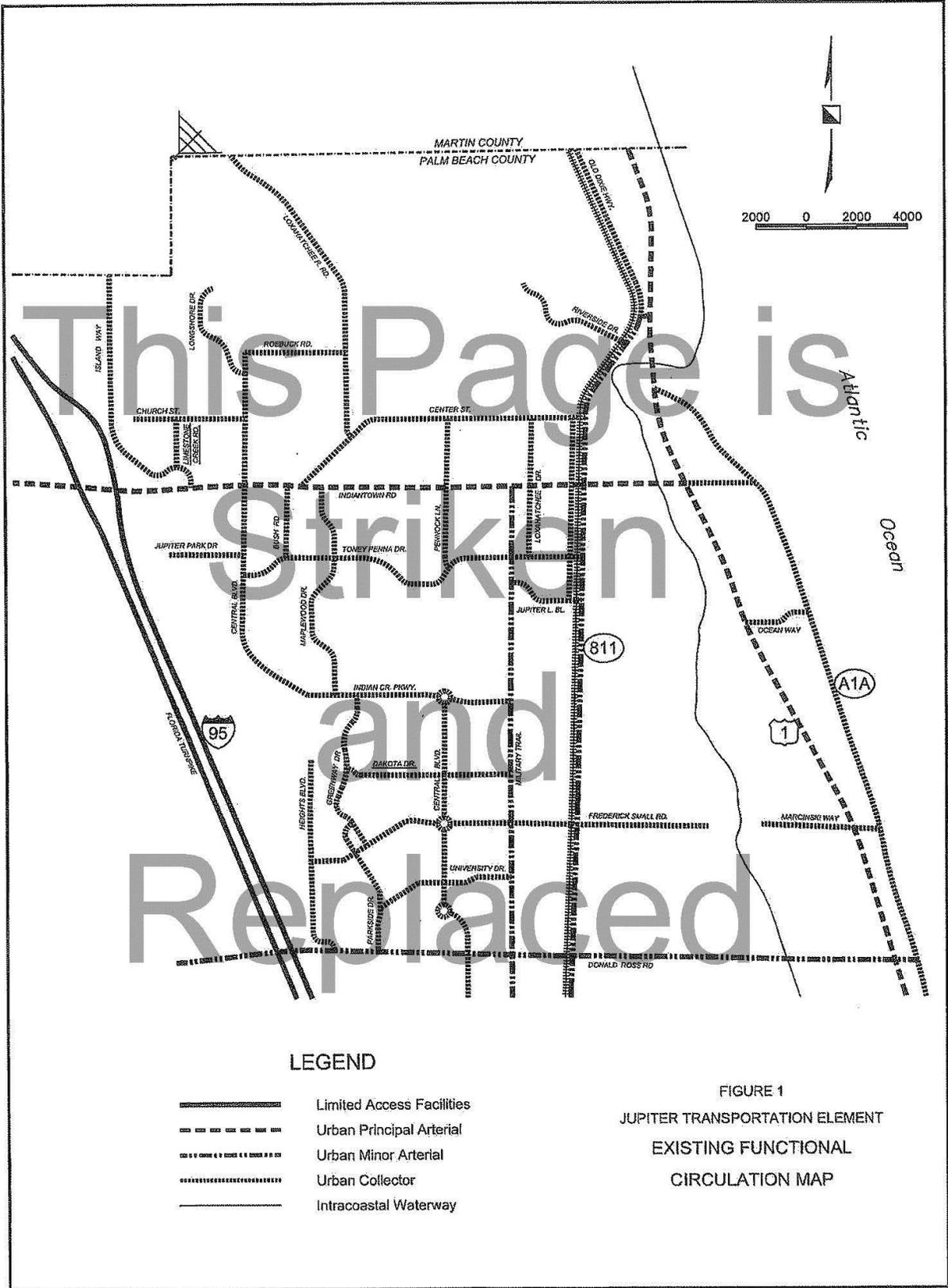
Roadway From	To	Lane Geometry	LOS C/D (1)	LOS D	2030		2030	
			Average Daily	Two-way Peak Hour	PSWADT LOS Volume (4)	Two-way LOS Peak Hour (4)		
<b>AIA</b>								
US 1	Indiantown Road	2L	12,300	1,170	12,396	E	1,178	E
Indiantown Road	Marcinski Road	2L	12,300	1,170	10,032	D	953	D
Donald Ross Road	Marcinski Road	2L	12,300	1,170	6,646	C	631	C
<b>Alternate AIA</b>								
North of Riverside Drive		6LD	49,200	4,680	48,337	D	4,592	D
Riverside Drive	Center Street	6LD	49,200	4,680	60,341	F	5,732	F
Center Street	Indiantown Road	6LD	49,200	4,680	59,390	F	5,642	F
Indiantown Road	Toney Penna Drive	6LD	49,200	4,680	44,719	D	4,248	D
Toney Penna Drive	Frederick Small Road	6LD	49,200	4,680	46,594	D	4,426	D
Frederick Small Road	Donald Ross Road	6LD	49,200	4,680	47,324	D	4,496	D
<b>Bush Road</b>								
Indiantown Road	Toney Penna Drive	2L	8,500 (3)	1,010	4,730	B	449	B
<b>Center Street</b>								
Indiantown Road	Loxahatchee River Road	2L	15,500 (2)	1,480 (2)	15,805	F	1,501	F
Loxahatchee River Road	Pennock Lane	2L	20,700 (2)	1,990 (2)	17,582	F	1,670	F
Pennock Lane	Alternate AIA	2L	20,700 (2)	1,990 (2)	18,633	F	1,770	F
<b>Central Boulevard</b>								
Roeback Road	Church Street	4LD	32,700	3,110	15,445	C	1,467	C
Church Street	Indiantown Road	4LD	32,700	3,110	21,922	C	2,083	C
Indiantown Road	Toney Penna Drive	4LD	32,700	3,110	29,083	D	2,763	D
Toney Penna Drive	Indian Creek Parkway	4LD	32,700	3,110	17,674	C	1,679	C
Indian Creek Parkway	Frederick Small Road	4LD	32,700	3,110	20,401	C	1,938	C
Frederick Small Road	Donald Ross Road	4LD	32,700	3,110	28,988	D	2,754	D
<b>Church Street</b>								
West of Limestone Creek Road		2L	12,300	1,170	3,993	C	379	C
Limestone Creek Road	Central Boulevard	2L	12,300	1,170	6,321	C	600	C
<b>Dakota Dr</b>								
Greenway Dr	Central Boulevard	2L	13,100 (3)	1,530	3,806	A	362	A
