



December 4, 2017

Bryan G. Kelley, P.E.
 Simmons & White
 2581 Metroncentre Boulevard, Suite 3
 West Palm Beach, FL 33407

**RE: Entrada Commons
 FLUA Amendment Policy 3.5-d Review
 Round 2018-C**

Dear Mr. Kelley:

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, revised November 14, 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:

Location:	NE corner of Seminole Pratt Whitney Road and Southern Boulevard	
PCN:	00-40-43-36-00-000-7020; -7030	
Acres:	5.40 acres	
	Current FLU	Proposed FLU
FLU:	Rural Residential, 1 dwelling unit per 5 acres (RR-5)	Commercial Low (CL)
Zoning:	Agricultural Residential (AR)	Commercial Community (CC)
Density/ Intensity:	1 du/5 acres	.10 FAR
Maximum Potential:	Single Family Total: 1 dwelling unit	Gen. Commercial Total: 23,522 SF
Proposed Potential:	N/A	N/A
Net Daily Trips:	1,214 (maximum - current)	
Net PH Trips:	11 (6/5) AM, 105 (50/55) PM (maximum)	
* <i>Maximum</i> indicates typical FAR and maximum trip generator. <i>Proposed</i> indicates the specific uses and intensities/densities in the zoning application.		

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.

**Department of Engineering
 and Public Works**

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Bryan G. Kelley, P.E.
December 4, 2017
Page 2

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Dominique Simeus", followed by a horizontal line.

Dominique Simeus
Project Coordinator II – Traffic Division

DS/bc

cc: Quazi Bari, P.E. – Senior Professional Engineer, 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
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Certificate of Authorization Number 3452



LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

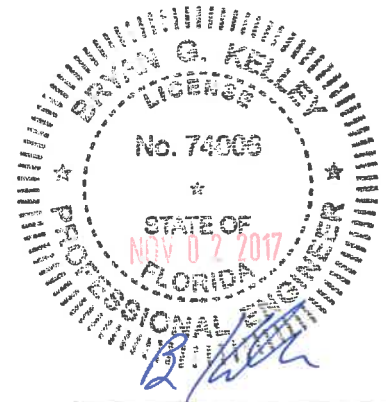
**ENTRADA COMMONS
5.4 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

Gary Brown Trust
c/o Paul Himmelrich
710 East Hillsboro Boulevard
Deerfield Beach, Florida 33411

Job No. 14-119

Date: 10/06/17
Revised: 10/20/17



Bryan G. Kelley, P.E.
FL Reg. No. 74006

TABLE OF CONTENTS

1.0 SITE DATA	3
2.0 TRAFFIC GENERATION	3
3.0 RADIUS OF DEVELOPMENT INFLUENCE	5
4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION	5
5.0 YEAR 2040 ANALYSIS	5
6.0 TEST 2 – FIVE YEAR ANALYSIS	5
7.0 PEAK HOUR TURNING MOVEMENTS.....	6
8.0 CONCLUSION	6

1.0 SITE DATA

The subject parcel is located in the northeast corner of Southern Boulevard and Seminole Pratt Whitney Road and contains approximately 5.4 acres. The Property Control Numbers (PCNs) for the subject parcel are 00-40-43-36-00-000-7020 and 00-40-43-36-00-000-7030. The property is currently designated as Rural Residential, 1 dwelling unit per 5 acres (RR-5) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the 5.4 acre parcel's designation to Commercial Low (CL) on the Palm Beach County Comprehensive Plan. 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 5.4 acre parcel's land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under the existing RR-5 future land use designation and the proposed CL future land use designation:

RR-5

The most intensive land use for the existing RR-5 land use designation is single family homes. Based on a maximum density of 1 dwelling unit per 5 acres and the site area consisting of 5.4 acres, the maximum allowable number of dwelling units for the designated acreage under the existing RR-5 land use designation is 1 dwelling unit calculated as follows:

$$5.4 \text{ Acre} \quad \times \quad \frac{1 \text{ Dwelling Unit}}{5 \text{ Acres}} \quad = \quad 1 \text{ Dwelling Unit}$$

2.0 TRAFFIC GENERATION (CONTINUED)

Single Family Homes (1 Dwelling Unit)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing RR-5 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 single family homes, the maximum traffic generation for the property under the existing RR-5 land use designation may be summarized as follows:

