TREASURE COAST REGIONAL PLANNING COUNCIL

INDIAN RIVER - MARTIN - PALM BEACH - ST. LUCIE

September 28, 2009

The Honorable Joseph R. Russo, Mayor
City of Palm Beach Gardens
10500 North Military Trail
Palm Beach Gardens, FL 33410

Subject: Scripps Florida-Phase II/Briger Tract Development of Regional Impact

Dear Mayor Russo:

I am hereby transmitting the report and recommendations adopted by Treasure Coast Regional Planning Council on September 18, 2009 for Scripps Florida-Phase II/Briger Tract Development of Regional Impact. The attached report and recommendations represent the fulfillment of Council's responsibilities as provided for in Section 380.06(12), Florida Statutes.

Also, enclosed are a Summary of Council Member Comments and other information related to the Scripps Florida – Phase II/Briger Development of Regional Impact. Please note that the Council did not approve or adopt these comments and did not endorse the Applicant's proposed amendments to the conditions of approval. However, Council directed that these comments and related information be provided to the City of Palm Beach Gardens for their consideration.

Should you feel Council can be of any further assistance, please contact me at your convenience. Council looks forward to receipt of the adopted Development Order as provided for by Section 380.06, Florida Statutes. In turn, the City of Palm Beach Gardens will be notified of Council's recommendation upon its review of the Development Order.

Sincerely,

Michael J. Busha, AICP
Executive Director

MJB:lg

Enclosures

cc: Gary Wheeler, TCRPC Chairman
Mike McDaniel, FDCA
Palm Beach Gardens City Council
Ron Ferris, PBG
Kara Irwin, PBG
Natalie Wong, PBG
Shannon Larocque, PBC
Gustavo Schmidt, FDOT
Kim Samson, Florida Turnpike Authority
John Sickler, Town of Jupiter
Diane Scholz, Governor's Office - OTTED
Tim Gray, FDEP
James Golden, SFWMD
Maria Tejera, MTP Group
Ken Tuma, Urban Design Kilday Studios
Howard Lester, Applicant

Summary of Council Member Comments on the Scripps Florida – Phase II/Briger Development of Regional Impact At the Treasure Coast Regional Planning Council Meeting on September 18, 2009

Council members expressed the following comments related to the Scripps Florida – Phase II/Briger Development of Regional Impact. The Council did not approve or adopt these comments. However, Council directed that these comments be provided to the City of Palm Beach Gardens for their consideration.

- There should have been more interaction earlier with the City of Palm Beach Gardens, development team, and land owners in order to get better agreement on the alternative master development plan.
- There is a concern that the project has too much retail.
- There is a concern that the proposed retail may negatively impact existing nearby retail.
- The project should put more money into trolley systems and move people to existing centers to reinvigorate downtown Abacoa and other areas.
- Not all of the new employees in biotechnology will choose to live in the dense living lifestyle depicted by the alternative master development plan.
- The alternative master development plan forces some intensity and density that may not work.
- The new urbanism approach should be incorporated into this project, but not as the sum total of the project.
- A combination of the alternative plan and the proposed plan that preserves more land would be desirable.
- The assessment report lists Palm Beach County as the applicant; however, the Application for Development Approval lists the following entities as property owners: 1) Patricia B. Lester and Howard Lester as Co-Successor Trustees of the David Minkin Florida Trust dated December 12, 1996; 2) Richard Thall; 3) Robert Thall; 4) Peter L. Briger; 5) Peter H. Briger; 6) The Lester Family Investments, L.P., a Delaware Limited Partnership; and 7) Palm Beach County, a Political Subdivision of the State of Florida.
- A critically important component of the project is bioscience, which should not be diluted when the City of Palm Beach Gardens considers the definitions of bioscience and what accessory uses will be approved.
- There is a concern which entity will be responsible for maintaining the open space when the development is completed.
- Affordable housing for the bioscience employees should be provided onsite and the units should be of sufficient size to meet the needs of families, not just single individuals.
- There is a concern that the applicant did not solicit enough public input in developing the proposed plan.
- There is a concern that the applicant did not pay enough attention to the environment, loss of habitat, water services, and stormwater impacts in developing the proposed plan.

- The development order conditions should contain a reference to Section 163.3180(12)(a), Florida Statutes, related to the project qualifying for use of the proportionate-share contribution option for local and regionally significant traffic impacts. This should be done to make sure there is connectivity to Abacoa and Tri-Rail without saying exactly how it is to be accomplished.
- There is a concern that the proposed residential component of the project will impact beach access, which could be mitigated by a requirement that the County earmark money from this project for improvement of the Diamondhead/Radnor property in northern Palm Beach County.
- Consideration should be given to deleting the ability to provide money in lieu of providing workforce housing onsite and allowing accessorily units to be counted in their entirety.
- The Town of Jupiter would like to continue working with the City of Palm Beach Gardens and Palm Beach County on local and design compatibility issues as the process moves forward.

Submitted by Ken Tuma on behalf of the applicant at the September 18, 2009 Council meeting

Proposed Amendments to
Treasure Coast Regional Planning Council staff's General Conditions of Approval

Master Development Plan

12. Prior to final approval of any site plan application for the Scripps Florida - Phase II / Briger Tract Development of Regional Impact, the developer shall consider revising ~~revise~~ Map H, Master Development Plan, to illustrate that development is limited to the northern 2/3 of the Briger Parcel east of I-95. The portion of the parcel west of I-95 should be designated as preserve area and used for passive recreation. Map H, Master Development Plan, should illustrate clearly defined neighborhood structure with street, block, and open space locations ~~as illustrated in the Alternative Master Development Plan.~~

13. Prior to final approval of any site plan application for the Scripps Florida - Phase II / Briger Tract Development of Regional Impact, the developer shall ~~revise~~ consider revising the Design Guidelines so that the Block Style development pattern applies to all districts. It is especially important that the block structure is evident along the proposed spine road with frequent cross streets to manage speeds and provide the access and environment necessary to accommodate pedestrians and public transit ~~as illustrated in the Alternative Master Development Plan~~.

14. Prior to final approval of any site plan application for the Scripps Florida - Phase II / Briger Tract Development of Regional Impact, the developer shall revise Map H, Master Development Plan, to illustrate Donald Ross Road as a boulevard section with a frontage road that provides parallel on-street parking to the businesses and residences that will face the corridor as illustrated in the Alternative Master Development Plan, subject to the approval of all applicable governmental review agencies.

15. Prior to final approval of any site plan application for the Scripps Florida - Phase II / Briger Tract Development of Regional Impact, the developer shall consider ~~provide~~:

    a. Detailed design guidelines depicting street sections (sidewalks and street trees to be provided on both sides of the street), placement of parking, building locations, pedestrian and service connections, and architectural standards ~~as illustrated in the Alternative Master Development Plan~~.

b. Detailed neighborhood plans that illustrate street and block sizes and locations, parks and open space locations, building type and use locations, transit stop locations and shelter designs, and provide clear assurance of overall project connectivity ~~as illustrated in the Alternative Master Development Plan~~.

Upland Preservation

38. The developer shall preserve <u>significant areas</u> ~~all~~ of the upland natural communities on the western side of I-95 shown on Map F, Vegetation Associations Map, in the Scripps Florida - Phase II / Briger Tract Development of Regional Impact Application for Development Approval. Prior to final approval of any site plan application for the project, the developer shall identify the location of all upland preserve areas on Map H, Master Development Plan. The intent of this condition is to provide protection of upland natural communities, to provide habitat for wildlife and listed species, and to assist in improving water quality by buffering wetlands and water bodies. The continued viability and maintenance of the preserve areas shall be assured through a Conservation Easement with the City of Palm Beach Gardens, South Florida Water Management District, or Northern Palm Beach County Improvement District. The easement shall be properly executed and recorded prior to issuance of building permits for any portion of the project.

Wetlands

39. The developer shall protect and enhance Wetland A in the parcel east of I-95, and all twelve wetlands on the parcel west of I-95 identified on Map F, Wetland Impact Map, in the Scripps Florida - Phase II / Briger Tract Development of Regional Impact Application for Development Approval<u>, unless acceptable off-site mitigation is approved by all applicable governmental review agencies</u>. Prior to final approval of any site plan application for the Scripps Florida - Phase II / Briger Tract Development of Regional Impact, the developer shall identify the location of all wetlands to be protected on Map H, Master Development Plan. The preserved and enhanced wetlands shall be protected within a Conservation Easement established with City of Palm Beach Gardens, South Florida Water Management District, or Northern Palm Beach County Improvement District. The easement shall be properly executed and recorded prior to issuance of building permits for any future portion of the project.

From: Allan Ennis [AEnnis@pbcgov.org]

Sent: Wednesday, September 16, 2009 11:28 AM

To: mbusha@tcrpc.org

Cc: mtejera@mtpgroup.net; George Webb; Shannon LaRocque; Ken Tuma; Susan E. O'Rourke

Subject: Land Use Conversion Matrix for Briger DRI ---

Mike,
Recommended Condition #34 in the Scripps-Briger Phase II Draft Assessment Report states that "building permits for additional land uses in Parcels A through F may be issued consistent with the use of the Land Use Conversion Matrix included in the Application for Development Approval for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact". Although the Conversion Matrix is not shown in the Assessment Report, Palm Beach County has concern that the referenced matrix is based only upon ITE **PM** Peak Hour Rate. Because almost half of the roadway segments projected to exceed capacity during the buildout of the Briger development are estimated to fail during the **AM** peak first, we believe that a second Land Use Conversion Matrix based upon ITE **AM** Peak Hour Rates should be developed and that Condition #34 should require that any land use conversions be based upon the more restrictive of the conversion factors derived from both the AM and PM Land Use Conversion Matrices.
In addition, we concur with the comments regarding the Land Use Conversion Matrix included in item 1.a of the August 24, 2009 letter from the Town of Jupiter. The letter notes that not all of the land uses shown in the column headers under "Land Use to Decrease" are approved uses in the DRI traffic study and that land use conversions should be based upon equivalencies for all public facilities --- not just traffic. This would be consistent with other DRI conversion tables approved in the past.
Your consideration of these additional comments will be appreciated.

Allan A. Ennis, P.E., AICP
Assistant Director
Palm Beach County Traffic Division

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

Peter G. Merritt

From: "Wong, Chon" <Chon.Wong@dot.state.fl.us>
To: "Peter G. Merritt" <pmerritt@tcrpc.org>
Cc: "Braun, Steve" <Steve.Braun@dot.state.fl.us>; <gwebb@pbcgov.org>; <mtejera@mtpgroup.net>; "Bush, Lois" <Lois.Bush@dot.state.fl.us>; "Li, Shi-Chiang" <Shi-Chiang.Li@dot.state.fl.us>; "Goddeau, Amie K." <Amie.Goddeau@dot.state.fl.us>
Sent: Thursday, September 17, 2009 11:28 AM
Subject: RE: Briger Tract DRI DO conditions/assessment report

Peter:

Thank you for forwarding the link to download the draft assessment report. FDOT has reviewed transportation-related DO conditions and found them to be consistent with what were discussed during the previous DO meetings.

We have one very minor comment/observation (which we do not think would need a revision on the draft DO conditions) that is related to the interchange improvement at I-95 and Donald Ross Road on Page 21 (see below) - the indicated responsible agency is Palm Beach County, which is fine. We just want to point out that any interchange improvement would need to be coordinated with FDOT and FHWA.

DRAFT
Subject to modification

agencies have all agreed to apply the contributions to the following mobilit improvements:

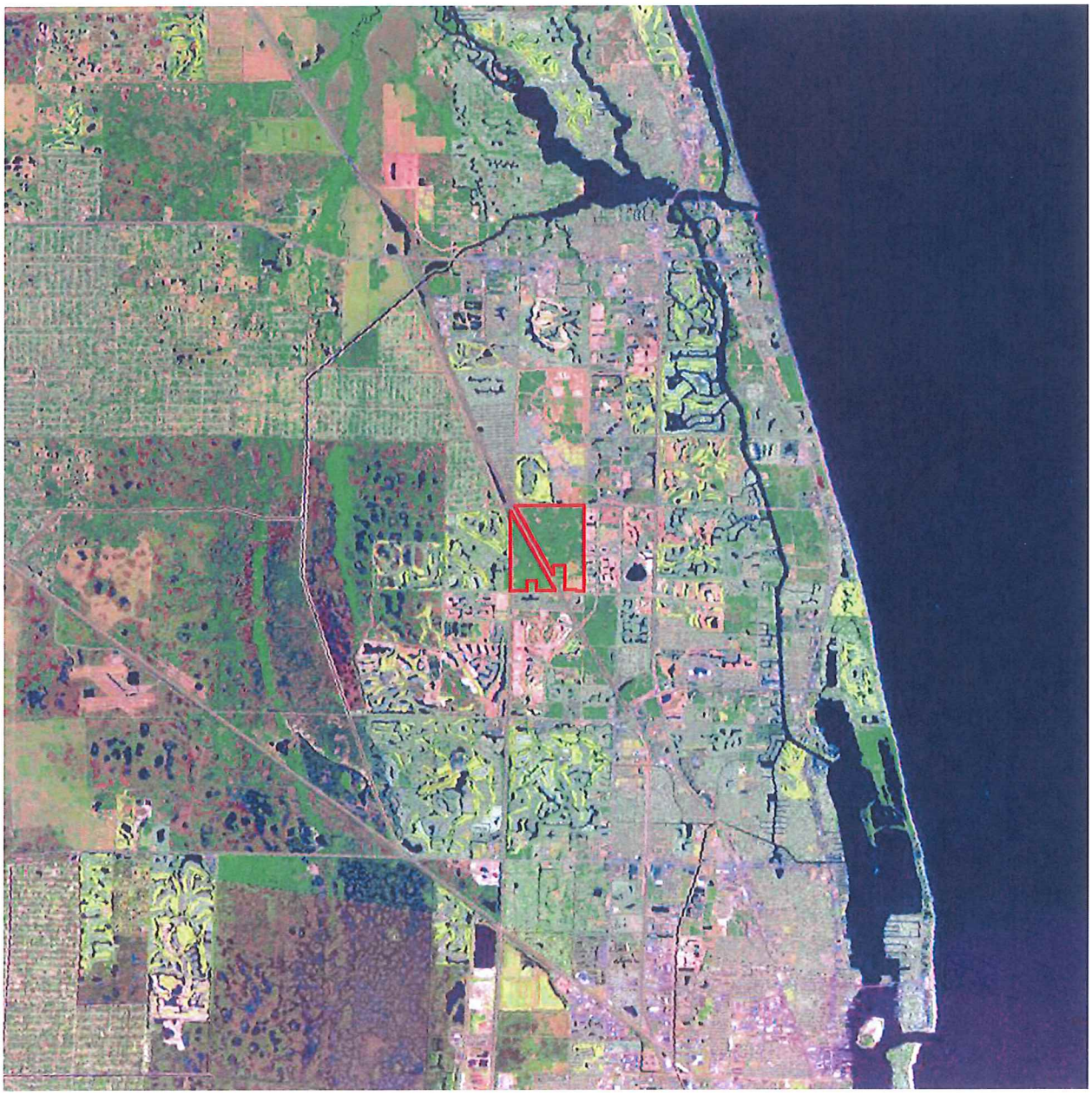
a. Provide intersection improvements at the Donald Roass Road/I-95 intersection and widen Donald Ross Road from I-95 to Heights Boulevard
   Responsible Agency: Palm Beach County
   Estimated Cost: $6,000,000
   Schedule: End of Phase 1

Please let me know If you have any questions. Thanks!

Chon Wong
FDOT-D4 PL&EM
954.777.4659(Ph) 954.777.4671(Fax)
chon.wong@dot.state.fl.us

SCRIPPS FLORIDA – PHASE II/BRIGER TRACT

DEVELOPMENT OF REGIONAL IMPACT ASSESSMENT REPORT



TREASURE COAST REGIONAL PLANNING COUNCIL

INDIAN RIVER – MARTIN – ST. LUCIE – PALM BEACH

A DEVELOPMENT OF REGIONAL IMPACT ASSESSMENT REPORT

FOR

SCRIPPS FLORIDA – PHASE II/BRIGER TRACT

CITY OF PALM BEACH GARDENS, FLORIDA

SEPTEMBER 2009

PREPARED BY:

TREASURE COAST REGIONAL PLANNING COUNCIL
421 SW CAMDEN AVENUE
STUART, FLORIDA 34994
(772) 221-4060

TREASURE COAST REGIONAL PLANNING COUNCIL

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Susan Caron	(St. Lucie County)

Ex-Officio Members

Ron Bunch, Enterprise Florida, Inc.
Mary Murphy, Alt., Florida Department of Environmental Protection
Lois Bush, Alt., Florida Department of Transportation
Jim Carnes, South Florida Water Management District
Ann Benedetti, St. Johns River Water Management District

ABBREVIATIONS

The following abbreviations may be used in this report:

ADA	Application for Development Approval
BMP	Best Management Practice
CIE	Capital Improvement Element
COE	United States Army Corps of Engineers
Council	Treasure Coast Regional Planning Council
CSA	Concurrency Service Area
DO	Development Order
DRI	Development of Regional Impact
EPA	United States Environmental Protection Agency
FAC	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FFWCC	Florida Fish and Wildlife Conservation Commission
FDOT	Florida Department of Transportation
FIAM	Fiscal Impact Analysis Model
FIHS	Florida Interstate Highway System
FLUM	Future Land Use Map
FPL	Florida Power and Light Company
FS	Florida Statutes
FSUTMS	Florida Standard Urban Transportation Model Structure
GPD	Gallons per Day
HCM	Highway Capacity Manual
HUD	United States Department of Housing and Urban Development
IFAS	Institute of Food and Agricultural Sciences
ITE	Institute of Transportation Engineers
LOS	Level of Service
MGD	Million Gallons per Day
NCD	New Community Development District
NGVD	National Geodetic Vertical Datum
NOPC	Notice of Proposed Change
NPDES	National Pollutant Discharge Elimination System
NPV	Net Present Values
R&D	Research and Development
SF	Square Feet
SFWMD	South Florida Water Management District
SRPP	Strategic Regional Policy Plan
SIS	Strategic Intermodal System
SUA	Seacoast Utility Authority
TAZ	Traffic Analysis Zone
TPS	Traffic Performance Standards
USB	Urban Service Boundary
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service

SCRIPPS FLORIDA – PHASE II/BRIGER TRACT DRI REPORT AND RECOMMENDATIONS

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INTRODUCTION

This assessment of the Scripps Florida – Phase II/Briger Tract Development of Regional Impact (DRI) has been prepared by the Treasure Coast Regional Planning Council (Council) as required by Section 380.06(12), Florida Statutes and 9J-2.024(1), Florida Administrative Code (FAC). The primary purpose of the assessment report is to identify the regional impacts, both positive and negative, that can reasonably be expected to occur should the proposed project be approved. In carrying out this objective, the report suggests opportunities to eliminate or mitigate negative impacts expected to occur and where possible to enhance positive features of the proposed development.

The Scripps Florida – Phase II/Briger Tract Application for Development Approval (ADA) was originally submitted on January 16, 2009 and was supplemented with additional information on July 1, 2009 and August 27, 2009. On July 30, 2009 the City and the applicant were notified that the ADA for the Scripps Florida – Phase II/Briger Tract DRI had been reviewed by Council and found to have completed the informational sufficiency process pursuant to Section 380.06(10), Florida Statutes. The City was notified that the public hearing may be set for the proposed DRI pursuant to Section 380.06(11), Florida Statutes, and that Council will prepare the regional assessment report.

The series of recommendations contained in the Scripps Florida – Phase II/Briger Tract DRI assessment report are based on the goals, strategies, and policies of the Strategic Regional Policy Plan (SRPP), adopted pursuant to Section 186.508, Florida Statutes. The recommendations of the Council are provided to assist the City in creating a development order (DO) for the DRI, consistent with 9J-2.025, FAC. This report and the recommendations are primarily directed at regional systems and facilities and do not necessarily address all local concerns. The recommendations do not foreclose or abridge the legal responsibility of the local government to act pursuant to applicable local laws or ordinances.

Once Council adopts the Scripps Florida – Phase II/Briger Tract DRI assessment report it is transmitted to the City. From there the City shall hold the public hearing that has been set for the proposed Scripps Florida – Phase II/Briger Tract DRI. At the hearing the City shall approve, deny or approve with conditions, restrictions, or limitations taking into consideration whether and the extent to which:

1. the development is consistent with the local comprehensive plan and local land development regulations;
2. the development is consistent with the report and recommendations of the regional planning council; and
3. the development is consistent with the State Comprehensive Plan.

The City is required to render a decision on the proposed Scripps Florida – Phase II/Briger Tract DRI within 30 days after the hearing unless an extension is requested by the developer.

PROJECT INFORMATION

Project Name: Scripps Florida – Phase II/Briger Tract

Applicant: Palm Beach County

Jurisdiction: City of Palm Beach Gardens

Size: 681.69 acres

Location: Adjacent to I-95 south of the Donald Ross Road Interchange

Population: 6,156 persons

Employment: 8,652 permanent full-time jobs

Uses:

2,600,000 SF	biotech research & development
1,200,000 SF	office
500,000 SF	retail
2,700	residential dwelling units
300 rooms	hotel

Buildout Date: 2028

Phases: 4 phases as described in the following table:

Phase[1]	Years	Biotech R&D (SF)	Office (SF)	Retail (SF)	Residential (DU)	Hotel (rooms)
1	2009-2013	300,000	100,000	500,000	800	300
2	2014-2018	400,000	200,000	0	850	0
3	2019-2023	400,000	200,000	0	500	0
4	2024-2028	1,500,000	700,000	0	550	0
Total	2009-2028	2,600,000	1,200,000	500,000	2,700	300

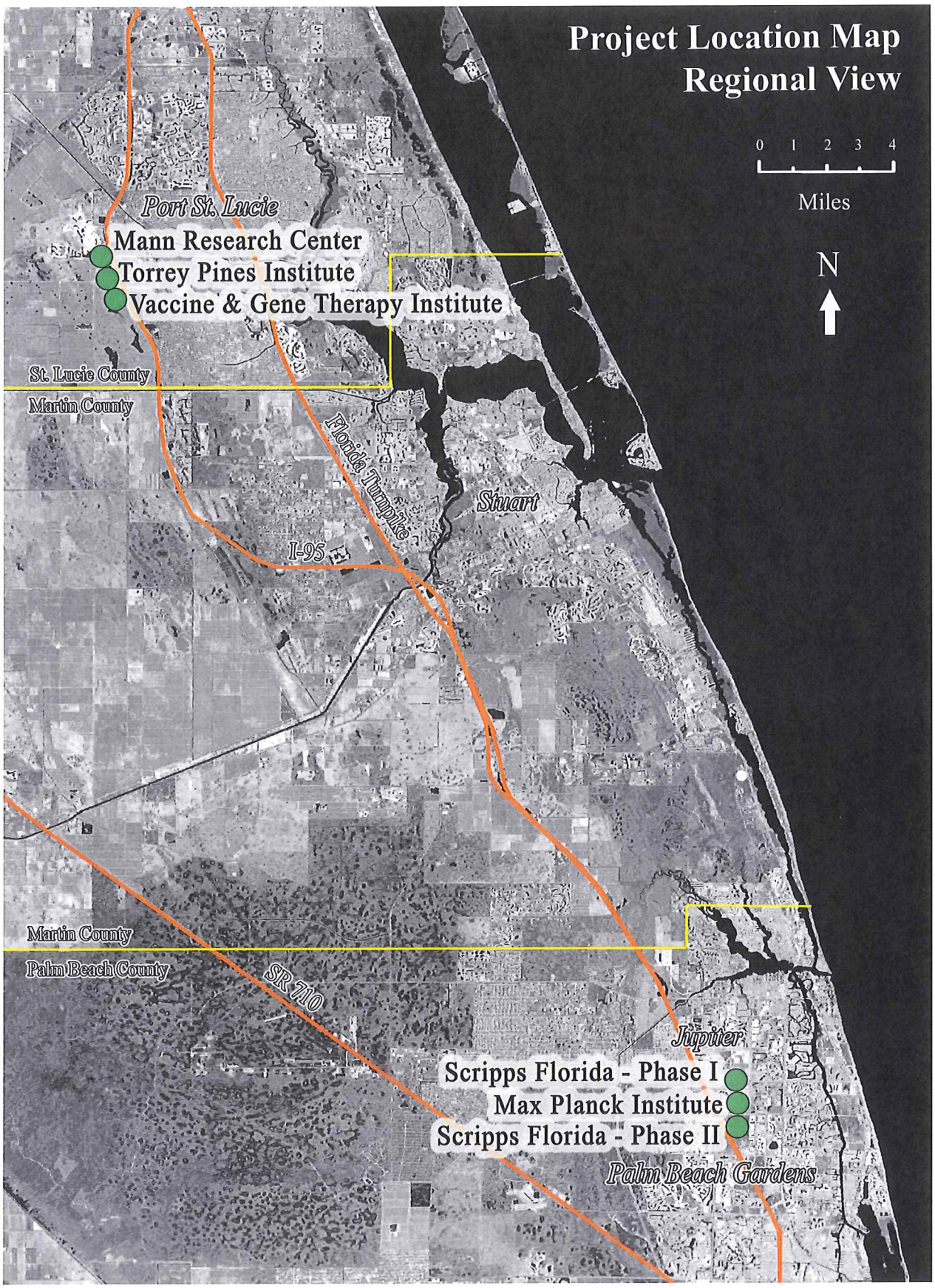
[1] This phasing table is based on information provided in Table 10-A included in the answer to Question 10 – General Project Description, of the Application for Development Approval.

GENERAL PROJECT DESCRIPTION

The Scripps Florida – Phase II/Briger Tract DRI is a proposed multi-use development on approximately 681.69 acres in the City of Palm Beach Gardens, Florida. The project site is located immediately east of the Florida Turnpike, south of Donald Ross Road, and north of Hood Road. The site is divided north-south into two pieces by I-95. The site is bounded by utilities and the Florida Turnpike to the west; Abacoa DRI to the north, residential and the Benjamin School to the east, and residential and vacant property to the south. The properties to the north of the project are located in the Town of Jupiter. Location maps and Map H, Master Development Plan, are included in the following pages.

The Master Development Plan proposes several components, including the Scripps Campus District, a Biotech District, a Town Center District, a Neighborhood District, a neighborhood Commercial District, and upland and wetland preserve areas. The plan proposes a total of 2,600,000 SF of biotech research and development, 1,200,000 SF of office, 500,000 SF of retail, 2,700 residential dwelling units, and a 300-room hotel. Development is proposed to occur in four, four-year phases with buildout in 2028. This project is expected to provide housing for 6,156 people and provide 8,652 permanent jobs. Seacoast Utility Authority will provide potable and irrigation quality water to the development. Stormwater treatment will be provided within wet detention areas constructed onsite. Off-site discharges will be directed to two existing discharge locations on the east side of the property permitted by the Northern Palm Beach County Improvement District.

The land cover on the project site is mostly pine flatwoods with scattered wetlands. The site also includes several small areas of improved and unimproved pasture. The property is currently used for grazing and pasture. The property is entirely within the City of Palm Beach Gardens and is located with the City's Urban Growth Boundary. On June 16, 2005, the City adopted an ordinance amending the Future Land Use Plan designation for the site to Mixed Use. The new designation for the site allows for the development of: 8 million square feet of Research and Development; 1000 multi-family units; and 50,000 SF of commercial; or some combination of development of equivalent intensity and infrastructure impact. The proposed development plan is consistent with the land use designation on the site.



Project Location Map – Regional View

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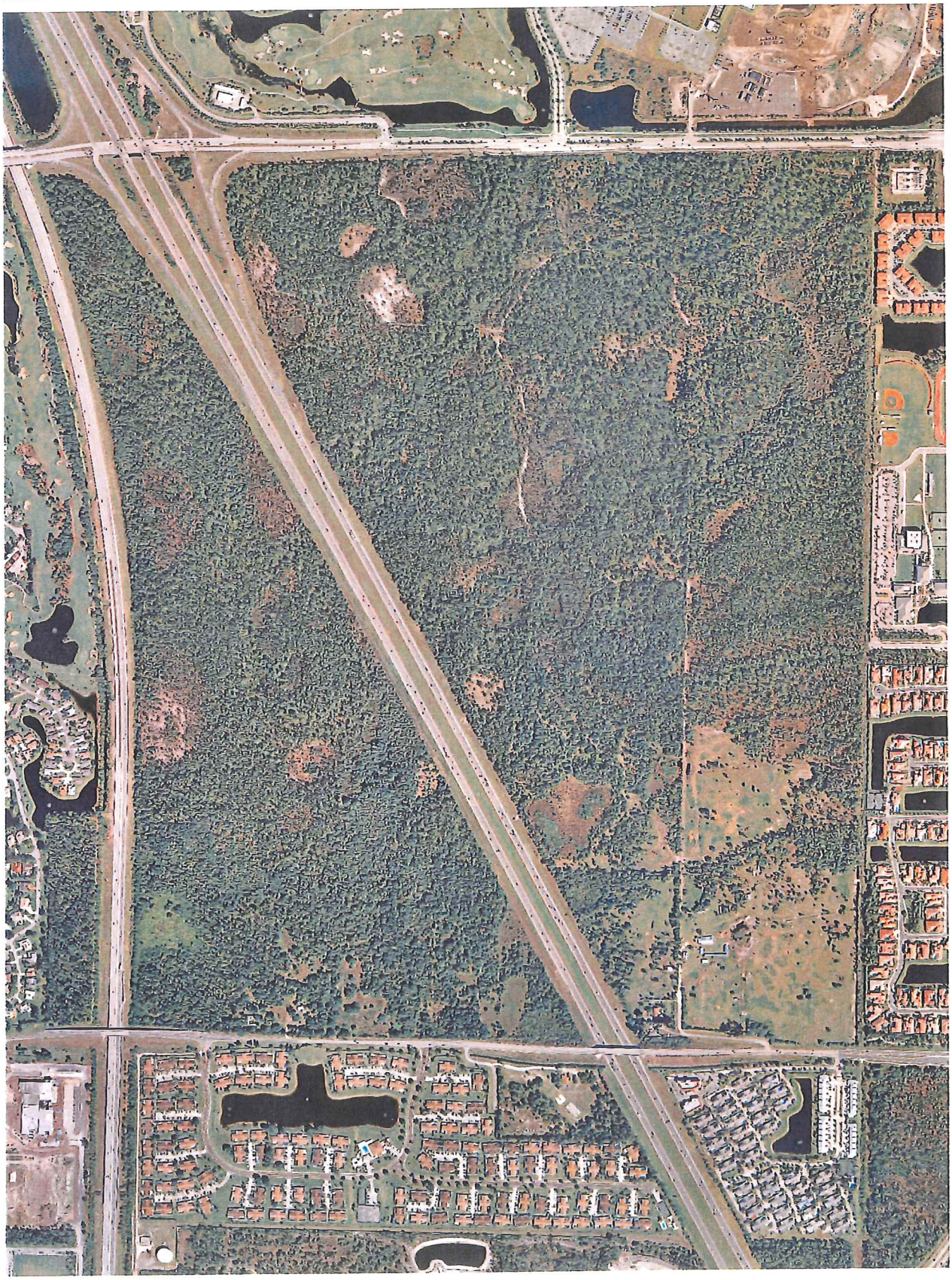
Project Location Map – General Location

N



Palm Beach County, 2007 Digital Aerial Photograph

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Project Location Map – Aerial Photograph of Site

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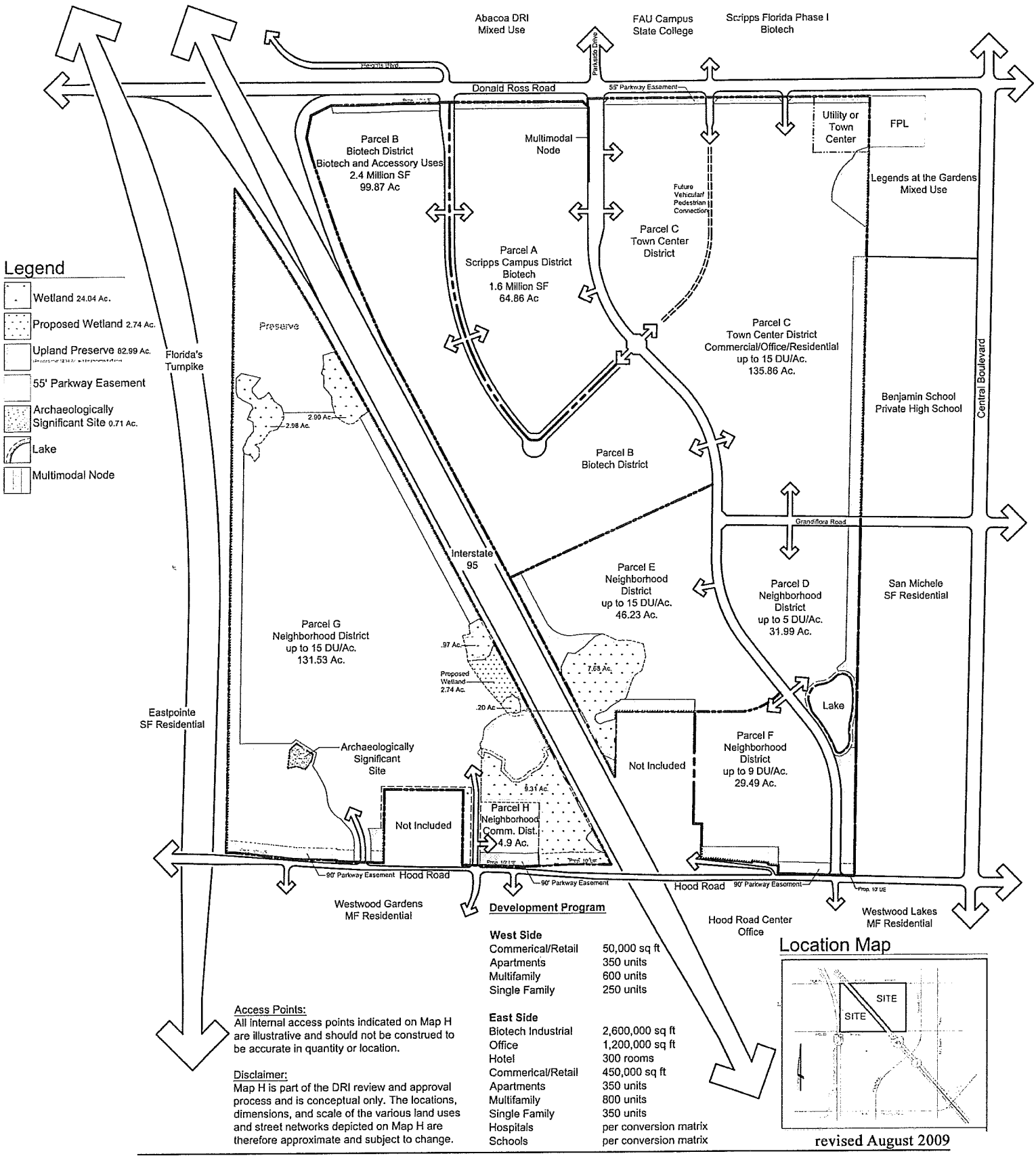


Legend

- Wetland 24.04 Ac.
- Proposed Wetland 2.74 Ac.
- Upland Preserve 82.99 Ac.
- 55' Parkway Easement
- Archaeologically Significant Site 0.71 Ac.
- Lake
- Multimodal Node

Development Program

West Side	
Commerical/Retail	50,000 sq ft
Apartments	350 units
Multifamily	600 units
Single Family	250 units
East Side	
Biotech Industrial	2,600,000 sq ft
Office	1,200,000 sq ft
Hotel	300 rooms
Commerical/Retail	450,000 sq ft
Apartments	350 units
Multifamily	800 units
Single Family	350 units
Hospitals	per conversion matrix
Schools	per conversion matrix

Location Map

Access Points:
All internal access points indicated on Map H are illustrative and should not be construed to be accurate in quantity or location.

Disclaimer:
Map H is part of the DRI review and approval process and is conceptual only. The locations, dimensions, and scale of the various land uses and street networks depicted on Map H are therefore approximate and subject to change.

revised August 2009

urban design studio

Master Development Plan – Map H

N

Scripps Florida - Phase II / Briger Tract DRI Land Use Conversion Matrix

	ITE CODE	Permitted Use*	ITE PM Peak Hour Rate**	LAND USE TO DECREASE																		
				Single-Family (per DU)	Apartment (per DU)	Condo/TH (per DU)	Hotel (per occupied room)	Retail (per 1,000 SF)	Pharmacy w/ Drive Thru Window (per 1,000 SF)	Drive-in Bank (per 1,000 SF)	FF Restaurant w/ Drive Thru Window (per 1,000 SF)	Research & Development Center (per 1,000 SF)	Library (per 1,000 SF)	Day Care Center (per 1,000 SF)	Church (per 1,000 SF)	Community Center (per 1,000 SF)	University (per student)	Elementary School (per student)	High School (per student)	Hospital (per 1,000 SF)	Medical Office (per 1,000 SF)	General Office (per 1,000 SF)	Assisted Living Facility (per bed)
				0.3737	0.2170	0.1716	0.3570	1.8000	4.3962	22.8700	16.6272	0.9180	3.6868	6.9854	0.3168	1.1644	0.1470	0.1540	0.0742	0.7906	2.7156	1.2367	0.1232
LAND USE TO INCREASE	210	Single-Family (per DU)	0.3737	1.0000	1.7221	2.1777	1.0468	0.2076	0.0850	0.0163	0.0225	0.4071	0.1014	0.0535	1.1796	0.3209	2.5422	2.4266	5.0364	0.4727	0.1376	0.3022	3.0333
	220	Apartment (per DU)	0.2170	0.5807	1.0000	1.2646	0.6078	0.1206	0.0494	0.0095	0.0131	0.2364	0.0589	0.0311	0.6850	0.1864	1.4762	1.4091	2.9245	0.2745	0.0799	0.1755	1.7614
	230	Condo/TH (per DU)	0.1716	0.4592	0.7908	1.0000	0.4807	0.0953	0.0390	0.0075	0.0103	0.1869	0.0465	0.0246	0.5417	0.1474	1.1673	1.1143	2.3127	0.2171	0.0632	0.1388	1.3929
	310	Hotel (per occupied room)	0.3570	0.9553	1.6452	2.0804	1.0000	0.1983	0.0812	0.0156	0.0215	0.3889	0.0968	0.0511	1.1269	0.3066	2.4286	2.3182	4.8113	0.4516	0.1315	0.2887	2.8977
	820	Retail (per 1,000 SF)	1.8000	4.8167	8.2949	10.4895	5.0420	1.0000	0.4094	0.0787	0.1083	1.9608	0.4882	0.2577	5.6818	1.5459	12.2449	11.6883	24.2588	2.2768	0.6628	1.4555	14.6104
	881	Pharmacy w/ Drive Thru Window (per 1,000 SF)	4.3962	11.7640	20.2590	25.6189	12.3143	2.4423	1.0000	0.1922	0.2644	4.7889	1.1924	0.6293	13.8769	3.7755	29.9061	28.5468	59.2480	5.5606	1.6189	3.5548	35.6834
	912	Drive-in Bank (per 1,000 SF)	22.8700	61.1988	105.3917	133.2751	64.0616	12.7056	5.2022	1.0000	1.3755	24.9129	6.2032	3.2740	72.1907	19.6410	155.5782	148.5065	308.2210	28.9274	8.4217	18.4928	185.6331
	934	FF Restaurant w/ Drive Thru Window (per 1,000 SF)	16.6272	44.4934	76.6230	96.8951	46.5748	9.2373	3.7822	0.7270	1.0000	18.1124	4.5099	2.3803	52.4848	14.2796	113.1102	107.9688	224.0863	21.0311	6.1228	13.4448	134.9610
	760	Research & Development Center (per 1,000 SF)	0.9180	2.4565	4.2304	5.3497	2.5714	0.5100	0.2088	0.0401	0.0552	1.0000	0.2490	0.1314	2.8977	0.7884	6.2449	5.9610	12.3720	1.1611	0.3380	0.7423	7.4513
	590	Library (per 1,000 SF)	3.6868	9.8657	16.9899	21.4848	10.3272	2.0482	0.8386	0.1612	0.2217	4.0161	1.0000	0.5278	11.6376	3.1663	25.0803	23.9403	49.6873	4.6633	1.3576	2.9812	29.9253
	565	Day Care Center (per 1,000 SF)	6.9854	18.6925	32.1908	40.7075	19.5669	3.8808	1.5890	0.3054	0.4201	7.6094	1.8947	1.0000	22.0499	5.9991	47.5197	45.3597	94.1429	8.8356	2.5723	5.6484	56.6997
	560	Church (per 1,000 SF)	0.3168	0.8477	1.4599	1.8462	0.8874	0.1760	0.0721	0.0139	0.0191	0.3451	0.0859	0.0454	1.0000	0.2721	2.1551	2.0571	4.2695	0.4007	0.1167	0.2562	2.5714
	495	Community Center (per 1,000 SF)	1.1644	3.1159	5.3659	6.7855	3.2616	0.6469	0.2649	0.0509	0.0700	1.2684	0.3158	0.1667	3.6755	1.0000	7.9211	7.5610	15.6927	1.4728	0.4288	0.9415	9.4513
	550	University (per student)	0.1470	0.3934	0.6774	0.8566	0.4118	0.0817	0.0334	0.0064	0.0088	0.1601	0.0399	0.0210	0.4640	0.1262	1.0000	0.9545	1.9811	0.1859	0.0541	0.1189	1.1932
	520	Elementary School (per student)	0.1540	0.4121	0.7097	0.8974	0.4314	0.0856	0.0350	0.0067	0.0093	0.1678	0.0418	0.0220	0.4861	0.1323	1.0476	1.0000	2.0755	0.1948	0.0567	0.1245	1.2500
	530	High School (per student)	0.0742	0.1986	0.3419	0.4324	0.2078	0.0412	0.0169	0.0032	0.0045	0.0808	0.0201	0.0106	0.2342	0.0637	0.5048	0.4818	1.0000	0.0939	0.0273	0.0600	0.6023
	610	Hospital (per 1,000 SF)	0.7906	2.1156	3.6433	4.6072	2.2146	0.4392	0.1798	0.0346	0.0475	0.8612	0.2144	0.1132	2.4956	0.6790	5.3782	5.1338	10.6550	1.0000	0.2911	0.6393	6.4172
	720	Medical Office (per 1,000 SF)	2.7156	7.2668	12.5143	15.8252	7.6067	1.5087	0.6177	0.1187	0.1633	2.9582	0.7366	0.3888	8.5720	2.3322	18.4735	17.6338	36.5984	3.4349	1.0000	2.1958	22.0422
	710	General Office (per 1,000 SF)	1.2367	3.3093	5.6991	7.2069	3.4641	0.6871	0.2813	0.0541	0.0744	1.3472	0.3354	0.1770	3.9037	1.0621	8.4129	8.0305	16.6671	1.5643	0.4554	1.0000	10.0381
	254	Assisted Living Facility (per bed)	0.1232	0.3297	0.5677	0.7179	0.3451	0.0684	0.0280	0.0054	0.0074	0.1342	0.0334	0.0176	0.3889	0.1058	0.8381	0.8000	1.6604	0.1558	0.0454	0.0996	1.0000

* Note: The Land Use Conversion Matrix is not intended to be an inclusive list of all permitted uses. Permitted uses for each District are governed by the Permitted Use List. Any uses not listed in this Matrix, but on the Permitted Use List, can be converted using ITE rates.

** Note: ITE PM Peak Hour Rate is the Average Two-Way PM Peak Hour Rate multiplied by the outbound split percentage.

June 10, 2009

Examples:

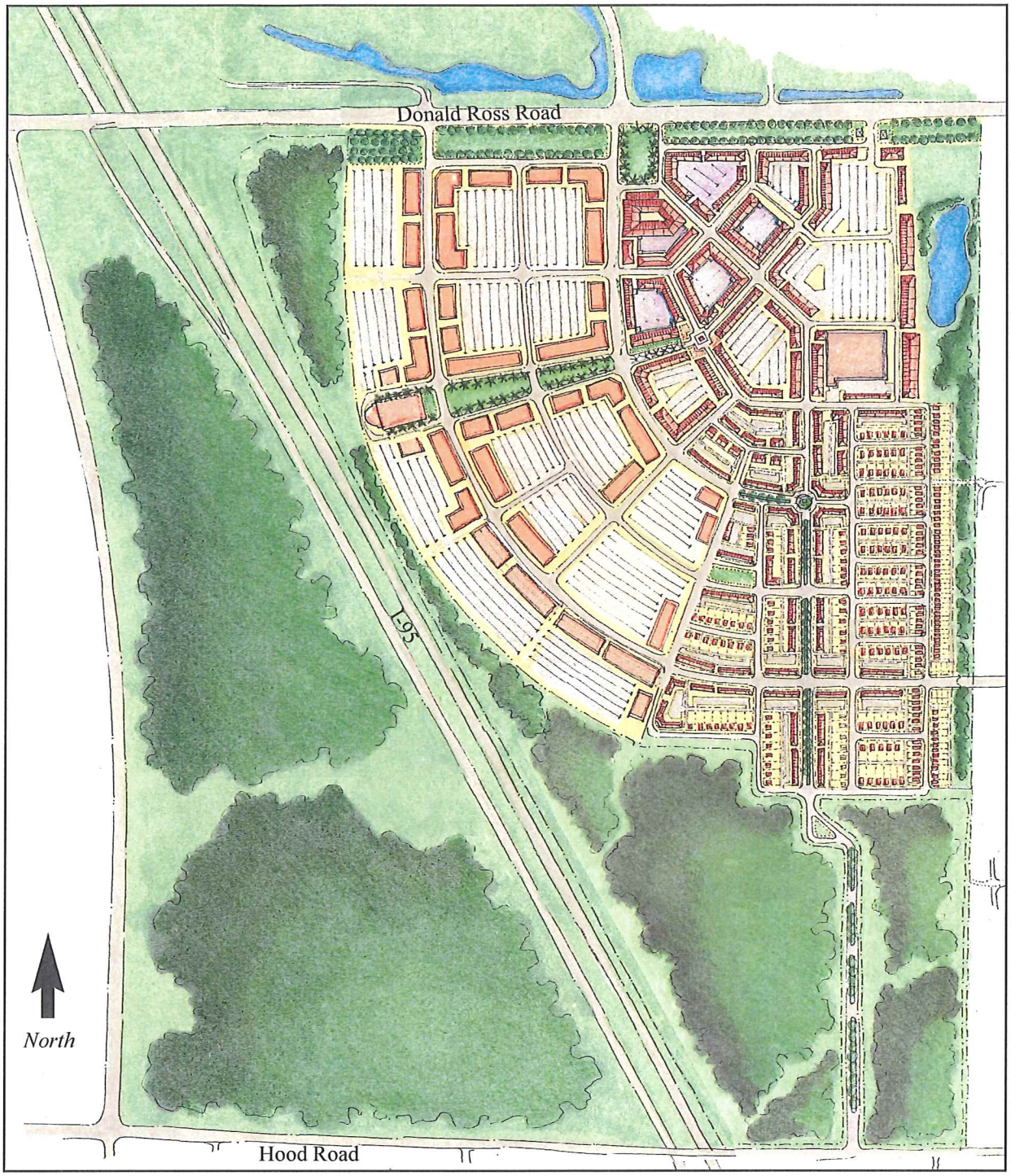
A. To increase a particular permitted use, see the following examples to determine the amount of another use that could be converted to allow the desired use

1. To increase Apartment use by 250 dwelling units by decreasing Retail square footage, how much Retail square footage would you need to convert?
   Instruction: Multiply 250 by the number at the intersection of the "Apartment" row and the "Retail" column (i.e. 0.1206).
   Result: 250 * 0.1206 = 30.15 Note: 30.15 is the number of thousand square feet of Retail that would need to be decreased (30.15 * 1,000 = 30,150 square feet).
   To increase the Apartment use by 250 dwelling units, the Retail square footage must decrease by 30,150 square feet.

2. To increase School use on site with an 800-student Elementary School by decreasing the number of Hotel rooms, how many Hotel rooms would you need to convert?
   Instruction: Multiply 800 by the number at the intersection of the "Elementary School" row and the "Hotel" column (i.e. 0.4314).
   Result: 800 * 0.4314 = 346
   To increase the School use on site with an 800-student Elementary School, the Hotel use must decrease by 346 rooms.

B. To decrease a particular permitted use, see the following example to determine the amount of another use that could be converted in exchange for your desired reduction:

1. If you decrease Retail use by 100,000 square feet and want to increase the R&D Center square footage, how much R&D Center square footage can you add to the development program as a result of the decrease in Retail use?
   Instruction: Divide 100,000 square feet by the number at the intersection of the "Retail" column with the "R&D" row (i.e. 0.5100)
   Result: 100,000 / 0.510 = 196,078
   If you decrease Retail use by 100,000 square feet you can convert it to 196,078 square feet of R&D Center use.



Development Program

~ 4 million square feet Biotech and ancillary uses (biotech R&D and office)
~ Hotel (300 rooms)
~ Residential (2,700 units)
  ~ 700 apartments
  ~ 1,400 multi-family
  ~ 600 single family
~ Retail (up to 450,000 square feet)

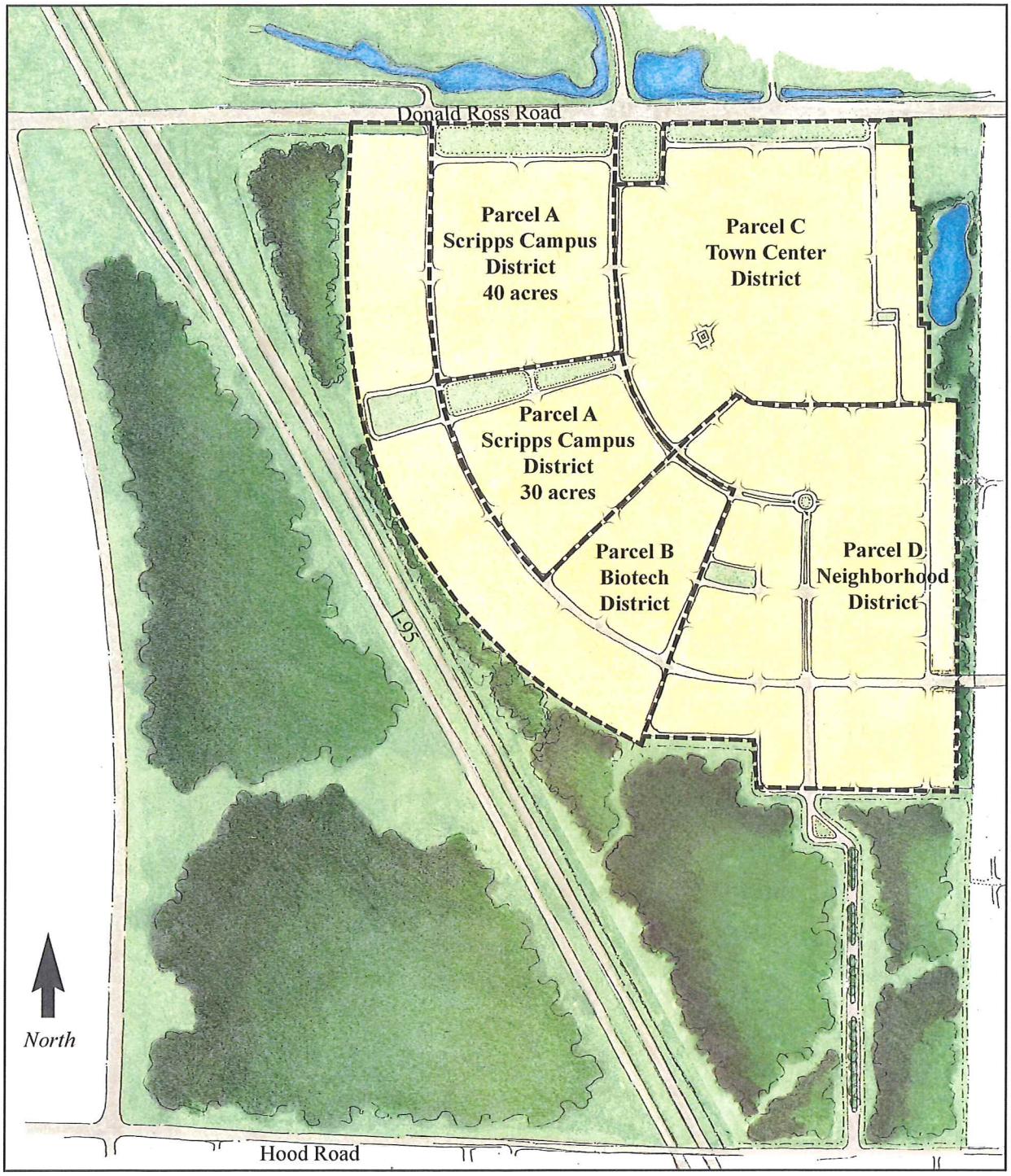
ALTERNATIVE MASTER DEVELOPMENT PLAN

(utilizing proposed DRI program)

September 2009

SCRIPPS FLORIDA - PHASE II/BRIGER DRI

TREASURE COAST REGIONAL PLANNING COUNCIL



Development Program

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~ Hotel (300 rooms)
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~ Retail (up to 450,000 square feet)

Neighborhood and District Structure Diagram

September 2009

Scripps Florida - Phase II/Briger DRI
Treasure Coast Regional Planning Council

OVERVIEW OF SCRIPPS FLORIDA – PHASE II/BRIGER TRACT DRI

"Our society will never be great until our cities are great. In the next 40 years, we must rebuild the entire U.S. There is the decay of the centers and the despoiling of the suburbs. There is not enough housing for our people or transportation for our traffic. Open land is vanishing and old landmarks are violated. If American cities agree to change into something worth having, there must be a clear image of what that city should be, and this image must be injected into and mature within the local processes which dictate the form the city will take."

-Edmund Bacon, *Design of Cities* (1967)

The proposed development program for the 682-acre Scripps Florida – Phase II/Briger Tract DRI includes: 2,600,000 SF of biotech research and development, 1,200,000 SF of office, 500,000 SF of retail, 2,700 residential dwelling units, and a 300-room hotel. It is not the quantity or intensity of development proposed which should concern the City as much as: 1) how this development is arranged and organized on the property to define its urban form and value; 2) how its relationship to the surrounding community can be improved; 3) how to utilize this development opportunity to correct certain limitations and deficiencies associated with existing land use patterns of the area; 4) whether there will be adequate public facilities and infrastructure to support this development; and 5) whether the Master Development Plan will lead to a built environment sophisticated enough to lure multiple bio-science users.

The proposed project is important from a number of perspectives. First, it will help solidify Palm Beach County and the Treasure Coast Region as a nationally recognized bio-science destination. In addition, the Briger Tract is well-located and one of the few remaining large developable tracts east of I-95 in Palm Beach County. Therefore, the success of the project will be measured not only in its employment numbers and growth of the local bio-science industry; but in how accomplished and sustainable the urban planning is. Lastly, Palm Beach County has made a significant investment of public dollars in the project. As such, planning for the project should be exemplary and an affirmation that the City and County are serious about improving the urban condition and form of the area.

The most fundamental elements of good urban form for a city are public streets and blocks. With the right combination of these elements and a detailed plan laying out public and private spaces, neighborhoods and special mixed-use districts can form. These neighborhoods and districts become the building blocks of healthy, livable cities that will: 1) attract business investment; 2) help meet the growing demand for conveniently located homes in walkable neighborhoods; 3) reduce auto and foreign oil dependence; 4) support transit; and 5) shrink the time spent driving automobiles.

In its current form, the Scripps Florida – Phase II/Briger Tract DRI Master Development Plan fails to address fundamental regional planning and urban design elements and issues. The land development scheme for the project is represented by more of a concept plan. This plan offers no commitment to all of the positive features that are the result of an orderly system of streets and blocks. While the plan does propose a different mix of land uses and housing types than typically exists in comparable areas of the City, it suggests this project will build out as a series of isolated pods of development with little or no relationship to each other. The plan is overly vague. It does not portray the type of authentic neighborhood structure that will improve the City's urban form and value.

In response to this situation, an Alternative Master Development Plan has been established as part of Council's report and recommendation to the City (see SUMMARY OF REGIONAL IMPACTS, Master Development Plan). The alternative plan illustrates the DRI with streets, blocks, public open spaces and buildings. The plan accommodates the proposed DRI development program and has the potential to exceed it if demanded by the market and desired by the City. It is consistent with the regional goals, strategies and policies of the SRPP.

One of the most significant differences between the two plans, is the Alternate Master Development Plan only illustrates development on the northern two-thirds of the parcel east of I-95. It is designed in an urban, compact, and transit-supportive way, so the entire proposed DRI development program can be accommodated in this area. There is no development proposed west of I-95. The parcel west of I-95 has limited access on Hood Road. It is disconnected from everything around it. If developed as proposed, it effectively creates a 1200-unit "cul-de-sac" of development. This western parcel is therefore proposed as preserve and passive recreation.

Arranging and compressing development on the eastern side of the site comes with many side benefits:

- unified preserve area and management requirements
- reduced public and private infrastructure costs
- increased feasibility and cost-effectiveness of public transit
- reduced vehicle miles traveled, greenhouse gas emissions, and energy use
- reduced off-site traffic impacts to Hood Road
- increased groundwater recharge
- allows all environmental mitigation to be done on-site
- increased usable passive recreation area
- improved habitat arrangement for listed species
- reduced land consumption
- greater opportunities for physical activity by facilitating the use of non-motorized modes of travel, such as walking and bicycling
- establishes a more compact, complete, and connected community

The City is in a unique position to redirect the planning for this project to achieve these benefits and accomplish many goals contained in Council's SRPP. There is a great opportunity for the City to ensure there is a regular network of streets and blocks, and a detailed plan is prepared which results in self-contained, walkable neighborhoods and mixed-use districts which connect all the important components of public and private life (sites for homes, shopping, parks, jobs, schools, churches, civic use, etc.). In other words, correcting the problems of community design that plague many areas of Palm Beach County.

Recent master planning efforts sponsored by the City suggest there may be some interest in refining the DRI master development plan. The City should consider this an opportunity to work on the plan with the developer to address the fundamental urban design and regional planning issues raised above.

To its credit, the City of Palm Beach Gardens has made good progress in strengthening their community and has always exercised great control of its future through its comprehensive plan. Regardless of the SRPP, the State Comprehensive Plan, other local plans, or any private sector plan, the City still maintains control of their plan and the right to choose its future. The choice this time is between two models or forms of growth; the Alternative Master Development Plan or suburban sprawl. They are polar opposites in appearance, function and character. They look different, perform differently, create measurably different regional impacts, and are different in their capacity and ability to address regional issues (see Appendix D, Exhibit G, Two Ways to Grow). For the Scripps Florida – Phase II/Briger Tract DRI, it remains the City's choice of what form of development to approve.

Council's impact assessment report is provided to the City for its consideration of the Scripps Florida – Phase II/Briger Tract DRI. It includes a comprehensive evaluation of regional issues and 66 recommended Development Order conditions of approval. These conditions are designed to: 1) minimize or eliminate unfavorable impacts on state and regional resources and facilities; 2) strengthen and detail the master plan to address fundamental regional planning and urban design issues; 3) mitigate affordable housing and environmental impacts; 4) protect archeological resources; and 5) assure that adequate public facilities and infrastructure related to transportation, schools, emergency public shelters, water, sewer, police and fire protection, solid waste disposal, water management, and parks and recreation are provided to support this development.

CONCLUSION

"Does anyone suppose that, in real life, answers to any of the great questions that worry us today are going to come out of the homogeneous and disconnected subdivisions, shopping centers and office parks?

-Jane Jacobs, *The Death and Life of Great American Cities* (1961)

The Scripps Florida – Phase II/Briger Tract DRI could be designed and further detailed to be consistent with all elements of the SRPP and still deliver the positive fiscal and social impact the City, County, and developer hope to achieve. There is a great opportunity for the City to minimize environmental impacts and ensure there is a regular network of streets and blocks if a detailed plan is prepared that results in self-contained, transit-supportive, walkable neighborhoods and mixed-use districts that connect all the important components of public and private life (sites for homes, shopping, parks, jobs, schools, churches, civic use, etc.). In other words, correcting the problems of urban form, community design, balance and serviceability that plague many areas of the County.

It should be noted that Palm Beach Gardens was never intended to be a "transit-supportive," urban city. Being as young as it is, the city was developed during a period when disconnected suburban pods of development were the planning vogue. Inwardly-focused, beautifully landscaped micro-environments were held in high regard for their value and the quality of life they created.

Over time, however, the implications of this planning trend became more clear. Increased vehicle miles traveled and time spent in the automobile, excessive land and energy consumption, premature traffic congestion, isolation, and a public realm generally given over to the car are some of the negative impacts of suburban planning. This DRI is an opportunity for the City of Palm Beach Gardens to: 1) counteract some of these negative trends; 2) improve the master development plan; and 3) adjust its zoning codes to address the urban form and community design issues raised above.

Council, through the DRI process, can identify and quantify regional impacts and suggest to local governments the various ways the impacts can be minimized and mitigated. It can even report to local government on urban design and town planning issues and suggest how local governments can further the goals, strategies and policies of the SRPP by making DRIs become more compact, connected and complete. But what Council cannot do, is decide for local government what form or pattern future development should take.

If the City chooses to approve this DRI and require it to develop consistent with the Alternative Master Development Plan, Council's DRI assessment report provides a strategy and basic instructions to help the City accomplish this task. If the City chooses suburban sprawl, the recommended Development Order conditions are simply designed to minimize regional impacts and reduce the damage associated with sprawl projects. For the Scripps Florida – Phase II/Briger Tract DRI, it remains the City's choice of what form of development to approve.

RECOMMENDATION

"The joy and pain of urban existence, the comfort of hardship of it, its efficiency or failure are influenced by the wisdom of the thoughtfulness with which city streets are platted."

-Charles Mulford Robinson (1911)

The Scripp Florida – Phase II/Briger Tract DRI assessment report contains a series of advisory recommendations for the City of Palm Beach Gardens based on the goals, strategies, and policies of the SRPP. These recommendations are made in response to the Scripps Florida – Phase II/Briger Tract master plan within the context of the SRPP. They are provided to address urban form and regional planning issues, minimize project-related regional impacts, improve the project's capacity and ability to address regional issues, and to further implement the SRPP.

The most significant element of the SRPP is the Future of the Region or vision/urban form section. This element focuses on community structure and organization, urban form and patterns of development that do not sprawl (see Appendix D – *A Brief Summary of the Strategic Regional Policy Plan: Its History, Preferred Forms and Patterns of Development, and its Vision for the Future of the Region).* The reason for this is based on Council's conclusion that regional issues related to the form, location, balance, mix and organization of the built environment has a direct impact on whether the Region can accomplish its goals and sustain a high quality of life for its citizens. For example, urban form and development patterns have a profound regional effect on: 1) how often and how far we drive; 2) how much energy we use; 3) how long and well the regional roadway network will function; 4) how much air and water pollution we generate; 5) how feasible and cost-effective public transit will be; 6) how much the public must spend on public facilities and infrastructure; 7) how much land and water we consume; 8) the extent to which upland and wetland systems are impacted; 9) whether there is an adequate supply of affordable housing; 10) how successful we are at infill and redevelopment of our established towns and cities; 11) how competitive we are in attracting business and economic development; 12) the region's ability to minimize crime and emergency response times; 13) how much public money we have to spend on education and care of the elderly and children; 14) how well we respond and recover from natural disasters; 15) how successful we are in implementing the Comprehensive Everglades Restoration Plan and restoring the Loxahatchee River, St. Lucie River, and Indian 'River and Lake Worth Lagoon systems; and many other important regional issues and concerns.

In its current form and given the current level of planning, the Scripps Florida – Phase II/Briger Tract DRI cannot be determined to be consistent with the SRPP. In response to this situation, the Scripps Florida – Phase II/Briger Tract assessment report makes suggestions for how the Scripps Florida – Phase II/Briger Tract master plan can be further detailed and improved to be consistent with the SRPP and further its implementation.

As proposed, the Scripps Florida – Phase II/Briger Tract DRI will also place additional demands and have regional impacts on the regional transportation system and other urban services, public facilities and infrastructure. Incorporation of Council's recommended conditions into the local DRI Development Order will provide assurance that regional impacts are mitigated.

If the City of Palm Beach Gardens chooses to approve the Scripps Florida – Phase II/Briger Tract DRI, it is recommended that, at a minimum, the conditions of approval contained in Council's DRI Assessment Report be included in the DRI Development Order issued by the City.

SUMMARY OF REGIONAL IMPACTS

During review of the proposed Scripps Florida – Phase II/Briger Tract DRI, Council identified several issues that will have significant impact on the City of Palm Beach Gardens and the region. These issues are related to: 1) the master development plan, 2) transportation, 3) environmental and natural resources, 4) affordable housing, and 5) human resources. This section summarizes the impacts. The proposed general conditions of approval contained in this report are designed to reduce or mitigate the impacts to the region.

MASTER DEVELOPMENT PLAN

> *"Until one is committed there is hesitancy, the chance to draw back, always ineffectiveness and underachievement"*
>
> -Johann Wolfgang von Goethe

The Scripps Florida – Phase II/Briger Tract DRI represents an enormous opportunity for the City of Palm Beach Gardens, Palm Beach County, and the entire region. This project will help solidify Palm Beach County as a nationally recognized bio-science destination and it will significantly enhance related economic benefit opportunities. In addition, the Briger Tract is one of the few remaining large developable tracts east of I-95 in Palm Beach County. As such, the success of the project will be measured not only in employment numbers and growth of the local bio-science industry; it will also be measured in how sophisticated, transit-supportive, and sustainable the urban planning is.

The project description in the DRI ADA details the design intent of the project as a walkable, mixed-use town center; a "campus" environment for Scripps II and related bio-industry uses; and a series of walkable residential neighborhoods made of a variety of residential building types. All of these objectives are consistent with the goals of the SRPP.

Council's concern with the ADA is its lack of specificity and detail in plan. Map H, the Master Development Plan for the project; provides no assurances that any of the truly desirable urban objectives described in the ADA's project description will in fact be realized. The limited road network illustrated on Map H divides the parcel into large pods which establishes a suburban development pattern; large, internally focused pods, connected only by auto-dominant roadways.

Although not part of the ADA, the applicant did submit proposed Design Guidelines for the project. While these were submitted for information purposes only, they add a great deal of specificity to the town center area. If the proposed Design Guidelines, as they exist today, do become the local development regulations for the town center area, it is likely the built result for that portion of the project will match the description of intent.

It is strongly recommended that all areas of the DRI parcel, including Scripps II and the related bio-science areas, be given the same level of design detail. In particular, the regulations regarding the block structure development are essential to establishing a fine-grain street network which will help to ensure walkable environments and make the project transit-supportive.

Alternate Development Plan

In an effort to clarify SRPP consistency issues with the ADA, staff has developed an Alternative Master Development Plan for the parcel. The alternative plan incorporates (and potentially exceeds) the proposed DRI development program and is consistent with the goals, strategies and policies of the SRPP. The plan details each of the Map H districts and neighborhoods with streets, blocks, public open spaces, and buildings. Council staff worked with a nationally-known retail expert and an architect/urban designer with extensive bio-science building experience around the country to ensure that all design proposals (including building footprints, parking requirements, and particular retail trends) were realistic and achievable. The Alternative Master Development Plan has a few fundamental features that are detailed below.

Development Distribution

The Alternate Master Development Plan only illustrates development on the northern two-thirds of the parcel east of I-95. If designed in an urban, compact, and transit-supportive way, the entire proposed development program identified in the ADA can be accommodated in this area. There is no development proposed west of I-95. The parcel west of I-95 has limited access on Hood Road, it is disconnected from everything around it, and the provision of residential on this portion of the Briger Parcel will reduce the number of potential transit riders from the parcel east of I-95. This western portion is therefore proposed as preserve and passive recreation. The remaining southern one-third of the parcel east of I-95 could be reserved for future development as an incentive to build the plan as designed.

The Town Center District

The Town Center District incorporates up to 450,000 square feet of retail/commercial uses in a dense network of urban blocks and mixed-use buildings. The Town Center District also accommodates a 300 room hotel, hundreds of residential units, and a footprint for a large format retailer. The district is fully integrated with the adjacent districts through the network of small, walkable streets. All surface parking lots are internal to the blocks and parallel on-street parking is provided throughout. Structured parking is fully screened with habitable uses.

Scripps Campus and Bio-Tech District

The Alternative Master Development Plan accommodates Scripps and related bio-tech uses in a system of streets and blocks that are slightly larger than those developed for the Town Center District. The larger blocks are designed to accommodate large surface parking and delivery areas for the campus and related industries. A primary and secondary street network is established whereby buildings always front primary streets in an urban fashion and secondary streets provide access to service areas and parking. The later phases of the Alternative Master Development Plan illustrate possible Scripps and bio-tech industry expansion to over 6 million square feet as surface parking lots are replaced with new structures and parking garages.

The Neighborhoods

The Alternative Master Development Plan fully integrates the residential neighborhoods with the Scripps Campus, the Bio-Tech District, and the Town Center District with small, neighborhood streets. There are no landscape buffering or physical barriers between these neighborhoods and districts. Instead, the transitions occur through a sophisticated block pattern, and the disciplining of building scale and use. The main spine road, proposed in Map H, is continuously fronted with multi-family and townhouse buildings. This condition can be seen along Ponce de Leon Boulevard, north of Bird Road, in Coral Gables, Florida. These multi-family and town house buildings are more resilient and provide the perfect, habitable transition to the single family houses beyond.

The Future Neighborhood Expansion

As an incentive to building districts and neighborhoods consistent with the SRPP and illustrated in the Alternative Master Development Plan, a strategy is recommended of preserving the lower one-third of the Briger Parcel east of I-95 for future neighborhood development. The ultimate build-out phase of the alternative plan develops approximately 1,200 additional residential units and some small amount of retail/commercial along Hood Road. This incentive is offered as a strategy for the City of Palm Beach Gardens to consider.

Donald Ross Road

To ensure that the Scripps Florida – Phase II/Briger Tract DRI takes full advantage of the existing and future transit infrastructure, and to enhance the internal circulation of the project, Donald Ross Road is designed as a boulevard with a frontage road. This frontage road achieves a number of important objectives:

1. It provides alternate, parallel routes to Donald Ross Road reducing local trip congestion on the corridor;
2. It will accommodate on-street parking which is essential for the retailers facing the corridor;

3. It provides enough separation from the corridor, in an urban fashion, that enables residential uses to be viable facing the corridor.
4. It provides enhanced flexibility of routes for mass transit and shuttle service.

The long-term success of this project will relate directly to how the design elements described above are implemented. The highest level of design sophistication and attention to detail, both internal to the project and external to the region, should be a priority as this DRI moves forward.

The Scripps Florida – Phase II/Briger Tract DRI assessment report contains recommended DO conditions and an Alternative Master Plan that suggest how the Scripps Florida – Phase II/Briger Tract master plan can be further detailed and improved to be consistent with the SRPP. The recommended Development Order conditions include provisions for consolidating the development in the eastern portion of the property. These recommendations are made in response to the Scripps Florida – Phase II/Briger Tract DRI master plan within the context of the SRPP. They are provided to address urban form issues, support transit alternatives, minimize project-related impacts to regional resources and facilities, improve the project's capacity and ability to address regional issues, and to further implement the SRPP.

TRANSPORTATION

> *"It is an absurdly impoverished technology that has only one answer to the problem of transportation; and it is a poor form of city planning that permits that answer to dominate its entire scheme of existence...Future generations will perhaps wonder at our willingness, indeed our eagerness, to sacrifice our cities and towns, the education of our children, the care of the ill and the aged, the development of the arts, to say nothing of ready access to nature, for the topsided system of mono-transportation..."*
>
> -Lewis Mumford, *The City in History* (1961)

Scripps Florida – Phase II/Briger Tract DRI is expected to generate more than 7,000 gross trips at buildout of the development during the p.m. peak hour. The level of service on several roadways are expected to be negatively impacted. A summary of the traffic study is presented in Appendix F, Transportation Methodology.

Mitigation of level of service impacts has been recommended through Proportionate Share Payments as provided for under State law (see Appendix G, Proportionate Share Payments). A sum of $22,206,098 has been calculated as the developer's proportionate share contribution for mitigating transportation impacts related to the project. An interlocal agreement between all the responsible roadway agencies is being prepared and will become an exhibit to the final Development Order issued by the City of Palm Beach Gardens. In acordance with State law and the pending interlocal agreement, these

agencies have all agreed to apply the contributions to the following mobility improvements:

a. Provide intersection improvements at the Donald Roass Road/I-95 intersections and widen Donald Ross Road from I-95 to Heights Boulevard
   Responsible Agency: Palm Beach County
   Estimated Cost: $6,000,000
   Schedule: End of Phase 1

b. Widen Hood Road from Parkside Drive to Central Boulevard
   Responsible Agency: Palm Beach County
   Estimated Cost: $1,500,000
   Schedule: End of Phase 2

c. Provide and operate a Trolley/Circulator System between the project and adjacent developments
   Responsible Agency: City of Palm Beach Gardens
   Estimated Cost: $1,500,000
   Schedule: End of Phase 2

d. Provide intersection improvements at Central Boulevard with both Hood Road and PGA Boulevard
   Responsible Agency: Palm Beach County
   Estimated Cost: $3,500,000
   Schedule: End of Phase 2

e. Provide improvements at Turnpike ramps and/or the intersections with either Indiantown Road or PGA Boulevard
   Responsible Agency: Florida Turnpike Enterprise
   Estimated Cost: $1,500,000
   Schedule: End of Phase 2

f. Signalize intersection at Indiantown Road and I-95 and extend eastbound left turn lane
   Responsible Agency: Florida Department of Transportation
   Estimated Cost: $1,000,000
   Schedule: End of Phase 2

g. Continue operations of the Trolley/Circulator System between the project and adjacent developments
   Responsible Agency: City of Palm Beach Gardens
   Estimated Cost: $2,500,000
   Schedule: End of Phase 3

h. Construct Park and Ride Lot within the study area
   Responsible Agency: Florida Department of Transportation
   Estimated Cost: $1,500,000
   Schedule: End of Phase 3

i. Improve intersections
   Responsible Agency: Palm Beach County
   Estimated Cost: $2,000,000
   Schedule: End of Phase 3

j. Improve intersections
   Responsible Agency: Palm Beach County
   Estimated Cost: $1,206,098
   Schedule: End of Phase 4

The location of mobility improvements is illustrated on the Transportation Network Map (see Appendix A). The proportionate share payments and improvements listed above do not include the committed developer improvements for internal project roads and project intersection/entrance improvements along Donald Ross Road and Hood Road, and any local roadway improvements required by the City of Palm Beach Gardens or Palm Beach County.

Council's DRI assessment report suggests recommended conditions of approval for the City of Palm Beach Gardens to include in its final DRI Development Order. These recommendations are intended to assure regional transportation impacts are mitigated consistent with the approach outlined above.

ENVIRONMENTAL AND NATURAL RESOURCES

"The cities will be part of the country; I shall live 30 miles from my office in one direction, under a pine tree; my secretary will live 30 miles away from it too, in the other direction, under another pine tree. We shall both have our own car. We shall use up tires, wear out road surfaces and gears, consume oil and gasoline. All of which will necessitate a great deal of work ... enough for all."

