



November 15, 2017

**Department of Engineering and Public Works**

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Anna Lai, P.E., PTOE  
Simmons & White  
2581 Metroncentre Boulevard, Suite 3  
West Palm Beach, FL 33407



**RE: Addison Professional Centre  
FLUA Amendment Policy 3.5-d Review  
Round 2018-C**

Dear Ms. Lai:

Palm Beach County Traffic Division has reviewed the Comprehensive Plan Amendment Traffic Statement for the proposed Future Land Use Amendment for the above referenced project, dated October 6, 2017, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

**Palm Beach County  
Board of County  
Commissioners**

- Paulette Burdick, Mayor
- Melissa McKinlay, Vice Mayor
- Hal R. Valeche
- Dave Kerner
- Steven L. Abrams
- Mary Lou Berger
- Mack Bernard

**County Administrator**

Verdenia C. Baker

<b>Location:</b>	South of Linton Boulevard, west of S. Jog Road	
<b>PCN:</b>	00-42-46-27-00-000-3160	
<b>Acres:</b>	1.5 acres	
	<b>Current FLU</b>	<b>Proposed FLU</b>
<b>FLU:</b>	Institutional	Commercial High Office (CHO)
<b>Zoning:</b>	Institutional and Public Facilities (IPF)	Commercial High Office (CHO)
<b>Density/ Intensity:</b>	0.45 FAR	0.50 FAR
<b>Maximum Potential:</b>	Hospital Total: 29,403 SF	Medical Office Total: 32,670 SF
<b>Proposed Potential:</b>	N/A	N/A
<b>Net Daily Trips:</b>	712 (maximum - current)	
<b>Net PH Trips:</b>	70 (56/14) AM, 95 (27/68) PM (maximum)	
<i>* Maximum indicates typical FAR and maximum trip generator. Proposed indicates the specific uses and intensities/densities in the zoning application.</i>		

Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment meets Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the maximum potential density shown above.

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Affirmative Action Employer"



Anna Lai, P.E., PTOE  
November 15, 2017  
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Please contact me at 561-684-4030 or email to [qbari@pbcgov.org](mailto:qbari@pbcgov.org) with any questions.

Sincerely,

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

*for:* Quazi Bari, P.E.  
Senior Professional Engineer - Traffic Division

QB:DS/bc

cc: Dominique Simeus, E.I. – Project Coordinator II, Traffic Division  
Steve Bohovsky – Technical Assistant III, Traffic Division  
Lisa Amara – Senior Planner, Planning Division  
Khurshid Mohyuddin – Principal Planner, Planning Division  
Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review  
N:\TRAFFIC\Development Review\Comp Plan\18-CV\Addison Professional Centre.docx

SIMMONS & WHITE  
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407  
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Certificate of Authorization Number 3452



# LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

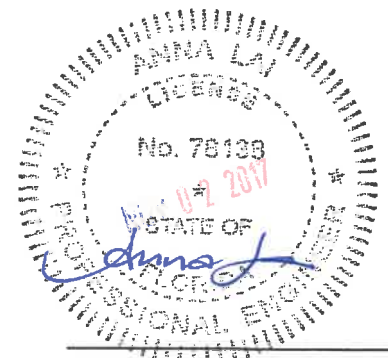
## ADDISON PROFESSIONAL CENTRE 1.5 ACRE LUPA PALM BEACH COUNTY, FLORIDA

### Prepared for:

Azure Development  
290 SE 6<sup>th</sup> Avenue  
Suite 5  
Delray Beach, Florida 33483

Job No. 17-103B

Date: October 6, 2017



Anna Lai, P.E., PTOE  
FL Reg. No. 78138

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## 1.0 SITE DATA

The subject parcel is located on the west side of Jog Road, south of Linton Boulevard in Palm Beach County, Florida and contains approximately 1.5 acres. The Property Control Number (PCN) for the subject parcel is 00-42-46-27-00-000-3160. The subject property is currently designated as Institutional and Public Facilities with underlying Low Residential, 3 dwelling units per acre (IPF/3) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Commercial High Office (CHO). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