Central Boulevard	Military Trail	2L	9,700 (3)	1,120	4,482	B	426	B
<b>Donald Ross Road</b>								
I-95/Turnpike	Heights Blvd	6LD	49,200	4,680	51,058	E	4,851	E
Heights Blvd	Central Boulevard	6LD	49,200	4,680	44,348	D	4,213	D
Central Boulevard	Military Trail	6LD	49,200	4,680	53,578	F	5,090	F
Military Trail	Alternate AIA	6LD	49,200	4,680	49,383	E	4,691	E
Alternate AIA	Prosperity Farms Rd	6LD	49,200	4,680	36,520	C	3,469	C
East of Prosperity Farms Rd		4LD	32,700	3,110	36,787	F	3,495	F
<b>Frederick Small Road</b>								
Parkside Drive	Central Boulevard	2L	11,700 (3)	1,370	9,020	C	857	C
Central Boulevard	Military Trail	4LD	32,700	3,110	9,431	C	896	C
Military Trail	Alternate AIA	2L	12,300	1,170	13,407	F	1,274	F
Alternate AIA	Palmwood Drive	2L	12,300	1,170	3,905	C	371	C
<b>Greenway Dr</b>								
Jeaga Dr	Indian Creek Parkway	2L	11,300 (3)	1,150	8,213	B	780	B
<b>Heights Boulevard</b>								
North of Frederick Small Road		2L	11,700 (3)	1,370	7,970	B	757	B
Frederick Small Road	Donald Ross Road	2L	11,500 (3)	1,370	9,719	C	923	C
<b>Indian Creek Parkway</b>								
Maplewood Drive	Central Boulevard	4LD	32,700	3,110	26,833	D	2,549	D
Central Boulevard	Military Trail	4LD	32,700	3,110	12,911	C	1,227	C
<b>Indiantown Road</b>								
West of Florida's Turnpike		6LD	49,200	4,680	65,952	F	6,265	F
Florida's Turnpike	I-95	6LD	49,200	4,680	61,546	F	5,847	F
I-95	Island Way	6LD	49,200	4,680	86,362	F	8,204	F
Island Way	Central Boulevard	6LD	49,200	4,680	70,166	F	6,666	F
Central Boulevard	Chasewood Plaza	6LD	49,200	4,680	63,615	F	6,043	F
Chasewood Plaza	Center Street	6LD	49,200	4,680	60,633	F	5,760	F
Center Street	Maplewood Drive	6LD	49,200	4,680	61,312	F	5,825	F
Maplewood Drive	Pennock Lane	6LD	49,200	4,680	51,454	E	4,888	E
Pennock Lane	Military Trail	6LD	49,200	4,680	54,354	F	5,164	F