Daily Traffic Generation	=	10 tpd
AM Peak Hour Traffic Generation (In/Out)	=	1 pht (0 In/1 Out)
PM Peak Hour Traffic Generation (In/Out)	=	2 pht (1 In/1 Out)

CL

The most intensive land use for the proposed CL land use designation is "General Commercial". Based on a maximum floor area ratio (FAR) of 0.10 and the site area consisting of 5.4 acres, the maximum allowable square footage for the designated acreage under the proposed CL land use designation is 23,522 S.F. calculated as follows:

$$5.4 \text{ Acre} \times \frac{43,560 \text{ S.F.}}{\text{Acre}} \times 0.10 = 23,522 \text{ S.F.}$$

General Commercial (23,522 S.F.)

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

Daily Traffic Generation	=	1,224 tpd
AM Peak Hour Traffic Generation (In/Out)	=	11 pht (6 In/5 Out)
PM Peak Hour Traffic Generation (In/Out)	=	105 pht (50 In/55 Out)

2.0 TRAFFIC GENERATION (CONTINUED)

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

Daily Traffic Generation	=	1,214 tpd INCREASE
AM Peak Hour Traffic Generation	=	10 pht INCREASE
PM Peak Hour Traffic Generation	=	103 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 1,214 trips per day, the radius of influence is one mile for the Year 2040 analysis. 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 105 peak hour trips, the radius of development influence for purposes of Test 2 shall be two miles.

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 CL land use designation.

5.0 YEAR 2040 ANALYSIS

Table 3 (Appendix A) 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 (Appendix B) 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. Note that Southern Boulevard from west of Lion Country Safari Road to Forest Hill Boulevard is scheduled to be widened from four lanes divided to six lanes divided by the FDOT in 2018. Documentation of this improvement is included in Appendix B.

7.0 PEAK HOUR TURNING MOVEMENTS

The total AM and PM peak hour turning movements for the project under the proposed CL 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 CL land use designation may be summarized as follows:

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

AM Peak Hour = 14 / 9
PM Peak Hour = 109 / 118

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 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.

**TABLE 1
EXISTING CH-O/5 FUTURE LAND USE DESIGNATION - 219,760 SF Medical Office**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips		Pass-by		Net Trips	
				In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Medical Office	720	219,760 S.F.	36.13			7,940			0		7,940			10%	794		7,146
Grand Totals:						7,940			0		7,940			10%	794		7,146

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips	
				In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Medical Office	720	219,760 S.F.	2.39	0.79	0.21	415	110	525	0	0	0	415	110	525	10%	53	374	472
Grand Totals:						415	110	525	0	0	0	415	110	525	10%	53	374	472

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips	
				In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Medical Office	720	219,760 S.F.	$\ln(T) = 0.90 \ln(X) + 1.53$	0.28	0.72	166	426	592	0	0	0	166	426	592	10%	59	149	384
Grand Totals:						166	426	592	0	0	0	166	426	592	10%	59	149	384



**TABLE 2
PROPOSED CH FUTURE LAND USE DESIGNATION - 219,760 SF General Commercial**

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization		External Trips			Pass-by ^a Trips		Net Trips			
		S.F.	S.F.		In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		
Gen. Commercial	820	219,760		$\ln(T) = .65 \ln(X) + 5.83^b$				11,329				0		11,329			33.0%	3,742		7,587
Grand Totals:								11,329				0		11,329			33%	3,742		7,587

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization		External Trips			Pass-by ^a Trips		Net Trips				
		S.F.	S.F.		In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
Gen. Commercial	820	219,760		0.96	0.62	0.38	131	80	211	0	0	0	131	80	211	33%	70		88	53	141
Grand Totals:							131	80	211	0	0	0	131	80	211	33%	70		88	53	141