-Le Corbusier, The Radiant City (1967)

Uplands

The 681.89-acre project site is primarily undeveloped and has an extensive coverage of forested upland communities (see Appendix A, Vegetation Associations Map). The main native upland communities include pine flatwoods (305.98 acres); upland scrub, pine and hardwoods (46.93 acres); pine-mesic oak (17.62 acres); temperate hardwoods (10.80 acres); and dry prairie (0.29 acres). Additional native upland communities on site that are

impacted by exotic vegetation include pine flatwoods, disturbed (108.37 acres); and dry prairie/melaleuca (7.17 acres).

The Scripps Florida – Phase II/Briger Tract DRI Application for Development Approval proposed to protect more than 25 percent of the significant upland natural communities located throughout the project site as shown on the Map H, Master Site Plan. However, the current design of the upland preserve on Map H, Master Site Plan, provides for much of the preserve to exist in long, narrow linear strips. These bands of preserve area function primarily as buffers along the boundaries of the project. The narrow linear strips have limited value in providing habitat for wildlife and protected species of plants. The preserve area could be designed to provide a net ecosystem benefit by consolidating the required upland preserve in one location. A consolidated preserve area could accommodate a greater diversity of wildlife, provide on-site protection and more suitable habitat for the protection of endangered and potential endangered plants and animals, and could facilitate management of the system.

The recommended Development Order conditions include provisions for preserving all of the upland natural communities on the western side of I-95 shown on the Alternative Master Development Plan; installing temporary fencing around preserve areas prior to commencing site clearing; preparation of a Preserve Area Management Plan; and removal of nuisance and invasive exotic vegetation.

Wetlands

The project site contains approximately 83.21 acres of wetlands, including exotic wetland hardwoods (41.42 acres); fresh water marshes (17.38 acres); wetland hardwood forests (11.51 acres); and wet prairies (12.90 acres). Melaleuca is the main exotic species impacting the wetlands (see Appendix A, Vegetation Associations Map). The Scripps Florida – Phase II/Briger Tract DRI Application for Development Approval proposes to eliminate 59.17 acres of wetlands, and preserve and restore 24.04 acres of wetlands on site (see Appendix A, Wetland Impact Map). The application indicates that many of the wetlands proposed for elimination have been impacted by reduced hydrology and encroachment by exotic species. The application also states that when wetland evaluations are completed by the South Florida Water Management District and the U.S. Army Corps of Engineers, a mitigation plan will be developed. The mitigation plan is to include enhancement and preservation of on-site wetlands and a plan for regionally significant off-site mitigation to compensate for proposed wetland impacts.

The recommended Development Order conditions include provisions for the protection and enhancement Wetland A in the parcel east of I-95, and all twelve wetlands on the parcel west of I-95 identified on the Wetland Impact Map. This recommendation is consistent with the Alternative Master Development Plan. The recommended Development Order conditions also include provisions for protection of the wetlands through establishing a conservation easement; providing all wetland mitigation on site; ensuring that wetland mitigation is completed prior to or simultaneous with the

elimination of existing wetlands on the site; requiring removal of exotic species from wetland; and preparation of a Preserve Area Management Plan to provide maintenance and management procedures for the preserved wetlands on the project site.

Listed Species

Listed species identified on the project site include the gopher tortoise (state listed – Threatened), Snowy Egret (state listed – Species of Special Concern), White Ibis (state listed – Species of Special Concern), hand fern (state listed – Endangered), wild pine (state listed – Threatened) and royal fern (state listed – Commercially Exploited) (see Appendix A, Wildlife & Plant Resource Map). All of the species should be accommodated in the upland and wetland preserve areas established on the project site.

The recommended Development Order conditions include special provisions to protect the gopher tortoise and hand fern. In order to protect the gopher tortoise population on the project site, the developer is to develop a detailed management plan that provides for the protection and relocation of gopher tortoises into the preserve areas identified on Map H, Master Development Plan. The developer is to comply with the Florida Fish and Wildlife Conservation Commission gopher tortoise protection guidelines for this species. In order to protect the hand fern population on the project site, the developer is to develop a detailed management plan that provides for the protection of hand fern in the preserve areas identified Map H, Master Development Plan. The details of all protection measures for listed species are to be provided in a Preserve Area Management Plan.

Stormwater Management

The Scripps Florida – Phase II/Briger Tract DRI site is currently undeveloped. The property is included in the Northern Palm Beach County Improvement District Unit of Development 2. The existing surface water features on the project site include a series of isolated wetlands, two lateral ditches, and a 60-inch culvert under I-95, connecting the east and west sides of the property. Stormwater runoff generally flows to the wetlands and ditches, which ultimately flow to two stormwater discharge points on the east side of the property. Stormwater from the project site ultimately flows to the Intracoastal Waterway, located about 2.5 miles east of the property (see Appendix A, Master Drainage Plan - Existing).

The proposed surface water management system will consist of a network of inlets, culverts, control structures, wet detention ponds, littoral shelves, wetlands, and dry pre-treatment areas (see Appendix A, Master Drainage Plan - Proposed). Water quality treatment will be provided within wet detention ponds. Additional water quality treatment will be provided within dry pre-treatment areas for commercial and industrial development. The proposed surface water management system will be designed to provide stormwater attenuation to control the discharge from the development site in a way that will not adversely impact the Northern Palm Beach County Improvement

District Unit of Development 2. The backbone water management system will be maintained by an overall Property Owners' Association.

The recommended Development Order conditions provide for the retention of maximum volumes of water on the project site; recommend minimizing the amount of impervious surface for parking; and call for the use of Best Management Practices to minimize the impact of chemical runoff associated with lawn and landscape maintenance.

Water Supply

Potable water will be supplied to the Scripps Florida – Phase II/Briger Tract DRI by the Seacoast Utility Authority (SUA). The applicant has projected that the total water demand of the project will be 2.23 million gallons per day (MGD) at buildout. The water demand is broken down between potable water demand of 1.72 MGD and non-potable water demand of 0.51 MGD. All of the internal water supply system will be owned and operated by Seacoast Utility Authority. The South Florida Water Management District (SFWMD) notes unresolved issues that need to be addressed during the permit application process include the project's non-potable water supply and submittal of detailed design plans (see Appendix B, Correspondence from SFWMD).

The developer intends to meet the project's non-potable landscape irrigation demands by withdrawals from on-site lakes, until such time that reclaimed water becomes available. SFWMD has raised the issue of whether they would permit withdrawals from the on-site lakes because of the potential for the proposed withdrawals to cause harm to the existing on-site wetlands. The applicant indicates surface water irrigation supply will be replaced by off-site reclaimed water sources that are projected to be available at the end of the first phase of development (2013). Currently, there are no existing or proposed wells located on the project site. The recommended Development Order conditions include provisions requiring the developer to demonstrate it can secure adequate potable water and treatment and delivery facilities to meet project demands; requiring the use of treated wastewater effluent when it becomes available to the site; drought tolerant landscaping; and other water conservation devices and methods.

Wastewater Management

Wastewater generated by the Scripps Florida – Phase II/Briger Tract DRI at buildout is estimated to be 1.67 MGD. Seacoast Utility Authority will provide off-site wastewater treatment. Septic tanks are not proposed for the project. The applicant notes the existing off-site transmission facilities servicing the eastern portion of the development are not adequate for the project's anticipated sewage flows. This situation will be rectified by establishing a 16" force main connection from the project site south to the existing 30" force main along the EPB-3C Canal. The recommended Development Order conditions include provisions requiring that prior to approval of a development parcel; adequate capacity for wastewater treatment is in place; reuse water infrastructure is available to serve the project; and the necessary wastewater system extensions are in place.

Solid Waste and Hazardous Materials

According to the Palm Beach County Solid Waste Authority, the Scripps Florida – Phase II/Briger Tract DRI is expected to generate the following amounts of waste: 4,314 tons/year and 8,760 gallons/year during Phase 1; 1,799, tons/year and 11,680 gallons/year during Phase 2; 1,547 tons/year and 11,680 gallons/year during Phase 3; and 4,281 tons/year and 43,800 gallons/year during Phase 4. This amounts to domestic solid waste totaling 11,941 tons/year and 75,920 gallons/year at project build-out. Palm Beach County Solid Waste Authority has indicated that it has capacity to provide the necessary services for the proposed development. Calculations by Palm Beach County Solid Waste indicate that sufficient capacity exists or will exist to support this project; however, landfill capacity is projected to end in 2021.

The application indicates there will be no industrial uses within the site. However, biotechnological research and development is expected to generate medical and chemical waste. The recommended Development Order conditions include provisions requiring the developer to prepare a Hazardous Waste Management Plan that identifies off-site disposal plans, on-site waste handling, generation and emergency procedures for each generator of hazardous waste. The plan is to be approved by the City of Palm Beach Gardens.

Air Quality

The Air Program of the Florida Department of Environmental Protection (FDEP), in conjunction with the Palm Beach County Health Department's Air Section, reviewed the Scripps Florida – Phase II/Briger Tract DRI application to determine if air quality concerns for the project had been adequately addressed. The agencies reviewed a carbon monoxide (CO) air quality analysis for Phase 1 of the proposed development. Based on this review, FDEP concluded that the developer has adequately addressed CO air quality concerns for the first phase of development. The recommended Development Order conditions include a provision requiring the developer to submit a Carbon Monoxide Air Quality Analysis for analysis prior to approval of future phases of development.

The recommended Development Order conditions also include provisions requiring soil treatment techniques appropriate for controlling unconfined particulate emissions during land clearing and site preparation. The purpose of this is to minimize dust production and soil erosion during land clearing and to prevent soil particulates from becoming airborne between the time of clearing and construction. The development is to comply with all National Pollutant Discharge Elimination System requirements.

HUMAN RESOURCE ISSUES

"The current model requires people to persist in building wasteful, incomplete communities and then-compensate for the communities 'failing by buying private vehicles and driving all over the metropolitan area in search of what ought to be available close to home."

-Philip Langdon, *A Better Place to Live* (1994)

Housing

The Scripps Florida – Phase II/Briger Tract DRI is designed as a mixed-use planned development focused on the biotechnology and bioscience research industries. The project encompasses a Scripps Campus district with 2.6 million square feet of biotech research and development space for the second phase of the Scripps Florida campus, a biotech district, town center, neighborhood and neighborhood commercial districts. A total of 2,700 dwelling units are proposed for the subject property. The applicant indicates the residential portion of the total project will include housing of various densities and price ranges including single family, townhomes and multi-family for sale and rent units. Some of the rental housing units will be specifically marketed, according to the applicant, as "workforce" housing. Higher residential densities will be focused in the Town Center.

Scripps Florida – Phase II/Briger Tract DRI is expected to create approximately 8,652 new full-time jobs on site by 2028. This level of permanent employment will, in turn, generate a demand for some 2,292 housing units spread across very low, low and moderate income households. The applicant's analysis suggests worker households can afford to purchase a home or rent an apartment based upon the following affordability thresholds:

Housing Demand and Affordability Thresholds

Income Group	Demand	Maximum Income Limits[1]	Affordability Thresholds[2]	
			Purchase Price	Rent
Very-low	307	$33,000	$95,683	$728
Low	686	$52,800	$153,093	$1,223
Moderate	1,299	$79,200	$237,294	$1,883
Total	**2,292**			

[1] HUD FY 2008 Median Household Income of $66,000 for Palm Beach County.
[2] Affordability limits for home prices (for-sale housing) and maximum rental rates by income group.

The ADA includes the following average value per type of dwelling unit:

Single Family Units:
Detached Units $440,000
Townhome Units: $250,000

Multi-Family Units:
Condominiums $250,000

As envisioned, the for-sale housing unit mix cannot accommodate any of the affordable housing demand generated for any worker households created by the Scripps Florida – Phase II/Briger Tract DRI with the exception of the rental housing units that could offset the demand generated by the low and moderate income worker households. Very-low income housing demand cannot be met onsite at these suggested sale or rent price levels.

The affordable housing needs analysis concluded the supply of off-site available for-sale and for-rent housing units does not offset the affordable housing demand generated by total buildout of the non-residential portion of the Scripps Florida – Phase II/Briger Tract DRI. The following table shows the applicant's estimates for very-low income, low income, and moderate income adequate housing need for the project at project buildout:

Summary of Adequate Housing Need by Income Group (All Phases – Buildout)			
Income Group	Housing Demand	Housing Supply	Housing Surplus (+) Housing Need (-)
Very-low	307	32	-275
Low	686	466	-220
Moderate	1,299	691	-608

The applicant's summary of Phase I adequate housing needs are summarized below:

Summary of Adequate Housing Need by Income Group (Phase 1)			
Income Group	Housing Demand	Housing Supply	Housing Surplus (+) Housing Need (-)
Very-low	174	32	-142
Low	142	466	+324
Moderate	131	691	+560

According to the applicant's analysis the proposed project does not result in a significant impact in terms of adequate housing need because the development's cumulative housing need in Phase 1 does not exceed the "adequate housing need significant impact threshold" of 150 units. Despite this argument, the project's first phase of development generates an unmet demand of 142 units of very-low income housing which cannot be accommodated on site or within a reasonable proximity to the development. The recommended Development Order conditions include a provision requiring the developer to mitigate for this unmet housing demand by providing one hundred and forty two units of workforce housing in some combination of rental and/or for-sale units at the affordability thresholds of for-sale and for-rental units.

Revenue Generation Summary

The Scripps Florida – Phase II/Briger Tract DRI is expected to generate ongoing revenue benefits to the City of Palm Beach Gardens and Palm Beach County. The projected revenues generated by the DRI include ad valorem taxes, sales taxes, gas taxes, permits, licenses, and impact fees. At project buildout (2028), the project is estimated to generate over $38.6 million in recurring ad valorem tax revenue – approximately $8.2 million for Palm Beach Gardens and $30.4 million for Palm Beach County. Total annual recurring revenues, net of ad valorem revenues and inclusive of sales tax, gasoline taxes and miscellaneous revenues are estimated at $4.1 million – approximately $240,000 for the City of Palm Beach Gardens and $3.9 million for Palm Beach County.

Development of the project is expected to generate a need for approximately $42.7 million in capital facility outlays for library, water and wastewater, school and road facilities.

Fiscal Impacts

At buildout, the Scripps Florida – Phase II/Briger Tract DRI is estimated to have a total taxable value of approximately $1.5 billion. Fiscal impact analysis of the project estimates annual expenditures on behalf of the residents and employees of the development to be $4.1 million by 2014 and $18.3 million annually at buildout. These expenditures include general government services, police and transportation. These expenditures are contrast with projected revenues of $5.3 million by 2014 and $27.3 million at buildout, generating a positive net fiscal operating impact of $1.1 million in 2014 and a positive impact of $9.0 million at buildout. The present value of the net total fiscal impact of the project over a twenty year time period is estimated at $0.5 million (see Appendix J, Fiscal Impact Analysis).

Schools

The Scripps Florida – Phase II/Briger Tract DRI proposes an entirely new residential and mixed-use development upon property that is currently vacant. According to data provided in the ADA, the project proposes 2,700 new dwelling units. Based on the student generation rate provided by the Palm Beach County School District, the project is expected to generate a total of roughly 582 new students (2009 through 2028) as follows:

284 elementary school students
130 middle school students
168 high school students

Based on the anticipated student generation from the proposed DRI, the School District indicates the students would likely be assigned to schools within the current Concurrency Service Area (CSA) 3 as follows:

SCHOOLS	TOTAL CAPACITY (09/10)	PROJECTED ENROLLMENT (09/10)	STUDENTS GENERATED FROM THE SUBJECT PROPERTY	UTILIZATION (09/10)
Marsh Pointe	560	983		90%
Watson B. Duncan Middle	1065	1160	130	121%
William T. Dwyer High	2481	2082	168	91%
		TOTAL STUDENTS	582	
SOURCE: Palm Beach County School District, August 2009				

Current school concurrency requirements allow the School District to operate with a utilization rate up to 110% of school facilities. Accordingly, based on the School District's analysis, the elementary and high school students anticipated to be generated from the subject project can likely be accommodated within the existing schools in CSA 3. However, the middle school students anticipated to be generated from the subject project will cause the CSA 3 middle school (Watson B. Duncan Middle School) to exceed capacity. To accommodate these students at that middle school, capacity enhancements will be required (either modular units or permanent capacity expansion). Otherwise, the School District will be required to institute a boundary change to reassign middle school students from CSA 3 to another middle school (see Appendix B, correspondence from the School District of Palm Beach County).

The SRPP includes several pertinent strategies on this issue. Policy 4.3.2 directs local school districts and local governments to adopt level of service standards with a financially feasible public school capital facilities program. Policy 4.3.9 supports implementation of school concurrency as a means to ensure the availability of educational facilities. Each of these strategies would be furthered by the maintenance of the school concurrency program as adopted and the funding of new schools for the new proposed development by the development itself.

Florida Statutes provides individuals the opportunity to create and operate charter schools in lieu of the traditional public school system. While some charter schools are able to maintain operational capacities, others have been successful initially, but failed to maintain adequate enrollment, thereby leading to their abandonment and conveyance (by default) to local school districts. In these instances, local school districts have "received" both the charter school population (students) as well as the charter school itself (buildings and facilities) if funded with impact fees. While state statutes provide strict regulation for public schools, no such regulation applies to charter school facilities. To prevent disproportionate expenditures of future school district capital funds, all charter school facilities funded with impact fees should be designed to meet the statutory State Requirements for Educational Facilities (SREF) standards. Further, to maintain operating efficiencies for local school districts, such facilities should be designed at their core (common areas, cafeteria, administrative facilities, media center, infrastructure) for the standard operating capacities for various types of schools operated by the local school district (e.g., Palm Beach County School District sizes K-2 and 3-5 schools for

approximately 925 students; middle schools for approximately 1,000 students; and high schools for approximately 2,500 students).

Based on these findings, the developer should continue to coordinate with the Palm Beach County School District through all phases of development for the subject project. Any charter school facilities proposed by the developer should be consistent with the capital needs of the School District to enable them to be operated, if needed, by the District in future years. To enable all phases of the project to proceed at the developer's desired schedule, if boundary adjustments cannot be accommodated, the developer may be required to contribute to capacity enhancements to create additional middle school capacity to accommodate the impacts of the project. The recommended Development Order conditions include a provision requiring the developer to obtain a letter from the School District of Palm Beach County stating that they have met the concurrency requirements prior to the approval of each residential subdivision plat, and the terms by which the project's educational impacts may be mitigated with charter school facilities.

Police and Fire Protection

The applicant has estimated the total population of the project at buildout to be approximately 6,156 persons. The Palm Beach Gardens Police Department has confirmed in a response letter to the applicant dated October 29, 2008 their department could absorb the services needed to service the first phase of the project development. By the second phase of the development (year 6 to year 10) the Department anticipates adding an additional zone/beat to cover the project. This would require a total of five new officers and related equipment/vehicles to ensure adequate coverage.

Regarding fire protection, both Palm Beach Gardens Fire Rescue Department and Palm Beach County Fire Rescue provided response letters to the Scripps Florida – Phase II/Briger Tract DRI. Palm Beach Gardens indicates the project site would be served by both Palm Beach Gardens Fire Station 4 and 5 and Palm Beach County Fire Rescue Station 16. Palm Beach Gardens Fire Rescue also noted by the start of Phase II of the DRI, they anticipate the need to add a Fire Inspector and vehicle to meet the increased amount of inspections the project will likely require. Palm Beach County Fire Rescue indicated in their response letter dated November 7, 2008 that it has the capacity to service the project.

The recommended Development Order conditions include a provision that no building take place until such time as the applicant receives written confirmation from each of Palm Beach Gardens Fire Rescue Department, Palm Beach County Fire Rescue and Palm Beach Gardens Police Department that each agency has adequate facilities and personnel to serve the Scripps Florida – Phase II/Briger Tract DRI at the beginning of each phase of development.

Hurricane Preparedness

The proposed development is not within the Coastal High Hazard and Category 1 Storm Surge zone within Palm Beach County. The Scripps Florida – Phase II/Briger Tract DRI projects 2,700 residential units (estimated 6,156 persons) at build-out. These figures present increased impact on regular public and special needs shelter space capacity. In the event of a significant hurricane (Category 3 or above), the proposal states that residents have access to two primary and one secondary county shelters.

According to the 2003 Treasure Coast Regional Hurricane Evacuation Study, a worst case scenario estimates up to twenty percent (1,231 persons) of the development's non-vulnerable population is expected to evacuate. Approximately twenty percent (246 persons) of this group of evacuees will seek public shelter locally. In addition, the application indicates that a cumulative 648 elderly persons are estimated to be residents of the DRI at project by the completion of Phase 4. A percentage of these persons are expected to seek shelter space at special needs shelters. Palm Beach County Division of Emergency Management monitors the usage and deficit/surplus capacity of regular and special needs shelters to determine impacts on capacity.

The recommended Development Order conditions include a provision requiring the developer to obtain written confirmation from the Palm Beach County Division of Emergency Management that adequate emergency regular and special needs shelter capacities are available prior to approval of any residential subdivision plat. Should a determination by the Palm Beach County Division of Emergency Management that indicates a deficit of regular and/or special needs shelter space during any phase of residential development, the Scripps Florida – Phase II/Briger Tract DRI may mitigate impacts through the following options: providing a combination of safe spaces within each home, constructing community hurricane shelter spaces, and/or duel use of a facility constructed or retrofitted to State of Florida hurricane code within the development. Hurricane shelter mitigation techniques provided shall be approved by the Palm Beach County Division of Emergency Management and be consistent with Chapter 9J-2.0256(5) (a), Florida Administrative Code and with Red Cross Standards 4496.

Parks and Recreation

The Scripps Florida – Phase II/Briger Tract DRI application indicates that the proposed project will provide a variety of recreational and open space areas that will total at a minimum 15 percent of the project area, or approximately 103 acres, as required by the City of Palm Beach Gardens Land Development Code. The parks and open space will be owned by the applicant and dedicated for the recreational use of the residents and tenants of the development. The recommended Development Order includes a condition calling for the developer to provide a plan approved by City of Palm Beach Gardens for the provision of neighborhood and community recreational sites and facilities to meet the demand created by residential development in the project.

Historic and Archaeological Sites

A Cultural Resource Survey of the Scripps Florida – Phase II/Briger Tract property was completed in September, 2008. The assessment resulted in the identification of one archeologically important site. Site 8PB13953 is a prehistoric midden located in a hammock in the southwest quadrant of the parcel. A portion of that site is considered significant and potentially qualifies for listing on the National Register of Historic Places. The area of the site is proposed for preservation on Map H, Master Development Plan. The recommended Development Order conditions include a provision requiring protection of Site 8PB13953 in accordance with the recommendations from the Florida Department of State, Division of Historical Resources. In the event that archaeological artifacts are discovered during construction, the recommended Development Order conditions include a provision requiring construction to stop. Proper protection is to be provided to the satisfaction of St. Lucie County and the Division of Historical Resources, Florida Department of State.

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GENERAL CONDITIONS OF APPROVAL

The Florida Department of Community Affairs rules require the local government Development Order to incorporate the Development of Regional Impact Application for Development Approval by reference, recite the quantities of uses approved, phasing and buildout dates, provide a termination date, and provide for biennial reports. The expiration date should be set to allow reasonable time for completion of all development and compliance with all conditions in the Development Order. Enough time should be allowed between the buildout date and the expiration date for the developer to request any needed extension to the buildout date. These requirements can be met by including the following conditions in the Development Order:

Application for Development Approval

1. The Scripps Florida – Phase II/Briger Tract Development of Regional Impact Application for Development Approval is incorporated herein by reference. It is relied upon, but not to the exclusion of other available information, by the parties in discharging their statutory duties under Chapter 380, Florida Statutes. Substantial compliance with the representations contained in the Application for Development Approval, as modified by Development Order conditions, is a condition for approval. Prior to final approval of any site plan application for the Scripps Florida – Phase II/ Briger Tract Development of Regional Impact, the developer shall revise the Application for Development Approval to ensure that the phasing schedule and development plan are internally consistent within all sections of the Application for Development Approval and Development Order.

   For purposes of this condition, the Application for Development Approval shall include the following items:

   a. Application for Development Approval dated January 16, 2009; and

   b. Supplemental information dated June 2009 and August 2009.

Commencement and Process of Development

2. In the event the developer fails to commence construction within three years from the effective date of the Development Order, development approval shall terminate and the development shall be subject to further Development of Regional Impact review by the Treasure Coast Regional Planning Council, Florida Department of Community Affairs, and City of Palm Beach Gardens pursuant to Section 380.06, Florida Statutes. However, this time period shall be tolled during the pendency of any appeal pursuant to Section 380.07, Florida Statutes. For the purpose of this paragraph, construction shall be deemed to have commenced after placement of permanent evidence of a structure (other than a mobile home) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation or land clearing, such as the construction of roadways or other utility infrastructure.

Phasing

3. The phasing of the Scripps Florida – Phase II/Briger Tract Development of Regional Impact is approved as follows:

Phase[1]	Years	Biotech R&D (SF)	Office (SF)	Retail (SF)	Residential (DU)	Hotel (rooms)
1	2009-2013	300,000	100,000	500,000	800	300
2	2014-2018	400,000	200,000	0	850	0
3	2019-2023	400,000	200,000	0	500	0
4	2024-2028	1,500,000	700,000	0	550	0
Total	2009-2028	2,600,000	1,200,000	500,000	2,700	300

[1] This phasing table is based on information provided in Table 10-A included in the answer to Question 10 – General Project Description, of the Application for Development Approval. This table is not intended to restrict the amount of development by phase, provided the Development Order in its entirety is followed. In the event that a conversion table is employed, then the phasing table shall be updated accordingly and included in the biennial report.

Buildout Date

4. The Scripps Florida – Phase II/Briger Tract Development of Regional Impact shall have a buildout date of December 31, 2028, unless otherwise amended pursuant to the conditions of this Development Order and Section 380.06, Florida Statutes.

Termination Date

5. This Development Order shall expire on December 31, 2035, unless extended as provided in Section 380.06(19)(c), Florida Statutes.

Transfer of Approval

6. Notice of transfer of all or a portion of the subject property shall be filed with the City of Palm Beach Gardens. Prior to transfer, the transferee shall assume in writing on a form acceptable to the City Attorney, any and all applicable commitments, responsibilities, and obligations pursuant to the Development Order. The intent of this provision is to ensure that subsequent property transfers do not jeopardize the unified control, responsibilities, and obligations required of the project as a whole.

Biennial Report

7. The biennial report required by subsection 380.06(18), Florida Statutes, shall be submitted every two years on the anniversary date of the adoption of the Development Order and continued every other year thereafter to the City of Palm Beach Gardens, Palm Beach County, Florida Department of Transportation, Treasure Coast Regional Planning Council, Florida Department Community Affairs, and such additional parties as may be appropriate or required by law. The City of Palm Beach

Gardens Growth Management Administrator shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the Development Order. The contents of the report shall include those items required by this Development Order and Rule 9J-2.025(7), Florida Administrative Code, and in addition shall include:

a. the status of the mobility improvements to be provided by the maintaining agencies with monies from the proportionate share contribution,
b. conversion of land uses, if any, during the current two year period as well as cumulative land use conversions, and
c. trip generation study determining new net external trips during both the AM and the PM peak hours due to the existing development

General Provisions

8. Any modifications or deviation from the approved plans or requirements of this Development Order shall be made according to and processed in compliance with the requirements of Section 380.06(19), Florida Statutes and Rule 9J-2, Florida Administrative Code.

9. The definitions found in Chapter 380, Florida Statutes shall apply to this Development Order.

10. Reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as a successor in interest to, or which otherwise possesses the powers and duties to any referenced governmental agency in existence on the effective date of this Development Order.

11. This Development Order shall be binding upon the developer and its assignees or successors in interest.

REGIONAL PLANNING

Master Development Plan

12. Prior to final approval of any site plan application for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact, the developer shall revise Map H, Master Development Plan, to illustrate that development is limited to the northern two-thirds of the Briger Parcel east of I-95. The portion of the parcel west of I-95 should be designated as preserve area and used for passive recreation. Map H, Master Development Plan, should illustrate clearly defined neighborhood structure with street, block, and open space locations as illustrated in the Alternative Master Development Plan.

13. Prior to final approval of any site plan application for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact, the developer shall revise the

Design Guidelines so that the Block Style development pattern applies to all districts. It is especially important that the block structure is evident along the proposed spine road with frequent cross streets to manage speeds and provide the access and environment necessary to accommodate pedestrians and public transit as illustrated in the Alternative Master Development Plan.

14. Prior to final approval of any site plan application for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact, the developer shall revise Map H, Master Development Plan, to illustrate Donald Ross Road as a boulevard section with a frontage road that provides parallel on-street parking to the businesses and residences that will face the corridor as illustrated in the Alternative Master Development Plan.

15. Prior to final approval of any site plan application for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact, the developer shall provide:

    a. Detailed design guidelines depicting street sections (sidewalks and street trees to be provided on both sides of the street), placement of parking, building locations, pedestrian and service connections, and architectural standards as illustrated in the Alternative Master Development Plan.

    b. Detailed neighborhood plans that illustrate street and block sizes and locations, parks and open space locations, building type and use locations, transit stop locations and shelter designs, and provide clear assurance of overall project connectivity as illustrated in the Alternative Master Development Plan.

Local Recommendation

16. In order for this project to reduce greenhouse gas emission, vehicle miles traveled, energy usage; and encourage walkability, mobility options, public transit, and sustainable patterns and forms of development consistent with the Strategic Regional Policy Plan, the City of Palm Beach Gardens is encouraged to adopt and codify the final Design Guidelines as local land development regulations contained within an overlay zoning district. Council staff is available upon request to assist the City of Palm Beach Gardens in carrying out this recommendation.

TRANSPORTATION

Rights of Way

17. No building permits for Scripps Florida – Phase II/Briger Tract Development of Regional Impact shall be issued until right-of-way within the project along Donald Ross Road, Hood Road, and all intersections thereof, has been dedicated free and clear of all liens and encumbrances to Palm Beach County as necessary and consistent with the Palm Beach County Comprehensive Plan.

Proportionate Share Payments

18. Consistent with the Florida Administrative Code Rule 9J-2.045, Transportation Uniform Standard Rule, the following table identifies all roadway improvements required by the project, the total cost of roadway improvements, the developer's proportionate cost share of those roadway improvements and the maintaining agency for the impacted and improved roadways. The following table shall be attached as an exhibit to the local Development Order issued by the City of Palm Beach Gardens for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact:

Proportionate Share Table

Maintaining Agency	Segment /Intersection	From	To	Direction	Existing		Proposed		Cost of Improvement	Proportionate Share	
					Lanes	Service Volume	Lanes	Service Volume		Percentage	Developer's Contribution
FDOT	Indiantown Rd	Florida Turnpike	I-95 Interchange	EB	6D	2570	8D+	4840	$ 3,383,729	4.23%	$ 143,100
FDOT	Indiantown Rd	Florida Turnpike	I-95 Interchange	WB	6D	2570	8D+	4840	$ 3,383,729	3.35%	$ 113,288
FDOT	PGA Blvd	SR 811	Gardens Mall	WB	6D	2570	8D	3330	$ 691,830	11.45%	$ 79,196
FTE	Okeechobee Blvd/Florida's Turnpike								$ 613,636	17.00%	$ 104,318
										Phase 1 Total	*$ 439,903*
PBCo	Donald Ross Rd	I-95 Interchange	Heights	EB	6D	2570	8D+	4140	$ 3,000,000	63.95%	$ 1,918,471
PBCo	Donald Ross Rd	I-95 Interchange	Heights	WB	6D	2570	8D+	4140	$ 3,000,000	51.08%	$ 1,532,484
PBCo	Military Trail	PGA Blvd	I-95	NB	6D	2570	8D	3330	$ 1,252,482	19.21%	$ 240,608
FDOT	PGA Blvd	Florida Turnpike	Central Blvd	EB	6D	2570	8D+	4140	$ 3,845,142	20.57%	$ 791,071
FDOT	PGA Blvd	Florida Turnpike	Central Blvd	WB	6D	2570	8D+	4140	$ 3,845,142	17.32%	$ 666,165
FDOT	PGA Blvd	Military Trail	I-95	EB	6D	2570	8D	3330	$ 337,045	6.71%	$ 22,618
FDOT	PGA Blvd	Military Trail	I-95	WB	6D	2570	8D	3330	$ 337,045	3.29%	$ 11,087
FDOT	PGA Blvd	SR 811	Gardens Mall	EB	6D	2570	8D	3330	$ 691,830	9.08%	$ 62,811
										Phase 2 Total	*$ 5,245,314*
PBCo	Donald Ross Rd	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1710	6D	2570	$ 406,087	12.21%	$ 49,580
FDOT	Military Trail	Holly Dr	PGA Blvd	NB	6D	2570	8D	3330	$ 2,581,646	20.66%	$ 533,314
PBCo	Military Trail	PGA Blvd	I-95	SB	6D	2570	8D	3330	$ 1,252,482	30.79%	$ 385,632
PBCo	Central Blvd	PGA Blvd	Hood Rd	NB	4D	1710	6D	2570	$ 5,620,787	41.40%	$ 2,326,744
PBCo	Central Blvd	PGA Blvd	Hood Rd	SB	4D	1710	6D	2570	$ 5,620,787	34.42%	$ 1,934,596
PBCo	Hood Rd	West Project Drive	Parkside Dr	WB	2	810	4D	1710	$ 1,851,330	22.89%	$ 423,749
PBCo	Hood Rd	Parkside Dr	Central Blvd	WB	2	810	4D	1710	$ 597,148	20.56%	$ 122,747
FTE	Florida's Turnpike	Okeechobee Blvd	Beeline Hwy	SB	4X	3580	8X	7480	$ 55,311,286	3.95%	$ 2,184,087
FTE	Florida's Turnpike	Beeline Hwy	PGA Blvd	SB	4X	3580	8X	7480	$ 22,535,902	3.95%	$ 889,879
FDOT	US 1	Marcinski Rd	Donald Ross Rd	NB	4D	1860	6D	2790	$ 2,555,962	4.52%	$ 115,431
FDOT/PBCo	Donald Ross Rd/Military Trail								$ 409,091	67.64%	$ 276,705
FDOT/PBCo	Burns Road/Alt A1A								$ 409,091	32.64%	$ 133,523
										Phase 3 Total	*$ 9,375,988*
PBCo	Donald Ross Rd	Heights Blvd	Central Blvd	EB	6D	2570	8D	3330	$ 2,198,233	29.74%	$ 653,685
PBCo	Donald Ross Rd	Central Blvd	SR 811	EB	6D	2570	8D	3330	$ 2,147,111	6.32%	$ 135,607
PBCo	Donald Ross Rd	Central Blvd	SR 811	WB	6D	2570	8D	3330	$ 2,147,111	4.87%	$ 104,530
PBCo	Donald Ross Rd	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1710	6D	2570	$ 406,087	2.91%	$ 11,805
PBCo	Donald Ross Rd	Ellison-Wilson Rd	US 1	WB	4D	1710	6D	2570	$ 1,170,487	2.09%	$ 24,499
FDOT	Military Trail	Northlake Blvd	Holly Dr	NB	6D	2570	8D	3330	$ 2,581,646	13.68%	$ 353,278
FDOT	Military Trail	Northlake Blvd	Holly Dr	SB	6D	2570	8D	3330	$ 2,581,646	10.92%	$ 281,943
FDOT	Military Trail	Holly Dr	PGA Blvd	SB	6D	2570	8D	3330	$ 2,581,646	16.45%	$ 424,613
FDOT	PGA Blvd	I-95	SR 811	EB	8D	3330	8D+	4840	$ 1,413,633	4.57%	$ 64,596
FDOT	SR 811	Burns Rd	RCA Blvd	NB	4D	1710	6D	2570	$ 1,577,530	1.86%	$ 29,349
FDOT	SR 811	PGA Blvd	Hood Rd	NB	6D	2570	8D	3330	$ 4,013,055	4.08%	$ 163,690
PBCo	Central Blvd	Hood Rd	Donald Ross Rd	NB	4D	1710	6D	2570	$ 3,033,712	23.60%	$ 716,097
PBCo	Central Blvd	Hood Rd	Donald Ross Rd	SB	4D	1710	6D	2570	$ 3,033,712	18.95%	$ 574,994
PBCo	Hood Rd	West Project Drive	Parkside Dr	EB	2	810	4D	1710	$ 1,851,330	13.89%	$ 257,150
PBCo	Hood Rd	Parkside Dr	Central Blvd	EB	2	810	4D	1710	$ 597,148	19.11%	$ 114,122
FTE	Florida's Turnpike	Okeechobee Blvd	Beeline Hwy	NB	4X	3580	8X	7480	$ 55,311,286	3.62%	$ 1,999,716
FTE	Florida's Turnpike	Beeline Hwy	PGA Blvd	NB	4X	3580	8X	7480	$ 22,535,902	3.62%	$ 814,760
FDOT	US 1	Marcinski Rd	Donald Ross Rd	SB	4D	1860	6D	2570	$ 2,555,962	7.46%	$ 190,797
FDOT/PBCo	Donald Ross Rd/Alt A1A								$ 1,840,909	6.71%	$ 123,525
PBCo	Donald Ross Rd/Ellison-Wilson Rd								$ 204,545	2.50%	$ 5,114
FDOT/PBCo	Donald Ross Rd/US 1								$ 409,091	1.78%	$ 7,273
FDOT/PBCo	RCA Blvd/Alt A1A								$ 613,636	14.44%	$ 88,636
FDOT/PBCo	Lighthouse Dr/Alt. A1A/SR-811								$ 204,545	2.50%	$ 5,114
										Phase 4 Total	*$ 7,144,893*
										GRAND TOTAL	*$ 22,206,098*

19. Consistent with *Florida Administrative Code Rule 9J-2.045: Transportation Uniform Standard Rule*, the developer shall pay the proportionate share contribution to the agency that has maintenance responsibility over the impacted roadway link unless otherwise specified in an interlocal agreement between the maintaining agencies. The maintaining agencies have agreed to distribute funds and construct improvements as outlined in the following table. This Mobility Improvements Table may be amended by consent of all of the parties to the original agreement.

Mobility Improvements Table

Responsible Agency	Improvements	Cost
PBC	Donald Ross Road - Improvements at the intersections with I-95 and widening to Height Blvd.	$ 6,000,000
	Phase 1 Total	***$ 6,000,000***
PBC	Hood Road - 4 Lanes from Parkside Dr. to Central Blvd.	$ 1,500,000
PBG	Trolley/Circulator System	$ 1,500,000
PBC	Intersection improvements at: a) Central Blvd. & Hood Rd.; and b) Central Blvd. & PGA Blvd.	$ 3,500,000
FTE	Turnpike improvements at the ramps and/or intersections with either Indiantown Rd. or PGA Blvd.	$ 1,500,000
FDOT	Indiantown Rd. and I-95 - Signalize and extend eastbound left-turn lane	$ 1,000,000
	Phase 2 Total	***$ 9,000,000***
PBG	Trolley/Circulator System	$ 2,500,000
FDOT	Construct Park & Ride Lot within Study Area	$ 1,500,000
PBC	Intersection Improvements*	$ 2,000,000
	Phase 3 Total	***$ 6,000,000***
PBC	Intersection Improvements*	$ 1,206,098
	Phase 4 Total	***$ 1,206,098***
	GRAND TOTAL	***$ 22,206,098***

PBC: Palm Beach County
PBG: Palm Beach Gardens
FTE: Florida Turnpike Enterprise
FDOT: Florida Department of Transportation

* Intersection improvements may include:
a) Donald Ross Rd. and Central Blvd.
b) Donald Ross Rd. and Military Tr.
c) Donald Ross Rd. and SR 811
d) Central Blvd. and PGA Blvd.
e) Central Blvd. and Hood Rd.

Prioritization of these intersection improvements will be subject to the consent of all parties to the original agreement. At a minimum, prioritizing these intersection improvements shall consider proximity of intersection to the project, intersection

delay, cost, safety concerns, and existing character and pedestrian nature of the intersection.

The following are also applicable to this proportionate share condition:

a. The proportionate share payments and improvements listed above do not include the committed developer improvements for internal project roads and project intersection/entrance improvements along Donald Ross Road, and Hood Road and any local roadway improvements required by the City of Palm Beach Gardens or Palm Beach County.

b. The phased proportionate share contribution is to be paid by the developer based on trip thresholds.

c. The proportionate share costs are in 2009 dollars and shall be adjusted by the cost of inflation at the time payment is made to the appropriate agencies.

d. The exact/best location of the Park and Ride lot has yet to be determined and may be better-located outside the limits of the project site.

20. No final Development Order shall be issued until the developer has entered into a proportionate share agreement with the Florida Department of Transportation, the Florida Turnpike Enterprise, Palm Beach County, and the City of Palm Beach Gardens in accordance with F.S. 163.3180(12). Pursuant to this agreement, the parties agree to apply the proportionate share contribution to the improvements listed in the Mobility Improvements Table, which will insure that the contributions are provided in a sufficient and timely manner to mitigate the traffic impacts of the level-of-service deficiencies for which the proportionate share cost was calculated. The agreement shall be included as an exhibit to the development order.

21. No building permits shall be issued until the developer has paid a proportionate share contribution in the amount of $439,903 (2009 dollars) to Palm Beach County. 2009 dollars shall be adjusted by the cost of inflation at the time payment is made.

22. No buildings permits shall be issued for development that generates more than 1,369 net external AM peak hour trips, or 2,174 net external PM peak hour trips, whichever occurs first, until the developer has paid a proportionate share contribution in the amount of $5,245,315 (2009 dollars) to Palm Beach County. 2009 dollars shall be adjusted by the cost of inflation at the time payment is made.

23. No buildings permits shall be issued for development that generates more than 2,397 net external AM peak hour trips, or 3,089 net external PM peak hour trips, whichever occurs first, until the developer has paid a proportionate share contribution in the amount of $9,375,988 (2009 dollars) to Palm Beach County. 2009 dollars shall be adjusted by the cost of inflation at the time payment is made.

24. No buildings permits shall be issued for development that generates more than 3,176 net external AM peak hour trips, or 3,778 net external PM peak hour trips, whichever occurs first, until the developer has paid a proportionate share contribution in the amount of $7,144,893 (2009 dollars) to Palm Beach County. 2009 dollars shall be adjusted by the cost of inflation at the time payment is made.

25. As described in the Proportionate Share Table, the developer shall contribute $4,000,000 (2009 dollars) toward the Trolley/Circulator System and $1,500,000 toward the Park & Ride Lot to be constructed somewhere within the study area. The 2009 dollars shall be adjusted by the cost of inflation at the time payment is made to the appropriate agencies.

Internal Roadways and Access Driveways

26. No buildings permits shall be issued until contracts have been let for construction of either of the following roadways:

    a. Parkside Drive from Donald Ross Road to its future connection with Heights Boulevard; or

    b. Heights Boulevard from its existing terminus at Donald Ross Road to its future connection at Parkside Drive.

27. No certificates of occupancy shall be issued for development that generates more than 1,369 net external AM peak hour trips or 2,174 net external PM peak hour trips, whichever occurs first, until the following roadways have been completely built and open to the public:

    a. Parkside Drive from Donald Ross Road to Hood Road;

    b. Heights Boulevard from Donald Ross Road to Parkside Drive; and

    c. Grandiflora Road from its existing terminus west of Central Boulevard to Parkside Drive.

28. No certificates of occupancy shall be issued for development that generates more than 2,397 net external AM peak hour trips or 3,089 net external PM peak hour trips, whichever occurs first, until contracts have been let for the following roadway improvement:

    a. Widen Grandiflora Road between Parkside Drive and Central Boulevard to a Four-Lane-Divided cross section.

29. At a minimum, Scripps Florida – Phase II/Briger Tract Development of Regional Impact shall have the following connections to the external roadway network consistent with Map H, Master Development Plan:

- Four connections to Donald Ross Road;
- One connection to Hood Road; and
- Two connections to Central Boulevard.

30. No certificates of occupancy shall be issued for development that generates more than 1,369 net external AM peak hour trips or 2,174 net external PM peak hour trips, whichever occurs first, until the following intersections have been built or improved with the following lane geometry/signalization, as needed:

    a. Donald Ross Road and Heights Boulevard

Northbound	Two left-turn lanes
	One through lane
	One right-turn lane
Southbound	Two left-turn lanes
	One through lane
	One free flow right-turn lane
Eastbound	Two left-turn lanes
	Three through lanes
	One right-turn lane
Westbound	Two left-turn lanes
	Three through lanes
	One right-turn lane

    b. Donald Ross Road and Parkside Drive

Northbound	Two left-turn lanes
	One through lane
	One right-turn lane
Southbound	One left-turn lane
	One through lane
	One right-turn lane
Eastbound	Two left-turn lanes
	Three through lanes
	One right-turn lane
Westbound	Two left-turn lanes
	Three through lanes
	One right-turn lane

    c. Donald Ross Road and FAU

Northbound	One left-turn lane
	One through lane
Southbound	One left-turn lane
	One through lane
Eastbound	One left-turn lane
	Three through lanes
	One right-turn lane

Westbound	One left-turn lanes
	Three through lanes

d. Donald Ross Road and Eastern Driveway

Northbound	One right-turn lane
Eastbound	Three through lanes
	One right-turn lane
Westbound	Three through lanes

e. Grandiflora Road and Central Boulevard

Northbound	Two left-turn lanes
	Two through lanes
Southbound	One left-turn lane
	Two through lanes
	One right-turn lane
Eastbound	One left-turn lane
	One through lane
	One right-turn lane
Westbound	One left-turn/through lane
	One right-turn lane

f. Hood Road and Parkside Drive

Northbound	One left-turn lane
	One through lanes
Southbound	One left-turn lane
	One through lane
Eastbound	One left-turn lane
	One through lane
	One right-turn lane
Westbound	One left-turn lane
	One through lane
	One right-turn lane

Signalization at this intersection shall be provided when warranted and approved by Palm Beach County or within two years after the final certificate of occupancy for the entire development is issued.

31. No certificates of occupancy shall be issued for development that generates more than 3,176 net external AM peak hour trips or 3,778 net external PM peak hour trips, whichever occurs first, until the following intersections have been built or improved with the following additional lanes:

    a. Donald Ross Road and Heights Boulevard – Provide an additional northbound left turn lane to provide triple left turn lanes; and

    b. Grandiflora Road and Central Boulevard – Add a separate westbound through lane to provide one left turn lane, one through lane and one through/right turn lane

Other Issues

32. A trip generation analysis shall be performed prior to each site plan approval. The trip generation analysis shall present calculations for both AM and PM peak hour and shall rely upon the approved rates for trip generation, pass-by and internal capture for the phase in which the development occurs, as approved in the Development of Regional Impact. The trip generation shall be cumulative and include all previous site plan approvals. Development order conditions shall be evaluated to determine triggering of any transportation conditions.

33. During the site plan approval process, a traffic study shall be submitted to the City of Palm Beach Gardens to determine, as a minimum:

    a. Lane geometry for internal roadways and their intersections; and

    b. Timing of signalization improvements at project driveways.

34. No building permits shall be issued for Parcel A through F for more than 600 single-family dwelling units, 1,400 townhouses, 700 apartment units, 500,000 square feet of commercial/retail development, 2,600,000 square feet of research and development, 1,200,000 square feet of general office, and 300 hotel rooms. Building permits for additional land uses in Parcels A through F may be issued consistent with the use of the Land Use Conversion Matrix included in the Application for Development Approval for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact. A maximum of 20% of the referenced land uses may be increased or decreased: e.g., a maximum of 240,000 square feet of general office can be converted to other land uses, or a maximum of 240,000 square feet of general office can be converted from other uses.

35. No additional building permits shall be issued after December 31, 2033 until a traffic study has been conducted, submitted to and approved by the City of Palm Beach Gardens, Palm Beach County, Florida Department of Transportation, Treasure Coast Regional Planning Council, and the Department of Community Affairs. This traffic study shall be performed in a manner consistent with methodology approved by the City of Palm Beach Gardens, Palm Beach County, Florida Department of Transportation, and the Treasure Coast Regional Planning Council. The study shall identify any improvements necessary to maintain the subject transportation network at adopted levels of services.

    Additional building permits shall not be issued after December 31, 2033 until mitigation for the roadway improvements necessary to maintain adopted levels of service has been incorporated into the development order.

ENVIRONMENTAL AND NATURAL RESOURCES

Preserve Area Management

36. The developer shall prepare a Preserve Area Management Plan for the upland and wetland preserve areas identified on the Scripps Florida – Phase II/Briger Tract Development of Regional Impact Map H, Master Development Plan. The plan shall: 1) identify locations in the preserve area where upland or wetland natural communities will be created, enhanced, or restored; 2) identify management procedures and provide a schedule for their implementation; 3) include procedures for maintaining suitable habitat for state and federally listed species; 4) include methods to remove nuisance and exotic vegetation and any other species that are determined to threaten the natural communities; 5) include plans to permanently mark the preserve area and provide access for passive recreation, education, or scientific study; and 6) identify a permanent funding source and define a responsible entity for the maintenance and implementation of the management plan in perpetuity. The management plan shall be approved by the City of Palm Beach Gardens in consultation with the U.S. Fish and Wildlife Service, Florida Fish and Wildlife Conservation Commission, and South Florida Water Management District prior to the initiation of site clearing activities.

37. The developer shall install temporary fencing around all upland and wetland preservation areas prior to commencing site clearing adjacent to the preserve area. The fencing shall clearly identify and designate the boundaries of the preserve area and minimize the potential disturbance of the preserve area during land clearing and construction. The temporary fencing shall be established at least 10 feet outside of the boundaries of the preserve areas and shall remain in place until the completion of the finish grading on the area adjacent to the fencing.

Upland Preservation

38. The developer shall preserve all of the upland natural communities on the western side of I-95 shown on Map F, Vegetation Associations Map, in the Scripps Florida – Phase II/Briger Tract Development of Regional Impact Application for Development Approval. Prior to final approval of any site plan application for the project, the developer shall identify the location of all upland preserve areas on Map H, Master Development Plan. The intent of this condition is to provide protection of upland natural communities, to provide habitat for wildlife and listed species, and to assist in improving water quality by buffering wetlands and water bodies. The continued viability and maintenance of the preserve areas shall be assured through a Conservation Easement with the City of Palm Beach Gardens, South Florida Water Management District, or Northern Palm Beach County Improvement District. The easement shall be properly executed and recorded prior to issuance of building permits for any portion of the project.

Wetlands

39. The developer shall protect and enhance Wetland A in the parcel east of I-95, and all twelve wetlands on the parcel west of I-95 identified on Map F, Wetland Impact Map, in the Scripps Florida – Phase II/Briger Tract Development of Regional Impact Application for Development Approval. Prior to final approval of any site plan application for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact, the developer shall identify the location of all wetlands to be protected on Map H, Master Development Plan. The preserved and enhanced wetlands shall be protected within a Conservation Easement established with City of Palm Beach Gardens, South Florida Water Management District, or Northern Palm Beach County Improvement District. The easement shall be properly executed and recorded prior to issuance of building permits for any future portion of the project.

40. The developer shall coordinate with the City of Palm Beach Gardens, South Florida Water Management District, and U.S. Army Corps of Engineers to determine the exact acreage and type wetland mitigation required to off set wetland impacts on the project site. All wetland mitigation shall be located on the project site. Wetland mitigation requirements shall be determined following the Unified Mitigation Assessment Method provided in Chapter 62-345, Florida Administrative Code. Methods for the creation and management of wetland mitigation areas on the project site shall be described in the Preserve Area Management Plan to be approved by the City of Palm Beach Gardens.

41. All wetland mitigation shall be completed prior to or simultaneous with the elimination of existing wetlands on the site. The detailed plans for mitigation shall be approved by the City of Palm Beach Gardens and South Florida Water Management District prior to the initiation of the mitigation plan and prior to the release of any site plan for all or a portion of the project. Reasonable assurance of financial ability to carry out the commitments in the approved mitigation plan shall be provided in a method agreed to and approved by the City of Palm Beach Gardens. Assurances and commitments shall be approved by the City of Palm Beach Gardens staff prior to release of any site plan for all or a portion of the project.

Listed Species

42. In order to protect the gopher tortoise population on the project site, the developer or an authorized entity shall develop a detailed management plan that provides for the protection and relocation of gopher tortoises into the preserve areas identified on the Scripps Florida – Phase II/Briger Tract Development of Regional Impact Map H, Master Development Plan. The developer or an authorized entity shall comply with the Florida Fish and Wildlife Conservation Commission gopher tortoise protection guidelines for this State listed threatened species. Details of the gopher tortoise protection measures shall be provided in the Preserve Area Management Plan.

43. In order to protect the hand fern population on the project site, the developer or an authorized entity shall develop a detailed management plan that provides for the protection of hand fern in the preserve areas identified on the Scripps Florida – Phase II/Briger Tract Development of Regional Impact Map H, Master Development Plan. The developer or an authorized entity shall comply with all recommendations by the City of Palm Beach Gardens in consultation with the Florida Department of Agriculture and Consumer Services regarding the maintenance and management of habitat for this State listed endangered species. Details of the hand fern protection measures shall be provided in the Preserve Area Management Plan.

44. In the event that it is determined that any additional representative of a state or federally listed plant or animal species is resident on, or otherwise significantly dependent upon the project site, the developer shall cease all activities which might negatively affect that individual population and immediately notify the City of Palm Beach Gardens. The developer shall provide proper protection to the satisfaction of the City of Palm Beach Gardens, U.S. Fish and Wildlife Service, and Florida Fish and Wildlife Conservation Commission.

Exotic Species

45. Prior to obtaining building permits for any future structure located on a particular development parcel, the developer of such parcel shall remove from that parcel all Australian-pine, Brazilian pepper, downy rose-myrtle, melaleuca, Old World climbing fern, and any other nuisance and invasive exotic vegetation listed under Category I of the Florida Exotic Pest Plant Council's "2007 List of Invasive Plant Species." Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be approved by the City of Palm Beach Gardens. The entire site, including wetlands and conservation areas, shall be maintained free of these species in perpetuity, in accordance with all applicable permits.

Stormwater Management

46. The developer of each development parcel shall design and construct a stormwater management system within such development parcel to retain the maximum volumes of water consistent with South Florida Water Management District and Northern Palm Beach County Improvement District criteria for flood control. At a minimum, all discharged water from the surface water management system shall meet the water quality standards of Florida Administrative Code Rule 17-3.

47. The developer shall work with the City of Palm Beach Gardens to minimize the amount of impervious surface constructed for automobile parking on the project site. The developer and the City should consider the use of pervious parking lot materials where feasible.

48. The surface water management system shall utilize Best Management Practices to minimize the impact of chemical runoff associated with lawn and landscape maintenance. The developer shall coordinate with the South Florida Water Management District and Northern Palm Beach County Improvement District to formulate and implement Best Management Practices to reduce the use of pesticides and fertilizers throughout the project.

49. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the developer, a community development district, or other entity acceptable to the City of Palm Beach Gardens. Any entities subsequently replacing the developer shall be required to assume the responsibilities outlined above.

Water Supply

50. No building permits shall be issued until the developer demonstrates that the Seacoast Utility Authority, or other public utility provider, has an adequate permitted allocation of potable water and adequate potable water treatment and delivery facilities to meet the demands of the development for which the building permit is requested.

51. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. The project shall be equipped with an irrigation water distribution system to provide reclaimed water to serve all portions of the site requiring irrigation. No individual home wells shall be constructed on the project site. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting South Florida Water Management District permitting criteria in effect at the time of permit application.

52. Prior to the commencement of Phase 2 of the development, the developer shall provide written confirmation from the Seacoast Utility Authority that: 1) adequate capacity of reclaimed water is available to serve the project site; and 2) adequate reclaimed water treatment and delivery facilities are available to meet the needs of the project site.

53. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, drought tolerant landscape techniques, and other water conserving devices and/or methods. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the Seacoast Utility Authority by the South Florida Water Management District.

Wastewater Management

54. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the developer has provided written confirmation from the Seacoast Utility Authority that: 1) adequate capacity for wastewater treatment is available to serve such development parcel; and 2) the developer or others have provided the necessary wastewater system extensions to serve the development parcel.

Solid Waste and Hazardous Materials

55. Prior to obtaining a certificate of occupancy for any structure in Phase 1 of development, the developer shall prepare a Hazardous Waste Management Plan and have it approved by the City of Palm Beach Gardens. The plan should identify off-site disposal plans, on-site waste handling, generation and emergency procedures for each generator of hazardous waste. At a minimum, the plan shall:

    a. require disclosure by all owners or tenants of the property of all hazardous materials or waste proposed to be stored, used, or generated on premises;

    b. require the inspection of all premises storing, using, or generating hazardous materials or waste prior to commencement of operation, and periodically thereafter, to assure that proper facilities and procedures are in place to properly manage hazardous materials projected to occur;

    c. provide minimum standards and procedures for storage, prevention of spills, containment of spills, and transfer and disposal of such materials or waste;

    d. provide for proper maintenance, operation, and monitoring of hazardous materials and waste management systems including spill and hazardous materials and waste containment systems;

    e. detail actions and procedures to be followed in case of spills or other accidents involving hazardous materials or waste;

    f. guarantee financial and physical responsibility for spill clean-up; and

    g. include a program for continued monitoring of surface and groundwater on the site.

Air Quality

56. No later than 90 days prior to the issuance of the first certificate of occupancy for each phase of development beyond Phase 1, the developer shall submit a Carbon Monoxide Air Quality Analysis based on the latest guidelines to the Florida Department of Environmental Protection for their review and approval. The analysis

shall demonstrate that the National Ambient Air Quality Standards for Carbon Monoxide will not be violated as a result of this project and if necessary, shall include mitigation measures for which the developer shall be responsible.

57. During land clearing and site preparation, soil treatment techniques appropriate for controlling unconfined particulate emissions shall be undertaken. If construction on a parcel will not begin within thirty days of clearing, the soil shall be stabilized until construction of the parcel begins. Cleared areas may be sodded, seeded, landscaped, mulched, or stabilized by other means as may be permitted by the City of Palm Beach Gardens. Minimal clearing for access roads, survey lines, fence installation, or construction trailers and equipment staging areas is allowed without the need for soil stabilization. The purpose of this condition is to minimize dust production and soil erosion during land clearing and to prevent soil particulates from becoming airborne between the time of clearing and construction. The development shall comply with all National Pollutant Discharge Elimination System requirements.

HUMAN RESOURCE ISSUES

Housing

58. The developer shall provide 142 workforce housing units on the Florida - Phase II / Briger Tract Development of Regional Impact affordable to very low income worker households at the following affordability threshold illustrated in the following table:

Income Group	Demand	Maximum Income Limits[1]	Affordability Thresholds[2]	
			Purchase Price	Rent
Very-low	142	$33,000	$95,683	$728
Total	**142**			

[1] HUD FY 2008 Median Household Income of $66,000 for Palm Beach County.
[2] Affordability limits for home prices (for-sale housing) and maximum rental rates by income group.

The mitigation of the significant adequate housing impact can be addressed by the developer in one of the following ways:

a. The developer shall construct 142 workforce housing units on site within the affordability threshold for Very Low Income households; or

b. The developer shall make a one time in-lieu payment of $81,500 per unit. The payment shall be deposited in a Workforce Housing Trust Fund to be established by the City of Palm Beach Gardens to provide for workforce housing.

Any workforce housing units to be provided under this condition shall be integrated within the development and designed to be compatible with the overall project. All affordable units shall be constructed onsite, uniformly dispersed throughout the project, and designed to the same exterior standard as other units in the development.

The developer and/or property owner shall record in the public record a guarantee, for a minimum period of twenty-five years for ownership units and for rental units, which maintains the affordability of units that are required to be workforce housing.

In lieu of workforce housing units, the provision or allowance of accessory apartments, as defined in the Design Guidelines, on a minimum of 142 individual building lots, including single family lots and townhome lots, shall satisfy the requirement for the provision of workforce housing. Accessory units shall not be counted against the total number of units proposed for the Scripps Florida – Phase II/Briger Tract Development of Regional Impact.

Schools

59. No residential subdivision plat shall be recorded nor final residential site plan approved for any development parcel until the developer obtains a letter from the School District of Palm Beach County stating that they have met the concurrency requirements.

60. If the developer chooses to mitigate part or all of the project's educational impacts with charter school facilities, such facilities shall be chartered with the School District of Palm Beach County. All charter schools shall adhere to the following development, operational and design standards, which shall be included in the charter contract:

    a. All charter schools shall be reviewed and approved by the School District of Palm Beach County and all relevant state review authorities.

    b. No charter schools shall be populated and operate in a manner that will negatively affect the desegregation balance in Palm Beach County.

    c. All charter schools shall be built according to the State Requirements for Educational Facilities standards set forth in Florida Statutes.

    d. All charter schools shall follow the building policies and practices of the School District of Palm Beach County, including but not limited to architecture, building materials, and an Enhanced Hurricane Protection Area required for public schools or structural hardening.

    e. All charter schools shall be available and subject to inclusion in the inventory of emergency shelters for Palm Beach County.

    f. The core facilities for all charter schools, including but not limited to cafeteria, media center, administrative offices, and land area available for recreational uses, parking areas, and stormwater retention, shall be sized to accommodate the standard educational facility sizes as adopted by the School District of Palm Beach County.

g. All charter schools shall be located along publicly-owned roadways, with safe bicycle and pedestrian access for students, and accessible to any member of the general public.

Police and Fire Protection

61. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the developer has received written confirmation from the City of Palm Beach Gardens Police Department indicating that adequate facilities and police protection are in place to serve the development parcel. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate police protection shall be approved by the City of Palm Beach Gardens Police Department.

62. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the developer has received written confirmation from both the City of Palm Beach Gardens Fire Rescue Department and Palm Beach County Fire Rescue that each agency has adequate facilities, equipment and personnel to serve the Scripps Florida – Phase II/Briger Tract Development of Regional Impact at the beginning of each phase of development. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate fire and emergency medical services shall be approved by the City of Palm Beach Gardens Fire Rescue Department and Palm Beach County Fire Rescue.

Hurricane Preparedness

63. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the developer has written confirmation from the Palm Beach County Division of Emergency Management that adequate emergency regular and special needs shelter capacities are available for that residential subdivision plat within the Scripps Florida – Phase II/Briger Tract Development of Regional Impact.

Parks and Recreation

64. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the developer has provided a plan approved by the City of Palm Beach Gardens for the provision of neighborhood and community recreational sites and facilities to meet the demand created by residential development in the project. Neighborhood parks should serve as prominent visual and social focal points of each neighborhood, and provide for informal, non-programmed recreational activities. At a minimum, 15 percent of the project area, or 103 acres of recreation and open space area as required by the City of Palm Beach Gardens Land Development Code shall be established to serve area residents of the Scripps Florida – Phase II/Briger Tract Development of Regional Impact. Neighborhood and community recreational facilities shall be available to serve projected demand in

accordance with the plan approved by the City of Palm Beach Gardens Parks Recreation and Parks Divisions.

Historic and Archaeological Sites

65. The developer shall protect and set aside from development the archaeological site, 8PB13953, in accordance with the recommendations from the Florida Department of State, Division of Historical Resources. Site 8PB13953 is a prehistoric midden located in a hammock in the southwest quadrant of the parcel and is identified as "Archaeologically Significant Site" on Map H, Master Development Plan.

66. In the event of discovery of any archaeological artifacts during construction of the project, construction shall stop in the area of discovery and immediate notification shall be provided to the City of Palm Beach Gardens and the Division of Historical Resources, Florida Department of State. Proper protection shall be provided to the satisfaction of the City of Palm Beach Gardens and the Division of Historical Resources.

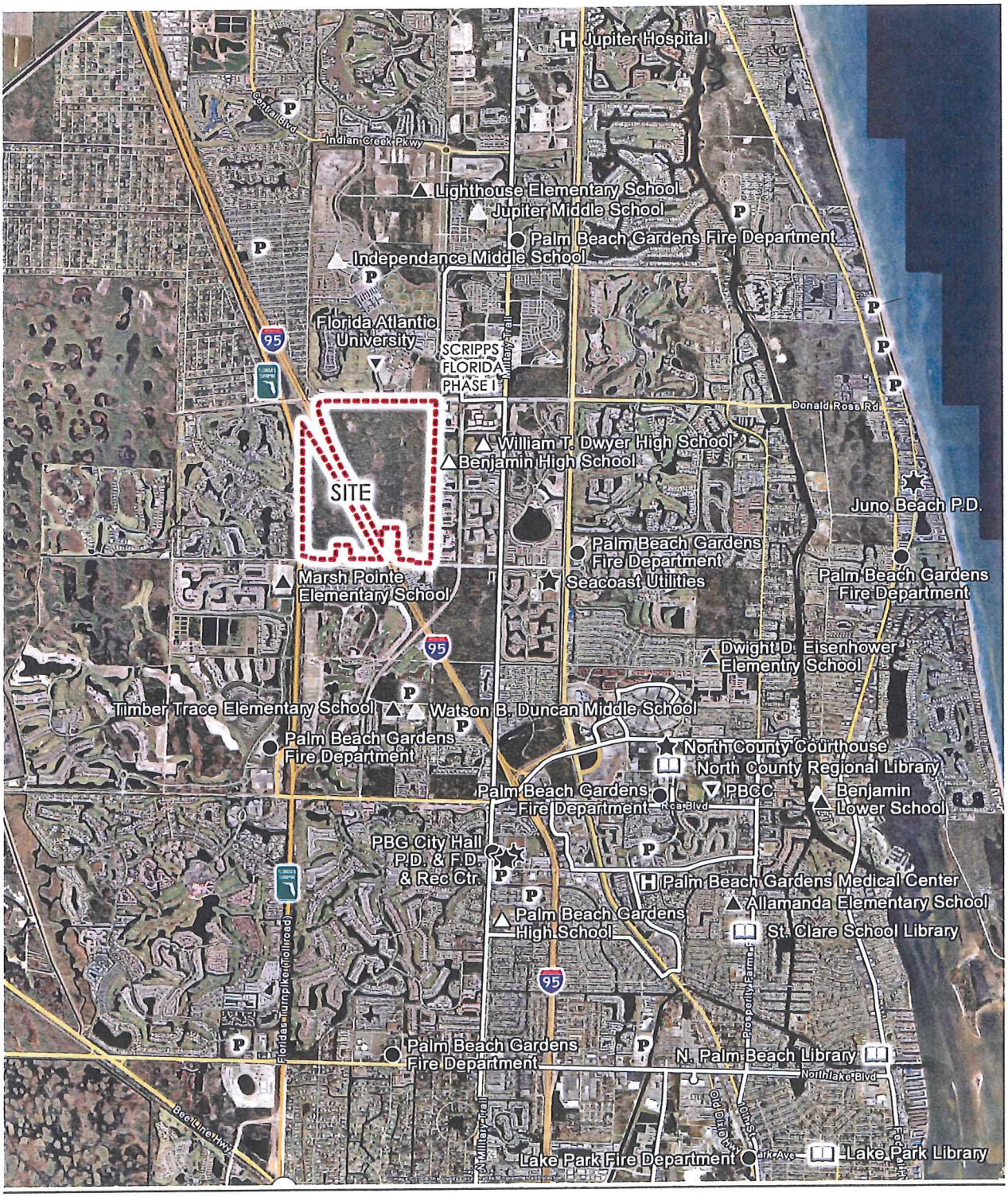
APPENDIX A

Maps

This appendix contains the following maps related to the Scripps Florida – Phase II/Briger Tract DRI:

Service Area – Schools, Police, and Fire A-2
Service Area – Water & Sewer A-3
Land Use A-4
Soils A-5
Vegetation Associations A-6
Wetland Impact A-7
Wildlife and Plant Resources A-8
Master Drainage Plan – Existing A-9
Master Drainage Plan – Proposed A-10
Master Drainage Plan – Basins A-11
Transportation Network A-12

- Elementary School
- Middle School
- High School
- Special School
- Ancillary Facilitiy
- Existing Fire Station
- Future Fire Station
- Sheriff
- Proposed Sheriff
- Hospital
- Library
- Bus Route
- Park



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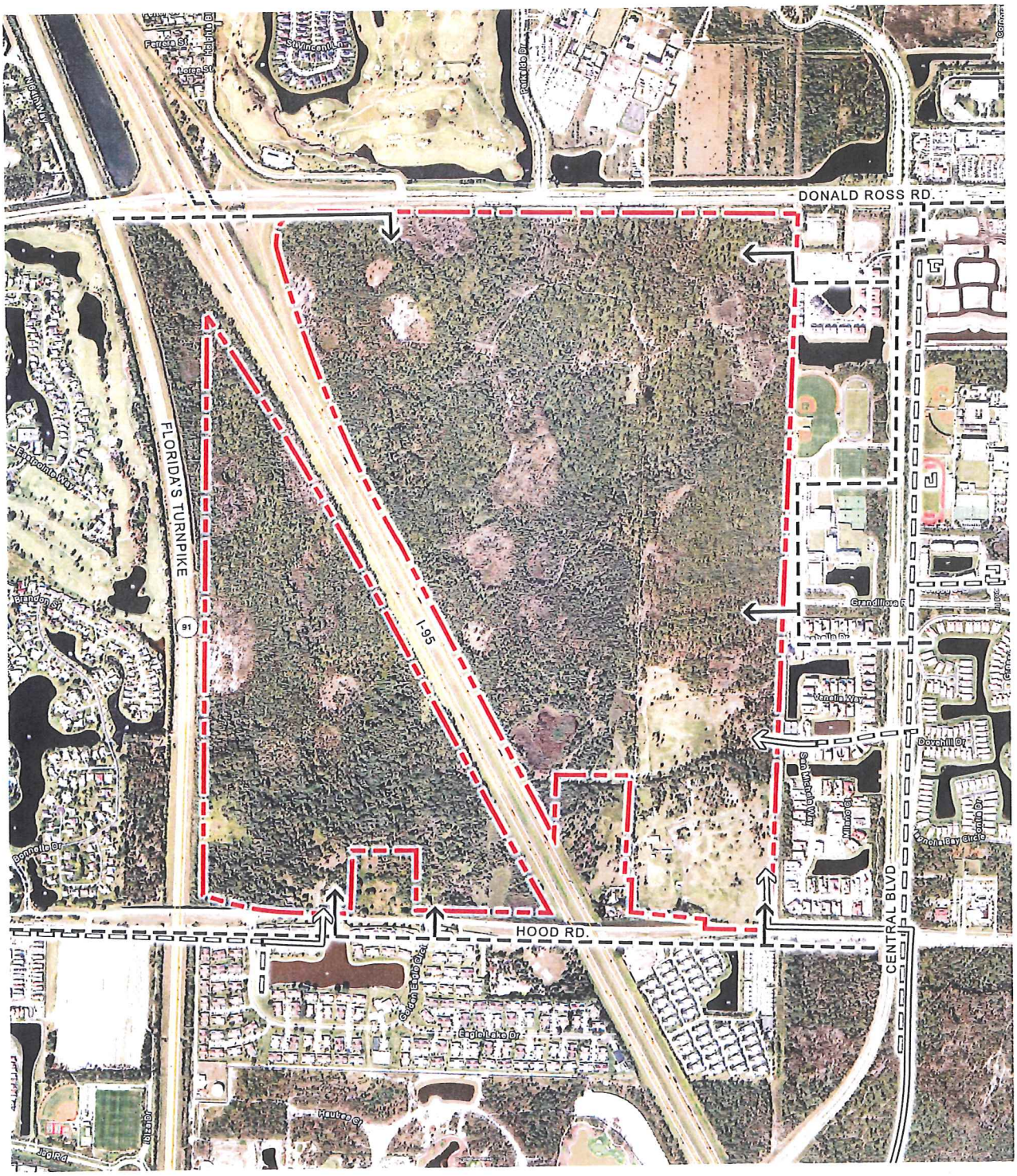
Service Area Map

N



Service Area Map

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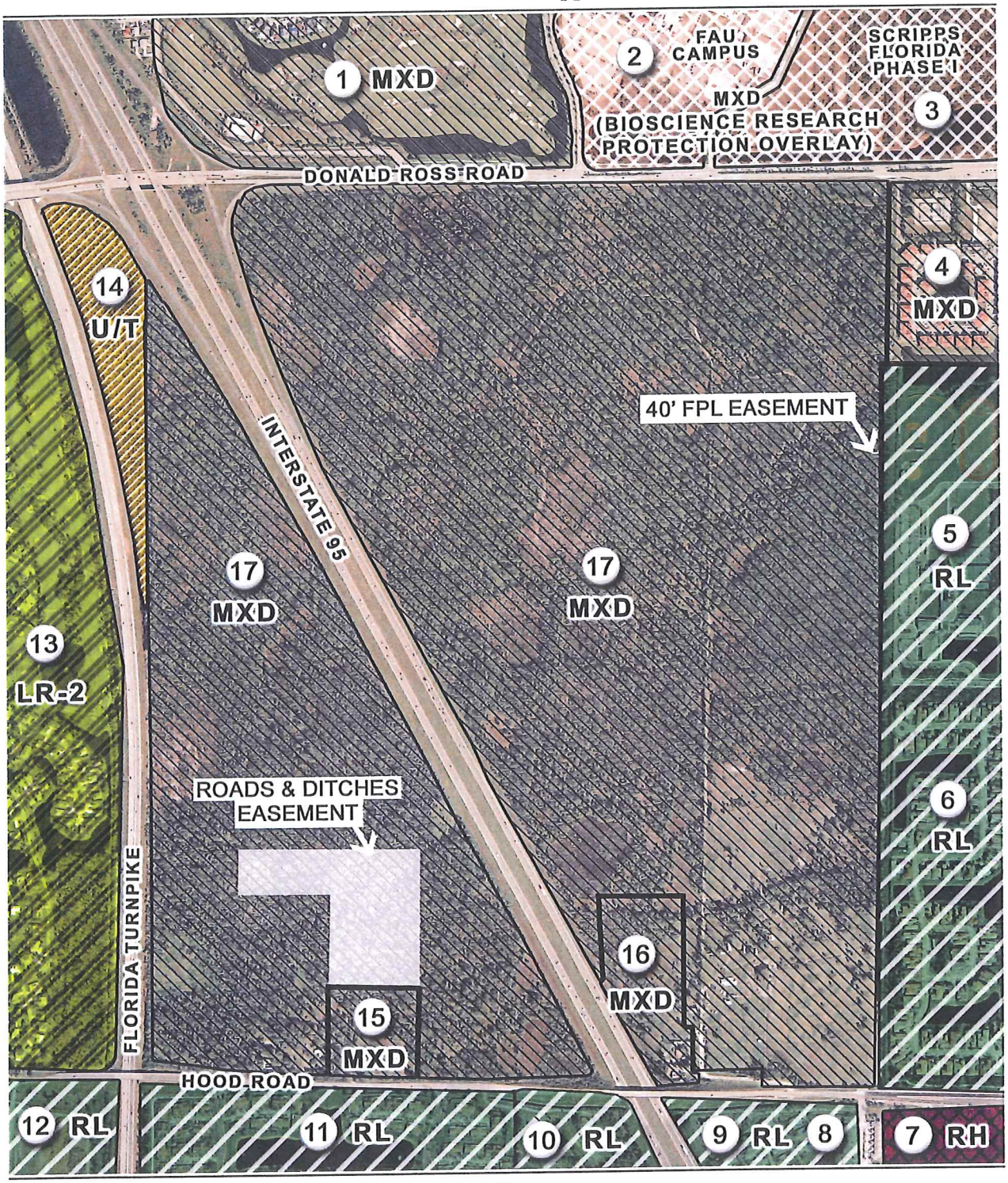

1. Abacoa DRI, Golf Course
2. FAU Campus, Educational
3. Scripps FL Phase I, Bioscience Facility
4. Legends at the Gardens, Residential
5. Benjamin School, Educational
6. San Michelle, Residential
7. Paloma, Residential
8. Westwood Lakes, Residential
9. Hood Road Centre, Office
10. Residential
11. Westwood Gardens, Residential
12. Mirasol/Marsh Pointe Elementary, Educational
13. Eastpointe, Residential
14. Utilities
15. Vacant
16. Single Family Residential
17. Vacant, Horse Ranch

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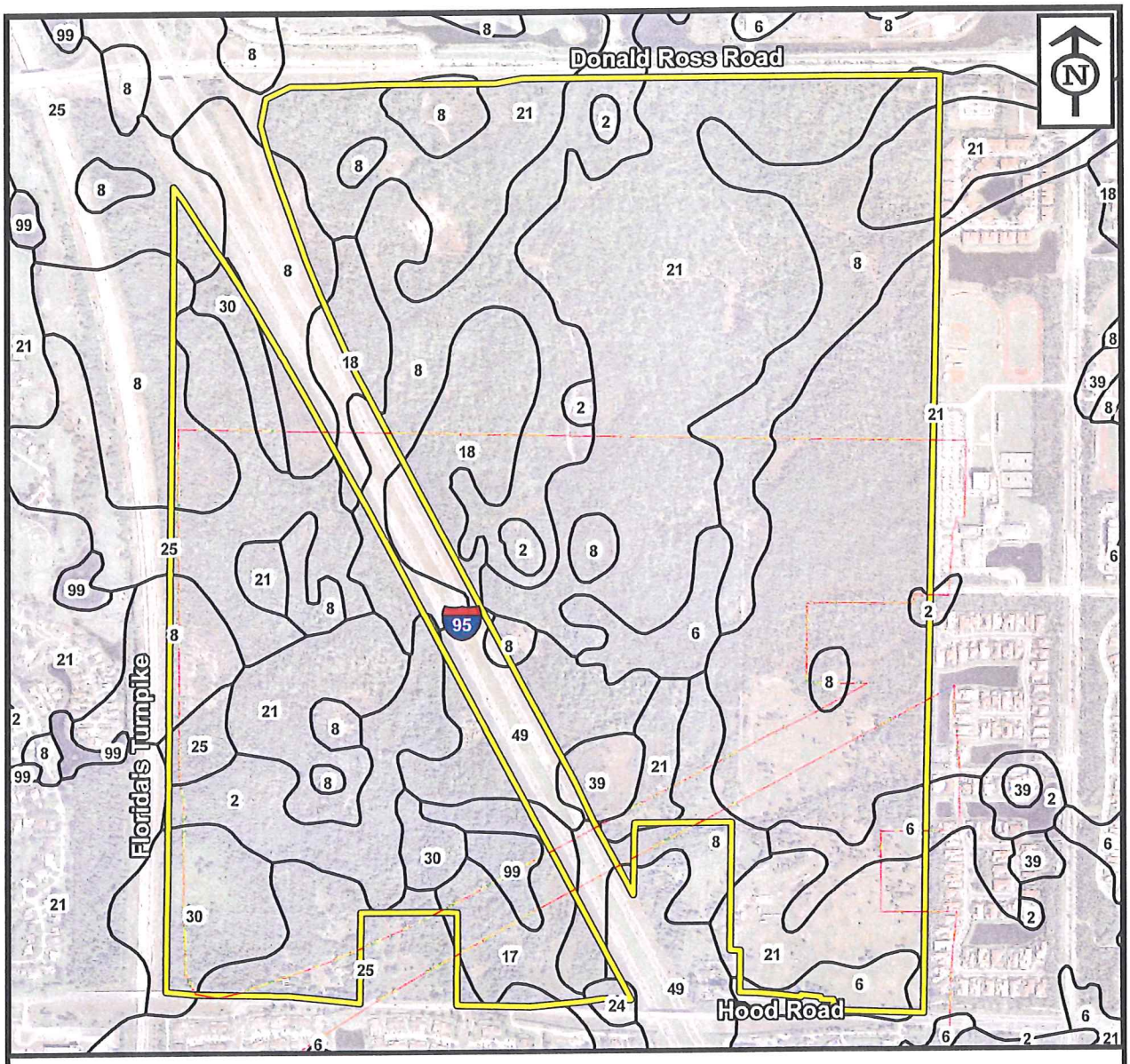
Land Use Map

N



0 500 1,000
Feet

Source(s): Palm Beach County, 2007 Digital Aerial Photograph; USDA Soils Survey of Palm Beach County, Florida.