## 2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 1.5 acres parcels' land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing IPF/3 future land use designation and the proposed CHO future land use designation:

### IPF/3

The most intensive land use under the existing IPF/3 land use designation is "Hospital". Based on a floor area ratio (FAR) of 45 percent and the site area consisting of 1.5 acres, the maximum allowable building square footage for the designated acreage under the existing IPF/3 land use designation is 29,403 SF calculated as follows:

$$1.5 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.45 = 29,403 \text{ SF}$$

### Hospital (29,403 SF)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing IPF/3 land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 9th Edition. Based on the maximum allowable dwelling units and the accepted traffic generation rates for institutional development, the maximum traffic generation for the property under the existing IPF/3 land use designation may be summarized as follows:

Daily Traffic Generation	=	350 tpd
AM Peak Hour Traffic Generation (In/Out)	=	25 pht (16 In/9 Out)
PM Peak Hour Traffic Generation (In/Out)	=	24 pht (9 In/15 Out)

## 2.0 TRAFFIC GENERATION (CONTINUED)

### CHO

The most intensive land use for the proposed CHO land use designation is "Medical Office". Based on a floor area ratio (FAR) of 50 percent and the site area consisting of 1.5 acres, the maximum allowable building square footage for the designated acreage under the proposed CHO land use designation is 32,670 SF calculated as follows:

$$1.5 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.50 = 32,670 \text{ SF}$$

### Medical Office (32,670 SF)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed CHO land use designation. Based on the maximum allowable building square footage and the accepted traffic generation rates for medical office development, the maximum traffic generation for the property under the proposed CHO land use designation may be summarized as follows:

Daily Traffic Generation	= 1,062 tpd
AM Peak Hour Traffic Generation (In/Out)	= 70 pht (56 In/14 Out)
PM Peak Hour Traffic Generation (In/Out)	= 95 pht (27 In/68 Out)

The increase in daily traffic generation due to the requested change in the parcels' land use designation may be calculated as follows:

Daily Traffic Generation	= 712 tpd INCREASE
AM Peak Hour Traffic Generation	= 45 pht INCREASE
PM Peak Hour Traffic Generation	= 71 pht INCREASE

## 3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 712 trips per day, the radius of development influence determining Year 2040 significant impact shall be the directly accessed link on the first accessed major thoroughfare. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 95 peak hour trips, the radius of development influence for purposes of Test 2 shall be one (1) mile.

## 4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

Figure 1 shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed CHO land use designation.

## 5.0 YEAR 2040 ANALYSIS

Table 3 represents the required Year 2040 Analysis. The total anticipated Year 2040 traffic meets the adopted Level of Service requirements within the project's radius of influence. Therefore, the proposed land use change meets the Year 2040 requirements of the Palm Beach County Comprehensive Plan.

## 6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 4 and 5 represent the required Test 2 Five Year Analysis. As shown in Tables 4 and 5, all roadway links are insignificant. Therefore, the proposed land use change meets the requirements of Test 2 of the Palm Beach County Traffic Performance Standards.

## 7.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed CHO land use designation have been calculated in Table 2 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional distributions for the proposed CHO land use designation may be summarized as follows:

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

AM Peak Hour = 62 / 16  
PM Peak Hour = 30 / 76

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

## 8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will result in an increase in intensity of development from the current future land use designation and will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2040 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Palm Beach County Comprehensive Plan, Transportation Element.

