

Avenir Concurrency Traffic Study

**Prepared for:
Avenir Holdings, LLC.**

Prepared by:

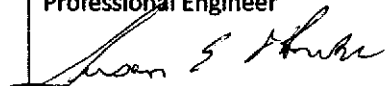
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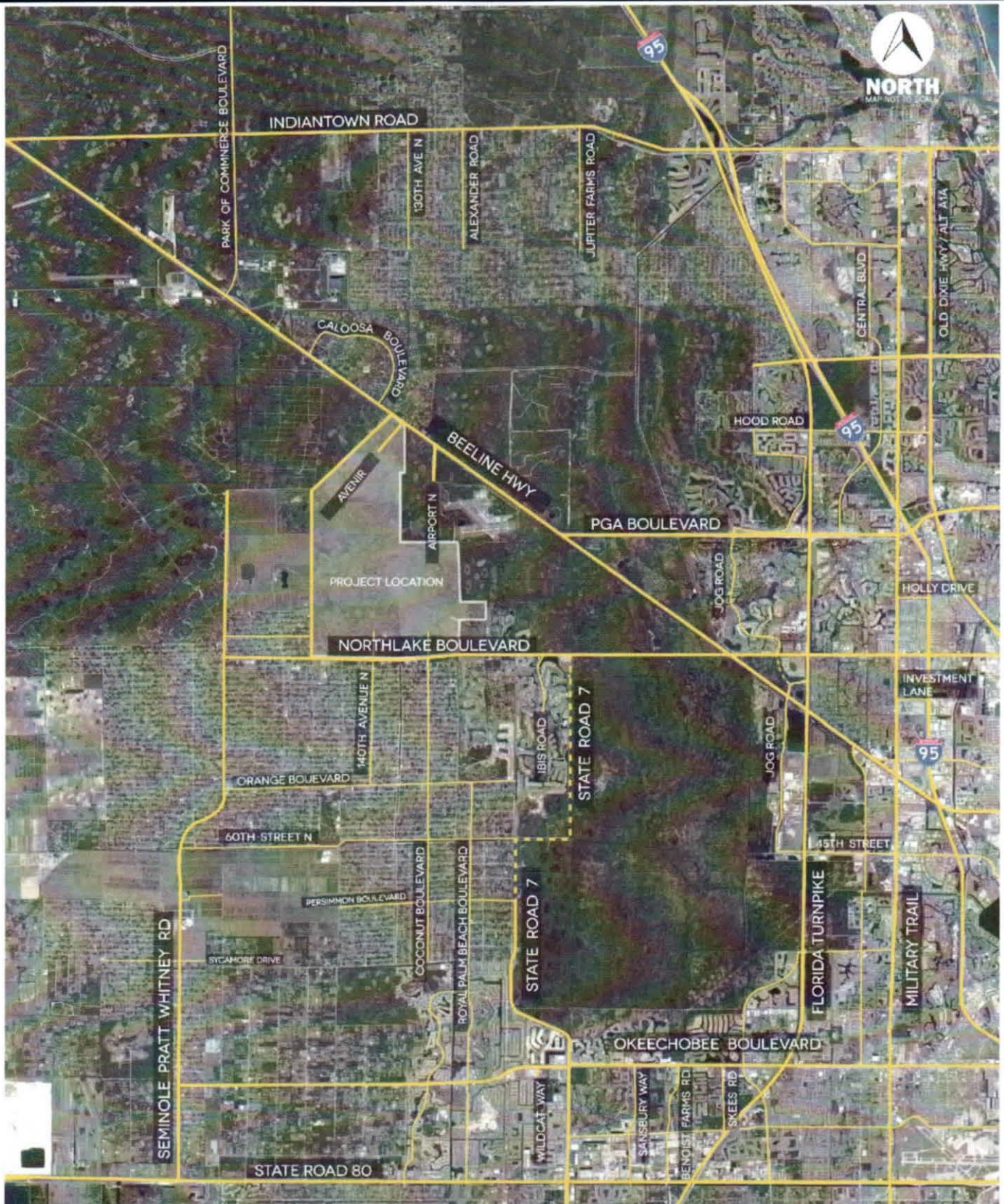
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1.0 INTRODUCTION

1.1 Project Description

Avenir is located north side of Northlake Boulevard, east of Grapeview Boulevard, south of the Beeline Highway and just east of Stonewall Drive in the western border of the city of Palm Beach Gardens, Florida. **Figure 1** shows the project location. The site is approximately 4,700 acres of which 1,700 acres will be restored and preserved as natural areas, including grasslands, uplands and wetlands. Avenir is bordered by existing development (the Acreage, Caloosa, and North County Airport) and natural areas (JW Corbett Wildlife Management Area and Grassy Waters Preserve).

Avenir is a community that is well placed and thoughtfully designed, with new development of an innovative form and cohesive mix of uses in balance with conservation and restoration of the natural systems. Avenir provides for important transportation connections in western Palm Beach County. A new street connection between Northlake Boulevard and the Beeline Highway will benefit the surrounding area by creating a north/south link that can minimize travel times while connecting people to local jobs and businesses. Furthermore, Avenir's Town Center will provide much needed services, entertainment destinations and jobs in proximity to the Western Communities.



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FIGURE - 1
LOCATION

AVENIR

2.0 TRAFFIC PROJECTIONS

This traffic study is consistent with the Palm Beach County Traffic Performance Standards (TPS), Article 12 of the Palm Beach County Land Development Code. The study is also consistent with the methodology approved by the reviewing agencies. The Methodology letter is included in **Appendix A**. Project build-out is anticipated in 2035. A site plan for the project is also included in **Appendix A**.

2.1 Existing Traffic (2014)

The 2014 peak season, peak-hour directional traffic volumes were obtained from the Palm Beach County Traffic Division database. When necessary, older counts were updated to 2014 conditions using the historical background growth rate for this area. In addition, if necessary, turning movement counts were collected from 7:00 – 9:00 am and from 4:00 – 6:00 pm. The turning movement counts were adjusted using FDOT's peak season adjustment factors. Existing traffic data is provided in **Appendix B**.

2.2 Project Traffic

Avenir is a proposed, mixed-use development to be developed in phases over a 21 year period. Project buildout is anticipated for the year 2035. The proposed development program is shown in Table 1.

Table 1
Proposed Development Program

Land Use	Units	Intensity
Residential Single Family	Dwelling Units	3,735
Residential Multi-family (Townhomes)	Dwelling Units	250
Hotel	Rooms	300
Retail / Commercial	Square Feet	400,000
Office	Square Feet	1,800,000
Medical Office	Square Feet	200,000
Elementary School	Students	600
Golf Course	Holes	9
Regional Park	Acres	55
Equestrian Facilities	Stalls	80

2.2.1 Trip Generation

Project trip generation was based on the rates published in the Palm Beach County Traffic Performance Standards (TPS). Rates from the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition were used when TPS rates were not available.

2.2.2 Internal Capture

In terms capture refers to the satisfaction of trips within the project. In other words, some trips generated by mixed-use projects do not exit the project or enter the major roadway system. Internal traffic was estimated based on the methodology of the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684. This methodology estimates morning and afternoon peak-period trips to and from six specific land use categories.

2.2.3 Pass-by Trips

Some trips generated by the non-residential uses are from existing traffic passing the proposed project and are not newly generated trips. Credit against the trip generation of the proposed project was taken for these trips up to the percentage shown in Article 13, Impact Fees, or the ITE Manual. Pass-by traffic does not exceed 25% of the adjacent street traffic.

A summary of the project trip generation analysis including internal capture and pass-by trips is shown in **Table 2**. Detailed analysis and a summary table are provided in **Appendix C**. Based on the project, net, new external trips the Radius of Development Influence (RDI) for this analysis is five miles.

Table 2
Project Trip Generation Summary

Scenario	Daily		AM Peak Hour				PM Peak Hour			
			In	Out	Total	% Internal	In	Out	Total	% Internal
ITE Trip Generation	78,697		3,304	2,866	6,170		3,425	4,693	8,118	
NCHRP Internal	-16,185	-20.8%	-587	-588	-1,175	-19.0%	-897	-896	-1,793	-22.1%
Pass-by	-4,341	-5.3%	-226	-36	-262	-4.2%	-185	-366	-551	-6.8%
Net New External Trip Difference	58,171		2,491	2,242	4,733		2,343	3,431	5,774	

2.2.4 Project Traffic Distribution and Assignment

A directional project trip distribution was based on discussions with representatives from Palm Beach County, the Florida Department of Transportation (FDOT) and the City of Palm Beach Gardens. **Figure 2** shows the project distribution on the roadway network. **Table 3** shows the assignment of the AM and PM peak hour project traffic on the external roadway network, as well as the project significance based on the peak hour directional service volume of each roadway.

2.3 Future Traffic Conditions (2035)

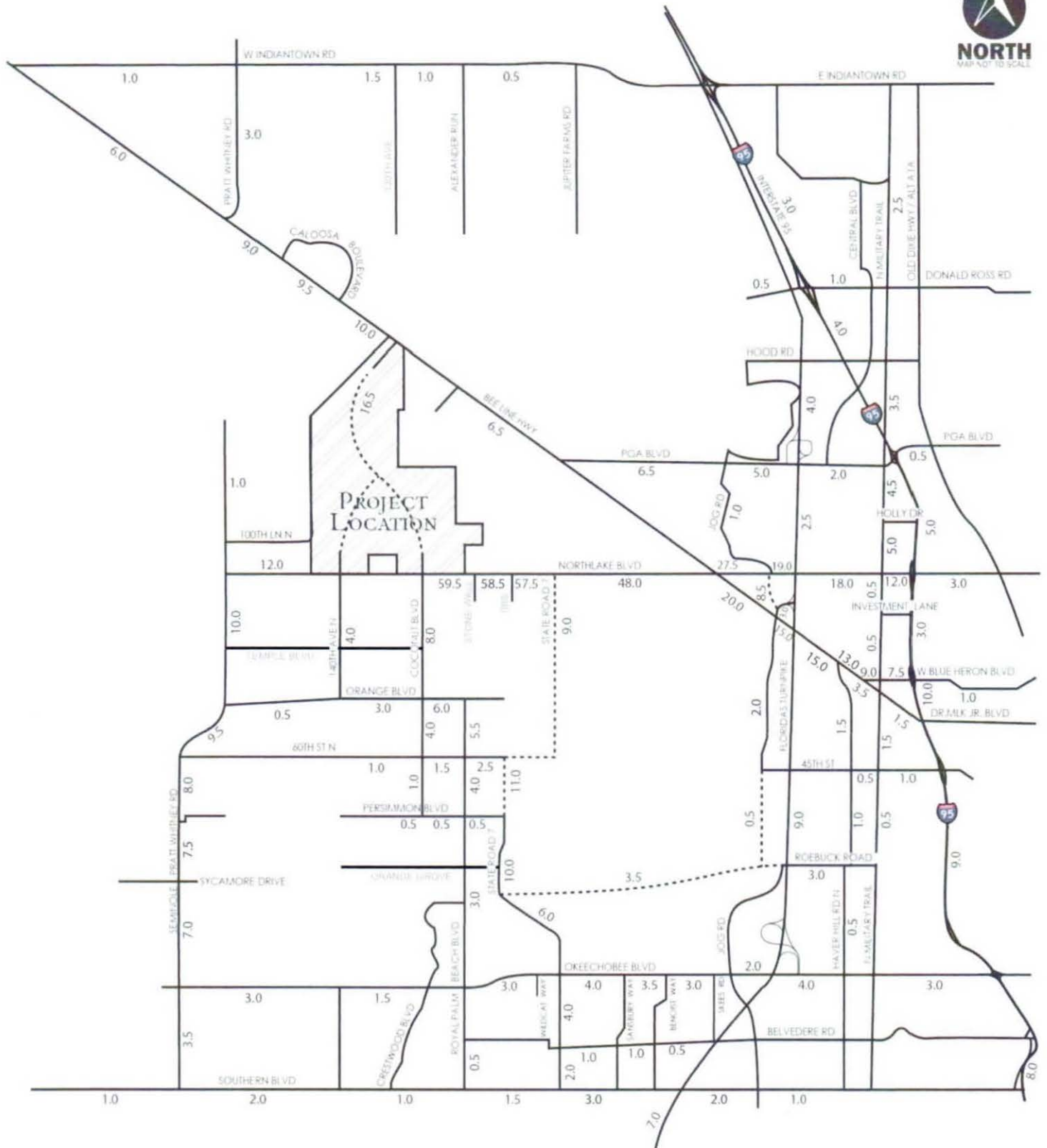
2.3.1 Programmed Roadway Improvements

The Palm Beach County Five Year Road Program, the FDOT Five Year Work Program and the Palm Beach MPO Transportation Improvement Program were reviewed to identify roadway improvements within the study area. **Table 4** shows the planned and programmed roadway improvements within the project area. Excerpts from the programs are included in **Appendix D**. Since new roads are proposed in the study area, a shift in the area traffic patterns is anticipated. Diversions taken to account for these new roadways are documented in **Appendix E**.