Sections 26 and 35, Township 41 South, Range 42 East

Disclaimer: The information depicted on this figure is for conceptual purposes only, serves to aid a licensed engineer or geologist in rendering professional services, and is subject to review and approval by appropriate regulatory agencies.

Project Boundary

Soils

- 2, Anclote fine sand
- 6, Basinger fine sand
- 8, Basinger and Myakka sands, depressional
- 17, Holopaw fine sand
- 18, Immokalee fine sand
- 21, Myakka fine sand
- 24, Okeelanta muck
- 25, Oldsmar sand
- 30, Pinellas fine sand
- 49, Wabasso fine sand
- 99, Water

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Jupiter, Florida 33458
(561) 743-5141
(561) 743-5441 Fax
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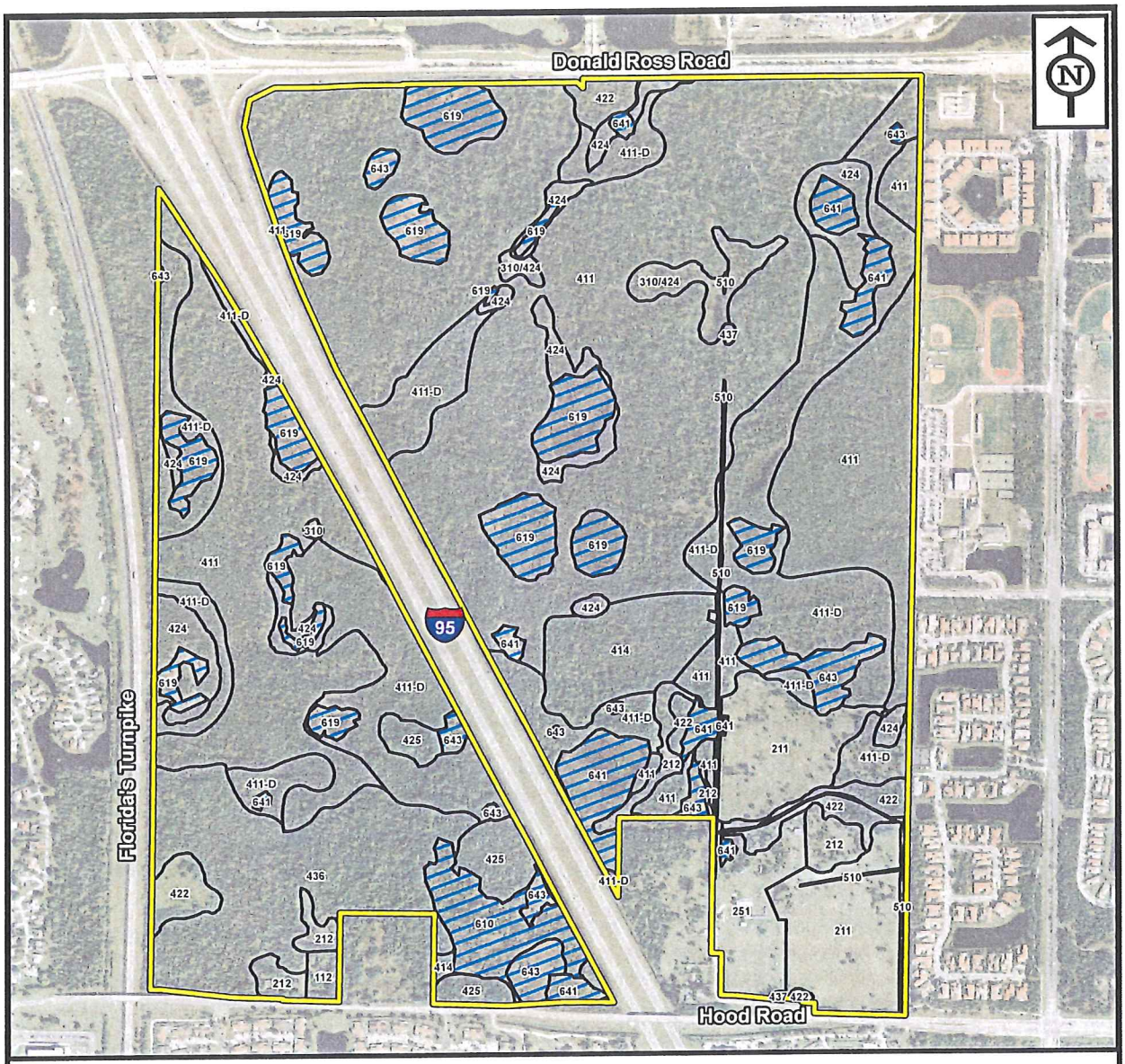
www.environmentalservicesinc.com

Soils Map

Scripps Florida Phase II / Briger DRI

Palm Beach Gardens, Palm Beach County, Florida

Project:	EP07094.00
Date:	Sep. 2008
Drwn/Chkd:	JDS/JRN
Figure:	E



0 500 1,000
Feet

Source(s): Palm Beach County, 2008 Digital Aerial Photograph; Florida Land Use, Cover and Forms Classification System (FDOT).

Sections 26 and 35, Township 41 South, Range 42 East

Disclaimer: The information depicted on this figure is for conceptual purposes only, serves to aid a licensed engineer or geologist in rendering professional services, and is subject to review and approval by appropriate regulatory

- Project Boundary (681.69 ac. ±)

FLUCFCS

- 112, Mobile Home Units (1.83 ac. ±)
- 211, Improved Pastures (36.88 ac. ±)
- 212, Unimproved Pastures (10.13 ac. ±)
- 251, Horse Farms (12.52 ac. ±)
- 310, Herbaceous (Dry Prairie) (0.29 ac. ±)
- 310/424, Herbaceous (Dry Prairie)/Melaleuca (7.17 ac. ±)
- 411, Pine Flatwoods (305.98 ac. ±)
- 411-D, Pine Flatwoods, Disturbed (108.37 ac. ±)
- 414, Pine - Mesic Oak (17.62 ac. ±)
- 422, Brazilian Pepper (14.85 ac. ±)
- 424, Melaleuca (21.98 ac. ±)
- 425, Temperate Hardwoods (10.80 ac. ±)
- 436, Upland Scrub, Pine and Hardwoods (46.93 ac. ±)
- 437, Australian Pine (0.37 ac. ±)
- 510, Ditches (2.76 ac. ±)
- 610, Wetland Hardwood Forests (11.51 ac. ±)
- 619, Exotic Wetland Hardwoods (41.42 ac. ±)
- 641, Freshwater Marshes (17.38 ac. ±)
- 643, Wet Prairies (12.90 ac. ±)

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Existing Site Conditions

Scripps Florida Phase II / Briger DRI

Palm Beach Gardens, Palm Beach County, Florida

Project:	EP07094.00
Date:	June 2009
Drwn/Chkd:	JDS/JRN
Figure:	F

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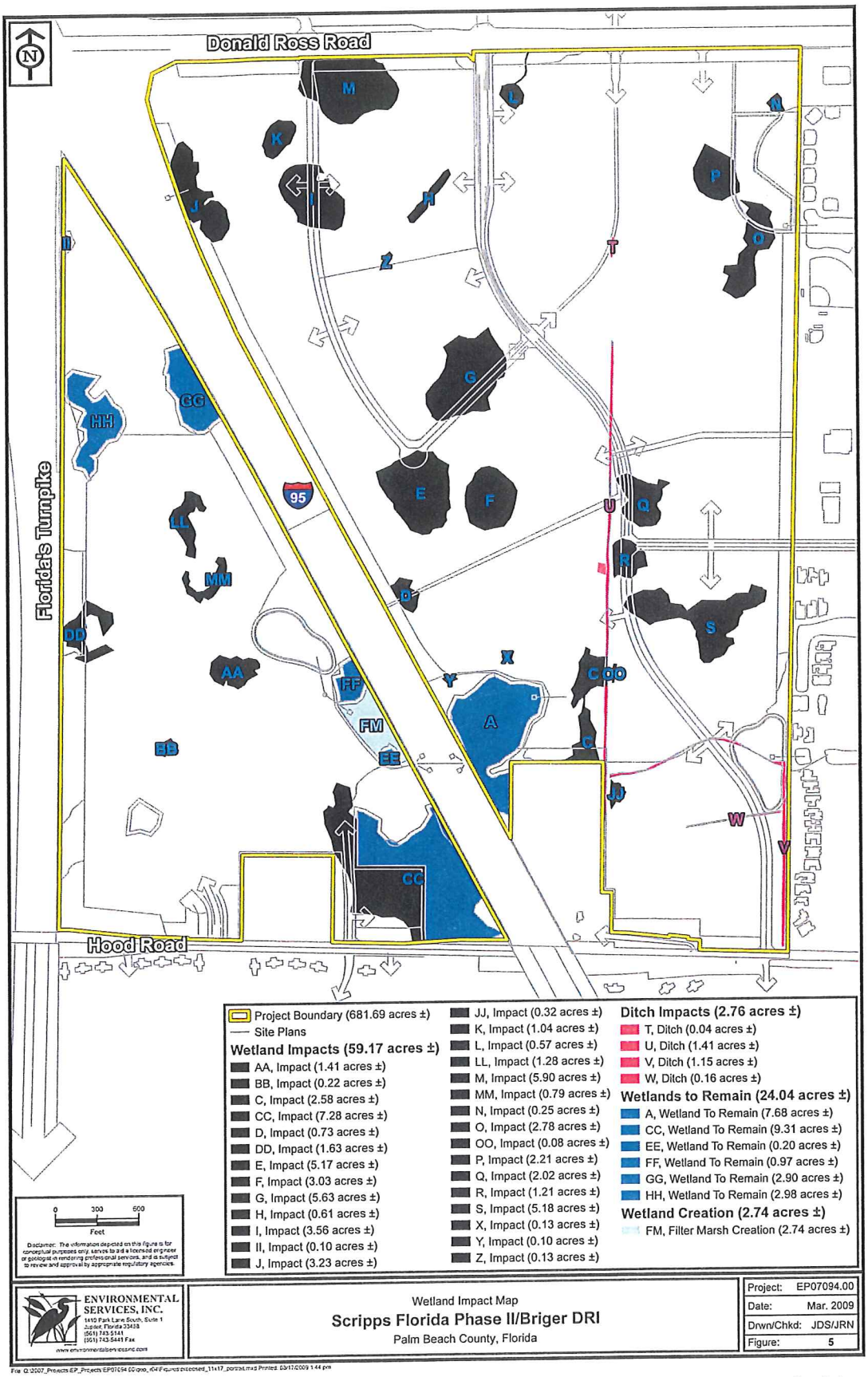
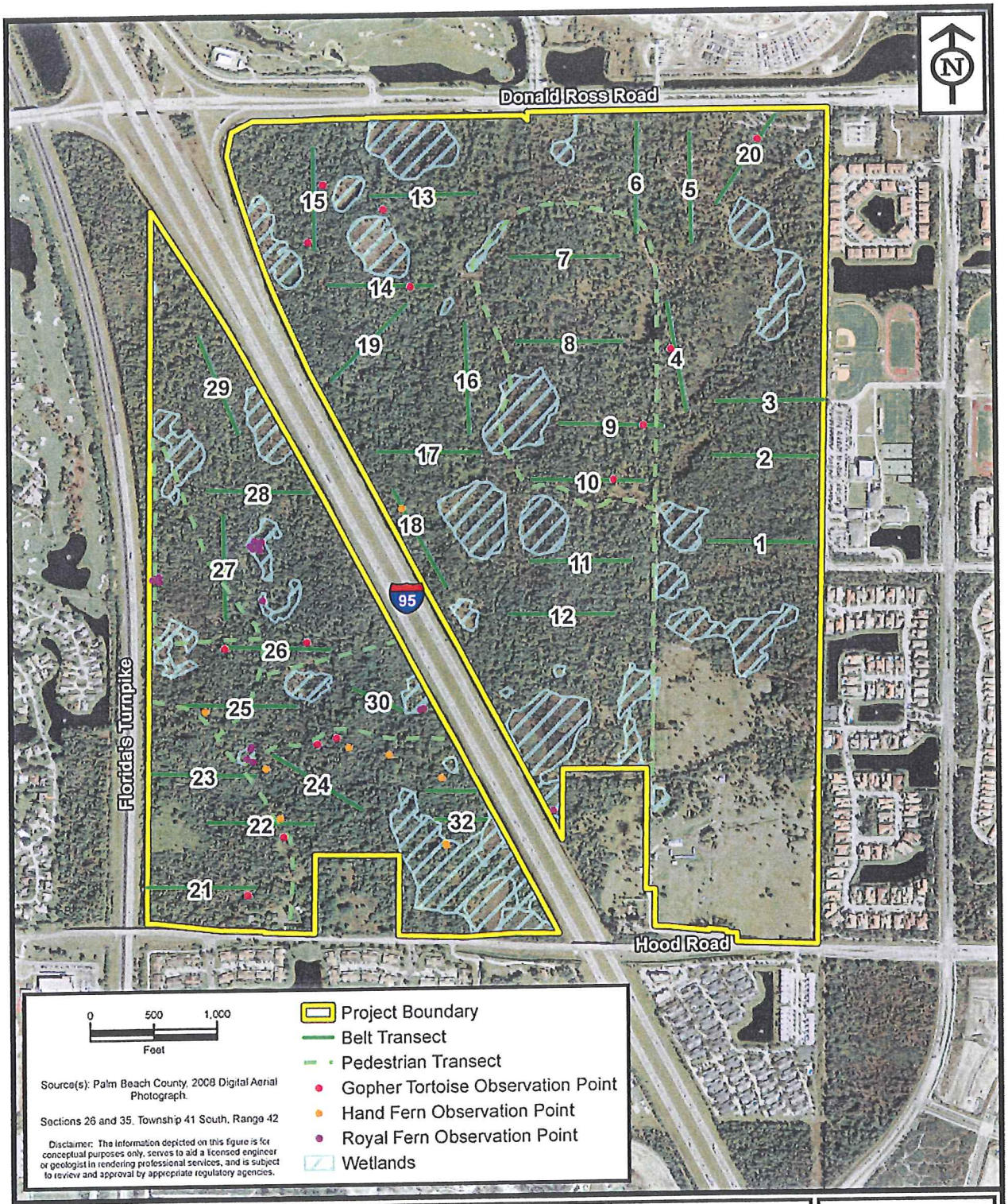
revised June 2009



revised August 2009



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Wildlife and Plant Resources Map

Scripps Florida Phase II / Briger DRI

Palm Beach Gardens, Palm Beach County, Florida

Project:	EP07094.00
Date:	June 2009
Drwn/Chkd:	JDS/JRN
Figure:	G

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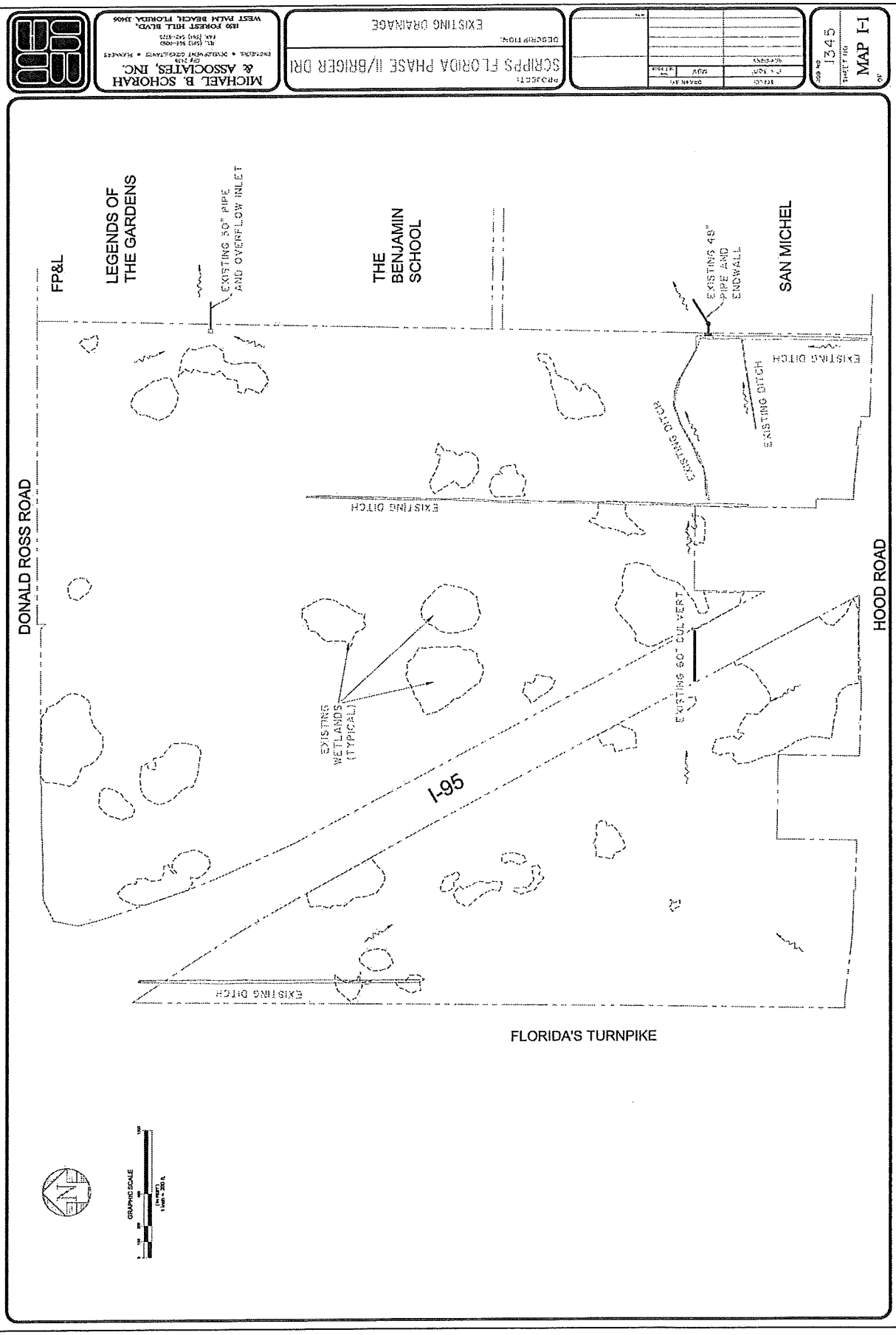
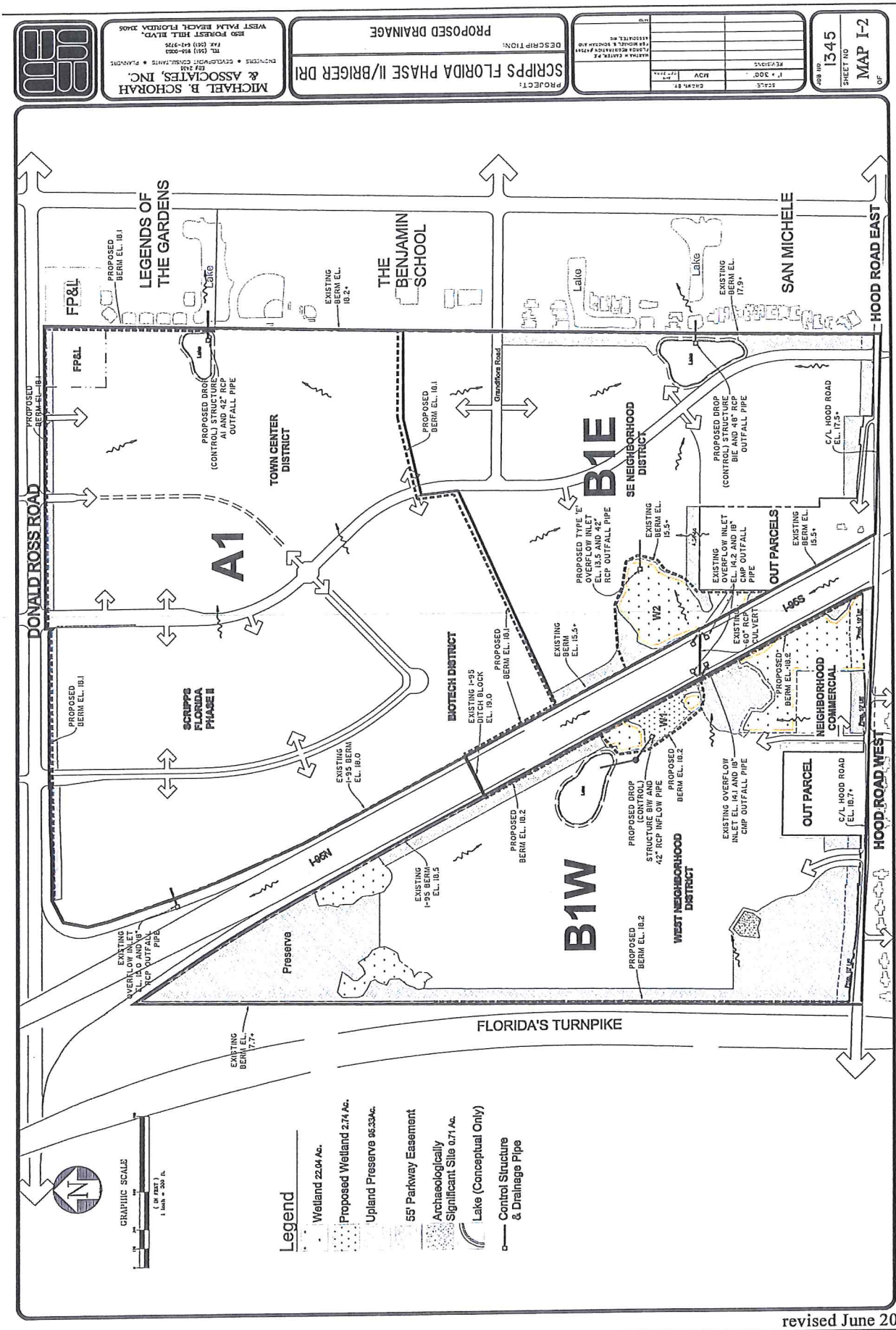
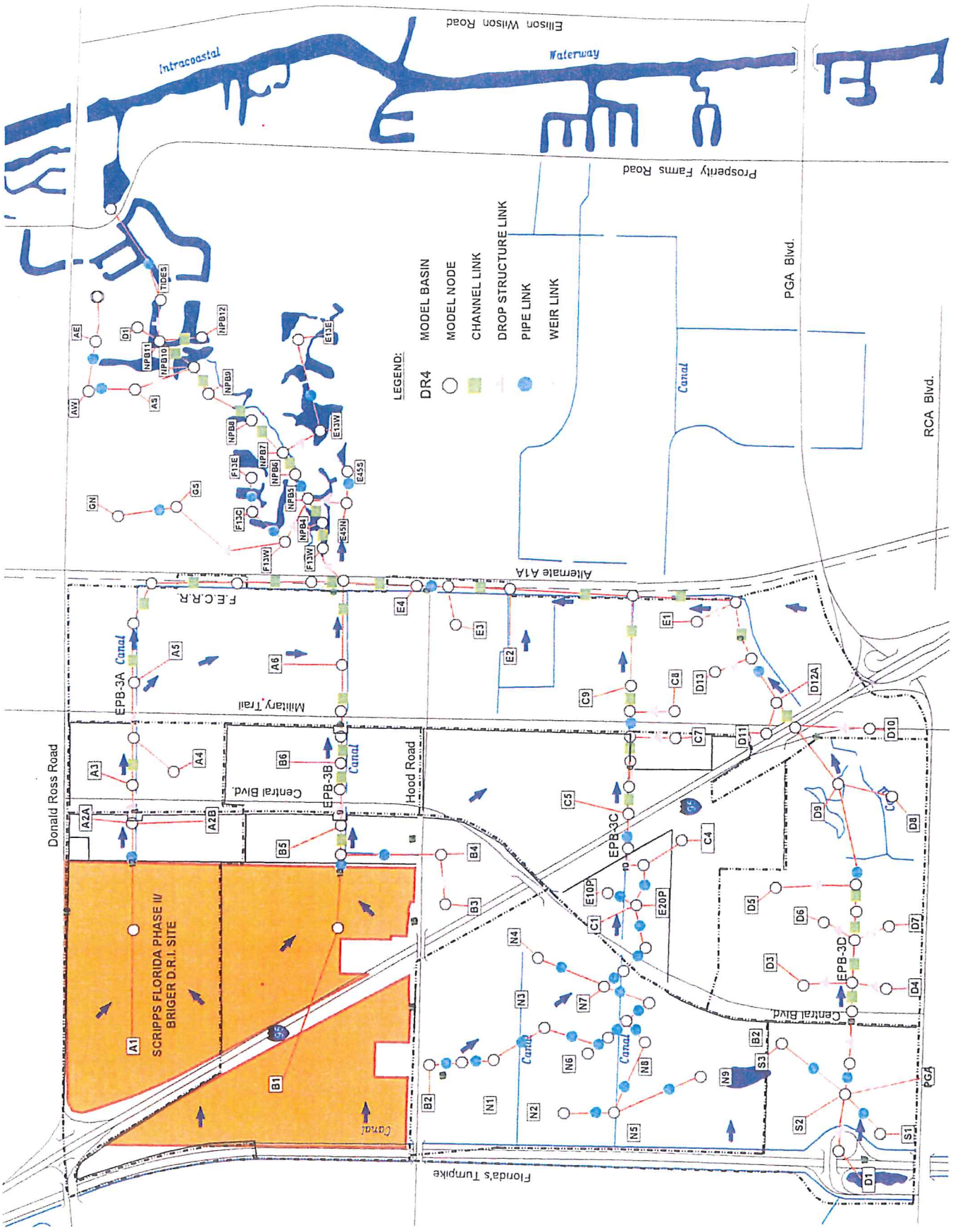

MICHAEL B. SCHORAH & ASSOCIATES, INC
SCRIPPS FLORIDA PHASE II/BRIGER DRI
EXISTING DRAINAGE
MAP I-1
1345
LEGENDS OF THE GARDENS
FP&L
EXISTING 30" PIPE AND OVERFLOW INLET
THE BENJAMIN SCHOOL
EXISTING 48" PIPE AND ENDWALL
SAN MICHEL
EXISTING DITCH
EXISTING DITCH
EXISTING DITCH
DONALD ROSS ROAD
HOOD ROAD
EXISTING WETLANDS (TYPICAL)
EXISTING 60" CULVERT
I-95
EXISTING DITCH
FLORIDA'S TURNPIKE
GRAPHIC SCALE



revised June 2009



Master Drainage Plan - Basin Map

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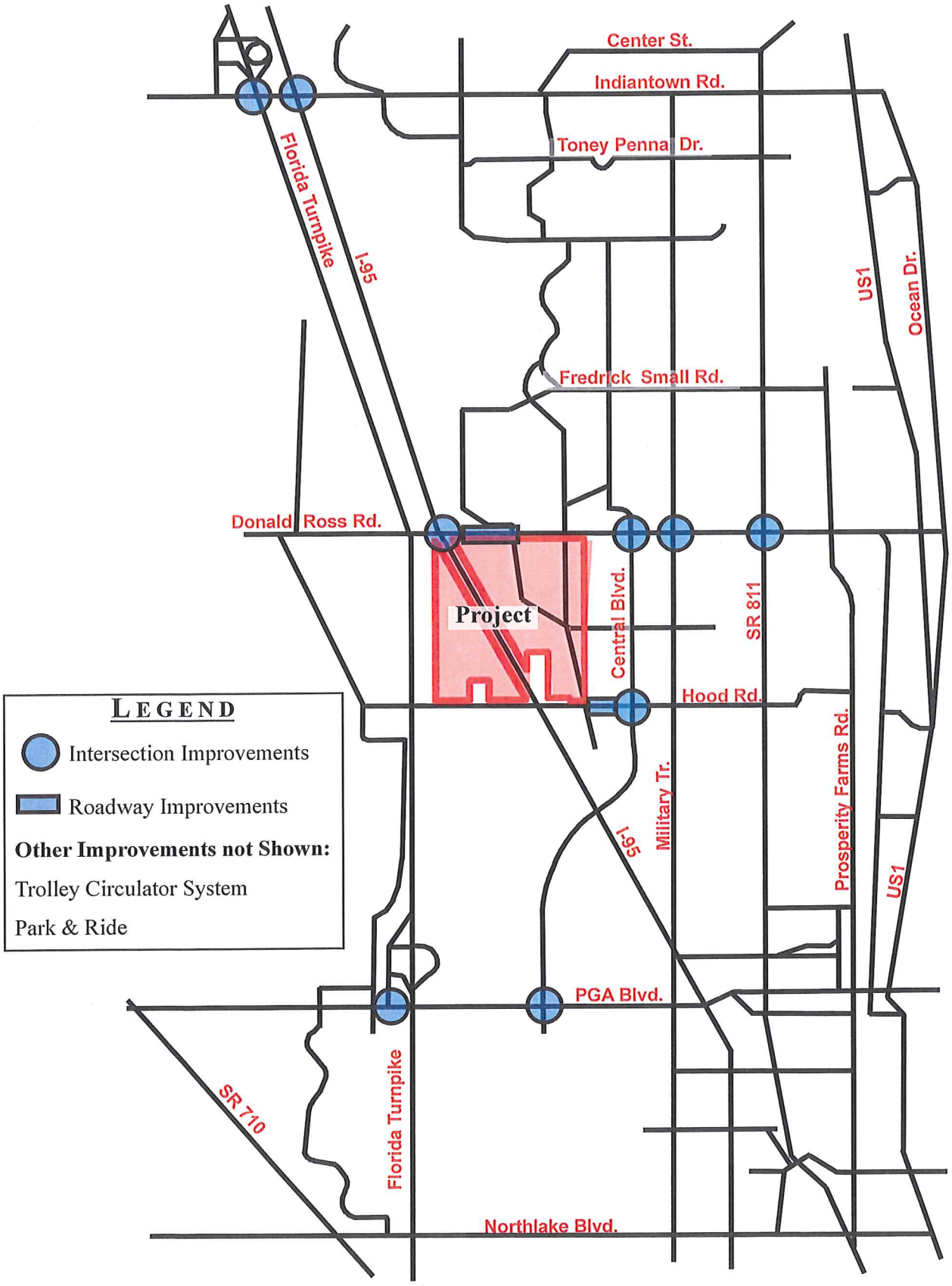
N



Transportation Network Map

APPENDIX B

Correspondence

This appendix contains correspondence related to the Scripps Florida – Phase II/Briger Tract DRI:

South Florida Water Management District B-2
Town of Jupiter B-15
Abacoa Property Owners Assembly B-22
School District of Palm Beach County B-23

SOUTH FLORIDA WATER MANAGEMENT DISTRICT

LAN 01

August 24, 2009

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

Dear ~~Mr. Busha~~:

Subject: Scripps Florida – Phase II/Briger Tract, DRI No. 09-520

Enclosed is the District's Impact Assessment Report for the above subject project. The report is a general technical assessment of the project based on information provided by the applicant and does not constitute final finding agency action.

We appreciate this opportunity to participate in the review process. If you have any questions concerning our review of this project, please give me a call at (561) 682-6862.

Sincerely,

James J. Golden, AICP
Lead Planner
Environmental Resource Regulation Department

/jjg

Enclosure

c: Ken Tuma, Urban Design Studio

IMPACT ASSESSMENT REPORT

Prepared by

South Florida Water Management District

Issued August 24, 2009

I PROJECT SUMMARY

Project:	Scripps Florida – Phase II/Briger Tract
Developer:	Undetermined
SFWMD ID No:	09-520
Location:	S26&35/T41S/R42E, Palm Beach County
Size:	±681.69 acres
Existing Land Use:	Agricultural/Undeveloped
Proposed Land Use:	Mixed-use, including Biotech Research & Development (2,600,000 square feet), Office (1,200,000 square feet), Hotel (200,000 square feet/300 rooms), Retail (500,000 square feet), Residential (2,700 dwelling units)
DRI Threshold:	Exceeds mixed-use threshold, pursuant to Chapter 380.0651(3)(i), F.S.

II GENERAL PROJECT-RELATED INFORMATION

The Scripps Florida-Phase II/Briger Tract DRI is a proposed ±681.69 acre mixed-use development located in the City of Palm Beach Gardens along I-95, between Hood and Donald Ross Roads (see Exhibit 1).

The Master Development Plan (see Exhibit 2) proposes the following land uses: Biotech Research & Development (2,600,000 square feet), Office (1,200,000 square feet), Hotel (200,000 square feet/300 rooms), Retail (500,000 square feet), Residential (2,700 dwelling units). Development is scheduled to occur in four phases with build-out in 2028.

III POTENTIAL FOR ADVERSE REGIONAL IMPACTS SUMMARY

Category	Minimal	Significant	Major
Water Use - Potable	X		
Water Use - Non Potable		X	
Surface Water Management - Quantity		X	
Surface Water Management - Quality		X	
Wetlands/Other Surface Waters - Functions		X	

IV CONCLUSIONS AND RECOMMENDATIONS

The available DRI information is not detailed enough for District staff to finalize its evaluation of the proposed project. On April 27, 2009, the applicant submitted Environmental Resource Permit (ERP) application No. 090427-7 for Conceptual Approval of the overall development. The ERP application is currently undergoing technical review by District staff. Unresolved issues that will need to be addressed during the permit application review process include the project's non-potable water supply, submittal of detailed design plans, calculations and supporting documentation for the proposed surface water management system, determination of an appropriate control elevation(s), verification of the quantity and quality of the wetlands and other surface waters on the project site, submittal of additional data/information concerning existing/proposed hydrologic conditions for the project site, demonstration of reduction and elimination of wetland impacts, and submittal of additional details concerning the proposed mitigation activities (see the summaries below and the checklists and footnotes on pages 5 through 10 for additional details).

In addition to the above, any development order issued by the City of Palm Beach Gardens for this DRI will need to make adequate provisions for the water supply-related public facilities needed to accommodate the impacts of the proposed development, pursuant to Section 380.06(15)(e)2, F.S., and Rule 9J-2.044(6), F.A.C.

Water Use

Potable water supply is proposed to be provided by the Seacoast Utility Authority (SUA). At this time, the SUA appears to have an adequate permitted allocation to meet the demands for at least the first phase of development. The applicant is proposing to use surface water to meet the project's landscape irrigation demands until reclaimed water becomes available.

For additional details concerning the above as well as permitting requirements, see "Permits" on page 3 and the Water Supply and Development checklist and footnotes on pages 5 and 6.

The District is recommending Development Order conditions (see page 4) requiring that: (1) No building permits be issued unless the developer demonstrates that the Seacoast Utility Authority has an adequate permitted allocation of potable water and adequate potable water treatment facilities to meet the demands of the development for which the building permit is being requested; and (2) Specific conservation measures be incorporated into the project design.

Surface Water Management

Existing surface water features on the project site include some ditches and isolated wetlands. The project site is located within Northern Palm Beach County Improvement District's Unit of Development No. 2 (Permit No. 50-00610-S).

The proposed surface water management system will consist of a network of inlets, culverts, control structures, wet detention ponds, littoral shelves, wetlands, and dry pre-treatment areas.

Water quality treatment will be provided within the wet detention ponds. Additional water quality treatment will be provided within dry pre-treatment areas for commercial and industrial development. The proposed surface water management system will be designed to provide storm water attenuation to control the discharge from the developed site in such a way that the overall system for Unit of Development No. 2 is not adversely impacted.

Issues to be resolved prior to issuance of an ERP include submittal of detailed design plans, calculations, and supporting documentation for the proposed surface water management system and determination of an appropriate control elevation(s).

For additional details concerning the proposed surface water management system design as well as permitting requirements, see "Permits" below and the Surface Water Management checklist and footnote on pages 7 and 8.

Wetlands/Other Surface Waters-Functions

The project site contains approximately 83.21 acres of wetlands, the majority of which are exotic hardwood wetlands. A lesser acreage of freshwater marsh, hardwood forest, and wet prairie wetlands also occur on-site. The applicant is proposing to impact 59.17 acres (71%) of the existing on-site wetlands.

Issues to be resolved prior to issuance of an ERP include determination of an appropriate control elevation(s), verification of the quantity and quality of the wetlands and other surface waters on the project site, submittal of additional data/information concerning existing/proposed hydrologic conditions for the project site, demonstration of reduction and elimination of wetland impacts, and submittal of additional details concerning the proposed mitigation activities.

For additional details concerning the above as well as permitting requirements, see "Permits" below and the Environmental checklist and footnotes on pages 9 and 10.

Permits

This project will require the following District permits prior to commencement of construction:

1. Environmental Resource Permit – for conceptual approval and for construction and operation of the surface water management system for the proposed development and for the proposed impacts to wetlands and other surface waters (Application No. 090427-7 for conceptual approval is currently undergoing technical review).

2. Water Use Permit – for the proposed surface water withdrawals for landscape irrigation.

3. Water Use Permit - for any dewatering activities proposed for the construction of project lakes, utilities and/or road or building foundations.

The applicant must meet District criteria in effect at the time of permit application.

Recommended Development Order Conditions

1. A building permit shall not be issued unless the developer demonstrates that the Seacoast Utility Authority has an adequate permitted allocation of potable water and adequate potable water treatment and delivery facilities to meet the demands of the development for which the building permit is requested.

2. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, Florida-friendly (drought tolerant) landscape techniques, and other water conserving devices and/or methods. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the Seacoast Utility Authority by the South Florida Water Management District.

V DISCLAIMER

This review has been performed by the South Florida Water Management District to provide the Treasure Coast Regional Planning Council with a general technical assessment of the water-related impacts of this project from the District's perspective. It is a technical review of the project based on the information provided by the DRI applicant. It is not a permit under Chapter 373, F.S., nor is it a commitment for said permits. This review does not constitute final agency action and it is not binding on this agency. Permit evaluation, pursuant to Chapter 373, F.S., will be based upon the criteria in effect and the information available at the time of permit application. Consequently, the applicant is advised that this could result in a change in the District's technical assessment from that which is contained in this review.

SUBJECT: **WATER SUPPLY AND DEVELOPMENT** - Scripps Florida, DRI No. 09-520

Proposed Potable Water Source: Seacoast Utility Authority (SUA)
Permit No.: 50-00365-W
Expiration Date: **See footnote 1**
Permitted Allocation: 26.8 MGM (maximum)/8,054 MGY (average)
Current Usage: 6,000 MGY (based on 2008 data)
Projected Demand of DRI: 1.72 MGD

Proposed Non-Potable Water Sources: On-site lakes/reclaimed water
Projected Demand of DRI: 0.515 MGD

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	
I. **PROJECTED DEMANDS OF PROJECT**				
A. POTABLE WATER				
1. Use Generation Rates	X			
2. Conservation Practices	X			
B. NON-POTABLE WATER				
1. Use Generation Rates	X			
2. Conservation Practices	X			
3. Wastewater Reuse	X			
II. **WATER USE IMPACTS**				
A. ON-SITE				
1. Proposed Sources				
a. Groundwater	N/A			
b. Surface Water			X(2)	
c. Wastewater Reuse	X			
d. Reverse Osmosis	N/A			
2. Resource Capability			X(2)	
3. Impacts				
a. Salt Water Intrusion	X			
b. Pollution/Contamination	X			
c. Environmental			X(2)	
B. OFF-SITE				
1. Verification of Availability from Utility	X			
2. Resource Capability	X			
3. Impacts				
a. Salt Water Intrusion	X			
b. Pollution/Contamination	X			
c. Environmental			X(3)	
d. Other Legal Users	X			

FOOTNOTES: See following page.

WATER SUPPLY AND DEVELOPMENT FOOTNOTES:

1) District staff is currently reviewing an application for modification and renewal of the Seacoast Utility Authority (SUA) public water supply consumptive use permit.

2) Until the SUA has a sufficient supply of reclaimed water to serve the proposed development, the applicant is proposing withdrawals from the on-site lakes to meet the project's landscape irrigation demands. However, the permittability of this source is questionable due to the potential for the proposed withdrawals to cause harm to the existing on-site wetlands. During the water use permit application review process, the applicant will need to provide assurances that the proposed withdrawals from the on-site lakes will not result in harm to adjacent wetlands and the proposed littoral zones within the on-site lakes. The availability of reclaimed water and the timing of startup of delivery of the reclaimed water supply will also be major considerations in the District's decision regarding permitting of the proposed surface water withdrawals.

3) A major permitting issue is the impact of the SUA Hood Road wellfield on adjacent wetlands within the Briger property.

SUBJECT: **SURFACE WATER MANAGEMENT** - Scripps Florida, DRI No. 09-520

Drainage Basin: Intracoastal Waterway
Receiving Body: NPBCID Unit 2 Master System

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME		MAJOR REGIONAL ISSUES
		MINOR	MAJOR	
I. SYSTEM DESIGN				
A. QUANTITY CONSIDERATIONS				
1. Discharge method, location and route to receiving water	X			
2. Floodplain encroachment	X			
3. Net basin storage		X(1)		
4. Stage/storage		X(1)		
5. Control elevations			X(2)	
6. Water management areas			X(1)	
7. Minimum drainage		X(1)		
8. Overdrainage		X(1)		
9. Outparcels		X(1)		
10. Exfiltration		X(1)		
11. Floor and road protection			X(1)	
12. Passage of upstream flows		X(1)		
13. Capacity of receiving water (pre vs. post)		X(1)		
B. QUALITY CONSIDERATIONS				
1. Standard BMP's		X(1)		
2. Special BMP's				
a. Sensitive receiving waters	X			
b. On-site use of wastewater	N/A			
c. Location of on-site percolation ponds	N/A			
d. Proximity of on-site percolation ponds to SWM system	N/A			
3. Use of natural system			X(2)	
4. Hazardous materials				
a. Use/generation		X(1)		
b. Management/disposal		X(1)		
5. Exfiltration systems		X(1)		

FOOTNOTES: See following page

SURFACE WATER MANAGEMENT FOOTNOTES:

1) Detailed design plans, calculations, and supporting documentation will be required as part of the Environmental Resource Permit (ERP) application review process.

2) A primary concern in the review of the ERP application is establishment of control elevation(s) for the ±681.69 acre property. It appears that the applicant is relying on control elevations that were previously permitted for surrounding projects, instead of providing site-specific data to determine the appropriate control elevation(s). This information is critical to determine if the proposed surface water management system will work in tandem with the wetlands.

SUBJECT: **ENVIRONMENT** - Scripps Florida, DRI No. 09-520

WETLANDS ACREAGE SUMMARY*

Total Existing	Presently Impacted	Proposed To Be Preserved	Proposed To Be Altered/Destroyed	Proposed To Be Mitigated	Resulting Net Gain/Loss
83.21	0	24.04	59.17	**[see footnote 2]**	

* Applicant estimates (subject to verification during permit review). The above estimates do not include proposed impacts to 2.76 acres of "other surface waters".

	ACCEPTABLE RESPONSE IN APPLICATION	RESOLVABLE AT PERMIT TIME MINOR	RESOLVABLE AT PERMIT TIME MAJOR	MAJOR REGIONAL ISSUES
I. **EXISTING SENSITIVE LANDS**				
A. WETLANDS				
1. Quantity	X			
2. Quality		X(1)		
B. UNIQUE HABITAT	X			
C. ENDANGERED SPECIES	X			
D. OTHER (Save Our Rivers; OFWs; aquifer recharge areas; etc.)	X			
II. **IMPACTS OF PRESERVATION/MITIGATION**				
A. QUANTITY			X(2)	
B. QUALITY			X(2)	
C. MANAGEMENT SCHEME (managed elevations, buffers, littoral zones; etc.)			X(2)	
D. ENDANGERED SPECIES/HABITAT	X			
III. **COMPATIBILITY OF PROPOSED LAND USE AND NATURAL CHARACTERISTICS**		X(1)		

FOOTNOTES: See following page.

ENVIRONMENT FOOTNOTES:

(1) As part of the Environmental Resource Permit (ERP) application review process, information must be submitted concerning the existing hydrologic conditions at the project site relative to the existing on-site wetlands and other surface waters.

As part of the ERP review process, additional information must be provided regarding the quality of the wetlands and other surface waters. Sufficient detail must be provided to provide a frame of reference for the types of natural communities and the functions of those natural communities that are being evaluated through use of the Uniform Mitigation Assessment Method (UMAM).

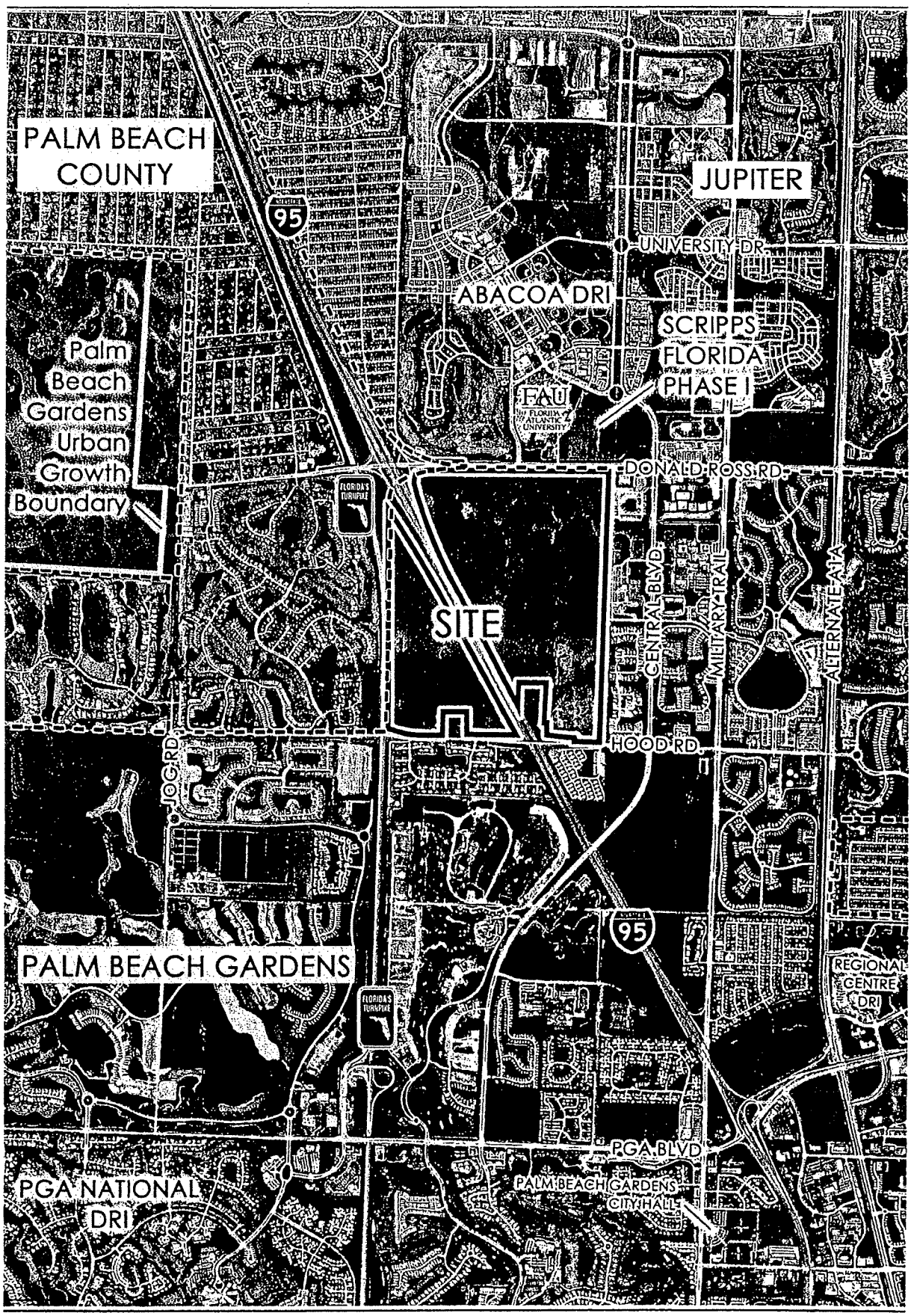
(2) As part of the ERP review process, a detailed project alternatives analysis must be provided which demonstrates that the applicant has implemented practicable project design modifications to reduce and eliminate wetland impacts in the proposed plan of development. This alternatives analysis is necessary for staff to determine if the project can be recommended for approval and before staff will consider any mitigation.

As part of the ERP review process, existing and proposed hydrologic data/information must be provided for the project site relative to the existing on-site wetlands, other surface waters, and the on-site wetlands proposed to be preserved/enhanced/restored/created. This information is necessary for staff to review the proposed surface water management system and the wetland mitigation proposal.

As part of the ERP review process, additional information needs to be provided concerning the specific proposed on-site wetland preservation, enhancement, restoration, and creation mitigation activities. The applicant is advised that the District cannot consider any off-site mitigation until on-site wetland impacts and mitigation are resolved. A mitigation proposal must be provided in accordance with the requirements outlined in the Basis of Review for ERP applications and the UMAM, pursuant to Chapters 40E-4 and 62-345, F.A.C., respectively.

As part of the ERP review process, additional information must be provided to demonstrate how the proposed project construction, wetland impacts, and wetland mitigation phasing will be implemented for the entire project site.

As part of the ERP review process, the applicant must provide reasonable assurances that the proposed project will meet the District's conditions for issuance of an ERP and will not adversely impact water resources.



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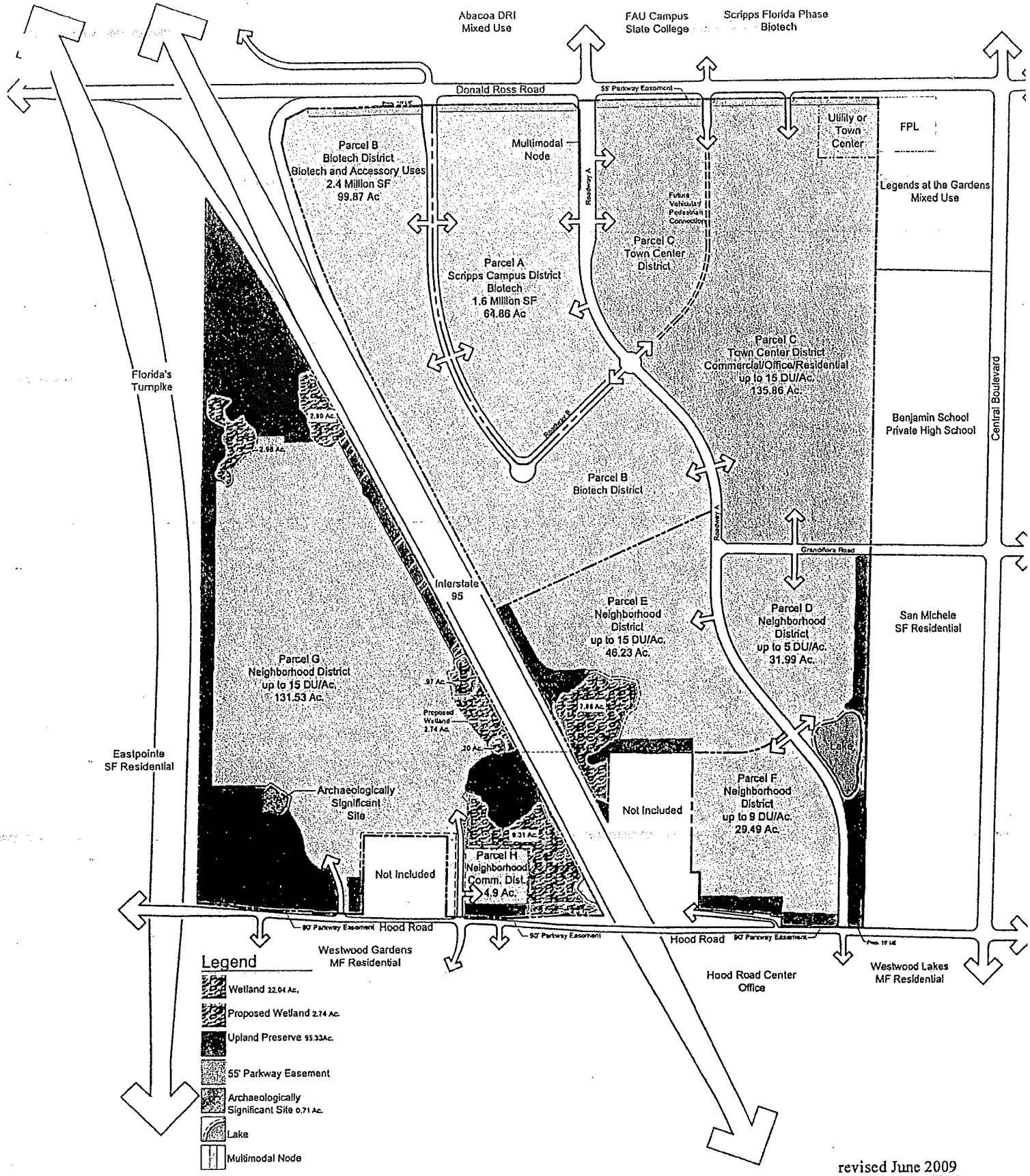
Location Map
MAP A, Page 2 of 2

EXHIBIT 1



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Master Site Plan
MAP H, Page 1 of 4

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EXHIBIT 2

TOWN OF JUPITER

RECEIVED
AUG 27 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

August 24, 2009

Mr. Michael J. Busha, AICP
Executive Director
Treasure Coast Regional Planning Council
301 East Ocean Boulevard, Suite 300
Stuart, FL 34994

Subject: Scripps Florida Phase II/ Briger Tract Development of Regional Impact (DRI) Application for Development Approval (ADA) – Final Sufficiency Comments and Recommendations

Dear Mr. Busha: Mike

Thank you for the opportunity to review the proposed ADA, the Town would like to acknowledge the importance of the Scripps Phase II/ Briger Tract DRI in expanding the Palm Beach County Life Sciences Cluster and the significant relationship it will have with Scripps Florida Phase I located on the north side of Donald Ross Road in the Town. However, the Town is also concerned with the associated impacts the proposed DRI will have on its public facilities and character. Therefore, the Town requests consideration be given to inclusion of the following recommendations, based on sufficiency responses from the Applicant, in the Regional Assessment Report:

1) Question 9 Map H – Master Site Plan.

   a) The Map H section pertaining to Development Phasing includes a discussion of the usage of the land use conversion matrix. The Town had the following comments related to the proposed land use conversion matrix:

      i. The conversion matrix allows for the decrease of 16 specific types of uses. These uses are internally inconsistent with the list of uses that are contained in Question 10 as shown on Table 10-A. Additionally, the list of uses in the conversion matrix are internally inconsistent with the land uses that are analyzed throughout Question 21 as shown on the "Proposed Land Use" table on page 21-8 of the ADA. The Town asked the applicant to provide additional data and analysis, which would provide consistency of the uses that can be decreased with the uses contained in the remainder of the ADA. The applicant's response stated the purpose of the land conversion matrix is to allow traffic trips to be converted to other uses that are not specifically listed in the generalized transportation analysis. Additionally, the number of uses allowed to decrease

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through the use of the conversion matrix increased from 16 to 20. The Town continues to have concerns about the internal inconsistencies related to the use of the conversion matrix. **The Town recommends a condition be added to the Development Order (DO) which restricts the use of the conversion matrix to the uses contained in Question 10, which is consistent with the land uses that are analyzed throughout Question 21**.

ii. The analysis states the equivalency rate for the conversion matrix is only based on traffic trips. The Town requested the applicant provide a conversion matrix which incorporates the demand for all public facilities (i.e. water, sewer, solid waste, etc.), not just traffic, when determining the equivalency rates between uses. The applicant's response stated for the purposes of the DRI review, the use of traffic generation rates as means for the proposed conversion matrix is the most appropriate factor. Additionally, the applicant defers analysis of the impacts of the other public facilities to the site plan review process. The Town continues to believe it is important to consider the equivalency of all public facilities when utilizing the conversion matrix. As an example, in the Biotech District 100,000 square feet of R&D use could be converted to 423 apartments or 534 condominium units. **The Town recommends DO conditions related to use of the conversion matrix require the conversions be based on equivalencies for all public facilities.**

b) Map H also does not specify the total amounts of intensities and densities that are located in each of the parcels (A through G). The Town requested the applicant provide additional data and analysis that indicates the amounts of proposed development that are located in each of the seven identified parcels. The applicant's response stated Map H had been revised to provide the acreage and proposed intensity and densities for each proposed district within the project. The Town notes the revised Map H (see attached) does not included the total square footage of commercial and office, nor the total number of dwelling units, permitted in the Town Center District (Parcel C). Additionally, Map H does not include the total square footage of neighborhood commercial square footage permitted in Parcel H or the total number of dwelling units permitted in Parcels D, E, F and G. **The Town recommends a condition be added to the DO which requires the specific intensities and total number of residential densities permitted in each of the eight parcels be included on Map H. The total number of residential units allocated to Parcel G, located west of I-95, should be consistent with the number utilized to determine traffic impacts in Question 21.**

c) Map H appears to concentrate all of the 450,000 square feet (s.f.) of retail development programmed for the portion of the subject property located east of I-95 in Parcel C (Town Center). As noted in the attached Resolution No. 76-08 passed by the Town Council in August 2008, the Town continues to express concerns about the proposed concentration of the 450,000 s.f. of retail along Donald Ross Road. Specifically, the Town is concerned about the adverse impacts this proposed retail development will have on the existing and approved retail uses in the Abacoa DRI. In addition, there are significant concerns (see comments to Question 21) regarding additional project traffic impacts to Donald Ross Road, which was recently expanded to a six lane facility from I-95 to Central Boulevard at the expense of the residents and businesses of the Abacoa DRI. As part of the identification process of the total amount of intensities and densities requested above, the Town requested the

applicant reduce in scale and locate all retail development farther south towards Hood Road as neighborhood retail nodes in the three proposed neighborhood districts (Parcels D through F) and increase the amount of neighborhood retail proposed for the portion of property located west of I-95 (Parcel H). The applicant's market analysis indicates the proposed 2,700 dwelling units, 2.6 million s.f. of research and development and 1.2 million s.f. of office justify the need for 500,000 s.f. of retail. Therefore, the Town recommended the uses should be more internalized to serve the proposed residential and employment center in a more walkable mixed use context. The redistribution of retail throughout the project will also help reduce project traffic impacts on Donald Ross Road and serve the existing population along the Hood Road corridor, which currently lacks neighborhood and community commercial uses. Finally, the Town requested the applicant propose mitigation to address potential impacts additional proposed retail with have upon nearby retail developments in the Abacoa DRI. The applicant's response stated the project's Design Guidelines require the construction of the Town Center District in a block-style development with the buildings pulled up to the street frontage. Further, the applicant stated that it is anticipated there will be commercial buildings fronting on Donald Ross Road and as such the Town Center District is located in the best environment for its success. The response to this question did not address any mitigation strategies to address impacts to existing nearby retail developments and stated the cluster of activity from the project will provide economic opportunities for the entire area. The Town continues to be concerned with the potential concentration of the 450,000 square feet of retail along Donald Ross Road. **The Town recommends the 450,000 square feet of retail development proposed for the Town Center District (Parcel C) be reduced in scale and be distributed throughout the development including the addition of a walkable neighborhood retail node to serve the three proposed neighborhood districts (Parcels D through F) and increase the amount of neighborhood commercial proposed for the portion of property located west of I-95. The Town Center District retail development should be oriented more internally towards Roadway A (Parkside Drive) in a walkable environment to serve the proposed Employment Center and not be oriented to Donald Ross Road.**

2) Question 10 – Project Description. The applicant is required to provide a specific project description for the DRI and provide an analysis of how it is consistent with the Palm Beach Gardens Comprehensive Plan and the Treasure Coast Regional Planning Council's Strategic Regional Policy Plan.

   a) The proposed Comprehensive Plan text amendment to Future Land Use Element Policy 1.1.1.15 to include intensity measures for BioScience Mixed Use Developments would allow buildings on the proposed project to reach heights of 150 feet in the Employment Center. The applicant's response stated the 150 feet in height was requested by The Scripps Research Institute to allow for the increased floor heights required for biotech laboratories. The transmittal staff report for the text amendment to Policy 1.1.1.15 states The Scripps Research Institute specifically indicated that the 150 feet is necessary to accommodate their desire for a proposed seven-story biotech laboratory building on site, leaving room for a rooftop penthouse for the housing of considerable rooftop mechanical equipment for Scripps Phase II buildings. The attached April 16, 2009 letter from the Mayor of the Town of Jupiter reiterates the Town Council's compatibility

concerns with potential buildings reaching heights of 150 feet close to Donald Ross Road. The proposed maximum height is incompatible with maximum allowable building heights in the Town and the established character of the otherwise built-out Donald Ross Road corridor. For example, the maximum building height in the Abacoa DRI is only 60 feet. While the justification references other tall buildings in Palm Beach Gardens, with the exception of the Seacoast water tower, all of the building approaching or exceeding 150 feet in Palm Beach Gardens are located along PGA Boulevard. The Town notes that PGA Boulevard has a substantially different character than what is established for Donald Ross Road. In addition, the applicant is requesting a waiver from the City's 90 feet buffer requirement along Donald Ross Road. The requested buffer reduction is to 55 feet.

The Town recommends the following conditions:

i. **Requiring a 500 setback from Donald Ross Road for buildings over four stories.**
ii. **Limiting the additional height only for buildings approved for Biomedical and other scientific research uses consistent with those allowed in the Scripps Campus District, as defined on Map H.**
iii. **Limiting the qualifying buildings to a maximum of seven stories.**
iv. **Requiring design review for buildings exceeding four stories to ensure compatibility with surrounding development through architectural design and massing, which may warrant building stepbacks, tiering, increased setback standards and increased buffering, as well as other architectural solutions.**

b) The amount of existing square footage of retail development in the primary and secondary trade areas was not included in the demand analysis for the project's proposed 500,000 s.f. of retail. The Town notes the 450,000 s.f. of retail proposed for the Town Center Parcel is comparable to the 468,000 s.f. Legacy Place shopping center located at the southeast corner of Alternate A1A and PGA Boulevard. The Town requested a detailed inventory of the existing built, and entitled but not built, square footage contained in the primary and secondary trade areas, for which the proposed 500,000 square feet of retail is to serve. In addition, The Town requested the applicant provide additional current data and analysis to support its assertion that the retail market in Palm Beach Gardens/Jupiter is good with a vacancy rate of 4.82 percent. The applicant's response stated the original vacancy rate of 4.82 percent was based on a *MarketView Palm Beach County Retail* report from the 2nd quarter of 2007. Additional information provided by the applicant, from the same report from the 2nd quarter of 2008, indicated a vacancy rate of 5.4 percent. Further, the applicant provided an inventory of all existing area commercial retail space to obtain the most current overall vacancy rate. The result of this inventory indicates there is currently a 7.7 percent vacancy rate. A Town review of the applicant's inventory indicates some of the vacancy rates still underestimate the existing area vacancy rate. For example, the Downtown at the Gardens project in Palm Beach Gardens is shown to have a current vacancy rate of only 20 percent. **As previously noted in this letter, the Town recommends the 450,000 square feet of retail development proposed for the Town Center District (Parcel C) be reduced in scale and be distributed throughout the development to serve the proposed residential and Employment Center.**

3) Question 13 – Wetlands. The applicant is required to provide any proposed plans (conceptual or specific) for created or enhanced wetland areas. The Town noted in its initial comments letter that natural area planning practices recommend that all preserve areas be designed for the long term survival and protection of ecological communities and the conservation of wildlife, especially listed species (Gopher Tortoises, etc.). The design should provide for the protection and preservation of the most valuable or unique existing natural resources, collect and concentrate preserves and open space areas to amass a significantly large land area that will be left in their natural settings, endeavor to connect preserves and open space areas with the Parkway/Greenway system wherever possible. The proposed use of preservation areas as long, narrow buffers or isolated areas is discouraged. Such design will result in substantial degradation due to "edge effect," because of the high ratio of perimeter related to the total acreage. These areas should be maintained as large green space/preserves with the intent of preserving large areas to promote self-sustaining corridors. Finally, the Town recommended the applicant address whether potential connections to existing or future greenway system or other preserves are feasible. The applicant's response stated the proposed upland preserve area design has been reconfigured to consolidate high quality upland habitat and provide greater connectivity between upland and wetland preservation areas. The Town notes that other than a slight expansion of the perimeter preserve on Parcel G at Hood Road and the Florida Turnpike, the applicant has not made any substantive changes to the wetland areas shown on Map H. **The town recommends a condition be added to the DO which requires the integration of environmental preserves and open space areas to provide for a concentrated system that interconnects Greenway and Parkway corridors by discouraging the use of the long and narrow isolated greenspace and preserve areas.**

4) Question 21 – Transportation. The number of roadways projected to exceed their adopted Level of Service (LOS) standards with the addition of the project traffic trips are of significant concern to the Town.

   The applicant has elected to utilize the provisions of Section 163.3180(12), Florida Statutes (F.S.) to satisfy the transportation concurrency requirements of the local comprehensive plan, the County's concurrency management system, and Section 380.06, F.S. by payment of a proportionate-share contribution for local and regionally significant traffic impacts. Over the past five weeks, a workgroup consisting of representatives from the Treasure Coast Regional Planning Council, the Florida Turnpike, the Florida Department of Transportation, Palm Beach County, the City of Palm Beach Gardens and the Town have been evaluating the transportation improvements that should be completed utilizing the approximately $21 million in proportionate-share funds required by the proposed project. An Interlocal agreement containing the specifics of the proportionate-share contribution program for the project will need to be fully executed by all parties prior to the adoption of the project DO. The proposed transportation improvements include the expansion of the I-95 and Donald Ross Road interchange, the expansion of Donald Ross Road from I-95 to Heights Boulevard, expansions at either the PGA or Indiantown Road Turnpike interchanges, expansion of Hood Road, improvements along Indiantown Road at I-95, improvements at five key intersections and funding for a Scripps Circulator/Trolley. **In the event the proposed proportionate share Interlocal Agreement is not executed, the Town recommends conditions be added to the DO requiring the completion of the identified transportation improvements. The Town also recommends a condition**

be added allowing for a portion of funding for a Scripps Circulator/Trolley to be allocated to provide connections to other future transit. Specifically, if and when fixed-rail or other additional transit service is expanded to Northern Palm Beach County, the Town recommends the option to utilize some of the funding for station improvements. If a station is to be located in the Abacoa DRI preserve at the northeast corner of Donald Ross Road and the Florida East Coast Railroad (FEC), the station impacts to the existing preserve could be mitigated as part of the proposed preserve to provide on-site environmental mitigation for off-site station impacts, as this location would provide the closest station to most effectively serve the proposed DRI.

5) Question 23 - (Hurricane Preparedness) Part B(1). The Town requested the applicant provide analysis related to whether a deficit or surplus of shelter space capacity exists in northern Palm Beach County for a major (category 3 to 5) hurricane event. The applicant's response stated the proposed project is outside of the City's Hurricane Vulnerability Zone and the Category 5 evacuation zone. They did not provide the requested shelter space capacity analysis. To adequately respond to the question, the applicant should obtain conformation from the Palm Beach County Division of Emergency Management that the proposed evacuation plan for the DRI is adequate to serve the needs of the development in a category 5 event. **If an identified deficit exists, the Town recommends a condition be included in the DO to address the need for appropriate on-site shelter space, prior to the issuance of permits for any residential development.**

6) Question 26 – Recreation and Open Space. The Town requested the applicant evaluate beach access impacts associated with proposed 2,700 residential units, so that appropriate conditions could be added to the DRI Development Order requiring Palm Beach County and the applicant to determine the need for additional beach access for the development's residents. Specifically, the Town suggested commitments be established with the County Parks and Recreation Department to develop the 164.0+/- acre Diamond Head/Radnor Park (generally located west of the Atlantic Ocean, east of US Highway One, south of Ocean Way and north of Marcinski Road) timely with the proposed phasing of residential units in the DRI. The applicant's response noted that at build-out, the project will generate a need for 1.2 acres of development beach access. Given the relatively small size for the compliance with the County's beach access adopted LOS standard, it would be best addressed through the impact fee process rather than a direct provision of the access. **The Town recommends a condition be added to the DO requiring all County beach access impact fee revenue be earmarked for development of the Diamond Head/Radnor Park.**

If you have any questions, or require further information, please do not hesitate to contact either Dave Kemp or myself at (561)741-2291.

Sincerely,

John R. Sickler

John R. Sickler, AICP
Director of Planning and Zoning
Town of Jupiter

Attachments

cc: Andrew D. Lukasik, Town Manager (via e-mail)
Anne Lyons, Assistant Town Manager (via e-mail)
Russ Ruskay, Director of Parks and Recreation (via e-mail)
Robert Lecky, CBO (via e-mail)
David Brown, Director of Utilities (via e-mail)
Tom Driscoll, Director of Engineering and Public Works (via e-mail)
CJ Lan, Traffic Engineer (via e-mail)
Stephanie Thoburn, Assistant Director of Planning and Zoning (via e-mail)
David Kemp, Principal Planner (via e-mail)
Ken Tuma, Urban Design Studio
Shannon LaRocque-Bass, Palm Beach County
Lorenzo Aghemo, Palm Beach County
Dennis Eshelman, Palm Beach County
Kara Irwin, City of Palm Beach Gardens
Michael McDaniel, Florida Department of Community Affairs
Beth Kelso, Abacoa POA

Stephanie Heidt

From: Peter Lippman [pearlind@abacoa.com]
Sent: Monday, August 24, 2009 11:52 AM
To: mbusha@tcrpc.org
Cc: Beth Kelso; Wendy Harrison; Undisclosed-recipients:
Subject: The Briger Project

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August 24, 2009.

Mr. Mike Busha, Executive Director
Treasure Coast Regional Planning Council

Dear Mr. Busha,

The Abacoa Property Owners Assembly represents the many thousands of residents, business owners and non-profit entities whose properties together constitute the planned community of Abacoa.

We welcome the prospect of expanded Scripps-related development immediately to our south In Palm Beach Gardens and regret only that we did not find ourselves in a position to impact the initial planning of this project.

There are two principal elements of the plan to date that concern us:

1. The possibility of having buildings as high as 150 feet abutting Donald Ross Road. In the interests of creating a softer, more gradual transition from the carefully-designed aesthetics of Abacoa, we would recommend and prefer that such structures be set back at least several hundred feet from Donald Ross Road, perhaps best located along the Interstate 95 corridor.

2. Donald Ross Road appears to now provide principal entry and egress from the planned 500,000 square foot "Town Center". We anticipate resulting severe traffic control problems. Access to and from Central Boulevard and Hood Road might help to alleviate the problem.

Peter R. Lippman, President
Abacoa Property Owners Assembly

ABACOA PROPERTY OWNERS' ASSEMBLY, INC.