**ADDISON PROFESSIONAL CENTRE**

10/05/17

**TABLE 1  
EXISTING IPF/3 FUTURE LAND USE DESIGNATION - 29,403 SF Hospital**

**Daily Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips	
				In	Out	In	Out	Total	%	Total	In	Out	Total	%	Total	In	Out		Total
Hospital	610	29,403 S.F.	13.22			389					0			389				39	350
<b>Grand Totals:</b>						389					0			389				39	350

**AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips			
				In	Out	In	Out	Total	%	Total	In	Out	Total	%	Total	In	Out		Total		
Hospital	610	29,403 S.F.	0.95	0.63	0.37	18	10	28	0	0	0	0	0	18	10	28	0	3	16	9	25
<b>Grand Totals:</b>						18	10	28	0	0	0	0	0	18	10	28	0	3	16	9	25

**PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips			
				In	Out	In	Out	Total	%	Total	In	Out	Total	%	Total	In	Out		Total		
Hospital	610	29,403 S.F.	0.93	0.38	0.62	10	17	27	0	0	0	0	0	10	17	27	0	3	9	15	24
<b>Grand Totals:</b>						10	17	27	0	0	0	0	0	10	17	27	0	3	9	15	24



**ADDISON PROFESSIONAL CENTRE**

10/05/17

**TABLE 2  
PROPOSED CHO FUTURE LAND USE DESIGNATION - 32,670 SF Medical Office**

**Daily Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips	
				In	Out	In	Out	Total	%	Total	In	Out	Total	%	Total	In	Out	Total	
Medical Office	720	32,670	S.F.	36.13				1,180			0		1,180			10%	118	1,062	
<b>Grand Totals:</b>								1,180			0		1,180			10%	118	1,062	

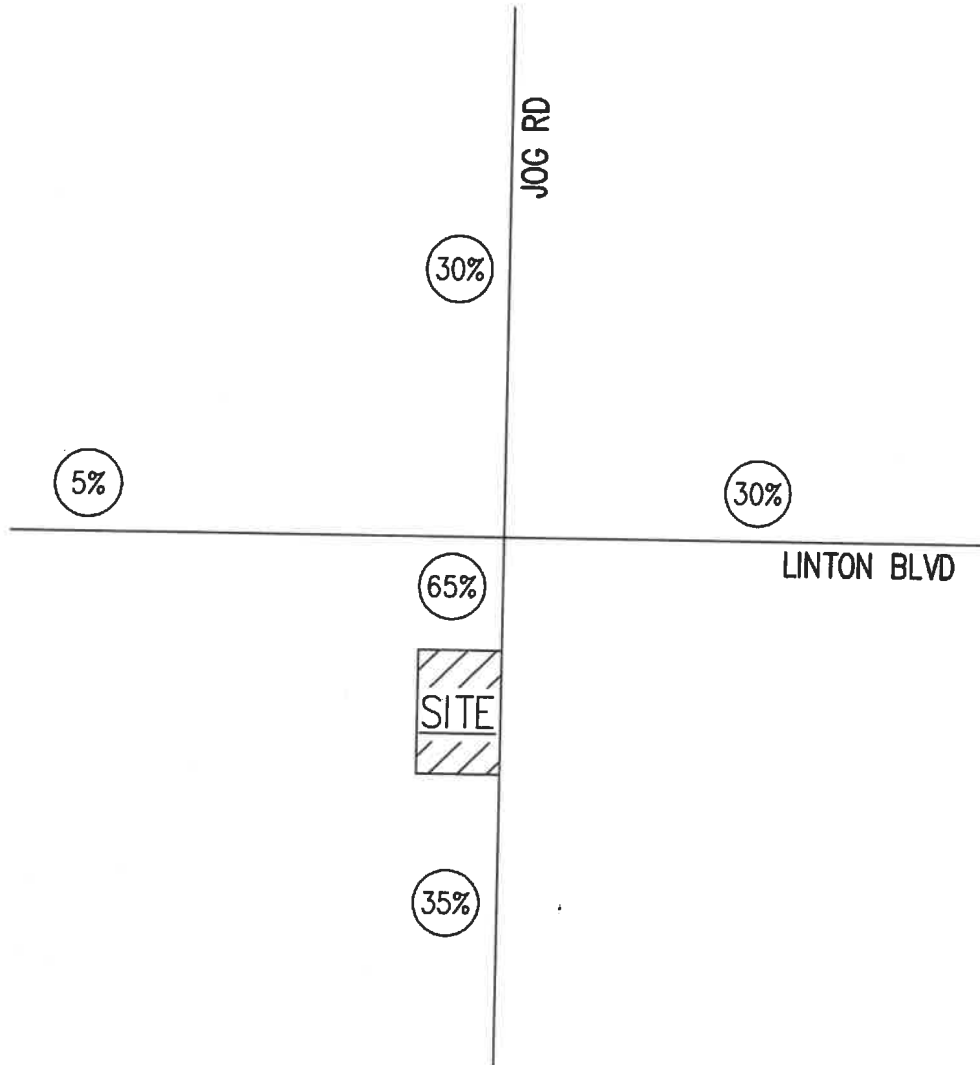
**AM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips		
				In	Out	In	Out	Total	%	Total	In	Out	Total	%	Total	In	Out	Total		
Medical Office	720	32,670	S.F.	2.39		0.79	0.21	62	16	78	0	0	62	16	78	10%	8	56	14	70
<b>Grand Totals:</b>						0.79	0.21	62	16	78	0	0	62	16	78	10%	8	56	14	70