**TABLE 4  
JUPITER TRANSPORTATION ELEMENT  
FUTURE-YEAR CONDITIONS (2030)**

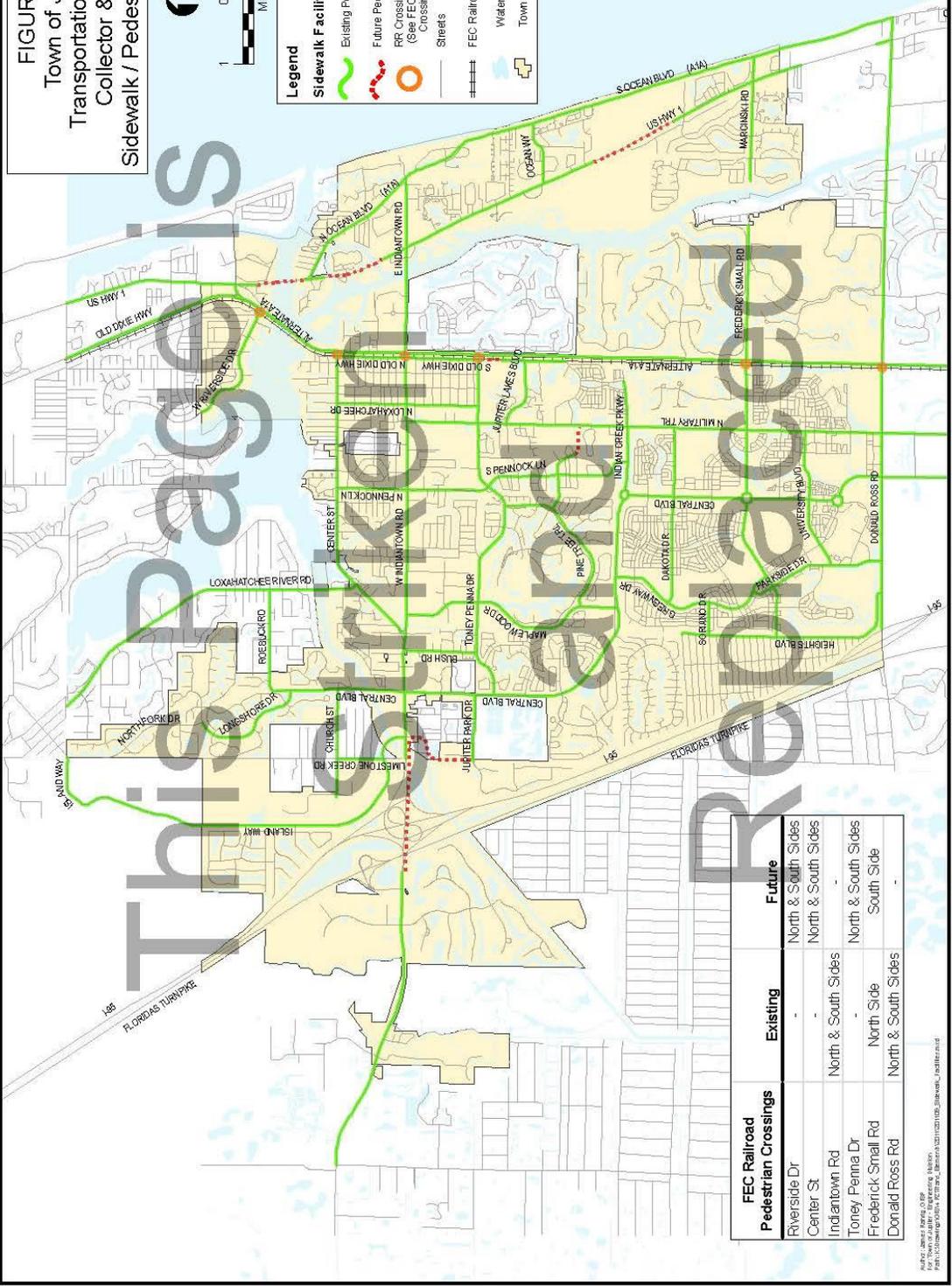
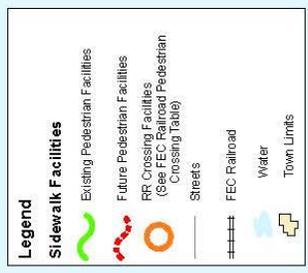
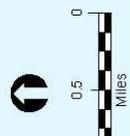
<b>Roadway From</b>	<b>To</b>	<b>Lane Geometry</b>	<b>LOS C/D (1) Average Daily</b>	<b>LOS D Two-way Peak Hour</b>	<b>2030 PSWADT LOS Volume (4)</b>	<b>2030 Two-way LOS Peak Hour (4)</b>	<b>LOS</b>
Military Trail	Loxahatchee Drive	6LD	49,200	4,680	62,019	F	5,892 F
Loxahatchee Drive	Alternate A1A	6LD	49,200	4,680	58,053	F	5,515 F
Alternate A1A	US 1	6LD	49,200	4,680	42,837	D	4,070 D
US 1	Ocean Boulevard	4LD	32,700	3,110	19,230	C	1,827 C
<b>Island Way</b>							
North of Indiantown Rd		4LD	24,500	2,330	27,820	D	2,643 D
South of Indiantown Rd		2L	12,300	1,170	8,694	C	826 C
<b>Jupiter Park Drive</b>							
West of Central Boulevard		2L	10,300 (3)	1,240	6,080	B	578 B
<b>Limetone Creek Road</b>							
Church Street	Island Way	2L	8,300 (3)	980	8,780	D	834 D
<b>Longshore Drive</b>							
Northfork Drive	Central Boulevard	2L	10,000 (3)	1,170	6,229	B	592 B
<b>Loxahatchee Drive</b>							
Center Street	Indiantown Road	2L	7,400 (3)	840	6,885	C	654 C
Indiantown Road	Toney Penna Drive	2L	7,100 (3)	810	3,684	B	350 B
<b>Loxahatchee River Road</b>							
Palm Beach County Line	Roebuck Road	2L	12,300	1,170	3,267	C	310 C
Roebuck Road	Center Street	2L	12,300	1,170	9,682	D	920 D
<b>Maplewood Drive</b>							
Indiantown Road	Toney Penna Drive	4LD	22,500 (3)	2,660	18,717	C	1,778 C
Toney Penna Drive	Indian Creek Parkway	2L	13,400 (3)	1,610	11,400	C	1,083 C
<b>Marcinski Road</b>							
Intracoastal	US 1	2L	12,300	1,170	9,169	D	871 D
US 1	Ocean Boulevard	2L	12,300	1,170	4,009	C	381 C
<b>Military Trail</b>							
Indiantown Road	Toney Penna Drive	6LD	49,200	4,680	36,615	C	3,478 C
Toney Penna Drive	Indian Creek Parkway	6LD	49,200	4,680	44,787	D	4,255 D
Indian Creek Parkway	Frederick Small Road	6LD	49,200	4,680	41,368	D	3,930 D
Frederick Small Road	Donald Ross Road	6LD	49,200	4,680	53,649	F	5,097 F
<b>Old Dixie Highway</b>							
Toney Penna Drive	Jupiter Lakes Blvd	2L	9,100	1,040	7,420	C	705 C
<b>Parkside Dr</b>							
Donald Ross Road	University Dr	4LD	21,500 (3)	2,440	16,828	C	1,599 C
<b>Pennock Lane</b>							
Center Street	Indiantown Road	2L	7,100 (3)	800	7,749	D	736 D
Indiantown Road	Toney Penna Drive	2L	10,000 (3)	1,180	4,291	A	408 A
<b>Riverside Drive</b>							
Alternate A1A	Seabrook Rd	2L	9,500 (3)	980	11,397	D	1,083 F
Seabrook Rd	Tequesta Dr	2L	9,000 (3)	960	6,653	C	632 C
<b>Roebuck Road</b>							
Central Boulevard	Loxahatchee River Road	2L	12,300	1,170	8,123	C	772 C
<b>Toney Penna Drive</b>							
Central Boulevard	Maplewood Drive	2L	11,000 (3)	1,310	12,138	D	1,153 D
Maplewood Drive	Pennock Lane	2L	13,000 (3)	1,590	14,337	D	1,362 D
Pennock Lane	Military Trail	2L	11,100 (3)	1,350	14,783	E	1,404 E
Military Trail	Alternate A1A	2L	9,600 (3)	1,120	11,922	E	1,133 E
<b>University Drive</b>							
Parkside Drive	Central Boulevard	2L	7,500	860	10,911	F	1,037 F
Central Boulevard	Military Trail	2L	9,700	1,120	6,862	B	652 B
<b>US 1</b>							
Alternate A1A	Ocean Boulevard	4LD	32,700	3,110	26,960	D	2,561 D
Ocean Boulevard	Indiantown Road	4LD	32,700	3,110	24,460	C	2,324 C
Indiantown Road	Marcinski Road	4LD	32,700	3,110	31,713	D	3,013 D
Marcinski Road	Donald Ross Road	4LD	32,700	3,110	44,480	F	4,226 F