Table 4
Programmed Roadway Improvements

Roadway	Improvement	Construction Schedule
Northlake Blvd - Seminole Pratt Whitney Rd to Hall Blvd	2L to 4L	FY 2015
Northlake Blvd – Hall Blvd to Coconut Blvd	2L to 4L	FY 2017
Seminole Pratt Whitney Rd - Southern Blvd. to Sycamore Dr.	2L to 4L	Under Construction
Seminole Pratt Whitney Rd - M Canal to Orange Blvd	2L to 4L	Under Construction
Seminole Pratt Whitney Rd – Orange Blvd to Northlake Blvd	2L to 4L	Under Construction
SR 7 Extension – Persimmon Blvd to 60 th St	0L to 2L	Under Construction
SR 7 Extension – Okeechobee Blvd to 60 th St	2L to 4L	FY 2016
SR 7 Extension - 60 th St to Northlake Blvd	0L to 4L	FY 2017 & 2018
Roebuck Rd - SR 7 to Jog Rd	0L to 4L	FY 2018
Jog Rd – Roebuck Rd to - S of 45 th St	0L to 4L	FY 2018
Beeline Highway – Indiantown Rd to Pratt Whitney Rd	2L to 4L	Under Construction
Beeline Highway – Northlake Blvd to Blue Heron Blvd *	4L to 6L	FY 2023

* not included as assured construction



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FIGURE - 2
TRIP DISTRIBUTION

AVENIR

Table 3
Avenir Trip Assignment & Significance Analysis

Roadway	Segment		Existing + Committe d Lanes	Class	LOS D Service Volume (1)	Direction	% Distribution		Within 5 mi radius?	% Project Distribution	AM PEAK HOUR			PM PEAK HOUR		
	From	To					OUT	IN			Peak Hour Trips	Project % Impact	Significant Impact?	Peak Hour Trips	Project % Impact	Significant Impact?
60th Street	140th Av	Coconut Blvd	2L	I	880	EB	0.0%	1.0%	Yes	1.0%	25	2.8%	Yes	23	2.7%	Yes
					880	WB	1.0%	0.0%	Yes	1.0%	22	2.5%	Yes	34	3.9%	Yes
	Coconut Blvd	Royal PB Blvd	2L	I	880	EB	1.5%	0.0%	Yes	1.5%	34	3.8%	Yes	51	5.8%	Yes
					880	WB	0.0%	1.5%	Yes	1.5%	37	4.2%	Yes	35	4.0%	Yes
	Royal PB Blvd	SR 7	2L	I	880	EB	2.5%	0.0%	Yes	2.5%	56	6.4%	Yes	86	9.7%	Yes
					880	WB	0.0%	2.5%	Yes	2.5%	62	7.1%	Yes	59	6.7%	Yes
140 Avenue N	Orange Blvd	Temple Blvd	2L	I	880	NB	0.0%	4.0%	Yes	4.0%	100	11.3%	Yes	94	10.7%	Yes
					880	SB	4.0%	0.0%	Yes	4.0%	90	10.2%	Yes	137	15.6%	Yes
	Temple Blvd	Northlake Blvd	2L	I	880	NB	0.0%	4.0%	Yes	4.0%	100	11.3%	Yes	94	10.7%	Yes
					880	SB	4.0%	0.0%	Yes	4.0%	90	10.2%	Yes	137	15.6%	Yes
Beeline Highway (2)	Indiantown Rd to 4L Under Const.	Pratt Whitney Rd	4LD	Unint.	3,320	EB (SB)	0.0%	6.0%	Yes	6.0%	149	4.5%	Yes	141	4.2%	Yes
					3,320	WB (NB)	6.0%	0.0%	Yes	6.0%	135	4.1%	Yes	206	6.2%	Yes
	Pratt Whitney Rd	Caloosa Blvd	4LD	Unint.	3,320	EB (SB)	0.0%	9.0%	Yes	9.0%	224	6.8%	Yes	211	6.4%	Yes
					3,320	WB (NB)	9.0%	0.0%	Yes	9.0%	202	6.1%	Yes	309	9.3%	Yes
	Caloosa Boulevard	Project Entrance	4LD	Unint.	3,320	EB (SB)	0.0%	10.0%	Yes	10.0%	249	7.5%	Yes	234	7.1%	Yes
					3,320	WB (NB)	10.0%	0.0%	Yes	10.0%	224	6.8%	Yes	343	10.3%	Yes
	Project Entrance	N. County Airport	4LD	Unint.	3,320	EB (SB)	6.5%	0.0%	Yes	6.5%	147	4.4%	Yes	224	6.8%	Yes
					3,320	WB (NB)	0.0%	6.5%	Yes	6.5%	163	4.9%	Yes	153	4.6%	Yes
	N. Country Airport	PGA Blvd	4LD	Unint.	3,320	EB (SB)	6.5%	0.0%	Yes	6.5%	147	4.4%	Yes	224	6.8%	Yes
					3,320	WB (NB)	0.0%	6.5%	Yes	6.5%	163	4.9%	Yes	153	4.6%	Yes
	PGA Blvd	Northlake Blvd	4LD	Unint.	3,320	EB (SB)	0.0%	0.0%	Yes	0.0%	0	0.0%	No	0	0.0%	No
					3,320	WB (NB)	0.0%	0.0%	Yes	0.0%	0	0.0%	No	0	0.0%	No
	Northlake Blvd	Jog Rd	4LD	I	1,960	EB (SB)	20.0%	0.0%	No	20.0%	448	22.9%	Yes	686	35.0%	Yes
					1,960	WB (NB)	0.0%	20.0%	No	20.0%	498	25.4%	Yes	469	23.9%	Yes
	Jog Rd	Haverhill Rd	4LD	I	1,960	EB (SB)	15.0%	0.0%	No	15.0%	336	17.2%	Yes	515	26.3%	Yes
					1,960	WB (NB)	0.0%	15.0%	No	15.0%	374	19.1%	Yes	351	17.9%	Yes
	Haverhill Rd	Blue Heron Dr	4LD	I	1,960	EB (SB)	13.0%	0.0%	No	13.0%	291	14.9%	Yes	446	22.8%	Yes
					1,960	WB (NB)	0.0%	13.0%	No	13.0%	324	16.5%	Yes	305	15.5%	Yes
	Blue Heron Dr	Military Trail	4LD	I	1,960	EB (SB)	3.5%	0.0%	No	3.5%	78	4.0%	No	120	6.1%	Yes
					1,960	WB (NB)	0.0%	3.5%	No	3.5%	87	4.4%	No	82	4.2%	No
Blue Heron Blvd (2)	Beeline Hwy	Military Trail	4LD	I	1,960	EB	9.0%	0.0%	No	9.0%	202	10.3%	Yes	309	15.8%	Yes
					1,960	WB	0.0%	9.0%	No	9.0%	224	11.4%	Yes	211	10.8%	Yes
	Military Trail	I-95	6LD	I	2,940	EB	7.5%	0.0%	No	7.5%	168	5.7%	Yes	257	8.8%	Yes
					2,940	WB	0.0%	7.5%	No	7.5%	187	6.4%	Yes	176	6.0%	Yes
	I-95	Congress Av	6LD	I	2,940	EB	1.0%	0.0%	No	1.0%	22	0.8%	No	34	1.2%	No
					2,940	WB	0.0%	1.0%	No	1.0%	25	0.8%	No	23	0.8%	No
Coconut Boulevard	Persimmon Blvd	60th St	2L	I	880	NB	0.0%	1.0%	Yes	1.0%	25	2.8%	Yes	23	2.7%	Yes
					880	SB	1.0%	0.0%	Yes	1.0%	22	2.5%	Yes	34	3.9%	Yes
	60th St	Orange Blvd	2L	I	880	NB	0.0%	4.0%	Yes	4.0%	100	11.3%	Yes	94	10.7%	Yes
					880	SB	4.0%	0.0%	Yes	4.0%	90	10.2%	Yes	137	15.6%	Yes
	Orange Blvd	Temple Blvd	2L	I	880	NB	0.0%	7.5%	Yes	7.5%	187	21.2%	Yes	176	20.0%	Yes
					880	SB	7.5%	0.0%	Yes	7.5%	168	19.1%	Yes	257	29.2%	Yes
	Temple Blvd	Northlake Blvd	2L	I	880	NB	0.0%	8.0%	Yes	8.0%	199	22.6%	Yes	187	21.3%	Yes
					880	SB	8.0%	0.0%	Yes	8.0%	179	20.4%	Yes	274	31.2%	Yes