**PM Peak Hour Traffic Generation**

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by Trips			Net Trips		
				In	Out	In	Out	Total	%	Total	In	Out	Total	%	Total	In	Out	Total		
Medical Office	720	32,670	S.F.	$L_n(X) = 0.90 L_n(X) + 1.53$	0.28	0.72	30	76	106	0	0	30	76	106	10%	11	27	68	95	
<b>Grand Totals:</b>						0.28	0.72	30	76	106	0	0	30	76	106	10%	11	27	68	95





**FIGURE 1**  
**PROJECT DISTRIBUTION**

**LEGEND**

 PROJECT DISTRIBUTION

**ADDISON PROFESSIONAL**  
**CENTRE**

17-103B AL 10-05-17

# **APPENDIX A**

## **YEAR 2040 ANALYSIS**

**ADDISON PROFESSIONAL CENTRE**

**TABLE 3  
(YEAR 2040)  
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE**

PROJECT: ADDISON PROFESSIONAL CENTRE  
 EXISTING FUTURE LAND USE DESIGNATION: IPF/3  
 TRIPS PER DAY = 350  
 PROPOSED FUTURE LAND USE DESIGNATION: CHO  
 TRIPS PER DAY = 1,062  
 TRIP INCREASE = 712

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS D CAPACITY	TRIP INCREASE	2040 PBC MPO TRAFFIC VOLUME	TOTAL 2040 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
JOG ROAD	LINTON BOULEVARD	SITE	65%	463	6D	50,300	0.92%	36,200	36,663	0.73	NO
JOG ROAD	SITE	C-15 CANAL	35%	249	6D	50,300	0.50%	36,200	36,449	0.72	NO