THE SCHOOL DISTRICT OF
PALM BEACH COUNTY, FLORIDA
PLANNING DEPARTMENT
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KRISTIN K. GARRISON
PLANNING DIRECTOR

ARTHUR C. JOHNSON, Ph.D.
SUPERINTENDENT

September 4, 2009

Kim Delaney, Ph.D.
Growth Management Coordinator, TCRPC
421 S.W. Camden Avenue
Stuart, FL 34994

Dear Kim:

The School District planning staff reviewed the Scripps Phase II/Briger DRI development and phasing plan. The total number of students estimated to be generated based on the School Board adopted Student Generation Multipliers is 582: 284 elementary, 130 middle and 168 high. The proposed development is located in Concurrency Service Area 3. The utilization in the SY 2009 to SY 2012 Five Year Plan is as follow:

SCHOOLS	TOTAL CAPACITY (09/10)	PROJECTED ENROLLMENT (09/10)	STUDENTS TO BE GENERATED	UTILIZATION (09/10)
Marsh Pointe	960	583	284	90%
Watson B. Duncan Middle	1065	1160	130	121%
William T. Dwyer High	2481	2082	168	91%
		TOTAL STUDENTS	582	

The table shows that there is sufficient capacity to support the elementary school and high school students. We do have concerns pertaining to the potential impact at the middle school level. The Five Year Plan shows that the middle school serving the proposed development is operating above 110%, the adopted level of service for school concurrency. Schools however, are generally at capacity due to programs prior to reaching 110% utilization. In order to accommodate the students at the currently assigned middle school, additional capacity will be necessary. The capacity can be provided through modulars or other permanent capacity addition.

School District staff has met with the agent for the developer and asked for financial contribution for 6 additional modulars to accommodate the middle school students at the assigned school. The modular cost is estimated at $100,000 per unit. There has not been a commitment as yet from the developer. If additional capacity is not provided to the middle school, then the School District will be required to institute a boundary change to reassign the middle school students to another middle school with capacity. If there are any questions, please do not hesitate to contact me at 434-8800 or usher@palmbeach.k12.fl.us.

Sincerely,

Angela D. Usher, AICP
Intergovernmental Relations Manager

c: Joseph M. Sanches, Chief of Facilities, SDPBC; Blair LittleJohn III, Sr. Counsel, SDPBC;
Barry Present, Real Estate Director, SDPBC; Kristin K. Garrison, Planning Director, SDPBC

APPENDIX C

Goals, Strategies and Policies

This appendix contains a summary of the goals, strategies and policies in the SRPP that are most relevant to the project. Please refer to the SRPP for a more complete discussion of regional issues and additional goals, strategies, and policies.

Future of the Region

MASTER PLAN

Goal 4.1: Future development should be part of existing or proposed cities, towns, or villages.

Goal 6.1: Create new neighborhoods and communities.

Goal 10.1: Neighborhoods and communities which are served by a variety of transportation modes.

Goal 15.1: Preferred forms of development which result in downtown redevelopment and infill, the containment of suburban sprawl and the creation of new cities, towns, and villages.

Goal 16.1: The formation of new towns, cities and villages.

Strategy 6.1.1: Encourage the formation of sustainable neighborhoods and communities.

Strategy 7.1.3: Promote improved community planning and urban design.

Strategy 7.2.1: Promote patterns of development which provide better opportunities for the transportation disadvantaged.

Strategy 7.3.1: Reduce vulnerability to natural and man-made disaster events through better transportation, land use and community planning.

Strategy 12.1.1: Encourage patterns of development and programs which improve the independence and self-sufficiency of children.

Strategy 13.1.1: Encourage patterns of development and programs which minimize dependency on the automobile, encourage and accommodate public transit, and reduce vehicle miles traveled and the amount of vehicle emission discharged into the atmosphere.

Strategy 16.1.1: Encourage and facilitate preferred forms of development.

Policy 6.1.1.1: New neighborhoods and districts should contain a balanced, well-planned, compatible mix of land uses appropriately located so that State, local and regional goals are achieved.

Policy 6.1.1.2: New neighborhoods and districts should have compact designs, with a mix of building types.

Policy 6.1.2.3: Require that an urban design study be prepared to evaluate development proposals in the countryside.

Policy 7.1.1.4: Urban design and architectural studies should be performed when evaluating residential and commercial projects. Such studies should analyze building typology and compatibility, land use mix and the overall impact of the project on the surrounding neighborhood or district.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

Policy 7.2.1.1: Encourage patterns and forms of development and redevelopment and street design that will improve mobility opportunities for transit dependent groups especially the poor, handicapped and young.

Policy 7.3.1.2: Plan and design new development and redevelopment to increase the ability of the internal and external roadway network to accommodate emergency traffic, enhance post disaster recovery efforts, and provide central locations for public shelters and emergency relief centers.

Policy 8.1.1.3: Encourage patterns of development which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

Policy 9.1.1.1: Encourage patterns of development and programs which reduce dependency on the automobile, encourage and accommodate public transit, and reduce the overall use of fossil fuels.

Policy 10.1.1.1: Plan and design development to effectively accommodate alternative modes of transportation.

Policy 12.1.1.1: Consider the special mobility needs of children in all development proposals.

Policy 12.1.1.2: Encourage the location and provision of schools, parks, recreational and other uses (e.g., retail, civic uses, etc.) within biking or walking distance.

Policy 12.1.1.4: Provide sites for civic uses such as schools, parks and libraries within neighborhoods.

Policy 15.1.3.13: Make non-preferred forms of development occurring in undeveloped areas responsible for the full and true infrastructure costs to support the development through buildout.

Policy 16.1.1.1: Local governments should identify appropriate locations for preferred forms of development.

Policy 16.1.1.2: Future land use plans should be prepared for locations considered appropriate for new towns, cities, villages, neighborhoods and districts.

Transportation

RIGHTS OF WAY

Policy 7.1.1.1: Reserve and protect sufficient road right-of-way on the regional roadway network to provide for an efficient multi-modal transportation system.

EXTERNAL ROADWAY IMPROVEMENTS

Goal 8.1: Public facilities which provide a high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effective.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of necessary infrastructure and services.

INTERSECTION IMPROVEMENTS

Goal 8.1: Public facilities which provide a high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effective.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of necessary infrastructure and services.

ACCESS DRIVEWAYS

Goal 7.1: A balanced and integrated transportation system.

Strategy 7.1.3: Promote improved community planning and urban design.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

ANNUAL REPORTING AND MONITORING

Goal 8.1: Public facilities which provide a high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effective.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of necessary infrastructure and services.

NEIGHBORHOOD IMPACTS

Policy 7.1.2.1: Assist public and private agencies and entities in implementing TDM strategies that reduce congestion, energy use and the number of single-occupant auto trips.

Policy 7.1.2.2: Give consideration during the planning of transportation system expansion to providing incentives for use of high-occupancy vehicles and alternative modes of transportation (e.g., car pools, van pools, buses, bicycles, etc.).

Policy 7.1.2.3: Increase land use densities and the mix of land uses around commuter rail stations and at strategic locations along designated public transportation corridors where consistent with other local and regional goals and strategies.

Policy 7.1.2.4: Develop and redevelop downtowns and strategic locations along designated public transportation corridors. In order to improve the feasibility of public transportation, residential densities should be no less than 8 units per acre.

Policy 7.1.2.5: Develop a regional roadway system of predictably spaced and interconnected east-west, north-south streets. Ideally, streets should be spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic, and discourage local travel on interstates and arterials.

Policy 7.1.3.2: Suggests planning development to provide interconnections for pedestrians and public transportation within and between residential areas, schools, employment and retail centers, recreational areas and other public facilities.

Policy 7.1.3.3: An urban design study should be prepared prior to the development and redevelopment of building sites or changes to the street network.

Policy 7.1.3.5: Orient buildings toward streets to create better pedestrian environments.

Policy 7.1.3.6: Locate buildings so they are as convenient and accessible to public transportation facilities and sidewalks as they are to auto parking.

Policy 7.1.3.7: Locate parking to the sides and backs of buildings so that pedestrian access and access from public transportation does not require walking through large parking lots to reach building entrances.

Policy 7.1.3.9: Design and locate parking lots and garages to enhance pedestrianism and the character and attractiveness of the area, and to encourage use of alternate modes of transportation.

Strategy 7.1.4: Encourage public transportation alternatives.

Policy 7.1.4.1: Review and where necessary amend public policy governing parking requirements to support "transit first" policies and to promote public transit as a viable alternative in high density areas, designated public transportation corridors, and central business districts.

Policy 7.1.4.2: Have new development or redevelopment provide transit ridership amenities (shelters, route information, and schedules) and appropriate and effective incentives whenever transit use is assumed or required to maintain acceptable roadway level of service.

Policy 7.1.4.4: Support requests for lower levels of service and establishment of transportation concurrency exception areas in higher density areas, downtowns, and along designated public transportation corridors where it can be demonstrated that levels of mobility and convenience will be maintained or increased through other modes of transportation or land use corrections.

Policy 7.1.4.5: Support development and implementation of corridor management plans which are consistent with the SRPP.

Human Resource Issues

HOUSING

Goal 2.1: An adequate supply of safe and affordable housing to meet the needs of the very low, low, and moderate-income residents of the Region.

Goal 2.2: A range of housing types and affordabilities in proximity to employment and services.

Strategy 2.1.1: Create a planning/regulatory climate which is conducive to the production of affordable housing.

Strategy 2.1.2: Create and expand public/private partnerships among all entities involved in the provision of affordable housing including financial institutions, developers, contractors, government agencies, social service and other non-profit organizations, churches and realtors.

Strategy 2.2.1: Ensure that all areas have a reasonable mix of housing, employment opportunities, and services.

Policy 2.1.1.1: Local governments should reduce unnecessary regulatory barriers which make it more difficult to build affordable housing. Examples of such barriers are large lot sizes, minimum unit size and floor space, and setbacks.

Policy 2.1.1.2: Local governments should allow zero lot line development, cluster development, accessory apartments, high-density zoning, mixed-use buildings, modified site improvement standards, alternate construction techniques, etc.

Policy 2.1.1.4: Local governments should consider the enactment of incentives such as density bonuses, linkage programs, and inclusionary housing policies.

Policy 2.1.1.5: Local governments should designate adequate sites where affordable housing can be developed.

Policy 2.1.2.1: Work closely with non-profit organizations who are interested in sponsoring housing projects which serve very low, low and moderate-income residents.

Environment and Natural Resources

UPLAND PRESERVATION

Strategy 1.1.1: Preserve and manage complete natural systems as a network of connected nature preserves.

Strategy 6.1.1: Preserve and manage natural systems as a network of connected nature preserves and promote the establishment of greenway systems in the region.

Policy 6.7.1.2: Development plans should be designed to maximize the amount of protected habitat. Protected natural communities and ecosystems should be preserved in viable condition with intact canopy, under-story, and ground cover. Where possible, preserve areas should be designed to interconnect with other natural areas that have been set aside for preservation. A restoration and management plan for the protected areas should be developed.

As a minimum baseline measure for consistency with the SRPP, Council strives to achieve protection of 25 percent of upland natural communities in the evaluation of development plans. Council supports the maximum protection of natural communities,

and recommends that more than 25 percent of the upland habitat be preserved where appropriate.

Policy 6.7.1.9: Preserve areas should be designed to protect integrated systems of uplands and wetlands.

Strategy 6.8.1: Preserve areas should be designed and established to protect endangered and potentially endangered species.

Policy 7.1.2.6: Redirect development patterns away from interstates and major arterials to town and neighborhood centers along collector and minor arterials.

Policy 8.1.1.3: Encourage patterns of development which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

LISTED SPECIES

Strategy 1.1.1: Preserve and manage complete natural systems as a network of connected nature preserves.

Strategy 6.8.1: Preserve areas should be designed and established to protect endangered and potentially endangered species.

Policy 6.8.1.2: All endangered and potentially endangered plant and animal populations should be protected and all habitat of significant value to existing populations of endangered and threatened species should be preserved and protected.

WETLANDS

Policy 6.6.1.1: No activity should be allowed that results in the alteration, degradation, or destruction of wetlands and deepwater habitats, except when:

1. Such an activity is necessary to prevent or eliminate a public hazard;

2. Such an activity would provide direct public benefits which would exceed those lost to the public as a result of habitat alteration, degradation, or destruction;

3. Such an activity is proposed for habitats in which the functions and values currently provided are significantly less than those typically associated with such habitats and cannot be reasonably restored;

4. Such an activity is water dependent or, due to the unique geometry of the site, minimal impact is the unavoidable consequence of development for uses, which are appropriate given site characteristics.

Policy 6.6.1.2: Whenever any wetland or deepwater habitat is degraded or destroyed, mitigation should be provided through the creation of new wetland and deepwater habitat, through the restoration of degraded habitat, or through the enhancement of functions and values provided by existing habitats.

Policy 6.6.1.3: A buffer zone of native upland edge vegetation should be provided and maintained around wetland and deepwater habitats, which are constructed or preserved on new development sites. The buffer zone may consist of preserved or planted vegetation but should include canopy, under-story, and ground cover of native species only. The edge habitat should begin at the upland limit of any wetland or deepwater habitat.

EXOTIC SPECIES

Policy 6.7.1.4: All nuisance and invasive exotic vegetation listed by the Florida Exotic Pest Plant Council should be removed and where appropriate replaced with plant species adapted to existing soil and climatic conditions. Removal should be in such a manner that avoids seed dispersal by any such species. State and federal agencies and local governments should coordinate and assist in the removal and replacement of nuisance exotic pest species.

STORMWATER MANAGEMENT

The following strategy and policies in the SRPP apply to the project:

Strategy 1.1.2: Promote compatibility of urban areas, regional facilities, natural preserves and other open spaces.

Policy 6.3.1.1: All new, reconstructed or substantially expanded storm and surface water management systems should be designed and constructed to meet state water quality standards. Where feasible, retention is the preferred method for treatment of stormwater, recharging the aquifer, and protecting the region's estuaries.

Policy 6.3.1.2: A vegetated and functional littoral zone should be established as part of new surface water management systems where possible. Prior to construction of the surface water management system for any phase of a project, the developer should prepare a design and management plan for the wetland/littoral zone that will be established as part of these systems. The littoral zone established should consist entirely of native vegetation and should be maintained permanently as part of the water management system.

Policy 6.3.1.6: Design drainage systems that maintain the natural discharge pattern of stormwater from a site.

WATER SUPPLY

Goal 8.1: Public facilities which provide high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effectively.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of the necessary infrastructure and services.

Goal 6.2: A regional water supply managed to provide for all recognized needs on a sustainable basis.

Strategy 6.2.1: Develop and implement water conservation programs.

Policy 6.2.1.1: Use reclaimed wastewater for irrigation and other suitable purposes when such use is determined to be feasible.

Policy 6.2.1.3: Protect natural communities on development sites as a method to reduce the need for irrigation.

Policy 6.2.1.4: In order to protect and conserve the water resources of the Region and southern Florida to ensure the availability for future generations:

1. All landscaping material used on the primary dune system should be composed of native plants adapted to soil and climatic conditions occurring on-site. In all other locations the majority of landscaped areas should be composed of native or drought tolerant plants adapted to soil and climatic conditions occurring on-site.

2. The lowest acceptable quality water should be used to meet nonpotable water demands.

3. Potable water rates should be structured to encourage conservation.

4. All new and expanding wastewater treatment facilities should make reclaimed wastewater available for use in irrigation. Where possible, all new development should rely on wastewater reuse for irrigation.

5. Use of water saving device, irrigation systems, and plumbing fixtures should be required to the maximum extent justified. Where appropriate, existing systems should be retrofitted to make use of the most cost efficient water saving devices.

6. Leak detection programs should be developed and implemented.

WASTEWATER MANAGEMENT

Goal 8.1: Public facilities which provide high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effectively.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of the necessary infrastructure and services.

SOLID WASTE AND HAZARDOUS MATERIALS

Goal 6.3: Protection of water quality and quantity.

Goal 8.1: Public facilities which provide a high quality of life.

Policy 8.1.1.1: All development should take place concurrent with or after the previsions of necessary infrastructure and services.

AIR QUALITY

Goal 13.1: Maintenance of acceptable air quality levels

Strategy 13.1.1: Encourage patterns of development and programs which minimize dependency on the automobile, encourage and accommodate public transit, and reduce vehicle miles traveled and the amount of vehicle emission discharged into the atmosphere.

Policy 13.1.1.1: Implement practices, which minimize airborne dust and particulate emission.

Strategy 7.1.3: Promote improved community planning and urban design.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

Policy 7.1.3.4: Reduce VMT per capita by private automobile within the Region through a combination of the following:

(1) provision of public transportation alternatives;

(2) provision of housing opportunities in proximity to employment opportunities;

(3) provision of essential services and recreational opportunities in proximity to demand;

(4) concentration of commercial and other essential services;

(5) provision of a street network designed for the pedestrian the disabled, the automobile and transit;

(6) provision of parking in ways that will encourage pedestrianism and public transportation alternatives;

(7) provision of incentives encouraging infill and downtown redevelopment;

(8) support of public and private sector efforts to carry out TDM strategies that will reduce congestion; and

(9) expansion of commuter rail and intermodal connections.

POLICE AND FIRE PROTECTION

Goal 8.1: Public facilities which provide a high quality of life.

Strategy 8.1.1: Provide levels of public services necessary to achieve a high quality of life, cost effectively.

Policy 8.1.1.1: All development should take place concurrent with or after the provision of necessary infrastructure and services.

HISTORIC AND ARCHAEOLOGICAL SITES

Strategy 15.1.1: Identify and protect archaeological and historical resources in the Region.

ENERGY

Goal 9.1: Decreased vulnerability of the Region to fuel price increases and supply interruptions.

Strategy 9.1.1: Reduce the Region's reliance on fossil fuels.

Policy 9.1.1.1: Encourage patterns of development and programs, which reduce the dependency on the automobile, encourage and accommodate public transit, and reduce the overall use of fossil fuels.

Policy 9.1.1.3: Encourage energy efficient buildings. Strategies should include: 1) proper siting according to solar orientation; b) design of passive architectural systems; c) site designs that provide shade to buildings; d) use of sustainable building materials; and e) use of solar mechanical systems.

ECONOMIC AND FISCAL IMPACTS

Policy 8.1.1.3: Encourage patterns of development, which minimize the public cost for providing services, maximize the use of existing service systems and facilities and take into full consideration environmental/physical limitations.

Policy 8.1.2.2: Give high priority to restoring or establishing new public facilities only in areas that have been designated as locations that will be built following preferred development form principles.

Strategy 3.4.1: Promote patterns of development, which allow public services and facilities to be provided more cost effectively.

Policy 3.4.1.3: Non-preferred forms of development, which occur in undeveloped areas should be responsible for and bear the full and true infrastructure costs to support the development through build out.

Policy 3.4.1.4: Develop a tiered system of impact fees which recognizes cost differences of providing public services to the development based on the size, type, form, location and service demands of the development proposed.

APPENDIX D

A BRIEF SUMMARY OF THE STRATEGIC REGIONAL POLICY PLAN: ITS HISTORY, PREFERRED FORMS AND PATTERNS OF DEVELOPMENT, AND ITS VISION FOR THE FUTURE OF THE REGION

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A BRIEF SUMMARY OF THE STRATEGIC REGIONAL POLICY PLAN: ITS HISTORY, PREFERRED FORMS AND PATTERNS OF DEVELOPMENT, AND ITS VISION FOR THE FUTURE OF THE REGION

STRATEGIC REGIONAL POLICY PLAN FOR THE TREASURE COAST REGION

Most comprehensive plans do not differentiate between acceptable and preferable development forms. Most take a regulatory approach to growth management, setting minimum standards and focusing on preventing the worst things from happening. This philosophy has often failed to result in sustainable or complete communities, has unnecessarily compromised the function and value of state and regional resources and facilities, and limited the Region's ability to accomplish regional goals and resolve regional issues.

Although most comprehensive plans include outstanding policies to address development processes and impacts, no picture or vision was established for the community. No desired or preferred form of development was prescribed. This is a weakness which has partially undermined the intended effect of the policies to resolve problems and achieve goals identified by the community.

The SRPP is different. Council made a conscious decision that its plan for the Treasure Coast Region would overcome this inherent weakness and commit to a different approach. The Council was clear in that the Region should state a vision for the future, advocating ways to address its particular challenges and opportunities through the application of time-tested regional and town planning and urban design principles at all scales of development. Because of the magnitude and pace of growth expected in the Region, the Council established a principle focus for its regional planning and visioning efforts on the form, organization and location of future development as the primary way to reduce or eliminate unfavorable impacts on state and regional resources and facilities.

The most significant element of the SRPP is the Future of the Region or vision/urban form section. The plan contains six other elements which are directly wired to the Future of the Region element and include goals, strategies and policies designed to support and help accomplish the "vision." These elements are:

- Affordable Housing
- Economic Development
- Education
- Emergency Preparedness
- Natural Resources of Regional Significance
- Regional Transportation

Briefly stated the SRPP describes the "vision" for the future of the Region as follows:

Future growth should follow a preferred development form. Preferred development should address the following regional issues:

1. Preservation of the natural environment and countryside.
2. Revitalization of existing urban areas.
3. The creation of new towns (see Exhibits A, B, C and D).

Future development should not sprawl because it is expensive and it degrades the Region's quality of life (see Exhibit E, F and G).

Preferred development concepts will be implemented by regional strategies which:

1. state the preferred form of development.
2. suggest incentives to encourage and foster preferred forms of development

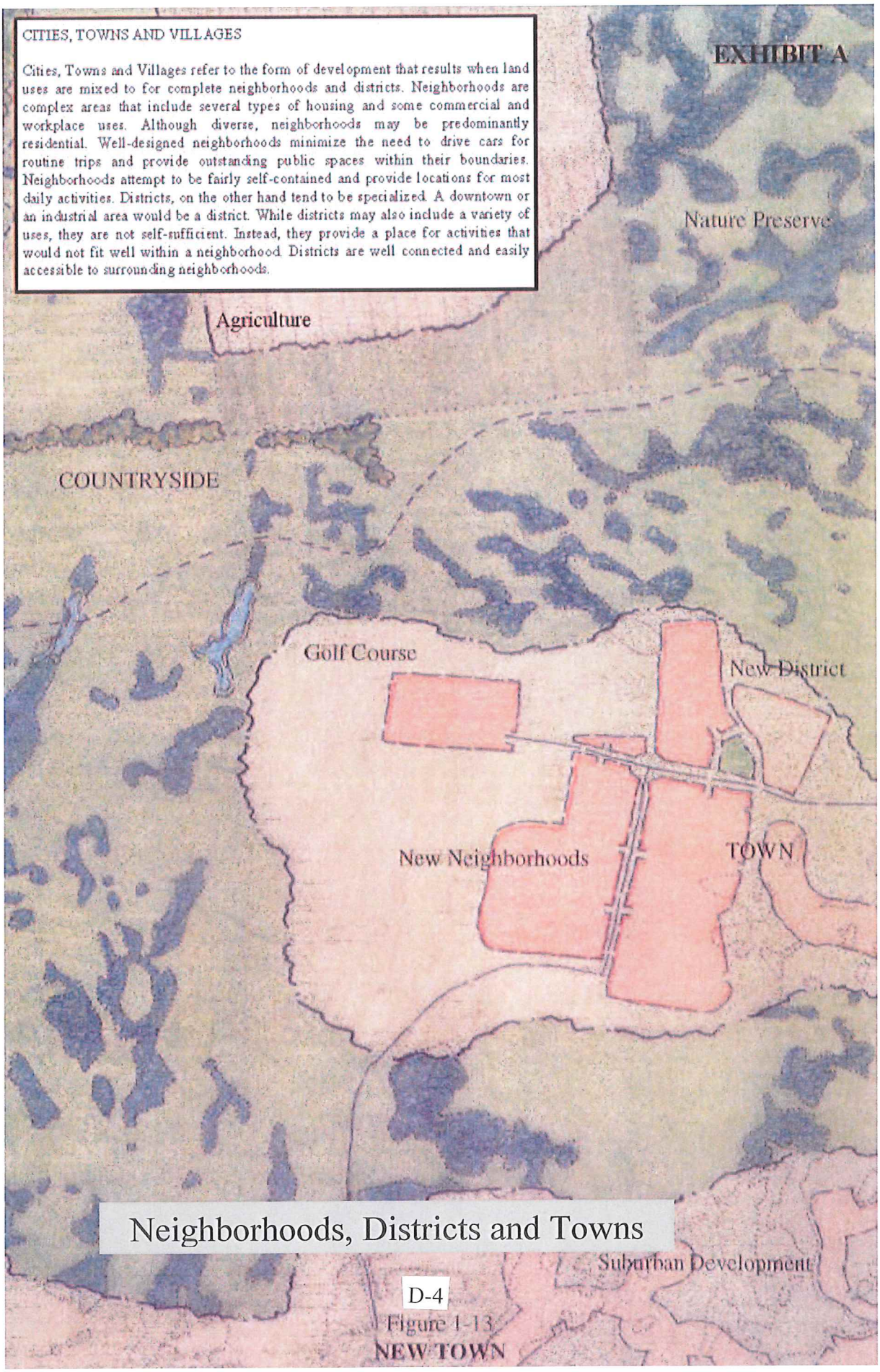
In addition, implementation will depend on county and municipal strategies which:

1. delineate where new development should or should not occur.
2. apply and expand the preferred form of development concepts.
3. encourage redevelopment and revitalization.
4. devise public investment programs favoring development of preferred forms and patterns of development.
5. send constructive economic signals to investors.

The "vision" as stated suggests the Treasure Coast Region is ready to set standards that reach beyond the provision of basic services and propose the creation of complete, authentic communities. The "vision" as stated also reflects the particular challenges and opportunities the Region must respond to and exploit in order to accommodate high levels of growth while maintaining a high quality of life and attractiveness for continued future investment

The Plan recognizes that the "vision" can never be implemented or built overnight. It will take patient piecemeal growth, designed in such a way that every planning decision sanctioned by local government is always helping to create or generate preferred patterns and forms of development on a small and large scale. This should, slowly and surely over the years, result in a Region that contains preferred patterns of development. The end result is intended to achieve a more sustainable future for the future for the Treasure Coast Region.

The goal of the Plan is to keep the Region on course towards a more healthy and sustainable future. The SRPP is not merely a plan for the regional planning council, it is a plan for the Region and all those who are active participants in shaping its future. At the same time the Plan is not intended to be a mandate or dictum to local governments, special districts and citizens of the Region. It is an instruction manual to be used for guidance in building a more healthy, sustainable Region.



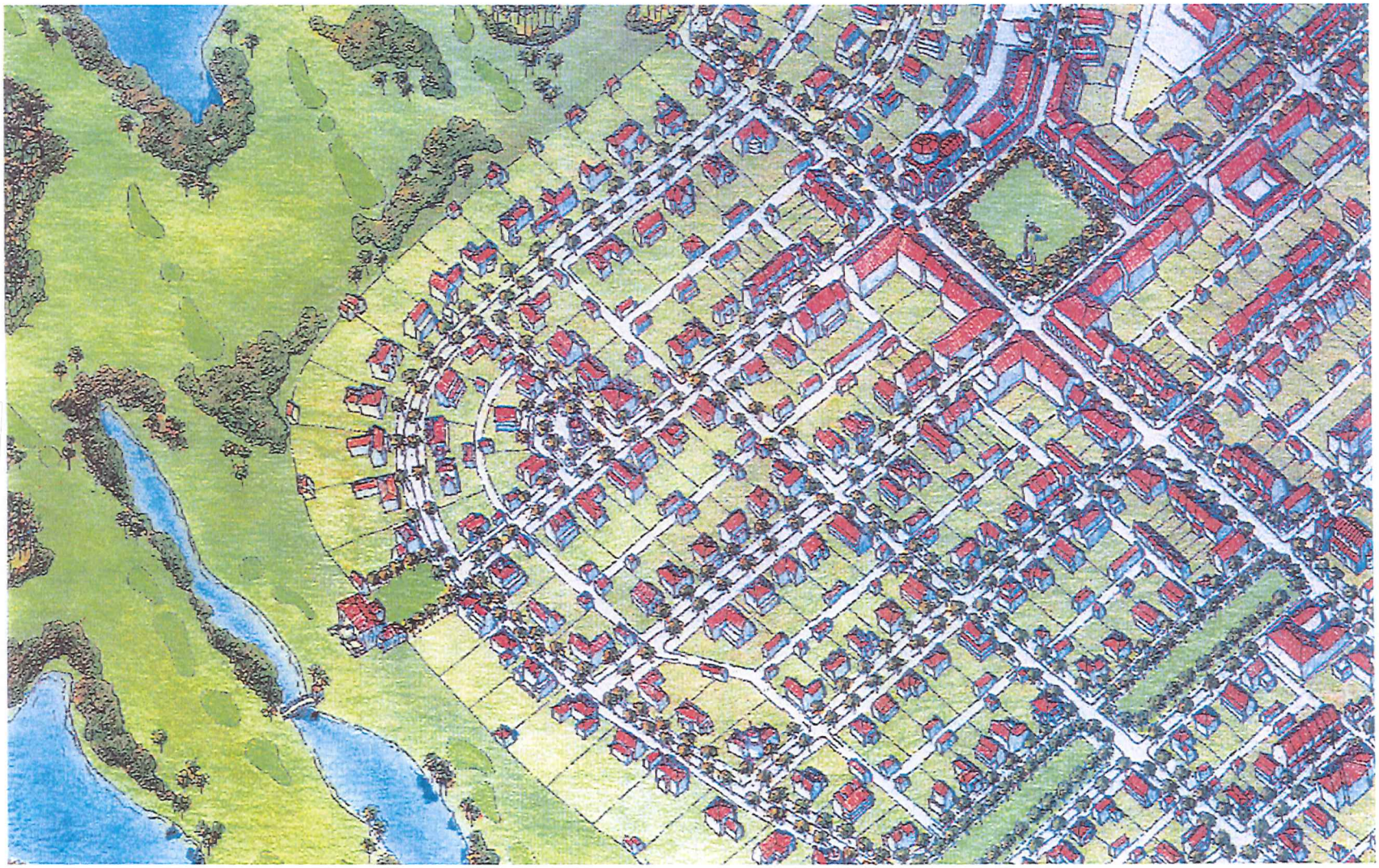
Neighborhoods, Districts and Towns

Figure 1-13
NEW TOWN

An Authentic Village In The Countryside

EXHIBIT C

Neighborhoods and Connections



NEIGHBORHOOD STRUCTURE

EXHIBIT E
Excerpt from the SRPP

Contemporary planning has centered on the fight against sprawl. Sprawl has been universally denounced as destructive and expensive. Yet little has been done to prevent it, because it has also been perceived as the inevitable consequence of market forces. Surprisingly, this debate has gone on without a practical definition of sprawl and, more importantly, without any preferable development alternatives.

DEFINITION OF SPRAWL

Sprawl is any type of development that does not create cities, towns and villages composed of neighborhoods and districts. Examples of sprawl are: isolated housing subdivisions; strip commercial development; schools disconnected from the urban areas they serve; isolated office and industrial parks; and isolated gated and walled development.

Sprawl occurs when historic development forms are not respected, existing plats are not continued and excessive amounts of land are opened to development before complete communities can form in older areas. Sprawl tends to be expensive for the long-time residents, as their taxes increase to finance ever-expanding roads, sewer and water lines, sheriff and fire services, schools and other costs created by inefficient subdivisions and PUD's. The best way to prevent sprawl is to focus growth in ways that create better urban areas.

Future growth should not sprawl. Sprawl is undesirable because it is too costly and it decreases quality of life in the Region.

EXHIBIT F
Excerpt from the SRPP

EFFECTS AND COSTS OF SPRAWL

The problems with sprawl can be summarized under two categories:

A. Sprawl is expensive.
B. Sprawl decreases the region's quality of life.

A. SPRAWL IS EXPENSIVE

Sprawl is more expensive than alternative patterns of development. The following costs are the direct result of sprawl and would be avoided by using an alternative development form.

COSTS TO THE TAXPAYERS

Building and maintaining highways.
Highways built to support inefficient development patterns place an avoidable burden on public finances. Every dollar wasted on poorly planned roads that service sprawling subdivisions could have been spent on schools, parks, libraries, shade trees along sidewalks, public art, public transit or it could have simply been returned to the taxpayers in the form of lower taxes.

Building poorly located schools and transporting children to class.
The poor layout of sprawl subdivisions increases transportation costs, as longer and less direct routes are necessary. In addition, children who could walk to school in a well-planned neighborhoods are unable to reach schools located within sprawl projects. Many times, there are no sidewalks or bike lanes. Often, traffic conditions (also a result of the poor design of sprawl projects) are unsafe. Therefore, more children must be bused longer distances, an expense that if prevented could be allocated to other educational activities.

Costs of social problems resulting from neglected or abandoned neighborhoods.
Sprawl may not cause social problems, but it does aggravate them.

Environmental costs.
Sprawl causes the unnecessary destruction of the natural environment. The destruction of wetlands and uplands that serve as habitat to endangered species has an effect on the quality of life of the region. The destruction of land that recharges the aquifers affects the region's ability to sustain a high quality, affordable water supply.

COSTS TO BUSINESSES

Sprawl makes the Region less desirable.
The business climate is affected by the physical development of an area. When an area is poorly planned, it is less attractive to investors. In addition to taking into account direct costs, businesses relocate to areas that provide a good quality of life to employees. Sprawl may compete by providing less expensive land, but that is insufficient to attract quality businesses to an area.

Increase of direct business costs.
The mismatch of land uses and long distances increase transportation costs.

High labor costs
Jobs and workers are not close to each other. This is a particularly difficult problem for low skill service jobs in suburbia. The people who want those jobs live somewhere else and often cannot afford the transportation costs to get to the jobs.

Waste of investment in older areas
Public investments in utilities and water and sewer are underused. Private investments in older areas are abandoned.

COST TO SUBURBAN RESIDENTS

Cost of car use and ownership.
Multiple car ownership is an avoidable expense. The absolute need of an automobile for *every* trip (job, school, grocery store, movies, visit of friends, etc.) is a direct result of sprawl. Two and three car families are the norm. Such an extraordinary expense affects the affordability of housing.

Costs of new infrastructure

Sprawl requires new roads, water, sewer, power lines, etc. As concluded in several analyses, (RECC 1974, Roberts 1979, Frank 1989, Duncan et. al, 1989 and Burchell, 1992), and confirmed by more recent experience in a number of communities, there are substantial differences in infrastructure costs between "compact" and "sprawl" development patterns, with more compact higher-density development resulting in an overall cost reduction of as much as 44 to 50 percent. Most of those costs are passed on to the house buyer, decreasing the affordability of housing by keeping taxes high. Still, most residential projects do not pay their own costs. Impact fees are kept artificially low, and taxes from non-residential projects are used to help offset some of the infrastructure costs.

COSTS TO RESIDENTS OF OLDER NEIGHBORHOODS

Loss of jobs
Downtown employers move out, as it becomes increasingly difficult to compete with sprawl locations. Jobs relocate far away from housing, increasing costs for every one.

Loss of economic stability
When sprawl competes unfairly with older neighborhoods, long time businesses close and unemployed workers relocate. These effects accelerate the decline of established cities.

Waste of existing infrastructure
When existing infrastructure is underused, it becomes more expensive to maintain. Some times, maintenance is deferred, which compounds the decay over time. As downtowns sit empty, new infrastructure continues to be built to service sprawl projects.

COSTS TO AGRICULTURE

Loss of land
Sprawl consumes enormous quantities of land. This is inevitable because the primary amenities a sprawl project delivers are land and low densities. Neighborhoods, on the other hand, deliver complete communities and do not need as much land. If sprawl is unchecked, excessive amounts of land are developed for suburban uses and less land remains for agriculture.

Loss in productivity
As sprawl appears next to agricultural fields, normal farming practices are affected. For example, sprawl residents often object to the spraying of groves adjacent to their property.

Loss of water
Sprawl projects consume water in locations where it could be used for agriculture or for natural systems.

Long-term uncertainty
The random conversion of agricultural land to sprawl projects affects agriculture.

COSTS TO THE ENVIRONMENT

Loss of land
As development impacts compound, new sprawl projects require increasing amounts of land to preserve a suburban life style. For example, in development that follows a sprawling pattern, lower housing densities translate into lesser traffic impacts. Therefore, in order to meet concurrency requirements, more and more land is needed to accommodate people at increasingly lower densities.

Pollution of air
Sprawl maximizes automobile dependence. Currently, more than half of the air pollution of the Region comes from cars. The inefficient layout of sprawl projects make residents drive longer distances more often.

Waste of water
Unless special open space and landscaping procedures are utilized, sprawling development consumes a great deal of water. If large lawn areas are utilized in yards, rights-of-way, median areas, etc., a great deal of water is necessary for irrigation.

Waste of energy
Sprawl maximizes auto dependency, increases trip length, severely limits public transit options, and increases vehicle miles traveled in the Region. Compact urban forms of development are 30 percent more energy efficient over the long term than sprawling patterns of development. The United States consumes more petroleum for transportation alone than it produces in total. This increases the Region's vulnerability to fuel price increases and supply interruptions. It also assures that the security of United States oil imports will continue to require political and military expenditures.

B. SPRAWL DEGRADES THE REGION'S QUALITY OF LIFE

EFFECTS ON CHILDREN

Children must be driven everywhere.
A child's life is severely limited in a sprawl area. Most of the time, he cannot go to school, library, park, visit friends, etc. by himself. This creates an uncomfortable dependency that is disliked by the child and by the driver, who is often a working parent.

Busing
Because sprawl does not create complete communities, children must be bused to distant schools. Busing severs friendships (children who live in close proximity to each other are often bussed to different schools) impedes after school activities (children cannot miss the bus) and disconnects parents from the educational process (schools are large bureaucratic establishments located far away from a neighborhood).

In addition, busing wastes the children's time. During the average school year (180 days) a child who spends one hour in a bus to go to school and one hour to return (not unusual times, taking into account that the bus must make several stops along the way) will spend 360 hours or 45 eight hour days on the bus. Assuming the child is bussed for 12 years, the total amount of time wasted in a bus will be 4,320 hours or about 1.5 years of eight-hour days. Those wasted 4,000 hours occur at prime times: early in the morning, when parents are home and could interact with the child, and early in the afternoon, when the child could expand his school day with extracurricular activities.

The social problems busing attempts to correct are directly traceable to sprawl. Generally, children who live in stable urban areas are not bused as much because their neighborhoods tend to be more balanced racially.

Effects on the Elderly

Older people must drive.
Life in sprawl is unthinkable without a car. When people retire, many are sufficiently young and healthy to function in sprawl. As their strength and eye sight weaken, they must hold to their driving license as long as they can. Once they are unable to drive, their quality of life plummets. As there is no public transportation, moving around becomes a major ordeal. This is a serious problem in the Region: about 30 percent of the population in the region is at least 60 years old and 28, 800 people were over 85 in 1993.

Older people must move to other types of communities.
When older people cannot drive, they must move. This can have a devastating effect on their quality of life.

Effects on General Population

Waste of valuable time during commute and errands.
The time before and after business hours is very valuable for a family. That is when children are at home (only the very young, school-age children are on the bus) . That is when parents are in their cars, commuting to work or running errands. The loss of several hours a week of interaction with children is a direct consequence of poor planning.

Effects on Existing Cities, Towns and Villages

Sprawl kills older urban cores.
Sprawl has contributed to the decline of urban America. Towns have always been complex entities which included a variety of land uses: houses, stores, offices, schools, civic buildings, churches, apartments above the store, small inns, restaurants, parks and squares, etc. Sprawl breaks apart the town's components and optimizes those that are most profitable. Public and civic uses become superfluous, and design options only follow business criteria. Sprawl competes on unequal terms, destroys the town and delivers a vastly inferior product.

Effects on Suburbia

Sprawl destroys the suburban ideal.
Suburbia enjoyed a long history before it was overtaken by sprawl. Originally, suburbs were designed as complete neighborhoods (Forest Hills, NY, Camden Hill, NJ, Coral Gables, FL, etc.). Those early suburban projects are desirable places to live that function efficiently. Sprawl is very different.

Sprawl creates slums.
Although urban decay is generally associated with the older cities, suburbia is beginning to show similar effects. Abandoned shopping centers and unkempt vacant single family houses are typical conditions within older sprawl projects.

Sprawl makes siting "locally unpopular land use" (e.g., landfills, wastewater treatment plants, major electrical utility transmission lines, recycling facilities, etc.) unpopular and more difficult .

Sprawl consumes excessively large amounts of land, spread out over vast areas, and creates no clear division or break between "town" and "country". Locally unpopular land uses (LULUS) are often best relegated to sites that are away from people. Because sprawling patterns of development scatter people across the countryside and often unnecessarily leap into unpopulated rural areas, LULU sites are becoming increasingly difficult and expensive to find. As a result, LULUS often have to be sited at less than ideal locations which either impact the quality of life of existing residents or increase the cost to provide services.

EXHIBIT G

TWO WAYS TO GROW

If what you are selling is privacy and exclusivity, then every new house is a degradation of the amenity. However, if what you are selling is community, then every new house is an enhancement of the asset.

-Vince Graham, *Addressing the National Association of Home Builders* (1997)

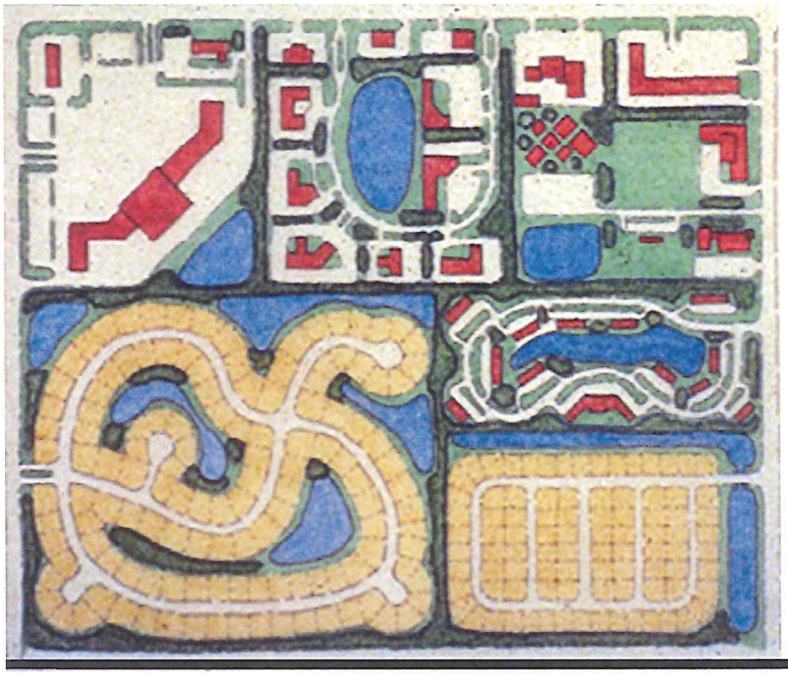
There are basically two different models of urban growth: the traditional neighborhood and suburban sprawl. They are polar opposites in appearance, function, and character: they look different, they act differently, and they affect us in different ways.

The traditional neighborhood was the fundamental form of European settlement on this continent through the Second World War, from St. Augustine to Seattle. It continues to be the dominant pattern of habitation outside the United States, as it has been throughout recorded history. The traditional neighborhood – represented by mixed-use, pedestrian-friendly communities of varied population, either standing free as villages or grouped into town and cities – has proved to be a sustainable form of growth. It allowed us to settle the continent without bankrupting the country or destroying the countryside in the process.

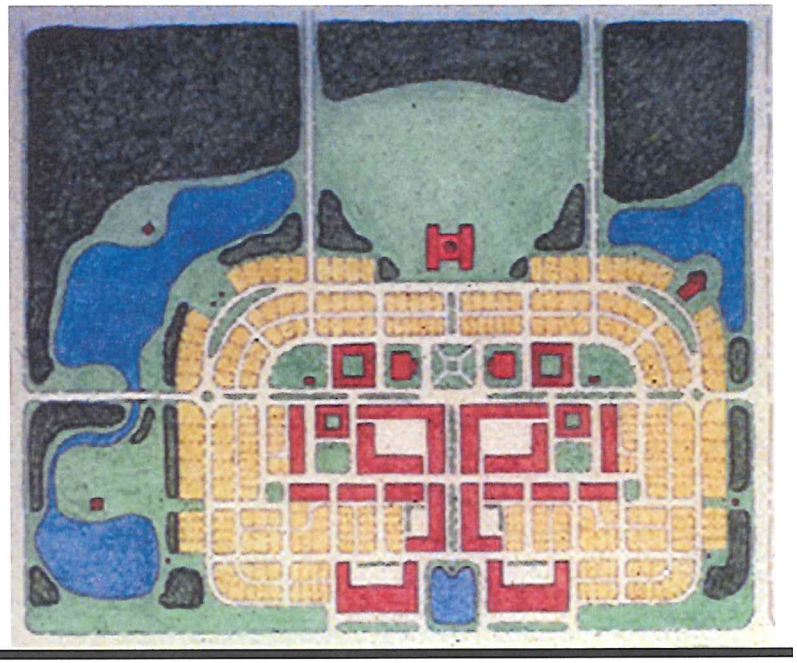
Suburban sprawl, now the standard North American pattern of growth, ignores historical precedent and human experience. It is an invention, conceived by architects, engineers, and planner, and promoted by developers in the treat *sweeping aside of the old* that occurred after the Second World War. Unlike the traditional neighborhood model, which evolved organically as a response to human needs, suburban sprawl is an idealize artificial system, it is not without a certain beauty: it is rational, consistent, and comprehensive. Its performance is largely predictable. It is an outgrowth of modern problem solving: a system for living. Unlike the traditional neighborhood, sprawl is not healthy growth; it is essentially self-destructive. Even at relatively low population densities, sprawl tends not to pay for itself financially and consumes land at an alarming rate, while producing insurmountable traffic problems and exacerbating social inequity and isolation. These particular outcomes were not predicted. Neither was the toll that sprawl exacts from America's cities and towns, which continue to decant slowly into the countryside. As the ring of suburbia growth around most of our cities, so growth the void at the center. Even while the struggle to revitalize deteriorated downtown neighborhoods and business districts continues, the inner ring of suburbs is already at risk. Losing residents and businesses to fresher locations on the new suburban edge.

Regional Impacts of Sprawl

Sprawl



Preferred Form



- 30% more energy used
- 2 to 4 times poorer water quality
- 25% to 50 % more time in our cars
- 30% to 40% more land used
- Public transportation is not an option
- 20% to 25% of your income spent on cars
- Kids won't be able to walk to school

- Sprawl housing products underperform comparable New Urbanist products on sales price and cabsorption
- Road building will take priority over the arts, culture, care of the elderly and education of your children
- Additional fiscal impact of $606 million through 2025
- Additional capital costs of $4.19 billion required through 2025

APPENDIX E

Florida Exotic Pest Plant Council's 2007 List of Invasive Plant Species

Florida Exotic Pest Plant Council's 2007 List of Invasive Plant Species

Purpose of the List: *To focus attention on —*

- the adverse effects exotic pest plants have on Florida's biodiversity and plant communities,
- the habitat losses from exotic pest plant infestations,
- the impacts on endangered species via habitat loss and alteration,
- the need to prevent habitat losses through pest-plant management,
- the socio-economic impacts of these plants (e.g., increased wildfires in certain areas),
- changes in the seriousness of different pest plants over time,
- the need to provide information that helps managers set priorities for control programs.

CATEGORY I

Invasive exotics that are altering native plant communities by displacing native species, changing community structures or ecological functions, or hybridizing with natives. *This definition does not rely on the economic severity or geographic range of the problem, but on the documented ecological damage caused.*

Scientific Name	Common Name	FLEPPC Cat.	Gov. List	Reg. Dist.
Abrus precatorius	rosary pea	I	N	C, S
Acacia auriculiformis	earleaf acacia	I		C, S
Albizia julibrissin	mimosa, silk tree	I		N, C
Albizia lebbeck	woman's tongue	I		C, S
Ardisia crenata (=*A. crenulata* misapplied)	coral ardisia	I		N, C, S
Ardisia elliptica (=*A. humilis* misapplied)	shoebutton ardisia	I	N	C, S
Asparagus aethiopicus (=*A. sprengeri*; *A. densiflorus* misapplied)	asparagus-fern	I		N, C, S
Bauhinia variegata	orchid tree	I		C, S
Bischofia javanica	bishopwood	I		C, S
Calophyllum antillanum (=*C. calaba* and *C. inophyllum* misapplied)	santa maria (names "mast wood," "Alexandrian laurel" used in cultivation)	I		S
Casuarina equisetifolia	Australian-pine, beach sheoak	I	P, N	N, C, S
Casuarina glauca	suckering Australian-pine, gray sheoak	I	P, N	C, S
Cinnamomum camphora	camphor tree	I		N, C, S
Colocasia esculenta	wild taro	I		N, C, S
Colubrina asiatica	lather leaf	I	N	S
Cupaniopsis anacardioides	carrotwood	I	N	C, S
Dioscorea alata	winged yam	I	N	N, C, S
Dioscorea bulbifera	air-potato	I	N	N, C, S
Eichhornia crassipes	water-hyacinth	I	P	N, C, S
Eugenia uniflora	Surinam cherry	I		C, S
Ficus microcarpa (*F. nitida* and *F. retusa* var. *nitida* misapplied)	laurel fig	I		C, S
Hydrilla verticillata	hydrilla	I	P, U	N, C, S
Hygrophila polysperma	green hygro	I	P, U	N, C, S
Hymenachne amplexicaulis	West Indian marsh grass	I		C, S
Imperata cylindrica (*I. brasiliensis* misapplied)	cogon grass	I	N, U	N, C, S
Ipomoea aquatica	waterspinach	I	P, U	C
Jasminum dichotomum	Gold Coast jasmine	I		C, S
Jasminum fluminense	Brazilian jasmine	I		C, S
Lantana camara	lantana, shrub verbena	I		N, C, S
Ligustrum lucidum	glossy privet	I		N, C
Ligustrum sinense	Chinese privet, hedge privet	I		N, C, S

FLEPPC List Definitions:

Exotic – a species introduced to Florida, purposefully or accidentally, from a natural range outside of Florida.

Native – a species whose natural range included Florida at the time of European contact (1500 AD).

Naturalized exotic – an exotic that sustains itself outside cultivation (it is still exotic; it has not "become" native).

Invasive exotic – an exotic that not only has naturalized, but is expanding on its own in Florida native plant communities.

Abbreviations:

Government List (Gov. List):

P = Prohibited by Florida Department of Environmental Protection;

N = Noxious weed listed by Florida Department of Agriculture & Consumer Services;

U = Noxious weed listed by U.S. Department of Agriculture.

Regional Distribution (Reg. Dist.):
N = north, C = central, S = south, referring to each species' current distribution in general regions of Florida (not its potential range in the state). Please refer to the map below.

Changes to the 2007 List:

Ludwigia peruviana added to list as Category I

Peruvian primrose willow (*Ludwigia peruviana*) is a shrub known from at least 48 Florida counties, from the Panhandle to the Keys. It is also known in the United States from North Carolina, Georgia, Alabama, Mississippi, and Texas. While always known as an aggressive weed in wetlands in Florida, there has been debate about its nativity. After an evaluation of available data, the Committee now agrees that this species was introduced into Florida, probably from South America, by the late 1800s, and has subsequently spread throughout the state and to other states. It can form monospecific stands in both disturbed and undisturbed wetlands, especially river and lake edges, and dramatically change ecosystem structure.

Tradescantia spathacea moved from Category I to Category II

Oyster plant (*Tradescantia spathacea*) is an herb known from at least 12 counties in southern Florida, although many populations have not been documented. A native of tropical America, this species was a very common ornamental plant decades ago, and is still grown occasionally for its green and purple foliage. The species spreads readily, both by vegetation offshoots and by seed. In urban areas, plants often appear on rooftops or on rock walls. It does spread into natural areas, but Committee members are unaware of sites where it has invaded natural areas and displaced native species to the extent of other Category I species. It has been moved to Category II.

Scientific Name	Common Name	FLEPPC Cat.	Gov. List	Reg. Dist.
Lonicera japonica	Japanese honeysuckle	I		N, C, S
Ludwigia peruviana	Peruvian primrosewillow	I		N, C, S
Lygodium japonicum	Japanese climbing fern	I	N	N, C, S
Lygodium microphyllum	Old World climbing fern	I	N	C, S
Macfadyena unguis-cati	cat's claw vine	I		N, C, S
Manilkara zapota	sapodilla	I		S
Melaleuca quinquenervia	melaleuca, paper bark	I	P, N, U	C, S
Mimosa pigra	catclaw mimosa	I	P, N, U	C, S
Nandina domestica	nandina, heavenly bamboo	I		N, C
Nephrolepis cordifolia	sword fern	I		N, C, S
Nephrolepis multiflora	Asian sword fern	I		C, S
Neyraudia reynaudiana	Burma reed, cane grass	I	N	S
Paederia cruddasiana	sewer vine, onion vine	I	N	S
Paederia foetida	skunk vine	I	N	N, C, S
Panicum repens	torpedo grass	I		N, C, S
Pennisetum purpureum	Napier grass	I		N, C, S
Pistia stratiotes	waterlettuce	I	P	N, C, S
Psidium cattleianum (=*P. littorale*)	strawberry guava	I		C, S
Psidium guajava	guava	I		C, S
Pueraria montana var. *lobata* (=*P. lobata*)	kudzu	I	N	N, C, S
Rhodomyrtus tomentosa	downy rose-myrtle	I	N	C, S
Rhynchelytrum repens (=*Melinis repens*)	Natal grass	I		N, C, S
Ruellia tweediana (= *R. brittoniana* , *R. coerulea*)	Mexican petunia	I		N, C, S
Sapium sebiferum (=*Triadica sebifera*)	popcorn tree, Chinese tallow tree	I	N	N, C, S
Scaevola taccada (=*Scaevola sericea, S. frutescens*)	scaevola, half-flower, beach naupaka	I	N	C, S
Schefflera actinophylla (=*Brassaia actinophylla*)	schefflera, Queensland umbrella tree	I		C, S
Schinus terebinthifolius	Brazilian pepper	I	P, N	N, C, S
Senna pendula var. *glabrata* (=*Cassia coluteoides*)	climbing cassia, Christmas cassia, Christmas senna	I		C, S
Solanum tampicense (=*S. houstonii*)	wetland nightshade, aquatic soda apple	I	N, U	C, S
Solanum viarum	tropical soda apple	I	N, U	N, C, S
Syngonium podophyllum	arrowhead vine	I		N, C, S
Syzygium cumini	jambolan plum, Java plum	I		C, S
Tectaria incisa	incised halberd fern	I		S
Thespesia populnea	seaside mahoe	I		C, S
Tradescantia fluminensis	white-flowered wandering jew	I		N, C
Urochloa mutica (= *Brachiaria mutica*)	Para grass	I		C, S

CATEGORY II

Invasive exotics that have increased in abundance or frequency but have not yet altered Florida plant communities to the extent shown by Category I species. *These species may become ranked Category I, if ecological damage is demonstrated.*

Scientific Name	Common Name	FLEPPC Cat.	Gov. List	Reg. Dist
Adenanthera pavonina	red sandalwood	II		S
Agave sisalana	sisal hemp	II		C, S
Aleurites fordii (=*Vernicia fordii*)	tung oil tree	II		N, C
Alstonia macrophylla	devil tree	II		S
Alternanthera philoxeroides	alligator weed	II	P	N, C, S
Antigonon leptopus	coral vine	II		N, C, S
Aristolochia littoralis	calico flower	II		N, C, S

Scientific Name	Common Name	FLEPPC Cat.	Gov. List	Reg. Dist.
Asystasia gangetica	Ganges primrose	II		C, S
Begonia cucullata	wax begonia	II		N, C, S
Blechum pyramidatum	green shrimp plant, Browne's blechum	II		N, C, S
Broussonetia papyrifera	paper mulberry	II		N, C, S
Callisia fragrans	inch plant, spironema	II		C, S
Casuarina cunninghamiana	river sheoak, Australian-pine	II	P	C, S
Cecropia palmata	trumpet tree	II		S
Cestrum diurnum	day jessamine	II		C, S
Chamaedorea seifrizii	bamboo palm	II		S
Clematis terniflora	Japanese clematis	II		N, C
Cryptostegia madagascariensis	rubber vine	II		C, S
Cyperus involucratus (*C. alternifolius* misapplied)	umbrella plant	II		C, S
Cyperus prolifer	dwarf papyrus	II		C, S
Dalbergia sissoo	Indian rosewood, sissoo	II		C, S
Elaeagnus pungens	silverthorn, thorny olive	II		N, C
Epipremnum pinnatum cv. Aureum	pothos	II		C, S
Ficus altissima	false banyan, council tree	II		S
Flacourtia indica	governor's plum	II		S
Hemarthria altissima	limpo grass	II		C, S
Hibiscus tiliaceus (=*Tapiriti tiliaceum*)	mahoe, sea hibiscus	II		C, S
Ipomoea fistulosa (=*I. carnea* ssp. *fistulosa*)	shrub morning-glory	II	P	C, S
Jasminum sambac	Arabian jasmine	II		S
Kalanchoe pinnata	life plant	II		C, S
Koelreuteria elegans ssp. *formosana* (=*K. formosana*; *K. paniculata* misapplied)	flamegold tree	II		C, S
Leucaena leucocephala	lead tree	II	N	N, C, S
Limnophila sessiliflora	Asian marshweed	II	P, U	N, C, S
Livistona chinensis	Chinese fan palm	II		C, S
Melia azedarach	Chinaberry	II		N, C, S
Melinis minutiflora	Molassesgrass	II		C,S
Merremia tuberosa	wood-rose	II		S
Murraya paniculata	orange-jessamine	II		S
Myriophyllum spicatum	Eurasian water-milfoil	II	P	N, C, S
Nymphoides cristata	snowflake	II		C, S
Panicum maximum	Guinea grass	II		N, C, S
Passiflora biflora	two-flowered passion vine	II		S
Pennisetum setaceum	green fountain grass	II		S
Phoenix reclinata	Senegal date palm	II		C, S
Phyllostachys aurea	golden bamboo	II		N, C
Pittosporum pentandrum	Philippine pittosporum, Taiwanese cheesewood	II		S
Pteris vittata	Chinese brake fern	II		N, C, S
Ptychosperma elegans	solitaire palm	II		S
Rhoeo spathacea (see *Tradescantia spathacea*)				
Ricinus communis	castor bean	II		N, C, S
Rotala rotundifolia	roundleaf toothcup, dwarf Rotala,	II		S
Sansevieria hyacinthoides	bowstring hemp	II		C, S
Scleria lacustris	Wright's nutrush	II		C, S
Sesbania punicea	purple sesban, rattlebox	II		N, C, S
Solanum diphyllum	two-leaf nightshade	II		N, C, S
Solanum jamaicense	Jamaica nightshade	II		C
Solanum torvum	susumber, turkey berry	II	N, U	N, C, S

Changes to the 2007 List:

Melinis minutiflora
added to list as Category II

Molasses grass (*Melinis minutiflora*) is a grass known from at least 6 Florida counties, mostly along the lower eastern coast. It is native to Africa and western Asia and was originally introduced as a forage grass in southern Florida. While it has been known to be established for some time, its populations have been expanding recently into undisturbed natural areas, especially pine rocklands in Miami-Dade County. Once established, it forms locally dense stands and excludes other herbs and graminoids. The strong molasses smell given off by the plants makes it especially easy to identify, particularly when it is stepped on.

Rotala rotundifolia
added to list as Category II

Roundleaf toothcup (*Rotala rotundifolia*) is an aquatic herb known from at least three Florida counties in southern Florida (Broward, Lee, and Palm Beach). It is also introduced in Alabama. It is native to India and Southeast Asia. The species is commonly grown as an aquarium plant and has been introduced after aquarium grown plants were discarded into Florida wetlands. It has become established in canals and along rivers. It reproduces readily through sexual and asexual means and is expected to spread within the state. It is also known as dwarf rotala.

Use of the FLEPPC List

FLEPPC encourages use of the Invasive Species List for prioritizing and implementing management efforts in natural areas, for educating lay audiences about environmental issues, and for supporting voluntary invasive plant removal programs. When a non-native plant species is to be restricted in some way by law, FLEPPC encourages use of the List as a first step in identifying species worth considering for particular types of restriction. For more information on using the FLEPPC List of Invasive Plant Species, see *Wildland Weeds* Summer 2002 issue (Vol. 5, No. 3), pp. 16-17.

NOTE: Not all exotic plants brought into Florida become pest plants in natural areas. The FLEPPC List of Invasive Plant Species represents only about 10% of the 1,300+ exotic species that have been introduced into Florida and subsequently established outside of cultivation. Most escaped exotics usually present only minor problems in highly disturbed areas (such as roadsides). And there are other exotics cultivated in Florida that are "well-behaved" — that is, they don't escape cultivation at all.

www.fleppc.org

Scientific Name	Common Name	FLEPPC Cat.	Gov. List	Reg. Dist.
Sphagneticola trilobata (=*Wedelia trilobata*)	wedelia	II		N, C, S
Stachytarpheta cayennensis (=*S. urticifolia*)	nettle-leaf porterweed	II		S
Syagrus romanzoffiana (=*Arecastrum romanzoffianum*)	queen palm	II		C, S
Syzygium jambos	rose-apple	II		C, S
Terminalia catappa	tropical-almond	II		C, S
Terminalia muelleri	Australian-almond	II		C, S
Tradescantia spathacea (=*Rhoeo spathacea, Rhoeo discolor*)	oyster plant	II		S
Tribulus cistoides	puncture vine, burr-nut	II		N, C, S
Urena lobata	Caesar's weed	II		N, C, S
Vitex trifolia	simple-leaf chaste tree	II		C, S
Washingtonia robusta	Washington fan palm	II		C, S
Wedelia (see *Sphagneticola* above)				
Wisteria sinensis	Chinese wisteria	II		N, C
Xanthosoma sagittifolium	malanga, elephant ear	II		N, C, S

Citation example:
FLEPPC. 2007. List of Florida's Invasive Plant Species. Florida Exotic Pest Plant Council. Internet: http://www.fleppc.org/07list.htm or *Wildland Weeds* Vol. 10(4), Fall 2007.

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FLEPPC Database – The Florida Exotic Pest Plant Database contains over 6,000 sight records of infestations of FLEPPC Category I and Category II species in Florida public lands and waters. 360 species are recorded. Nearly all of the records are from local, state, and federal parks and preserves; a few records document infestations in regularly disturbed public lands such as highway or utility rights-of-way. Natural area managers and other veteran observers of Florida's natural landscapes submit these records, with many supported further by voucher specimens housed in local or regional herbaria for future reference and verification. New and updated observations can be submitted online at www.fleppc.org/EDDMapS/ This database, along with other plant-data resources such as the University of South Florida Atlas of Florida Vascular Plants at www.plantatlas.usf.edu, the Florida Natural Areas Inventory database at www.fnai.org, and The Institute for Regional Conservation Floristic Inventory of South Florida database at www.regionalconservation.org, provides important basic supporting information for the FLEPPC List of Invasive Plant Species.

Images of FLEPPC-listed species may be found at one or more of the following websites: University of South Florida Atlas of Florida Vascular Plants, www.plantatlas.usf.edu; the "Introduced Species" page on the University of Florida Herbarium website, www.flmnh.ufl.edu/herbarium/cat/digitalimagingprojects.htm; at Fairchild Tropical Garden's Virtual Herbarium, www.virtualherbarium.org/vhportal.html, The Robert K. Godfrey Herbarium at FSU, http://herbarium.bio.fsu.edu/index.php; and at the University of Florida's Center for Aquatic and Invasive Plants, http://plants.ifas.ufl.edu. Please note that greater success and accuracy in searching for plant images is likely if you search by scientific name rather than a common name. Common names often vary in cultivation and across regions. For additional information on plants included in this list, see related links and pages at www.fleppc.org.

APPENDIX F

Transportation Methodology
Scripps Florida – Phase II/Briger Tract DRI

Scripps Florida – Phase II/Briger Tract Development of Regional Impact is a proposed multi-use development generally located south of Donald Ross Road, north of Hood Road, west of Central Boulevard, and east of the Florida's Turnpike. The development is within the City of Palm Beach Gardens and it is intercepted by Interstate 95 (I-95) which divides the project into two distinctive areas. These areas do not have internal connections and have been referred throughout this document as "East Side" and "West Side" in relation to I-95. While the East Side is envisioned to create a community where opportunities will be provided to work, live and shop, the West Side is mainly envisioned as a residential development with some retail/commercial development located along Hood Road.

The project includes four phases with buildout in the years 2013, 2018, 2023, and 2028. Density and intensity for the proposed land uses assumed for each development phase are summarized in the following table. All phases are cumulative: include the land use density and intensity of previous phases.

PROPOSED DEVELOPMENT PLAN
SCRIPPS FLORIDA PHASE II/ BRIGER TRACT DRI

Land Use	Phase 1 (2013)			Phase 2 (2018)			Phase 3 (2023)			Phase 4 (2028)		
	East Side	West Side	Total	East Side	West Side	Total	East Side	West Side	Total	East Side	West Side	Total
Residentail Single-Family (dwelling units)	150		150	225	75	300	300	150	450	350	250	600
Townhouse (dwelling units)	300		300	450	200	650	600	400	1,000	800	600	1,400
Apartment Complex (dwelling units)	350		350	350	350	700	350	350	700	350	350	700
Commercial/Retail (square feet)	450,000	50,000	500,000	450,000	50,000	500,000	450,000	50,000	500,000	450,000	50,000	500,000
Research & Development (square feet)	300,000		300,000	700,000		700,000	1,100,000		1,100,000	2,600,000		2,600,000
Office (square feet)	100,000		100,000	300,000		300,000	500,000		500,000	1,200,000		1,200,000
Hotel (rooms)	300		300	300		300	300		300	300		300

* Development shown is cummulative: includes previous phase

Trip Generation, Distribution and Assignment

Trip generation was estimated using trip generation data provided by Palm Beach County. This data is generally that published in the *Institute of Transportation Engineers' Trip Generation Report (8th Edition).*

Given the mixed-use nature of the project, a portion of the project trips is anticipated to remain internal within the boundaries of the project. The internal capture analysis was prepared using the internal trip-making procedures outlined in Chapter 7 of the *Multi-Use Development of The Institute of Transportation Engineers' Trip Generation Handbook, 2nd Edition.* The following table summarizes internal capture percentages for each phase of development.

INTERNAL CAPTURE
SCRIPPS FLORIDA PHASE II/ BRIGER TRACT DRI

		AM Peak Hour	PM Peak Hour
Phase 1	East Side	12.6%	24.9%
	West Side	0.0%	0.0%
Phase 2	East Side	11.3%	23.5%
	West Side	1.6%	10.5%
Phase 3	East Side	10.0%	22.1%
	West Side	1.2%	8.8%
Phase 4	East Side	8.4%	19.5%
	West Side	1.0%	7.5%

It is recognized that a portion of the commercial related trips will consist of trips that are already "passing by" the site and consequently decide to stop at the commercial land uses as part of their primary trip. These trips are know as "pass-by" trips and are deducted from the total trips as they are already traveling along adjacent facilities. Reductions for pass-by were applied based upon the most conservative of these two methods: a) 25% of the external retail trips or, b) 10% of the non-project adjacent street traffic.

The following table presents a summary of trip generation by phase including gross trips, internal capture, pass-by traffic, and net external trips.

TRIP GENERATION
SCRIPPS FLORIDA PHASE II/ BRIGER TRACT DRI

		AM Peak Hour Trips				PM Peak Hour Trips			
		Gross	Internal	Pass-By	Net	Gross	Internal	Pass-By	Net
Phase 1 (2013)	East Side	1,631	206	95	1,330	2,934	732	325	1,877
	West Side	52	-	13	39	396	-	99	297
	Total	1,683	206	108	1,369	3,330	732	424	2,174
Phase 2 (2018)	East Side	2,400	270	94	2,036	3,631	854	317	2,460
	West Side	379	6	12	361	802	84	89	629
	Total	2,779	276	106	2,397	4,433	938	406	3,089
Phase 3 (2023)	East Side	3,099	310	93	2,696	4,249	940	312	2,997
	West Side	498	6	12	480	954	84	89	781
	Total	3,597	316	105	3,176	5,203	1,024	401	3,778
Phase 4 (2028)	East Side	5,286	446	88	4,752	6,061	1,182	297	4,582
	West Side	627	6	12	609	1,119	84	89	946
	Total	5,913	452	100	5,361	7,180	1,266	386	5,528

Traffic distribution and assignment was estimated using the *Greater Treasure Coast Model*. A select zone run was made for the portion of the project east of I-95 and a

separate run was made for that portion west of I-95. Assignments obtained from the model were then adjusted based on local knowledge of the area. Figures TR-1E and TR-1W depict traffic assignment for the first two development phases for the East and West Side, respectively. Figures TR-2E and TR-2W depict the same information for the last two phases.

Significant Impact

Roadway improvements were determined based on the Department of Community Affair's Transportation Standard Rule for Developments of Regional Impact (Rule 9J-2.045, F.A.C.). Based on this rule, mitigation was recommended for roadway sections significantly impacted by project traffic which met the following criteria:

- Project traffic consumes five percent (5%) or more of the adopted peak-direction/peak-hour adopted service volume; and
- Total traffic exceeds the adopted level of service (LOS).

Committed Roadways

Roadway improvements which are included in the first three years of the current *Florida Department of Transportation (FDOT) Work Program* or within the first three years of the current *Palm Beach County (PBC) Five-Year Road Program* are referred to as "committed". Committed roadway improvements are assumed to be in place when preparing the traffic study. The following committed roadway improvements were included in the traffic study:

- Interstate 95 from Northlake Boulevard to PGA Boulevard – Ten lane expansion - Construction is scheduled for commencement in the year 2009 (FDOT).
- Interstate 95 from PGA Boulevard to Indiantown Road – Ten lane expansion - Construction is scheduled for commencement in the year 2012 (FDOT).
- Jog Road from Hood Road to 64th Drive North – New 2/4 lane road - Construction is scheduled for commencement in the year 2008 (PBC).
- Alt. A1A (SR 811) from Frederick Small Road to Center Street – Six lane expansion – Construction is scheduled for commencement in the year 2008 (PBC).

Committed Developments

There are many developments either approved or in the approval process within near proximity to the proposed development. All these developments were included in the traffic study as "committed" per the methodology agreement.

Committed developments include all projects that have an impact within the study area. These projects were obtained from the *Palm Beach County TPS Database* and are included in the following table:

COMMITTED DEVELOPMENTS
SCRIPPS FLORIDA PHASE II/ BRIGER TRACT DRI

Project ID	Project Name	Buildout Year
5941	Abacoa DRI	2015
8220	Brown Private School	2009
373	Central Park	2008
6045	Covenant Church	2008
7980	Domani	2010
5902	Emerald Cay	2009
5440	FAU North Campus	2015
8141	Fisherman's Wharf	2012
1981-190	Florida Reasearch Park DRI	2024
5903	Florida Turbine Technologies	2010
7422	Gander Mountain	2009
5225	Holy Spirit Lutheran Church	2008
5904	JEC Medical Plaza	2008
896	Jerry Thomas Elementary	2008
5905	Jupiter Christian School	2008
7607	Jupiter Commons	2008
879	Jupiter Medical Center	2008
7881	Klock Property	2011
8600	Limestone Creek	2010
8120	Loehmann's Plaza Redevelopment	2010
649	Loxahatchee Reserve	2008
5240	Mirasol	2008
1990-006	North County Airport	2008
471	Olympia Center	2008
7544	Paisley Offices	2010
8200	Palm Beach Collegiate School	2009
599	Palm Beach Community Church	2008
643	Parcel 19	2011
1038	Parcel 32	2015
5081	Parcel 5A	2009
5080	Parcel 5B	2009
433	Regional Center DRI	2009
945	Ritz Carlton Golf Club	2008
7880	Seagrape Plaza	2010
8142	Turtle River Montessori School	2011
8080	Village Shoppes II	2012

Source: Palm Beach County TPS Database

Traffic Projections

Background traffic conditions on the surrounding roadway network were developed for the years 2013, 1218, 2023 and 2028. They were developed as the sum of existing traffic, ambient growth in the area, and traffic from the committed developments presented above.

Background growth was calculated separately for arterials, I-95 and Florida's Turnpike. Based on historic trends and discussion with Turnpike staff, annual growth rates of 2.6% for phases 1 and 2 and 2.1% for phases 3 and 4 were applied to the Turnpike. Growth rates for I-95 were developed from trends and planning analyses provided by FDOT. For the AM peak hour, a growth rate of 1.65% per year was applied to northbound volumes while a 2.12% per year growth rate was applied to southbound volumes. During the PM peak hour, a growth rate of 1.80% per year was applied to the northbound volumes while a 1.77% per year growth rate was applied to southbound volumes. Arterial roads use a 0.5% growth rate compounded annually for the first phase of development. All other phases use an annual growth rate of 1.58%.

Project traffic was added to background traffic to estimate total traffic for each phase of development. Tables TR-1 AM through TR-4 AM present the determination of total traffic during the AM peak hour for each development phase, while Tables TR-1 PM through TR-4 PM present similar information during the PM peak hour.

Transportation Facility Impacts

Based on the analysis results, roadway and intersection improvements were identified to maintain adopted levels of service.

Figure TR-3 depicts roadway links which require improvements. The majority of the roadway improvements presented in this figure are not included in either the *Palm Beach County Comprehensive Plan* or the *Metropolitan Planning Organization Long Range Plan*. For example:

a) Eight lanes along segments of Military Trail,
b) Eight lanes and more than eight along segments of PGA Boulevard,
c) Eight lanes along segments of Donald Ross Road.

In addition to improvements on arterial roads, two segments of the Florida's Turnpike would require widening to six lanes in order to maintain the adopted level of service. These are: Okeechobee Boulevard to Beeline Highway, and Beeline Highway to PGA Boulevard.

Intersection improvements were also identified and they are summarized in Figure TR-4. As shown in this figure, twenty nine intersections within the study area would require some kind of improvement (mainly additional lanes) to maintain adopted levels of service. Eight of these intersections provide direct access to the project.

Mitigation of Transportation Facility Impacts

In accordance with *Chapter 9J-2.045 Florida Administrative Code (FAC): Transportation Uniform Standard Rule*, mitigation for transportation facilities will be provided through Proportionate Share Contributions, as defined below:

"Proportionate share contribution" means, only in the context of this rule, a contribution from a developer or owner of a DRI to the local government or the governmental agency having maintenance responsibility

for those facilities, which makes adequate financial provision for the public transportation facilities needed to accommodate the impacts of the proposed development on roadways outside the local government of jurisdiction's Concurrency Management System area. The proportionate share contribution shall be deemed to make adequate financial provision for such facilities if it is equal to or greater than the sum of the costs of improvements attributable to the proposed development derived from the application of the following formula. The costs of improvements attributable to the proposed development are based upon the sum of the cost of improving each significantly impacted state and regional roadway which will operate at worse than the level of service standard in the local government's approved comprehensive plan or the Florida Department of Transportation level of service standards for roads on the Florida Intrastate Highway System at each project stage or project phase and at project buildout. The proportionate share of the cost of improvements of each such roadway is calculated according to the following formula:

$$\frac{\text{DRI trips}}{\text{(SV increase)}} = \text{cost}$$

1. DRI trips = cumulative number of the trips from the proposed development expected to reach the roadway during the peak hour from the complete buildout of a stage or phase being approved.

2. SV increase = the change in peak hour maximum service volume of the roadway resulting from construction of the improvement necessary to maintain the adopted level of service.

3. Cost = cost of construction, at the time of developer payment, of an improvement necessary to maintain the adopted level of service. Construction cost includes all improvement associated costs, including engineering design, right-of-way acquisition, planning, engineering, inspection, and other associated physical development costs directly required and associated with the construction of the improvement, as determined by the governmental agency having maintenance authority over the roadway.