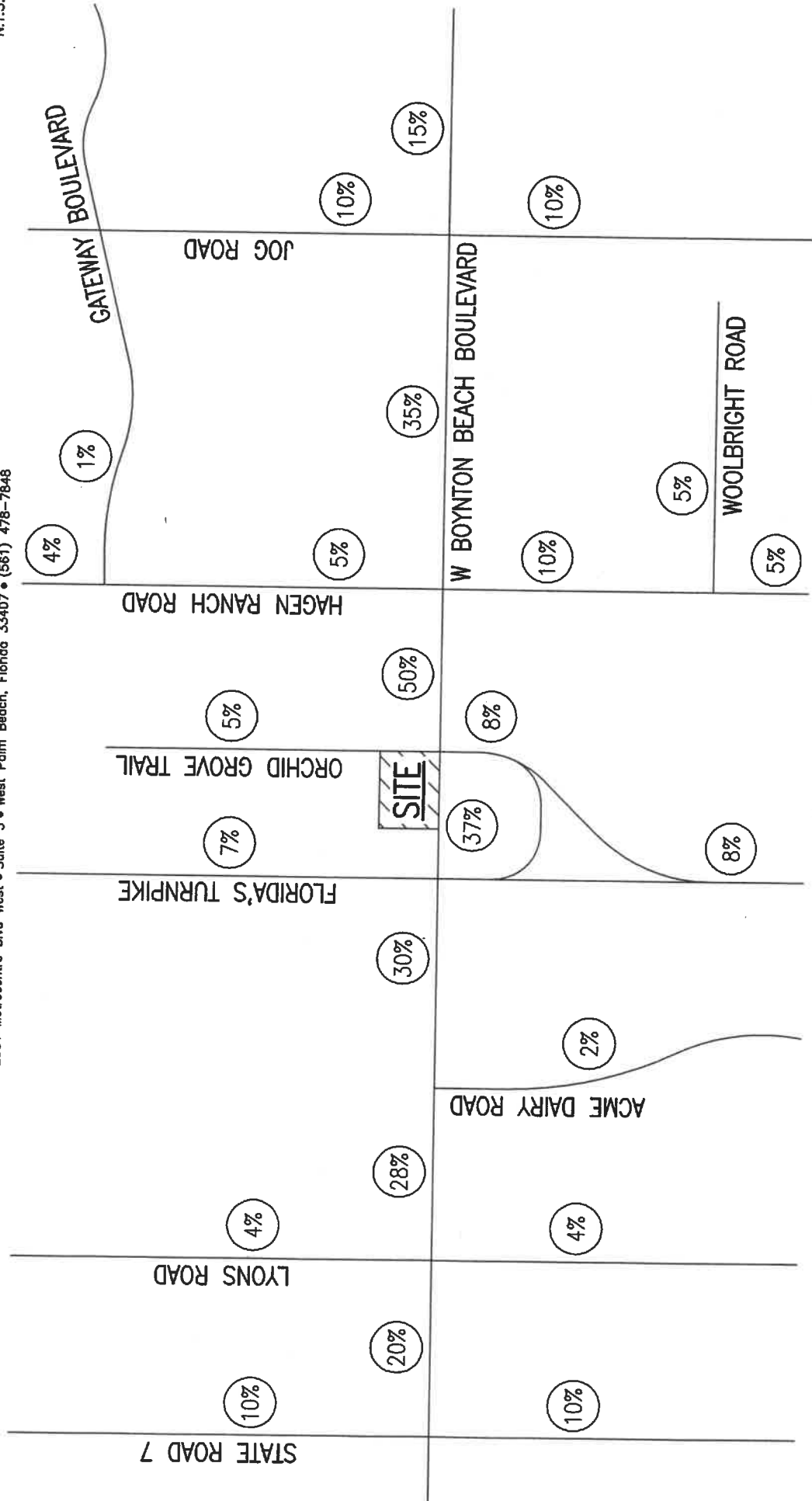
PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split		Gross Trips			Internalization		External Trips			Pass-by ^a Trips		Net Trips				
		S.F.	S.F.		In	Out	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
Gen. Commercial	820	219,760		$\ln(T) = 0.67 \ln(X) + 3.31^b$	0.48	0.52	487	528	1,015	0	0	0	487	528	1,015	33%	335		326	354	680
Grand Totals:							487	528	1,015	0	0	0	487	528	1,015	33%	335		326	354	680





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PROJECT DISTRIBUTION

LEGEND

15% PROJECT DISTRIBUTION

APPENDIX A

YEAR 2040 ANALYSIS

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

PROJECT: NORTHLAKE PROPERTY COMMERCIAL
 EXISTING FUTURE LAND USE DESIGNATION: CH-O/S
 TRIPS PER DAY = 7,148
 PROPOSED FUTURE LAND USE DESIGNATION: CL/B
 TRIPS PER DAY = 7,587
 TRIP INCREASE = 441