**NOTES:**

- (1) LOS D for State/County roads and LOS C for Town roads
- (2) CRALLS designation per Palm Beach County Board of County Commissioners
- (3) LOS C service volume for Town road sections
- (4) LOS condition (A-F) associated with 2030 volumes



**FIGURE 3**  
**Town of Jupiter**  
**Transportation Element**  
**Collector & Arterial**  
**Sidewalk / Pedestrian Facilities**

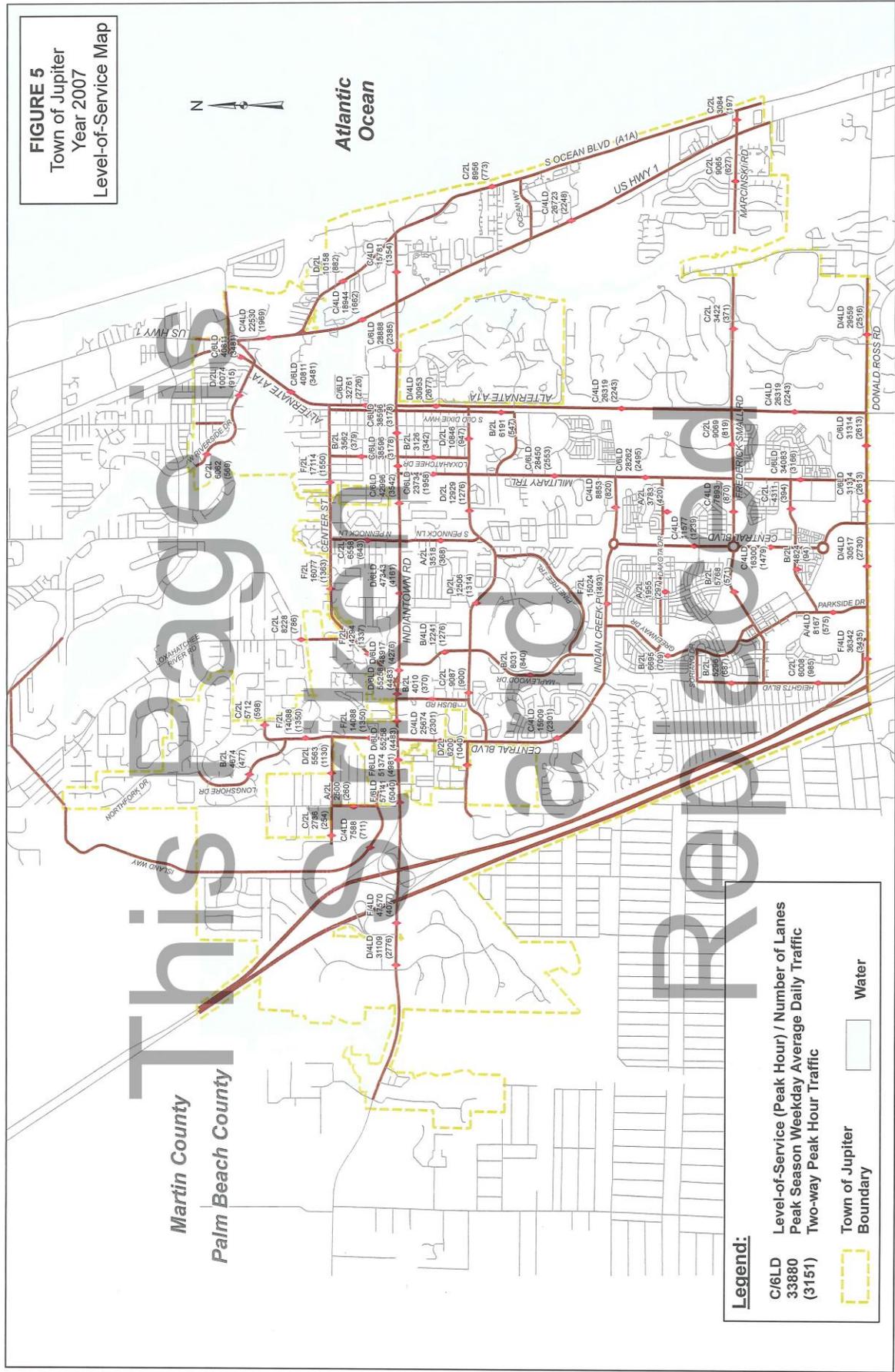


FEC Railroad Pedestrian Crossings	Existing	Future
Riverside Dr	-	North & South Sides
Center St	-	North & South Sides
Indiantown Rd	North & South Sides	-
Toney Penna Dr	-	North & South Sides