Table 3 Cont.
Avenir Trip Assignment & Significance Analysis

Roadway	Segment		Existing + Committe d Lanes	Class	LOS D Service Volume (1)	Direction	% Distribution		Within 5 mi radius?	% Project Distribution	AM PEAK HOUR			PM PEAK HOUR		
	From	To					OUT	IN			Peak Hour Trips	Project % Impact	Significant Impact?	Peak Hour Trips	Project % Impact	Significant Impact?
Donald Ross Road	Jog Road	I-95	4LD	I	1,960	EB	0.0%	0.5%	No	0.5%	12	0.6%	No	12	0.6%	No
					1,960	WB	0.5%	0.0%	No	0.5%	11	0.6%	No	17	0.9%	No
	I-95	Parkside Dr	6LD	I	2,940	EB	1.0%	0.0%	No	1.0%	22	0.8%	No	34	1.2%	No
					2,940	WB	0.0%	1.0%	No	1.0%	25	0.8%	No	23	0.8%	No
Florida's Turnpike (2)	South	Okeechobee Blvd	4LX	EXP	3,720	NB	0.0%	7.0%	No	7.0%	174	4.7%	No	164	4.4%	No
					3,720	SB	7.0%	0.0%	No	7.0%	157	4.2%	No	240	6.5%	Yes
	Okeechobee Blvd	Beeline Hwy	4LX	EXP	3,720	NB	0.0%	9.0%	No	9.0%	224	6.0%	Yes	211	5.7%	Yes
					3,720	SB	9.0%	0.0%	No	9.0%	202	5.4%	Yes	309	8.3%	Yes
	Beeline Hwy	PGA Blvd	4LX	EXP	3,720	NB	2.5%	0.0%	No	2.5%	56	1.5%	No	86	2.3%	No
					3,720	SB	0.0%	2.5%	No	2.5%	62	1.7%	No	59	1.6%	No
I 95 (2)	E Indiantown	Donald Ross Rd	10LX	EXP	9,320	NB	3.0%	0.0%	No	3.0%	67	0.7%	No	103	1.1%	No
					9,320	SB	0.0%	3.0%	No	3.0%	75	0.8%	No	70	0.8%	No
	Donald Ross Rd	PGA Blvd	10LX	EXP	9,320	NB	4.0%	0.0%	No	4.0%	90	1.0%	No	137	1.5%	No
					9,320	SB	0.0%	4.0%	No	4.0%	100	1.1%	No	94	1.0%	No
	PGA Blvd	Northlake Blvd	10LX	EXP	9,320	NB	5.0%	0.0%	No	5.0%	112	1.2%	No	172	1.8%	No
					9,320	SB	0.0%	5.0%	No	5.0%	125	1.3%	No	117	1.3%	No
	Northlake Blvd *Note PBC Does not have 12LX LOS	Blue Heron Blvd	12LX	EXP	12,060	NB	0.0%	3.0%	No	3.0%	75	0.6%	No	70	0.6%	No
					12,060	SB	3.0%	0.0%	No	3.0%	67	0.6%	No	103	0.9%	No
	Blue Heron Blvd *Note PBC Does not have 12LX LOS	45th Street	12LX	EXP	12,060	NB	0.0%	10.0%	No	10.0%	249	2.1%	No	234	1.9%	No
					12,060	SB	10.0%	0.0%	No	10.0%	224	1.9%	No	343	2.8%	No
Indiantown Road	Beeline Highway	Pratt Whitney Rd	2L	Unint.	1,140	EB	1.0%	0.0%	No	1.0%	22	2.0%	No	34	3.0%	No
					1,140	WB	0.0%	1.0%	No	1.0%	25	2.2%	No	23	2.1%	No
	Pratt Whitney Road	130th Avenue N	2L	Unint.	1,140	EB	1.5%	0.0%	No	1.5%	34	3.0%	No	51	4.5%	No
					1,140	WB	0.0%	1.5%	No	1.5%	37	3.3%	No	35	3.1%	No
Jog Road	45 Street	Beeline Hwy	2L	Unint.	1,140	NB	0.0%	2.0%	No	2.0%	50	4.4%	No	47	4.1%	No
					1,140	SB	2.0%	0.0%	No	2.0%	45	3.9%	No	69	6.0%	Yes
	Beeline Highway	FL Tpk Ent	4LD	II	1,770	NB	3.0%	0.0%	No	3.0%	67	3.8%	No	103	5.8%	Yes
					1,770	SB	0.0%	3.0%	No	3.0%	75	4.2%	No	70	4.0%	No
	FL Tpk Ent	Northlake Blvd	4LD	II	1,770	NB	0.0%	8.5%	No	8.5%	212	12.0%	Yes	199	11.3%	Yes
					1,770	SB	8.5%	0.0%	No	8.5%	191	10.8%	Yes	292	16.5%	Yes
	Northlake Boulevard	PGA Blvd	2L	I	880	NB	0.0%	1.0%	No	1.0%	25	2.8%	No	23	2.7%	No
					880	SB	1.0%	0.0%	No	1.0%	22	2.5%	No	34	3.9%	No
Martin Luther King Jr Boulevard	Military Trail	Congress Av	4LD	I	1,960	EB	1.5%	0.0%	No	1.5%	34	1.7%	No	51	2.6%	No
					1,960	WB	0.0%	1.5%	No	1.5%	37	1.9%	No	35	1.8%	No
Military Trail	45 St	Beeline Hwy	6LD	II	2,680	NB	0.0%	1.5%	No	1.5%	37	1.4%	No	35	1.3%	No
					2,680	SB	1.5%	0.0%	No	1.5%	34	1.3%	No	51	1.9%	No
	Beeline Highway	Blue Heron Blvd	6LD	II	2,680	NB	0.0%	0.5%	No	0.5%	12	0.5%	No	12	0.4%	No
					2,680	SB	0.5%	0.0%	No	0.5%	11	0.4%	No	17	0.6%	No
	Blue Heron Boulevard	Investment Ln	6LD	II	2,680	NB	0.0%	0.5%	No	0.5%	12	0.5%	No	12	0.4%	No
					2,680	SB	0.5%	0.0%	No	0.5%	11	0.4%	No	17	0.6%	No
	Investment Ln	Northlake Blvd	6LD	I	2,940	NB	0.0%	0.5%	No	0.5%	12	0.4%	No	12	0.4%	No
					2,940	SB	0.5%	0.0%	No	0.5%	11	0.4%	No	17	0.6%	No
	Northlake Blvd	Holly Dr	6LD	II	2,680	NB	5.0%	0.0%	No	5.0%	112	4.2%	No	172	6.4%	Yes
					2,680	SB	0.0%	5.0%	No	5.0%	125	4.6%	No	117	4.4%	No
	Holly Dr	PGA Blvd	6LD	II	2,680	NB	4.5%	0.0%	No	4.5%	101	3.8%	No	154	5.8%	Yes
					2,680	SB	0.0%	4.5%	No	4.5%	112	4.2%	No	105	3.9%	No
	PGA Blvd	I-95	6LD	II	2,680	NB	3.5%	0.0%	No	3.5%	78	2.9%	No	120	4.5%	No
					2,680	SB	0.0%	3.5%	No	3.5%	87	3.3%	No	82	3.1%	No

Table 3 Cont.
Avenir Trip Assignment & Significance Analysis

Roadway	Segment		Existing + Committe d Lanes	Class	LOS D Service Volume (1)	Direction	% Distribution		Within 5 mi radius?	% Project Distribution	AM PEAK HOUR			PM PEAK HOUR		
	From	To					OUT	IN			Peak Hour Trips	Project % Impact	Significant Impact?	Peak Hour Trips	Project % Impact	Significant Impact?
Northlake Boulevard	Pratt Whitney Road *2L to 4LD FY 2015/2017	140 Av N	4LD	I	1,960	EB	0.0%	12.0%	Yes	12.0%	299	15.3%	Yes	281	14.3%	Yes
					1,960	WB	12.0%	0.0%	Yes	12.0%	269	13.7%	Yes	412	21.0%	Yes
	140 Av N *2L to 4LD FY 2015/2017	Coconut Blvd	4LD	I	1,960	EB	9.5%	8.0%	Yes	9.5%/ 8.0%	412	21.0%	Yes	513	26.2%	Yes
					1,960	WB	8.0%	12.0%	Yes	8%/ 12%	478	24.4%	Yes	555	28.3%	Yes
	Coconut Blvd	Ibis Rd	4LD	II	1,770	EB	59.5%	0.0%	Yes	59.5%	1,334	75.4%	Yes	2,041	115.3%	Yes
					1,770	WB	0.0%	59.5%	Yes	59.5%	1,482	83.7%	Yes	1,394	78.8%	Yes
	Ibis Rd	SR 7	4LD	II	1,770	EB	57.5%	0.0%	Yes	57.5%	1,289	72.8%	Yes	1,973	111.5%	Yes
					1,770	WB	0.0%	57.5%	Yes	57.5%	1,432	80.9%	Yes	1,347	76.1%	Yes
	SR 7	Beeline Hwy	4LD	Unint.	3,320	EB	48.0%	0.0%	Yes	48.0%	1,075	32.4%	Yes	1,645	49.6%	Yes
					3,320	WB	0.0%	48.0%	Yes	48.0%	1,194	36.0%	Yes	1,123	33.8%	Yes
	Beeline Hwy	Ryder Cup Blvd/Jog	6LD	I	2,940	EB	27.5%	0.0%	No	27.5%	617	21.0%	Yes	944	32.1%	Yes
					2,940	WB	0.0%	27.5%	No	27.5%	685	23.3%	Yes	644	21.9%	Yes
	Ryder Cup Blvd/Jog	Steeplechase Dr	6LD	II	2,680	EB	19.0%	0.0%	No	19.0%	426	15.9%	Yes	652	24.3%	Yes
					2,680	WB	0.0%	19.0%	No	19.0%	473	17.7%	Yes	445	16.6%	Yes
Okeechobee Boulevard	Seminole Pratt Whitney	E Road	2LU	Unint.	1,140	EB	3.0%	0.0%	No	3.0%	67	5.9%	Yes	103	9.0%	Yes
					1,140	WB	0.0%	3.0%	No	3.0%	75	6.6%	Yes	70	6.2%	Yes
	E Road	Folsum	2L	I	880	EB	2.0%	0.0%	No	2.0%	45	5.1%	Yes	69	7.8%	Yes
					880	WB	0.0%	2.0%	No	2.0%	50	5.7%	Yes	47	5.3%	Yes
	Folsum	Crestwood	4LD	II	1,770	EB	1.5%	0.0%	No	1.5%	34	1.9%	No	51	2.9%	No
					1,770	WB	0.0%	1.5%	No	1.5%	37	2.1%	No	35	2.0%	No
Orange Boulevard	Pratt Whitney Road	140th Av N	2L	I	880	EB	0.0%	0.5%	Yes	0.5%	12	1.4%	Yes	12	1.3%	Yes
					880	WB	0.5%	0.0%	Yes	0.5%	11	1.3%	Yes	17	1.9%	Yes
	140th Av N	Coconut Blvd	2L	I	880	EB	3.0%	0.0%	Yes	3.0%	67	7.6%	Yes	103	11.7%	Yes
					880	WB	0.0%	3.0%	Yes	3.0%	75	8.5%	Yes	70	8.0%	Yes
	Coconut Blvd	Royal PB Blvd	2L	I	880	EB	6.0%	0.0%	Yes	6.0%	135	15.3%	Yes	206	23.4%	Yes
					880	WB	0.0%	6.0%	Yes	6.0%	149	17.0%	Yes	141	16.0%	Yes
Persimmon Boulevard	140 Avenue N	Coconut Blvd	2L	I	880	EB	0.0%	0.5%	Yes	0.5%	12	1.4%	Yes	12	1.3%	Yes
					880	WB	0.5%	0.0%	Yes	0.5%	11	1.3%	Yes	17	1.9%	Yes
	Coconut Boulevard	Royal PB Blvd	2L	I	880	EB	0.5%	0.0%	Yes	0.5%	11	1.3%	Yes	17	1.9%	Yes
					880	WB	0.0%	0.5%	Yes	0.5%	12	1.4%	Yes	12	1.3%	Yes
	Royal Palm Beach Boulevard	SR-7	2L	I	880	EB	0.5%	0.0%	Yes	0.5%	11	1.3%	Yes	17	1.9%	Yes
					880	WB	0.0%	0.5%	Yes	0.5%	12	1.4%	Yes	12	1.3%	Yes
PGA Boulevard	Beeline Hwy	Ryder Cup Blvd/Jog	2L	Unint.	1,140	EB	6.5%	0.0%	Yes	6.5%	147	12.9%	Yes	224	19.7%	Yes
					1,140	WB	0.0%	6.5%	Yes	6.5%	163	14.3%	Yes	153	13.4%	Yes
	Ryder Cup Boulevard (Jog)	FL Tpk	4LD	I	1,960	EB	5.0%	0.0%	No	5.0%	112	5.7%	Yes	172	8.8%	Yes
					1,960	WB	0.0%	5.0%	No	5.0%	125	6.4%	Yes	117	6.0%	Yes
	FL Tpk	Central Blvd	6LD	II	2,680	EB	2.0%	0.0%	No	2.0%	45	1.7%	No	69	2.6%	No
					2,680	WB	0.0%	2.0%	No	2.0%	50	1.9%	No	47	1.7%	No