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*
BOYNTON BEACH BOULEVARD	TURNPIKE	SITE	40%	176	6D	50,300	0.35%	69,100	69,276	1.38	NO
BOYNTON BEACH BOULEVARD	SITE	HAGEN RANCH ROAD	58%	256	6D	50,300	0.51%	69,100	69,356	1.38	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 2014 Counts	2040 LRTP Adjusted Volume	2040 SERPMT Adjusted Volume
6822	BOCA RATON BLVD	Palmto Park Rd	Glades Rd	BR	4D	10,836	6,864	9,939	19,800	13,200
6822	BOCA RATON BLVD	Glades Rd	20th St NW	BR	4D	20,089	15,939	20,018	24,500	20,800
6822	BOCA RATON BLVD	20th St NW	28th St NW	BR	3	20,794	16,536	21,969	20,800	16,000
6886	BOCA RATON BLVD	28th St NW	Yamatoto Rd	BR	4D	23,928	17,861	28,862	19,200	14,600
6882	BOCA RATON BLVD	Clint Moore Rd	Hidden Valley Blvd	BR	2	37,478	16,732	19,945	16,200	14,700
6822	BOCA RATON BLVD	Hidden Valley Blvd	10-15 Canal	BR	2	13,608	11,454	16,395	17,800	13,600
6410	BOCA RIO RD	SW 18th St	Palmto Park Rd	PBC	2	13,715	12,511	11,804	18,300	15,500
4876	BOUTWELL RD	2nd Ave N	10th Ave N	PBC	4	18,152	16,663	15,768	23,200	20,000
5403	BOYNTON BEACH BLVD	SR 7	Lyons Rd	FDOT	3	10,779	8,559	10,211	10,900	12,200
5203	BOYNTON BEACH BLVD	Lyons Rd	Tumpline	FDOT	4D	15,032	13,781	16,352	28,100	21,900
5641	BOYNTON BEACH BLVD	Tumpline	Hagen Ranch Rd	FDOT	6D	26,352	33,023	36,920	59,400	60,100
5653	BOYNTON BEACH BLVD	Hagen Ranch Rd	Jog Rd	FDOT	6D	41,174	42,542	42,933	58,100	61,400
5611	BOYNTON BEACH BLVD	Jog Rd	St Clair Ranch Rd	FDOT	6D	44,733	37,786	40,486	61,400	52,600
5613	BOYNTON BEACH BLVD	St Clair Ranch Rd	Military Tr	FDOT	6D	44,558	37,293	39,275	55,900	47,800
5801	BOYNTON BEACH BLVD	Military Tr	Lawrence Rd	FDOT	6D	51,515	45,940	43,279	60,800	56,200
5630	BOYNTON BEACH BLVD	Lawrence Rd	Congress Ave	FDOT	6D	33,882	43,178	33,827	44,100	41,200
5203	BOYNTON BEACH BLVD	Congress Ave	Old Boynton Rd	FDOT	6D	45,860	41,780	41,193	54,500	46,800
5801	BOYNTON BEACH BLVD	Old Boynton Rd	I-95	FDOT	6D	35,709	43,209	35,198	43,300	59,300
5807	BOYNTON BEACH BLVD	I-95	Seacrest Blvd	FDOT	6	48,405	47,361	48,438	57,300	55,300
6832	BOYNTON BEACH BLVD	Seacrest Blvd	US-1	FDOT	4	34,857	31,740	37,846	46,400	49,300
3804	BROADWAY	28th St	35th St	FDOT	4	17,867	15,339	15,820	25,300	23,400
3802	BROADWAY	36th St	45th St	FDOT	4	13,187	10,066	N/A	16,100	16,600
3304	BROADWAY	43th St	59th St	FDOT	4	20,849	N/A	N/A	22,300	27,700
3819	BROADWAY	59th St	MLK Blvd	FDOT	4D	20,883	23,878	13,054	25,400	27,700
3829	BUNKER RD	MLK Blvd	Sub Jimson Blvd	FDOT	4	32,003	23,783	N/A	33,400	27,800
3829	BUNKER RD	US 1	Parker Ave	FDOT	3	32,446	25,023	N/A	33,400	27,800
2835	BURNS RD	SR 911	Military Tr	WPB	2	7,041	N/A	N/A	8,300	8,300
2835	BURNS RD	Sandalwood Ct	SR-911	PBC	4D	22,661	18,314	17,858	7,800	2,900
6638	BUTTS RD	Prosperity Farms Rd	SR-911	PBC	4D	20,527	18,244	17,912	25,000	21,200
6422	BUTTS RD	Glades Rd	Sandalwood Ct	PBC	4D	7,125	8,815	8,815	10,700	10,700
6422	BUTTS RD	Glades Rd	Town Center Rd	BR	2	11,749	10,859	12,288	16,600	18,600
6422	BUTTS RD	W Kimberly Blvd	Glades Rd	BR	2	10,082	9,793	9,400	11,500	8,500
6839	CAMINO REAL	Tennish Rd	W Kimberly Blvd	PBC	2	16,875	15,633	14,329	21,500	17,200
6836	CAMINO REAL	SW 9th Ave	W Kimberly Blvd	PBC	2	9,945	9,205	8,807	13,800	10,300
6836	CAMINO REAL	Prosperity Rd	SW 2nd Ave	BR	2	4,048	3,919	3,478	4,500	4,000
6849	CAMINO REAL	Camino del Mar	Camino del Mar	PBC	4D	11,373	10,768	10,363	15,400	15,400
6855	CAMINO REAL	January Tr	12th Ave SW	PBC	4D	15,548	12,674	13,058	18,400	16,400
6855	CAMINO REAL	12th Ave SW	3rd Ave SW	PBC	4D	17,182	14,933	15,305	23,600	17,400
6855	CAMINO REAL	Old Dixie Hwy	US 1	PBC	4D	14,052	13,312	13,395	16,300	16,200
6859	CAMINO REAL	US 1	ICVW Bridge	PBC	4D	17,110	15,156	17,943	24,000	16,600
1803	CENTER ST	ICVW Bridge	A1A	PBC	4D	14,000	14,035	13,869	23,400	15,900
2210	CENTRAL BLVD	Indianola Rd	Loxhatchee River Rd	PBC	2	7,428	8,875	8,333	8,100	10,000
2210	CENTRAL BLVD	Loxhatchee River Rd	AIL A1A	PBC	2	15,558	14,368	15,725	15,300	15,900
2210	CENTRAL BLVD	AIL A1A	Road Rd	PBC	2	18,228	14,949	15,282	19,300	16,200
2210	CENTRAL BLVD	Road Rd	Donald Ross Rd	PBC	4D	14,547	14,344	16,067	23,300	20,200
2210	CENTRAL BLVD	Donald Ross Rd		PBC	4D	13,761	16,373	15,257	30,600	29,300