Frederick Small Rd	North Side	South Side
Donald Ross Rd	North & South Sides	-

Map by: David Harris, GDM  
 for Town of Jupiter, Engineering Division  
 Date: 11/15/2011  
 File: J\_TownElement\_Collector\_Arterial\_Sidewalk\_Pedestrian.mxd



**FIGURE 5**  
Town of Jupiter  
Year 2007  
Level-of-Service Map



Atlantic  
Ocean

Martin County  
Palm Beach County

**Legend:**

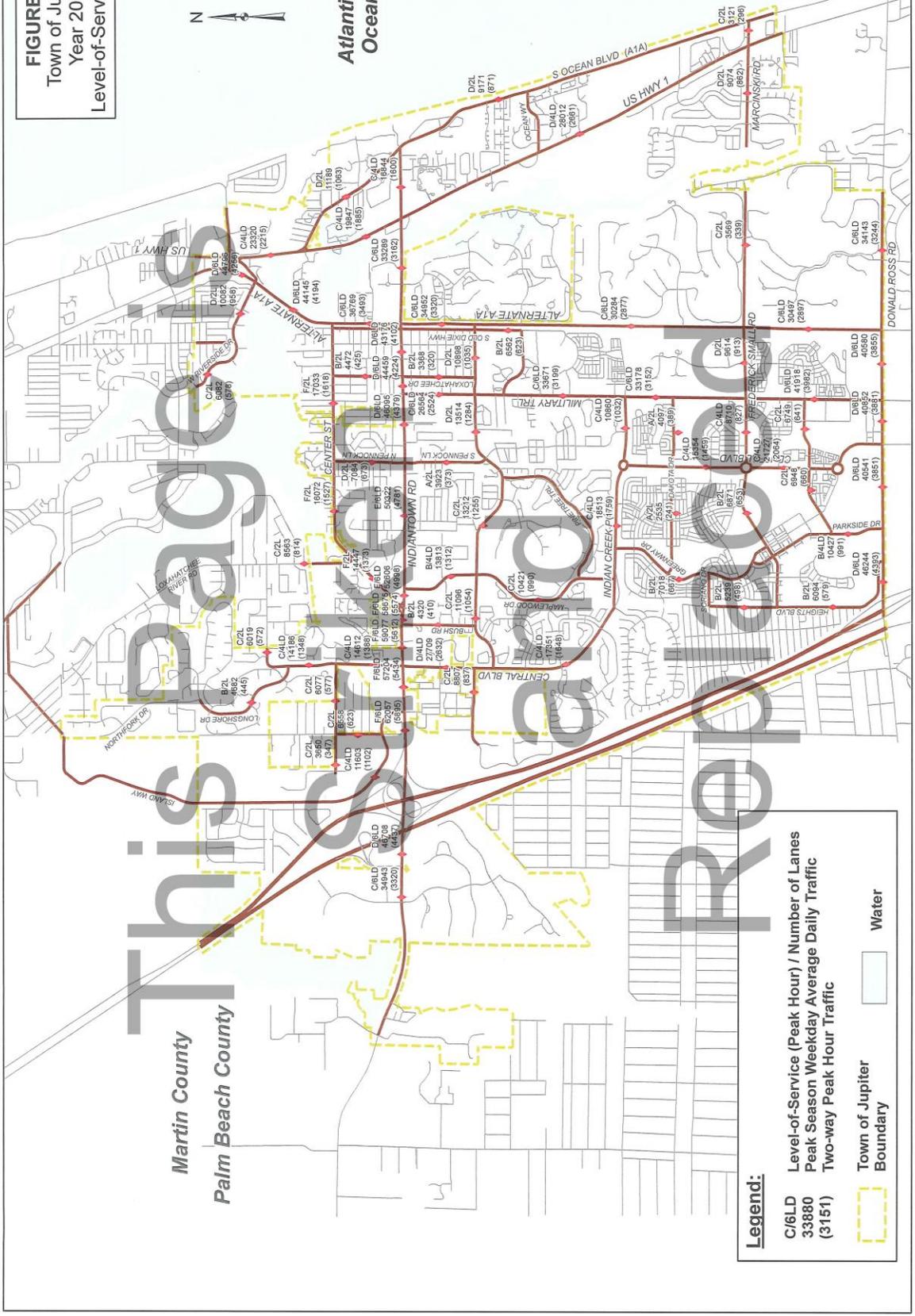
- C/6LD 33880 3151 Level-of-Service (Peak Hour) / Number of Lanes Peak Season Weekday Average Daily Traffic Two-way Peak Hour Traffic
- Town of Jupiter Boundary
- Water