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

Station	Roadway	From	To	Owner	Cost Feasible Lanes	Observed 2005 Counts	Observed 2010 Counts	Observed 2015 Counts	2040 SERPM 6.5 Adjusted Volume	2040 SERPM7+ Adjusted Volume
5210	I-95	Atlantic Ave	Woolbright Rd	FDOT	10X	168,268	173,372	0	237,600	202,000
5208	I-95	Woolbright Rd	Boynton Beach Blvd	FDOT	10X	170,303	200,500	0	251,700	227,600
4222	I-95	Boynton Beach Blvd	Gateway Blvd	FDOT	10X	159,770	198,500	0	259,100	225,700
3218	I-95	Gateway Blvd	Hypoluxo Rd	FDOT	10X	142,414	194,500	213,527	197,400	223,500
4220	I-95	Hypoluxo Rd	Lantana Rd	FDOT	10X	157,728	208,000	0	210,000	244,700
4218	I-95	Lantana Rd	6th Ave N	FDOT	10X	161,347	205,800	204,725	219,800	243,100
4216	I-95	6th Ave N	10th Ave N	FDOT	10X	177,036	207,391	200,011	238,900	245,200
3214	I-95	10th Ave N	Forest Hill Blvd	FDOT	10X	162,361	193,500	0	224,500	231,500
3216	I-95	Forest Hill Blvd	Southern Blvd	FDOT	10X	172,757	195,000	240,113	239,700	235,000
3212	I-95	Southern Blvd	Belvedere Rd	FDOT	10X	161,032	158,000	205,661	228,500	193,900
3208	I-95	Belvedere Rd	Okeechobee Bl	FDOT	10X	173,346	190,500	226,407	240,200	231,900
3206	I-95	Okeechobee Bl	Palm Beach Lakes Blvd	FDOT	10X	152,966	165,028	0	198,600	206,500
2206	I-95	Palm Beach Lakes Blvd	45th St	FDOT	10X	145,437	184,399	216,136	185,800	224,900
2204	I-95	45th St	Blue Heron Blvd	FDOT	10X	167,246	152,500	0	213,700	213,400
2202	I-95	Blue Heron Blvd	Northlake Blvd	FDOT	10X	134,280	N/A	0	165,600	201,000
2610	I-95	Northlake Blvd	PGA Blvd	FDOT	10X	115,395	148,500	161,812	155,800	204,200
2200	I-95	PGA Blvd	Military Tr	FDOT	10X	99,721	N/A	0	123,000	147,400
1204	I-95	Military Tr	Central Blvd	FDOT	10X	96,304	N/A	127,954	119,800	153,800
1200	I-95	Central Blvd	Donald Ross Rd	FDOT	10X	N/A	N/A	N/A	N/A	133,700
1605	INDIAN CREEK BLVD	Donald Ross Rd	Indiantown Rd	FDOT	6X	93,406	87,000	0	114,400	126,200
1615	INDIAN CREEK BLVD	Indiantown Rd	Central Blvd	FDOT	6X	75,861	66,000	79,545	121,200	91,000
1613	INDIAN CREEK PKWY	Central Blvd	Military Tr	PBC	4D	8,988	11,279	12,329	13,100	14,400
1405	INDIANTOWN RD	Toney Penna Dr	Maplewood Dr	PBC	4D	20,727	20,300	17,785	35,300	28,800
1403	INDIANTOWN RD	Central Blvd	Maplewood Dr	PBC	4D	16,530	17,333	17,955	27,000	25,600
1407	INDIANTOWN RD	Bee Line Hwy	Prait-Whitney Rd	PBC	2	2,058	1,588	1,763	9,000	1,800
1103	INDIANTOWN RD	Prait-Whitney Rd	130th Ave N	PBC	4	5,427	4,678	4,985	23,200	11,300
1201	INDIANTOWN RD	130th Ave N	Alexander Run	PBC	4D	N/A	N/A	14,485	23,900	24,700
1213	INDIANTOWN RD	Alexander Run	Jupiter Farms Rd	PBC	4D	23,149	20,546	22,332	34,800	28,700
1617	INDIANTOWN RD	Jupiter Farms Rd	Florida Turnpike	PBC	6D	30,925	30,304	28,879	45,300	47,000
1203	INDIANTOWN RD	Florida Turnpike	I-95 Interchange	FDOT	6D	49,567	36,761	48,380	79,600	70,400
1601	INDIANTOWN RD	I-95 Interchange	Island Way	FDOT	6D	58,622	52,916	61,281	78,700	72,500
1209	INDIANTOWN RD	Island Way	Central Blvd	FDOT	6D	N/A	N/A	60,253	46,500	64,000
1807	INDIANTOWN RD	Central Blvd	Center St	FDOT	6D	53,810	47,768	53,551	65,500	59,100
1811	INDIANTOWN RD	Center St	Military Tr	FDOT	6D	49,724	44,078	46,587	55,800	54,700
2215	INVESTMENT LN	Military Tr	SR 811	FDOT	6D	41,434	40,387	42,614	47,800	56,100
1620	ISLAND WAY	SR 811	US 1	FDOT	6D	32,354	31,607	33,744	38,900	42,400
6618	JOG RD	US 1	SR A1A	PBC	4	13,683	15,450	16,998	15,300	17,100
6634	JOG RD	Military Tr	Golden Rd	PBC	2	N/A	8,299	9,569	14,400	10,400
6616	JOG RD	Central Blvd	Indiantown Rd	JUP	2	N/A	N/A	N/A	12,000	12,500
6200	JOG RD	Indiantown Rd	Church St	JUP	4D	N/A	8,279	14,149	14,800	18,000
5620	JOG RD	Church St	Potomac Rd	PBC	4D	32,533	27,978	33,018	41,400	34,100
5616	JOG RD	Potomac Rd	Yamato Rd	PBC	4D	33,100	27,992	33,030	38,600	34,300
5642	JOG RD	Yamato Rd	Clint Moore Rd	PBC	6D	35,230	28,584	35,206	50,600	36,500
		Clint Moore Rd	C-15 Canal	PBC	6D	40,921	31,497	33,990	52,400	38,100
		C-15 Canal	Linton Blvd	PBC	6D	33,218	29,888	33,918	42,700	36,200
		Linton Blvd	Normandy Ln	PBC	6D	44,546	33,935	38,158	59,100	45,100
		Normandy Ln	Atlantic Ave	PBC	6D	44,315	36,423	41,228	58,300	48,100
		Atlantic Ave	Lake Ida Rd	PBC	6D	33,623	28,947	31,958	44,500	32,000