Table TR-5 summarizes the determination of proportional share. Some of the improvements included in the table have been expedited. For example: the segment of Indiantown Road between I-95 and the Florida's Turnpike is presented in the table as an improvement necessary in Phase 1. However, the traffic study identifies this improvement requirement in Phase 4. The improvement was expedited to comply with Palm Beach County Traffic Performance Standards.

Conclusions

The study has evaluated traffic conditions for the years 2013, 2018, 2023, and 2028. Several roadways and intersections are projected to operate below adopted levels of service. Proportional share contributions are recommended to mitigate transportation facility impacts.

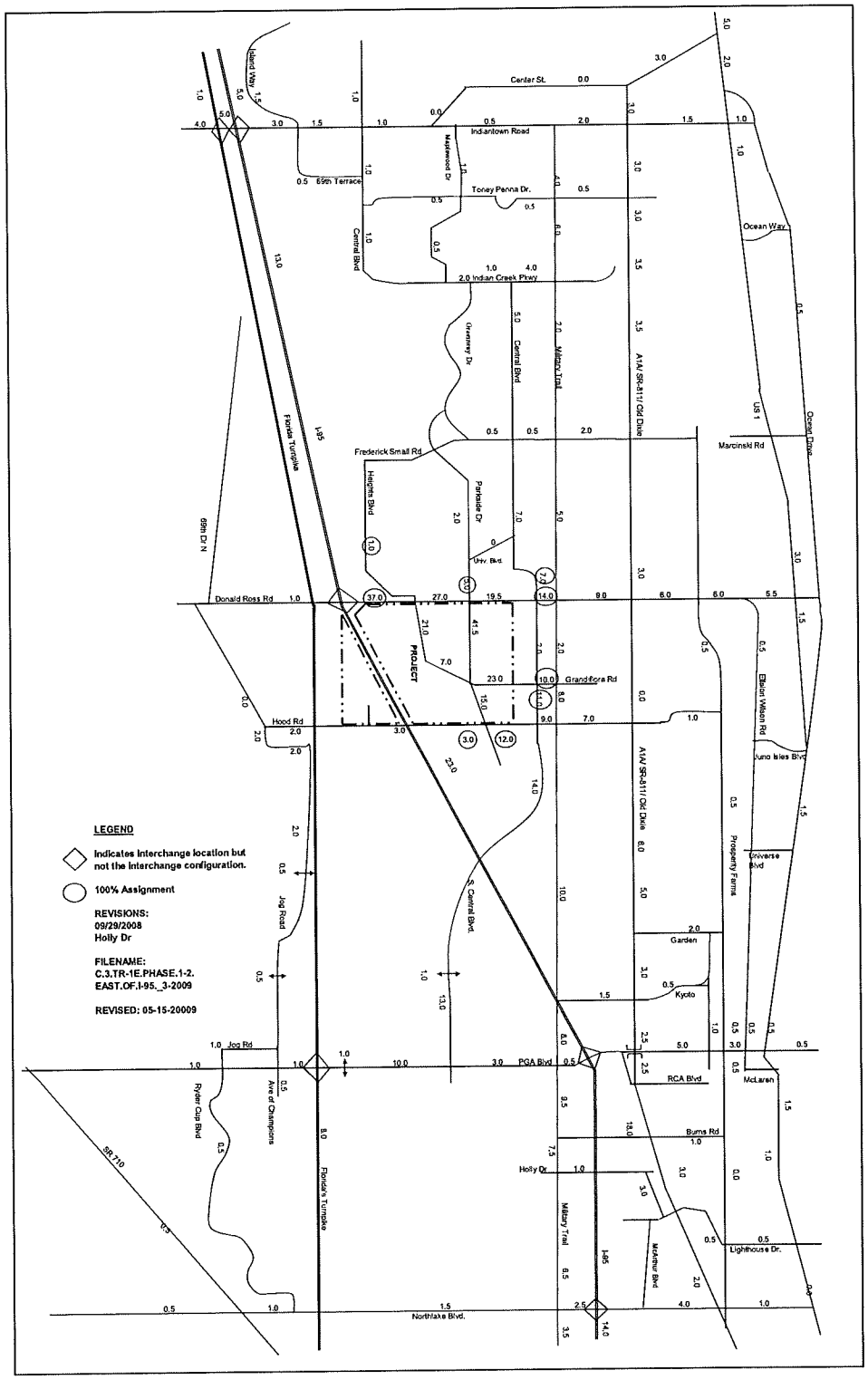

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FIGURE TR-1E
Phases 1-2
Project % Assignment East of I-95

North
Not to Scale

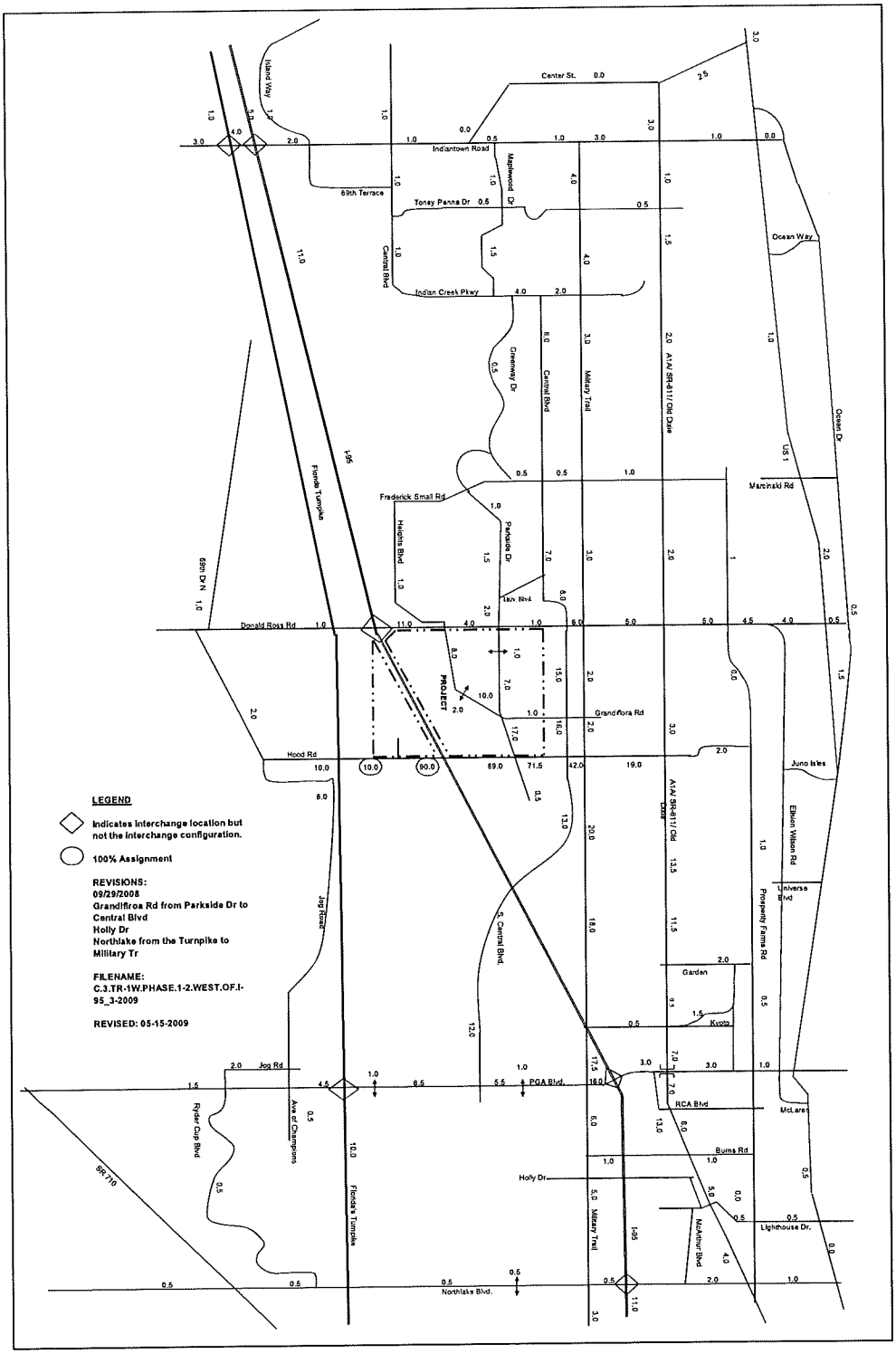

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FIGURE TR-1W
Phases 1-2
Project % Assignment West of I-95

North
Not to Scale

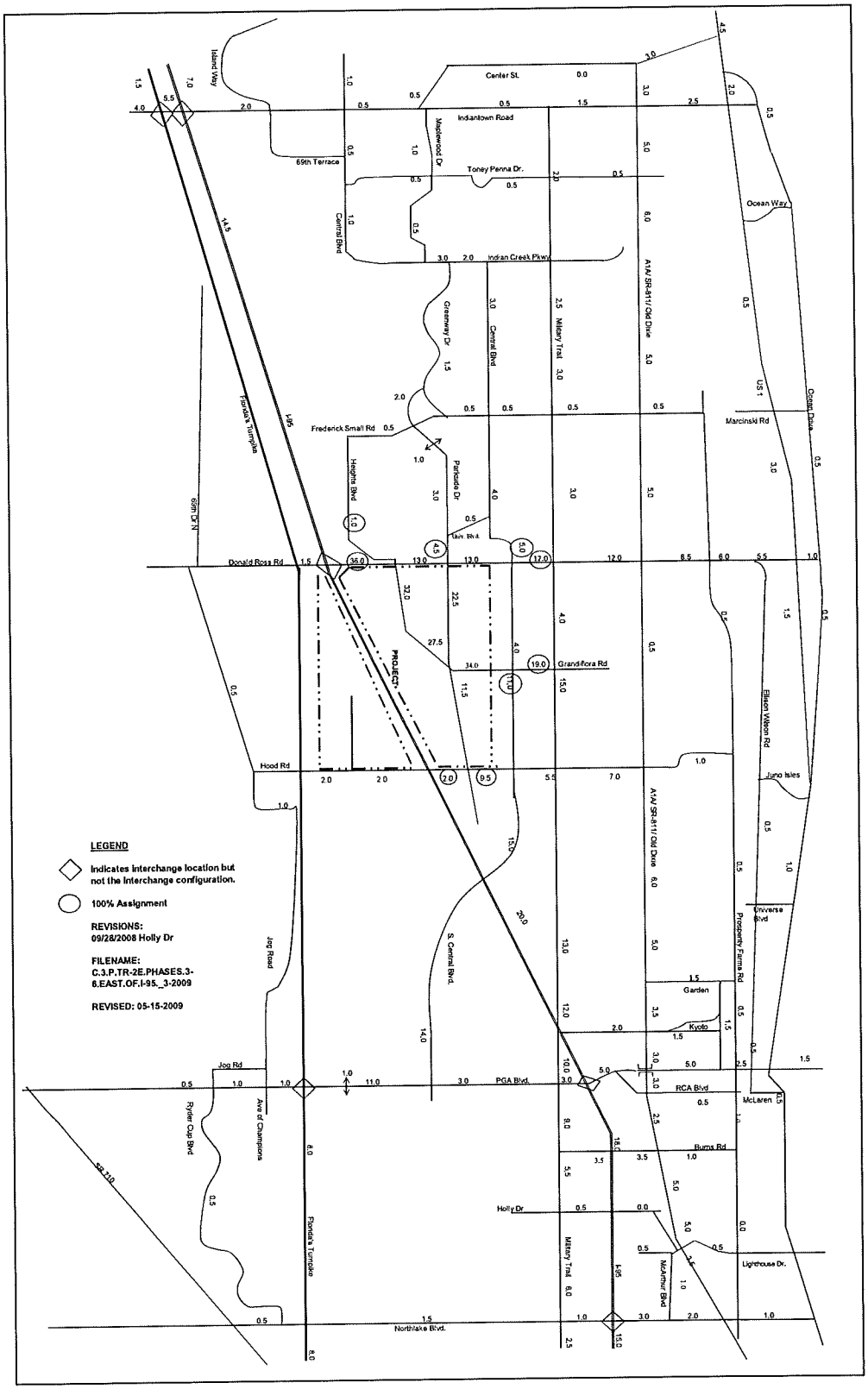

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FIGURE TR-2E
Phases 3 & 4
Project % Assignment East of I-95

North
Not to Scale

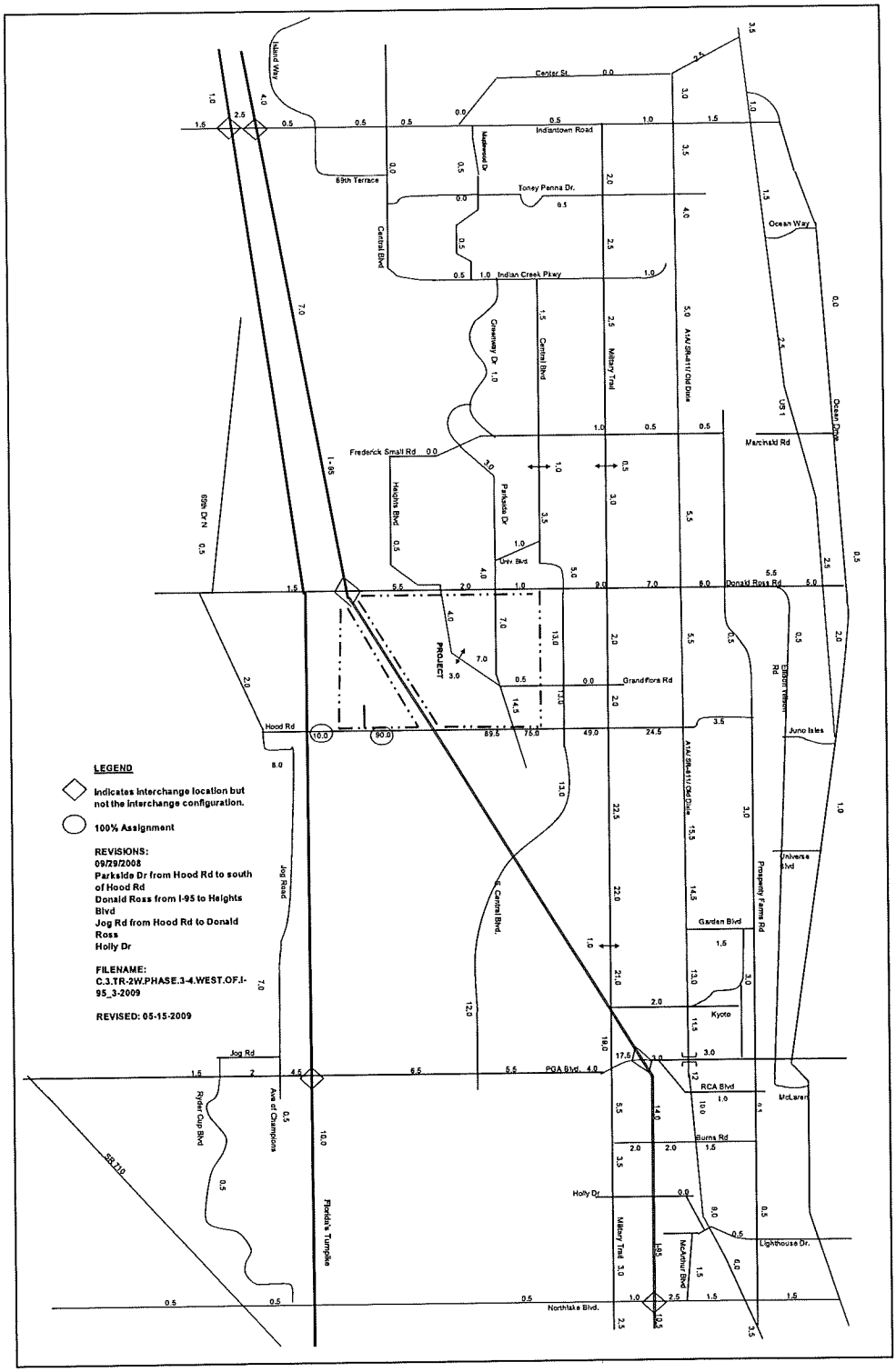

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FIGURE TR-2W
Phases 3 & 4
Project % Assignment West of I-95

TABLE TR-1 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
Donald Ross Rd	Jog Rd	I-95 Interchange	EB	4D	818	1.005	50	889	1860	8	0	8	897	NO	NO	FALSE
	Jog Rd	I-95 Interchange	WB	4D	363	1.005	25	397	1860	5	0	5	403	NO	NO	FALSE
	I-95 Interchange	Heights	EB	6D	1,597	1.005	297	1,934	2570	297	3	300	2,234	YES	NO	FALSE
	I-95 Interchange	Heights	WB	6D	1,249	1.005	194	1,475	2570	195	1	197	1,671	YES	NO	FALSE
	Heights Blvd	Central Blvd	EB	6D	1,695	1.005	128	1,866	2570	217	1	217	2,083	YES	NO	FALSE
	Heights Blvd	Central Blvd	WB	6D	862	1.005	200	1,084	2570	143	1	144	1,227	YES	NO	FALSE
	Central Blvd	SR 811	EB	6D	1,677	1.005	225	1,944	2570	74	1	75	2,019	NO	NO	FALSE
	Central Blvd	SR 811	WB	6D	928	1.005	276	1,227	2570	112	2	114	1,341	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	6D	1,543	1.005	118	1,700	2570	32	1	32	1,732	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	6D	931	1.005	182	1,137	2570	48	1	49	1,186	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1,401	1.005	64	1,500	1710	32	1	32	1,533	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1,130	1.005	52	1,211	1710	48	1	49	1,260	NO	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	EB	4D	976	1.005	45	1,051	1710	29	1	30	1,080	NO	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	WB	4D	893	1.005	40	960	1710	44	1	45	1,005	NO	NO	FALSE
Holly Dr	PGA Blvd	McArthur Blvd	EB	2	299	1.005	56	363	810	5	1	6	368	NO	NO	FALSE
	PGA Blvd	McArthur Blvd	WB	2	475	1.005	59	546	810	8	1	9	555	NO	NO	FALSE
[4]**Hood Rd**	Florida Turnpike	W of Florida Turnpike	EB	2	282	1.005	73	362	860	16	3	19	381	NO	NO	FALSE
	Florida Turnpike	W of Florida Turnpike	WB	2	246	1.005	49	301	860	11	1	12	313	NO	NO	FALSE
	Central Blvd	Military Trail	EB	4D	521	1.005	229	763	1710	48	5	53	816	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	402	1.005	241	653	1710	72	11	83	736	NO	NO	FALSE
	SR 811	Military Trail	EB	4D	718	1.005	218	954	1710	37	2	39	994	NO	NO	FALSE
	SR 811	Military Trail	WB	4D	388	1.005	178	576	1710	56	5	61	637	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	2	197	1.005	11	213	810	5	0	6	219	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	2	248	1.005	14	268	810	8	1	9	277	NO	NO	FALSE
[1][5]**I-95**	*Northlake Blvd	PGA Blvd	NB	10X	4,637	1.0165	155	5,270	9340	144	3	148	5,418	NO	NO	FALSE
	*Northlake Blvd	PGA Blvd	SB	10X	6,687	1.0212	79	7,663	9340	95	2	97	7,760	NO	NO	FALSE
	**PGA Blvd	Military Trail	NB	10X	4,058	1.0165	159	4,636	9340	184	2	186	4,822	NO	NO	FALSE
	**PGA Blvd	Military Trail	SB	10X	5,829	1.0212	99	6,710	9340	121	1	122	6,832	NO	NO	FALSE
	Military Trail	Donald Ross Rd	NB	10X	4,058	1.0165	206	4,683	9440	184	0	184	4,867	NO	NO	FALSE
	Military Trail	Donald Ross Rd	SB	10X	5,829	1.0212	116	6,727	9440	121	0	121	6,848	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	NB	10X	3,551	1.0165	192	4,109	9440	69	1	70	4,179	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	SB	10X	5,321	1.0212	246	6,281	9440	104	3	107	6,388	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	6X	3,273	1.0165	87	3,698	5410	26	1	27	3,725	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	6X	4,217	1.0212	50	4,833	5410	40	1	41	4,874	NO	NO	FALSE
Indian Creek Blvd	Central Blvd	Military Trail	EB	4D	634	1.005	99	749	1710	21	0	21	770	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	342	1.005	74	425	1710	32	1	33	457	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	EB	4D	891	1.005	127	1,040	1710	8	0	8	1,049	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	WB	4D	504	1.005	93	610	1710	5	0	5	615	NO	NO	FALSE
	Central Blvd	Maplewood Dr	EB	4D	589	1.005	79	683	1710	16	1	17	700	NO	NO	FALSE
	Central Blvd	Maplewood Dr	WB	4D	770	1.005	70	859	1710	11	1	11	871	NO	NO	FALSE

TABLE TR-1 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
Indiantown Rd	Florida Turnpike	I-95 Interchange	EB	6D	2,797	1.005	347	3,215	2570	40	1	41	3,256	NO	YES	FALSE
	Florida Turnpike	I-95 Interchange	WB	6D	1,665	1.005	307	2,014	2570	26	1	27	2,041	NO	NO	FALSE
	I-95 Interchange	Central Blvd	EB	6D	2,665	1.005	327	3,059	2570	24	1	25	3,084	NO	YES	FALSE
	I-95 Interchange	Central Blvd	WB	6D	2,229	1.005	303	2,588	2570	16	0	16	2,604	NO	YES	FALSE
	Central Blvd	Center St	EB	6D	2,332	1.005	281	2,672	2570	8	0	8	2,680	NO	YES	FALSE
	Central Blvd	Center St	WB	6D	1,434	1.005	245	1,715	2570	5	0	5	1,721	NO	NO	FALSE
	Center St	Military Trail	EB	6D	1,897	1.005	275	2,220	2570	4	0	4	2,224	NO	NO	FALSE
	Center St	Military Trail	WB	6D	1,505	1.005	248	1,791	2570	3	0	3	1,794	NO	NO	FALSE
	Military Trail	SR 811	EB	6D	1,641	1.005	210	1,892	2570	11	0	11	1,903	NO	NO	FALSE
	Military Trail	SR 811	WB	6D	1,263	1.005	173	1,468	2570	16	1	17	1,485	NO	NO	FALSE
	SR 811	US 1	EB	6D	1,093	1.005	110	1,231	2570	8	0	8	1,239	NO	NO	FALSE
	SR 811	US 1	WB	6D	1,063	1.005	83	1,173	2570	12	0	12	1,185	NO	NO	FALSE
	US 1	SR A1A	EB	4	547	1.005	16	577	1710	5	0	5	582	NO	NO	FALSE
	US 1	SR A1A	WB	4	495	1.005	11	518	1710	8	0	8	527	NO	NO	FALSE
Maplewood Dr	Indian Creek Blvd	Toney Penna Dr	NB	2	626	1.005		642	810	3	0	3	645	NO	NO	FALSE
	Indian Creek Blvd	Toney Penna Dr	SB	2	505	1.005		518	810	4	0	4	522	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	NB	4D	469	1.005		481	1710	5	0	5	486	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SN	4D	614	1.005		630	1710	8	0	8	638	NO	NO	FALSE
McArthur Blvd	Northlake Blvd	Holly Dr	NB	2	295	1.005		302	810	8	0	8	311	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	2	352	1.005		361	810	5	0	5	366	NO	NO	FALSE
Military Trail	Northlake Blvd	Holly Dr	NB	6D	1,711	1.005	203	1,957	2570	52	1	53	2,011	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	6D	1,507	1.005	112	1,657	2570	34	1	35	1,692	NO	NO	FALSE
	Holly Dr	PGA Blvd	NB	6D	1,729	1.005	240	2,013	2570	76	2	78	2,090	NO	NO	FALSE
	Holly Dr	PGA Blvd	SB	6D	1,614	1.005	166	1,821	2570	50	1	51	1,872	NO	NO	FALSE
	PGA Blvd	I-95	NB	6D	1,162	1.005	502	1,693	2570	64	5	69	1,762	NO	NO	FALSE
	PGA Blvd	I-95	SB	6D	1,708	1.005	302	2,053	2570	42	2	45	2,098	NO	NO	FALSE
	I-95	Hood Rd	NB	6D	993	1.005	592	1,610	2570	80	5	85	1,695	NO	NO	FALSE
	I-95	Hood Rd	SB	6D	1,004	1.005	273	1,302	2570	53	3	55	1,358	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	897	1.005	257	1,177	2570	42	0	43	1,219	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,001	1.005	338	1,364	2570	64	1	65	1,429	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	6D	1,399	1.005	248	1,682	2570	26	0	27	1,709	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	6D	1,613	1.005	260	1,914	2570	40	1	41	1,955	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	6D	1,218	1.005	248	1,497	2570	11	0	11	1,508	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	6D	1,420	1.005	251	1,707	2570	16	1	17	1,724	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	6D	981	1.005	251	1,257	2570	32	1	32	1,289	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	6D	874	1.005	248	1,144	2570	48	1	49	1,193	NO	NO	FALSE
Northlake Blvd	Beeline Hwy	Ryder Cup Blvd	EB	6D	1,593	1.005	12	1,645	2570	8	0	8	1,653	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd	WB	6D	576	1.005	74	665	2570	5	0	5	670	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	EB	6D	2,058	1.005	83	2,193	2570	8	0	8	2,201	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	WB	6D	1,038	1.005	66	1,130	2570	5	0	5	1,136	NO	NO	FALSE
	Haverhill Rd	Military Trail	EB	6D	2,454	1.005	108	2,624	2570	12	0	12	2,636	NO	YES	FALSE
	Haverhill Rd	Military Trail	WB	6D	1,329	1.005	83	1,446	2570	8	0	8	1,454	NO	NO	FALSE
	Military Trail	I-95	EB	6D	1,886	1.005	119	2,053	2570	8	0	8	2,061	NO	NO	FALSE
	Military Trail	I-95	WB	6D	1,534	1.005	131	1,704	2570	5	0	5	1,709	NO	NO	FALSE
	I-95	Congress Ave	EB	6D	2,176	1.005	268	2,499	2570	16	0	16	2,515	NO	NO	FALSE
	I-95	Congress Ave	WB	6D	1,722	1.005	189	1,954	2570	24	1	25	1,979	NO	NO	FALSE
	Congress Ave	SR 811	EB	6D	1,991	1.005	195	2,236	2570	11	0	11	2,247	NO	NO	FALSE
	Congress Ave	SR 811	WB	6D	1,640	1.005	245	1,926	2570	16	1	17	1,943	NO	NO	FALSE
	[6]SR 811	Prosperity Farms Rd	EB	6D	1,478	1.005	147	1,670	2570	5	0	6	1,675	NO	NO	FALSE
	[6]SR 811	Prosperity Farms Rd	WB	6D	1,181	1.005	248	1,465	2570	8	1	9	1,473	NO	NO	FALSE

TABLE TR-1 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
Northlake Blvd	[1]Prosperity Farms Rd	Southwind Dr	EB	6D	1,462	1.005	134	1,640	2570	5	0	5	1,646	NO	NO	FALSE
	[1]Prosperity Farms Rd	Southwind Dr	WB	6D	1,269	1.005	203	1,511	2570	8	0	8	1,519	NO	NO	FALSE
	Southwind Dr	US 1	EB	6D	1,245	1.005	134	1,410	2570	3	0	3	1,413	NO	NO	FALSE
	Southwind Dr	US 1	WB	6D	1,077	1.005	203	1,307	2570	4	0	4	1,311	NO	NO	FALSE
PGA Blvd	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	EB	2	154	1.005	71	229	860	8	0	8	237	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	WB	2	194	1.005	434	633	860	5	0	5	638	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	EB	4D	856	1.005	126	1,004	1710	8	1	9	1,013	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	WB	4D	917	1.005	403	1,343	1710	5	1	6	1,349	NO	NO	FALSE
	Florida Turnpike	Central Blvd	EB	6D	2,277	1.005	317	2,651	2570	80	2	82	2,733	NO	YES	FALSE
	Florida Turnpike	Central Blvd	WB	6D	1,578	1.005	284	1,902	2570	53	1	54	1,955	NO	NO	FALSE
	Central Blvd	Military Trail	EB	6D	2,153	1.005	324	2,531	2570	16	1	17	2,548	NO	NO	FALSE
	Central Blvd	Military Trail	WB	6D	1,517	1.005	209	1,764	2570	24	1	25	1,790	NO	NO	FALSE
	Military Trail	I-95	EB	6D	2,505	1.005	309	2,877	2570	3	2	5	2,882	NO	YES	FALSE
	Military Trail	I-95	WB	6D	1,382	1.005	155	1,572	2570	4	4	8	1,580	NO	NO	FALSE
	[1]I-95	SR 811	EB	8D	2,997	1.005	256	3,344	3330	26	0	27	3,371	NO	YES	FALSE
	[1]I-95	SR 811	WB	8D	1,661	1.005	179	1,890	3330	40	1	41	1,931	NO	NO	FALSE
	SR 811	Gardens Mall	EB	6D	2,465	1.005	178	2,705	2570	26	0	27	2,732	NO	YES	FALSE
	SR 811	Gardens Mall	WB	6D	1,721	1.005	200	1,964	2570	40	1	41	2,005	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	EB	6D	1,596	1.005	102	1,738	2570	21	0	22	1,760	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	WB	6D	1,505	1.005	204	1,747	2570	32	1	33	1,780	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	6D	1,849	1.005	38	1,934	2570	16	0	16	1,950	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	6D	1,247	1.005	114	1,392	2570	24	0	24	1,417	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	EB	6D	1,092	1.005	17	1,142	2570	13	0	13	1,155	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	WB	6D	966	1.005	49	1,044	2570	20	0	20	1,064	NO	NO	FALSE
Prosperity Farms Rd	Northlake Blvd	Lighthouse Dr	NB	3	559	1.005	53	626	810	0	0	0	626	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	3	820	1.005	37	878	810	0	0	0	878	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	NB	3	699	1.005	71	788	810	0	0	0	788	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	3	753	1.005	33	805	810	0	0	0	805	NO	NO	FALSE
	Burns Rd	PGA Blvd	NB	5	934	1.005	27	985	1710	4	0	4	989	NO	NO	FALSE
	Burns Rd	PGA Blvd	SB	5	759	1.005	50	828	1710	3	0	3	831	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	NB	4D	595	1.005	29	639	1710	4	0	4	643	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	SB	4D	888	1.005	43	953	1710	3	0	3	956	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	NB	2	326	1.005	29	363	810	4	0	4	368	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	SB	2	364	1.005	30	403	810	3	0	3	406	NO	NO	FALSE
RCA Blvd	Alt A1A	Prosperity Farms Rd	EB	2	377	1.005	49	436	810	3	0	3	438	NO	NO	FALSE
	Alt A1A	Prosperity Farms Rd	WB	2	375	1.005	141	525	810	4	0	4	530	NO	NO	FALSE
SR 811	Northlake Blvd	Lighthouse Dr	NB	4D	733	1.005	109	861	1710	8	1	9	870	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	4D	928	1.005	49	1,000	1710	5	1	6	1,006	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	4D	877	1.005	158	1,057	1710	20	0	20	1,077	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	4D	926	1.005	47	996	1710	13	0	13	1,010	NO	NO	FALSE
	Burns Rd	RCA Blvd	NB	4D	1,007	1.005	171	1,203	1710	16	2	18	1,221	NO	NO	FALSE
	Burns Rd	RCA Blvd	SB	4D	1,120	1.005	89	1,237	1710	11	1	11	1,249	NO	NO	FALSE
	RCA Blvd	PGA Blvd	NB	6D	1,000	1.005	224	1,249	2570	20	2	22	1,271	NO	NO	FALSE
	RCA Blvd	PGA Blvd	SB	6D	1,088	1.005	206	1,321	2570	13	1	14	1,336	NO	NO	FALSE
	PGA Blvd	Hood Rd	NB	6D	966	1.005	314	1,304	2570	48	4	52	1,356	NO	NO	FALSE
	PGA Blvd	Hood Rd	SB	6D	1,484	1.005	309	1,830	2570	32	2	33	1,864	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	1,001	1.005	105	1,131	2570	0	0	0	1,132	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,243	1.005	202	1,476	2570	0	1	1	1,477	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	NB	6D	981	1.005	71	1,077	2790	18	0	19	1,096	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	SB	6D	1,199	1.005	79	1,308	2790	28	1	29	1,337	NO	NO	FALSE

TABLE TR-1 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
SR 811	Toney Penna Dr	Indiantown Rd	NB	6D	1,043	1.005	63	1,132	2570	16	0	16	1,148	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	6D	1,510	1.005	50	1,598	2570	24	0	24	1,622	NO	NO	FALSE
	Indiantown Rd	Center St	NB	6D	1,141	1.005	66	1,236	2570	16	0	16	1,252	NO	NO	FALSE
	Indiantown Rd	Center St	SB	6D	1,511	1.005	59	1,608	2570	24	1	25	1,633	NO	NO	FALSE
	Center St	US 1	NB	6D	1,324	1.005	55	1,412	2570	16	0	16	1,429	NO	NO	FALSE
	Center St	US 1	SB	6D	1,839	1.005	44	1,929	2570	24	1	25	1,954	NO	NO	FALSE
Toney Penna Rd	[10]Maplewood Dr	Military Trail	EB	2	692	1.005	158	867	810	4	0	4	871	NO	YES	FALSE
	[10]Maplewood Dr	Military Trail	WB	2	498	1.005	135	646	810	3	0	3	648	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	EB	3	405	1.005	67	482	810	3	0	3	485	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	WB	3	356	1.005	65	430	810	4	0	4	434	NO	NO	FALSE
Burns Rd	SR 811	Military Trail	EB	4D	959	1.005	121	1,104	1710	11	0	11	1,115	NO	NO	FALSE
	SR 811	Military Trail	WB	4D	653	1.005	80	749	1710	16	0	16	766	NO	NO	FALSE
	Sandalwood Ct.	SR 811	EB	4D	888	1.005	29	939	1710	5	0	5	945	NO	NO	FALSE
	Sandalwood Ct.	SR 811	WB	4D	740	1.005	55	814	1710	8	0	8	822	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood	EB	4D	362	1.005	25	396	1710	5	0	5	402	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood	WB	4D	373	1.005	49	431	1710	8	0	8	440	NO	NO	FALSE
Central Blvd	PGA Blvd	Hood Rd	NB	4D	997	1.005	389	1,411	1710	112	3	116	1,527	YES	NO	FALSE
	PGA Blvd	Hood Rd	SB	4D	994	1.005	281	1,300	1710	74	2	76	1,376	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	4D	699	1.005	446	1,163	1710	88	2	90	1,253	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	4D	782	1.005	278	1,080	1710	58	4	62	1,142	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	4D	556	1.005	346	916	1710	37	1	38	954	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	4D	662	1.005	192	871	1710	56	2	58	929	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	4D	529	1.005	117	659	1710	26	1	27	687	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	4D	727	1.005	156	901	1710	40	2	42	943	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	4D	1,015	1.005	137	1,178	1710	5	0	5	1,183	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	4D	1,019	1.005	206	1,251	1710	8	0	8	1,259	NO	NO	FALSE
Frederick Small Rd	Military Trail	Central Blvd	EB	4D	535	1.005	68	617	1710	3	0	3	619	NO	NO	FALSE
	Military Trail	Central Blvd	WB	4D	294	1.005	52	353	1710	4	0	4	358	NO	NO	FALSE
	Alt A1A	Military Trail	EB	2	552	1.005	50	616	810	11	0	11	627	NO	NO	FALSE
	Alt A1A	Military Trail	WB	2	337	1.005	65	411	810	16	0	16	427	NO	NO	FALSE
Ellison-Wilson Rd	Universe Blvd	PGA Blvd	NB	2	672	1.005	31	720	810	4	0	4	724	NO	NO	FALSE
	Universe Blvd	PGA Blvd	SB	2	415	1.005	37	462	810	3	0	3	465	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	NB	2	197	1.005	48	250	810	0	0	0	250	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	SB	2	630	1.005	53	699	810	0	0	0	699	NO	NO	FALSE
[4]Hood Rd	Jog Rd	West Project Drive	EB	2	282	1.005	73	362	810	16	3	19	381	NO	NO	FALSE
	Jog Rd	West Project Drive	WB	2	246	1.005	49	301	810	11	1	12	313	NO	NO	FALSE
	West Project Drive	Parkside Dr	EB	2	282	1.005	73	362	810	24	12	36	398	NO	NO	FALSE
	West Project Drive	Parkside Dr	WB	2	246	1.005	49	301	810	16	23	39	340	NO	NO	FALSE
	Parkside Dr	Central Blvd	EB	2	282	1.005	73	362	810	63	9	73	435	YES	NO	FALSE
	Parkside Dr	Central Blvd	WB	2	246	1.005	49	301	810	96	19	115	416	YES	NO	FALSE
Jog Rd	[6][7]Donald Ross Rd	Hood Rd	NB	2	46	1.005		47	810	0	0	0	47	NO	NO	FALSE
	[6][7]Donald Ross Rd	Hood Rd	SB	2	75	1.005		77	810	0	1	1	77	NO	NO	FALSE
	[6][8]Hood Rd	PGA Blvd	NB	2	352	1.005	18	383	810	16	2	18	401	NO	NO	FALSE
	[6][8]Hood Rd	PGA Blvd	SB	2	326	1.005	15	353	810	11	1	12	364	NO	NO	FALSE
Ryder Cup Blvd (Jog Rd)	[1][6]PGA Blvd	Northlake Blvd	NB	2	335	1.005		345	810	4	0	4	349	NO	NO	FALSE
	[1][6]PGA Blvd	Northlake Blvd	SB	2	493	1.005		508	810	3	0	3	511	NO	NO	FALSE
Parkside Drive	[6]Universe Blvd	Donald Ross Rd	NB	4	250	1.005		256	1710	26	0	27	283	NO	NO	FALSE
	[6]Universe Blvd	Donald Ross Rd	SB	4	296	1.005		303	1710	40	1	41	344	NO	NO	FALSE

TABLE TR-1 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
Heights Blvd	[6]Frederick Small Rd	Donald Ross Rd	NB	2	112	1.005		115	810	5	0	5	120	NO	NO	FALSE
	[6]Frederick Small Rd	Donald Ross Rd	SB	2	601	1.005		616	810	8	0	8	624	NO	NO	FALSE
Grandiflora Rd	[6]Parkside Dr	Central Blvd	EB	2	165	1.005		169	810	121	0	122	291	YES	NO	FALSE
	[6]Parkside Dr	Central Blvd	WB	2	248	1.005		254	810	184	0	185	439	YES	NO	FALSE
	[6]Central Blvd	Military Trail	EB	2	81	1.005		83	810	53	0	53	136	YES	NO	FALSE
	[6]Central Blvd	Military Trail	WB	2	56	1.005		57	810	80	0	80	138	YES	NO	FALSE
[2]Florida's Turnpike	Okeechobee Blvd	[3]Beeline Hwy	NB	4X	3200	1.026	114	3,752	3580	64	3	67	3,819	NO	YES	FALSE
	Okeechobee Blvd	[3]Beeline Hwy	SB	4X	2480	1.026	40	2,860	3580	42	1	44	2,903	NO	NO	FALSE
	[3]Beeline Hwy	PGA Blvd	NB	4X	2900	1.026	159	3,456	3580	64	3	67	3,523	NO	NO	FALSE
	[3]Beeline Hwy	PGA Blvd	SB	4X	2220	1.026	50	2,574	3580	42	1	44	2,618	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	NB	4X	1500	1.026	33	1,738	3580	0	0	0	1,738	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	SB	4X	1800	1.026	76	2,122	3580	0	0	0	2,122	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	4X	990	1.026	26	1,152	3580	5	0	5	1,157	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	4X	1310	1.026	16	1,505	3580	8	0	8	1,514	NO	NO	FALSE
US 1	McLaren Rd	Northlake Blvd	NB	6D	1,089	1.005	59	1,175	2570	12	0	12	1,188	NO	NO	FALSE
	McLaren Rd	Northlake Blvd	SB	6D	1,278	1.005	54	1,364	2570	8	0	8	1,372	NO	NO	FALSE
	PGA Blvd	McLaren Rd	NB	4D	981	1.005	65	1,071	1710	12	0	12	1,083	NO	NO	FALSE
	PGA Blvd	McLaren Rd	SB	4D	1,281	1.005	65	1,378	1710	8	0	8	1,386	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	NB	4D	704	1.005	2	724	1860	12	0	12	736	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	SB	4D	1,334	1.005	6	1,374	1860	8	0	8	1,382	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	NB	4D	1,139	1.005	35	1,203	1860	12	0	12	1,215	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	SB	4D	1,344	1.005	22	1,400	1860	8	0	8	1,408	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	NB	4D	1,084	1.005	3	1,114	1860	16	0	16	1,130	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	SB	4D	1,347	1.005	4	1,385	1860	24	1	25	1,410	NO	NO	FALSE
	Marcinski Rd	Ocean Way	NB	4D	975	1.005	35	1,035	1860	5	0	5	1,040	NO	NO	FALSE
	Marcinski Rd	Ocean Way	SB	4D	1,092	1.005	17	1,137	1860	8	0	8	1,145	NO	NO	FALSE
	Indiantown Rd	Ocean Way	NB	4D	975	1.005	35	1,035	1860	5	0	5	1,040	NO	NO	FALSE
	Indiantown Rd	Ocean Way	SB	4D	1,092	1.005	17	1,137	1860	8	0	8	1,145	NO	NO	FALSE
	Indiantown Rd	SR A1A	NB	4D	781	1.005	22	823	1860	11	0	11	833	NO	NO	FALSE
	Indiantown Rd	SR A1A	SB	4D	956	1.005	14	994	1860	16	0	16	1,010	NO	NO	FALSE
	CR 707	SR A1A	NB	4D	781	1.005	31	832	1860	26	0	27	859	NO	NO	FALSE
	CR 707	SR A1A	SB	4D	956	1.005	26	1,006	1860	40	1	41	1,047	NO	NO	FALSE
	CR 707	Tequesta Dr	NB	6D	666	1.005	29	712	2790	13	0	13	725	NO	NO	FALSE
	CR 707	Tequesta Dr	SB	6D	1,380	1.005	37	1,452	2790	20	0	20	1,472	NO	NO	FALSE
	Martin County Line	Tequesta Dr	NB	6D	666	1.005	36	719	2790	13	0	13	732	NO	NO	FALSE
	Martin County Line	Tequesta Dr	SB	6D	1,380	1.005	36	1,451	2790	20	0	20	1,471	NO	NO	FALSE

Source: Palm Beach County 2008 Historic Traffic Growth Table

[1]2007 data

[2]Traffic Technical Memorandum FPID No. 406143-1. Palm Beach County Widening (North of Lake Worth Rd to Indiantown Rd). Per Kim Samson, 2006 volumes were used as 2008 existing.

[3]Beeline Highway has an interchange also but is SUNPASS only.

[4]See additional information at the end of the table for Hood Rd broken down to include project driveways.

[5]FDOT, Traffic Projection & Turning Movement Report, February 1, 2008.

***FDOT 2007 Disc**

**** Volumes from PGA Blvd to Military Tr were unavailable; Military Tr to Donald Ross Rd volumes were used.**

[6]Derived from Turning Movement Counts

[7]Approved future Road

[8]2006 Data

[9]Arterial Growth Rate = Years 1-5 - 0.5%, 6-20 - 1.58%

[10]KMF Data LLC, Turning Movement Count 12/10/2008; FDOT seasonal factor applied

May 15, 2009

TABLE TR-1 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
Donald Ross Rd	Jog Rd	I-95 Interchange	EB	4D	432	1.005	31	474	1860	8	1	9	483	NO	NO	FALSE
	Jog Rd	I-95 Interchange	WB	4D	746	1.005	53	818	1860	11	2	12	830	NO	NO	FALSE
	I-95 Interchange	Heights	EB	6D	1,441	1.005	280	1,757	2570	297	16	313	2,070	YES	NO	FALSE
	I-95 Interchange	Heights	WB	6D	1,513	1.005	380	1,931	2570	397	17	414	2,345	YES	NO	FALSE
	Heights Blvd	Central Blvd	EB	6D	1,192	1.005	259	1,481	2570	217	6	223	1,704	YES	NO	FALSE
	Heights Blvd	Central Blvd	WB	6D	1,447	1.005	214	1,698	2570	290	6	295	1,993	YES	NO	FALSE
	Central Blvd	SR 811	EB	6D	1,143	1.005	388	1,560	2570	150	9	160	1,719	YES	NO	FALSE
	Central Blvd	SR 811	WB	6D	1,567	1.005	335	1,942	2570	113	8	121	2,063	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	6D	974	1.005	236	1,235	2570	64	8	72	1,307	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	6D	1,504	1.005	176	1,718	2570	48	7	55	1,773	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1,017	1.005	69	1,112	1710	64	7	71	1,183	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1,444	1.005	71	1,551	1710	48	6	55	1,606	NO	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	EB	4D	1,060	1.005	44	1,136	1710	59	6	65	1,201	NO	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	WB	4D	1,303	1.005	48	1,391	1710	44	6	50	1,440	NO	NO	FALSE
Holly Dr	PGA Blvd	McArthur Blvd	EB	2	316	1.005	50	374	810	11	8	19	393	NO	NO	FALSE
	PGA Blvd	McArthur Blvd	WB	2	335	1.005	46	389	810	8	7	15	405	NO	NO	FALSE
[4]**Hood Rd**	Florida Turnpike	W of Florida Turnpike	EB	2	234	1.005	78	318	860	16	14	30	348	NO	NO	FALSE
	Florida Turnpike	W of Florida Turnpike	WB	2	256	1.005	97	359	860	21	16	37	397	NO	NO	FALSE
	Central Blvd	Military Trail	EB	4D	406	1.005	372	788	1710	97	66	162	950	YES	NO	FALSE
	Central Blvd	Military Trail	WB	4D	488	1.005	322	822	1710	72	59	132	954	YES	NO	FALSE
	SR 811	Military Trail	EB	4D	514	1.005	363	890	1710	75	30	105	995	YES	NO	FALSE
	SR 811	Military Trail	WB	4D	615	1.005	374	1,005	1710	56	27	83	1,088	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	2	240	1.005	33	279	810	11	3	14	293	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	2	278	1.005	35	320	810	8	3	11	331	NO	NO	FALSE
[1][5]**I-95**	*Northlake Blvd	PGA Blvd	NB	10X	6,751	1.018	122	7,636	9340	145	18	163	7,799	NO	NO	FALSE
	*Northlake Blvd	PGA Blvd	SB	10X	5,133	1.0177	182	5,885	9340	193	20	213	6,098	NO	NO	FALSE
	**PGA Blvd	Military Trail	NB	10X	5,942	1.018	137	6,750	9340	185	10	195	6,945	NO	NO	FALSE
	**PGA Blvd	Military Trail	SB	10X	3,937	1.0177	187	4,561	9340	247	11	258	4,819	NO	NO	FALSE
	Military Trail	Donald Ross Rd	NB	10X	5,942	1.018	147	6,760	9440	185	0	185	6,945	NO	NO	FALSE
	Military Trail	Donald Ross Rd	SB	10X	3,937	1.0177	234	4,608	9440	247	0	247	4,855	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	NB	10X	5,326	1.018	286	6,214	9440	139	17	157	6,370	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	SB	10X	3,548	1.0177	252	4,194	9440	105	16	120	4,314	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	6X	4,442	1.018	80	5,024	5410	54	8	61	5,085	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	6X	3,075	1.0177	105	3,521	5410	40	7	47	3,569	NO	NO	FALSE
Indian Creek Blvd	Central Blvd	Military Trail	EB	4D	368	1.005	77	454	1710	43	3	46	500	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	626	1.005	106	748	1710	32	3	35	783	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	EB	4D	674	1.005	119	810	1710	8	1	9	819	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	WB	4D	830	1.005	159	1,010	1710	11	2	12	1,022	NO	NO	FALSE
	Central Blvd	Maplewood Dr	EB	4D	932	1.005	90	1,046	1710	16	6	22	1,067	NO	NO	FALSE
	Central Blvd	Maplewood Dr	WB	4D	668	1.005	102	787	1710	21	6	28	815	NO	NO	FALSE

TABLE TR-1 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
Indiantown Rd	Florida Turnpike	I-95 Interchange	EB	6D	1,743	1.005	441	2,228	2570	40	6	46	2,274	NO	NO	FALSE
	Florida Turnpike	I-95 Interchange	WB	6D	2,558	1.005	445	3,068	2570	54	6	60	3,127	NO	YES	FALSE
	I-95 Interchange	Central Blvd	EB	6D	2,412	1.005	379	2,852	2570	24	3	27	2,879	NO	YES	FALSE
	I-95 Interchange	Central Blvd	WB	6D	2,478	1.005	385	2,926	2570	32	3	35	2,961	NO	YES	FALSE
	Central Blvd	Center St	EB	6D	1,920	1.005	370	2,338	2570	8	1	9	2,348	NO	NO	FALSE
	Central Blvd	Center St	WB	6D	2,182	1.005	374	2,611	2570	11	2	12	2,623	NO	YES	FALSE
	Center St	Military Trail	EB	6D	1,569	1.005	374	1,983	2570	4	1	5	1,988	NO	NO	FALSE
	Center St	Military Trail	WB	6D	1,954	1.005	381	2,384	2570	5	2	7	2,391	NO	NO	FALSE
	Military Trail	SR 811	EB	6D	1,574	1.005	260	1,874	2570	21	5	26	1,900	NO	NO	FALSE
	Military Trail	SR 811	WB	6D	1,466	1.005	275	1,778	2570	16	4	20	1,798	NO	NO	FALSE
	SR 811	US 1	EB	6D	1,151	1.005	184	1,364	2570	16	2	18	1,382	NO	NO	FALSE
	SR 811	US 1	WB	6D	1,291	1.005	207	1,531	2570	12	1	13	1,544	NO	NO	FALSE
	US 1	SR A1A	EB	4	436	1.005	26	473	1710	11	0	11	484	NO	NO	FALSE
	US 1	SR A1A	WB	4	620	1.005	25	661	1710	8	0	8	669	NO	NO	FALSE
Maplewood Dr	Indian Creek Blvd	Toney Penna Dr	NB	2	499	1.005		512	810	5	2	8	519	NO	NO	FALSE
	Indian Creek Blvd	Toney Penna Dr	SB	2	429	1.005		440	810	4	2	6	446	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	NB	4D	648	1.005		664	1710	11	2	12	677	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SN	4D	564	1.005		578	1710	8	1	9	588	NO	NO	FALSE
McArthur Blvd	Northlake Blvd	Holly Dr	NB	2	482	1.005		494	810	8	1	9	503	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	2	388	1.005		398	810	11	1	12	409	NO	NO	FALSE
Military Trail	Northlake Blvd	Holly Dr	NB	6D	1,761	1.005	142	1,947	2570	52	7	59	2,007	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	6D	1,663	1.005	208	1,913	2570	70	8	78	1,991	NO	NO	FALSE
	Holly Dr	PGA Blvd	NB	6D	2,072	1.005	238	2,362	2570	76	8	85	2,447	NO	NO	FALSE
	Holly Dr	PGA Blvd	SB	6D	1,718	1.005	267	2,028	2570	102	9	111	2,140	NO	NO	FALSE
	PGA Blvd	I-95	NB	6D	1,783	1.005	487	2,315	2570	64	25	89	2,404	NO	NO	FALSE
	PGA Blvd	I-95	SB	6D	1,500	1.005	556	2,094	2570	86	27	113	2,207	NO	NO	FALSE
	I-95	Hood Rd	NB	6D	1,039	1.005	487	1,552	2570	80	28	109	1,661	NO	NO	FALSE
	I-95	Hood Rd	SB	6D	1,086	1.005	641	1,754	2570	107	31	139	1,893	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	895	1.005	418	1,336	2570	86	3	89	1,425	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,036	1.005	401	1,463	2570	64	3	67	1,530	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	6D	1,378	1.005	360	1,773	2570	54	5	58	1,831	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	6D	1,577	1.005	374	1,991	2570	40	4	44	2,035	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	6D	1,333	1.005	332	1,699	2570	21	5	26	1,725	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	6D	1,276	1.005	328	1,636	2570	16	4	20	1,657	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	6D	1,209	1.005	315	1,555	2570	64	6	71	1,625	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	6D	883	1.005	298	1,203	2570	48	6	54	1,257	NO	NO	FALSE
Northlake Blvd	Beeline Hwy	Ryder Cup Blvd	EB	6D	750	1.005	80	849	2570	8	1	9	858	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd	WB	6D	1,438	1.005	16	1,490	2570	11	1	12	1,502	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	EB	6D	1,159	1.005	80	1,268	2570	8	1	9	1,277	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	WB	6D	1,861	1.005	92	2,000	2570	11	1	12	2,012	NO	NO	FALSE
	Haverhill Rd	Military Trail	EB	6D	1,513	1.005	88	1,639	2570	12	1	13	1,652	NO	NO	FALSE
	Haverhill Rd	Military Trail	WB	6D	2,266	1.005	100	2,423	2570	16	1	17	2,440	NO	NO	FALSE
	Military Trail	I-95	EB	6D	1,790	1.005	165	2,000	2570	8	1	9	2,009	NO	NO	FALSE
	Military Trail	I-95	WB	6D	2,091	1.005	146	2,290	2570	11	1	12	2,301	NO	NO	FALSE
	I-95	Congress Ave	EB	6D	1,807	1.005	396	2,249	2570	32	3	35	2,284	NO	NO	FALSE
	I-95	Congress Ave	WB	6D	2,366	1.005	480	2,906	2570	24	3	27	2,933	NO	YES	FALSE
	Congress Ave	SR 811	EB	6D	1,941	1.005	441	2,431	2570	21	3	25	2,456	NO	NO	FALSE
	Congress Ave	SR 811	WB	6D	1,882	1.005	388	2,318	2570	16	3	19	2,336	NO	NO	FALSE
	[6]SR 811	Prosperity Farms Rd	EB	6D	1,684	1.005	421	2,156	2570	11	3	14	2,170	NO	NO	FALSE
	[6]SR 811	Prosperity Farms Rd	WB	6D	1,590	1.005	333	1,971	2570	8	3	11	1,982	NO	NO	FALSE

TABLE TR-1 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
Northlake Blvd	[1]Prosperity Farms Rd	Southwind Dr	EB	6D	1,348	1.005	376	1,765	2570	11	2	12	1,777	NO	NO	FALSE
	[1]Prosperity Farms Rd	Southwind Dr	WB	6D	1,524	1.005	325	1,895	2570	8	1	9	1,905	NO	NO	FALSE
	Southwind Dr	US 1	EB	6D	1,131	1.005	376	1,536	2570	5	1	6	1,542	NO	NO	FALSE
	Southwind Dr	US 1	WB	6D	1,259	1.005	325	1,616	2570	4	1	5	1,621	NO	NO	FALSE
PGA Blvd	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	EB	2	181	1.005	469	655	860	8	2	10	665	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	WB	2	182	1.005	104	291	860	11	2	13	304	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	EB	4D	914	1.005	445	1,382	1710	8	6	14	1,396	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	WB	4D	964	1.005	157	1,145	1710	11	7	18	1,163	NO	NO	FALSE
	Florida Turnpike	Central Blvd	EB	6D	1,895	1.005	373	2,316	2570	80	9	90	2,405	NO	NO	FALSE
	Florida Turnpike	Central Blvd	WB	6D	2,050	1.005	357	2,459	2570	107	10	117	2,576	NO	YES	FALSE
	Central Blvd	Military Trail	EB	6D	1,719	1.005	334	2,096	2570	32	9	41	2,137	NO	NO	FALSE
	Central Blvd	Military Trail	WB	6D	2,208	1.005	358	2,622	2570	24	8	32	2,654	NO	YES	FALSE
	Military Trail	I-95	EB	6D	1,831	1.005	289	2,166	2570	5	25	30	2,197	NO	NO	FALSE
	Military Trail	I-95	WB	6D	2,126	1.005	402	2,582	2570	4	23	27	2,608	NO	YES	FALSE
	[1]I-95	SR 811	EB	8D	2,385	1.005	249	2,706	3330	54	5	58	2,765	NO	NO	FALSE
	[1]I-95	SR 811	WB	8D	3,003	1.005	346	3,440	3330	40	4	44	3,485	NO	YES	FALSE
	SR 811	Gardens Mall	EB	6D	1,788	1.005	255	2,088	2570	54	5	58	2,146	NO	NO	FALSE
	SR 811	Gardens Mall	WB	6D	2,536	1.005	284	2,884	2570	40	4	44	2,928	NO	YES	FALSE
	Gardens Mall	Prosperity Farms Rd	EB	6D	1,528	1.005	251	1,818	2570	43	5	48	1,865	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	WB	6D	1,785	1.005	200	2,030	2570	32	4	36	2,066	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	6D	1,487	1.005	131	1,656	2570	32	2	34	1,689	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	6D	1,938	1.005	83	2,070	2570	24	1	26	2,095	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	EB	6D	966	1.005	53	1,048	2570	27	0	27	1,075	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	WB	6D	1,136	1.005	31	1,202	2570	20	0	20	1,222	NO	NO	FALSE
Prosperity Farms Rd	Northlake Blvd	Lighthouse Dr	NB	3	794	1.005	49	863	810	0	0	0	863	NO	YES	FALSE
	Northlake Blvd	Lighthouse Dr	SB	3	726	1.005	63	807	810	0	0	0	807	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	3	890	1.005	43	955	810	0	0	0	955	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	SB	3	759	1.005	74	852	810	0	0	0	852	NO	YES	FALSE
	Burns Rd	PGA Blvd	NB	5	1,015	1.005	58	1,099	1710	4	0	4	1,103	NO	NO	FALSE
	Burns Rd	PGA Blvd	SB	5	892	1.005	36	951	1710	5	0	5	956	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	NB	4D	878	1.005	54	954	1710	4	1	5	960	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	SB	4D	663	1.005	42	722	1710	5	2	7	729	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	NB	2	375	1.005	50	434	810	4	1	5	440	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	SB	2	385	1.005	53	448	810	5	2	7	455	NO	NO	FALSE
RCA Blvd	Alt A1A	Prosperity Farms Rd	EB	2	340	1.005	171	520	810	5	1	6	526	NO	NO	FALSE
	Alt A1A	Prosperity Farms Rd	WB	2	494	1.005	121	627	810	4	1	5	632	NO	NO	FALSE
SR 811	Northlake Blvd	Lighthouse Dr	NB	4D	1,079	1.005	77	1,183	1710	8	6	14	1,197	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	4D	892	1.005	121	1,036	1710	11	6	17	1,052	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	4D	1,144	1.005	86	1,259	1710	20	1	21	1,280	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	4D	979	1.005	171	1,175	1710	27	1	28	1,202	NO	NO	FALSE
	Burns Rd	RCA Blvd	NB	4D	1,202	1.005	129	1,361	1710	16	8	25	1,386	NO	NO	FALSE
	Burns Rd	RCA Blvd	SB	4D	1,029	1.005	186	1,241	1710	21	9	31	1,272	NO	NO	FALSE
	RCA Blvd	PGA Blvd	NB	6D	1,621	1.005	272	1,934	2570	20	10	30	1,964	NO	NO	FALSE
	RCA Blvd	PGA Blvd	SB	6D	851	1.005	297	1,169	2570	27	11	38	1,207	NO	NO	FALSE
	PGA Blvd	Hood Rd	NB	6D	1,550	1.005	417	2,006	2570	48	19	67	2,073	NO	NO	FALSE
	PGA Blvd	Hood Rd	SB	6D	1,216	1.005	435	1,682	2570	64	21	85	1,767	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	1,333	1.005	246	1,613	2570	0	5	5	1,617	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,256	1.005	174	1,462	2570	0	4	4	1,466	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	NB	6D	1,216	1.005	103	1,350	2790	38	3	41	1,390	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	SB	6D	1,142	1.005	89	1,260	2790	28	3	31	1,291	NO	NO	FALSE

TABLE TR-1 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
SR 811	Toney Penna Dr	Indiantown Rd	NB	6D	1,387	1.005	77	1,499	2570	32	2	34	1,533	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	6D	1,152	1.005	85	1,266	2570	24	1	26	1,292	NO	NO	FALSE
	Indiantown Rd	Center St	NB	6D	1,526	1.005	80	1,645	2570	32	5	37	1,681	NO	NO	FALSE
	Indiantown Rd	Center St	SB	6D	1,098	1.005	78	1,204	2570	24	4	28	1,232	NO	NO	FALSE
	Center St	US 1	NB	6D	1,788	1.005	81	1,914	2570	32	4	36	1,950	NO	NO	FALSE
	Center St	US 1	SB	6D	1,365	1.005	68	1,467	2570	24	4	28	1,495	NO	NO	FALSE
Toney Penna Rd	Maplewood Dr	Military Trail	EB	2	422	1.005	128	561	810	4	0	4	565	NO	NO	FALSE
	Maplewood Dr	Military Trail	WB	2	358	1.005	152	519	810	5	0	5	524	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	EB	3	380	1.005	68	458	810	5	1	6	464	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	WB	3	487	1.005	64	563	810	4	1	5	568	NO	NO	FALSE
Burns Rd	SR 811	Military Trail	EB	4D	662	1.005	101	780	1710	21	2	23	803	NO	NO	FALSE
	SR 811	Military Trail	WB	4D	1,232	1.005	132	1,395	1710	16	1	17	1,413	NO	NO	FALSE
	Sandalwood Circle	SR 811	EB	4D	689	1.005	60	766	1710	11	2	12	779	NO	NO	FALSE
	Sandalwood Circle	SR 811	WB	4D	871	1.005	40	933	1710	8	1	9	942	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood Circle	EB	4D	369	1.005	53	431	1710	11	2	12	444	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood Circle	WB	4D	440	1.005	36	487	1710	8	1	9	497	NO	NO	FALSE
Central Blvd	PGA Blvd	Hood Rd	NB	4D	791	1.005	478	1,289	1710	113	18	131	1,420	YES	NO	FALSE
	PGA Blvd	Hood Rd	SB	4D	734	1.005	532	1,285	1710	150	20	171	1,455	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	4D	709	1.005	474	1,201	1710	88	25	113	1,314	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	4D	589	1.005	581	1,185	1710	118	23	141	1,325	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	4D	840	1.005	269	1,130	1710	75	12	88	1,218	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	4D	537	1.005	397	948	1710	56	11	68	1,015	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	4D	636	1.005	199	851	1710	54	9	63	914	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	4D	451	1.005	160	622	1710	40	8	49	671	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	4D	1,304	1.005	246	1,583	1710	11	2	12	1,595	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	4D	936	1.005	182	1,142	1710	8	1	9	1,151	NO	NO	FALSE
Frederick Small Rd	Military Trail	Central Blvd	EB	4D	327	1.005	73	408	1710	5	1	6	414	NO	NO	FALSE
	Military Trail	Central Blvd	WB	4D	400	1.005	89	499	1710	4	1	5	504	NO	NO	FALSE
	Alt A1A	Military Trail	EB	2	380	1.005	87	477	810	21	2	23	500	NO	NO	FALSE
	Alt A1A	Military Trail	WB	2	462	1.005	67	541	810	16	1	17	558	NO	NO	FALSE
Ellison-Wilson Rd	Universe Blvd	PGA Blvd	NB	2	396	1.005	52	458	810	4	0	4	462	NO	NO	FALSE
	Universe Blvd	PGA Blvd	SB	2	579	1.005	43	637	810	5	0	5	642	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	NB	2	504	1.005	54	571	810	0	1	1	571	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	SB	2	173	1.005	51	228	810	0	1	1	229	NO	NO	FALSE
[4]Hood Rd	Jog Rd	West Project Drive	EB	2	234	1.005	78	318	810	16	14	30	348	NO	NO	FALSE
	Jog Rd	West Project Drive	WB	2	256	1.005	97	359	810	21	16	37	397	NO	NO	FALSE
	West Project Drive	Parkside Dr	EB	2	234	1.005	78	318	810	24	140	165	482	YES	NO	FALSE
	West Project Drive	Parkside Dr	WB	2	256	1.005	97	359	810	32	127	159	519	YES	NO	FALSE
	Parkside Dr	Central Blvd	EB	2	234	1.005	78	318	810	129	112	240	558	YES	NO	FALSE
	Parkside Dr	Central Blvd	WB	2	256	1.005	97	359	810	96	101	197	557	YES	NO	FALSE
Jog Rd	[6][7]Donald Ross Rd	Hood Rd	NB	2	35	1.005		36	810	0	3	3	39	NO	NO	FALSE
	[6][7]Donald Ross Rd	Hood Rd	SB	2	52	1.005		53	810	0	3	3	56	NO	NO	FALSE
	[6]Hood Rd	PGA Blvd	NB	2	90	1.005	10	103	810	16	11	27	131	NO	NO	FALSE
	[6]Hood Rd	PGA Blvd	SB	2	416	1.005	12	443	810	21	12	34	477	NO	NO	FALSE
Ryder Cup Blvd (Jog Rd)	[6]PGA Blvd	Northlake Blvd	NB	2	522	1.005		538	810	4	1	5	543	NO	NO	FALSE
	[6]PGA Blvd	Northlake Blvd	SB	2	368	1.005		379	810	5	1	6	385	NO	NO	FALSE
Parkside Drive	[6]Universe Blvd	Donald Ross Rd	NB	4	412	1.005		422	1710	54	3	57	479	NO	NO	FALSE
	[6]Universe Blvd	Donald Ross Rd	SB	4	329	1.005		337	1710	40	3	43	380	NO	NO	FALSE

TABLE TR-1 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 1 - YEAR 2013

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact>5%	Exceeds LOS Threshold	Requires Mitigation
Heights Blvd	[6]Frederick Small Rd	Donald Ross Rd	NB	2	439	1.005		450	810	11	2	12	462	NO	NO	FALSE
	[6]Frederick Small Rd	Donald Ross Rd	SB	2	186	1.005		191	810	8	1	9	200	NO	NO	FALSE
Grandiflora Rd	[6]Parkside Dr	Central Blvd	EB	2	123	1.005		126	810	247	2	248	374	YES	NO	FALSE
	[6]Parkside Dr	Central Blvd	WB	2	49	1.005		50	810	185	1	186	237	YES	NO	FALSE
	[6]Central Blvd	Military Trail	EB	2	38	1.005		39	810	107	0	107	146	YES	NO	FALSE
	[6]Central Blvd	Military Trail	WB	2	84	1.005		86	810	80	0	80	167	YES	NO	FALSE
[2]Florida's Turnpike	Okeechobee Blvd	[3]Beeline Hwy	NB	4X	2560	1.026	50	2,961	3580	64	14	78	3,039	NO	NO	FALSE
	Okeechobee Blvd	[3]Beeline Hwy	SB	4X	3240	1.026	116	3,800	3580	86	16	101	3,901	NO	YES	FALSE
	[3]Beeline Hwy	PGA Blvd	NB	4X	2320	1.026	61	2,699	3580	64	14	78	2,777	NO	NO	FALSE
	[3]Beeline Hwy	PGA Blvd	SB	4X	2900	1.026	155	3,452	3580	86	16	101	3,554	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	NB	4X	1790	1.026	78	2,113	3580	0	0	0	2,113	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	SB	4X	1790	1.026	47	2,082	3580	0	0	0	2,082	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	4X	1410	1.026	24	1,627	3580	11	2	12	1,639	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	4X	1170	1.026	31	1,361	3580	8	1	9	1,371	NO	NO	FALSE
US 1	McLaren Rd	Northlake Blvd	NB	6D	1,493	1.005	118	1,649	2570	12	0	12	1,661	NO	NO	FALSE
	McLaren Rd	Northlake Blvd	SB	6D	1,239	1.005	122	1,392	2570	16	0	16	1,408	NO	NO	FALSE
	PGA Blvd	McLaren Rd	NB	4D	1,280	1.005	101	1,413	1710	12	0	12	1,425	NO	NO	FALSE
	PGA Blvd	McLaren Rd	SB	4D	997	1.005	106	1,128	1710	16	0	16	1,144	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	NB	4D	1,370	1.005	9	1,414	1860	12	0	12	1,426	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	SB	4D	776	1.005	7	803	1860	16	0	16	819	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	NB	4D	1,536	1.005	47	1,622	1860	12	0	12	1,634	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	SB	4D	1,253	1.005	52	1,337	1860	16	0	16	1,353	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	NB	4D	1,621	1.005	6	1,668	1860	32	3	35	1,703	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	SB	4D	1,148	1.005	6	1,183	1860	24	3	27	1,210	NO	NO	FALSE
	Marcinski Rd	Ocean Way	NB	4D	1,359	1.005	60	1,453	1860	11	2	12	1,466	NO	NO	FALSE
	Marcinski Rd	Ocean Way	SB	4D	1,023	1.005	73	1,122	1860	8	1	9	1,131	NO	NO	FALSE
	Indiantown Rd	Ocean Way	NB	4D	1,359	1.005	60	1,453	1860	11	2	12	1,466	NO	NO	FALSE
	Indiantown Rd	Ocean Way	SB	4D	1,023	1.005	73	1,122	1860	8	1	9	1,131	NO	NO	FALSE
	Indiantown Rd	SR A1A	NB	4D	1,147	1.005	36	1,212	1860	21	0	21	1,233	NO	NO	FALSE
	Indiantown Rd	SR A1A	SB	4D	827	1.005	35	883	1860	16	0	16	899	NO	NO	FALSE
	CR 707	SR A1A	NB	4D	1,147	1.005	52	1,228	1860	54	5	58	1,286	NO	NO	FALSE
	CR 707	SR A1A	SB	4D	827	1.005	52	900	1860	40	4	44	944	NO	NO	FALSE
	CR 707	Tequesta Dr	NB	6D	1,343	1.005	52	1,429	2790	27	2	29	1,458	NO	NO	FALSE
	CR 707	Tequesta Dr	SB	6D	803	1.005	57	880	2790	20	2	22	902	NO	NO	FALSE
	Martin County Line	Tequesta Dr	NB	6D	1,343	1.005	45	1,422	2790	27	2	29	1,451	NO	NO	FALSE
	Martin County Line	Tequesta Dr	SB	6D	803	1.005	52	875	2790	20	2	22	897	NO	NO	FALSE

Source: Palm Beach County 2008 Historic Traffic Growth Table

[1]2007 data

[2]Traffic Technical Memorandum FPID No. 406143-1. Palm Beach County Widening (North of Lake Worth Rd to Indiantown Rd). Per Kim Samson, 2006 volumes were used as 2008 existing.

[3]Beeline Highway has an interchange also but is SUNPASS only.

[4]See additional information at the end of the table for Hood Rd broken down to include project driveways

[5]FDOT, Traffic Projection & Turning Movement Report, February 1, 2008.