Table 3 Cont.
Avenir Trip Assignment & Significance Analysis

Roadway	Segment		Existing + Committee Lanes	Class	LOS D Service Volume (1)	Direction	% Distribution		Within 5 mi radius?	% Project Distribution	AM PEAK HOUR			PM PEAK HOUR		
	From	To					OUT	IN			Peak Hour Trips	Project % Impact	Significant Impact?	Peak Hour Trips	Project % Impact	Significant Impact?
Pratt Whitney	Coporate Rd N	Indiantown Rd	2L	Unint.	1,140	NB	1.0%	0.0%	No	1.0%	22	2.0%	No	34	3.0%	No
					1,140	SB	0.0%	1.0%	No	1.0%	25	2.2%	No	23	2.1%	No
	Indiantown Rd	Beeline Hwy	2L	Unint.	1,140	NB	3.0%	0.0%	Yes	3.0%	67	5.9%	Yes	103	9.0%	Yes
					1,140	SB	0.0%	3.0%	Yes	3.0%	75	6.6%	Yes	70	6.2%	Yes
Roebuck Road	SR 7	Jog Rd	4LD	Unint.	3,320	EB	3.5%	0.0%	No	3.5%	78	2.4%	No	120	3.6%	No
	*0L to 4LD FY 2018				3,320	WB	0.0%	3.5%	No	3.5%	87	2.6%	No	82	2.5%	No
	Jog Rd	Haverhill Rd	4LD	I	1,960	EB	3.0%	0.0%	No	3.0%	67	3.4%	No	103	5.3%	Yes
					1,960	WB	0.0%	3.0%	No	3.0%	75	3.8%	No	70	3.6%	No
Royal Palm Beach Boulevard	40th St	Persimmon Blvd	4LD	I	1,960	NB	0.0%	3.5%	Yes	3.5%	87	4.4%	Yes	82	4.2%	Yes
					1,960	SB	3.5%	0.0%	Yes	3.5%	78	4.0%	Yes	120	6.1%	Yes
	Persimmon Blvd	60th St	2L	I	880	NB	0.0%	4.0%	Yes	4.0%	100	11.3%	Yes	94	10.7%	Yes
					880	SB	4.0%	0.0%	Yes	4.0%	90	10.2%	Yes	137	15.6%	Yes
	60th St	Orange Blvd	2L	I	880	NB	0.0%	5.5%	Yes	5.5%	137	15.6%	Yes	129	14.6%	Yes
					880	SB	5.5%	0.0%	Yes	5.5%	123	14.0%	Yes	189	21.4%	Yes
Seminole Pratt Whitney Road	Southern Blvd	Okeechobee Blvd	4LD	I	1,960	NB	0.0%	3.5%	No	3.5%	87	4.4%	No	82	4.2%	No
	*2L to 4LD Under Const.				1,960	SB	3.5%	0.0%	No	3.5%	78	4.0%	No	120	6.1%	Yes
	Okeechobee Blvd	Sycamore Dr E	4LD	Unint/ I	2,700	NB	0.0%	7.0%	No	7.0%	174	6.5%	Yes	164	6.1%	Yes
	*2L to 4LD Under Const.				2,700	SB	7.0%	0.0%	No	7.0%	157	5.8%	Yes	240	8.9%	Yes
	Sycamore Dr E	Persimmon Blvd	4LD	I	1,960	NB	0.0%	7.5%	No	7.5%	187	9.5%	Yes	176	9.0%	Yes
	*2L to 4LD Under Const.				1,960	SB	7.5%	0.0%	No	7.5%	168	8.6%	Yes	257	13.1%	Yes
	Persimmon Blvd	60th St N	2L	I	880	NB	0.0%	8.0%	No	8.0%	199	22.6%	Yes	187	21.3%	Yes
					880	SB	8.0%	0.0%	No	8.0%	179	20.4%	Yes	274	31.2%	Yes
	60th St N	Orange Blvd	4LD	I	1,960	NB	0.0%	9.5%	Yes	9.5%	237	12.1%	Yes	223	11.4%	Yes
	*2L to 4LD Under Const.				1,960	SB	9.5%	0.0%	Yes	9.5%	213	10.9%	Yes	326	16.6%	Yes
	Orange Blvd	Northlake Blvd	4LD	I	1,960	NB	0.0%	10.0%	Yes	10.0%	249	12.7%	Yes	234	12.0%	Yes
	*2L to 4LD Under Const.				1,960	SB	10.0%	0.0%	Yes	10.0%	224	11.4%	Yes	343	17.5%	Yes
SR 7	Northlake Blvd	North	2L	Unint.	1,140	NB	1.0%	0.0%	Yes	1.0%	22	2.0%	Yes	34	3.0%	Yes
					1,140	SB	0.0%	1.0%	Yes	1.0%	25	2.2%	Yes	23	2.1%	Yes
	Belvedere Rd	Okeechobee Blvd	6LD	II	2,680	NB	0.0%	4.0%	No	4.0%	100	3.7%	No	94	3.5%	No
					2,680	SB	4.0%	0.0%	No	4.0%	90	3.3%	No	137	5.1%	Yes
	Okeechobee Blvd	Roebuck Rd	4LD	I	1,960	NB	0.0%	6.0%	No	6.0%	149	7.6%	Yes	141	7.2%	Yes
	*2L to 4LD FY 2016				1,960	SB	6.0%	0.0%	No	6.0%	135	6.9%	Yes	206	10.5%	Yes
	Roebuck Rd	Orange Grove Blvd	4LD	Unint	3,320	NB	0.0%	10.0%	No	10.0%	249	7.5%	Yes	234	7.1%	Yes
	*2L to 4LD FY 2016				3,320	SB	10.0%	0.0%	No	10.0%	224	6.8%	Yes	343	10.3%	Yes
	Orange Grove Blvd	Persimmon Blvd	4LD	I	1,960	NB	0.0%	10.0%	No	10.0%	249	12.7%	Yes	234	12.0%	Yes
	*2L to 4LD FY 2016				1,960	SB	10.0%	0.0%	No	10.0%	224	11.4%	Yes	343	17.5%	Yes
SR 7	Persimmon Blvd	60th St N	4LD	I	1,960	NB	0.0%	11.0%	Yes	11.0%	274	14.0%	Yes	258	13.1%	Yes
	*2L to 4LD FY 2016				1,960	SB	11.0%	0.0%	Yes	11.0%	247	12.6%	Yes	377	19.3%	Yes
	60th St N	Northlake Blvd	4LD	Unint	3,320	NB	0.0%	9.0%	Yes	9.0%	224	6.8%	Yes	211	6.4%	Yes
	*0L to 4LD FY 2018				3,320	SB	9.0%	0.0%	Yes	9.0%	202	6.1%	Yes	309	9.3%	Yes

(1) Source PBC Table 12.B.2 Unless Otherwise noted (I-95 12LX)
(2) SIS or SIS Connector- Using Table 21.B.2 as directed

2.3.2 Background Traffic

Background traffic was estimated based on a half percent (0.5%) compounded annual growth rate applied to the existing (2014) volumes plus the addition of committed development traffic obtained from the Palm Beach County TPS database. Because the project proposes a new roadway connecting Northlake Boulevard and the Beeline Highway; committed development trips from Pratt Whitney, Florida Research Park, and North County Airport were re-assigned along Northlake Boulevard, Beeline Highway and the roadway connection. Details of the re-assignment and committed development data from the TPS are provided in **Appendix E**.

2.3.3 Total Traffic

Avenir will provide a new roadway connection between Northlake Boulevard and the Beeline Highway. The project will also provide essential non-residential services to surrounding communities. These two factors will have an effect on the travel patterns in the area. To account for this redistribution of trips, traffic projections of major projects along the Beeline Highway were redistributed to this connection. In addition, the construction of additional segments of SR 7 and Roebuck Road in the study area will result in additional shifts in travel patterns. These shifts were accounted for and documented in **Appendix F**.

The total 2035 traffic was developed by adding the adjusted 2035 background traffic, committed development traffic and the project traffic.

3.0 TRAFFIC PERFORMANCE STANDARDS ANALYSIS

3.1 Test 1 Part One – Intersections

Part One of Test 1 requires the analysis of major intersections where the project is significant on a link and the project traffic comprises 10 percent or more of the total traffic on any approach. Intersections capacity analysis was performed using the Highway Capacity Software or Critical Movement Analysis (CMA) for all intersections. A total of 37 intersections were analyzed. The results of the analysis including all improvement are shown in **Table 5a**. For each of the intersections analyzed, existing, programmed and additional improvements (as applicable) are graphically portrayed in **Figure 3**. The intersections are numbered in the table. This numerical order is maintained for the data in **Appendix G**. Capacity analyses worksheets along with the turning movement counts, signal timing and other intersection data are provided in **Appendix G**.

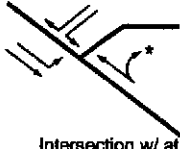

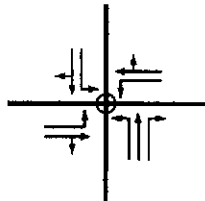
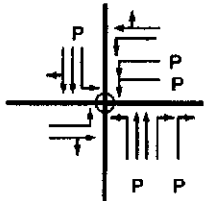
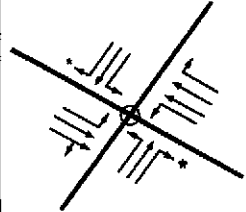
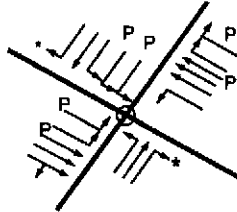

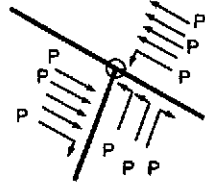
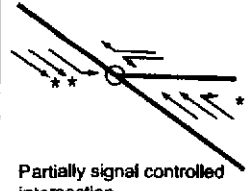
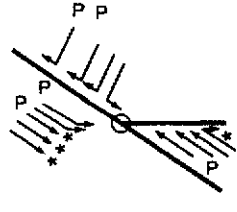
The improvements to obtain level of service D that are in addition to programmed or “link” improvements are included in **Table 5b**. These costs will be used to evaluate the proportionate share payments discussed in Section 3.5.

As shown, with the proposed improvements, all intersections will operate at LOS D or better.

Table 5A
Intersection Capacity Analysis Results

Intersections	2035 AM Peak Hour		2035 PM Peak Hour	
	Delay	v/c	Delay	v/c
1. Beeline Highway (EW) & Indiantown (NS)	11.4	B	8.8	A
2. Pratt Whitney & Indiantown Rd	CMA Under 1,400		CMA Under 1,400	
3. Beeline Highway (EW) & Pratt Whitney (NS)	49.7	D	54.7	D
4. Beeline Highway / Project Entrance	22.5	C	35.0	D
5. Bee Line & PGA	38.8	D	38.3	D
6. PGA Boulevard & Ryder Cup Boulevard (JOG)	CMA Under 1,400		CMA Under 1,400	
7. Northlake Boulevard & Seminole Pratt	CMA Under 1,400		CMA Under 1,400	
8. Northlake Boulevard & 140th Avenue N	CMA Under 1,400		CMA Under 1,400	
9. Northlake Boulevard & Coconut Boulevard	CMA Under 1,400		CMA Under 1,400	
10. Northlake Boulevard & SR 7	CMA Under 1,400		CMA Under 1,400	
11.A Beeline Highway & Northlake Boulevard (Int A)	40.0	D	42.2	D
11.B Beeline Highway & Northlake Boulevard (Int B)	48.7	D	36.9	D
12. Jog Road/Florida Turnpike	CMA Under 1,400		CMA Under 1,400	
13. Northlake Blvd/ Ryder Cup	CMA Under 1,400		CMA Under 1,400	
14. Northlake Boulevard & Military	CMA Under 1,400		CMA Under 1,400	
15. Northlake Boulevard & I-95 West Ramp	49.2	D	52.1	D
16. Northlake Boulevard & I-95 East Ramp	45.2	D	51.8	D
17. Beeline Highway & Jog Road	48.4	D	48.6	D
18. Beeline Highway & Haverhill	31.5	C	38.7	D
19. Beeline Highway & Blue Heron Blvd	33.0	C	34.1	C
20. Blue Heron Boulevard & Military	54.8	D	54.4	D
21. Orange Boulevard & Seminole Pratt Whitney	CMA Under 1,400		CMA Under 1,400	
22. Orange Boulevard & 140 AV N	CMA Under 1,400		CMA Under 1,400	
23. Orange Boulevard & Coconut Boulevard	CMA Under 1,400		CMA Under 1,400	
24. 60 ST N/SEMINOLE PRATT WHITNEY	CMA Under 1,400		CMA Under 1,400	
25. 60 Street N/Royal Palm Beach Boulevard	CMA Under 1,400		CMA Under 1,400	
26. 60 Street N/SR 7	CMA Under 1,400		CMA Under 1,400	
27. Persimmon/Seminole Pratt Whitney	CMA Under 1,400		CMA Under 1,400	
28. Persimmon/Royal Palm Beach	CMA Under 1,400		CMA Under 1,400	
29. Persimmon Boulevard/SR 7	CMA Under 1,400		CMA Under 1,400	
30. SR 7/Orange Grove	CMA Under 1,400		CMA Under 1,400	
31. SR 7/Roebuck	CMA Under 1,400		CMA Under 1,400	
32. Okeechobee/ Seminole Pratt Whitney	CMA Under 1,400		CMA Under 1,400	
33. Blue Heron & I-95 West Side	N/A	N/A	42.5	D
34. Blue Heron & I-95 East Side	N/A	N/A	48.4	D
35. Roebuck and Haverhill	CMA Under 1,400		CMA Under 1,400	
36. Sycamore Dr & Seminole Pratt Whitney	CMA Under 1,400		CMA Under 1,400	
37. Orange Grove & Royal Palm Beach	CMA Under 1,400		CMA Under 1,400	

Figure 3 - Intersection Geometrics

Intersection	Existing	Programmed	Proposed	Prop Share A= Individual Cost Individual % B= Included in Link Cost and % Prop Share
<p>1 Beeline Highway / W. Indiantown Road</p> <p>See Pages: G-1 to G-13</p>	 <p>Intersection w/ at grade ramps * Free Flow</p>	 <p>4 Lane of Beeline *Free Flow</p>	N/A	N/A
<p>2 Pratt Whitney Road / W. Indiantown Road</p> <p>See Pages: G-14 to G-24</p>		N/A		<p>A</p> <p>Cost for SBT approach, 2 WBL, NBR, NBT receiving lane; NBT approach, SBT receiving lane in Link Cost</p>
<p>3 Beeline Highway / Pratt Whitney Road</p> <p>See Pages: G-25 to G-32</p>	 <p>* Free Flow</p>	N/A	 <p>* Free Flow</p>	<p>A</p> <p>EBL, EBT approach, WBR, WBT receiving lane 2 SBL; WBT approach, EBT receiving lane in link cost</p>
<p>4 Beeline Highway / Project Entrance</p> <p>See Pages: G-33 to G-39</p>		N/A		<p>B</p> <p>(Project to Construct Turn Lanes and Thru Lanes at Intersection)</p>
<p>5 Beeline Highway / PGA Boulevard</p> <p>See Pages: G-40 to G-48</p>	 <p>Partially signal controlled intersection * Free Flow</p>	N/A	 <p>* Free Flow</p>	<p>A</p> <p>2 PGA Rights SBL, NBT approach, SBT receiving; NBT receiving, SBT approach in link cost</p>