# **APPENDIX B**

## **TEST 2 ANALYSIS**

**ADDISON PROFESSIONAL CENTRE**

10/05/17

**TABLE 4**  
**TEST 2 - PROJECT SIGNIFICANCE CALCULATION**  
**AM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS  
1 MILE RADIUS  
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 56  
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 14

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
N/A	LINTON BOULEVARD	LEGENDS WAY/ADDISON RES	JOG ROAD	5%	3	2	I	880	0.32%	NO
5635	LINTON BOULEVARD	JOG ROAD	SIM ROAD	30%	17	4D	II	1,870	0.90%	NO
5625	LINTON BOULEVARD	SIM ROAD	MILITARY TRAIL	30%	17	6D	II	2,830	0.59%	NO
5616	JOG ROAD	ATLANTIC AVENUE	NORMANDY LANE	30%	17	6D	II	2,830	0.59%	NO
5620	JOG ROAD	NORMANDY LANE	LINTON BOULEVARD	30%	17	6D	II	2,830	0.59%	NO
5622	JOG ROAD	LINTON BOULEVARD	SITE	65%	36	6D	II	2,830	1.29%	NO
5622	JOG ROAD	SITE	C-15 CANAL	35%	20	6D	II	2,830	0.69%	NO
6200	JOG ROAD	C-15 CANAL	CLINT MOORE ROAD	35%	20	6D	II	2,830	0.69%	NO



**ADDISON PROFESSIONAL CENTRE**

**TABLE 5  
TEST 2 - PROJECT SIGNIFICANCE CALCULATION  
PM PEAK HOUR**

TEST 2 - FIVE YEAR ANALYSIS  
1 MILE RADIUS  
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 27  
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 68

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
N/A	LINTON BOULEVARD	LEGENDS WAY/ADDISON RES	JOG ROAD	5%	3	2	I	880	0.39%	NO
5635	LINTON BOULEVARD	JOG ROAD	SIM ROAD	30%	20	4D	II	1,870	1.09%	NO
5625	LINTON BOULEVARD	SIM ROAD	MILITARY TRAIL	30%	20	6D	II	2,830	0.72%	NO
5616	JOG ROAD	ATLANTIC AVENUE	NORMANDY LANE	30%	20	6D	II	2,830	0.72%	NO
5620	JOG ROAD	NORMANDY LANE	LINTON BOULEVARD	30%	20	6D	II	2,830	0.72%	NO
5622	JOG ROAD	LINTON BOULEVARD	SITE	65%	44	6D	II	2,830	1.56%	NO
5622	JOG ROAD	SITE	C-15 CANAL	35%	24	6D	II	2,830	0.84%	NO
6200	JOG ROAD	C-15 CANAL	CLINT MOORE ROAD	35%	24	6D	II	2,830	0.84%	NO