***FDOT 2007 Disc**

**** Volumes from PGA Blvd to Military Tr were unavailable; Military Tr to Donald Ross Rd volumes were used.**

[6]Derived from Turning Movement Counts

[7]Approved future Road

[8]2006 Data

[9]Arterial Growth Rate = Years 1-5 - 0.5%, 6-20 - 1.58%

May 15, 2009

TABLE TR-2 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Donald Ross Rd	Jog Rd	I-95 Interchange	EB	4D	818	1.0158	50	957	1860	14	1	14	972	NO	NO	FALSE
	Jog Rd	I-95 Interchange	WB	4D	363	1.0158	25	428	1860	7	3	9	437	NO	NO	FALSE
	I-95 Interchange	Heights	EB	6D	1,597	1.0158	297	2,068	2570	503	10	513	2,581	YES	YES	True
	I-95 Interchange	Heights	WB	6D	1,249	1.0158	194	1,579	2570	250	30	280	1,859	YES	NO	FALSE
	Heights Blvd	Central Blvd	EB	6D	1,695	1.0158	128	2,007	2570	367	11	378	2,386	YES	NO	FALSE
	Heights Blvd	Central Blvd	WB	6D	862	1.0158	200	1,156	2570	183	4	186	1,342	YES	NO	FALSE
	Central Blvd	SR 811	EB	6D	1,677	1.0158	225	2,085	2570	95	16	111	2,195	NO	NO	FALSE
	Central Blvd	SR 811	WB	6D	928	1.0158	276	1,305	2570	190	5	196	1,501	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	6D	1,543	1.0158	118	1,829	2570	41	14	54	1,883	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	6D	931	1.0158	182	1,214	2570	82	4	86	1,300	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1,401	1.0158	64	1,617	1710	41	12	53	1,670	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1,130	1.0158	52	1,305	1710	82	4	86	1,391	YES	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	EB	4D	976	1.0158	45	1,133	1710	37	11	48	1,181	NO	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	WB	4D	893	1.0158	40	1,035	1710	75	4	78	1,114	NO	NO	FALSE
Holly Dr	PGA Blvd	McArthur Blvd	EB	2	299	1.0158	56	388	810	7	14	20	408	NO	NO	FALSE
	PGA Blvd	McArthur Blvd	WB	2	475	1.0158	59	586	810	14	4	18	604	NO	NO	FALSE
[4]Hood Rd	Florida Turnpike	W of Florida Turnpike	EB	2	282	1.0158	73	386	860	27	9	36	422	NO	NO	FALSE
	Florida Turnpike	W of Florida Turnpike	WB	2	246	1.0158	49	322	860	14	27	41	362	NO	NO	FALSE
	Central Blvd	Military Trail	EB	4D	521	1.0158	229	807	1710	61	114	175	982	YES	NO	FALSE
	Central Blvd	Military Trail	WB	4D	402	1.0158	241	687	1710	122	37	160	847	YES	NO	FALSE
	SR 811	Military Trail	EB	4D	718	1.0158	218	1,014	1710	47	52	99	1,113	YES	NO	FALSE
	SR 811	Military Trail	WB	4D	388	1.0158	178	608	1710	95	17	112	720	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	2	197	1.0158	11	229	810	7	5	12	242	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	2	248	1.0158	14	289	810	14	2	15	304	NO	NO	FALSE
[1][5]I-95	*Northlake Blvd	PGA Blvd	NB	10X	4,637	1.0165	155	5,707	9340	245	12	256	5,963	NO	NO	FALSE
	*Northlake Blvd	PGA Blvd	SB	10X	6,687	1.0212	79	8,502	9340	122	35	157	8,659	NO	NO	FALSE
	**PGA Blvd	Military Trail	NB	10X	4,058	1.0165	159	5,017	9340	313	6	319	5,336	NO	NO	FALSE
	**PGA Blvd	Military Trail	SB	10X	5,829	1.0212	99	7,441	9340	155	19	175	7,615	NO	NO	FALSE
	Military Trail	Donald Ross Rd	NB	10X	4,058	1.0165	206	5,064	9440	313	0	313	5,377	NO	NO	FALSE
	Military Trail	Donald Ross Rd	SB	10X	5,829	1.0212	116	7,458	9440	155	0	155	7,613	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	NB	10X	3,551	1.0165	192	4,443	9440	88	30	118	4,561	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	SB	10X	5,321	1.0212	246	6,948	9440	177	10	187	7,135	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	6X	3,273	1.0165	87	4,006	5410	34	14	47	4,053	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	6X	4,217	1.0212	50	5,362	5410	68	4	72	5,434	NO	YES	FALSE
Indian Creek Blvd	Central Blvd	Military Trail	EB	4D	634	1.0158	99	802	1710	27	5	32	834	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	342	1.0158	74	453	1710	54	2	56	509	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	EB	4D	891	1.0158	127	1,115	1710	14	1	14	1,129	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	WB	4D	504	1.0158	93	652	1710	7	3	9	661	NO	NO	FALSE
	Central Blvd	Maplewood Dr	EB	4D	589	1.0158	79	732	1710	27	4	31	763	NO	NO	FALSE
	Central Blvd	Maplewood Dr	WB	4D	770	1.0158	70	924	1710	14	11	24	948	NO	NO	FALSE

TABLE TR-2 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[5]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Indiantown Rd	Florida Turnpike	I-95 Interchange	EB	6D	2,797	1.0158	347	3,448	2570	68	4	72	3,520	NO	YES	FALSE
	Florida Turnpike	I-95 Interchange	WB	6D	1,665	1.0158	307	2,153	2570	34	11	45	2,198	NO	NO	FALSE
	I-95 Interchange	Central Blvd	EB	6D	2,665	1.0158	327	3,282	2570	41	2	43	3,325	NO	YES	FALSE
	I-95 Interchange	Central Blvd	WB	6D	2,229	1.0158	303	2,775	2570	20	5	26	2,800	NO	YES	FALSE
	Central Blvd	Center St	EB	6D	2,332	1.0158	281	2,867	2570	14	1	14	2,881	NO	YES	FALSE
	Central Blvd	Center St	WB	6D	1,434	1.0158	245	1,835	2570	7	3	9	1,845	NO	NO	FALSE
	Center St	Military Trail	EB	6D	1,897	1.0158	275	2,378	2570	7	1	8	2,386	NO	NO	FALSE
	Center St	Military Trail	WB	6D	1,505	1.0158	248	1,917	2570	3	3	6	1,923	NO	NO	FALSE
	Military Trail	SR 811	EB	6D	1,641	1.0158	210	2,030	2570	14	8	22	2,051	NO	NO	FALSE
	Military Trail	SR 811	WB	6D	1,263	1.0158	173	1,573	2570	27	3	30	1,603	NO	NO	FALSE
	SR 811	US 1	EB	6D	1,093	1.0158	110	1,322	2570	10	3	13	1,335	NO	NO	FALSE
	SR 811	US 1	WB	6D	1,063	1.0158	83	1,262	2570	20	1	21	1,283	NO	NO	FALSE
	US 1	SR A1A	EB	4	547	1.0158	16	623	1710	7	0	7	629	NO	NO	FALSE
	US 1	SR A1A	WB	4	495	1.0158	11	560	1710	14	0	14	573	NO	NO	FALSE
Maplewood Dr	Indian Creek Blvd	Toney Penna Dr	NB	2	626	1.0158		694	810	3	4	7	702	NO	NO	FALSE
	Indian Creek Blvd	Toney Penna Dr	SB	2	505	1.0158		560	810	7	1	8	568	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	NB	4D	469	1.0158		520	1710	7	3	9	530	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SN	4D	614	1.0158		681	1710	14	1	14	695	NO	NO	FALSE
McArthur Blvd	Northlake Blvd	Holly Dr	NB	2	295	1.0158		327	810	14	0	14	341	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	2	352	1.0158		390	810	7	1	8	398	NO	NO	FALSE
Military Trail	Northlake Blvd	Holly Dr	NB	6D	1,711	1.0158	203	2,100	2570	88	4	93	2,193	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	6D	1,507	1.0158	112	1,783	2570	44	14	58	1,841	NO	NO	FALSE
	Holly Dr	PGA Blvd	NB	6D	1,729	1.0158	240	2,157	2570	129	5	135	2,292	YES	NO	FALSE
	Holly Dr	PGA Blvd	SB	6D	1,614	1.0158	166	1,956	2570	64	16	81	2,036	NO	NO	FALSE
	PGA Blvd	I-95	NB	6D	1,162	1.0158	502	1,790	2570	109	16	124	1,915	NO	NO	FALSE
	PGA Blvd	I-95	SB	6D	1,708	1.0158	302	2,196	2570	54	48	102	2,298	NO	NO	FALSE
	I-95	Hood Rd	NB	6D	993	1.0158	592	1,693	2570	136	18	154	1,847	YES	NO	FALSE
	I-95	Hood Rd	SB	6D	1,004	1.0158	273	1,386	2570	68	54	122	1,508	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	897	1.0158	257	1,252	2570	54	5	60	1,311	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,001	1.0158	338	1,448	2570	109	2	111	1,559	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	6D	1,399	1.0158	248	1,799	2570	34	8	42	1,841	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	6D	1,613	1.0158	260	2,049	2570	68	3	71	2,119	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	6D	1,218	1.0158	248	1,599	2570	14	8	22	1,620	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	6D	1,420	1.0158	251	1,826	2570	27	3	30	1,855	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	6D	981	1.0158	251	1,339	2570	41	11	51	1,390	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	6D	874	1.0158	248	1,217	2570	82	4	85	1,302	NO	NO	FALSE
Northlake Blvd	Beeline Hwy	Ryder Cup Blvd	EB	6D	1,593	1.0158	12	1,778	2570	14	0	14	1,792	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd	WB	6D	576	1.0158	74	713	2570	7	1	8	721	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	EB	6D	2,058	1.0158	83	2,365	2570	14	0	14	2,379	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	WB	6D	1,038	1.0158	66	1,217	2570	7	1	8	1,225	NO	NO	FALSE
	Haverhill Rd	Military Trail	EB	6D	2,454	1.0158	108	2,829	2570	20	0	21	2,850	NO	YES	FALSE
	Haverhill Rd	Military Trail	WB	6D	1,329	1.0158	83	1,557	2570	10	1	12	1,568	NO	NO	FALSE
	Military Trail	I-95	EB	6D	1,886	1.0158	119	2,210	2570	14	0	14	2,224	NO	NO	FALSE
	Military Trail	I-95	WB	6D	1,534	1.0158	131	1,832	2570	7	1	8	1,840	NO	NO	FALSE
	I-95	Congress Ave	EB	6D	2,176	1.0158	268	2,681	2570	20	5	26	2,707	NO	YES	FALSE
	I-95	Congress Ave	WB	6D	1,722	1.0158	189	2,098	2570	41	2	43	2,141	NO	NO	FALSE
	Congress Ave	SR 811	EB	6D	1,991	1.0158	195	2,403	2570	14	5	19	2,422	NO	NO	FALSE
	Congress Ave	SR 811	WB	6D	1,640	1.0158	245	2,064	2570	27	2	29	2,092	NO	NO	FALSE
	[1][6]SR 811	Prosperity Farms Rd	EB	6D	1,478	1.0158	147	1,794	2570	7	5	12	1,806	NO	NO	FALSE
	[1][6]SR 811	Prosperity Farms Rd	WB	6D	1,181	1.0158	248	1,564	2570	14	2	15	1,579	NO	NO	FALSE

TABLE TR-2 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Northlake Blvd	[1]Prosperity Farms Rd	Southwind Dr	EB	6D	1,462	1.0158	134	1,763	2570	7	3	9	1,773	NO	NO	FALSE
	[1]Prosperity Farms Rd	Southwind Dr	WB	6D	1,269	1.0158	203	1,617	2570	14	1	14	1,632	NO	NO	FALSE
	Southwind Dr	US 1	EB	6D	1,245	1.0158	134	1,515	2570	3	1	5	1,519	NO	NO	FALSE
	Southwind Dr	US 1	WB	6D	1,077	1.0158	203	1,397	2570	7	0	7	1,404	NO	NO	FALSE
PGA Blvd	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	EB	2	154	1.0158	71	242	860	14	1	15	257	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	WB	2	194	1.0158	434	649	860	7	4	11	660	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	EB	4D	856	1.0158	126	1,075	1710	14	4	18	1,093	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	WB	4D	917	1.0158	403	1,420	1710	7	12	19	1,439	NO	NO	FALSE
	Florida Turnpike	Central Blvd	EB	6D	2,277	1.0158	317	2,842	2570	136	6	142	2,984	YES	YES	True
	Florida Turnpike	Central Blvd	WB	6D	1,578	1.0158	284	2,034	2570	68	18	85	2,119	NO	NO	FALSE
	Central Blvd	Military Trail	EB	6D	2,153	1.0158	324	2,711	2570	20	15	35	2,747	NO	YES	FALSE
	Central Blvd	Military Trail	WB	6D	1,517	1.0158	209	1,891	2570	41	5	46	1,937	NO	NO	FALSE
	Military Trail	I-95	EB	6D	2,505	1.0158	309	3,087	2570	3	44	47	3,134	NO	YES	FALSE
	Military Trail	I-95	WB	6D	1,382	1.0158	155	1,687	2570	7	14	21	1,708	NO	NO	FALSE
	[1]I-95	SR 811	EB	8D	2,997	1.0158	256	3,596	3330	34	8	42	3,638	NO	YES	FALSE
	[1]I-95	SR 811	WB	8D	1,661	1.0158	179	2,030	3330	68	3	71	2,101	NO	NO	FALSE
	SR 811	Gardens Mall	EB	6D	2,465	1.0158	178	2,911	2570	34	8	42	2,953	NO	YES	FALSE
	SR 811	Gardens Mall	WB	6D	1,721	1.0158	200	2,108	2570	68	3	71	2,179	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	EB	6D	1,596	1.0158	102	1,872	2570	27	8	35	1,907	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	WB	6D	1,505	1.0158	204	1,873	2570	54	3	57	1,930	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	6D	1,849	1.0158	38	2,088	2570	20	3	23	2,111	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	6D	1,247	1.0158	114	1,497	2570	41	1	42	1,538	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	EB	6D	1,092	1.0158	17	1,234	2570	17	0	17	1,251	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	WB	6D	966	1.0158	49	1,126	2570	34	0	34	1,160	NO	NO	FALSE
Prosperity Farms Rd	Northlake Blvd	Lighthouse Dr	NB	3	559	1.0158	53	673	810	0	0	0	673	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	3	820	1.0158	37	946	810	0	0	0	946	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	NB	3	699	1.0158	71	846	810	0	0	0	846	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	SB	3	753	1.0158	33	868	810	0	0	0	868	NO	YES	FALSE
	Burns Rd	PGA Blvd	NB	5	934	1.0158	27	1,063	1710	7	0	7	1,069	NO	NO	FALSE
	Burns Rd	PGA Blvd	SB	5	759	1.0158	50	892	1710	3	0	3	895	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	NB	4D	595	1.0158	29	689	1710	7	1	8	696	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	SB	4D	888	1.0158	43	1,028	1710	3	3	6	1,034	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	NB	2	326	1.0158	29	390	810	7	1	8	398	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	SB	2	364	1.0158	30	434	810	3	3	6	440	NO	NO	FALSE
RCA Blvd	Alt A1A	Prosperity Farms Rd	EB	2	377	1.0158	49	467	810	3	1	5	472	NO	NO	FALSE
	Alt A1A	Prosperity Farms Rd	WB	2	375	1.0158	141	557	810	7	0	7	564	NO	NO	FALSE
SR 811	Northlake Blvd	Lighthouse Dr	NB	4D	733	1.0158	109	922	1710	14	4	17	939	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	4D	928	1.0158	49	1,078	1710	7	11	18	1,096	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	4D	877	1.0158	158	1,130	1710	34	0	34	1,165	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	4D	926	1.0158	47	1,074	1710	17	1	18	1,092	NO	NO	FALSE
	Burns Rd	RCA Blvd	NB	4D	1,007	1.0158	171	1,288	1710	27	5	33	1,320	NO	NO	FALSE
	Burns Rd	RCA Blvd	SB	4D	1,120	1.0158	89	1,331	1710	14	16	30	1,361	NO	NO	FALSE
	RCA Blvd	PGA Blvd	NB	6D	1,000	1.0158	224	1,333	2570	34	6	40	1,373	NO	NO	FALSE
	RCA Blvd	PGA Blvd	SB	6D	1,088	1.0158	206	1,412	2570	17	19	36	1,448	NO	NO	FALSE
	PGA Blvd	Hood Rd	NB	6D	966	1.0158	314	1,385	2570	82	12	94	1,479	NO	NO	FALSE
	PGA Blvd	Hood Rd	SB	6D	1,484	1.0158	309	1,955	2570	41	37	77	2,032	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	1,001	1.0158	105	1,215	2570	0	8	8	1,223	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,243	1.0158	202	1,580	2570	0	3	3	1,583	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	NB	6D	981	1.0158	71	1,159	2790	24	5	29	1,188	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	SB	6D	1,199	1.0158	79	1,409	2790	48	2	49	1,458	NO	NO	FALSE

TABLE TR-2 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
SR 811	Toney Penna Dr	Indiantown Rd	NB	6D	1,043	1.0158	63	1,220	2570	20	3	23	1,243	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	6D	1,510	1.0158	50	1,724	2570	41	1	42	1,766	NO	NO	FALSE
	Indiantown Rd	Center St	NB	6D	1,141	1.0158	66	1,331	2570	20	8	28	1,360	NO	NO	FALSE
	Indiantown Rd	Center St	SB	6D	1,511	1.0158	59	1,734	2570	41	3	43	1,778	NO	NO	FALSE
	Center St	US 1	NB	6D	1,324	1.0158	55	1,523	2570	20	7	27	1,550	NO	NO	FALSE
	Center St	US 1	SB	6D	1,839	1.0158	44	2,083	2570	41	2	43	2,126	NO	NO	FALSE
Toney Penna Rd	[10]Maplewood Dr	Military Trail	EB	2	692	1.0158	158	925	810	7	0	7	932	NO	YES	FALSE
	[10]Maplewood Dr	Military Trail	WB	2	498	1.0158	135	687	810	3	0	3	691	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	EB	3	405	1.0158	67	516	810	3	1	5	521	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	WB	3	356	1.0158	65	460	810	7	0	7	467	NO	NO	FALSE
Burns Rd	SR 811	Military Trail	EB	4D	959	1.0158	121	1,184	1710	14	3	16	1,201	NO	NO	FALSE
	SR 811	Military Trail	WB	4D	653	1.0158	80	804	1710	27	1	28	832	NO	NO	FALSE
	Sandalwood Ct.	SR 811	EB	4D	888	1.0158	29	1,014	1710	7	3	9	1,023	NO	NO	FALSE
	Sandalwood Ct.	SR 811	WB	4D	740	1.0158	55	876	1710	14	1	14	890	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood	EB	4D	362	1.0158	25	426	1710	7	3	9	436	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood	WB	4D	373	1.0158	49	463	1710	14	1	14	477	NO	NO	FALSE
Central Blvd	PGA Blvd	Hood Rd	NB	4D	997	1.0158	389	1,495	1710	190	12	202	1,696	YES	NO	FALSE
	PGA Blvd	Hood Rd	SB	4D	994	1.0158	281	1,383	1710	95	35	130	1,513	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	4D	699	1.0158	446	1,221	1710	150	44	193	1,414	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	4D	782	1.0158	278	1,145	1710	74	14	89	1,234	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	4D	556	1.0158	346	963	1710	47	22	69	1,032	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	4D	662	1.0158	192	926	1710	95	7	102	1,028	YES	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	4D	529	1.0158	117	704	1710	34	16	50	754	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	4D	727	1.0158	156	962	1710	68	5	73	1,035	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	4D	1,015	1.0158	137	1,262	1710	7	3	9	1,272	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	4D	1,019	1.0158	206	1,336	1710	14	1	14	1,350	NO	NO	FALSE
Frederick Small Rd	Military Trail	Central Blvd	EB	4D	535	1.0158	68	661	1710	3	1	5	666	NO	NO	FALSE
	Military Trail	Central Blvd	WB	4D	294	1.0158	52	378	1710	7	0	7	385	NO	NO	FALSE
	Alt A1A	Military Trail	EB	2	552	1.0158	50	662	810	14	3	16	678	NO	NO	FALSE
	Alt A1A	Military Trail	WB	2	337	1.0158	65	439	810	27	1	28	467	NO	NO	FALSE
Ellison-Wilson Rd	Universe Blvd	PGA Blvd	NB	2	672	1.0158	31	776	810	7	0	7	783	NO	NO	FALSE
	Universe Blvd	PGA Blvd	SB	2	415	1.0158	37	497	810	3	0	3	501	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	NB	2	197	1.0158	48	266	810	0	0	0	267	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	SB	2	630	1.0158	53	752	810	0	1	1	753	NO	NO	FALSE
[4]Hood Rd	Jog Rd	West Project Drive	EB	2	282	1.0158	73	386	810	27	9	36	422	NO	NO	FALSE
	Jog Rd	West Project Drive	WB	2	246	1.0158	49	322	810	14	27	41	362	YES	NO	FALSE
	West Project Drive	Parkside Dr	EB	2	282	1.0158	73	386	810	41	245	286	671	YES	NO	FALSE
	West Project Drive	Parkside Dr	WB	2	246	1.0158	49	322	810	20	80	100	422	YES	NO	FALSE
	Parkside Dr	Central Blvd	EB	2	282	1.0158	73	386	810	81	194	276	661	YES	NO	FALSE
	Parkside Dr	Central Blvd	WB	2	246	1.0158	49	322	810	163	64	227	549	YES	NO	FALSE
Jog Rd	[6][7]Donald Ross Rd	Hood Rd	NB	2	46	1.0158		51	810	0	5	5	56	NO	NO	FALSE
	[6][7]Donald Ross Rd	Hood Rd	SB	2	75	1.0158		83	810	0	2	2	85	NO	NO	FALSE
	[6][8]Hood Rd	PGA Blvd	NB	2	352	1.0158	18	412	810	27	7	34	447	NO	NO	FALSE
	[6][8]Hood Rd	PGA Blvd	SB	2	326	1.0158	15	380	810	14	22	35	415	NO	NO	FALSE
Ryder Cup Blvd (Jog Rd)	[1][6]PGA Blvd	Northlake Blvd	NB	2	335	1.0158		373	810	7	0	7	381	NO	NO	FALSE
	[1][6]PGA Blvd	Northlake Blvd	SB	2	493	1.0158		549	810	3	1	5	554	NO	NO	FALSE
Parkside Drive	[6]Universe Blvd	Donald Ross Rd	NB	4	250	1.0158		277	1710	34	5	39	316	NO	NO	FALSE
	[5]Universe Blvd	Donald Ross Rd	SB	4	296	1.0158		328	1710	68	2	70	398	NO	NO	FALSE

TABLE TR-2 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Heights Blvd	[6]Frederick Small Rd	Donald Ross Rd	NB	2	112	1.0158		124	810	7	3	9	134	NO	NO	FALSE
	[6]Frederick Small Rd	Donald Ross Rd	SB	2	601	1.0158		666	810	14	1	14	681	NO	NO	FALSE
Grandiflora Rd	[6]Parkside Dr	Central Blvd	EB	2	165	1.0158		183	810	155	3	158	341	YES	NO	FALSE
	[6]Parkside Dr	Central Blvd	WB	2	248	1.0158		275	810	313	1	314	589	YES	NO	FALSE
	[6]Central Blvd	Military Trail	EB	2	81	1.0158		90	810	68	0	68	157	YES	NO	FALSE
	[6]Central Blvd	Military Trail	WB	2	56	1.0158		62	810	136	0	136	198	YES	NO	FALSE
[2]Florida's Turnpike	Okeechobee Blvd	[3]Beeline Hwy	NB	4X	3200	1.026	114	4,250	3580	109	9	118	4,368	NO	YES	FALSE
	Okeechobee Blvd	[3]Beeline Hwy	SB	4X	2480	1.026	40	3,246	3580	54	27	81	3,327	NO	NO	FALSE
	[3]Beeline Hwy	PGA Blvd	NB	4X	2900	1.026	159	3,908	3580	109	9	118	4,025	NO	YES	FALSE
	[3]Beeline Hwy	PGA Blvd	SB	4X	2220	1.026	50	2,920	3580	54	27	81	3,001	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	NB	4X	1500	1.026	33	1,972	3580	0	0	0	1,972	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	SB	4X	1800	1.026	76	2,403	3580	0	0	0	2,403	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	4X	990	1.026	26	1,306	3580	7	3	9	1,315	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	4X	1310	1.026	16	1,709	3580	14	1	14	1,724	NO	NO	FALSE
US 1	McLaren Rd	Northlake Blvd	NB	6D	1,089	1.0158	59	1,267	2570	20	0	20	1,287	NO	NO	FALSE
	McLaren Rd	Northlake Blvd	SB	6D	1,278	1.0158	54	1,471	2570	10	0	10	1,481	NO	NO	FALSE
	PGA Blvd	McLaren Rd	NB	4D	981	1.0158	65	1,153	1710	20	0	20	1,173	NO	NO	FALSE
	PGA Blvd	McLaren Rd	SB	4D	1,281	1.0158	65	1,485	1710	10	0	10	1,496	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	NB	4D	704	1.0158	2	783	1860	20	0	20	803	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	SB	4D	1,334	1.0158	6	1,485	1860	10	0	10	1,495	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	NB	4D	1,139	1.0158	35	1,298	1860	20	0	20	1,318	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	SB	4D	1,344	1.0158	22	1,512	1860	10	0	10	1,522	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	NB	4D	1,084	1.0158	3	1,205	1860	20	5	26	1,231	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	SB	4D	1,347	1.0158	4	1,498	1860	41	2	43	1,540	NO	NO	FALSE
	Marcinski Rd	Ocean Way	NB	4D	975	1.0158	35	1,116	1860	7	3	9	1,126	NO	NO	FALSE
	Marcinski Rd	Ocean Way	SB	4D	1,092	1.0158	17	1,228	1860	14	1	14	1,242	NO	NO	FALSE
	Indiantown Rd	Ocean Way	NB	4D	975	1.0158	35	1,116	1860	7	3	9	1,126	NO	NO	FALSE
	Indiantown Rd	Ocean Way	SB	4D	1,092	1.0158	17	1,228	1860	14	1	14	1,242	NO	NO	FALSE
	Indiantown Rd	SR A1A	NB	4D	781	1.0158	22	888	1860	14	0	14	902	NO	NO	FALSE
	Indiantown Rd	SR A1A	SB	4D	956	1.0158	14	1,074	1860	27	0	27	1,101	NO	NO	FALSE
	CR 707	SR A1A	NB	4D	781	1.0158	31	897	1860	34	8	42	939	NO	NO	FALSE
	CR 707	SR A1A	SB	4D	956	1.0158	26	1,086	1860	68	3	71	1,157	NO	NO	FALSE
	CR 707	Tequesta Dr	NB	6D	666	1.0158	29	767	2790	17	4	21	788	NO	NO	FALSE
	CR 707	Tequesta Dr	SB	6D	1,380	1.0158	37	1,567	2790	34	1	35	1,603	NO	NO	FALSE
	Martin County Line	Tequesta Dr	NB	6D	666	1.0158	36	774	2790	17	4	21	795	NO	NO	FALSE
	Martin County Line	Tequesta Dr	SB	6D	1,380	1.0158	36	1,566	2790	34	1	35	1,602	NO	NO	FALSE

Source: Palm Beach County 2008 Historic Traffic Growth Table

[1]2007 Data

[2]Traffic Technical Memorandum FPID No. 406143-1. Palm Beach County Widening (North of Lake Worth Rd to Indiantown Rd). Per Kim Samson, 2006 volumes were used as 2008 existing.

[3]Beeline Highway has an interchange also but is SUNPASS only.

[4]See additional information at the end of the table for Hood Rd broken down to include project driveways.

[5]FDOT, Traffic Projection & Turning Movement Report, February 1, 2008.

***FDOT 2007 Disc**

**** Volumes from PGA Blvd to Military Tr were unavailable; Military Tr to Donald Ross Rd volumes were used.**

[6]Derived from Turning Movement Counts

[7]Approved future Road

[8]2006 Data

[9]Arterial Growth Rate = Years 1-5 - 0.5%, 6-20 - 1.58%

[10]KMF Data LLC, Turning Movement Count 12/10/2008; FDOT seasonal factor applied

May 15, 2009

TABLE TR-2 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Donald Ross Rd	Jog Rd	I-95 Interchange	EB	4D	432	1.0158	31	510	1860	9	4	13	523	NO	NO	FALSE
	Jog Rd	I-95 Interchange	WB	4D	746	1.0158	53	880	1860	15	3	18	898	NO	NO	FALSE
	I-95 Interchange	Heights	EB	6D	1,441	1.0158	280	1,878	2570	340	40	381	2,258	YES	NO	FALSE
	I-95 Interchange	Heights	WB	6D	1,513	1.0158	380	2,058	2570	570	29	599	2,657	YES	YES	True
	Heights Blvd	Central Blvd	EB	6D	1,192	1.0158	259	1,581	2570	248	10	259	1,839	YES	NO	FALSE
	Heights Blvd	Central Blvd	WB	6D	1,447	1.0158	214	1,819	2570	416	15	431	2,249	YES	NO	FALSE
	Central Blvd	SR 811	EB	6D	1,143	1.0158	388	1,655	2570	216	16	231	1,887	YES	NO	FALSE
	Central Blvd	SR 811	WB	6D	1,567	1.0158	335	2,073	2570	129	22	151	2,223	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	6D	974	1.0158	236	1,316	2570	92	13	106	1,422	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	6D	1,504	1.0158	176	1,844	2570	55	18	74	1,917	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1,017	1.0158	69	1,197	1710	92	12	104	1,301	YES	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1,444	1.0158	71	1,672	1710	55	17	72	1,744	NO	YES	FALSE
	[6]Ellison-Wilson Rd	US 1	EB	4D	1,060	1.0158	44	1,225	1710	85	10	95	1,320	YES	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	WB	4D	1,303	1.0158	48	1,500	1710	51	15	65	1,565	NO	NO	FALSE
Holly Dr	PGA Blvd	McArthur Blvd	EB	2	316	1.0158	50	400	810	15	13	28	429	NO	NO	FALSE
	PGA Blvd	McArthur Blvd	WB	2	335	1.0158	46	417	810	9	18	28	445	NO	NO	FALSE
[4]**Hood Rd**	Florida Turnpike	W of Florida Turnpike	EB	2	234	1.0158	78	337	860	18	37	55	393	YES	NO	FALSE
	Florida Turnpike	W of Florida Turnpike	WB	2	256	1.0158	97	381	860	31	26	57	438	YES	NO	FALSE
	Central Blvd	Military Trail	EB	4D	406	1.0158	372	822	1710	139	110	248	1,071	YES	NO	FALSE
	Central Blvd	Military Trail	WB	4D	488	1.0158	322	863	1710	83	155	237	1,100	YES	NO	FALSE
	SR 811	Military Trail	EB	4D	514	1.0158	363	933	1710	108	50	157	1,090	YES	NO	FALSE
	SR 811	Military Trail	WB	4D	615	1.0158	374	1,056	1710	64	70	134	1,190	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	2	240	1.0158	33	299	810	15	5	21	320	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	2	278	1.0158	35	343	810	9	7	17	360	NO	NO	FALSE
[1][5]**I-95**	*Northlake Blvd	PGA Blvd	NB	10X	6,751	1.018	122	8,337	9340	165	48	213	8,550	NO	NO	FALSE
	*Northlake Blvd	PGA Blvd	SB	10X	5,133	1.0177	182	6,408	9340	277	34	311	6,719	NO	NO	FALSE
	**PGA Blvd	Military Trail	NB	10X	5,942	1.018	137	7,367	9340	211	26	237	7,604	NO	NO	FALSE
	**PGA Blvd	Military Trail	SB	10X	3,937	1.0177	187	4,962	9340	354	18	373	5,335	NO	NO	FALSE
	Military Trail	Donald Ross Rd	NB	10X	5,942	1.018	147	7,377	9440	211	0	211	7,589	NO	NO	FALSE
	Military Trail	Donald Ross Rd	SB	10X	3,937	1.0177	234	5,009	9440	354	0	354	5,364	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	NB	10X	5,326	1.018	286	6,767	9440	200	29	229	6,996	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	SB	10X	3,548	1.0177	252	4,555	9440	119	40	160	4,715	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	6X	4,442	1.018	80	5,485	5410	77	13	90	5,575	NO	YES	FALSE
	Indiantown Rd	Martin County Line	SB	6X	3,075	1.0177	105	3,835	5410	46	18	64	3,899	NO	NO	FALSE
Indian Creek Blvd	Central Blvd	Military Trail	EB	4D	368	1.0158	77	485	1710	62	5	67	552	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	626	1.0158	106	800	1710	37	7	44	844	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	EB	4D	674	1.0158	119	866	1710	9	4	13	879	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	WB	4D	830	1.0158	159	1,079	1710	15	3	18	1,097	NO	NO	FALSE
	Central Blvd	Maplewood Dr	EB	4D	932	1.0158	90	1,123	1710	18	15	33	1,157	NO	NO	FALSE
	Central Blvd	Maplewood Dr	WB	4D	668	1.0158	102	843	1710	31	10	41	884	NO	NO	FALSE

TABLE TR-2 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Indiantown Rd	Florida Turnpike	I-95 Interchange	EB	6D	1,743	1.0158	441	2,374	2570	46	15	61	2,434	NO	NO	FALSE
	Florida Turnpike	I-95 Interchange	WB	6D	2,558	1.0158	445	3,281	2570	77	10	87	3,369	NO	YES	FALSE
	I-95 Interchange	Central Blvd	EB	6D	2,412	1.0158	379	3,054	2570	28	7	35	3,088	NO	YES	FALSE
	I-95 Interchange	Central Blvd	WB	6D	2,478	1.0158	385	3,133	2570	46	5	51	3,184	NO	YES	FALSE
	Central Blvd	Center St	EB	6D	1,920	1.0158	370	2,499	2570	9	4	13	2,512	NO	NO	FALSE
	Central Blvd	Center St	WB	6D	2,182	1.0158	374	2,794	2570	15	3	18	2,812	NO	YES	FALSE
	Center St	Military Trail	EB	6D	1,569	1.0158	374	2,114	2570	5	4	8	2,122	NO	NO	FALSE
	Center St	Military Trail	WB	6D	1,954	1.0158	381	2,548	2570	8	3	10	2,558	NO	NO	FALSE
	Military Trail	SR 811	EB	6D	1,574	1.0158	260	2,005	2570	31	8	39	2,044	NO	NO	FALSE
	Military Trail	SR 811	WB	6D	1,466	1.0158	275	1,901	2570	18	11	29	1,930	NO	NO	FALSE
	SR 811	US 1	EB	6D	1,151	1.0158	184	1,460	2570	23	3	26	1,486	NO	NO	FALSE
	SR 811	US 1	WB	6D	1,291	1.0158	207	1,639	2570	14	4	17	1,656	NO	NO	FALSE
	US 1	SR A1A	EB	4	436	1.0158	26	509	1710	15	0	15	525	NO	NO	FALSE
	US 1	SR A1A	WB	4	620	1.0158	25	712	1710	9	0	9	722	NO	NO	FALSE
Maplewood Dr	Indian Creek Blvd	Toney Penna Dr	NB	2	499	1.0158		553	810	8	4	12	565	NO	NO	FALSE
	Indian Creek Blvd	Toney Penna Dr	SB	2	429	1.0158		476	810	5	6	10	486	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	NB	4D	648	1.0158		719	1710	15	3	18	737	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SN	4D	564	1.0158		625	1710	9	4	13	638	NO	NO	FALSE
McArthur Blvd	Northlake Blvd	Holly Dr	NB	2	482	1.0158		534	810	9	2	11	545	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	2	388	1.0158		430	810	15	1	17	447	NO	NO	FALSE
Military Trail	Northlake Blvd	Holly Dr	NB	6D	1,761	1.0158	142	2,095	2570	60	18	78	2,173	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	6D	1,663	1.0158	208	2,052	2570	100	13	113	2,165	NO	NO	FALSE
	Holly Dr	PGA Blvd	NB	6D	2,072	1.0158	238	2,536	2570	87	22	109	2,645	NO	YES	FALSE
	Holly Dr	PGA Blvd	SB	6D	1,718	1.0158	267	2,172	2570	146	16	162	2,334	YES	NO	FALSE
	PGA Blvd	I-95	NB	6D	1,783	1.0158	487	2,464	2570	74	64	138	2,602	YES	YES	True
	PGA Blvd	I-95	SB	6D	1,500	1.0158	556	2,219	2570	123	46	169	2,388	YES	NO	FALSE
	I-95	Hood Rd	NB	6D	1,039	1.0158	487	1,639	2570	92	74	166	1,805	YES	NO	FALSE
	I-95	Hood Rd	SB	6D	1,086	1.0158	641	1,845	2570	154	52	206	2,052	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	895	1.0158	418	1,410	2570	123	5	129	1,539	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,036	1.0158	401	1,550	2570	74	7	81	1,631	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	6D	1,378	1.0158	360	1,888	2570	77	8	85	1,973	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	6D	1,577	1.0158	374	2,123	2570	46	11	57	2,180	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	6D	1,333	1.0158	332	1,810	2570	31	8	39	1,849	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	6D	1,276	1.0158	328	1,743	2570	18	11	29	1,772	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	6D	1,209	1.0158	315	1,656	2570	92	10	103	1,758	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	6D	883	1.0158	298	1,277	2570	55	15	70	1,347	NO	NO	FALSE
Northlake Blvd	Beeline Hwy	Ryder Cup Blvd	EB	6D	750	1.0158	80	912	2570	9	2	11	923	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd	WB	6D	1,438	1.0158	16	1,611	2570	15	1	17	1,627	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	EB	6D	1,159	1.0158	80	1,365	2570	9	2	11	1,376	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	WB	6D	1,861	1.0158	92	2,156	2570	15	1	17	2,172	NO	NO	FALSE
	Haverhill Rd	Military Trail	EB	6D	1,513	1.0158	88	1,766	2570	14	2	16	1,781	NO	NO	FALSE
	Haverhill Rd	Military Trail	WB	6D	2,266	1.0158	100	2,613	2570	23	1	24	2,637	NO	YES	FALSE
	Military Trail	I-95	EB	6D	1,790	1.0158	165	2,150	2570	9	2	11	2,161	NO	NO	FALSE
	Military Trail	I-95	WB	6D	2,091	1.0158	146	2,465	2570	15	1	17	2,481	NO	NO	FALSE
	I-95	Congress Ave	EB	6D	1,807	1.0158	396	2,400	2570	46	5	51	2,451	NO	NO	FALSE
	I-95	Congress Ave	WB	6D	2,366	1.0158	480	3,104	2570	28	7	35	3,138	NO	YES	FALSE
	Congress Ave	SR 811	EB	6D	1,941	1.0158	441	2,593	2570	31	5	36	2,629	NO	YES	FALSE
	Congress Ave	SR 811	WB	6D	1,882	1.0158	388	2,475	2570	18	7	26	2,501	NO	NO	FALSE
	[6]SR 811	Prosperity Farms Rd	EB	6D	1,684	1.0158	421	2,298	2570	15	5	21	2,318	NO	NO	FALSE
	[6]SR 811	Prosperity Farms Rd	WB	6D	1,590	1.0158	333	2,105	2570	9	7	17	2,121	NO	NO	FALSE

TABLE TR-2 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Northlake Blvd	[1]Prosperity Farms Rd	Southwind Dr	EB	6D	1,348	1.0158	376	1,878	2570	15	3	18	1,896	NO	NO	FALSE
	[1]Prosperity Farms Rd	Southwind Dr	WB	6D	1,524	1.0158	325	2,023	2570	9	4	13	2,036	NO	NO	FALSE
	Southwind Dr	US 1	EB	6D	1,131	1.0158	376	1,630	2570	8	1	9	1,639	NO	NO	FALSE
	Southwind Dr	US 1	WB	6D	1,259	1.0158	325	1,721	2570	5	2	6	1,727	NO	NO	FALSE
PGA Blvd	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	EB	2	181	1.0158	469	670	860	9	6	15	684	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	WB	2	182	1.0158	104	306	860	15	4	19	325	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	EB	4D	914	1.0158	445	1,458	1710	9	17	26	1,484	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	WB	4D	964	1.0158	157	1,226	1710	15	12	27	1,253	NO	NO	FALSE
	Florida Turnpike	Central Blvd	EB	6D	1,895	1.0158	373	2,474	2570	92	24	116	2,590	NO	YES	FALSE
	Florida Turnpike	Central Blvd	WB	6D	2,050	1.0158	357	2,630	2570	154	17	171	2,801	YES	YES	True
	Central Blvd	Military Trail	EB	6D	1,719	1.0158	334	2,240	2570	46	14	61	2,301	NO	NO	FALSE
	Central Blvd	Military Trail	WB	6D	2,208	1.0158	358	2,806	2570	28	20	48	2,854	NO	YES	FALSE
	Military Trail	I-95	EB	6D	1,831	1.0158	289	2,319	2570	8	42	49	2,369	NO	NO	FALSE
	Military Trail	I-95	WB	6D	2,126	1.0158	402	2,759	2570	5	59	63	2,823	NO	YES	FALSE
	[1]I-95	SR 811	EB	8D	2,385	1.0158	249	2,907	3330	77	8	85	2,992	NO	NO	FALSE
	[1]I-96	SR 811	WB	8D	3,003	1.0158	346	3,693	3330	46	11	57	3,750	NO	YES	FALSE
	SR 811	Gardens Mall	EB	6D	1,788	1.0158	255	2,238	2570	77	8	85	2,322	NO	NO	FALSE
	SR 811	Gardens Mall	WB	6D	2,536	1.0158	284	3,096	2570	46	11	57	3,153	NO	YES	FALSE
	Gardens Mall	Prosperity Farms Rd	EB	6D	1,528	1.0158	251	1,945	2570	62	8	69	2,015	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	WB	6D	1,785	1.0158	200	2,179	2570	37	11	48	2,227	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	6D	1,487	1.0158	131	1,780	2570	46	3	49	1,829	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	6D	1,938	1.0158	83	2,232	2570	28	4	31	2,263	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	EB	6D	966	1.0158	53	1,130	2570	39	0	39	1,168	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	WB	6D	1,136	1.0158	31	1,297	2570	23	0	23	1,320	NO	NO	FALSE
Prosperity Farms Rd	Northlake Blvd	Lighthouse Dr	NB	3	794	1.0158	49	929	810	0	0	0	929	NO	YES	FALSE
	Northlake Blvd	Lighthouse Dr	SB	3	726	1.0158	63	868	810	0	0	0	868	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	NB	3	890	1.0158	43	1,030	810	0	0	0	1,030	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	SB	3	759	1.0158	74	916	810	0	0	0	916	NO	YES	FALSE
	Burns Rd	PGA Blvd	NB	5	1,015	1.0158	58	1,183	1710	5	0	5	1,188	NO	NO	FALSE
	Burns Rd	PGA Blvd	SB	5	892	1.0158	36	1,025	1710	8	0	8	1,033	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	NB	4D	878	1.0158	54	1,028	1710	5	4	8	1,036	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	SB	4D	663	1.0158	42	777	1710	8	3	10	787	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	NB	2	375	1.0158	50	466	810	5	4	8	474	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	SB	2	385	1.0158	53	480	810	8	3	10	490	NO	NO	FALSE
RCA Blvd	Alt A1A	Prosperity Farms Rd	EB	2	340	1.0158	171	548	810	8	1	9	557	NO	NO	FALSE
	Alt A1A	Prosperity Farms Rd	WB	2	494	1.0158	121	669	810	5	2	6	675	NO	NO	FALSE
SR 811	Northlake Blvd	Lighthouse Dr	NB	4D	1,079	1.0158	77	1,273	1710	9	15	24	1,297	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	4D	892	1.0158	121	1,110	1710	15	10	26	1,136	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	4D	1,144	1.0158	86	1,355	1710	23	2	25	1,379	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	4D	979	1.0158	171	1,257	1710	39	1	40	1,296	NO	NO	FALSE
	Burns Rd	RCA Blvd	NB	4D	1,202	1.0158	129	1,462	1710	18	22	40	1,502	NO	NO	FALSE
	Burns Rd	RCA Blvd	SB	4D	1,029	1.0158	186	1,327	1710	31	16	46	1,373	NO	NO	FALSE
	RCA Blvd	PGA Blvd	NB	6D	1,621	1.0158	272	2,069	2570	23	26	49	2,118	NO	NO	FALSE
	RCA Blvd	PGA Blvd	SB	6D	851	1.0158	297	1,241	2570	39	18	57	1,297	NO	NO	FALSE
	PGA Blvd	Hood Rd	NB	6D	1,550	1.0158	417	2,136	2570	55	50	105	2,241	NO	NO	FALSE
	PGA Blvd	Hood Rd	SB	6D	1,216	1.0158	435	1,783	2570	92	35	128	1,911	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	1,333	1.0158	246	1,724	2570	0	8	8	1,732	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,256	1.0158	174	1,567	2570	0	11	11	1,578	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	NB	6D	1,216	1.0158	103	1,451	2790	54	5	59	1,511	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	SB	6D	1,142	1.0158	89	1,355	2790	32	7	40	1,395	NO	NO	FALSE

TABLE TR-2 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
SR 811	Toney Penna Dr	Indiantown Rd	NB	6D	1,387	1.0158	77	1,615	2570	46	3	49	1,664	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	6D	1,152	1.0158	85	1,362	2570	28	4	31	1,394	NO	NO	FALSE
	Indiantown Rd	Center St	NB	6D	1,526	1.0158	80	1,772	2570	46	8	54	1,826	NO	NO	FALSE
	Indiantown Rd	Center St	SB	6D	1,098	1.0158	78	1,296	2570	28	11	39	1,334	NO	NO	FALSE
	Center St	US 1	NB	6D	1,788	1.0158	81	2,064	2570	46	7	53	2,116	NO	NO	FALSE
	Center St	US 1	SB	6D	1,365	1.0158	68	1,582	2570	28	9	37	1,618	NO	NO	FALSE
Toney Penna Rd	Maplewood Dr	Military Trail	EB	2	422	1.0158	128	596	810	5	0	5	601	NO	NO	FALSE
	Maplewood Dr	Military Trail	WB	2	358	1.0158	152	549	810	8	0	8	557	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	EB	3	380	1.0158	68	489	810	8	1	9	498	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	WB	3	487	1.0158	64	604	810	5	2	6	610	NO	NO	FALSE
Burns Rd	SR 811	Military Trail	EB	4D	662	1.0158	101	835	1710	31	3	33	868	NO	NO	FALSE
	SR 811	Military Trail	WB	4D	1,232	1.0158	132	1,498	1710	18	4	22	1,520	NO	NO	FALSE
	Sandalwood Circle	SR 811	EB	4D	689	1.0158	60	824	1710	15	3	18	842	NO	NO	FALSE
	Sandalwood Circle	SR 811	WB	4D	871	1.0158	40	1,006	1710	9	4	13	1,019	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood Circle	EB	4D	369	1.0158	53	462	1710	15	3	18	480	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood Circle	WB	4D	440	1.0158	36	524	1710	9	4	13	537	NO	NO	FALSE
Central Blvd	PGA Blvd	Hood Rd	NB	4D	791	1.0158	478	1,355	1710	129	48	177	1,532	YES	NO	FALSE
	PGA Blvd	Hood Rd	SB	4D	734	1.0158	532	1,346	1710	216	34	250	1,596	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	4D	709	1.0158	474	1,260	1710	101	42	143	1,403	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	4D	589	1.0158	581	1,234	1710	170	59	228	1,463	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	4D	840	1.0158	269	1,200	1710	108	21	129	1,329	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	4D	537	1.0158	397	992	1710	64	29	94	1,086	YES	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	4D	636	1.0158	199	904	1710	77	16	93	997	YES	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	4D	451	1.0158	160	660	1710	46	22	68	728	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	4D	1,304	1.0158	246	1,692	1710	15	3	18	1,710	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	4D	936	1.0158	182	1,220	1710	9	4	13	1,233	NO	NO	FALSE
Frederick Small Rd	Military Trail	Central Blvd	EB	4D	327	1.0158	73	436	1710	8	1	9	445	NO	NO	FALSE
	Military Trail	Central Blvd	WB	4D	400	1.0158	89	533	1710	5	2	6	539	NO	NO	FALSE
	Alt A1A	Military Trail	EB	2	380	1.0158	87	508	810	31	3	33	542	NO	NO	FALSE
	Alt A1A	Military Trail	WB	2	462	1.0158	67	579	810	18	4	22	601	NO	NO	FALSE
Ellison-Wilson Rd	Universe Blvd	PGA Blvd	NB	2	396	1.0158	52	491	810	5	0	5	496	NO	NO	FALSE
	Universe Blvd	PGA Blvd	SB	2	579	1.0158	43	685	810	8	0	8	693	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	NB	2	504	1.0158	54	613	810	0	2	2	615	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	SB	2	173	1.0158	51	243	810	0	1	1	244	NO	NO	FALSE
[4]Hood Rd	Jog Rd	West Project Drive	EB	2	234	1.0158	78	337	810	18	37	55	393	YES	NO	FALSE
	Jog Rd	West Project Drive	WB	2	256	1.0158	97	381	810	31	26	57	438	YES	NO	FALSE
	West Project Drive	Parkside Dr	EB	2	234	1.0158	78	337	810	28	235	262	600	YES	NO	FALSE
	West Project Drive	Parkside Dr	WB	2	256	1.0158	97	381	810	46	331	377	758	YES	NO	FALSE
	Parkside Dr	Central Blvd	EB	2	234	1.0158	78	337	810	185	187	372	709	YES	NO	FALSE
	Parkside Dr	Central Blvd	WB	2	256	1.0158	97	381	810	110	263	373	754	YES	NO	FALSE
Jog Rd	[6][7]Donald Ross Rd	Hood Rd	NB	2	35	1.0158		39	810	0	5	5	44	NO	NO	FALSE
	[6][7]Donald Ross Rd	Hood Rd	SB	2	52	1.0158		58	810	0	7	7	65	NO	NO	FALSE
	[6]Hood Rd	PGA Blvd	NB	2	90	1.0158	10	111	810	18	29	48	159	YES	NO	FALSE
	[6]Hood Rd	PGA Blvd	SB	2	416	1.0158	12	478	810	31	21	52	530	YES	NO	FALSE
Ryder Cup Blvd (Jog Rd)	[6]PGA Blvd	Northlake Blvd	NB	2	522	1.0158		582	810	5	2	6	588	NO	NO	FALSE
	[6]PGA Blvd	Northlake Blvd	SB	2	368	1.0158		410	810	8	1	9	419	NO	NO	FALSE
Parkside Drive	[6]Universe Blvd	Donald Ross Rd	NB	4	412	1.0158		457	1710	77	5	82	539	NO	NO	FALSE
	[6]Universe Blvd	Donald Ross Rd	SB	4	329	1.0158		365	1710	46	7	53	418	NO	NO	FALSE

TABLE TR-2 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 2 - YEAR 2018

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Heights Blvd	[6]Frederick Small Rd	Donald Ross Rd	NB	2	439	1.0158		487	810	15	3	18	505	NO	NO	FALSE
	[6]Frederick Small Rd	Donald Ross Rd	SB	2	186	1.0158		206	810	9	4	13	219	NO	NO	FALSE
Grandiflora Rd	[6]Parkside Dr	Central Blvd	EB	2	123	1.0158		136	810	354	3	357	493	YES	NO	FALSE
	[6]Parkside Dr	Central Blvd	WB	2	49	1.0158		54	810	211	4	215	269	YES	NO	FALSE
	[6]Central Blvd	Military Trail	EB	2	38	1.0158		42	810	154	0	154	196	YES	NO	FALSE
	[6]Central Blvd	Military Trail	WB	2	84	1.0158		93	810	92	0	92	185	YES	NO	FALSE
[2]Florida's Turnpike	Okeechobee Blvd	[3]Beeline Hwy	NB	4X	2560	1.026	50	3,359	3580	74	37	110	3,469	NO	NO	FALSE
	Okeechobee Blvd	[3]Beeline Hwy	SB	4X	3240	1.026	116	4,304	3580	123	26	149	4,453	NO	YES	FALSE
	[3]Beeline Hwy	PGA Blvd	NB	4X	2320	1.026	61	3,060	3580	74	37	110	3,170	NO	NO	FALSE
	[3]Beeline Hwy	PGA Blvd	SB	4X	2900	1.026	155	3,904	3580	123	26	149	4,053	NO	YES	FALSE
	PGA Blvd	Indiantown Rd	NB	4X	1790	1.026	78	2,392	3580	0	0	0	2,392	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	SB	4X	1790	1.026	47	2,361	3580	0	0	0	2,361	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	4X	1410	1.026	24	1,847	3580	15	3	18	1,865	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	4X	1170	1.026	31	1,543	3580	9	4	13	1,556	NO	NO	FALSE
US 1	McLaren Rd	Northlake Blvd	NB	6D	1,493	1.0158	118	1,774	2570	14	0	14	1,787	NO	NO	FALSE
	McLaren Rd	Northlake Blvd	SB	6D	1,239	1.0158	122	1,496	2570	23	0	23	1,519	NO	NO	FALSE
	PGA Blvd	McLaren Rd	NB	4D	1,280	1.0158	101	1,520	1710	14	0	14	1,534	NO	NO	FALSE
	PGA Blvd	McLaren Rd	SB	4D	997	1.0158	106	1,212	1710	23	0	23	1,235	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	NB	4D	1,370	1.0158	9	1,528	1860	14	0	14	1,542	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	SB	4D	776	1.0158	7	867	1860	23	0	23	891	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	NB	4D	1,536	1.0158	47	1,750	1860	14	0	14	1,764	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	SB	4D	1,253	1.0158	52	1,441	1860	23	0	23	1,464	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	NB	4D	1,621	1.0158	6	1,803	1860	46	5	51	1,855	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	SB	4D	1,148	1.0158	6	1,279	1860	28	7	35	1,314	NO	NO	FALSE
	Marcinski Rd	Ocean Way	NB	4D	1,359	1.0158	60	1,567	1860	15	3	18	1,585	NO	NO	FALSE
	Marcinski Rd	Ocean Way	SB	4D	1,023	1.0158	73	1,207	1860	9	4	13	1,220	NO	NO	FALSE
	Indiantown Rd	Ocean Way	NB	4D	1,359	1.0158	60	1,567	1860	15	3	18	1,585	NO	NO	FALSE
	Indiantown Rd	Ocean Way	SB	4D	1,023	1.0158	73	1,207	1860	9	4	13	1,220	NO	NO	FALSE
	Indiantown Rd	SR A1A	NB	4D	1,147	1.0158	36	1,308	1860	31	0	31	1,339	NO	NO	FALSE
	Indiantown Rd	SR A1A	SB	4D	827	1.0158	35	952	1860	18	0	18	970	NO	NO	FALSE
	CR 707	SR A1A	NB	4D	1,147	1.0158	52	1,324	1860	77	8	85	1,409	NO	NO	FALSE
	CR 707	SR A1A	SB	4D	827	1.0158	52	969	1860	46	11	57	1,026	NO	NO	FALSE
	CR 707	Tequesta Dr	NB	6D	1,343	1.0158	52	1,541	2790	39	4	42	1,584	NO	NO	FALSE
	CR 707	Tequesta Dr	SB	6D	803	1.0158	57	947	2790	23	6	28	976	NO	NO	FALSE
	Martin County Line	Tequesta Dr	NB	6D	1,343	1.0158	45	1,534	2790	39	4	42	1,577	NO	NO	FALSE
	Martin County Line	Tequesta Dr	SB	6D	803	1.0158	52	942	2790	23	6	28	971	NO	NO	FALSE

Source: Palm Beach County 2008 Historic Traffic Growth Table

[1]2007 Data

[2]Traffic Technical Memorandum FPID No. 406143-1. Palm Beach County Widening (North of Lake Worth Rd to Indiantown Rd). Per Kim Samson, 2006 volumes were used as 2008 existing.

[3]Beeline Highway has an interchange also but is SUNPASS only.

[4]See additional information at the end of the table for Hood Rd broken down to include project drive traffic

[5]FDOT, Traffic Projection & Turning Movement Report, February 1, 2008.

***FDOT 2007 Disc**

**** Volumes from PGA Blvd to Military Tr were unavailable; Military Tr to Donald Ross Rd volumes were used.**

[6]Derived from Turning Movement Counts

[7]Approved future Road

[8]2006 Data

[9]Arterial Growth Rate = Years 1-5 - 0.5%, 6-20 - 1.58%

May 15, 2009

TABLE TR-3 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Donald Ross Rd	Jog Rd	I-95 Interchange	EB	4D	818	1.0158	50	1,031	1860	28	2	30	1,061	NO	NO	FALSE
	Jog Rd	I-95 Interchange	WB	4D	363	1.0158	25	460	1860	12	6	18	478	NO	NO	FALSE
	I-95 Interchange	Heights	EB	6D	1,597	1.0158	297	2,212	2570	675	6	681	2,893	YES	YES	True
	I-95 Interchange	Heights	WB	6D	1,249	1.0158	194	1,692	2570	296	20	316	2,008	YES	NO	FALSE
	Heights Blvd	Central Blvd	EB	6D	1,695	1.0158	128	2,161	2570	244	7	251	2,412	YES	NO	FALSE
	Heights Blvd	Central Blvd	WB	6D	862	1.0158	200	1,234	2570	107	2	109	1,343	NO	NO	FALSE
	Central Blvd	SR 811	EB	6D	1,677	1.0158	225	2,236	2570	99	33	132	2,368	YES	NO	FALSE
	Central Blvd	SR 811	WB	6D	928	1.0158	276	1,389	2570	225	10	235	1,624	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	6D	1,543	1.0158	118	1,968	2570	53	22	75	2,044	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	6D	931	1.0158	182	1,299	2570	122	7	129	1,427	YES	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1,401	1.0158	64	1,744	1710	49	20	70	1,814	NO	YES	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1,130	1.0158	52	1,407	1710	112	6	119	1,526	YES	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	EB	4D	976	1.0158	45	1,221	1710	45	18	64	1,285	NO	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	WB	4D	893	1.0158	40	1,116	1710	103	6	109	1,225	YES	NO	FALSE
Holly Dr	PGA Blvd	McArthur Blvd	EB	2	299	1.0158	56	415	810	4	0	4	419	NO	NO	FALSE
	PGA Blvd	McArthur Blvd	WB	2	475	1.0158	59	629	810	9	0	9	638	NO	NO	FALSE
[4]**Hood Rd**	Florida Turnpike	W of Florida Turnpike	EB	2	282	1.0158	73	411	860	37	11	49	460	YES	NO	FALSE
	Florida Turnpike	W of Florida Turnpike	WB	2	246	1.0158	49	344	860	16	37	53	397	YES	NO	FALSE
	Central Blvd	Military Trail	EB	4D	521	1.0158	229	854	1710	45	180	225	1,079	YES	NO	FALSE
	Central Blvd	Military Trail	WB	4D	402	1.0158	241	723	1710	103	55	158	882	YES	NO	FALSE
	SR 811	Military Trail	EB	4D	718	1.0158	218	1,079	1710	58	90	147	1,227	YES	NO	FALSE
	SR 811	Military Trail	WB	4D	388	1.0158	178	643	1710	131	28	159	802	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	2	197	1.0158	11	247	810	8	13	21	268	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	2	248	1.0158	14	311	810	19	4	23	334	NO	NO	FALSE
[1][5]**I-95**	*Northlake Blvd	PGA Blvd	NB	10X	4,637	1.0165	155	6,180	9340	337	16	353	6,533	NO	NO	FALSE
	*Northlake Blvd	PGA Blvd	SB	10X	6,687	1.0212	79	9,433	9340	148	51	199	9,632	NO	YES	FALSE
	**PGA Blvd	Military Trail	NB	10X	4,058	1.0165	159	5,432	9340	356	0	356	5,788	NO	NO	FALSE
	**PGA Blvd	Military Trail	SB	10X	5,829	1.0212	99	8,253	9340	156	0	156	8,409	NO	NO	FALSE
	Military Trail	Donald Ross Rd	NB	10X	4,058	1.0165	206	5,479	9440	375	0	375	5,853	NO	NO	FALSE
	Military Trail	Donald Ross Rd	SB	10X	5,829	1.0212	116	8,270	9440	164	0	164	8,434	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	NB	10X	3,551	1.0165	192	4,806	9440	119	26	145	4,951	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	SB	10X	5,321	1.0212	246	7,689	9440	272	8	280	7,969	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	6X	3,273	1.0165	87	4,340	5410	58	15	72	4,412	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	6X	4,217	1.0212	50	5,949	5410	131	5	136	6,085	NO	YES	FALSE
Indian Creek Blvd	Central Blvd	Military Trail	EB	4D	634	1.0158	99	859	1710	0	0	0	859	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	342	1.0158	74	484	1710	0	0	0	484	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	EB	4D	891	1.0158	127	1,196	1710	19	1	19	1,215	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	WB	4D	504	1.0158	93	697	1710	8	2	10	707	NO	NO	FALSE
	Central Blvd	Maplewood Dr	EB	4D	589	1.0158	79	785	1710	56	1	57	843	NO	NO	FALSE
	Central Blvd	Maplewood Dr	WB	4D	770	1.0158	70	993	1710	25	4	28	1,022	NO	NO	FALSE

TABLE TR-3 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Indiantown Rd	Florida Turnpike	I-95 Interchange	EB	6D	2,797	1.0158	347	3,701	2570	103	3	106	3,807	NO	YES	FALSE
	Florida Turnpike	I-95 Interchange	WB	6D	1,665	1.0158	307	2,304	2570	45	9	54	2,358	NO	NO	FALSE
	I-95 Interchange	Central Blvd	EB	6D	2,665	1.0158	327	3,523	2570	37	1	38	3,561	NO	YES	FALSE
	I-95 Interchange	Central Blvd	WB	6D	2,229	1.0158	303	2,976	2570	16	2	18	2,994	NO	YES	FALSE
	Central Blvd	Center St	EB	6D	2,332	1.0158	281	3,078	2570	9	1	10	3,088	NO	YES	FALSE
	Central Blvd	Center St	WB	6D	1,434	1.0158	245	1,965	2570	4	2	6	1,971	NO	NO	FALSE
	Center St	Military Trail	EB	6D	1,897	1.0158	275	2,550	2570	9	1	10	2,560	NO	NO	FALSE
	Center St	Military Trail	WB	6D	1,505	1.0158	248	2,053	2570	4	2	6	2,059	NO	NO	FALSE
	Military Trail	SR 811	EB	6D	1,641	1.0158	210	2,178	2570	12	4	16	2,194	NO	NO	FALSE
	Military Trail	SR 811	WB	6D	1,263	1.0158	173	1,688	2570	28	1	29	1,717	NO	NO	FALSE
	SR 811	US 1	EB	6D	1,093	1.0158	110	1,421	2570	21	6	26	1,447	NO	NO	FALSE
	SR 811	US 1	WB	6D	1,063	1.0158	83	1,358	2570	47	2	49	1,406	NO	NO	FALSE
	US 1	SR A1A	EB	4	547	1.0158	16	672	1710	4	0	4	676	NO	NO	FALSE
	US 1	SR A1A	WB	4	495	1.0158	11	605	1710	9	0	9	614	NO	NO	FALSE
Maplewood Dr	Indian Creek Blvd	Toney Penna Dr	NB	2	626	1.0158		751	810	4	2	6	757	NO	NO	FALSE
	Indian Creek Blvd	Toney Penna Dr	SB	2	505	1.0158		606	810	9	1	10	616	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	NB	4D	469	1.0158		562	1710	8	2	10	573	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	4D	614	1.0158		736	1710	19	1	19	756	NO	NO	FALSE
McArthur Blvd	Northlake Blvd	Holly Dr	NB	2	295	1.0158		354	810	19	2	20	374	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	2	352	1.0158		422	810	8	6	14	436	NO	NO	FALSE
Military Trail	Northlake Blvd	Holly Dr	NB	6D	1,711	1.0158	203	2,255	2570	112	3	116	2,371	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	6D	1,507	1.0158	112	1,919	2570	49	11	60	1,980	NO	NO	FALSE
	Holly Dr	PGA Blvd	NB	6D	1,729	1.0158	240	2,314	2570	169	6	175	2,488	YES	NO	FALSE
	Holly Dr	PGA Blvd	SB	6D	1,614	1.0158	166	2,102	2570	74	20	94	2,196	NO	NO	FALSE
	PGA Blvd	I-95	NB	6D	1,162	1.0158	502	1,896	2570	187	21	209	2,104	YES	NO	FALSE
	PGA Blvd	I-95	SB	6D	1,708	1.0158	302	2,350	2570	82	70	152	2,502	YES	NO	FALSE
	I-95	Hood Rd	NB	6D	993	1.0158	592	1,783	2570	244	25	269	2,052	YES	NO	FALSE
	I-95	Hood Rd	SB	6D	1,004	1.0158	273	1,477	2570	107	83	189	1,666	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	897	1.0158	257	1,333	2570	123	7	131	1,463	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,001	1.0158	338	1,538	2570	281	2	283	1,822	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	6D	1,399	1.0158	248	1,926	2570	25	11	36	1,961	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	6D	1,613	1.0158	260	2,194	2570	56	3	60	2,254	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	6D	1,218	1.0158	248	1,709	2570	25	9	34	1,743	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	6D	1,420	1.0158	251	1,954	2570	56	3	59	2,013	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	6D	981	1.0158	251	1,427	2570	21	9	30	1,457	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	6D	874	1.0158	248	1,296	2570	47	3	50	1,346	NO	NO	FALSE
Northlake Blvd	Beeline Hwy	Ryder Cup Blvd	EB	6D	1,593	1.0158	12	1,922	2570	9	1	10	1,932	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd	WB	6D	576	1.0158	74	765	2570	4	2	6	771	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	EB	6D	2,058	1.0158	83	2,551	2570	28	1	29	2,580	NO	YES	FALSE
	Ryder Cup Blvd	Haverhill Rd	WB	6D	1,038	1.0158	66	1,311	2570	12	2	14	1,325	NO	NO	FALSE
	Haverhill Rd	Military Trail	EB	6D	2,454	1.0158	108	3,051	2570	28	1	29	3,080	NO	YES	FALSE
	Haverhill Rd	Military Trail	WB	6D	1,329	1.0158	83	1,677	2570	12	2	14	1,691	NO	NO	FALSE
	Military Trail	I-95	EB	6D	1,886	1.0158	119	2,381	2570	19	1	20	2,401	NO	NO	FALSE
	Military Trail	I-95	WB	6D	1,534	1.0158	131	1,971	2570	8	4	12	1,983	NO	NO	FALSE
	I-95	Congress Ave	EB	6D	2,176	1.0158	268	2,878	2570	25	9	34	2,911	NO	YES	FALSE
	I-95	Congress Ave	WB	6D	1,722	1.0158	189	2,254	2570	56	3	59	2,313	NO	NO	FALSE
	Congress Ave	SR 811	EB	6D	1,991	1.0158	195	2,583	2570	16	6	22	2,605	NO	YES	FALSE
	Congress Ave	SR 811	WB	6D	1,640	1.0158	245	2,212	2570	37	2	39	2,251	NO	NO	FALSE
	[1][6]SR 811	Prosperity Farms Rd	EB	6D	1,478	1.0158	147	1,928	2570	8	6	14	1,942	NO	NO	FALSE
	[1][6]SR 811	Prosperity Farms Rd	WB	6D	1,181	1.0158	248	1,671	2570	19	2	20	1,692	NO	NO	FALSE

TABLE TR-3 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[2]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Northlake Blvd	[1]Prosperity Farms Rd	Southwind Dr	EB	6D	1,462	1.0158	134	1,896	2570	0	0	0	1,896	NO	NO	FALSE
	[1]Prosperity Farms Rd	Southwind Dr	WB	6D	1,269	1.0158	203	1,732	2570	0	0	0	1,732	NO	NO	FALSE
	Southwind Dr	US 1	EB	6D	1,245	1.0158	134	1,627	2570	8	6	14	1,641	NO	NO	FALSE
	Southwind Dr	US 1	WB	6D	1,077	1.0158	203	1,495	2570	19	2	20	1,515	NO	NO	FALSE
PGA Blvd	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	EB	2	154	1.0158	71	256	860	9	2	11	267	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	WB	2	194	1.0158	434	667	860	4	6	10	676	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	EB	4D	856	1.0158	126	1,153	1710	19	5	24	1,176	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	WB	4D	917	1.0158	403	1,503	1710	8	17	25	1,527	NO	NO	FALSE
	Florida Turnpike	Central Blvd	EB	6D	2,277	1.0158	317	3,048	2570	206	7	213	3,261	YES	YES	True
	Florida Turnpike	Central Blvd	WB	6D	1,578	1.0158	284	2,176	2570	90	24	114	2,291	NO	NO	FALSE
	Central Blvd	Military Trail	EB	6D	2,153	1.0158	324	2,906	2570	25	20	45	2,951	NO	YES	FALSE
	Central Blvd	Military Trail	WB	6D	1,517	1.0158	209	2,028	2570	56	6	62	2,091	NO	NO	FALSE
	Military Trail	I-95	EB	6D	2,505	1.0158	309	3,313	2570	25	64	89	3,402	NO	YES	FALSE
	Military Trail	I-95	WB	6D	1,382	1.0158	155	1,812	2570	56	20	76	1,888	NO	NO	FALSE
	[1]I-95	SR 811	EB	8D	2,997	1.0158	256	3,868	3330	41	11	52	3,920	NO	YES	FALSE
	[1]I-95	SR 811	WB	8D	1,661	1.0158	179	2,181	3330	94	3	97	2,278	NO	NO	FALSE
	SR 811	Gardens Mall	EB	6D	2,465	1.0158	178	3,134	2570	41	11	52	3,186	NO	YES	FALSE
	SR 811	Gardens Mall	WB	6D	1,721	1.0158	200	2,264	2570	94	3	97	2,361	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	EB	6D	1,596	1.0158	102	2,016	2570	41	11	52	2,068	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	WB	6D	1,505	1.0158	204	2,009	2570	94	3	97	2,106	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	6D	1,849	1.0158	38	2,255	2570	21	0	21	2,276	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	6D	1,247	1.0158	114	1,609	2570	47	0	47	1,656	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	EB	6D	1,092	1.0158	17	1,333	2570	16	0	16	1,350	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	WB	6D	966	1.0158	49	1,213	2570	37	0	37	1,251	NO	NO	FALSE
Prosperity Farms Rd	Northlake Blvd	Lighthouse Dr	NB	3	559	1.0158	53	723	810	0	0	0	723	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	3	820	1.0158	37	1,020	810	0	0	0	1,020	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	NB	3	699	1.0158	71	909	810	0	1	1	910	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	SB	3	753	1.0158	33	936	810	0	2	2	938	NO	YES	FALSE
	Burns Rd	PGA Blvd	NB	5	934	1.0158	27	1,147	1710	19	1	19	1,166	NO	NO	FALSE
	Burns Rd	PGA Blvd	SB	5	759	1.0158	50	960	1710	8	2	10	970	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	NB	4D	595	1.0158	29	743	1710	9	3	13	755	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	SB	4D	888	1.0158	43	1,108	1710	4	11	15	1,123	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	NB	2	326	1.0158	29	420	810	9	3	13	433	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	SB	2	364	1.0158	30	467	810	4	11	15	482	NO	NO	FALSE
RCA Blvd	Alt A1A	Prosperity Farms Rd	EB	2	377	1.0158	49	501	810	4	4	8	509	NO	NO	FALSE
	Alt A1A	Prosperity Farms Rd	WB	2	375	1.0158	141	591	810	9	1	11	601	NO	NO	FALSE
SR 811	Northlake Blvd	Lighthouse Dr	NB	4D	733	1.0158	109	988	1710	66	7	72	1,060	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	4D	928	1.0158	49	1,162	1710	29	22	51	1,213	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	4D	877	1.0158	158	1,210	1710	94	10	104	1,314	YES	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	4D	926	1.0158	47	1,158	1710	41	33	74	1,232	NO	NO	FALSE
	Burns Rd	RCA Blvd	NB	4D	1,007	1.0158	171	1,379	1710	47	11	58	1,437	NO	NO	FALSE
	Burns Rd	RCA Blvd	SB	4D	1,120	1.0158	89	1,432	1710	21	37	57	1,489	NO	NO	FALSE
	RCA Blvd	PGA Blvd	NB	6D	1,000	1.0158	224	1,423	2570	56	14	70	1,493	NO	NO	FALSE
	RCA Blvd	PGA Blvd	SB	6D	1,088	1.0158	206	1,511	2570	25	44	69	1,579	NO	NO	FALSE
	PGA Blvd	Hood Rd	NB	6D	966	1.0158	314	1,472	2570	112	18	130	1,602	YES	NO	FALSE
	PGA Blvd	Hood Rd	SB	6D	1,484	1.0158	309	2,089	2570	49	57	106	2,195	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	1,001	1.0158	105	1,305	2570	4	20	24	1,330	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,243	1.0158	202	1,693	2570	9	6	16	1,708	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	NB	6D	981	1.0158	71	1,247	2790	49	20	70	1,317	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	SB	6D	1,199	1.0158	79	1,517	2790	112	6	119	1,636	NO	NO	FALSE

TABLE TR-3 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
SR 811	Toney Penna Dr	Indiantown Rd	NB	6D	1,043	1.0158	63	1,314	2570	41	13	54	1,368	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	6D	1,510	1.0158	50	1,861	2570	94	4	98	1,959	NO	NO	FALSE
	Indiantown Rd	Center St	NB	6D	1,141	1.0158	66	1,434	2570	25	11	36	1,470	NO	NO	FALSE
	Indiantown Rd	Center St	SB	6D	1,511	1.0158	59	1,871	2570	56	3	60	1,931	NO	NO	FALSE
	Center St	US 1	NB	6D	1,324	1.0158	55	1,643	2570	25	9	34	1,677	NO	NO	FALSE
	Center St	US 1	SB	6D	1,839	1.0158	44	2,249	2570	56	3	59	2,308	NO	NO	FALSE
Toney Penna Rd	[10]Maplewood Dr	Military Trail	EB	2	692	1.0158	158	988	810	9	1	10	998	NO	YES	FALSE
	[10]Maplewood Dr	Military Trail	WB	2	498	1.0158	135	732	810	4	2	6	738	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	EB	3	405	1.0158	67	553	810	0	0	0	553	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	WB	3	356	1.0158	65	492	810	0	0	0	492	NO	NO	FALSE
Burns Rd	SR 811	Military Trail	EB	4D	959	1.0158	121	1,271	1710	29	7	36	1,307	NO	NO	FALSE
	SR 811	Military Trail	WB	4D	653	1.0158	80	863	1710	66	2	68	931	NO	NO	FALSE
	Sandalwood Circle	SR 811	EB	4D	888	1.0158	29	1,094	1710	8	6	14	1,108	NO	NO	FALSE
	Sandalwood Circle	SR 811	WB	4D	740	1.0158	55	942	1710	19	2	20	963	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood Circle	EB	4D	362	1.0158	25	459	1710	8	6	14	473	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood Circle	WB	4D	373	1.0158	49	496	1710	19	2	20	517	NO	NO	FALSE
Central Blvd	PGA Blvd	Hood Rd	NB	4D	997	1.0158	389	1,585	1710	281	15	296	1,880	YES	YES	True
	PGA Blvd	Hood Rd	SB	4D	994	1.0158	281	1,473	1710	123	48	171	1,644	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	4D	699	1.0158	446	1,284	1710	206	48	254	1,538	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	4D	782	1.0158	278	1,216	1710	90	15	105	1,321	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	4D	556	1.0158	346	1,013	1710	41	18	59	1,072	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	4D	662	1.0158	192	986	1710	94	6	99	1,085	YES	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	4D	529	1.0158	117	751	1710	25	6	30	782	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	4D	727	1.0158	156	1,028	1710	56	2	58	1,086	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	4D	1,015	1.0158	137	1,354	1710	8	0	8	1,362	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	4D	1,019	1.0158	206	1,428	1710	19	0	19	1,447	NO	NO	FALSE
Frederick Small Rd	Military Trail	Central Blvd	EB	4D	535	1.0158	68	710	1710	4	4	8	717	NO	NO	FALSE
	Military Trail	Central Blvd	WB	4D	294	1.0158	52	405	1710	9	1	11	415	NO	NO	FALSE
	Alt A1A	Military Trail	EB	2	552	1.0158	50	712	810	4	2	6	718	NO	NO	FALSE
	Alt A1A	Military Trail	WB	2	337	1.0158	65	469	810	9	1	10	479	NO	NO	FALSE
Ellison-Wilson Rd	Universe Blvd	PGA Blvd	NB	2	672	1.0158	31	837	810	9	1	10	847	NO	YES	FALSE
	Universe Blvd	PGA Blvd	SB	2	415	1.0158	37	535	810	4	2	6	541	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	NB	2	197	1.0158	48	284	810	9	1	10	294	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	SB	2	630	1.0158	53	809	810	4	2	6	814	NO	YES	FALSE
[4]**Hood Rd**	Jog Rd	West Project Drive	EB	2	282	1.0158	73	411	810	37	11	49	460	YES	NO	FALSE
	Jog Rd	West Project Drive	WB	2	246	1.0158	49	344	810	16	37	53	397	YES	NO	FALSE
	West Project Drive	Parkside Dr	EB	2	282	1.0158	73	411	810	37	330	368	779	YES	NO	FALSE
	West Project Drive	Parkside Dr	WB	2	246	1.0158	49	344	810	16	102	118	462	YES	NO	FALSE
	Parkside Dr	Central Blvd	EB	2	282	1.0158	73	411	810	78	275	353	765	YES	NO	FALSE
	Parkside Dr	Central Blvd	WB	2	246	1.0158	49	344	810	178	85	263	607	YES	NO	FALSE
Jog Rd	[6][7]Donald Ross Rd	Hood Rd	NB	2	46	1.0158		55	810	4	7	11	67	NO	NO	FALSE
	[6][7]Donald Ross Rd	Hood Rd	SB	2	75	1.0158		90	810	9	2	12	102	NO	NO	FALSE
	[6][8]Hood Rd	PGA Blvd	NB	2	352	1.0158	18	444	810	19	9	28	472	NO	NO	FALSE
	[6][8]Hood Rd	PGA Blvd	SB	2	326	1.0158	15	410	810	8	29	38	447	NO	NO	FALSE
Ryder Cup Blvd (Jog Rd)	[1][6]PGA Blvd	Northlake Blvd	NB	2	335	1.0158		404	810	9	1	10	414	NO	NO	FALSE
	[1][6]PGA Blvd	Northlake Blvd	SB	2	493	1.0158		594	810	4	2	6	600	NO	NO	FALSE
Parkside Drive	[6]Universe Blvd	Donald Ross Rd	NB	4	250	1.0158		300	1710	37	15	52	351	NO	NO	FALSE
	[6]Universe Blvd	Donald Ross Rd	SB	4	296	1.0158		355	1710	84	5	89	444	YES	NO	FALSE

TABLE TR-3 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Heights Blvd	[6]Frederick Small Rd	Donald Ross Rd	NB	2	112	1.0158		134	810	8	2	10	144	NO	NO	FALSE
	[6]Frederick Small Rd	Donald Ross Rd	SB	2	601	1.0158		721	810	19	1	19	740	NO	NO	FALSE
Grandiflora Rd	[6]Parkside Dr	Central Blvd	EB	2	165	1.0158		198	810	279	2	281	479	YES	NO	FALSE
	[6]Parkside Dr	Central Blvd	WB	2	248	1.0158		297	810	637	1	638	935	YES	YES	True
	[6]Central Blvd	Military Trail	EB	2	81	1.0158		97	810	156	0	156	253	YES	NO	FALSE
	[6]Central Blvd	Military Trail	WB	2	56	1.0158		67	810	356	0	356	423	YES	NO	FALSE
[2]**Florida's Turnpike**	Okeechobee Blvd	[3]Beeline Hwy	NB	4X	3200	1.021	114	4,703	3580	150	11	161	4,865	NO	YES	FALSE
	Okeechobee Blvd	[3]Beeline Hwy	SB	4X	2480	1.021	40	3,597	3580	66	37	102	3,699	NO	YES	FALSE
	[3]Beeline Hwy	PGA Blvd	NB	4X	2900	1.021	159	4,318	3580	150	11	161	4,479	NO	YES	FALSE
	[3]Beeline Hwy	PGA Blvd	SB	4X	2220	1.021	50	3,234	3580	66	37	102	3,336	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	NB	4X	1500	1.021	33	2,184	3580	0	0	0	2,184	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	SB	4X	1800	1.021	76	2,658	3580	0	0	0	2,658	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	4X	990	1.021	26	1,446	3580	12	4	16	1,462	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	4X	1310	1.021	16	1,895	3580	28	1	29	1,924	NO	NO	FALSE
US 1	McLaren Rd	Northlake Blvd	NB	6D	1,089	1.0158	59	1,365	2570	9	0	9	1,374	NO	NO	FALSE
	McLaren Rd	Northlake Blvd	SB	6D	1,278	1.0158	54	1,587	2570	4	0	4	1,591	NO	NO	FALSE
	PGA Blvd	McLaren Rd	NB	4D	981	1.0158	65	1,241	1710	9	0	9	1,251	NO	NO	FALSE
	PGA Blvd	McLaren Rd	SB	4D	1,281	1.0158	65	1,601	1710	4	0	4	1,605	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	NB	4D	704	1.0158	2	846	1860	28	1	29	876	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	SB	4D	1,334	1.0158	6	1,606	1860	12	4	16	1,622	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	NB	4D	1,139	1.0158	35	1,401	1860	19	2	21	1,422	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	SB	4D	1,344	1.0158	22	1,634	1860	8	7	16	1,649	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	NB	4D	1,084	1.0158	3	1,303	1860	25	9	34	1,337	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	SB	4D	1,347	1.0158	4	1,619	1860	56	3	59	1,678	NO	NO	FALSE
	Marcinski Rd	Ocean Way	NB	4D	975	1.0158	35	1,204	1860	4	9	13	1,218	NO	NO	FALSE
	Marcinski Rd	Ocean Way	SB	4D	1,092	1.0158	17	1,327	1860	9	3	12	1,339	NO	NO	FALSE
	Indiantown Rd	Ocean Way	NB	4D	975	1.0158	35	1,204	1860	4	6	10	1,214	NO	NO	FALSE
	Indiantown Rd	Ocean Way	SB	4D	1,092	1.0158	17	1,327	1860	9	2	11	1,338	NO	NO	FALSE
	Indiantown Rd	SR A1A	NB	4D	781	1.0158	22	959	1860	16	4	20	979	NO	NO	FALSE
	Indiantown Rd	SR A1A	SB	4D	956	1.0158	14	1,160	1860	37	1	39	1,199	NO	NO	FALSE
	CR 707	SR A1A	NB	4D	781	1.0158	31	968	1860	37	13	50	1,017	NO	NO	FALSE
	CR 707	SR A1A	SB	4D	956	1.0158	26	1,172	1860	84	4	88	1,261	NO	NO	FALSE
	CR 707	Tequesta Dr	NB	6D	666	1.0158	29	828	2790	16	6	22	850	NO	NO	FALSE
	CR 707	Tequesta Dr	SB	6D	1,380	1.0158	37	1,692	2790	37	2	39	1,731	NO	NO	FALSE
	Martin County Line	Tequesta Dr	NB	6D	666	1.0158	36	835	2790	16	6	22	857	NO	NO	FALSE
	Martin County Line	Tequesta Dr	SB	6D	1,380	1.0158	36	1,691	2790	37	2	39	1,730	NO	NO	FALSE

Source: Palm Beach County 2008 Historic Traffic Growth Table

[1]2007 Data

[2]Traffic Technical Memorandum FPID No. 406143-1. Palm Beach County Widening (North of Lake Worth Rd to Indiantown Rd). Per Kim Samson, 2006 volumes were used as 2008 existing.