○ =Signalized

P =Proposed Future Lane

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Figure 3 - Intersection Geometrics

Intersection	Existing	Programmed	Proposed	Prop Share A= Individual Cost Individual % B= Included in Link Cost and % Prop Share
<p>6</p> <p>PGA Boulevard / Ryder Cup Boulevard</p> <p>See Pages G-49 to G-63</p>		N/A	N/A	N/A
<p>7</p> <p>Northlake Boulevard / Seminole Pratt Whitney Road</p> <p>See Pages G-64 to G-66</p>			N/A	N/A
<p>8</p> <p>Northlake Boulevard / 140th Avenue N.</p> <p>See Pages G-67 to G-72</p>			<p>Project Entrance</p>	<p>B</p> <p>Turn lanes and EBT approach to be constructed by project</p>
<p>9</p> <p>Northlake Boulevard / Coconut Boulevard</p> <p>See Pages G-73 to G-76</p>			<p>Project Entrance</p>	<p>B</p> <p>Thru Lanes in link cost (Project will build all turn lanes)</p>
<p>10</p> <p>Northlake Boulevard / SR 7</p> <p>See Pages G-77 to G-81</p>				<p>A</p> <p>For NBL, WBT Approach, EBT Receiving; WBT receiving, EBT approach in link cost</p>

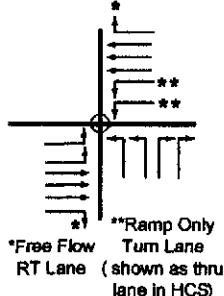
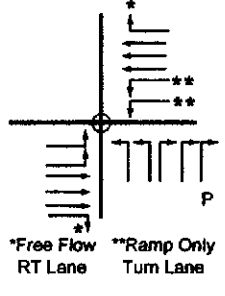
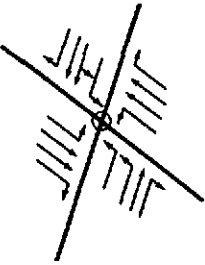
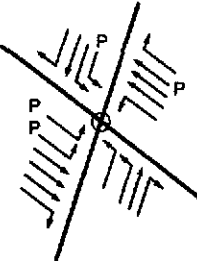
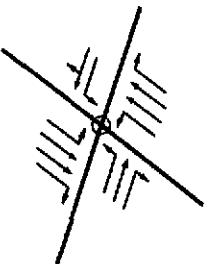
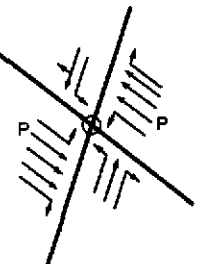

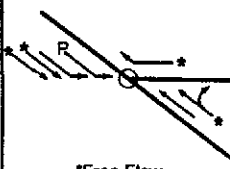
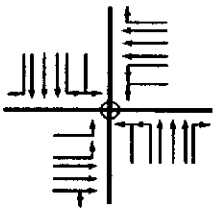
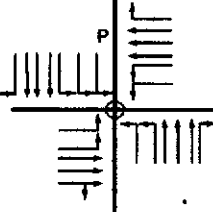
○ = Signalized
P = Proposed Future Lane

Figure 3 - Intersection Geometrics

Intersection	Existing	Programmed	Proposed	Prop Share A= Individual Cost Individual % B= Included in Link Cost and % Prop Share
<p>11 Beeline Highway / Northlake Boulevard</p> <p>See Pages G-82 to G-95</p>	<p>**WB to NB lane *Free Flow</p>	N/A	<p>*Free Flow</p>	<p>A (All new cost)</p>
<p>12 Jog Road / Florida Turnpike</p> <p>See Pages G-96 to G-101</p>		N/A	N/A	N/A
<p>13 Northlake Boulevard / Ryder Cup Boulevard</p> <p>See Pages G-102 to G-113</p>		N/A	N/A	N/A
<p>14 Northlake Boulevard / N. Military Trail</p> <p>See Pages G-114 to G-115</p>		N/A		<p>A WBT approach, WBR, WBL SBR, EBL, EBT receiving lane; EBT approach, WBT receiving in link cost</p>
<p>15 Northlake Boulevard / I-95 West Ramp</p> <p>See Pages G-116 to G-117</p>	<p>**Ramp Only Turn Lane (shown as thru lane in HCS) *Free Flow RT Lane</p>	N/A	N/A	N/A

○ = Signalized
P = Proposed Future Lane

Figure 3 - Intersection Geometrics

Intersection	Existing	Programmed	Proposed	Prop Share A= Individual Cost Individual % B= Included in Link Cost and % Prop Share
<p>16 Northlake Boulevard / I-95 East Ramp</p> <p>See Pages G-118 to G-119</p>	 <p>*Free Flow RT Lane</p> <p>**Ramp Only Turn Lane (shown as thru lane in HCS)</p>	N/A	 <p>*Free Flow RT Lane</p> <p>**Ramp Only Turn Lane</p>	<p>A (NBR)</p>
<p>17 Beeline Highway / Jog Road</p> <p>See Pages G-120 to G-130</p>		N/A		<p>A For EBL; EBT receiving and approach, WBT receiving and approach in link cost</p>
<p>18 Beeline Highway / Haverhill Road</p> <p>See Pages G-131 to G-139</p>		N/A	 <p>6 Lane Beeline</p>	B
<p>19 Beeline Highway / Blue Heron Boulevard</p> <p>See Pages G-140 to G-150</p>	 <p>Access to SB Beeline via Military</p> <p>*Free Flow</p>	N/A	 <p>*Free Flow Partial Signalization</p>	<p>A Beeline left turn lane</p>
<p>20 Blue Heron Boulevard / N. Military Trail</p> <p>See Pages G-151 to G-161</p>		N/A		<p>A SBL</p>

○ = Signalized
P = Proposed Future Lane

Revised: 11.13.15

Figure 3 - Intersection Geometrics

Intersection	Existing	Programmed	Proposed	<u>Prop Share</u> A= Individual Cost Individual % B= Included in Link Cost and % Prop Share
21 Orange Boulevard / Seminole Pratt Whitney Road See Pages G-162 to G-173		N/A	N/A	N/A
22 Orange Boulevard / 140th Avenue N. See Pages G-174 to G-185	 Flashing Red Signal	N/A	N/A Signalization	N/A
23 Orange Boulevard / Coconut Boulevard See Pages G-186 to G-194		N/A		A All approaches have link improvements +WBL, EBL NBL, SBL
24 60th Street N. / Seminole Pratt Whitney Road See Pages G-195 to G-198	 End of 60th Street N.	N/A	 * Minto West Project Driveway	B
25 60th Street N. / Royal Palm Beach Boulevard See Pages G-199 to G-204		N/A		A EBL, NBL; NBT approach and receiving, SBT approach and receiving in link cost

○ = Signalized
P = Proposed Future Lane


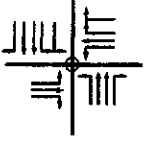
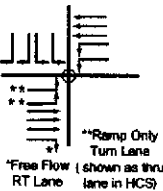
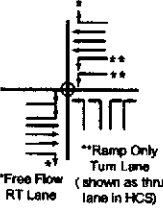
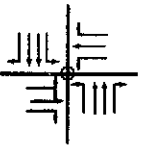
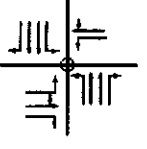
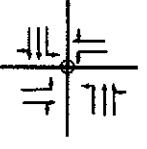
Revised: 11.13.15

Figure 3 - Intersection Geometrics

Intersection	Existing	Programmed	Proposed	<u>Prop Share</u> A= Individual Cost Individual % B= Included In Link Cost and % Prop Share
26 60th Street N. / SR 7 See Pages G-205 to G-207		 Signalization Per FDOT SR 7 PD&E.	N/A	N/A
27 Persimmon Boulevard / Seminole Pratt Whitney See Pages G-208 to G-210		 Widening of Seminole Pratt Whitney	 * Minto West Project Driveway	A WBL, NBR; other turn lanes responsibility of Minto West
28 Persimmon Boulevard / Royal Palm Beach Boulevard See Pages G-211 to G-215		N/A		A SBL
29 Persimmon Boulevard / SR 7 See Pages G-216 to G-221		 Signalization Per FDOT SR 7 PD&E.	N/A	N/A
30 SR 7 / Orange Grove See Pages G-222 to G-225		 Signalization Per Minto West	N/A	N/A

○ = Signalized
P = Proposed Future Lane

Figure 3 - Intersection Geometrics

Intersection	Existing	Programmed	Proposed	Prop Share A= Individual Cost Individual % B= Included in Link Cost and % Prop Share
31 SR 7 / Roebuck Road See Pages G-225 to G-227	N/A	 Signalization Per FDOT SR 7 PD&E.	N/A	N/A
32 Okeechobee Blvd/Seminole Pratt Whitney See Pages G-228 to G-230		N/A	N/A	N/A
33 Blue Heron & I-95 (West Side) G-231 to G-239 See Pages		N/A	N/A	N/A
34 Blue Heron & I-95 (East Side) G-240 to G-243 See Pages G-244 to G-248		N/A	N/A	N/A
35 Roebuck Rd & Haverhill Rd G-244 to G-248 See Pages		N/A	N/A	N/A
36 Sycamore / Seminole Pratt & Whitney G-249 to G-251 See Pages		N/A	N/A	N/A
37 Orange Grove / Royal Palm Beach G-252 to G-256 See Pages		N/A	N/A	N/A

○ = Signalized
P = Proposed Future Lane

Table 5B: Intersection Costs (All Intersections marked with "A" on Figure 3)

Intersection	Approach	Improvement	Length of Improvement (ft)	Cost of Improvement (1) (1a)
2. Pratt Whitney/ Indiantown	NB	1 NBR	600	\$ 207,827.95
		1 NBT receiving lane	600	\$ 207,827.95
	SB	1 SBT approach lane	600	\$ 207,827.95
		2 WBL, 1 receiving lane	1800	\$ 623,483.86
	Total			\$ 1,246,967.73
3. Beeline/ Pratt Whitney	SB	2 SBL	1200	\$ 415,655.91
		1 EBL	600	\$ 207,827.95
	EB	1 EBT approach lane	600	\$ 207,827.95
		1 WBR	600	\$ 207,827.95
	WB	1 WBT receiving lane	600	\$ 207,827.95
	Total			\$ 1,246,967.73
5. Beeline/ PGA Blvd	NB	add 1 NBT approach lane	600	\$ 207,827.95
		1 SBL	600	\$ 207,827.95
	SB	1 SBT receiving lane	600	\$ 207,827.95
		add 2 WBR	1200	\$ 415,655.91
	Total			\$ 1,039,139.77
10. Northlake/ SR 7	EB	1 EBT receiving lane	600	\$ 207,827.95
	WB	1 WBT approach lane	600	\$ 207,827.95
	NB	add 1 NBL	600	\$ 207,827.95
	Total			\$ 623,483.86
14. Northlake/ Military	SB	add SBR	600	\$ 207,827.95
		1 WBL	600	\$ 207,827.95
	WB	1 WBT approach lane	600	\$ 207,827.95
		1 WBR	600	\$ 207,827.95
		1 EBL	600	\$ 207,827.95
	EB	1 EBT receiving lane	600	\$ 207,827.95
		Total	\$ 1,246,967.73	
16. Northlake/ I-95 East Ramp	NB	add NBR	600	\$ 207,827.95
17. Beeline/ Jog Rd	SB	add 1 EBL	600	\$ 207,827.95
19. Beeline/ Blue Heron	SB	add SBL	600	\$ 207,827.95
20. Blue Heron/ Military	SB	add SBL	600	\$ 207,827.95
23. Orange Blvd/Coconut Blvd	NB	add NBL	600	\$ 207,827.95
	NB	add NBR	600	\$ 207,827.95
	EB	add EBL	600	\$ 207,827.95
	WB	add WBL	600	\$ 207,827.95
	Total			\$ 831,311.82
25. 60th St/ Seminole Pratt Whitney	EB	add EBL	600	\$ 207,827.95
	NB	add NBL	600	\$ 207,827.95
	Total			\$ 415,655.91
27. Persimmon/ Seminole Pratt Whitney	NB	add NBL	600	\$ 207,827.95
	WB	add 1 WBL	600	\$ 207,827.95
	Total			\$ 415,655.91
28. Persimmon Blvd/ Royal Palm Beach Blvd	SB	add 1 SBL (2)	1200	\$ 415,655.91

(1) cost of turn lane per mile:

\$ 1,828,886.00

*per Minto West FDOT Generic Cost Per Mile Model for New Construction Extra Cost for Additional Lane on Urban Arterial of \$1,828,886 per mile

(1a) Costs to be finalized with PBCo Roadway Dept.