APPENDIX B

TEST 2 ANALYSIS

TABLE 4
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 88

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 53

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
5401	BOYNTON BEACH BOULEVARD	SR 7	LYONS ROAD	5%	4	4D	II	1,870	0.24%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	TURNPIKE	25%	22	6D	II	2,830	0.78%	NO
5201	BOYNTON BEACH BOULEVARD	TURNPIKE	SITE	40%	35	6D	II	2,830	1.24%	NO
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	HAGEN RANCH ROAD	58%	51	6D	II	2,830	1.80%	NO
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	JOG ROAD	37%	33	6D	II	2,830	1.15%	NO
4663	GATEWAY BOULEVARD	HAGEN RANCH ROAD	EL CLAIR RANCH ROAD	17%	15	6D	II	2,830	0.53%	NO
5662	WOOLBRIGHT ROAD	HAGEN RANCH ROAD	JOG ROAD	4%	4	2	I	880	0.40%	NO
5108	LYONS ROAD	HAGEN RANCH ROAD	JOG ROAD	5%	4	4D	II	1,870	0.24%	NO
5110	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	12%	11	4D	I	1,960	0.54%	NO
N/A	FLORIDA'S TURNPIKE	BOYNTON BEACH BOULEVARD	BOYNTON BEACH BOULEVARD	8%	7	2	UNI	1,140	0.62%	NO
N/A	FLORIDA'S TURNPIKE	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	7%	6	6LX	N/A	6,200	0.10%	NO
4666	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	BOYNTON BEACH BOULEVARD	8%	7	6LX	N/A	6,200	0.11%	NO
5214	HAGEN RANCH ROAD	HYPOLUXO ROAD	GATEWAY BOULEVARD	5%	4	2	UNI	1,140	0.39%	NO
5600	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	7%	6	2	I	880	0.70%	NO
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	14%	12	4D	II	1,870	0.66%	NO
5200	JOG ROAD	WOOLBRIGHT ROAD	PIPERS GLEN BOULEVARD	10%	9	4D	II	1,870	0.47%	NO
5611	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	8%	7	6D	I	2,940	0.24%	NO
		BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	12%	11	6D	I	2,940	0.36%	NO



TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 326

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 354

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
5401	BOYNTON BEACH BOULEVARD	SR 7	LYONS ROAD	5%	18	4D	II	1,870	0.95%	NO
5103	BOYNTON BEACH BOULEVARD	LYONS ROAD	TURNPIKE	25%	89	6D	II	2,830	3.13%	YES
5201	BOYNTON BEACH BOULEVARD	TURNPIKE	SITE	40%	142	6D	II	2,830	5.00%	YES
5201	BOYNTON BEACH BOULEVARD	SITE	HAGEN RANCH ROAD	58%	205	6D	II	2,830	7.26%	YES
5641	BOYNTON BEACH BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	37%	131	6D	II	2,830	4.63%	YES
5633	BOYNTON BEACH BOULEVARD	JOG ROAD	EL CLAIR RANCH ROAD	17%	60	6D	II	2,830	2.13%	NO
4663	GATEWAY BOULEVARD	HAGEN RANCH ROAD	JOG ROAD	4%	14	2	I	880	1.61%	NO
5662	WOOLBRIGHT ROAD	HAGEN RANCH ROAD	JOG ROAD	5%	18	4D	II	1,870	0.95%	NO
5108	LYONS ROAD	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	12%	42	4D	I	1,960	2.17%	NO
5110	LYONS ROAD	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	8%	28	2	UNI	1,140	2.48%	NO
N/A	FLORIDA'S TURNPIKE	HYPOLUXO ROAD	BOYNTON BEACH BOULEVARD	7%	25	6LX	N/A	6,200	0.40%	NO
N/A	FLORIDA'S TURNPIKE	BOYNTON BEACH BOULEVARD	FLAVOR PICT ROAD	8%	28	6LX	N/A	6,200	0.46%	NO
4666	HAGEN RANCH ROAD	HYPOLUXO ROAD	GATEWAY BOULEVARD	5%	18	2	UNI	1,140	1.55%	NO
5214	HAGEN RANCH ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	7%	25	2	I	880	2.82%	NO
5600	HAGEN RANCH ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	14%	50	4D	II	1,870	2.65%	NO
5600	HAGEN RANCH ROAD	WOOLBRIGHT ROAD	PIPERS GLEN BOULEVARD	10%	35	4D	II	1,870	1.89%	NO
5200	JOG ROAD	GATEWAY BOULEVARD	BOYNTON BEACH BOULEVARD	8%	28	6D	I	2,940	0.96%	NO
5611	JOG ROAD	BOYNTON BEACH BOULEVARD	WOOLBRIGHT ROAD	12%	42	6D	I	2,940	1.44%	NO



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Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All In State (Updated: 10/20/2017-00.17.18) Category:Highways Item Number:419345-2	2018-2022 AD Palm Beach County Phase:Construction

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Project Summary					
Transportation System: INTRASTATE STATE HIGHWAY			District 04 - Palm Beach County		
Description: SR-80 FROM W OF LION COUNTRY SAFARI RD TO FOREST HILL/CRESTWOOD BLVD.					
Type of Work: ADD LANES & REHABILITATE PVMNT			View Scheduled Activities		
Item Number: 419345-2			SIS		
Length: 7.215			View Map of Item		
Project Detail					
Fiscal Year:	2018	2019	2020	2021	2022
Highways/Preliminary Engineering					<i>(On-Going)</i>
Amount:	\$18,349				
Highways/Right of Way					<i>(On-Going)</i>
Amount:	\$35,514	\$516,062	\$2,076,635		
Highways/Railroad & Utilities					
Amount:	\$763,301				
Highways/Construction					
Amount:	\$42,409,816				
Highways/Environmental					<i>(On-Going)</i>
Amount:	\$50,250				
Item Total:	\$43,277,230	\$516,062	\$2,076,635		

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
 Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622
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