EX. 2-28

**FIGURE 6**  
Town of Jupiter  
Year 2012  
Level-of-Service Map



Atlantic  
Ocean



**Legend:**

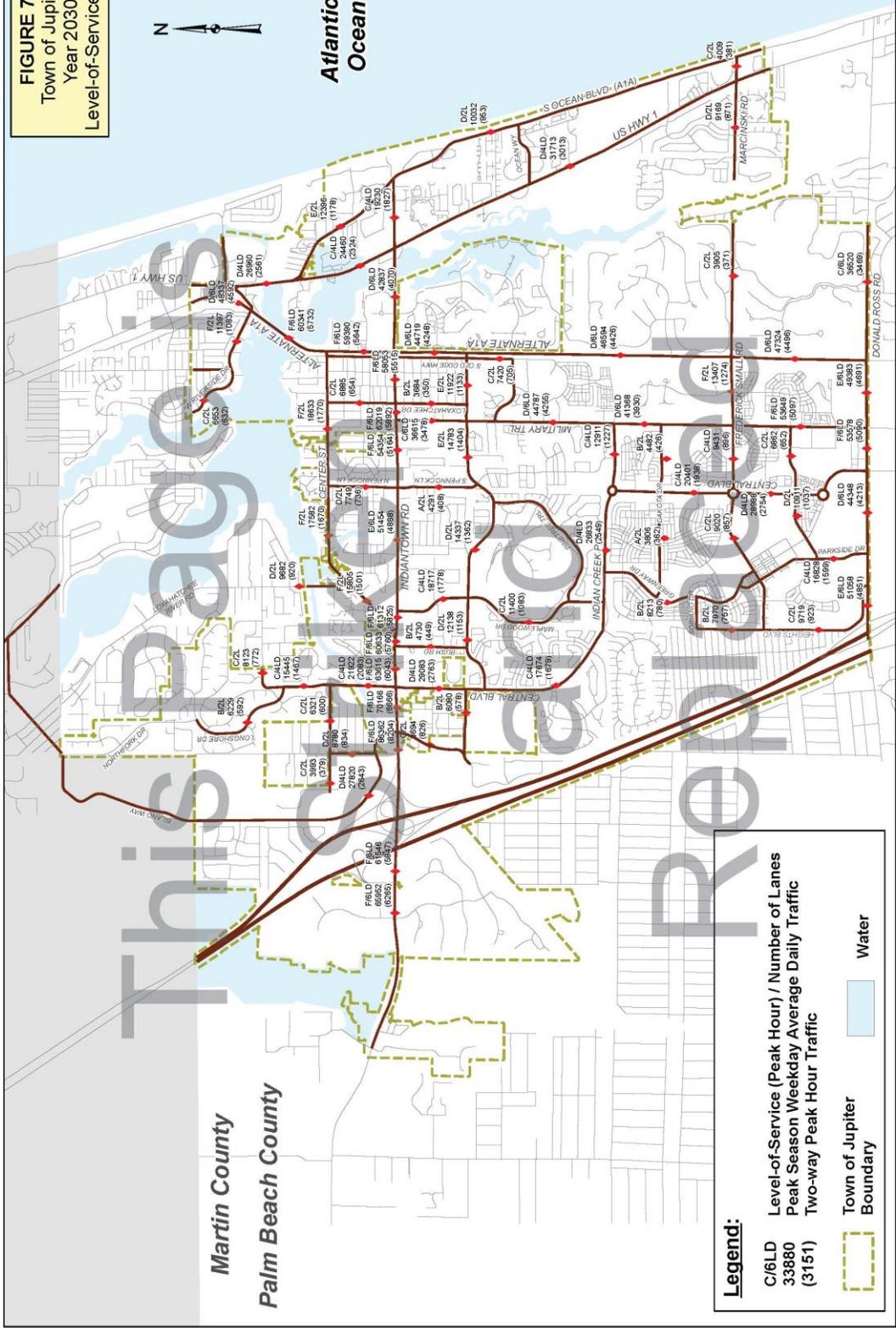
- C/6LD Level-of-Service (Peak Hour) / Number of Lanes
- 33880 Peak Season Weekday Average Daily Traffic
- (3151) Two-way Peak Hour Traffic
- Town of Jupiter Boundary
- Water

EX. 2-29

**FIGURE 7**  
Town of Jupiter  
Year 2030  
Level-of-Service Map



**Atlantic Ocean**



**Martin County**  
**Palm Beach County**

**Legend:**

- C/6LD
- 33880
- (3151)
- Level-of-Service (Peak Hour) / Number of Lanes
- Peak Season Weekday Average Daily Traffic
- Two-way Peak Hour Traffic
- Town of Jupiter Boundary
- Water

**David Kemp**

**From:** Bush, Lois <Lois.Bush@dot.state.fl.us>  
**Sent:** Sunday, July 27, 2014 4:28 PM  
**To:** John Sickler; David Kemp; DCPexternalagencycomments@dot.state.fl.us  
**Cc:** Peter G. Merritt; Stephanie Heidt; Biblo, Adam A; Dykstra, Lisa  
**Subject:** Jupiter 14-2ESR - FDOT District Four Review  
**Attachments:** FDOT Policy LOS Standards for SHS April 2012.pdf

RECEIVED

JUL 28 2014

PLANNING &amp; ZONING

I am writing to advise you that the Department will not be issuing formal comments for the proposed Town of Jupiter comprehensive plan amendments with DEO reference number 14-2ESR.