(2) approach and receiving lane needed

(3) Note: Intersection #11 from Minto West Report \$34.7M

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3.2 Test 1 Part Two – Links

Part Two of Test 1 requires that all major roadway segments (links) where the project impact is greater than 1% of Level of Service (LOS) “D” within the RDI and greater than 5% of LOS “D” beyond the RDI be analyzed. Traffic diversions due to the extension of SR 7 and Roebuck Road were included in the analysis. **Table 6a and 6b** summarize the traffic components on each link and the resultant level of service in the AM and PM, respectively. The link data to include committed trips are included with the traffic data sheet in **Appendix B**.

Recommended roadway segment improvements are illustrated in **Figure 4** and summarized on **Table 7**.

3.3 Test 2 Part Two – Five Year Analysis

Test two is typically a five year analysis. It was agreed during methodology discussions that Test 2 is to be addressed for project buildout. The results and conclusions will be essentially the same as Test 1. Therefore, additional analysis is not necessary nor provided.

Table 6A
Avenir Traffic Projections (AM Peak Hour)

Roadway	Segment		Existing + Committed Lanes	Service Volume	Dir.	Existing (2014)	Source/Year	0.5% Growth	Committed Trips	Minto from TPS	Minto-In 2,384	Minto-Out 2,278	Minto Traffic Study	Back to Avenir Connector See Page 7	AM PEAK HOUR						SR7 Div See App F	Roadback Rd Div See App F	Total Bkldg	Meets Std?	Back logged?	Project Total (2035)	Project % of Total	Meets Std?	Improvement																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	From	To													E-4	Research See Pg E-2	R Whittney See Pg E-3	N County Airport See Pg E-1	E-1	E-3									E-4	E-2	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1	E-3	E-1

Table 6A Cont.
Avenir Traffic Projections (AM Peak Hour)

Roadway	Segment		Existing + Committed Lanes	Service Volume	Dir.	AM PEAK HOUR																				Improvement				
	From	To				Existing (2014)	Source/ Year	0.5% Growth	Committed Trips	Minto from TPS	2,384	2,278	Minto Traffic Study	Bck to Avenir Connector See Page E-7	Committed Dev Redistribution				SR7 Div See App F	Roebuck Rd Div See App F	Total Bckgd	Meets Std?	Back logged?	Project	Total (2035)	Project % of Total	Meets Std?	# of Lanes	SV	Meets Std?
															Minto See Pg E-4	FL Research Pk See Pg E-2	Pratt Whitney See Pg E-1	N County Airport See Pg E-1												
Florida's Turnpike (3) (7)	Okeechobee Blvd	Beeline Hwy	4LX	3,720	NB	2,947	FDOT Statistics Office 2015	2003	0	0	0.0%	0.0%	114	0	0	-	-	-	-	-	5,064	No	Yes	224	5,288	4.2%	No	6LX	5,580	Yes
			3,720	SB	2,366	1608		0	0	0.0%	0.0%	119	0	0	-	-	-	-	-	4,093	No	Yes	202	4,295	4.7%	No		5,580	Yes	
Jog Road	FL Tpk Ent	Northlake Blvd	4LD	1,770	NB	288	TM 2014 P. G-105, 106	32			4.0%		95			-	-	-	-	-	415	Yes	No	212	627	33.8%	Yes	NA		
				1,770	SB	322		36			0.0%	4.0%	91			-	-	-	-	-	449	Yes	No	191	640	29.8%	Yes			
N Avenir Connector	Coconut Boulevard	Beeline Highway	4LD	1,770	NB	0	NA	0	0	0	0.0%		0	73	34	501	102	48	-	-	758	Yes	No	411	1,169	35.2%	Yes	NA		
			1,770	SB	0	0		0	0.0%	0.0%	0	40	36	76	14	6	-	-	172	Yes	No	370	542	68.3%	Yes					
Northlake Boulevard	Pratt Whitney Road *2L to 4LD FY 2015/2017	140 Av N	4LD	1,960	EB	822	STA 2413 2014	91	624	-319	0.0%	16.0%	364			-	-	-	-152	-	1,430	Yes	No	299	1,729	17.3%	Yes	NA		
				1,960	WB	202		22	443	-334	16.0%		381			-	-	-	-38	-	676	Yes	No	269	945	28.5%	Yes			
	140 Av N *2L to 4LD FY	Coconut Blvd	4LD	1,960	EB	1,370	STA 2413 2014	151	776	-329	0.0%	16.0%	364	-37	-17	-214	-34	-	-152	-	1,878	Yes	No	412	2,291	18.0%	No	6LD	2,940	Yes
				1,960	WB	293		32	516	-345	16.0%		381	-20	-18	-32	-5	-	-38	-	764	Yes	No	478	1,243	38.5%	Yes		2,940	Yes
	Coconut Blvd	Ibis Rd (6)	4LD	1,770	EB	2,435	STA 2411 2014	269	1409	-463	0.0%	20.0%	456	-73	-34	-501	-102	-48	-472	-	2,876	No	Yes	1,334	4,210	31.7%	No	8LD+	4,590	Yes
				1,770	WB	565		62	689	-484	20.0%		477	-40	-36	-76	-14	-6	-118	-	1,019	Yes	No	1,482	2,501	59.3%	No		4,590	Yes
	Ibis Rd	SR 7 (6)	4LD	1,770	EB	2,621	STA 2407 2014	289	1381	-463	0.0%	19.0%	433	-73	-34	-501	-102	-48	-472	-	3,031	No	Yes	1,289	4,320	29.8%	No	8LD+	4,590	Yes
				1,770	WB	718		79	694	-484	19.0%		453	-40	-36	-76	-14	-6	-118	-	1,170	Yes	No	1,432	2,602	55.0%	No		4,590	Yes
	SR 7	Beeline Hwy (1)	4LD	3,320	EB	2,621	STA 2407 2014	289	1381	-463	0.0%	22.5%	513	-73	-34	-501	-102	-48	-	3,583	No	Yes	1,075	4,658	23.1%	No	6LD	4,980	Yes	
				3,320	WB	718		79	694	-484	22.5%		536	-40	-36	-76	-14	-6	-	1,371	Yes	No	1,194	2,566	46.6%	Yes		4,980	Yes	
	Beeline Hwy	Ryder Cup Blvd/Jog	6LD	2,940	EB	1,589	STA 2401 2014	175	384	-308	0.0%	15.0%	342			-	-	-	-	2,182	Yes	No	617	2,798	22.0%	Yes	NA			
				2,940	WB	537		59	664	-323	15.0%		358			-	-	-	-	1,295	Yes	No	685	1,980	34.6%	Yes				
	Ryder Cup Blvd/Jog	Steeplechase Dr	6LD	2,680	EB	2,064	STA 2205 2014	228	355	-206	0.0%	10.0%	228			-	-	-	-	2,669	Yes	No	426	3,095	13.8%	No	8LD	3,590	Yes	
				2,680	WB	731		81	373	-217	10.0%		238			-	-	-	-	1,206	Yes	No	473	1,680	28.2%	Yes		3,590	Yes	
	Steeplechase Dr	Military Tr	6LD	2,940	EB	2,316	STA 2605 2014	256	402	-206	0.0%	9.0%	205			-	-	-	-	2,973	No	Yes	404	3,377	12.0%	No	8LD	3,940	Yes	
				2,940	WB	1,176		130	404	-215	9.0%		215			-	-	-	-	1,710	Yes	No	448	2,158	20.8%	Yes		3,940	Yes	
	Military Tr	I-95 (2)	6LD	3,890	EB	2,162	STA 2207 2014	239	434	-185	0.0%	5.0%	114			-	-	-	-	2,764	Yes	No	269	3,033	8.9%	Yes	NA			
				3,890	WB	1,550		171	436	-194	5.0%		119			-	-	-	-	2,082	Yes	No	299	2,381	12.6%	Yes				
Okeechobee Boulevard	Seminole Pratt Whitney	E Road	2LU	1,140	EB	499	STA 3419 2014	55	260	-206	0.0%	10.0%	228			-	-	-	-	-	836	Yes	No	67	903	7.4%	Yes	NA		
	E Road	Folsum	2L	1,140	WB	331		37	252	-215	10.0%		238			-	-	-	-	643	Yes	No	75	718	10.4%	Yes				
Orange Boulevard				880	EB	742	STA 3451 2014	82	276	-195	0.0%	9.0%	205			-	-	-	-	1,110	No	Yes	45	1,155	3.9%	No	4LD	1,960	Yes	
				880	WB	531		59	283	-205	9.0%		215			-	-	-	-	883	No	Yes	50	932	5.3%	No		1,960	Yes	
	Pratt Whitney Road	140th Av N	2L	880	EB	292	STA 2417 2014	32	120	-62	0.0%	3.0%	68			-	-	-	76	-	526	Yes	No	12	539	2.3%	Yes	NA		
				880	WB	246		27	116	-65	3.0%	0.0%	72			-	-	-	19	-	415	Yes	No	11	426	2.6%	Yes			
	140th Av N	Coconut Blvd	2L	880	EB	487	STA 2409 2014	54	112	-51	0.0%	2.5%	57			-	-	-	76	-	735	Yes	No	67	802	8.4%	Yes			
				880	WB	148		16	80	-54	2.5%	0.0%	60			-	-	-	19	-	269	Yes	No	75	343	21.8%	Yes			
	Coconut Blvd	Royal PB Blvd	2L	880	EB	617	STA 2415 2014	68	71	-41	0.0%	0.0%	0			-	-	-	-301	-	414	Yes	No	135	549	24.5%	Yes	4LD	1,960	Yes
				880	WB	540		60	185	-43	0.0%	0.0%	0			-	-	-	-4	-	738	Yes	No	149	887	16.8%	No		1,960	Yes
Persimmon Boulevard	140 Avenue N	Coconut Blvd	2L	880	EB	427	STA 3447 TPS/2014	47	339	-339	0.0%	16.5%	376			-	-	-	-	-	850	Yes	No	12	862	1.4%	Yes	NA		
				880	WB	169		19	355	-355	16.5%	0.0%	393			-	-	-	-	581	Yes	No	11	593	1.9%	Yes				
	Coconut Boulevard	Royal PB Blvd	2L	880	EB	427	STA 3447 TPS/2014	47	333	-329	0.0%	12.0%	273			-	-	-	-	751	Yes	No	11	763	1.5%	Yes				
				880	WB	169		19	356	-345	12.0%	0.0%	286			-	-	-	-	485	Yes	No	12	498	2.5%	Yes				
	Royal Palm Beach Boulevard	SR-7	2L	880	EB	455	Minto 2013	53	228	-216	0.0%	10.5%	239			-	-	-	-	759	Yes	No	11	770	1.5%	Yes				
				880	WB	162		19	240	-226	10.5%	0.0%	250			-	-	-	-	445	Yes	No	12	458	2.7%	Yes				

Table 6A Cont.
Avenir Traffic Projections (AM Peak Hour)