[3]Beeline Highway has an interchange also but is SUNPASS only.

[4]See additional information at the end of the table for Hood Rd broken down to include project driveways.

[5]FDOT, Traffic Projection & Turning Movement Report, February 1, 2008.

***FDOT 2007 Disc**

**** Volumes from PGA Blvd to Military Tr were unavailable; Military Tr to Donald Ross Rd volumes were used.**

[6]Derived from Turning Movement Counts

[7]Approved future Road

[8]2006 Data

[9]Arterial Growth Rate = Years 1-5 - 0.5%, 6-20 - 1.58%

[10]KMF Data LLC, Turning Movement Count 12/10/2008; FDOT seasonal factor applied

May 15, 2009

TABLE TR-3 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Donald Ross Rd	Jog Rd	I-95 Interchange	EB	4D	432	1.0158	31	549	1860	16	7	23	572	NO	NO	FALSE
	Jog Rd	I-95 Interchange	WB	4D	746	1.0158	53	948	1860	29	5	34	982	NO	NO	FALSE
	I-95 Interchange	Heights	EB	6D	1,441	1.0158	280	2,008	2570	373	26	398	2,406	YES	NO	FALSE
	I-95 Interchange	Heights	WB	6D	1,513	1.0158	380	2,194	2570	706	17	724	2,918	YES	YES	True
	Heights Blvd	Central Blvd	EB	6D	1,192	1.0158	259	1,689	2570	135	6	141	1,829	YES	NO	FALSE
	Heights Blvd	Central Blvd	WB	6D	1,447	1.0158	214	1,949	2570	255	9	264	2,214	YES	NO	FALSE
	Central Blvd	SR 811	EB	6D	1,143	1.0158	388	1,759	2570	235	28	264	2,022	YES	NO	FALSE
	Central Blvd	SR 811	WB	6D	1,567	1.0158	335	2,214	2570	124	42	166	2,380	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	6D	974	1.0158	236	1,404	2570	128	19	146	1,550	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	6D	1,504	1.0158	176	1,980	2570	67	28	95	2,075	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1,017	1.0158	69	1,289	1710	118	17	135	1,424	YES	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1,444	1.0158	71	1,803	1710	62	26	88	1,891	YES	YES	True
	[6]Ellison-Wilson Rd	US 1	EB	4D	1,060	1.0158	44	1,322	1710	108	16	124	1,445	YES	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	WB	4D	1,303	1.0158	48	1,618	1710	57	23	80	1,699	NO	NO	FALSE
Holly Dr	PGA Blvd	McArthur Blvd	EB	2	316	1.0158	50	429	810	10	0	10	439	NO	NO	FALSE
	PGA Blvd	McArthur Blvd	WB	2	335	1.0158	46	448	810	5	0	5	453	NO	NO	FALSE
[4]**Hood Rd**	Florida Turnpike	W of Florida Turnpike	EB	2	234	1.0158	78	359	860	21	47	67	426	YES	NO	FALSE
	Florida Turnpike	W of Florida Turnpike	WB	2	256	1.0158	97	404	860	39	31	71	475	YES	NO	FALSE
	Central Blvd	Military Trail	EB	4D	406	1.0158	372	859	1710	108	154	262	1,121	YES	NO	FALSE
	Central Blvd	Military Trail	WB	4D	488	1.0158	322	907	1710	57	229	286	1,193	YES	NO	FALSE
	SR 811	Military Trail	EB	4D	514	1.0158	363	979	1710	137	77	214	1,194	YES	NO	FALSE
	SR 811	Military Trail	WB	4D	615	1.0158	374	1,112	1710	72	114	187	1,298	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	2	240	1.0158	33	321	810	20	11	31	351	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	2	278	1.0158	35	368	810	10	16	27	395	NO	NO	FALSE
[1][5]**I-95**	*Northlake Blvd	PGA Blvd	NB	10X	6,751	1.018	122	9,103	9340	186	65	252	9,355	NO	YES	FALSE
	*Northlake Blvd	PGA Blvd	SB	10X	5,133	1.0177	182	6,979	9340	353	44	397	7,376	NO	NO	FALSE
	**PGA Blvd	Military Trail	NB	10X	5,942	1.018	137	8,042	9340	197	0	197	8,239	NO	NO	FALSE
	**PGA Blvd	Military Trail	SB	10X	3,937	1.0177	187	5,400	9340	373	0	373	5,773	NO	NO	FALSE
	Military Trail	Donald Ross Rd	NB	10X	5,942	1.018	147	8,052	9440	207	0	207	8,259	NO	NO	FALSE
	Military Trail	Donald Ross Rd	SB	10X	3,937	1.0177	234	5,447	9440	392	0	392	5,839	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	NB	10X	5,326	1.018	286	7,371	9440	284	22	306	7,678	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	SB	10X	3,548	1.0177	252	4,950	9440	150	33	183	5,133	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	6X	4,442	1.018	80	5,989	5410	137	13	150	6,139	NO	YES	FALSE
	Indiantown Rd	Martin County Line	SB	6X	3,075	1.0177	105	4,177	5410	72	19	91	4,268	NO	NO	FALSE
Indian Creek Blvd	Central Blvd	Military Trail	EB	4D	368	1.0158	77	518	1710	0	0	0	518	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	626	1.0158	106	857	1710	0	0	0	857	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	EB	4D	674	1.0158	119	927	1710	10	2	13	940	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	WB	4D	830	1.0158	159	1,154	1710	20	2	21	1,176	NO	NO	FALSE
	Central Blvd	Maplewood Dr	EB	4D	932	1.0158	90	1,208	1710	31	5	36	1,243	NO	NO	FALSE
	Central Blvd	Maplewood Dr	WB	4D	668	1.0158	102	903	1710	59	3	62	965	NO	NO	FALSE

TABLE TR-3 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Indiantown Rd	Florida Turnpike	I-95 Interchange	EB	6D	1,743	1.0158	441	2,531	2570	57	12	69	2,600	NO	YES	FALSE
	Florida Turnpike	I-95 Interchange	WB	6D	2,558	1.0158	445	3,513	2570	108	8	116	3,628	NO	YES	FALSE
	I-95 Interchange	Central Blvd	EB	6D	2,412	1.0158	379	3,272	2570	21	2	23	3,295	NO	YES	FALSE
	I-95 Interchange	Central Blvd	WB	6D	2,478	1.0158	385	3,357	2570	39	2	41	3,398	NO	YES	FALSE
	Central Blvd	Center St	EB	6D	1,920	1.0158	370	2,673	2570	5	2	8	2,680	NO	YES	FALSE
	Central Blvd	Center St	WB	6D	2,182	1.0158	374	2,991	2570	10	2	11	3,002	NO	YES	FALSE
	Center St	Military Trail	EB	6D	1,569	1.0158	374	2,256	2570	5	2	8	2,263	NO	NO	FALSE
	Center St	Military Trail	WB	6D	1,954	1.0158	381	2,724	2570	10	2	11	2,736	NO	YES	FALSE
	Military Trail	SR 811	EB	6D	1,574	1.0158	260	2,148	2570	29	3	33	2,180	NO	NO	FALSE
	Military Trail	SR 811	WB	6D	1,466	1.0158	275	2,033	2570	16	5	20	2,053	NO	NO	FALSE
	SR 811	US 1	EB	6D	1,151	1.0158	184	1,564	2570	49	5	54	1,618	NO	NO	FALSE
	SR 811	US 1	WB	6D	1,291	1.0158	207	1,755	2570	26	7	33	1,788	NO	NO	FALSE
	US 1	SR A1A	EB	4	436	1.0158	26	549	1710	10	0	10	559	NO	NO	FALSE
	US 1	SR A1A	WB	4	620	1.0158	25	769	1710	5	0	5	774	NO	NO	FALSE
Maplewood Dr	Indian Creek Blvd	Toney Penna Dr	NB	2	499	1.0158		598	810	10	2	11	610	NO	NO	FALSE
	Indian Creek Blvd	Toney Penna Dr	SB	2	429	1.0158		514	810	5	2	8	522	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	NB	4D	648	1.0158		777	1710	20	2	21	798	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SN	4D	564	1.0158		676	1710	10	2	13	689	NO	NO	FALSE
McArthur Blvd	Northlake Blvd	Holly Dr	NB	2	482	1.0158		578	810	10	7	17	595	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	2	388	1.0158		465	810	20	5	24	490	NO	NO	FALSE
Military Trail	Northlake Blvd	Holly Dr	NB	6D	1,761	1.0158	142	2,254	2570	62	14	76	2,330	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	6D	1,663	1.0158	208	2,202	2570	118	9	127	2,330	NO	NO	FALSE
	Holly Dr	PGA Blvd	NB	6D	2,072	1.0158	238	2,723	2570	93	26	119	2,842	NO	YES	FALSE
	Holly Dr	PGA Blvd	SB	6D	1,718	1.0158	267	2,327	2570	177	17	194	2,521	YES	NO	FALSE
	PGA Blvd	I-95	NB	6D	1,783	1.0158	487	2,625	2570	104	89	192	2,818	YES	YES	True
	PGA Blvd	I-95	SB	6D	1,500	1.0158	556	2,355	2570	196	60	256	2,611	YES	YES	True
	I-95	Hood Rd	NB	6D	1,039	1.0158	487	1,733	2570	135	105	240	1,973	YES	NO	FALSE
	I-95	Hood Rd	SB	6D	1,086	1.0158	641	1,943	2570	255	71	326	2,269	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	895	1.0158	418	1,491	2570	294	6	301	1,792	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,036	1.0158	401	1,643	2570	155	9	165	1,808	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	6D	1,378	1.0158	360	2,013	2570	59	9	68	2,081	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	6D	1,577	1.0158	374	2,265	2570	31	14	45	2,310	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	6D	1,333	1.0158	332	1,931	2570	59	8	67	1,997	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	6D	1,276	1.0158	328	1,858	2570	31	12	43	1,901	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	6D	1,209	1.0158	315	1,765	2570	49	8	57	1,822	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	6D	883	1.0158	298	1,357	2570	26	12	38	1,394	NO	NO	FALSE
Northlake Blvd	Beeline Hwy	Ryder Cup Blvd	EB	6D	750	1.0158	80	979	2570	5	2	8	987	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd	WB	6D	1,438	1.0158	16	1,741	2570	10	2	11	1,752	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	EB	6D	1,159	1.0158	80	1,470	2570	16	2	18	1,488	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	WB	6D	1,861	1.0158	92	2,324	2570	29	2	31	2,355	NO	NO	FALSE
	Haverhill Rd	Military Trail	EB	6D	1,513	1.0158	88	1,902	2570	16	2	18	1,920	NO	NO	FALSE
	Haverhill Rd	Military Trail	WB	6D	2,266	1.0158	100	2,818	2570	29	2	31	2,849	NO	YES	FALSE
	Military Trail	I-95	EB	6D	1,790	1.0158	165	2,312	2570	10	5	15	2,327	NO	NO	FALSE
	Military Trail	I-95	WB	6D	2,091	1.0158	146	2,654	2570	20	3	23	2,676	NO	YES	FALSE
	I-95	Congress Ave	EB	6D	1,807	1.0158	396	2,563	2570	59	8	67	2,630	NO	YES	FALSE
	I-95	Congress Ave	WB	6D	2,366	1.0158	480	3,317	2570	31	12	43	3,360	NO	YES	FALSE
	Congress Ave	SR 811	EB	6D	1,941	1.0158	441	2,769	2570	39	5	44	2,813	NO	YES	FALSE
	Congress Ave	SR 811	WB	6D	1,882	1.0158	388	2,645	2570	21	7	28	2,673	NO	YES	FALSE
	[6]SR 811	Prosperity Farms Rd	EB	6D	1,684	1.0158	421	2,451	2570	20	5	24	2,475	NO	NO	FALSE
	[6]SR 811	Prosperity Farms Rd	WB	6D	1,590	1.0158	333	2,249	2570	10	7	17	2,267	NO	NO	FALSE

TABLE TR-3 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Northlake Blvd	[1]Prosperity Farms Rd	Southwind Dr	EB	6D	1,348	1.0158	376	2,001	2570	0	0	0	2,001	NO	NO	FALSE
	[1]Prosperity Farms Rd	Southwind Dr	WB	6D	1,524	1.0158	325	2,162	2570	0	0	0	2,162	NO	NO	FALSE
	Southwind Dr	US 1	EB	6D	1,131	1.0158	376	1,732	2570	20	5	24	1,757	NO	NO	FALSE
	Southwind Dr	US 1	WB	6D	1,259	1.0158	325	1,835	2570	10	7	17	1,852	NO	NO	FALSE
PGA Blvd	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	EB	2	181	1.0158	469	686	860	5	7	12	698	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	WB	2	182	1.0158	104	322	860	10	5	15	337	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	EB	4D	914	1.0158	445	1,541	1710	10	21	31	1,572	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	WB	4D	964	1.0158	157	1,313	1710	20	14	34	1,347	NO	NO	FALSE
	Florida Turnpike	Central Blvd	EB	6D	1,895	1.0158	373	2,646	2570	114	30	144	2,790	YES	YES	True
	Florida Turnpike	Central Blvd	WB	6D	2,050	1.0158	357	2,815	2570	216	20	236	3,052	YES	YES	True
	Central Blvd	Military Trail	EB	6D	1,719	1.0158	334	2,396	2570	59	17	76	2,472	NO	NO	FALSE
	Central Blvd	Military Trail	WB	6D	2,208	1.0158	358	3,006	2570	31	26	57	3,063	NO	YES	FALSE
	Military Trail	I-95	EB	6D	1,831	1.0158	289	2,485	2570	59	55	114	2,599	NO	YES	FALSE
	Military Trail	I-95	WB	6D	2,126	1.0158	402	2,952	2570	31	82	113	3,064	NO	YES	FALSE
	I-95	SR 811	EB	8D	2,385	1.0158	249	3,124	3330	98	9	108	3,231	NO	NO	FALSE
	I-95	SR 811	WB	8D	3,003	1.0158	346	3,965	3330	52	14	66	4,031	NO	YES	FALSE
	SR 811	Gardens Mall	EB	6D	1,788	1.0158	255	2,399	2570	98	9	108	2,507	NO	NO	FALSE
	SR 811	Gardens Mall	WB	6D	2,536	1.0158	284	3,325	2570	52	14	66	3,391	NO	YES	FALSE
	Gardens Mall	Prosperity Farms Rd	EB	6D	1,528	1.0158	251	2,083	2570	98	9	108	2,191	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	WB	6D	1,785	1.0158	200	2,341	2570	52	14	66	2,406	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	6D	1,487	1.0158	131	1,914	2570	49	0	49	1,963	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	6D	1,938	1.0158	83	2,407	2570	26	0	26	2,433	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	EB	6D	966	1.0158	53	1,217	2570	39	0	39	1,257	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	WB	6D	1,136	1.0158	31	1,400	2570	21	0	21	1,421	NO	NO	FALSE
Prosperity Farms Rd	Northlake Blvd	Lighthouse Dr	NB	3	794	1.0158	49	1,001	810	0	0	0	1,001	NO	YES	FALSE
	Northlake Blvd	Lighthouse Dr	SB	3	726	1.0158	63	934	810	0	0	0	934	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	NB	3	890	1.0158	43	1,110	810	0	2	2	1,113	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	SB	3	759	1.0158	74	984	810	0	2	2	986	NO	YES	FALSE
	Burns Rd	PGA Blvd	NB	5	1,015	1.0158	58	1,275	1710	10	2	13	1,288	NO	NO	FALSE
	Burns Rd	PGA Blvd	SB	5	892	1.0158	36	1,106	1710	20	2	21	1,127	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	NB	4D	878	1.0158	54	1,107	1710	5	14	19	1,126	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	SB	4D	663	1.0158	42	837	1710	10	9	19	856	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	NB	2	375	1.0158	50	500	810	5	14	19	519	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	SB	2	385	1.0158	53	515	810	10	9	19	534	NO	NO	FALSE
RCA Blvd	Alt A1A	Prosperity Farms Rd	EB	2	340	1.0158	171	579	810	10	3	13	592	NO	NO	FALSE
	Alt A1A	Prosperity Farms Rd	WB	2	494	1.0158	121	713	810	5	5	10	723	NO	NO	FALSE
SR 811	Northlake Blvd	Lighthouse Dr	NB	4D	1,079	1.0158	77	1,371	1710	36	28	64	1,435	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	4D	892	1.0158	121	1,191	1710	69	19	88	1,278	YES	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	4D	1,144	1.0158	86	1,458	1710	52	42	94	1,552	YES	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	4D	979	1.0158	171	1,345	1710	98	28	126	1,471	YES	NO	FALSE
	Burns Rd	RCA Blvd	NB	4D	1,202	1.0158	129	1,571	1710	26	47	73	1,643	NO	NO	FALSE
	Burns Rd	RCA Blvd	SB	4D	1,029	1.0158	186	1,420	1710	49	31	80	1,500	NO	NO	FALSE
	RCA Blvd	PGA Blvd	NB	6D	1,621	1.0158	272	2,216	2570	31	56	87	2,303	NO	NO	FALSE
	RCA Blvd	PGA Blvd	SB	6D	851	1.0158	297	1,318	2570	59	38	97	1,414	NO	NO	FALSE
	PGA Blvd	Hood Rd	NB	6D	1,550	1.0158	417	2,276	2570	62	72	134	2,410	YES	NO	FALSE
	PGA Blvd	Hood Rd	SB	6D	1,216	1.0158	435	1,893	2570	118	49	166	2,060	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	1,333	1.0158	246	1,845	2570	10	17	27	1,872	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,256	1.0158	174	1,680	2570	5	26	31	1,711	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	NB	6D	1,216	1.0158	103	1,561	2790	118	17	135	1,696	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	SB	6D	1,142	1.0158	89	1,459	2790	62	26	88	1,546	NO	NO	FALSE

TABLE TR-3 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
SR 811	Toney Penna Dr	Indiantown Rd	NB	6D	1,387	1.0158	77	1,740	2570	98	11	109	1,849	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	6D	1,152	1.0158	85	1,467	2570	52	16	68	1,535	NO	NO	FALSE
	Indiantown Rd	Center St	NB	6D	1,526	1.0158	80	1,910	2570	59	9	68	1,978	NO	NO	FALSE
	Indiantown Rd	Center St	SB	6D	1,098	1.0158	78	1,395	2570	31	14	45	1,440	NO	NO	FALSE
	Center St	US 1	NB	6D	1,788	1.0158	81	2,225	2570	59	8	67	2,292	NO	NO	FALSE
	Center St	US 1	SB	6D	1,365	1.0158	68	1,705	2570	31	12	43	1,748	NO	NO	FALSE
Toney Penna Rd	Maplewood Dr	Military Trail	EB	2	422	1.0158	128	634	810	5	2	8	642	NO	NO	FALSE
	Maplewood Dr	Military Trail	WB	2	358	1.0158	152	581	810	10	2	11	593	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	EB	3	380	1.0158	68	524	810	0	0	0	524	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	WB	3	487	1.0158	64	648	810	0	0	0	648	NO	NO	FALSE
Burns Rd	SR 811	Military Trail	EB	4D	662	1.0158	101	895	1710	69	6	75	970	NO	NO	FALSE
	SR 811	Military Trail	WB	4D	1,232	1.0158	132	1,609	1710	36	9	46	1,655	NO	NO	FALSE
	Sandalwood Ct.	SR 811	EB	4D	689	1.0158	60	886	1710	20	5	24	911	NO	NO	FALSE
	Sandalwood Ct.	SR 811	WB	4D	871	1.0158	40	1,085	1710	10	7	17	1,102	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood	EB	4D	369	1.0158	53	496	1710	20	5	24	520	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood	WB	4D	440	1.0158	36	564	1710	10	7	17	581	NO	NO	FALSE
Central Blvd	PGA Blvd	Hood Rd	NB	4D	791	1.0158	478	1,427	1710	155	61	216	1,643	YES	NO	FALSE
	PGA Blvd	Hood Rd	SB	4D	734	1.0158	532	1,412	1710	294	41	335	1,747	YES	YES	True
	Hood Rd	Donald Ross Rd	NB	4D	709	1.0158	474	1,324	1710	114	41	155	1,479	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	4D	589	1.0158	581	1,287	1710	216	61	277	1,564	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	4D	840	1.0158	269	1,276	1710	98	16	114	1,390	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	4D	537	1.0158	397	1,041	1710	52	23	75	1,116	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	4D	636	1.0158	199	962	1710	59	5	64	1,025	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	4D	451	1.0158	160	701	1710	31	7	38	739	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	4D	1,304	1.0158	246	1,810	1710	20	0	20	1,829	NO	YES	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	4D	936	1.0158	182	1,305	1710	10	0	10	1,315	NO	NO	FALSE
Frederick Small Rd	Military Trail	Central Blvd	EB	4D	327	1.0158	73	465	1710	10	3	13	478	NO	NO	FALSE
	Military Trail	Central Blvd	WB	4D	400	1.0158	89	569	1710	5	5	10	579	NO	NO	FALSE
	Alt A1A	Military Trail	EB	2	380	1.0158	87	543	810	10	2	11	554	NO	NO	FALSE
	Alt A1A	Military Trail	WB	2	462	1.0158	67	621	810	5	2	8	629	NO	NO	FALSE
Ellison-Wilson Rd	Universe Blvd	PGA Blvd	NB	2	396	1.0158	52	527	810	5	2	8	534	NO	NO	FALSE
	Universe Blvd	PGA Blvd	SB	2	579	1.0158	43	737	810	10	2	11	749	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	NB	2	504	1.0158	54	658	810	5	2	8	666	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	SB	2	173	1.0158	51	258	810	10	2	11	270	NO	NO	FALSE
[4]Hood Rd	Jog Rd	West Project Drive	EB	2	234	1.0158	78	359	810	21	47	67	426	YES	NO	FALSE
	Jog Rd	West Project Drive	WB	2	256	1.0158	97	404	810	39	31	71	475	YES	NO	FALSE
	West Project Drive	Parkside Dr	EB	2	234	1.0158	78	359	810	21	283	303	662	YES	NO	FALSE
	West Project Drive	Parkside Dr	WB	2	256	1.0158	97	404	810	39	420	460	864	YES	YES	True
	Parkside Dr	Central Blvd	EB	2	234	1.0158	78	359	810	186	236	422	781	YES	NO	FALSE
	Parkside Dr	Central Blvd	WB	2	256	1.0158	97	404	810	98	350	449	853	YES	YES	True
Jog Rd	[6][7]Donald Ross Rd	Hood Rd	NB	2	35	1.0158		42	810	10	6	16	58	NO	NO	FALSE
	[6][7]Donald Ross Rd	Hood Rd	SB	2	52	1.0158		62	810	5	9	15	77	NO	NO	FALSE
	[6]Hood Rd	PGA Blvd	NB	2	90	1.0158		109	810	10	37	48	157	YES	NO	FALSE
	[6]Hood Rd	PGA Blvd	SB	2	416	1.0158	10	514	810	20	25	45	559	YES	NO	FALSE
Ryder Cup Blvd (Jog Rd)	[6]PGA Blvd	Northlake Blvd	NB	2	522	1.0158	12	641	810	5	2	8	649	NO	NO	FALSE
	[6]PGA Blvd	Northlake Blvd	SB	2	368	1.0158		444	810	10	2	11	455	NO	NO	FALSE
Parkside Drive	[6]Universe Blvd	Donald Ross Rd	NB	4	412	1.0158		494	1710	88	13	101	595	YES	NO	FALSE
	[6]Universe Blvd	Donald Ross Rd	SB	4	329	1.0158		395	1710	47	19	65	460	NO	NO	FALSE

TABLE TR-3 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 3 - YEAR 2023

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Heights Blvd	[6]Frederick Small Rd	Donald Ross Rd	NB	2	439	1.0158		526	810	20	2	21	548	NO	NO	FALSE
	[6]Frederick Small Rd	Donald Ross Rd	SB	2	186	1.0158		223	810	10	2	13	236	NO	NO	FALSE
Grandiflora Rd	[6]Parkside Dr	Central Blvd	EB	2	123	1.0158		148	810	667	2	669	816	YES	YES	True
	[6]Parkside Dr	Central Blvd	WB	2	49	1.0158		59	810	352	2	354	413	YES	NO	FALSE
	[6]Central Blvd	Military Trail	EB	2	38	1.0158		46	810	373	0	373	418	YES	NO	FALSE
	[6]Central Blvd	Military Trail	WB	2	84	1.0158		101	810	197	0	197	297	YES	NO	FALSE
[2]Florida's Turnpike	Okeechobee Blvd	[3]Beeline Hwy	NB	4X	2560	1.021	50	3,721	3580	83	47	130	3,851	NO	YES	FALSE
	Okeechobee Blvd	[3]Beeline Hwy	SB	4X	3240	1.021	116	4,763	3580	157	31	188	4,951	YES	YES	True
	[3]Beeline Hwy	PGA Blvd	NB	4X	2320	1.021	61	3,388	3580	83	47	130	3,518	NO	NO	FALSE
	[3]Beeline Hwy	PGA Blvd	SB	4X	2900	1.021	155	4,314	3580	157	31	188	4,502	YES	YES	True
	PGA Blvd	Indiantown Rd	NB	4X	1790	1.021	78	2,645	3580	0	0	0	2,645	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	SB	4X	1790	1.021	47	2,614	3580	0	0	0	2,614	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	4X	1410	1.021	24	2,046	3580	29	3	33	2,079	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	4X	1170	1.021	31	1,709	3580	16	5	20	1,729	NO	NO	FALSE
US 1	McLaren Rd	Northlake Blvd	NB	6D	1,493	1.0158	118	1,908	2570	5	0	5	1,914	NO	NO	FALSE
	McLaren Rd	Northlake Blvd	SB	6D	1,239	1.0158	122	1,608	2570	10	0	10	1,618	NO	NO	FALSE
	PGA Blvd	McLaren Rd	NB	4D	1,280	1.0158	101	1,636	1710	5	0	5	1,641	NO	NO	FALSE
	PGA Blvd	McLaren Rd	SB	4D	997	1.0158	106	1,302	1710	10	0	10	1,311	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	NB	4D	1,370	1.0158	9	1,652	1860	16	5	20	1,672	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	SB	4D	776	1.0158	7	938	1860	29	3	33	970	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	NB	4D	1,536	1.0158	47	1,889	1860	10	9	20	1,909	NO	YES	FALSE
	Juno Isles Blvd	PGA Blvd	SB	4D	1,253	1.0158	52	1,555	1860	20	6	26	1,581	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	NB	4D	1,621	1.0158	6	1,950	1860	59	8	67	2,017	NO	YES	FALSE
	Marcinski Rd	Donald Ross Rd	SB	4D	1,148	1.0158	6	1,383	1860	31	12	43	1,425	NO	NO	FALSE
	Marcinski Rd	Ocean Way	NB	4D	1,359	1.0158	60	1,690	1860	10	8	18	1,707	NO	NO	FALSE
	Marcinski Rd	Ocean Way	SB	4D	1,023	1.0158	73	1,300	1860	5	12	17	1,317	NO	NO	FALSE
	Indiantown Rd	Ocean Way	NB	4D	1,359	1.0158	60	1,690	1860	10	5	15	1,704	NO	NO	FALSE
	Indiantown Rd	Ocean Way	SB	4D	1,023	1.0158	73	1,300	1860	5	7	12	1,312	NO	NO	FALSE
	Indiantown Rd	SR A1A	NB	4D	1,147	1.0158	36	1,412	1860	39	3	42	1,454	NO	NO	FALSE
	Indiantown Rd	SR A1A	SB	4D	827	1.0158	35	1,027	1860	21	5	25	1,052	NO	NO	FALSE
	CR 707	SR A1A	NB	4D	1,147	1.0158	52	1,428	1860	88	11	99	1,527	YES	NO	FALSE
	CR 707	SR A1A	SB	4D	827	1.0158	52	1,044	1860	47	16	63	1,107	NO	NO	FALSE
	CR 707	Tequesta Dr	NB	6D	1,343	1.0158	52	1,663	2790	39	5	44	1,707	NO	NO	FALSE
	CR 707	Tequesta Dr	SB	6D	803	1.0158	57	1,020	2790	21	7	28	1,048	NO	NO	FALSE
	Martin County Line	Tequesta Dr	NB	6D	1,343	1.0158	45	1,656	2790	39	5	44	1,700	NO	NO	FALSE
	Martin County Line	Tequesta Dr	SB	6D	803	1.0158	52	1,015	2790	21	7	28	1,043	NO	NO	FALSE

Source: Palm Beach County 2008 Historic Traffic Growth Table

[1]2007 Data

[2]Traffic Technical Memorandum FPID No. 406143-1. Palm Beach County Widening (North of Lake Worth Rd to Indiantown Rd). Per Kim Samson, 2006 volumes were used as 2008 existing.

[3]Beeline Highway has an interchange also but is SUNPASS only.

[4]See additional information at the end of the table for Hood Rd broken down to include project drive traffic

[5]FDOT, Traffic Projection & Turning Movement Report, February 1, 2008.

***FDOT 2007 Disc**

**** Volumes from PGA Blvd to Military Tr were unavailable; Military Tr to Donald Ross Rd volumes were used.**

[6]Derived from Turning Movement Counts

[7]Approved future Road

[8]2006 Data

[9]Arterial Growth Rate = Years 1-5 - 0.5%, 6-20 - 1.58%

May 15, 2009

TABLE TR-4 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips West of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Donald Ross Rd	Jog Rd	I-95 Interchange	EB	4D	818	1.0158	50	1,111	1860	54	2	56	1,167	NO	NO	FALSE
	Jog Rd	I-95 Interchange	WB	4D	363	1.0158	25	496	1860	17	7	24	520	NO	NO	FALSE
	I-95 Interchange	Heights	EB	6D	1,597	1.0158	297	2,368	2570	1296	8	1304	3,672	YES	YES	True
	I-95 Interchange	Heights	WB	6D	1,249	1.0158	194	1,814	2570	415	26	440	2,254	YES	NO	FALSE
	Heights Blvd	Central Blvd	EB	6D	1,695	1.0158	128	2,326	2570	468	9	477	2,804	YES	YES	True
	Heights Blvd	Central Blvd	WB	6D	862	1.0158	200	1,318	2570	150	3	153	1,471	YES	NO	FALSE
	Central Blvd	SR 811	EB	6D	1,677	1.0158	225	2,400	2570	138	42	180	2,580	YES	YES	True
	Central Blvd	SR 811	WB	6D	928	1.0158	276	1,480	2570	432	13	445	1,924	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	6D	1,543	1.0158	118	2,119	2570	75	28	103	2,222	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	6D	931	1.0158	182	1,390	2570	234	8	242	1,632	YES	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1,401	1.0158	64	1,881	1710	69	26	95	1,976	YES	YES	True
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1,130	1.0158	52	1,518	1710	216	8	224	1,741	YES	YES	True
	[6]Ellison-Wilson Rd	US 1	EB	4D	976	1.0158	45	1,317	1710	63	23	87	1,404	YES	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	WB	4D	893	1.0158	40	1,204	1710	198	7	205	1,409	YES	NO	FALSE
Holly Dr	PGA Blvd	McArthur Blvd	EB	2	299	1.0158	56	444	810	6	0	6	450	NO	NO	FALSE
	PGA Blvd	McArthur Blvd	WB	2	475	1.0158	59	675	810	18	0	18	693	NO	NO	FALSE
[4]**Hood Rd**	Florida Turnpike	W of Florida Turnpike	EB	2	282	1.0158	73	439	860	72	14	86	525	YES	NO	FALSE
	Florida Turnpike	W of Florida Turnpike	WB	2	246	1.0158	49	368	860	23	47	70	438	YES	NO	FALSE
	Central Blvd	Military Trail	EB	4D	521	1.0158	229	905	1710	63	229	293	1,197	YES	NO	FALSE
	Central Blvd	Military Trail	WB	4D	402	1.0158	241	762	1710	198	69	267	1,030	YES	NO	FALSE
	SR 811	Military Trail	EB	4D	718	1.0158	218	1,149	1710	81	115	195	1,345	YES	NO	FALSE
	SR 811	Military Trail	WB	4D	388	1.0158	178	681	1710	252	35	287	968	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	2	197	1.0158	11	267	810	12	16	28	294	NO	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	2	248	1.0158	14	336	810	36	5	41	377	YES	NO	FALSE
[1][5]**I-95**	*Northlake Blvd	PGA Blvd	NB	10X	4,637	1.0165	155	6,694	9340	648	20	668	7,361	YES	NO	FALSE
	*Northlake Blvd	PGA Blvd	SB	10X	6,687	1.0212	79	10,468	9340	207	66	273	10,741	NO	YES	FALSE
	**PGA Blvd	Military Trail	NB	10X	4,058	1.0165	159	5,881	9340	684	0	684	6,565	YES	NO	FALSE
	**PGA Blvd	Military Trail	SB	10X	5,829	1.0212	99	9,155	9340	219	0	219	9,374	NO	YES	FALSE
	Military Trail	Donald Ross Rd	NB	10X	4,058	1.0165	206	5,928	9440	720	0	720	6,648	YES	NO	FALSE
	Military Trail	Donald Ross Rd	SB	10X	5,829	1.0212	116	9,172	9440	230	0	230	9,402	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	NB	10X	3,551	1.0165	192	5,199	9440	167	33	200	5,399	NO	NO	FALSE
	Donald Ross Rd	Indiantown Rd	SB	10X	5,321	1.0212	246	8,512	9440	522	10	532	9,044	YES	NO	FALSE
	Indiantown Rd	Martin County Line	NB	6X	3,273	1.0165	87	4,702	5410	81	19	99	4,802	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	6X	4,217	1.0212	50	6,601	5410	252	6	258	6,859	NO	YES	FALSE
Indian Creek Blvd	Central Blvd	Military Trail	EB	4D	634	1.0158	99	921	1710	0	0	0	921	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	342	1.0158	74	518	1710	0	0	0	518	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	EB	4D	891	1.0158	127	1,283	1710	36	1	37	1,319	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	WB	4D	504	1.0158	93	747	1710	12	2	14	761	NO	NO	FALSE
	Central Blvd	Maplewood Dr	EB	4D	589	1.0158	79	843	1710	108	1	109	952	YES	NO	FALSE
	Central Blvd	Maplewood Dr	WB	4D	770	1.0158	70	1,069	1710	35	5	39	1,108	NO	NO	FALSE

TABLE TR-4 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips West of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Indiantown Rd	Florida Tumpike	I-95 Interchange	EB	6D	2,797	1.0158	347	3,975	2570	198	4	202	4,176	YES	YES	True
	Florida Tumpike	I-95 Interchange	WB	6D	1,665	1.0158	307	2,467	2570	63	12	75	2,542	NO	NO	FALSE
	I-95 Interchange	Central Blvd	EB	6D	2,665	1.0158	327	3,784	2570	72	1	73	3,856	NO	YES	FALSE
	I-95 Interchange	Central Blvd	WB	6D	2,229	1.0158	303	3,194	2570	23	2	25	3,219	NO	YES	FALSE
	Central Blvd	Center St	EB	6D	2,332	1.0158	281	3,306	2570	18	1	19	3,324	NO	YES	FALSE
	Central Blvd	Center St	WB	6D	1,434	1.0158	245	2,105	2570	6	2	8	2,113	NO	NO	FALSE
	Center St	Military Trail	EB	6D	1,897	1.0158	275	2,735	2570	18	1	19	2,754	NO	YES	FALSE
	Center St	Military Trail	WB	6D	1,505	1.0158	248	2,200	2570	6	2	8	2,208	NO	NO	FALSE
	Military Trail	SR 811	EB	6D	1,641	1.0158	210	2,338	2570	17	5	22	2,360	NO	NO	FALSE
	Military Trail	SR 811	WB	6D	1,263	1.0158	173	1,811	2570	54	1	55	1,867	NO	NO	FALSE
	SR 811	US 1	EB	6D	1,093	1.0158	110	1,528	2570	29	7	36	1,563	NO	NO	FALSE
	SR 811	US 1	WB	6D	1,063	1.0158	83	1,462	2570	90	2	92	1,554	NO	NO	FALSE
	US 1	SR A1A	EB	4	547	1.0158	16	725	1710	6	0	6	731	NO	NO	FALSE
	US 1	SR A1A	WB	4	495	1.0158	11	653	1710	18	0	18	671	NO	NO	FALSE
Maplewood Dr	Indian Creek Blvd	Toney Penna Dr	NB	2	626	1.0158		812	810	6	2	8	820	NO	YES	FALSE
	Indian Creek Blvd	Toney Penna Dr	SB	2	505	1.0158		655	810	18	1	19	674	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	NB	4D	469	1.0158		608	1710	12	2	14	622	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	4D	614	1.0158		796	1710	36	1	37	833	NO	NO	FALSE
McArthur Blvd	Northlake Blvd	Holly Dr	NB	2	295	1.0158		383	810	36	2	38	421	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	2	352	1.0158		457	810	12	7	19	475	NO	NO	FALSE
Military Trail	Northlake Blvd	Holly Dr	NB	6D	1,711	1.0158	203	2,422	2570	216	4	220	2,642	YES	YES	True
	Northlake Blvd	Holly Dr	SB	6D	1,507	1.0158	112	2,067	2570	69	14	83	2,150	NO	NO	FALSE
	Holly Dr	PGA Blvd	NB	6D	1,729	1.0158	240	2,483	2570	324	8	332	2,814	YES	YES	True
	Holly Dr	PGA Blvd	SB	6D	1,614	1.0158	166	2,259	2570	104	26	129	2,389	YES	NO	FALSE
	PGA Blvd	I-95	NB	6D	1,162	1.0158	502	2,009	2570	360	27	387	2,396	YES	NO	FALSE
	PGA Blvd	I-95	SB	6D	1,708	1.0158	302	2,517	2570	115	89	204	2,721	YES	YES	True
	I-95	Hood Rd	NB	6D	993	1.0158	592	1,880	2570	468	32	500	2,380	YES	NO	FALSE
	I-95	Hood Rd	SB	6D	1,004	1.0158	273	1,575	2570	150	105	255	1,830	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	897	1.0158	257	1,420	2570	173	9	182	1,603	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,001	1.0158	338	1,636	2570	540	3	543	2,179	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	6D	1,399	1.0158	248	2,063	2570	35	14	49	2,111	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	6D	1,613	1.0158	260	2,352	2570	108	4	112	2,464	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	6D	1,218	1.0158	248	1,828	2570	35	12	46	1,874	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	6D	1,420	1.0158	251	2,093	2570	108	4	112	2,204	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	6D	981	1.0158	251	1,523	2570	29	12	41	1,564	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	6D	874	1.0158	248	1,382	2570	90	4	94	1,475	NO	NO	FALSE
Northlake Blvd	Beeline Hwy	Ryder Cup Blvd	EB	6D	1,593	1.0158	12	2,078	2570	18	1	19	2,097	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd	WB	6D	576	1.0158	74	821	2570	6	2	8	829	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	EB	6D	2,058	1.0158	83	2,752	2570	54	1	55	2,807	NO	YES	FALSE
	Ryder Cup Blvd	Haverhill Rd	WB	6D	1,038	1.0158	66	1,412	2570	17	2	20	1,432	NO	NO	FALSE
	Haverhill Rd	Military Trail	EB	6D	2,454	1.0158	108	3,291	2570	54	1	55	3,346	NO	YES	FALSE
	Haverhill Rd	Military Trail	WB	6D	1,329	1.0158	83	1,807	2570	17	2	20	1,826	NO	NO	FALSE
	Military Trail	I-95	EB	6D	1,886	1.0158	119	2,565	2570	36	1	37	2,603	NO	YES	FALSE
	Military Trail	I-95	WB	6D	1,534	1.0158	131	2,121	2570	12	5	16	2,137	NO	NO	FALSE
	I-95	Congress Ave	EB	6D	2,176	1.0158	268	3,090	2570	35	12	46	3,137	NO	YES	FALSE
	I-95	Congress Ave	WB	6D	1,722	1.0158	189	2,423	2570	108	4	112	2,534	NO	NO	FALSE
	Congress Ave	SR 811	EB	6D	1,991	1.0158	195	2,777	2570	23	7	30	2,807	NO	YES	FALSE
	Congress Ave	SR 811	WB	6D	1,640	1.0158	245	2,372	2570	72	2	74	2,446	NO	NO	FALSE
	[1][6]SR 811	Prosperity Farms Rd	EB	6D	1,478	1.0158	147	2,094	2570	12	7	19	2,113	NO	NO	FALSE
	[1][6]SR 811	Prosperity Farms Rd	WB	6D	1,181	1.0158	248	1,804	2570	36	2	38	1,842	NO	NO	FALSE

TABLE TR-4 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[2]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips West of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Northlake Blvd	[1]Prosperity Farms Rd	Southwind Dr	EB	6D	1,462	1.0158	134	2,060	2570	0	0	0	2,060	NO	NO	FALSE
	[1]Prosperity Farms Rd	Southwind Dr	WB	6D	1,269	1.0158	203	1,875	2570	0	0	0	1,875	NO	NO	FALSE
	Southwind Dr	US 1	EB	6D	1,245	1.0158	134	1,749	2570	12	7	19	1,767	NO	NO	FALSE
	Southwind Dr	US 1	WB	6D	1,077	1.0158	203	1,600	2570	36	2	38	1,638	NO	NO	FALSE
PGA Blvd	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	EB	2	154	1.0158	71	271	860	18	2	20	291	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	WB	2	194	1.0158	434	686	860	6	7	13	698	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	EB	4D	856	1.0158	126	1,236	1710	36	6	42	1,279	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	WB	4D	917	1.0158	403	1,592	1710	12	21	33	1,625	NO	NO	FALSE
	Florida Turnpike	Central Blvd	EB	6D	2,277	1.0158	317	3,270	2570	396	9	405	3,676	YES	YES	True
	Florida Turnpike	Central Blvd	WB	6D	1,578	1.0158	284	2,331	2570	127	30	157	2,488	YES	NO	FALSE
	Central Blvd	Military Trail	EB	6D	2,153	1.0158	324	3,117	2570	35	26	60	3,177	NO	YES	FALSE
	Central Blvd	Military Trail	WB	6D	1,517	1.0158	209	2,177	2570	108	8	116	2,292	NO	NO	FALSE
	Military Trail	I-95	EB	6D	2,505	1.0158	309	3,558	2570	35	82	116	3,675	NO	YES	FALSE
	Military Trail	I-95	WB	6D	1,382	1.0158	155	1,948	2570	108	25	133	2,080	YES	NO	FALSE
	[1]I-95	SR 811	EB	8D	2,997	1.0158	256	4,205	3330	58	14	72	4,276	NO	YES	FALSE
	[1]I-95	SR 811	WB	8D	1,661	1.0158	179	2,367	3330	180	4	184	2,552	YES	NO	FALSE
	SR 811	Gardens Mall	EB	6D	2,465	1.0158	178	3,375	2570	58	14	72	3,447	NO	YES	FALSE
	SR 811	Gardens Mall	WB	6D	1,721	1.0158	200	2,432	2570	180	4	184	2,616	YES	YES	True
	Gardens Mall	Prosperity Farms Rd	EB	6D	1,596	1.0158	102	2,172	2570	58	14	72	2,244	NO	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	WB	6D	1,505	1.0158	204	2,156	2570	180	4	184	2,340	YES	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	6D	1,849	1.0158	38	2,436	2570	29	0	29	2,465	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	6D	1,247	1.0158	114	1,731	2570	90	0	90	1,821	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	EB	6D	1,092	1.0158	17	1,456	2570	23	0	23	1,479	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	WB	6D	966	1.0158	49	1,322	2570	72	0	72	1,394	NO	NO	FALSE
Prosperity Farms Rd	Northlake Blvd	Lighthouse Dr	NB	3	559	1.0158	53	778	810	0	0	0	778	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	3	820	1.0158	37	1,101	810	0	0	0	1,101	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	NB	3	699	1.0158	71	978	810	0	1	1	978	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	SB	3	753	1.0158	33	1,010	810	0	2	2	1,012	NO	YES	FALSE
	Burns Rd	PGA Blvd	NB	5	934	1.0158	27	1,238	1710	36	1	37	1,275	NO	NO	FALSE
	Burns Rd	PGA Blvd	SB	5	759	1.0158	50	1,034	1710	12	2	14	1,048	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	NB	4D	595	1.0158	29	801	1710	18	4	22	823	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	SB	4D	888	1.0158	43	1,195	1710	6	14	20	1,215	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	NB	2	326	1.0158	29	452	810	18	4	22	474	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	SB	2	364	1.0158	30	502	810	6	14	20	522	NO	NO	FALSE
RCA Blvd	Alt A1A	Prosperity Farms Rd	EB	2	377	1.0158	49	538	810	6	5	10	548	NO	NO	FALSE
	Alt A1A	Prosperity Farms Rd	WB	2	375	1.0158	141	627	810	18	1	19	647	NO	NO	FALSE
SR 811	Northlake Blvd	Lighthouse Dr	NB	4D	733	1.0158	109	1,060	1710	126	8	134	1,194	YES	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	4D	928	1.0158	49	1,253	1710	40	28	68	1,321	NO	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	4D	877	1.0158	158	1,296	1710	180	13	193	1,488	YES	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	4D	926	1.0158	47	1,248	1710	58	42	100	1,348	YES	NO	FALSE
	Burns Rd	RCA Blvd	NB	4D	1,007	1.0158	171	1,477	1710	90	14	104	1,581	YES	NO	FALSE
	Burns Rd	RCA Blvd	SB	4D	1,120	1.0158	89	1,542	1710	29	47	76	1,617	NO	NO	FALSE
	RCA Blvd	PGA Blvd	NB	6D	1,000	1.0158	224	1,521	2570	108	17	125	1,646	NO	NO	FALSE
	RCA Blvd	PGA Blvd	SB	6D	1,088	1.0158	206	1,617	2570	35	56	91	1,708	NO	NO	FALSE
	PGA Blvd	Hood Rd	NB	6D	966	1.0158	314	1,567	2570	216	22	238	1,805	YES	NO	FALSE
	PGA Blvd	Hood Rd	SB	6D	1,484	1.0158	309	2,234	2570	69	73	142	2,375	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	1,001	1.0158	105	1,403	2570	6	26	32	1,435	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,243	1.0158	202	1,814	2570	18	8	26	1,840	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	NB	6D	981	1.0158	71	1,343	2790	69	26	95	1,438	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	SB	6D	1,199	1.0158	79	1,634	2790	216	8	224	1,858	YES	NO	FALSE

TABLE TR-4 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips West of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
SR 811	Toney Penna Dr	Indiantown Rd	NB	6D	1,043	1.0158	63	1,416	2570	58	16	74	1,490	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	6D	1,510	1.0158	50	2,009	2570	180	5	185	2,193	YES	NO	FALSE
	Indiantown Rd	Center St	NB	6D	1,141	1.0158	66	1,546	2570	35	14	49	1,595	NO	NO	FALSE
	Indiantown Rd	Center St	SB	6D	1,511	1.0158	59	2,019	2570	108	4	112	2,131	NO	NO	FALSE
	Center St	US 1	NB	6D	1,324	1.0158	55	1,772	2570	35	12	46	1,819	NO	NO	FALSE
	Center St	US 1	SB	6D	1,839	1.0158	44	2,429	2570	108	4	112	2,541	NO	NO	FALSE
Toney Penna Rd	[10]Maplewood Dr	Military Trail	EB	2	692	1.0158	158	1,056	810	18	1	19	1,074	NO	YES	FALSE
	[10]Maplewood Dr	Military Trail	WB	2	498	1.0158	135	781	810	6	2	8	789	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	EB	3	405	1.0158	67	592	810	0	0	0	592	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	WB	3	356	1.0158	65	527	810	0	0	0	527	NO	NO	FALSE
Burns Rd	SR 811	Military Trail	EB	4D	959	1.0158	121	1,365	1710	40	9	50	1,415	NO	NO	FALSE
	SR 811	Military Trail	WB	4D	653	1.0158	80	927	1710	126	3	129	1,056	YES	NO	FALSE
	Sandalwood Circle	SR 811	EB	4D	888	1.0158	29	1,181	1710	12	7	19	1,199	NO	NO	FALSE
	Sandalwood Circle	SR 811	WB	4D	740	1.0158	55	1,015	1710	36	2	38	1,053	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood Circle	EB	4D	362	1.0158	25	495	1710	12	7	19	513	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood Circle	WB	4D	373	1.0158	49	533	1710	36	2	38	571	NO	NO	FALSE
Central Blvd	PGA Blvd	Hood Rd	NB	4D	997	1.0158	389	1,682	1710	540	18	558	2,240	YES	YES	True
	PGA Blvd	Hood Rd	SB	4D	994	1.0158	281	1,570	1710	173	61	234	1,804	YES	YES	True
	Hood Rd	Donald Ross Rd	NB	4D	699	1.0158	446	1,353	1710	396	61	457	1,809	YES	YES	True
	Hood Rd	Donald Ross Rd	SB	4D	782	1.0158	278	1,292	1710	127	18	145	1,437	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	4D	556	1.0158	346	1,067	1710	58	23	81	1,148	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	4D	662	1.0158	192	1,051	1710	180	7	187	1,238	YES	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	4D	529	1.0158	117	803	1710	35	7	42	845	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	4D	727	1.0158	156	1,099	1710	108	2	110	1,209	YES	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	4D	1,015	1.0158	137	1,453	1710	12	0	12	1,465	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	4D	1,019	1.0158	206	1,528	1710	36	0	36	1,564	NO	NO	FALSE
Frederick Small Rd	Military Trail	Central Blvd	EB	4D	535	1.0158	68	762	1710	6	5	10	772	NO	NO	FALSE
	Military Trail	Central Blvd	WB	4D	294	1.0158	52	433	1710	18	1	19	453	NO	NO	FALSE
	Alt A1A	Military Trail	EB	2	552	1.0158	50	766	810	6	2	8	774	NO	NO	FALSE
	Alt A1A	Military Trail	WB	2	337	1.0158	65	502	810	18	1	19	521	NO	NO	FALSE
Ellison-Wilson Rd	Universe Blvd	PGA Blvd	NB	2	672	1.0158	31	903	810	18	1	19	921	NO	YES	FALSE
	Universe Blvd	PGA Blvd	SB	2	415	1.0158	37	575	810	6	2	8	583	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	NB	2	197	1.0158	48	304	810	18	1	19	322	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	SB	2	630	1.0158	53	870	810	6	2	8	878	NO	YES	FALSE
[4]**Hood Rd**	Jog Rd	West Project Drive	EB	2	282	1.0158	73	439	810	72	14	86	525	YES	NO	FALSE
	Jog Rd	West Project Drive	WB	2	246	1.0158	49	368	810	23	47	70	438	YES	NO	FALSE
	West Project Drive	Parkside Dr	EB	2	282	1.0158	73	439	810	72	421	493	932	YES	YES	True
	West Project Drive	Parkside Dr	WB	2	246	1.0158	49	368	810	23	127	150	518	YES	NO	FALSE
	Parkside Dr	Central Blvd	EB	2	282	1.0158	73	439	810	109	351	460	899	YES	YES	True
	Parkside Dr	Central Blvd	WB	2	246	1.0158	49	368	810	342	106	448	816	YES	YES	True
Jog Rd	[6][7]Donald Ross Rd	Hood Rd	NB	2	46	1.0158		60	810	6	9	15	75	NO	NO	FALSE
	[6][7]Donald Ross Rd	Hood Rd	SB	2	75	1.0158		97	810	18	3	21	118	NO	NO	FALSE
	[6][8]Hood Rd	PGA Blvd	NB	2	352	1.0158	18	494	810	36	11	47	541	YES	NO	FALSE
	[6][8]Hood Rd	PGA Blvd	SB	2	326	1.0158	15	456	810	12	37	49	505	YES	NO	FALSE
Ryder Cup Blvd (Jog Rd)	[1][6]PGA Blvd	Northlake Blvd	NB	2	335	1.0158		444	810	18	1	19	462	NO	NO	FALSE
	[1][6]PGA Blvd	Northlake Blvd	SB	2	493	1.0158		653	810	6	2	8	661	NO	NO	FALSE
Parkside Drive	[5]Universe Blvd	Donald Ross Rd	NB	4	250	1.0158		324	1710	52	19	71	395	NO	NO	FALSE
	[6]Universe Blvd	Donald Ross Rd	SB	4	296	1.0158		384	1710	162	6	168	552	YES	NO	FALSE

TABLE TR-4 AM
AM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028

Segment	From	To	Direction	Lanes	PBCO 2008 AM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips West of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Heights Blvd	[6]Frederick Small Rd	Donald Ross Rd	NB	2	112	1.0158		145	810	12	2	14	159	NO	NO	FALSE
	[6]Frederick Small Rd	Donald Ross Rd	SB	2	601	1.0158		780	810	36	1	37	816	NO	YES	FALSE
Grandiflora Rd	[6]Parkside Dr	Central Blvd	EB	2	165	1.0158		214	810	392	2	394	608	YES	NO	FALSE
	[6]Parkside Dr	Central Blvd	WB	2	248	1.0158		322	810	1224	1	1225	1,546	YES	YES	True
	[6]Central Blvd	Military Trail	EB	2	81	1.0158		105	810	219	0	219	324	YES	NO	FALSE
	[6]Central Blvd	Military Trail	WB	2	56	1.0158		73	810	684	0	684	757	YES	NO	FALSE
[2]Florida's Turnpike	Okeechobee Blvd	[3]Beeline Hwy	NB	4X	3200	1.021	114	5,206	3580	288	14	302	5,508	YES	YES	True
	Okeechobee Blvd	[3]Beeline Hwy	SB	4X	2480	1.021	40	3,986	3580	92	47	139	4,125	NO	YES	FALSE
	[3]Beeline Hwy	PGA Blvd	NB	4X	2900	1.021	159	4,774	3580	288	14	302	5,076	YES	YES	True
	[3]Beeline Hwy	PGA Blvd	SB	4X	2220	1.021	50	3,583	3580	92	47	139	3,721	NO	YES	FALSE
	PGA Blvd	Indiantown Rd	NB	4X	1500	1.021	33	2,420	3580	0	0	0	2,420	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	SB	4X	1800	1.021	76	2,940	3580	0	0	0	2,940	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	4X	990	1.021	26	1,601	3580	17	5	22	1,623	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	4X	1310	1.021	16	2,101	3580	54	1	55	2,156	NO	NO	FALSE
US 1	McLaren Rd	Northlake Blvd	NB	6D	1,089	1.0158	59	1,471	2570	18	0	18	1,489	NO	NO	FALSE
	McLaren Rd	Northlake Blvd	SB	6D	1,278	1.0158	54	1,712	2570	6	0	6	1,717	NO	NO	FALSE
	PGA Blvd	McLaren Rd	NB	4D	981	1.0158	65	1,337	1710	18	0	18	1,355	NO	NO	FALSE
	PGA Blvd	McLaren Rd	SB	4D	1,281	1.0158	65	1,727	1710	6	0	6	1,732	NO	YES	FALSE
	Donald Ross Rd	Universe Blvd	NB	4D	704	1.0158	2	915	1860	54	1	55	971	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	SB	4D	1,334	1.0158	6	1,736	1860	17	5	22	1,758	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	NB	4D	1,139	1.0158	35	1,512	1860	36	3	39	1,551	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	SB	4D	1,344	1.0158	22	1,765	1860	12	9	21	1,786	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	NB	4D	1,084	1.0158	3	1,409	1860	35	12	46	1,455	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	SB	4D	1,347	1.0158	4	1,751	1860	108	4	112	1,863	YES	YES	True
	Marcinski Rd	Ocean Way	NB	4D	975	1.0158	35	1,300	1860	6	12	17	1,317	NO	NO	FALSE
	Marcinski Rd	Ocean Way	SB	4D	1,092	1.0158	17	1,433	1860	18	4	22	1,455	NO	NO	FALSE
	Indiantown Rd	Ocean Way	NB	4D	975	1.0158	35	1,300	1860	6	7	13	1,312	NO	NO	FALSE
	Indiantown Rd	Ocean Way	SB	4D	1,092	1.0158	17	1,433	1860	18	2	20	1,453	NO	NO	FALSE
	Indiantown Rd	SR A1A	NB	4D	781	1.0158	22	1,035	1860	23	5	28	1,063	NO	NO	FALSE
	Indiantown Rd	SR A1A	SB	4D	956	1.0158	14	1,254	1860	72	1	73	1,327	NO	NO	FALSE
	CR 707	SR A1A	NB	4D	781	1.0158	31	1,044	1860	52	16	68	1,112	NO	NO	FALSE
	CR 707	SR A1A	SB	4D	956	1.0158	26	1,266	1860	162	5	167	1,433	YES	NO	FALSE
	CR 707	Tequesta Dr	NB	6D	666	1.0158	29	893	2790	23	7	30	923	NO	NO	FALSE
	CR 707	Tequesta Dr	SB	6D	1,380	1.0158	37	1,827	2790	72	2	74	1,901	NO	NO	FALSE
	Martin County Line	Tequesta Dr	NB	6D	666	1.0158	36	900	2790	23	7	30	930	NO	NO	FALSE
	Martin County Line	Tequesta Dr	SB	6D	1,380	1.0158	36	1,826	2790	72	2	74	1,900	NO	NO	FALSE

Source: Palm Beach County 2008 Historic Traffic Growth Table

[1]2007 Data

[2]Traffic Technical Memorandum FPID No. 406143-1. Palm Beach County Widening (North of Lake Worth Rd to Indiantown Rd). Per Kim Samson, 2006 volumes were used as 2008 existing.

[3]Beeline Highway has an interchange also but is SUNPASS only.

[4]See additional information at the end of the table for Hood Rd broken down to include project drive traffic

[5]FDOT, Traffic Projection & Turning Movement Report, February 1, 2008.

***FDOT 2007 Disc**

**** Volumes from PGA Blvd to Military Tr were unavailable; Military Tr to Donald Ross Rd volumes were used.**

[6]Derived from Turning Movement Counts

[7]Approved future Road

[8]2006 Data

[9]Arterial Growth Rate = Years 1-5 - 0.5%, 6-20 - 1.58%

[10]KMF Data LLC, Turning Movement Count 12/10/2008; FDOT seasonal factor applied

May 15, 2009

TABLE TR-4 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Donald Ross Rd	Jog Rd	I-95 Interchange	EB	4D	432	1.0158	31	591	1860	19	9	28	619	NO	NO	FALSE
	Jog Rd	I-95 Interchange	WB	4D	746	1.0158	53	1,021	1860	50	6	55	1,076	NO	NO	FALSE
	I-95 Interchange	Heights	EB	6D	1,441	1.0158	280	2,149	2570	454	32	486	2,635	YES	YES	True
	I-95 Interchange	Heights	WB	6D	1,513	1.0158	380	2,342	2570	1195	20	1216	3,558	YES	YES	True
	Heights Blvd	Central Blvd	EB	6D	1,192	1.0158	259	1,805	2570	164	7	172	1,977	YES	NO	FALSE
	Heights Blvd	Central Blvd	WB	6D	1,447	1.0158	214	2,091	2570	432	11	443	2,534	YES	NO	FALSE
	Central Blvd	SR 811	EB	6D	1,143	1.0158	388	1,871	2570	398	33	432	2,302	YES	NO	FALSE
	Central Blvd	SR 811	WB	6D	1,567	1.0158	335	2,367	2570	151	52	203	2,571	YES	YES	True
	SR 811	Prosperity Farms Rd	EB	6D	974	1.0158	236	1,499	2570	216	22	238	1,737	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	6D	1,504	1.0158	176	2,127	2570	82	34	116	2,243	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	4D	1,017	1.0158	69	1,388	1710	199	20	220	1,608	YES	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	4D	1,444	1.0158	71	1,944	1710	76	32	107	2,051	YES	YES	True
	[6]Ellison-Wilson Rd	US 1	EB	4D	1,060	1.0158	44	1,426	1710	183	19	201	1,627	YES	NO	FALSE
	[6]Ellison-Wilson Rd	US 1	WB	4D	1,303	1.0158	48	1,746	1710	69	29	98	1,845	YES	YES	True
Holly Dr	PGA Blvd	McArthur Blvd	EB	2	316	1.0158	50	460	810	17	0	17	476	NO	NO	FALSE
	PGA Blvd	McArthur Blvd	WB	2	335	1.0158	46	481	810	6	0	6	487	NO	NO	FALSE
[4]**Hood Rd**	Florida Turnpike	W of Florida Turnpike	EB	2	234	1.0158	78	382	860	25	57	83	464	YES	NO	FALSE
	Florida Turnpike	W of Florida Turnpike	WB	2	256	1.0158	97	429	860	66	37	104	533	YES	NO	FALSE
	Central Blvd	Military Trail	EB	4D	406	1.0158	372	899	1710	183	182	365	1,263	YES	NO	FALSE
	Central Blvd	Military Trail	WB	4D	488	1.0158	322	955	1710	69	281	351	1,306	YES	NO	FALSE
	SR 811	Military Trail	EB	4D	514	1.0158	363	1,030	1710	232	91	324	1,353	YES	NO	FALSE
	SR 811	Military Trail	WB	4D	615	1.0158	374	1,172	1710	88	141	229	1,401	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	EB	2	240	1.0158	33	344	810	33	13	46	391	YES	NO	FALSE
	SR 811	Prosperity Farms Rd	WB	2	278	1.0158	35	396	810	13	20	33	428	NO	NO	FALSE
[1][5]**I-95**	*Northlake Blvd	PGA Blvd	NB	10X	6,751	1.018	122	9,941	9340	227	80	308	10,249	NO	YES	FALSE
	*Northlake Blvd	PGA Blvd	SB	10X	5,133	1.0177	182	7,602	9340	598	52	650	8,251	YES	NO	FALSE
	**PGA Blvd	Military Trail	NB	10X	5,942	1.018	137	8,779	9340	240	0	240	9,019	NO	NO	FALSE
	**PGA Blvd	Military Trail	SB	10X	3,937	1.0177	187	5,878	9340	631	0	631	6,509	YES	NO	FALSE
	Military Trail	Donald Ross Rd	NB	10X	5,942	1.018	147	8,789	9440	252	0	252	9,042	NO	NO	FALSE
	Military Trail	Donald Ross Rd	SB	10X	3,937	1.0177	234	5,925	9440	664	0	664	6,589	YES	NO	FALSE
	Donald Ross Rd	Indiantown Rd	NB	10X	5,326	1.018	286	8,032	9440	481	26	507	8,540	YES	NO	FALSE
	Donald Ross Rd	Indiantown Rd	SB	10X	3,548	1.0177	252	5,381	9440	183	40	223	5,604	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	6X	4,442	1.018	80	6,541	5410	232	15	247	6,788	NO	YES	FALSE
	Indiantown Rd	Martin County Line	SB	6X	3,075	1.0177	105	4,550	5410	88	23	111	4,661	NO	NO	FALSE
Indian Creek Blvd	Central Blvd	Military Trail	EB	4D	368	1.0158	77	554	1710	0	0	0	554	NO	NO	FALSE
	Central Blvd	Military Trail	WB	4D	626	1.0158	106	918	1710	0	0	0	918	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	EB	4D	674	1.0158	119	993	1710	13	3	15	1,009	NO	NO	FALSE
	Toney Penna Dr	Maplewood Dr	WB	4D	830	1.0158	159	1,236	1710	33	2	35	1,271	NO	NO	FALSE
	Central Blvd	Maplewood Dr	EB	4D	932	1.0158	90	1,299	1710	38	6	44	1,342	NO	NO	FALSE
	Central Blvd	Maplewood Dr	WB	4D	668	1.0158	102	968	1710	100	4	103	1,072	YES	NO	FALSE

TABLE TR-4 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[6]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Indiantown Rd	Florida Turnpike	I-95 Interchange	EB	6D	1,743	1.0158	441	2,702	2570	69	14	84	2,786	NO	YES	FALSE
	Florida Turnpike	I-95 Interchange	WB	6D	2,558	1.0158	445	3,763	2570	183	9	192	3,955	YES	YES	True
	I-95 Interchange	Central Blvd	EB	6D	2,412	1.0158	379	3,507	2570	25	3	28	3,536	NO	YES	FALSE
	I-95 Interchange	Central Blvd	WB	6D	2,478	1.0158	385	3,599	2570	66	2	68	3,667	NO	YES	FALSE
	Central Blvd	Center St	EB	6D	1,920	1.0158	370	2,860	2570	6	3	9	2,869	NO	YES	FALSE
	Central Blvd	Center St	WB	6D	2,182	1.0158	374	3,204	2570	17	2	18	3,223	NO	YES	FALSE
	Center St	Military Trail	EB	6D	1,569	1.0158	374	2,409	2570	6	3	9	2,418	NO	NO	FALSE
	Center St	Military Trail	WB	6D	1,954	1.0158	381	2,915	2570	17	2	18	2,934	NO	YES	FALSE
	Military Trail	SR 811	EB	6D	1,574	1.0158	260	2,302	2570	50	4	54	2,355	NO	NO	FALSE
	Military Trail	SR 811	WB	6D	1,466	1.0158	275	2,176	2570	19	6	25	2,201	NO	NO	FALSE
	SR 811	US 1	EB	6D	1,151	1.0158	184	1,677	2570	83	6	89	1,765	NO	NO	FALSE
	SR 811	US 1	WB	6D	1,291	1.0158	207	1,881	2570	32	9	40	1,922	NO	NO	FALSE
	US 1	SR A1A	EB	4	436	1.0158	26	592	1710	17	0	17	608	NO	NO	FALSE
	US 1	SR A1A	WB	4	620	1.0158	25	829	1710	6	0	6	835	NO	NO	FALSE
Maplewood Dr	Indian Creek Blvd	Toney Penna Dr	NB	2	499	1.0158		647	810	17	2	18	666	NO	NO	FALSE
	Indian Creek Blvd	Toney Penna Dr	SB	2	429	1.0158		556	810	6	3	9	566	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	NB	4D	648	1.0158		840	1710	33	2	35	876	NO	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SN	4D	564	1.0158		732	1710	13	3	15	747	NO	NO	FALSE
McArthur Blvd	Northlake Blvd	Holly Dr	NB	2	482	1.0158		625	810	13	9	21	646	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	2	388	1.0158		503	810	33	6	39	542	NO	NO	FALSE
Military Trail	Northlake Blvd	Holly Dr	NB	6D	1,761	1.0158	142	2,426	2570	76	17	93	2,519	NO	NO	FALSE
	Northlake Blvd	Holly Dr	SB	6D	1,663	1.0158	208	2,365	2570	199	11	210	2,575	YES	YES	True
	Holly Dr	PGA Blvd	NB	6D	2,072	1.0158	238	2,925	2570	114	32	145	3,071	YES	YES	True
	Holly Dr	PGA Blvd	SB	6D	1,718	1.0158	267	2,495	2570	299	20	319	2,815	YES	YES	True
	PGA Blvd	I-95	NB	6D	1,783	1.0158	487	2,800	2570	126	109	235	3,035	YES	YES	True
	PGA Blvd	I-95	SB	6D	1,500	1.0158	556	2,502	2570	332	71	403	2,904	YES	YES	True
	I-95	Hood Rd	NB	6D	1,039	1.0158	487	1,835	2570	164	129	293	2,128	YES	NO	FALSE
	I-95	Hood Rd	SB	6D	1,086	1.0158	641	2,050	2570	432	84	515	2,565	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	895	1.0158	418	1,579	2570	498	7	505	2,084	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,036	1.0158	401	1,745	2570	189	11	201	1,946	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	NB	6D	1,378	1.0158	360	2,147	2570	100	11	111	2,258	NO	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	6D	1,577	1.0158	374	2,419	2570	38	17	55	2,475	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	6D	1,333	1.0158	332	2,061	2570	100	9	109	2,170	NO	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	6D	1,276	1.0158	328	1,983	2570	38	14	52	2,035	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	6D	1,209	1.0158	315	1,883	2570	83	9	92	1,975	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	6D	883	1.0158	298	1,443	2570	32	14	46	1,489	NO	NO	FALSE
Northlake Blvd	Beeline Hwy	Ryder Cup Blvd	EB	6D	750	1.0158	80	1,053	2570	6	3	9	1,062	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd	WB	6D	1,438	1.0158	16	1,881	2570	17	2	18	1,900	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	EB	6D	1,159	1.0158	80	1,583	2570	19	3	22	1,605	NO	NO	FALSE
	Ryder Cup Blvd	Haverhill Rd	WB	6D	1,861	1.0158	92	2,506	2570	50	2	52	2,557	NO	NO	FALSE
	Haverhill Rd	Military Trail	EB	6D	1,513	1.0158	88	2,050	2570	19	3	22	2,072	NO	NO	FALSE
	Haverhill Rd	Military Trail	WB	6D	2,266	1.0158	100	3,039	2570	50	2	52	3,091	NO	YES	FALSE
	Military Trail	I-95	EB	6D	1,790	1.0158	165	2,487	2570	13	6	18	2,505	NO	NO	FALSE
	Military Trail	I-95	WB	6D	2,091	1.0158	146	2,858	2570	33	4	37	2,895	NO	YES	FALSE
	I-95	Congress Ave	EB	6D	1,807	1.0158	396	2,740	2570	100	9	109	2,849	NO	YES	FALSE
	I-95	Congress Ave	WB	6D	2,366	1.0158	480	3,549	2570	38	14	52	3,601	NO	YES	FALSE
	Congress Ave	SR 811	EB	6D	1,941	1.0158	441	2,959	2570	66	6	72	3,031	NO	YES	FALSE
	Congress Ave	SR 811	WB	6D	1,882	1.0158	388	2,829	2570	25	9	34	2,863	NO	YES	FALSE
	[6]SR 811	Prosperity Farms Rd	EB	6D	1,684	1.0158	421	2,616	2570	33	6	39	2,655	NO	YES	FALSE
	[6]SR 811	Prosperity Farms Rd	WB	6D	1,590	1.0158	333	2,406	2570	13	9	21	2,427	NO	NO	FALSE