The Department commends the Town for updating the tables and maps on roadway functional classifications and existing and future roadway conditions based a Town-wide traffic study. We offer the following technical assistance comments for the Town's consideration:

- Table 1, Functional Classification – Existing Network  
The state is not the maintaining agency for the following: (1) Indiantown Road from US 1 to AIA, and (2) Military Trail from Indiantown Road to Donald Ross Road.
- Table 2, Existing Conditions (2013)  
Suggest adding a note identifying the method(s)/source(s) behind the count information in the table. The 2013 PSWADT counts shown are slightly higher than AADT counts reported in the Department's 2013 Florida Traffic Information DVD.
- Tables 3 and 4, Future-Year Conditions (2020) and Future-Year Conditions (2035)  
Suggest adding a note identifying the method(s)/source(s) behind the projected volumes in these tables. Such a note would explain differences between the Town's projected 2035 volumes and projected 2035 volumes from SERPM 6.5 as adopted for the Palm Beach MPO's 2035 Long Range Transportation Plan.
- The Town could add information on existing (2013) and projected conditions on segments of I-95/SR 9 given the I-95 interchanges at Donald Ross Road and Indiantown Road.

FACILITY	FROM	TO	AADT 2013	LOS 2013	AADT 2040	LOS 2040
I-95	Donald Ross Rd	Indiantown Road	95,280	B	137,000	C
I-95	Indiantown Road	Martin County Line	67,000	C	118,800	D

Sources: FDOT, Florida Traffic Information, for AADT 2013; and FDOT, I-95 South of Indiantown Road to Palm Beach/Martin County Line PD&E Study, for AADT 2040 projections

In conjunction with the repeal of Rule 14-94, F.A.C., FDOT adopted the following automobile mode level of service standards for the State Highway System during peak hour travel hours: LOS D in urbanized areas and LOS C outside urbanized areas. A copy of the policy is attached.

- A District Four contact for more information on the current (2013) version of the FDOT Quality/Level of Handbook, which implements FHWA's Highway Capacity Manual (HCM) 2010 methodology, is Chon Wong at 954-777-4659,

[chon.wong@dot.state.fl.us](mailto:chon.wong@dot.state.fl.us). One difference between the current version the 2009 version used by the Town relates to the classification of urban arterials such as Indiantown Road.

- The Department appreciates the Town's focus on the Indiantown Road Corridor through its Jupiter Area Study. We would appreciate being informed about assessments of Indiantown Road near the I-95 interchange and impacts near the I-95 and Indiantown Road interchange from new developments that may be coming in for approvals at any stage. With that information, we can monitor impacts to the interchange and better identify when and what improvements will be needed to the interchange. Also, we can share information with Florida's Turnpike as warranted. A District Four contact is Lisa Dykstra at 954-777-4360, [lisa.dykstra@dot.state.fl.us](mailto:lisa.dykstra@dot.state.fl.us).
- Figure 3, Collector & Arterial Sidewalk/Pedestrian Facilities
  - Is a pedestrian facility only a sidewalk or could it be some other type of path? Also, it is important to distinguish between on-road and off-road pedestrian facilities.
  - On this or a future version of the figure, the Town could consider a color scheme that depicts sidewalks on both sides as one color, sidewalks on the north/west side only as another color, and sidewalks on the south/east side only as another color.
- Figure 4, Bicycle Transportation Master Plan
  - Suggest identifying the difference between "bike lane" and "shoulder." In the case of existing and proposed on-road bicycle facilities, designation may not be as important as identifying the width. Also, the legend does not account for "sharrows," which are not a bike lane or a shoulder but are considered to be bicycle facilities.
  - Multi-use facilities are likely off-road facilities and so may not fit under a shoulder designation. The legend could include a separate category for off-road facilities that includes multi-use facilities such as shared use paths, trails, and greenways. Identifying the width of these facilities also is important.
  - The Town could consider depicting existing or proposed designated bicycle routes and/or scenic routes that are part of a system, such as the East Coast Greenway.
  - The Town could consider the applicability of depicting long-term (daily vs hourly) bicycle storage facilities such as lockers and attractors with substantial bicycle parking availability.
- Figures 3 and 4
  - Has the Town prioritized the future/proposed facilities on these figures? If so, showing the priorities on the figures could be useful to the Palm Beach MPO and others in terms of aligning transportation investments.
  - Given the importance of pedestrian and bicycle facilities for access to transit, suggest including Palm Tran routes and/or bus stops on these or future versions of these figures.
  - Another potential enhancement to the figures would be to distinguish signalized from non-signalized intersections. Identifying any mid-block crossings for pedestrians could also be considered.

The Department requests one copy, which may be on CD ROM in Portable Document Format (PDF), of all adopted plan amendment materials, including graphic and textual materials and support documents.

Thank you.

**Lois Bush**  
Florida DOT - District Four  
3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309



## *Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

POLICY

Effective: April 18, 2012  
Office: Systems Planning  
Topic No.: 000-525-006-a

### **LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM**

It is the Department's intent to plan, design and operate the State Highway System at an acceptable level of service for the traveling public. The automobile mode level of service standards for the State Highway System during peak travel hours are "D" in urbanized areas and "C" outside urbanized areas. See *Procedure No. 525-000-006, Level of Service Standards and Highway Capacity Analysis for the State Highway System* for more information. No specific level of service standards are established for other highway modes (e.g., bus, pedestrian, bicycle). Quality/level of service for these modes is determined on a case by case basis.

A handwritten signature in black ink, appearing to read "Ananth Prasad".