Roadway	Segment		Existing + Committed Lanes	Service Volume	Dir.	AM PEAK HOUR																							Improvement		
	From	To				Existing (2014)	Source/ Year	0.5% Growth	Committed Trips	Minto from TPS	2,384	Minto-Out 2,278	Minto Traffic Study	Bck to Avenir Connector See Page E-7	Committed Dev Redistribution			SR7 Div See App F	Roebuck Rd Div See App F	Total Bckgd	Meets Std?	Back logged?	Project	Total (2035)	Project % of Total	Meets Std?	# of Lanes	SV	Meets Std?		
															Minto See Pg E-4	FL Research Pk See Pg E-2	Pratt Whitney See Pg E-3													N County Airport See Pg E-1	
PGA Boulevard	Beeline Hwy (1)	Ryder Cup Blvd/Jog	2L	1,140	EB	124	STA 2405 2014	14	207	-21	0.0%	1.0%	23		-	-	-	-	-	347	Yes	No	147	493	29.7%	Yes	4LD	3,320	Yes		
				1,140	WB	218		24	990	-22	1.0%	0.0%	24		-	-	-	-	-	1,234	No	Yes	163	1,397	11.7%	No		3,320	Yes		
	Ryder Cup Boulevard (Jog)	FL Tpk	4LD	1,960	EB	912	STA 2105 2014	101	366	-21	0.0%	0.9%	21		-	-	-	-	-	1,379	Yes	No	112	1,491	7.5%	Yes	6LD	2,940	Yes		
				1,960	WB	1,214		134	961	-22	0.9%	0.0%	21		-	-	-	-	-	2,308	No	Yes	125	2,433	5.1%	No		2,940	Yes		
Pratt Whitney	Indiantown Rd	Beeline Hwy	2L	1,140	NB	83	STA 1402 2014	9	1564	0	0.0%	0.5%	11		-	-	-	-	-	1,667	No	Yes	67	1,735	3.9%	No	4LD	3,320	Yes		
				1,140	SB	448		49	1847	0	0.5%	0.0%	12		-	-	-	-	-	2,356	No	Yes	75	2,431	3.1%	No		3,320	Yes		
Royal Palm Beach Boulevard	40th St	Persimmon Blvd	4LD	1,960	NB	468	STA 3426 2014	52	121	-86	4.0%	0.0%	95		-	-	-	-320	-	330	Yes	No	87	418	20.9%	Yes	NA				
				1,960	SB	682		75	109	-82	0.0%	4.0%	91		-	-	-	-80	-	795	Yes	No	78	874	9.0%	Yes					
	Persimmon Blvd	60th St	2L	880	NB	548	STA 2402 2014	61	76	-51	2.5%	0.0%	60		-	-	-	-320	-	374	Yes	No	100	473	21.1%	Yes	4LD	1,960	Yes		
				880	SB	831		92	76	-54	0.0%	2.5%	57		-	-	-	-80	-	922	No	Yes	90	1,012	8.9%	No		1,960	Yes		
	60th St	Orange Blvd	2L	880	NB	548	STA 2402 2014	61	34	-10	0.0%	0.5%	11		-	-	-	-301	-	343	Yes	No	137	480	28.5%	Yes	4LD	1,960	Yes		
				880	SB	831		92	36	-11	0.5%	0.0%	12		-	-	-	-4	-	956	No	Yes	123	1,079	11.4%	No		1,960	Yes		
Seminole Pratt Whitney Road	Okeechobee Blvd *2L to 4LD Under Const.	Sycamore Dr E	4LD	2,700	NB	566	TM 2014 B38b,38c	62	886	-711	33.0%		787		-	-	-	-	-	1,590	Yes	No	174	1,764	9.9%	Yes	NA				
				2,700	SB	1,008		111	792	-678	0.0%	33.0%	752		-	-	-	-	-	1,985	Yes	No	157	2,142	7.3%	Yes					
	Sycamore Dr E *2L to 4LD Under Const.	Persimmon Blvd	4LD	1,960	NB	882	STA 3442 2013	97	1000	-830	38.0%		906		-	-	-	-	-	2,055	No	Yes	187	2,242	8.3%	No	6LD	2,940	Yes		
				1,960	SB	732		81	889	-792	0.0%	38.0%	866		-	-	-	-	-	1,776	Yes	No	168	1,944	8.7%	Yes		2,940	Yes		
	Persimmon Blvd	60th St N	2L	880	NB	882	STA 3442 2013	97	962	-792	0.0%	32.0%	729		-	-	-	-	-	1,878	No	Yes	199	2,077	9.6%	No	6LD	2,940	Yes		
				880	SB	732		81	927	-830	32.0%		763		-	-	-	-	-	1,673	No	Yes	179	1,852	9.7%	No		2,940	Yes		
	60th St N *2L to 4LD Under Const.	Orange Blvd	4LD	1,960	NB	550	STA 2408 2013	61	733	-563	0.0%	27.0%	615		-	-	-	-76	-	1,320	Yes	No	237	1,557	15.2%	Yes	NA				
				1,960	SB	597		66	687	-590	27.0%		644		-	-	-	-19	-	1,385	Yes	No	213	1,598	13.3%	Yes					
Orange Blvd *2L to 4LD Under Const.	Northlake Blvd	4LD	1,960	NB	510	STA 2406 2014	56	440	-411	0.0%	20.0%	456		-	-	-	-152	-	899	Yes	No	249	1,148	21.7%	Yes						
			1,960	SB	472		52	460	-431	20.0%		477		-	-	-	-38	-	992	Yes	No	224	1,216	18.4%	Yes						
	Northlake Blvd	North	2L	1,140	NB	38	TM 2014 P. G-67	4	38	-10	0.0%	0.5%	11		-	-	-	-	-	81	Yes	No	22	104	21.6%	Yes					
				1,140	SB	59		7	35	-11	0.5%		12		-	-	-	-	-	102	Yes	No	25	127	19.6%	Yes					
SR 7	Okeechobee Blvd *2L to 4LD 2016	Roebuck Rd	4LD	1,960	NB	295	STA 3468 2014	33	405	-366	13.5%		322		-	-	-	320	451	1,460	Yes	No	149	1,609	9.3%	Yes	6LD	2,940	Yes		
				1,960	SB	1,379		152	408	-349	0.0%	13.5%	308		-	-	-	80	31	2,009	No	Yes	135	2,143	6.3%	No					
	Roebuck Rd *2L to 4LD 2016	Orange Grove Blvd	4LD	3,320	NB	295	STA 3468 2014	33	405	-366	17.0%		405		-	-	-	320	-	1,092	Yes	No	249	1,341	18.6%	Yes	NA				
				3,320	SB	1,379		152	408	-349	0.0%		387		-	-	-	80	-	2,057	Yes	No	224	2,281	9.8%	Yes					
	Orange Grove Blvd *2L to 4LD 2016	Persimmon Blvd	4LD	1,960	NB	295	STA 3468 2014	33	405	-366	13.5%		322		-	-	-	320	-	1,009	Yes	No	249	1,258	19.8%	Yes	6LD	2,940	Yes		
				1,960	SB	1,379		152	408	-349	0.0%	13.5%	308		-	-	-	80	-	1,978	No	Yes	224	2,202	10.2%	No		2,940	Yes		
	Persimmon Blvd *2L to 4LD 2016	60th St N	4LD	1,960	NB	150	2015 per PBC	17	0	0	6.0%	0.0%	143		-	-	-	320	-	630	Yes	No	274	904	30.3%	Yes	NA				
			1,960	SB	580		64	0	0	0.0%	6.0%	137		-	-	-	80	-	861	Yes	No	247	1,107	22.3%	Yes						
60th St N (1) *0L to 4LD 2018	Northlake Blvd	4LD	3,320	NB	0	NA	0	0	0	0.0%	4.0%	91		-	-	-	472	-	563	Yes	No	224	787	28.5%	Yes						
				3,320	SB	0		0	0	0	4.0%	95		-	-	-	118	-	213	Yes	No	202	415	48.6%	Yes						

(1) Uninterrupted Flow

(2) Crafis

(3) SIS

(4) Project Traffic Including Pass-by: NB= 698 + 27 + 160; SB= 741 + 18 + 3

(5) Project Traffic see figure 5b

(6) PBC 8L class II plus 1000

(7) 2.5% growth rate used see 8-47a

**Table 6B
Avenir Traffic Projections (PM Peak Hour)**

Roadway	Segment		Lanes	Service Volume	Dir.	PM PEAK HOUR																				Improvement				
	From	To				Existing (2014)	Source	0.5% Growth	Committed Trips	Minto from TPS	Minto-in 2,281	Minto-Out 2,651	Minto from Traffic Study	Bck Div to Avenir Connector See Pg E-7	Committed Dev Redistribution				SR7 Div. See App F	Roebuck Rd Div. See App F	Total Bckgd.	Meets Std?	Bck logged?	Project	Total (2035)	Project % of Total	Meets Std?	# of Lanes	SV	Meet Std?
															Minto Research Pk See Pg E-2	Pratt Whitney See Pg E-3	N County Airport See Pg E-1													
60th Street N	140th Av	Coconut Blvd	2L	880 880	EB WB	17 37	2015 TM G-201b, 201c	2	935	-935	0.0%	16.0%	424		-	-	-	29	-	472	Yes	No	23	496	4.7%	Yes	NA			
	Coconut Blvd	Royal PB Blvd	2L	880 880	EB WB	17 37		4	935	-935	0.0%	11.0%	292		-	-	-	29	-	473	Yes	No	34	507	6.8%	Yes				
				880	WB	37		4	413	-413	11.0%	0.0%	251		-	-	-	67	-	359	Yes	No	35	394	8.9%	Yes				
	Royal PB Blvd	SR 7	2L	880 880	EB WB	181 528		2015 per FBC	20	471	-467	0.0%	8.0%	212		-	-	-	57	-	474	Yes	No	86	560	15.3%				Yes
			880	WB	528	58	214		-207	8.0%	0.0%	182		-	-	-	133	-	908	No	Yes	59	967	6.1%	No	1,960	Yes			
140 Avenue N	Orange Blvd	Temple Blvd	2L	880 880	NB SB	142 179	2014 TM Counts p. B-4b, 4c		16	231	-117	0.0%	0.5%	13		-	-	-	-	285	Yes	No	94	379	24.7%	Yes	NA			
	Temple Blvd	Northlake Blvd	2L	880 880	NB SB	142 179			16	231	-117	0.0%	0.5%	13		-	-	-	-	285	Yes	No	94	379	24.7%	Yes				
	Northlake Blvd	N Avenir Connector (5)	4LD	1,960 1,960	NB SB	0 0		NA	0	0	0			0	23	20	56	5	-	104	Yes	No	258	362	71.3%	Yes				
								0	0	0			0	70	17	244	34	-	365	Yes	No	498	863	57.7%	Yes					
Beeline Highway (3)	Indiantown Rd (1)	Pratt Whitney Rd	4LD	3,320	EB (SB)	239	STA 1401	26	1,042	0	1.5%	0.0%	34		-	-	-	-	1,341	Yes	No	141	1,482	9.5%	Yes	NA				
	*2L to 4LD Under Const.			3,320	WB (NB)	309	2014	34	785	0	0.0%	1.5%	41		-	-	-	-	1,169	Yes	No	206	1,375	15.0%	Yes					
	Pratt Whitney Rd(1)	Caloosa Blvd	4LD	3,320	EB (SB)	682	STA 1411	75	3,295	0	0.0%	0.0%	0		-	-	-	-	4,052	No	Yes	211	4,263	4.9%	No	6LD	4,980	Yes		
				3,320	WB (NB)	364	2014	40	885	0	0.0%	0.0%	0		-	-	-	-	1,289	Yes	No	309	1,598	19.3%	Yes					
	Caloosa Blvd (1)	Project Entrance	4LD	3,320	EB (SB)	720	STA 2109a	80	3,295	0	0.0%	0.0%	0		-	-	-	-	4,095	No	Yes	234	4,329	5.4%	No	6LD	4,980	Yes		
				3,320	WB (NB)	400	2014	44	885	0	0.0%	0.0%	0		-	-	-	-	1,329	Yes	No	343	1,672	20.5%	Yes					
	Project Entrance (1)	N. County Airport	4LD	3,320	EB (SB)	720	STA 2109b	80	3,295	0	0.0%	0.0%	0	-139	-34	-585	-103	8	-	3,242	Yes	No	224	3,466	6.5%	No	6LD	4,980	Yes	
				3,320	WB (NB)	400	2014	44	885	0	0.0%	0.0%	0	-45	-40	-135	-16	50	-	1,143	Yes	No	153	1,296	11.8%	Yes				
	N. County Airport(1)	PGA Blvd	4LD	3,320	EB (SB)	758	STA 2101	84	3,450	0	0.0%	0.0%	0	-139	-34	-585	-103	-50	-	3,381	No	Yes	224	3,605	6.2%	No	6LD	4,980	Yes	
				3,320	WB (NB)	462	2014	51	822	0	0.0%	0.0%	0	-45	-40	-135	-16	-8	-	1,091	Yes	No	153	1,244	12.3%	Yes				
	Northlake Blvd	Jog Rd	4LD	1,960	EB (SB)	972	STA 2419	107	1,196	-263	0.0%	4.5%	119		-	-	-	-	2,131	No	Yes	686	2,817	24.4%	No	6LD	2,940	Yes		
				1,960	WB (NB)	1,526	2014	169	355	-116	4.5%	0.0%	103		-	-	-	-	2,037	No	Yes	469	2,505	18.7%	No					
	Jog Rd	Haverhill Rd	4LD	1,960	EB (SB)	817	STA 2208	90	604	-175	0.0%	3.0%	80		-	-	-	-	1,416	Yes	No	515	1,930	26.7%	Yes	6LD	2,940	Yes		
				1,960	WB (NB)	1,506	2014	166	263	-77	3.0%	0.0%	68		-	-	-	-	1,926	Yes	No	351	2,278	15.4%	No					
Haverhill Rd	Blue Heron Dr	4LD	1,960	EB (SB)	817	STA 2209	90	555	-175	0.0%	2.0%	53		-	-	-	-	1,340	Yes	No	446	1,786	25.0%	Yes	6LD	2,940	Yes			
			1,960	WB (NB)	1,506	2014	166	239	-77	2.0%	0.0%	46		-	-	-	-	1,880	Yes	No	305	2,184	13.9%	No						
Blue Heron Dr	Military	4LD	1,960	EB (SB)	319	TM p. B-10a, 10b TFS/2014	35	134	-58	0.0%	1.0%	27		-	-	-	-	456	Yes	No	120	576	20.8%	Yes	NA					
*WB Not Significant			1,960	WB (NB)	709		78	70	-26	1.0%	0.0%	23		-	-	-	-	854	Yes	No	82	936	8.8%	Yes						
Blue Heron Boulevard (3)	Beeline Highway	Military Trail	4LD	1,960	EB	686	STA 2603	76	190	-58	0.0%	1.0%	27		-	-	-	-	921	Yes	No	309	1,229	25.1%	Yes	NA				
				1,960	WB	987	2014	109	95	-26	1.0%	0.0%	23		-	-	-	-	1,188	Yes	No	211	1,399	15.1%	Yes					
	Military Trail	I-95	6LD	2,940	EB	1,400	STA 2213	155	245	-58	0.0%	1.0%	27		-	-	-	-	1,769	Yes	No	257	2,026	12.7%	Yes					
				2,940	WB	1,500	2014	166	210	-26	1.0%	0.0%	23		-	-	-	-	1,873	Yes	No	176	2,049	8.6%	Yes					
Coconut Boulevard	Persimmon Blvd	60th St	2L	880 880	NB SB	113 183	STA 2104	12	117	-117	0.0%	0.5%	13	-	-	-	-	-	138	Yes	No	23	162	14.5%	Yes	NA				
				880	SB	183	2014	20	52	-52	0.5%	0.0%	11	-	-	-	-	-	214	Yes	No	34	249	13.8%	Yes					
	60th St	Orange Blvd	2L	880 880	NB SB	75 216	TM 2013 P. G-192.193	8	338	-263	0.0%	2.0%	53	-	-	-	-	-	211	Yes	No	94	304	30.8%	Yes					
				880	SB	216		24	270	-116	2.0%	0.0%	46	-	-	-	-	-	440	Yes	No	137	577	23.8%	Yes					
	Orange Blvd	Temple Boulevard	2L	880 880	NB SB	431 678	STA 2412	48	505	-292	0.0%	4.5%	119	-	-	-	-	-120	-	691	Yes	No	176	867	20.3%	Yes	4LD	1,960	Yes	
				880	SB	678	2014	75	681	-129	4.5%	0.0%	103	-	-	-	-	-280	-	1,128	No	Yes	257	1,385	18.6%	No	1,960	Yes		
Temple Boulevard	Northlake Blvd	2L	880 880	NB SB	310 865	STA 2404	34	436	-292	0.0%	5.0%	133	-	-	-	-	-120	-	501	Yes	No	187	688	27.2%	Yes	4LD	1,960	Yes		
						2014	96	604	-129	5.0%	0.0%	114	-	-	-	-	-280	-	1,270	No	Yes	274	1,545	17.8%	No	1,960	Yes			
Northlake Blvd	N Avenir Connector (4)	4LD	1,960 1,960	NB SB	0 0	NA	0	0	0			0	22	20	79	11	8	-	140	Yes	No	767	907	84.6%	Yes	NA				
				1,960	SB	0		0	0	0			0	69	17	341	69	50	-	546	Yes	No	1,297	1,843	70.4%				Yes	