TABLE TR-4 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Northlake Blvd	[1]Prosperity Farms Rd	Southwind Dr	EB	6D	1,348	1.0158	376	2,133	2570	0	0	0	2,133	NO	NO	FALSE
	[1]Prosperity Farms Rd	Southwind Dr	WB	6D	1,524	1.0158	325	2,312	2570	0	0	0	2,312	NO	NO	FALSE
	Southwind Dr	US 1	EB	6D	1,131	1.0158	376	1,843	2570	33	6	39	1,882	NO	NO	FALSE
	Southwind Dr	US 1	WB	6D	1,259	1.0158	325	1,958	2570	13	9	21	1,979	NO	NO	FALSE
PGA Blvd	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	EB	2	181	1.0158	469	704	860	6	9	15	719	NO	NO	FALSE
	Beeline Hwy	Ryder Cup Blvd (Jog Rd)	WB	2	182	1.0158	104	340	860	17	6	22	362	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	EB	4D	914	1.0158	445	1,630	1710	13	26	38	1,669	NO	NO	FALSE
	Ryder Cup Blvd (Jog Rd)	Florida Turnpike	WB	4D	964	1.0158	157	1,407	1710	33	17	50	1,457	NO	NO	FALSE
	Florida Turnpike	Central Blvd	EB	6D	1,895	1.0158	373	2,831	2570	139	37	176	3,007	YES	YES	True
	Florida Turnpike	Central Blvd	WB	6D	2,050	1.0158	357	3,016	2570	365	24	389	3,405	YES	YES	True
	Central Blvd	Military Trail	EB	6D	1,719	1.0158	334	2,564	2570	100	20	120	2,684	NO	YES	FALSE
	Central Blvd	Military Trail	WB	6D	2,208	1.0158	358	3,222	2570	38	32	69	3,291	NO	YES	FALSE
	Military Trail	I-95	EB	6D	1,831	1.0158	289	2,664	2570	100	65	165	2,829	YES	YES	True
	Military Trail	I-95	WB	6D	2,126	1.0158	402	3,160	2570	38	100	138	3,298	YES	YES	True
	[1]I-95	SR 811	EB	8D	2,385	1.0158	249	3,358	3330	166	11	177	3,535	YES	YES	True
	[1]I-95	SR 811	WB	8D	3,003	1.0158	346	4,260	3330	63	17	80	4,341	NO	YES	FALSE
	SR 811	Gardens Mall	EB	6D	1,788	1.0158	255	2,574	2570	166	11	177	2,751	YES	YES	True
	SR 811	Gardens Mall	WB	6D	2,536	1.0158	284	3,573	2570	63	17	80	3,654	NO	YES	FALSE
	Gardens Mall	Prosperity Farms Rd	EB	6D	1,528	1.0158	251	2,233	2570	166	11	177	2,410	YES	NO	FALSE
	Gardens Mall	Prosperity Farms Rd	WB	6D	1,785	1.0158	200	2,515	2570	63	17	80	2,596	NO	YES	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	EB	6D	1,487	1.0158	131	2,060	2570	83	0	83	2,143	NO	NO	FALSE
	Prosperity Farms Rd	Ellison-Wilson Rd	WB	6D	1,938	1.0158	83	2,597	2570	32	0	32	2,628	NO	YES	FALSE
	Ellison Wilson Rd	Federal Hwy	EB	6D	966	1.0158	53	1,312	2570	66	0	66	1,379	NO	NO	FALSE
	Ellison Wilson Rd	Federal Hwy	WB	6D	1,136	1.0158	31	1,512	2570	25	0	25	1,537	NO	NO	FALSE
Prosperity Farms Rd	Northlake Blvd	Lighthouse Dr	NB	3	794	1.0158	49	1,079	810	0	0	0	1,079	NO	YES	FALSE
	Northlake Blvd	Lighthouse Dr	SB	3	726	1.0158	63	1,005	810	0	0	0	1,005	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	NB	3	890	1.0158	43	1,197	810	0	3	3	1,200	NO	YES	FALSE
	Lighthouse Dr	Burns Rd	SB	3	759	1.0158	74	1,058	810	0	2	2	1,060	NO	YES	FALSE
	Burns Rd	PGA Blvd	NB	5	1,015	1.0158	58	1,374	1710	13	3	15	1,390	NO	NO	FALSE
	Burns Rd	PGA Blvd	SB	5	892	1.0158	36	1,193	1710	33	2	35	1,228	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	NB	4D	878	1.0158	54	1,193	1710	6	17	24	1,216	NO	NO	FALSE
	PGA Blvd	Gardens Blvd	SB	4D	663	1.0158	42	902	1710	17	11	28	930	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	NB	2	375	1.0158	50	536	810	6	17	24	560	NO	NO	FALSE
	Gardens Blvd	Donald Ross Rd	SB	2	385	1.0158	53	552	810	17	11	28	580	NO	NO	FALSE
RCA Blvd	Alt A1A	Prosperity Farms Rd	EB	2	340	1.0158	171	612	810	17	4	20	632	NO	NO	FALSE
	Alt A1A	Prosperity Farms Rd	WB	2	494	1.0158	121	762	810	6	6	12	774	NO	NO	FALSE
SR 811	Northlake Blvd	Lighthouse Dr	NB	4D	1,079	1.0158	77	1,477	1710	44	34	79	1,555	NO	NO	FALSE
	Northlake Blvd	Lighthouse Dr	SB	4D	892	1.0158	121	1,278	1710	116	22	139	1,416	YES	NO	FALSE
	Lighthouse Dr	Burns Rd	NB	4D	1,144	1.0158	86	1,570	1710	63	52	115	1,685	YES	NO	FALSE
	Lighthouse Dr	Burns Rd	SB	4D	979	1.0158	171	1,441	1710	166	33	199	1,640	YES	NO	FALSE
	Burns Rd	RCA Blvd	NB	4D	1,202	1.0158	129	1,688	1710	32	57	89	1,777	YES	YES	True
	Burns Rd	RCA Blvd	SB	4D	1,029	1.0158	186	1,521	1710	83	37	120	1,641	YES	NO	FALSE
	RCA Blvd	PGA Blvd	NB	6D	1,621	1.0158	272	2,375	2570	38	69	107	2,481	NO	NO	FALSE
	RCA Blvd	PGA Blvd	SB	6D	851	1.0158	297	1,401	2570	100	45	144	1,545	YES	NO	FALSE
	PGA Blvd	Hood Rd	NB	6D	1,550	1.0158	417	2,427	2570	76	89	165	2,592	YES	YES	True
	PGA Blvd	Hood Rd	SB	6D	1,216	1.0158	435	2,012	2570	199	58	257	2,269	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	NB	6D	1,333	1.0158	246	1,975	2570	17	20	37	2,012	NO	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	6D	1,256	1.0158	174	1,803	2570	6	32	38	1,841	NO	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	NB	6D	1,216	1.0158	103	1,680	2790	199	20	220	1,900	YES	NO	FALSE
	Donald Ross Rd	Toney Penna Dr	SB	6D	1,142	1.0158	89	1,570	2790	76	32	107	1,678	NO	NO	FALSE

TABLE TR-4 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
SR 811	Toney Penna Dr	Indiantown Rd	NB	6D	1,387	1.0158	77	1,876	2570	166	13	179	2,055	YES	NO	FALSE
	Toney Penna Dr	Indiantown Rd	SB	6D	1,152	1.0158	85	1,579	2570	63	20	83	1,662	NO	NO	FALSE
	Indiantown Rd	Center St	NB	6D	1,526	1.0158	80	2,059	2570	100	11	111	2,170	NO	NO	FALSE
	Indiantown Rd	Center St	SB	6D	1,098	1.0158	78	1,502	2570	38	17	55	1,557	NO	NO	FALSE
	Center St	US 1	NB	6D	1,788	1.0158	81	2,400	2570	100	9	109	2,509	NO	NO	FALSE
	Center St	US 1	SB	6D	1,365	1.0158	68	1,838	2570	38	14	52	1,891	NO	NO	FALSE
Toney Penna Rd	Maplewood Dr	Military Trail	EB	2	422	1.0158	128	675	810	6	3	9	685	NO	NO	FALSE
	Maplewood Dr	Military Trail	WB	2	358	1.0158	152	616	810	17	2	18	635	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	EB	3	380	1.0158	68	561	810	0	0	0	561	NO	NO	FALSE
	Military Trail	Old Dixie Hwy	WB	3	487	1.0158	64	696	810	0	0	0	696	NO	NO	FALSE
Burns Rd	SR 811	Military Trail	EB	4D	662	1.0158	101	960	1710	116	7	124	1,083	YES	NO	FALSE
	SR 811	Military Trail	WB	4D	1,232	1.0158	132	1,730	1710	44	11	56	1,786	NO	YES	FALSE
	Sandalwood Ct.	SR 811	EB	4D	689	1.0158	60	954	1710	33	6	39	992	NO	NO	FALSE
	Sandalwood Ct.	SR 811	WB	4D	871	1.0158	40	1,170	1710	13	9	21	1,191	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood	EB	4D	369	1.0158	53	532	1710	33	6	39	570	NO	NO	FALSE
	Prosperity Farms Rd	Sandalwood	WB	4D	440	1.0158	36	607	1710	13	9	21	628	NO	NO	FALSE
Central Blvd	PGA Blvd	Hood Rd	NB	4D	791	1.0158	478	1,504	1710	189	75	264	1,768	YES	YES	True
	PGA Blvd	Hood Rd	SB	4D	734	1.0158	532	1,484	1710	498	48	546	2,030	YES	YES	True
	Hood Rd	Donald Ross Rd	NB	4D	709	1.0158	474	1,394	1710	139	48	187	1,581	YES	NO	FALSE
	Hood Rd	Donald Ross Rd	SB	4D	589	1.0158	581	1,345	1710	365	75	440	1,785	YES	YES	True
	Donald Ross Rd	Fredrick Small Rd	NB	4D	840	1.0158	269	1,359	1710	166	19	185	1,543	YES	NO	FALSE
	Donald Ross Rd	Fredrick Small Rd	SB	4D	537	1.0158	397	1,094	1710	63	29	92	1,185	YES	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	NB	4D	636	1.0158	199	1,024	1710	100	6	105	1,129	YES	NO	FALSE
	Fredrick Small Rd	Indian Creek Blvd	SB	4D	451	1.0158	160	745	1710	38	9	46	791	NO	NO	FALSE
	Indian Creek Blvd	Indiantown Rd	NB	4D	1,304	1.0158	246	1,937	1710	33	0	33	1,971	NO	YES	FALSE
	Indian Creek Blvd	Indiantown Rd	SB	4D	936	1.0158	182	1,396	1710	13	0	13	1,409	NO	NO	FALSE
Frederick Small Rd	Military Trail	Central Blvd	EB	4D	327	1.0158	73	497	1710	17	4	20	517	NO	NO	FALSE
	Military Trail	Central Blvd	WB	4D	400	1.0158	89	608	1710	6	6	12	620	NO	NO	FALSE
	Alt A1A	Military Trail	EB	2	380	1.0158	87	580	810	17	2	18	598	NO	NO	FALSE
	Alt A1A	Military Trail	WB	2	462	1.0158	67	666	810	6	3	9	675	NO	NO	FALSE
Ellison-Wilson Rd	Universe Blvd	PGA Blvd	NB	2	396	1.0158	52	566	810	6	3	9	575	NO	NO	FALSE
	Universe Blvd	PGA Blvd	SB	2	579	1.0158	43	794	810	17	2	18	812	NO	YES	FALSE
	Donald Ross Rd	Juno Isles Blvd	NB	2	504	1.0158	54	708	810	6	3	9	717	NO	NO	FALSE
	Donald Ross Rd	Juno Isles Blvd	SB	2	173	1.0158	51	275	810	17	2	18	294	NO	NO	FALSE
[4]Hood Rd	Jog Rd	West Project Drive	EB	2	234	1.0158	78	382	810	25	57	83	464	YES	NO	FALSE
	Jog Rd	West Project Drive	WB	2	256	1.0158	97	429	810	66	37	104	533	YES	NO	FALSE
	West Project Drive	Parkside Dr	EB	2	234	1.0158	78	382	810	25	335	360	742	YES	NO	FALSE
	West Project Drive	Parkside Dr	WB	2	256	1.0158	97	429	810	66	517	583	1,012	YES	YES	True
	Parkside Dr	Central Blvd	EB	2	234	1.0158	78	382	810	315	279	594	976	YES	YES	True
	Parkside Dr	Central Blvd	WB	2	256	1.0158	97	429	810	120	431	550	979	YES	YES	True
Jog Rd	[6][7]Donald Ross Rd	Hood Rd	NB	2	35	1.0158		45	810	17	7	24	69	NO	NO	FALSE
	[6][7]Donald Ross Rd	Hood Rd	SB	2	52	1.0158		67	810	6	11	18	85	NO	NO	FALSE
	[6]Hood Rd	PGA Blvd	NB	2	90	1.0158	10	128	810	13	46	59	186	YES	NO	FALSE
	[6]Hood Rd	PGA Blvd	SB	2	416	1.0158	12	557	810	33	30	63	620	YES	NO	FALSE
Ryder Cup Blvd (Jog Rd)	[6]PGA Blvd	Northlake Blvd	NB	2	522	1.0158		680	810	6	3	9	690	NO	NO	FALSE
	[6]PGA Blvd	Northlake Blvd	SB	2	368	1.0158		480	810	17	2	18	498	NO	NO	FALSE
Parkside Drive	[6]Universe Blvd	Donald Ross Rd	NB	4	412	1.0158		534	1710	149	15	164	699	YES	NO	FALSE
	[6]Universe Blvd	Donald Ross Rd	SB	4	329	1.0158		427	1710	57	23	80	506	NO	NO	FALSE

TABLE TR-4 PM
PM PEAK-HOUR/PEAK-DIRECTION ANALYSIS - PHASE 4 - YEAR 2028

Segment	From	To	Direction	Lanes	PBCO 2008 PM Peak Hour	Growth Rate[9]	Committed Volume	Back Ground Traffic	LOS Threshold	Project Trips East of I-95	Project Trips west of I-95	Total Project Trips	Total Traffic	Project Impact >5%	Exceeds LOS Threshold	Requires Mitigation
Heights Blvd	[6]Frederick Small Rd	Donald Ross Rd	NB	2	439	1.0158		569	810	33	2	35	604	NO	NO	FALSE
	[6]Frederick Small Rd	Donald Ross Rd	SB	2	186	1.0158		241	810	13	3	15	257	NO	NO	FALSE
Grandiflora Rd	[6]Parkside Dr	Central Blvd	EB	2	123	1.0158		160	810	1129	2	1131	1,290	YES	YES	True
	[6]Parkside Dr	Central Blvd	WB	2	49	1.0158		64	810	429	3	432	496	YES	NO	FALSE
	[6]Central Blvd	Military Trail	EB	2	38	1.0158		49	810	631	0	631	680	YES	NO	FALSE
	[6]Central Blvd	Military Trail	WB	2	84	1.0158		109	810	240	0	240	349	YES	NO	FALSE
[2]**Florida's Turnpike**	Okeechobee Blvd	[3]Beeline Hwy	NB	4X	2560	1.021	50	4,124	3580	101	57	158	4,282	NO	YES	FALSE
	Okeechobee Blvd	[3]Beeline Hwy	SB	4X	3240	1.021	116	5,272	3580	266	37	303	5,574	YES	YES	True
	[3]Beeline Hwy	PGA Blvd	NB	4X	2320	1.021	61	3,753	3580	101	57	158	3,911	NO	YES	FALSE
	[3]Beeline Hwy	PGA Blvd	SB	4X	2900	1.021	155	4,770	3580	266	37	303	5,072	YES	YES	True
	PGA Blvd	Indiantown Rd	NB	4X	1790	1.021	78	2,926	3580	0	0	0	2,926	NO	NO	FALSE
	PGA Blvd	Indiantown Rd	SB	4X	1790	1.021	47	2,895	3580	0	0	0	2,895	NO	NO	FALSE
	Indiantown Rd	Martin County Line	NB	4X	1410	1.021	24	2,268	3580	50	4	54	2,321	NO	NO	FALSE
	Indiantown Rd	Martin County Line	SB	4X	1170	1.021	31	1,893	3580	19	6	25	1,917	NO	NO	FALSE
US 1	McLaren Rd	Northlake Blvd	NB	6D	1,493	1.0158	118	2,054	2570	6	0	6	2,061	NO	NO	FALSE
	McLaren Rd	Northlake Blvd	SB	6D	1,239	1.0158	122	1,729	2570	17	0	17	1,746	NO	NO	FALSE
	PGA Blvd	McLaren Rd	NB	4D	1,280	1.0158	101	1,761	1710	6	0	6	1,768	NO	YES	FALSE
	PGA Blvd	McLaren Rd	SB	4D	997	1.0158	106	1,399	1710	17	0	17	1,416	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	NB	4D	1,370	1.0158	9	1,786	1860	19	6	25	1,811	NO	NO	FALSE
	Donald Ross Rd	Universe Blvd	SB	4D	776	1.0158	7	1,014	1860	50	4	54	1,067	NO	NO	FALSE
	Juno Isles Blvd	PGA Blvd	NB	4D	1,536	1.0158	47	2,039	1860	13	11	24	2,063	NO	YES	FALSE
	Juno Isles Blvd	PGA Blvd	SB	4D	1,253	1.0158	52	1,677	1860	33	7	41	1,718	NO	NO	FALSE
	Marcinski Rd	Donald Ross Rd	NB	4D	1,621	1.0158	6	2,109	1860	100	9	109	2,217	YES	YES	True
	Marcinski Rd	Donald Ross Rd	SB	4D	1,148	1.0158	6	1,495	1860	38	14	52	1,547	NO	NO	FALSE
	Marcinski Rd	Ocean Way	NB	4D	1,359	1.0158	60	1,823	1860	17	9	26	1,849	NO	NO	FALSE
	Marcinski Rd	Ocean Way	SB	4D	1,023	1.0158	73	1,400	1860	6	14	21	1,421	NO	NO	FALSE
	Indiantown Rd	Ocean Way	NB	4D	1,359	1.0158	60	1,823	1860	17	6	22	1,845	NO	NO	FALSE
	Indiantown Rd	Ocean Way	SB	4D	1,023	1.0158	73	1,400	1860	6	9	15	1,415	NO	NO	FALSE
	Indiantown Rd	SR A1A	NB	4D	1,147	1.0158	36	1,524	1860	66	4	70	1,594	NO	NO	FALSE
	Indiantown Rd	SR A1A	SB	4D	827	1.0158	35	1,108	1860	25	6	31	1,139	NO	NO	FALSE
	CR 707	SR A1A	NB	4D	1,147	1.0158	52	1,540	1860	149	13	162	1,702	YES	NO	FALSE
	CR 707	SR A1A	SB	4D	827	1.0158	52	1,125	1860	57	20	77	1,202	NO	NO	FALSE
	CR 707	Tequesta Dr	NB	6D	1,343	1.0158	52	1,794	2790	66	6	72	1,866	NO	NO	FALSE
	CR 707	Tequesta Dr	SB	6D	803	1.0158	57	1,099	2790	25	9	34	1,132	NO	NO	FALSE
	Martin County Line	Tequesta Dr	NB	6D	1,343	1.0158	45	1,787	2790	66	6	72	1,859	NO	NO	FALSE
	Martin County Line	Tequesta Dr	SB	6D	803	1.0158	52	1,094	2790	25	9	34	1,127	NO	NO	FALSE

Source: Palm Beach County 2008 Historic Traffic Growth Table

[1]2007 Data

[2]Traffic Technical Memorandum FPID No. 406143-1. Palm Beach County Widening (North of Lake Worth Rd to Indiantown Rd). Per Kim Samson, 2006 volumes were used as 2008 existing.

[3]Beeline Highway has an interchange also but is SUNPASS only.

[4]See additional information at the end of the table for Hood Rd broken down to include project driveways.

[5]FDOT, Traffic Projection & Turning Movement Report, February 1, 2008.

***FDOT 2007 Disc**

**** Volumes from PGA Blvd to Military Tr were unavailable; Military Tr to Donald Ross Rd volumes were used.**

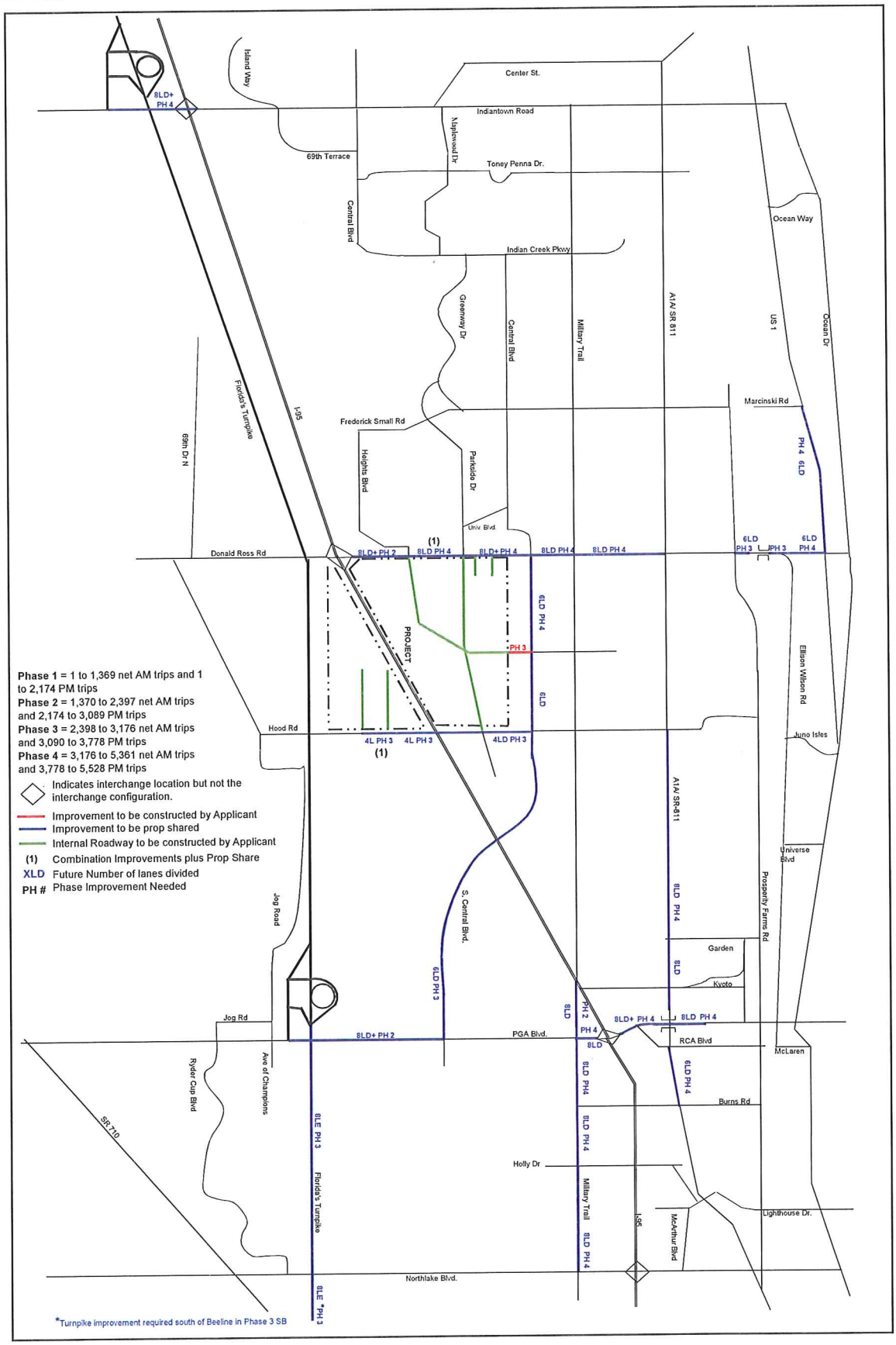
[6]Derived from Turning Movement Counts

[7]Approved future Road

[8]2006 Data

[9]Arterial Growth Rate = Years 1-5 - 0.5%, 6-20 - 1.58%

May 15, 2009

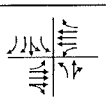
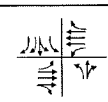
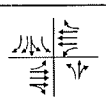
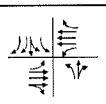
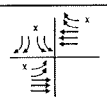
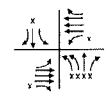
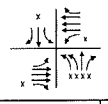
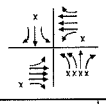
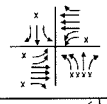
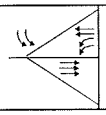
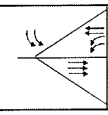
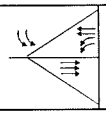
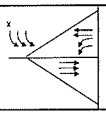
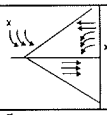
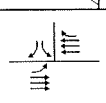
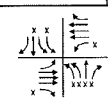
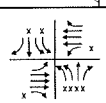
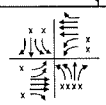
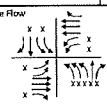
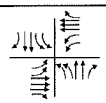
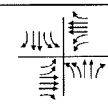
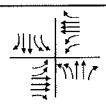
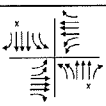
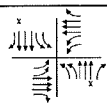
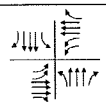
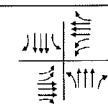
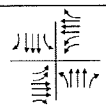
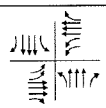
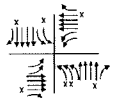
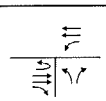
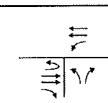
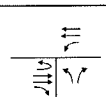
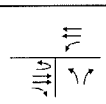
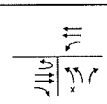
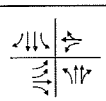
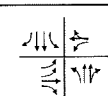
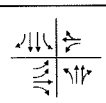
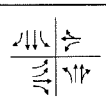
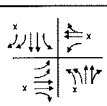
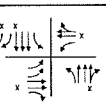
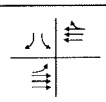
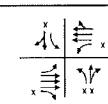
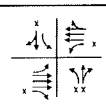
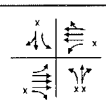
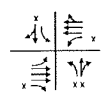
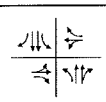
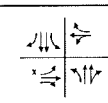
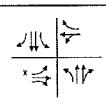
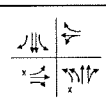
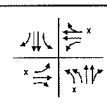
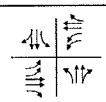
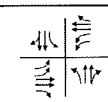
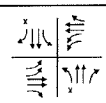
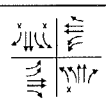
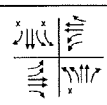
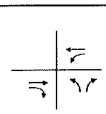
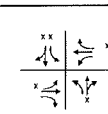
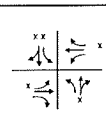
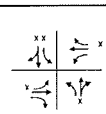
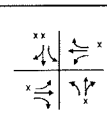
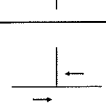
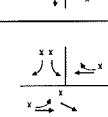
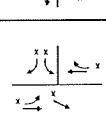
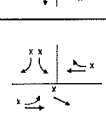
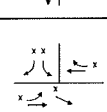
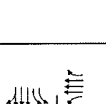
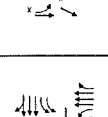
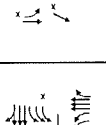
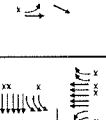
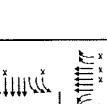


Susan E. O'Rourke, P.E., Inc.
Traffic Engineering, Transportation Planning
(772) 781-7918
REVISED: 05/15/2009
REVISED: 08/24/2009 for Assessment Military from PGA Blvd to I-95

FIGURE TR-3
Roadway Improvements

North
Not to Scale

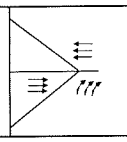
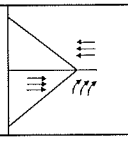
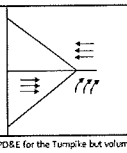
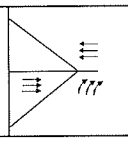
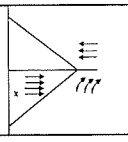
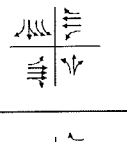
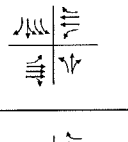
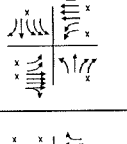
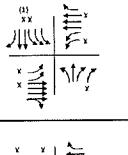
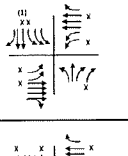
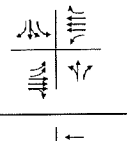
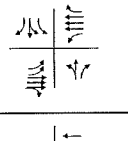
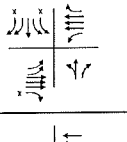
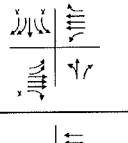
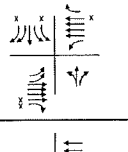
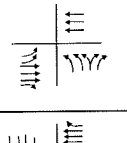
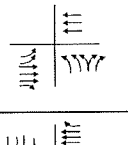
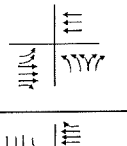
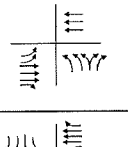
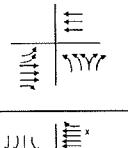
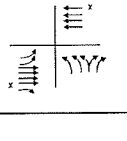
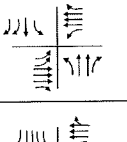
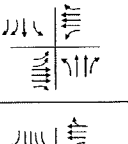
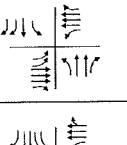
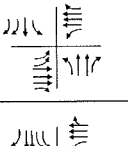
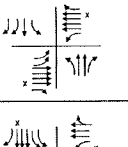
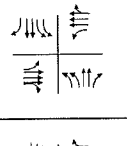
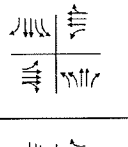
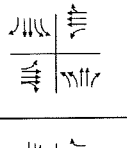
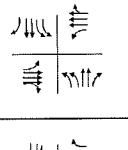
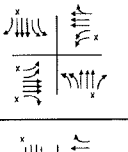
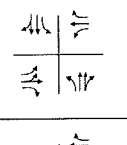
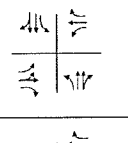
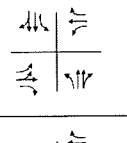
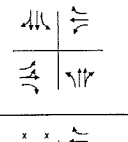
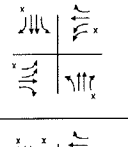
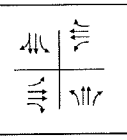
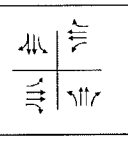
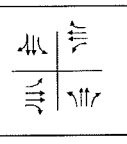
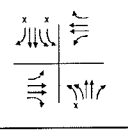
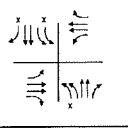
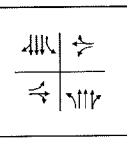
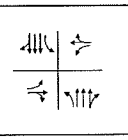
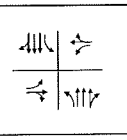
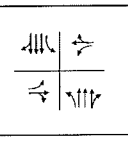
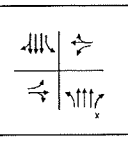
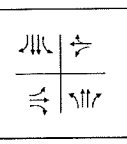
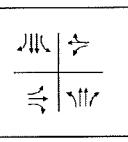
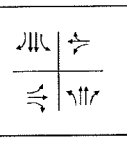
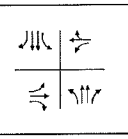
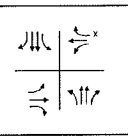
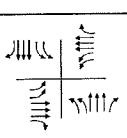
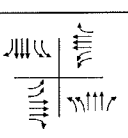
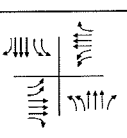
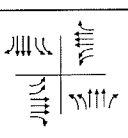
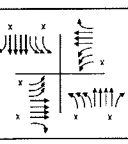
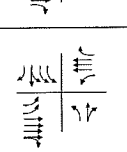
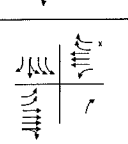
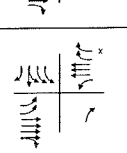
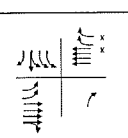
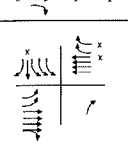
FIGURE TR-4: INTERSECTION IMPROVEMENTS

#	Intersection	Existing + Committed	Phase 1 - 2013	Phase 2 - 2018	Phase 3 - 2023	Phase 4 - 2028	Phase 4 - 2028 ALTERNATIVE
3	Indiantown Rd/ Florida's Turnpike						
8	Donald Ross Rd/ Parkside Dr						
10	Donald Ross Rd/ I-95 SB						
11	Donald Ross Rd/ Heights Blvd					SBR Free Flow 	
12	Donald Ross Rd/ Central Blvd						
13	Donald Ross Rd/ SR-811						
15	Donald Ross Rd/ Ellison Wilson Rd						
16	Donald Ross Rd/ US 1						
17	Donald Ross Rd/ FAU						
19	Grandiflora Rd/ Central Blvd						
21	Hood Rd/ Central Blvd						
22	[1]Hood Rd/ Parkside Dr						
23	Hood Rd/ West Project Dr 1						
25	PGA Blvd/ Military Tr						

X = Additional lanes

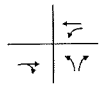
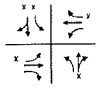
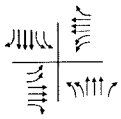
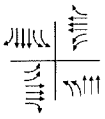
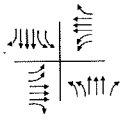
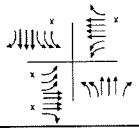
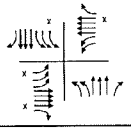
[1]Signalize Phase 2

FIGURE TR-4: INTERSECTION IMPROVEMENTS - CONTINUED

#	Intersection	Existing + Committed	Phase 1 - 2013	Phase 2 - 2018	Phase 3 - 2023	Phase 4 - 2028	Phase 4 - 2028 ALTERNATIVE
26a	PGA Blvd/ I-95 NB						
27	PGA Blvd/ Florida's Turnpike			[1]In the PD&E for the Turnpike but volumes don't warrant 			
28	PGA Blvd/ Central Blvd						
30a	PGA Blvd/ Lake Victoria Gardens (Loop for SR-811)						
30b	PGA Blvd/ Fairchild Gardens Ave						
31	PGA Blvd/ Prosperity Farms						
32	RCA Blvd/ SR-811						
33	Burns Rd/ SR-811						
34	Holly Dr/ Military Tr						
35	Lighthouse Dr/ SR-811						
37	Northlake Blvd/ Military Tr						
38	Okeechobee Blvd/ Florida's Turnpike						

X = Additional lanes

FIGURE TR-4: INTERSECTION IMPROVEMENTS - CONTINUED

#	Intersection	Existing + Committed	Phase 1 - 2013	Phase 2 - 2018	Phase 3 - 2023	Phase 4 - 2028	Phase 4 - 2028 ALTERNATIVE
42	[1]Hood Rd/ Driveway 2 West of I-95						
46	Donald Ross Rd/ Military Tr						
48	Donald Ross/ Driveway 3						

X = Additional lanes

[1]Signalize Phase 2

TABLE TR-5
PROPORTIONATE SHARE
SCRIPPS FLORIDA PHASE II/BRIGER TRACT DRI

Maintaining Agency	Segment	From	To	Direction	Length in Miles	Existing		Proposed		[1]Cost of Improvement	Proportionate Share	
						Lanes	Service Volume	Lanes	Service Volume		Percentage	DRI Contribution
FDOT	Indiantown Rd (FDOT LRE)	Florida Turnpike	I-95 Interchange	EB	0.55	6D	2570	8D+	4840	$ 3,383,729	4.23%	$ 143,100
FDOT	Indiantown Rd (FDOT LRE)	Florida Turnpike	I-95 Interchange	WB	0.55	6D	2570	8D+	4840	$ 3,383,729	3.35%	$ 113,288
FDOT	PGA Blvd * FDOT LRE (SEO'RPE Cost x .694)	SR 811	Gardens Mall	WB	0.39	6D	2570	8D	3330	$ 691,830	11.45%	$ 79,196
FTE	Okeechobee Blvd/ Florida's Turnpike #38 (SEO'RPE Cost)									$ 613,636	17.00%	$ 104,318
											Phase 1 Total	*$ 439,903*
PBCo	Donald Ross Rd (FDOT, PBCO Cost)	I-95 Interchange	Heights	EB	0.19	6D	2570	8D+	4140	$ 3,000,000	63.95%	$ 1,918,471
PBCo	Donald Ross Rd (FDOT, PBCO Cost)	I-95 Interchange	Heights	WB	0.19	6D	2570	8D+	4140	$ 3,000,000	51.08%	$ 1,532,484
PBCo	Military Trail (SEO'RPE Cost)	PGA Blvd	I-95	NB	0.49	6D	2570	8D	3330	$ 1,252,482	19.21%	$ 240,608
FDOT	PGA Blvd (FDOT LRE)	Florida Turnpike	Central Blvd	EB	0.64	6D	2570	8D+	4140	$ 3,845,142	20.57%	$ 791,071
FDOT	PGA Blvd (FDOT LRE)	Florida Turnpike	Central Blvd	WB	0.64	6D	2570	8D+	4140	$ 3,845,142	17.32%	$ 666,165
FDOT	PGA Blvd (FDOT LRE SEO'RPE cost x .694)	Military Trail	I-95	EB	0.19	6D	2570	8D	3330	$ 337,045	6.71%	$ 22,618
FDOT	PGA Blvd (FDOT LRE SEO'RPE cost x .694)	Military Trail	I-95	WB	0.19	6D	2570	8D	3330	$ 337,045	3.29%	$ 11,087
FDOT	PGA Blvd (FDOT LRE SEO'RPE cost x .694)	SR 811	Gardens Mall	EB	0.39	6D	2570	8D	3330	$ 691,830	9.08%	$ 62,811
											Phase 2 Total	*$ 5,245,314*
PBCo	Donald Ross Rd (SEO'RPE Cost)	Prosperity Farms Rd	Ellison-Wilson Rd	WB	0.17	4D	1710	6D	2570	$ 406,087	12.21%	$ 49,580
FDOT	Military Trail (SEO'RPE cost)	Holly Dr	PGA Blvd	NB	1.01	6D	2570	8D	3330	$ 2,581,646	20.66%	$ 533,314
PBCo	Military Trail (SEO'RPE cost)	PGA Blvd	I-95	SB	0.49	6D	2570	8D	3330	$ 1,252,482	30.79%	$ 385,632
PBCo	Central Blvd (SEO'RPE cost)	PGA Blvd	Hood Rd	NB	2.03	4D	1710	6D	2570	$ 4,849,161	41.40%	$ 2,007,327
PBCo	Central Blvd (SEO'RPE cost)	PGA Blvd	Hood Rd	SB	2.03	4D	1710	6D	2570	$ 4,849,161	34.42%	$ 1,669,014
PBCo	Hood Rd (PBCo Cost)	West Project Drive	Parkside Dr	WB	0.76	2	810	4D	1710	$ 1,851,330	22.89%	$ 423,749
PBCo	Hood Rd (SEO'RPE Cost)	Parkside Dr	Central Blvd	WB	0.22	2	810	4D	1710	$ 597,148	20.56%	$ 122,747
FTE	Florida's Turnpike (FTE Cost)	Okeechobee Blvd	Beeline Hwy	SB	7.10	4X	3580	8X	7480	$ 55,311,286	3.95%	$ 2,184,087
FTE	Florida's Turnpike (FTE Cost)	Beeline Hwy	PGA Blvd	SB	3.85	4X	3580	8X	7480	$ 22,535,902	3.95%	$ 889,879
FDOT	US 1 (SEO'RPE Cost)	Marcinski Rd	Donald Ross Rd	NB	1.07	4D	1860	6D	2790	$ 2,555,962	4.52%	$ 115,431
FDOT/PBCo	Donald Ross Rd/ Military Trail #46 (SEO'RPE Cost)									$ 409,091	67.64%	$ 276,705
FDOT/PBCo	Burns Road/ Alt A1A #33 (SEO'RPE Cost)									$ 409,091	32.64%	$ 133,523
											Phase 3 Total	*$ 8,790,988*
PBCo	Donald Ross Rd (SEO'RPE Cost)	Heights Blvd	Central Blvd	EB	0.86	6D	2570	8D	3330	$ 2,198,233	29.74%	$ 653,685
PBCo	Donald Ross Rd (SEO'RPE Cost)	Central Blvd	SR 811	EB	0.84	6D	2570	8D	3330	$ 2,147,111	6.32%	$ 135,607
PBCo	Donald Ross Rd (SEO'RPE Cost)	Central Blvd	SR 811	WB	0.84	6D	2570	8D	3330	$ 2,147,111	4.87%	$ 104,530
PBCo	Donald Ross Rd (SEO'RPE Cost)	Prosperity Farms Rd	Ellison-Wilson Rd	EB	0.17	4D	1710	6D	2570	$ 406,087	2.91%	$ 11,805
PBCo	Donald Ross Rd (SEO'RPE Cost)	Ellison-Wilson Rd	US 1	WB	0.49	4D	1710	6D	2570	$ 1,170,487	2.09%	$ 24,499
FDOT	Military Trail (SEO'RPE cost, FDOT Cost little lo	Northlake Blvd	Holly Dr	NB	1.01	6D	2570	8D	3330	$ 2,581,646	13.68%	$ 353,278
FDOT	Military Trail (SEO'RPE cost, FDOT Cost little lo	Northlake Blvd	Holly Dr	SB	1.01	6D	2570	8D	3330	$ 2,581,646	10.92%	$ 281,943
FDOT	Military Trail (SEO'RPE cost, FDOT Cost little lo	Holly Dr	PGA Blvd	SB	1.01	6D	2570	8D	3330	$ 2,581,646	16.45%	$ 424,613
FDOT	PGA Blvd (FDOT LRE, our cost x .694)	I-95	SR 811	EB	0.64	8D	3330	8D+	4840	$ 1,413,633	4.57%	$ 64,596
FDOT	SR 811 (FDOT LRE SEO'RPE Cost x 1.27)	Burns Rd	RCA Blvd	NB	0.52	4D	1710	6D	2570	$ 1,577,530	1.86%	$ 29,349
FDOT	SR 811 (FDOT LRE SEO'RPE Cost x 1.27)	PGA Blvd	Hood Rd	NB	1.57	6D	2570	8D	3330	$ 4,013,055	4.08%	$ 163,690
PBCo	Central Blvd (SEO'RPE cost)	Hood Rd	Donald Ross Rd	NB	1.27	4D	1710	6D	2570	$ 3,033,712	23.60%	$ 716,097
PBCo	Central Blvd (SEO'RPR cost)	Hood Rd	Donald Ross Rd	SB	1.27	4D	1710	6D	2570	$ 3,033,712	18.95%	$ 574,994
PBCo	Hood Rd (PBCo Cost)	West Project Drive	Parkside Dr	EB	0.76	2	810	4D	1710	$ 1,851,330	13.89%	$ 257,150
PBCo	Hood Rd (SEO'RPE Cost)	Parkside Dr	Central Blvd	EB	0.22	2	810	4D	1710	$ 597,148	19.11%	$ 114,122
FTE	Florida's Turnpike (FTE Cost)	Okeechobee Blvd	Beeline Hwy	NB	7.10	4X	3580	8X	7480	$ 55,311,286	3.62%	$ 1,999,716
FTE	Florida's Turnpike (FTE Cost)	Beeline Hwy	PGA Blvd	NB	3.85	4X	3580	8X	7480	$ 22,535,902	3.62%	$ 814,760
FDOT	US 1 (SEO'RPE Cost)	Marcinski Rd	Donald Ross Rd	SB	1.07	4D	1860	6D	2570	$ 2,555,962	7.46%	$ 190,797
FDOT/PBCo	Donald Ross Rd/ Alt A1A #13 (SEO'RPE Cost)									$ 1,840,909	6.71%	$ 123,525
PBCo	Donald Ross Rd/ Ellison-Wilson Rd #15 (SEO'RPE Cost)									$ 204,545	2.50%	$ 5,114
FDOT/PBCo	Donald Ross Rd/ US 1 #16 (SEO'RPE Cost)									$ 409,091	1.78%	$ 7,273
FDOT/PBCo	RCA Blvd/ Alt A1A #32 (SEO'RPE Cost)									$ 613,636	14.44%	$ 88,636
FDOT/PBCo	Lighthouse Dr/ Alt. A1A/ SR-811 #35 (SEO'RPE Cost)									$ 204,545	2.50%	$ 5,114
											Phase 4 Total	*$ 7,144,893*
											GRAND TOTAL	*$ 21,621,098*

NOTE: a. Intersections #3, 10, 25, 27, 28, 31 and 37 included in Link costs.
b. SEO'RPE Costs were developed using FDOT planning costs as noted in the DRI and reviewed by the maintaining agencies.

APPENDIX G

Proportionate Share Payments
Transportation Uniform Standard Rule
Section 9J-2.045(7)(a)3, Florida Administrative Code

PROPORTIONATE SHARE PAYMENTS.

a. This option shall only be available to the extent that any affected extra-jurisdictional local government, or the Florida Department of Transportation for facilities on the State Highway System, agrees to accept proportionate share payments as adequately mitigating the extra-jurisdictional impacts of the development on the significantly impacted state and regional roadways within their jurisdiction. If an affected extra-jurisdictional roadway is under the maintenance authority of the Florida Department of Transportation, then agreement to accept proportionate share payments shall be obtained only from that agency for that roadway. Such an agreement shall be attached as an exhibit to the development order and shall be in the form of either a clearly identified, executed and recorded local government development agreement, consistent with Sections 163.3220 through 163.3243, Florida Statutes; an interlocal agreement; a FDOT joint participation agreement; or a written acceptance by the affected local government governing board or the Florida Department of Transportation, as appropriate.

b. This option is also available to the local government of jurisdiction over the development for those significantly impacted state and regional roadways within their jurisdiction which are not addressed for concurrency by their local Concurrency Management System.

c. The development order shall contain a schedule as set forth in sub-subparagraphs 1.a., b., and c. above, that appropriately addresses each significantly impacted state and regional roadway segment. For significantly impacted state and regional roadways within the area around the development site that are specifically covered by the local government of jurisdiction's Concurrency Management System (CMS), the development order shall ensure that appropriate mitigative measures are clearly and specifically delineated in the development order for each roadway segment, consistent with the concurrency provisions of the in-compliance, adopted local government comprehensive plan and implementing land development regulations of that local government.

d. For each significantly impacted state and regional roadway outside the specified Concurrency Management System area, the development order shall additionally include:

(I) A schedule of the list of the improvements that are needed to be constructed to ensure maintenance of the adopted level of service, an identification of the governmental agency with maintenance responsibility over the improvement, the cost of each needed improvement including right-of-way and other costs for the improvement, the developer's proportional share contribution for the improvement, and any proposed staging of the development.

(II) A date-certain payment provision which requires that, at a minimum, the developer pay his proportionate share contribution to the agency that has maintenance responsibility over the impacted roadway prior to the issuance of any building permits for the stage or phase which will cause or increase the significant impact to that roadway.

(III) A provision which requires that as a condition of accepting the payment of the proportionate share contribution that the receiving governmental agency with maintenance responsibility over the impacted roadway agrees in writing as an exhibit to the development order that the contributed monies shall only be applied towards the construction of one or more of the significantly impacted improvements which are under their jurisdiction and listed in the schedule. If the contributed money to that agency is sufficient to fully construct one or more of the roadway improvements under its jurisdiction that is on the schedule in (I) above, then the receiving governmental agency shall agree, as a condition of acceptance, to expeditiously apply the received monies for the improvement construction.

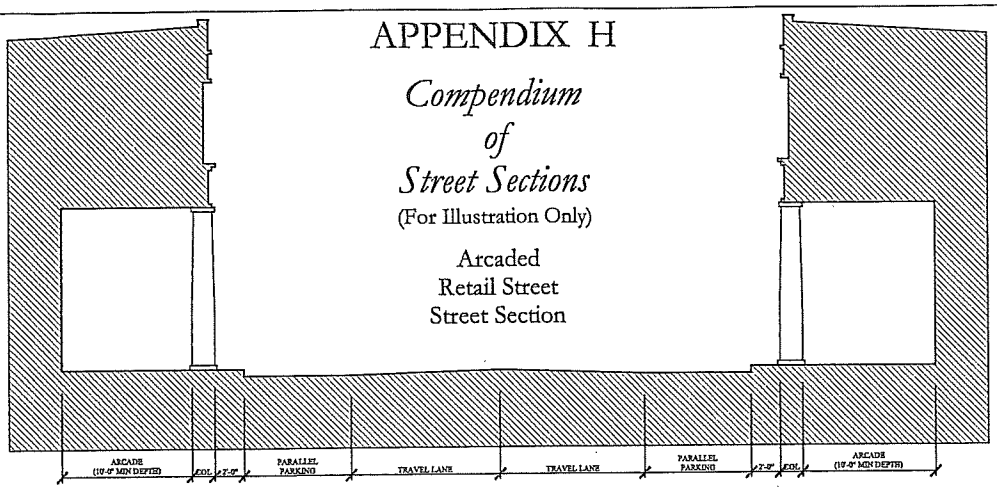
(IV) A provision which requires that development activities and issue of permits therefor immediately cease if the proportionate share contribution is not paid in a timely manner.

(V) A requirement that any proposed delay or change of the proportionate share payment due to a change in the approved development schedule shall require a reanalysis of the proportionate payment amount as part of any schedule approval amendment.

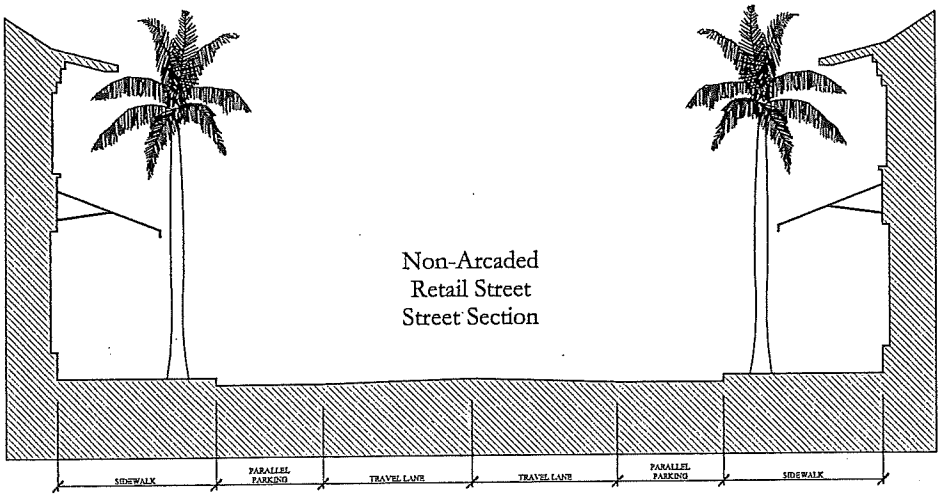
APPENDIX H

Compendium of Street Sections

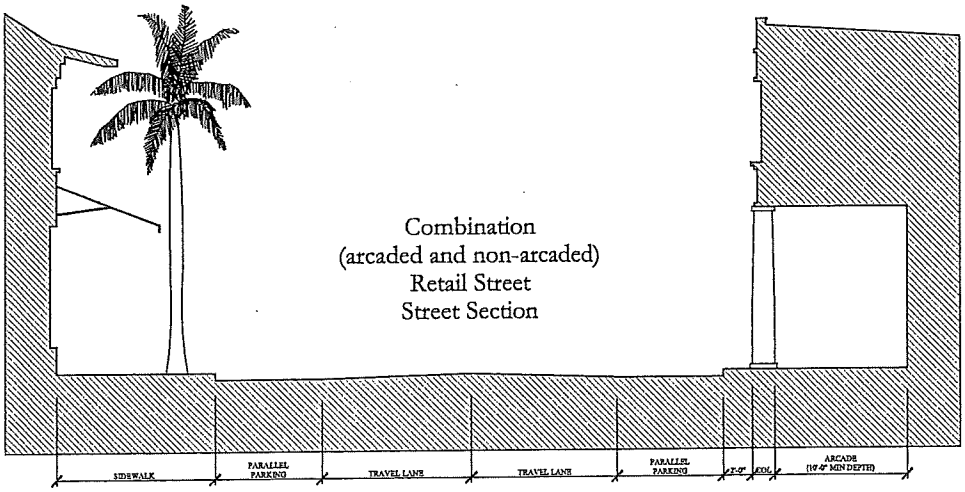
(For Illustration Only)



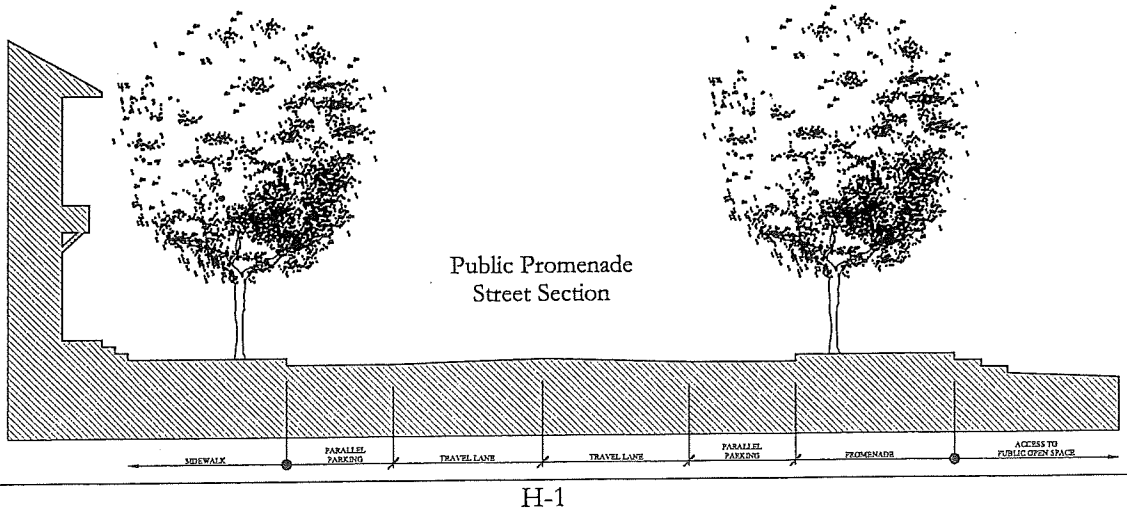
Arcaded
Retail Street
Street Section



Non-Arcaded
Retail Street
Street Section



Combination
(arcaded and non-arcaded)
Retail Street
Street Section



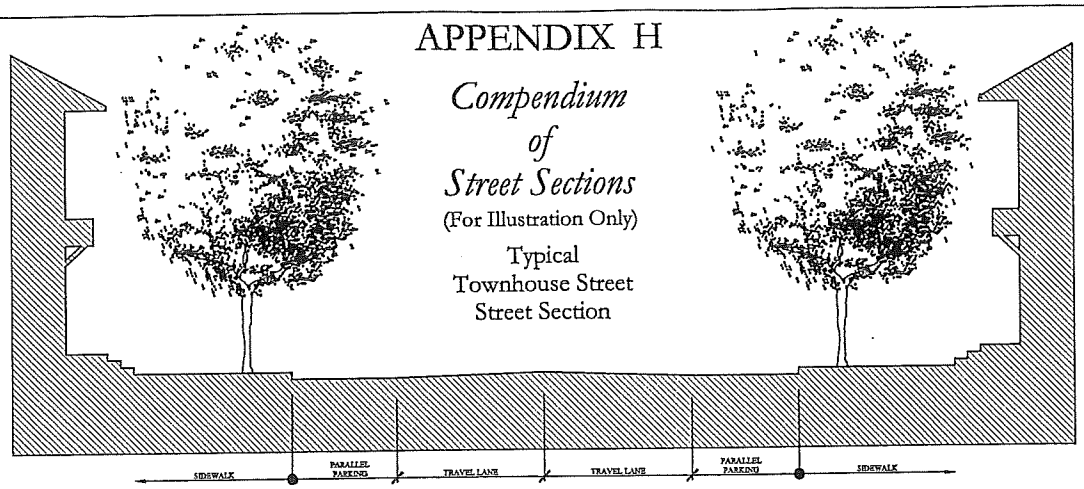
Public Promenade
Street Section

APPENDIX H

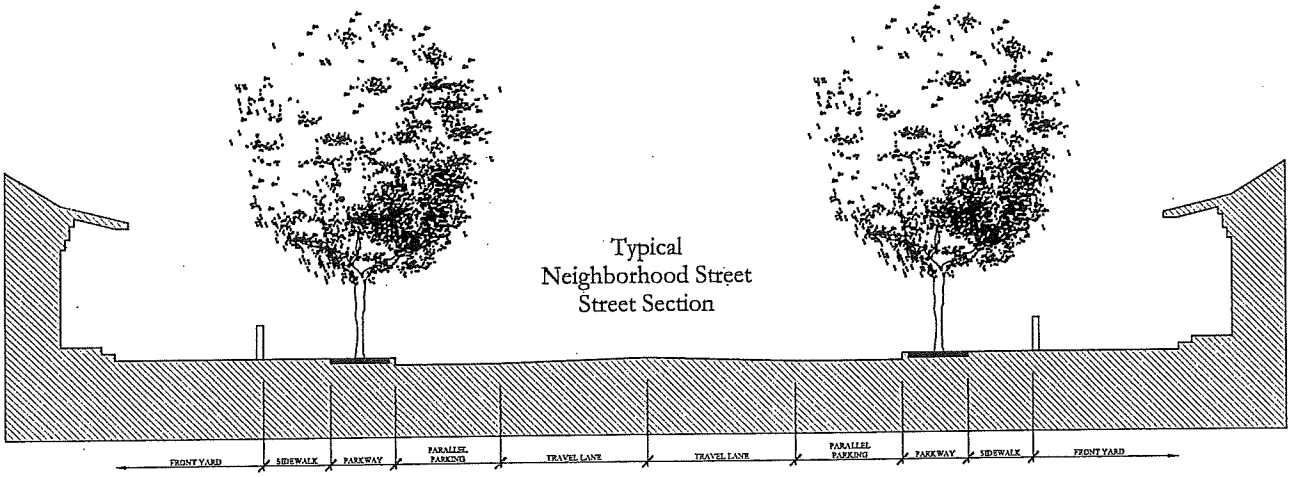
Compendium of Street Sections

(For Illustration Only)

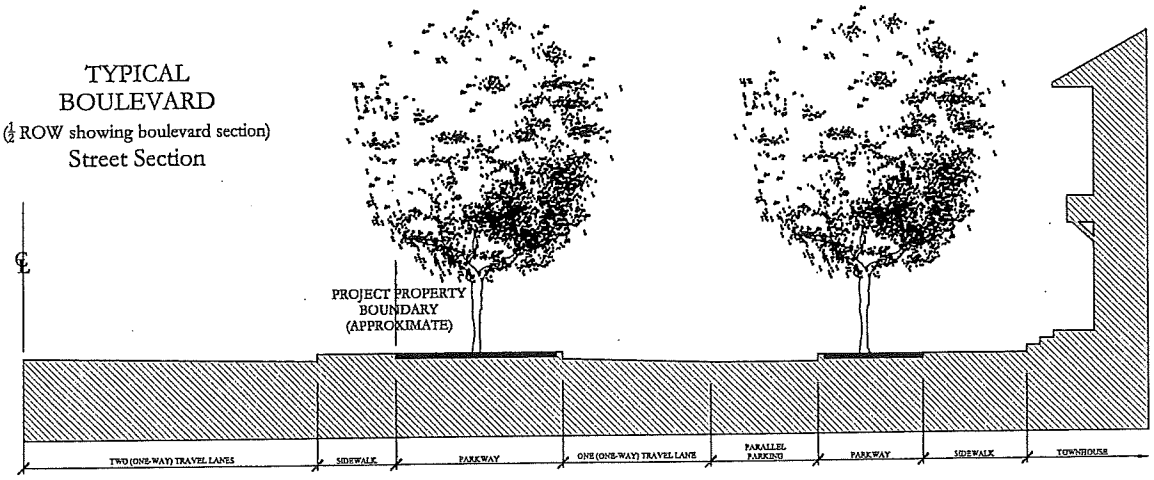
Typical
Townhouse Street
Street Section



Typical
Neighborhood Street
Street Section

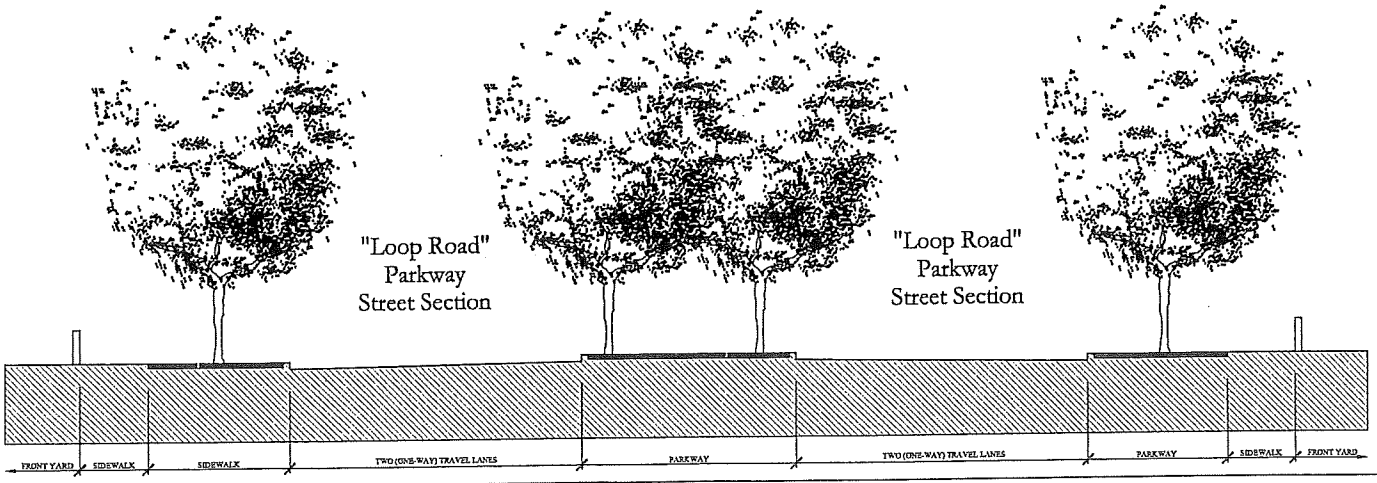


TYPICAL
BOULEVARD
(½ ROW showing boulevard section)
Street Section



"Loop Road"
Parkway
Street Section

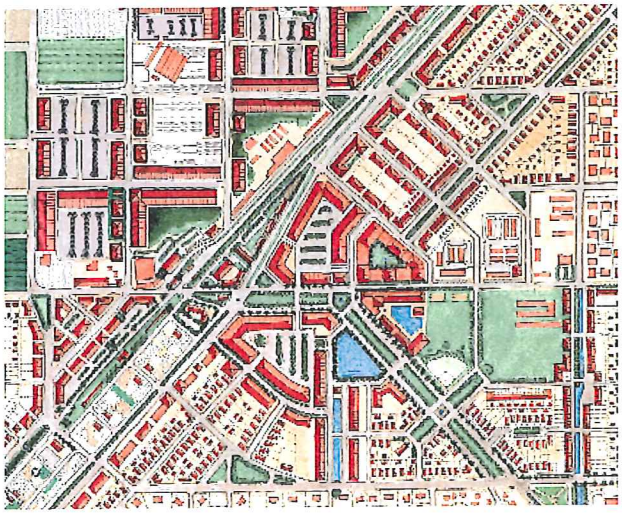
"Loop Road"
Parkway
Street Section



APPENDIX I

COMPONENTS OF THE TRADITIONAL URBAN NEIGHBORHOOD

AUTHENTIC MIXED USE FOR DRIS



COMPONENTS
Of the
TRADITIONAL URBAN NEIGHBORHOOD

American neighborhoods and cities are organisms, which are as complex and unique as the individuals who reside in them. Like people, places grow at different times, at different scales, with differing values and a varying sense of purpose. While it is impossible to generically characterize the human ethos and spirit, there are consistent basic needs like food, water, and shelter, which are fundamental to human existence.

Cities, towns and neighborhoods also require basic elements if they are to provide a memorable and sustainable habitat for their residents. These elements, while they may vary in scale and character from place to place, are consistently found in traditional development patterns. Listed below are the basic components which make up the traditional urban neighborhood.

I. Neighborhood Size

a. The neighborhood is scaled upon a five-minute walking radius (1,350 feet) as measured from the approximate center of the neighborhood.

b. In general, the neighborhood has well-defined edges, and should range between 40 - 150 acres in size. This size may vary depending upon physical and geological conditions.

c. Adjacent neighborhoods are connected with a series of streets detailed to encourage pedestrian and bicycle traffic.

II. Neighborhood Center

a. Each neighborhood has a recognizable center in the form of a public square, a park, a green, or a plaza.

b. The neighborhood center is faced by the fronts of buildings, which are sited to best define the public open space. A minimum of 80% of these buildings has a minimum height of 2 stories in order to achieve adequate spatial definition.

III. Streets, Blocks, and Alleyways

a. The basic building blocks of the neighborhood are the street, the block, and the alleyway. Each neighborhood has a fine-grained network of streets and blocks. Alleyways are encouraged in residential areas

(especially where higher densities occur) and are provided in the mixed-use areas of the neighborhood.

b. Streets are detailed with sidewalks, on-street parallel parking, regularly spaced street trees and pedestrian-scaled lighting. Street trees are placed between the pedestrian and the roadway in parkways or in tree grates.

c. Blocks are scaled to accommodate a variety of building types and encourage pedestrian traffic. Typical block dimensions range between 300' – 500' on a block face and do not exceed 600' on any single block face. Single blocks do not exceed a total perimeter distance of 2,000'.

d. Alleyways provide access for rear-loaded parking, municipal services, loading and unloading of goods, and allows the street face to be inhabited by buildings and people. In residential areas, alleyways provide private entrances and parking for rental units located behind single-family homes.

e. Streets, blocks, and alleyways provide a continuous network of vehicular, pedestrian, and bicycle circulation and are designed to accommodate each in a meaningful way.

f. A hierarchy of streets is provided in the neighborhood. Larger streets have larger buildings and sidewalks; smaller streets have smaller buildings and sidewalks.

g. Streets are designed so the buildings facing a street are proportional to the width of that street. The preferred ratio of height to width proportion is 1:1.5 (1 unit in height to 1.5 units in width).

h. Sidewalks are continuous, provided on both sides of every street, and are a minimum dimension of 5'-0" wide on residential streets and a minimum of 10'-0" on mixed-use streets.

IV. Public Open Spaces

a. Each neighborhood has at least one primary, centrally located public plaza, green, park, or square. This space is faced by the fronts of buildings and is detailed with pedestrian-scaled street lighting, regularly spaced street trees, and street furnishings such as benches and fountains.

b. Streets and public open spaces are accessible to the public.

c. Public open spaces, including waterfronts, parkways and golf courses have public edges so these amenities are not wholly privatized.

d. Each neighborhood has a series of secondary and tertiary public open spaces, which are linked to one another by streets and parkways. Every residential unit is within a five-minute walk of a neighborhood park, green, square, or plaza.

V. Civic and Public Buildings

a. Civic and public buildings are sited on locations of high public visibility and importance. These locations include street terminations, parkways and greens, squares, important intersections, and other special sites.

b. Civic and public buildings include, but are not limited to, municipal buildings, places of worship, meeting halls, hotels and clubhouses, gazebos and other forms of garden architecture.

VI. Mix of Uses

a. Neighborhoods accommodate a mix of uses to support the daily needs of the neighborhood. Varying uses can occur in mixed-use buildings or within walkable distances of each other; not every building must have multiple uses. However, proximity alone is not enough. Streets must be detailed so that pedestrians will walk to different uses.

b. Mixed-use buildings are designed so they can accommodate a variety of uses over time as the local market dictates.

VII. Mix of Housing Prices

a. Neighborhoods provide a variety of housing opportunities to accommodate varying housing prices.

b. The neighborhood provides home-ownership as well as rental housing opportunities in an integrated manner. Rental housing is not concentrated in segregated areas; they are dispersed and filtered into the general neighborhood fabric in a compatible way.

c. The use of accessory or "out" buildings to provide dispersed rental housing, or other accessory uses, within the single-family fabric is critical to the overall sustainability of the neighborhood.

VIII. Building Types

a. Housing types are defined by building typologies (single family, multi-family, townhouse, mixed-use, etc) so that they can be logically and fairly distributed throughout the neighborhood.

b. Building types of like scale, massing, and uses face one another on any given street. Differing building types may be placed back-to-back on a single block.

c. The primary entrance of every building directly faces a street, a square, a park, a plaza, or a green.

IX. Parking

a. All streets have on-street parking, which should be counted towards meeting parking requirements.

b. All surface parking lots are screened from the street view with buildings, garden walls, and/or landscaping.

c. Parking structures are located to the interior of the block and are completely screened by buildings with habitable uses for all floors.

d. All on-site parking is located behind the primary building façade. Civic, cultural, and clubhouse buildings are exempted from this provision.

e. For residential lots 50' wide or less, parking is accessed from the rear alleyway.

APPENDIX J

Fiscal Impact Analysis

Background

The purpose of fiscal impact analysis is to estimate the impact of a development or a land use change on the costs and revenues to local governments serving the development. Fiscal impact analysis is a tool that enables local governments to estimate the difference between the costs of providing services to a new development and the revenues—taxes and user fees, for example—that will be generated by the development. It is important to realize fiscal impact analysis only deals with the public costs and revenues associated with a project and does not take into account the fiscal impact on the private sector. This type of analysis only seeks to quantify the cumulative effect on a local government's revenues and expenses that are affected by a development.

The Florida Department of Community Affairs developed a Fiscal Impact Analysis Model (FIAM) by contractual arrangement with Fishkind & Associates, Inc. The model has been made available to local governments in the Treasure Coast Region and throughout the State of Florida. FIAM is designed to serve as the prototype fiscal impact assessment tool for local governments in Florida. FIAM provides estimates for the effects of land use decisions on both the operating budget and capital budget of the local government. The FIAM model is designed to be calibrated with local budget and demographic data for the county that is the subject of the analysis. For this project, the FIAM model is calibrated with current Palm Beach County data.

This analysis uses FIAM to indicate whether the Scripps Florida – Phase II/Briger Tract DRI project would have a positive or negative fiscal impact for the County. Presented here is a summary of total revenues and costs for operating and capital budget items. Results are given in terms of net present values (NPV). The net present value calculation displays how much a future investment is worth in today's dollars. A project's overall NPV is calculated by summing the net capital impact and the net operating impact. A positive NPV generally indicates a good investment.

Summary

The fiscal impact analysis was based upon development of the Scripps Florida – Phase II/Briger Tract DRI property with 600 single family residences, 1,400 multi-family units, 700 rental apartments, 2,600,000 square feet of biotech office space, 1,200,000 square feet of office space, 500,000 square feet of commercial retail space and 300 hotel rooms. The project is estimated to realize higher operating revenues than expenditures over its entire buildout period (Figure 1).

On the capital side, the project's capital revenues are expected to be less than capital outlays over the buildout period (Figure 2). The project's net total fiscal impact is estimated to be $0.5 million (present value), over the next 20 years.

Figure 1
Project Operating Revenues vs. Operating Expenditures
2009-2028

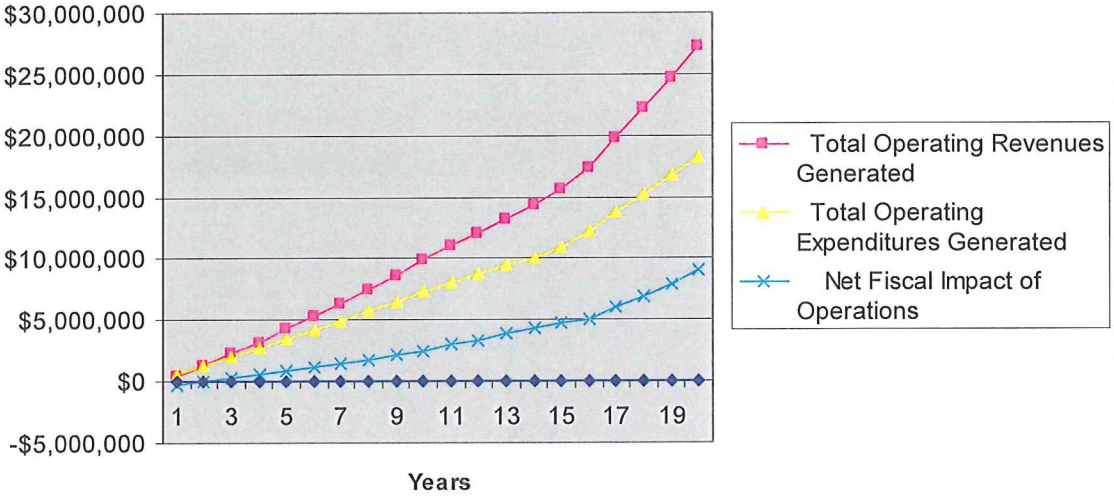
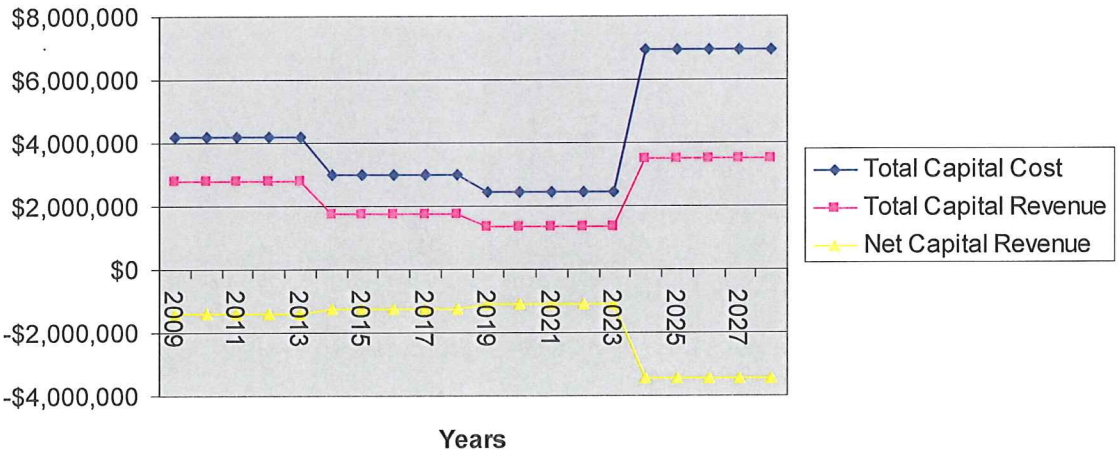


Figure 2
Project Capital Revenues vs. Capital Expenditures
2009-2028



The key fiscal impact analysis assumptions and summary results are presented below:

Palm Beach County
Scripps Florida - Phase II Briger Tract DRI
Summary of Proposed Land Use Change

Land Uses	Units	Volume	Average Value
Single-family	Units	600	440,000
Multifamily	Units	2100	250,000
Mobile Home	Units	0	0
Hotel	Rooms	300	75,000
Retail	Sq. Ft.	500000	83
Biotech Office	Sq. Ft.	2,600,000	200
Office	Sq. Ft.	1,000,000	85
Warehouse	Sq. Ft.	0	0
Industrial	Sq. Ft.	0	0
Instutional/Gov't	Sq. Ft.	0	0
Golf Course	Acres	0	0

Summary of Fiscal Impacts

	Total	Present Value
Total Operating Revenue	$227,112,537	$64,199,989
Total Operating Cost	$162,234,630	$47,462,181
Net Operating Impact	$64,877,907	$16,737,809
95% of Net Operating Impact	$53,522,280	$13,527,809
Total Capital Revenue	$47,063,223	$19,873,685
Total Capital Cost	$83,060,153	$32,892,415
Net Capital Impact	-$35,996,930	-$13,018,730
Net Total Impact	$17,525,350	$509,079

Input Assumptions

Taxable Assessment Ratio	100%	
Homestead Exemption	$25,000	
% Single-Family with Homestead	75%	
% Multifamily with Homestead	25%	
Property Tax Ad Valorem Millage		
Unincorporated	3.7811	Mills
Fire & EMS	2.7794	Mills
Library	0.5441	Mills
Debt Millage	0.291	Mills

'08 Millage rates per Alexis Willhite, Budget (3-08)

TREASURE COAST REGIONAL PLANNING COUNCIL

STAFF

EMPLOYEE	TITLE
Kathryn Boer	Emergency Programs Coordinator
Marlene Brunot-Phillips	Regional Planner/ICR Coordinator
Michael J. Busha	Executive Director
Kim DeLaney	Growth Management Coordinator
Anthea Gianniotes	Urban Design/Town Planner
Sandy Gippert	Accounting Manager
Elizabeth Gulick	Administrative Supervisor
Wynsum Hatton	Planning Technician
Stephanie Heidt	Administrative Assistant
Terry L. Hess	Deputy Director
Diane Hodel	Studio Administrative Assistant
Dana Little	Urban Design Director
Peter G. Merritt	Regional Ecologist
Penny Myszkowski	Secretary/Receptionist
Gregory Vaday	Economic Development Coordinator
Joan Young	Accounting Clerk

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