Ananth Prasad, P.E.  
Secretary

## **Attachment E – Staff Responses to FDOT Technical Assistance Comments**

1. Table 2, Existing Conditions (2013) - Suggest adding a note identifying the method(s)/source(s) behind the count information in the table. The 2013 PSWADT counts shown are slightly higher than AADT counts reported in the Department's 2013 Florida Traffic Information DVD.  
Staff (Town Traffic Engineer) Comment: The 2013 PSWADT counts were collected by the Palm Beach County Traffic Division and the Town in peak season (January and March) of 2013, which are supposed to be higher than the AADT counts.
2. Tables 3 and 4, Future-Year Conditions (2020) and Future-Year Conditions (2035) - Suggest adding a note identifying the method(s)/source(s) behind the projected volumes in these tables. Such a note would explain differences between the Town's projected 2035 volumes and projected 2035 volumes from SERPM 6.5 as adopted for the Palm Beach MPO's 2035 Long Range Transportation Plan.  
Staff (Town Traffic Engineer) Comment: The mid- and long-term projections are generated based on the growth rate and layer-up approaches (i.e., the sum of the existing, background growth, committed and project trips) in lieu of FSUTMS model. The reason for this approach is twofold. First, projected traffic volumes on some of the east-west corridors, such as Toney Penna Drive and Center Street in parallel with the Indiantown Road, are under-assigned. Second, some major committed and future land uses such as Hawkeye, Inlet Village and transit-oriented redevelopments on Toney Penna Drive were not included.
3. Table 1 (Functional Classification of Existing Road Network) - One difference between the current (2013) version of the FDOT Quality/Level of Handbook, which implements FHWA's Highway Capacity Manual (HCM) 2010 methodology, from the 2009 version used by the Town relates to the classification of urban arterials such as Indiantown Road.  
Staff (Town Traffic Engineer) Comment: The 2012 standards adopted by FDOT were largely simplified according to the posted speed limit (PSL) self-dissected at 40 mph. The resultant LOS standards are unreasonable. First, the service volume standards on surface streets (interrupted facilities) regulated by traffic signals are mainly a function of signal density and intersection delay (which is used in 2009 and all previous versions), rather than the posted speed limit. The main variables affecting the speed indicator in the arterial analysis for urban arterials are the intersection delay and density of signalized intersections, not the PSL. The PSL is a more appropriate indicator for uninterrupted, limited access roadway facilities such as interstate highways. Second, dissecting the standards at 40 mph produces distinctively different volume thresholds. For example, for ADT standards on a 6-lane road (Urbanized Areas) at LOS C, the service volumes standard jumps from 23,300 on a 35 mph road to 58,400 on a 40 mph road. It is intuitively unreasonable that a surface street with only 5 mph higher PSL serves more than double traffic volume. That is the main reason why Palm Beach County and the Town did not adopt FDOT's 2012 standards. It is NOT anticipated that Palm Beach County will adopt ever the standards.
4. The Department appreciates the Town's focus on the Indiantown Road Corridor through its Jupiter Area Study. We would appreciate being informed about assessments of Indiantown Road near the I-95 interchange and impacts near the I-95 and Indiantown Road interchange from new developments that may be coming in for approvals at any stage. With that information, we can monitor impacts to the interchange and better identify when and what improvements will be needed to the interchange. Also, we can share information with Florida's Turnpike as warranted. A District Four contact is Lisa Dykstra at 954-777-4360, [lisa.dykstra@dot.state.fl.us](mailto:lisa.dykstra@dot.state.fl.us).  
Staff Comment: Engineering Department Staff will continue to provide FDOT and Turnpike staff with assessments of Indiantown Road near the I-95 and Turnpike interchanges pertaining to significant traffic trips associated with the approved development projects.
5. Figure 3, Collector & Arterial Sidewalk/Pedestrian Facilities
  - Is a pedestrian facility only a sidewalk or could it be some other type of path? Also, it is important to distinguish between on-road and off-road pedestrian facilities.

- On this or a future version of the figure, the Town could consider a color scheme that depicts sidewalks on both sides as one color, sidewalks on the north/west side only as another color, and sidewalks on the south/east side only as another color.

#### 6. Figure 4, Bicycle Transportation Master Plan

- Suggest identifying the difference between “bike lane” and “shoulder.” In the case of existing and proposed on-road bicycle facilities, designation may not be as important as identifying the width. Also, the legend does not account for “sharrows,” which are not a bike lane or a shoulder but are considered to be bicycle facilities.
- Multi-use facilities are likely off-road facilities and so may not fit under a shoulder designation. The legend could include a separate category for off-road facilities that includes multi-use facilities such as shared use paths, trails, and greenways. Identifying the width of these facilities also is important.
- The Town could consider depicting existing or proposed designated bicycle routes and/or scenic routes that are part of a system, such as the East Coast Greenway.
- The Town could consider the applicability of depicting long-term (daily vs hourly) bicycle storage facilities such as lockers and attractors with substantial bicycle parking availability.

#### 7. Figures 3 and 4

- Has the Town prioritized the future/proposed facilities on these figures? If so, showing the priorities on the figures could be useful to the Palm Beach MPO and others in terms of aligning transportation investments.
  - Given the importance of pedestrian and bicycle facilities for access to transit, suggest including Palm Tran routes and/or bus stops on these or future versions of these figure.
  - Another potential enhancement to the figures would be to distinguish signalized from non-signalized intersections. Identifying any mid-block crossings for pedestrians could also be considered.
- Staff Comment (for 5-7): Staff has included the Palm Tran Route #10 and the existing corresponding bus stops on the revised Figure 4. Staff will review FDOT staff’s remaining suggestions pertaining to Figures 3 and 4 the next time these figures are proposed to be updated, and incorporate the proposed changes as appropriate. Some of the changes suggested by FDOT would further increase the complexity (colors, symbols, etc.) of the figures and staff will explore how these concerns could be addressed, perhaps through the creation of a new figure in the future.