Table 6B Cont.
Avenir Traffic Projections (PM Peak Hour)

Roadway	Segment		Lanes	Service Volume	Dir.	PM PEAK HOUR																		Improvement						
	From	To				Existing (2014)	Source	0.5% Growth	Committed Trips	Minto from TPS	Minto-in 2,281	Minto-Out 2,651	Minto from Traffic Study	Bck Div to Avenir Connector See Pg E-7	Committed Dev Redistribution				SR7 Div. See App F	Roebuck Rd Div. See App F	Total Bckgd.	Meets Std?	Back logged?	Project	Total (2035)	Project % of Total	Meets Std?	# of Lanes	SV	Meets Std?
															Minto See Pg E-4	FL Research Pk See Pg E-2	Pratt Whitney See Pg E-3	N County Airport See Pg E-1												
Florida's Turnpike (3) (7)	South *NB Not Significant	Okeechobee Blvd	4LX	3,720	NB	2,354	FDOT Statistical Office 2015	1600	0	0	5.0%	0.0%	114	-	-	-	-	-	-	-	4,068	No	Yes	164	4,232	3.9%	No	6LX	5,580	Yes
				3,720	SB	3,090		2100	0	0	0.0%	5.0%	133	-	-	-	-	-	-	-	5,323	No	Yes	240	5,563	4.3%	No		5,580	Yes
	Okeechobee Blvd	Beeline Hwy	4LX	3,720	NB	2,366		1608	0	0	0.0%	0.0%	0	-	-	-	-	-	-	-	3,974	No	Yes	211	4,185	5.0%	No	6LX	5,580	Yes
Jog Road	45th Street *NB Not Significant	Beeline Hwy	2L	1,140	NB	387	STA 2414	43	53	-13	0.5%	0.0%	11		-	-	-	-	-	-	481	Yes	No	47	528	8.9%	Yes	NA		
				1,140	SB	189	2014	21	178	-29	0.0%	0.5%	13		-	-	-	-	-	-	372	Yes	No	69	441	15.6%	Yes			
	Beeline Highway *SB Not Significant	FL Tpk Ent	4LD	1,770	NB	744	STA 2416	86	241	-237	1.0%	0.0%	23		-	-	-	-	-	-	857	Yes	No	103	960	10.7%	Yes			
				1,770	SB	544	2013	63	107	-105	0.0%	1.0%	27		-	-	-	-	-	-	636	Yes	No	70	706	10.0%	Yes			
Military Trail	FL Tpk Ent	Northlake Blvd	4LD	1,770	NB	347	TM 2014	38			4.0%	0.0%	91		-	-	-	-	-	-	476	Yes	No	199	675	29.5%	Yes	NA		
				1,770	SB	232	p 0105,106	26			0.0%	4.0%	106		-	-	-	-	-	-	364	Yes	No	292	656	44.5%	Yes			
	Northlake Boulevard *SB Not Significant	Holly Drive	6LD	2,680	NB	1,765	STA 2600	195	421	-175	0.0%	3.0%	80		-	-	-	-	-	-	2,286	Yes	No	172	2,458	7.0%	Yes			
				2,680	SB	1,915	2014	211	488	-77	3.0%	0.0%	68		-	-	-	-	-	-	2,605	Yes	No	117	2,722	4.3%	No			
N Avenir Connector	Holly Drive *SB Not Significant	PGA Boulevard	6LD	2,680	NB	2,007	STA 2606	222	431	-175	0.0%	3.0%	80		-	-	-	-	-	-	2,565	Yes	No	154	2,719	5.7%	No	8LD	3,590	Yes
				2,680	SB	1,742	2014	192	510	-77	3.0%	0.0%	68		-	-	-	-	-	-	2,435	Yes	No	105	2,540	4.1%	Yes		3,590	Yes
	Coconut Boulevard	Beeline Highway	4LD	1,960	NB	0	NA	0	0	0			0	45	40	135	16	8	-	-	244	Yes	No	387	631	61.3%	Yes	NA		
				1,960	SB	0		0	0	0			0	139	34	585	103	50	-	-	911	Yes	No	566	1,477	38.3%	Yes			
Northlake Boulevard	Pratt Whitney Road *2L to 4LD FY 2015/2017	140 Av N	4LD	1,960	EB	257	STA 2413	28	1,082	-905	0.0%	16.0%	424		-	-	-	-	-57	-	829	Yes	No	281	1,110	25.3%	Yes	NA		
				1,960	WB	659	2014	73	787	-400	16.0%	0.0%	365		-	-	-	-	-133	-	1,351	Yes	No	412	1,763	23.4%	Yes			
	140 Av N *2L to 4LD FY 2015/2017	Coconut Blvd	4LD	1,960	EB	348	STA 2413	38	1,240	-935	0.0%	16.0%	424	-23	-20	-56	-5	0	-57	-	955	Yes	No	513	1,468	35.0%	No	6LD	2,940	Yes
				1,960	WB	1,129	2014	125	1,034	-413	16.0%	0.0%	365	-70	-17	-244	-34	0	-133	-	1,742	Yes	No	555	2,297	24.1%	No		2,940	Yes
	Coconut Blvd	Ibis Rd (6)	4LD	1,770	EB	670	STA 2411	74	1,666	-1,314	0.0%	20.0%	530	-45	-40	-135	-16	-8	-177	-	1,205	Yes	No	2,041	3,247	62.9%	No	8LD+	4,590	Yes
				1,770	WB	2,476	2014	273	1,755	-581	20.0%	0.0%	456	-139	-34	-585	-103	-50	-413	-	3,055	No	Yes	1,394	4,449	31.3%	No		4,590	Yes
	Ibis Rd	SR 7 (6)	4LD	1,770	EB	824	STA 2407	91	1,680	-1,314	0.0%	19.0%	504	-45	-40	-135	-16	-8	-177	-	1,364	Yes	No	1,973	3,337	59.1%	No	8LD+	4,590	Yes
				1,770	WB	2,328	2014	257	1,632	-581	19.0%	0.0%	433	-139	-34	-585	-103	-50	-413	-	2,745	No	Yes	1,347	4,093	32.9%	No		4,590	Yes
	SR 7	Beeline Hwy (1)	4LD	3,320	EB	824	STA 2407	91	1,680	-1,314	0.0%	22.5%	596	-45	-40	-135	-16	-8	-	-	1,633	Yes	No	1,645	3,279	50.2%	Yes	6LD	4,980	Yes
				3,320	WB	2,328	2014	257	1,632	-581	22.5%	0.0%	513	-139	-34	-585	-103	-50	-	-	3,238	Yes	No	1,123	4,362	25.8%	No		4,980	Yes
	Beeline Hwy	Ryder Cup Blvd/Jog	6LD	2,940	EB	705	STA 2401	78	1,253	-876	0.0%	15.0%	398		-	-	-	-	-	-	1,558	Yes	No	944	2,501	37.7%	Yes	NA		
				2,940	WB	1,444	2014	159	486	-387	15.0%	0.0%	342		-	-	-	-	-	-	2,044	Yes	No	644	2,688	24.0%	Yes			
	Ryder Cup Blvd/Jog	Steeplechase Dr	6LD	2,680	EB	1,004	STA 2205	111	782	-584	0.0%	10.0%	265		-	-	-	-	-	-	1,578	Yes	No	652	2,230	29.2%	Yes	8LD	3,590	Yes
				2,680	WB	1,748	2014	193	431	-258	10.0%	0.0%	228		-	-	-	-	-	-	2,342	Yes	No	445	2,787	16.0%	No		3,590	Yes
Steeplechase Dr	Military Tr	6LD	2,940	EB	1,457	STA 2605	161	823	-584	0.0%	9.0%	239		-	-	-	-	-	-	2,096	Yes	No	618	2,713	22.8%	Yes	8LD	3,940	Yes	
			2,940	WB	2,254	2014	249	480	-258	9.0%	0.0%	205		-	-	-	-	-	-	2,930	Yes	No	422	3,352	12.6%	No		3,940	Yes	
Military Tr	I-95 (2)	6LD	3,890	EB	1,877	STA 2207	207	816	-526	0.0%	5.0%	133		-	-	-	-	-	-	2,507	Yes	No	412	2,918	14.1%	Yes	NA			
			3,890	WB	2,174	2014	240	507	-232	5.0%	0.0%	114		-	-	-	-	-	-	2,803	Yes	No	281	3,084	9.1%	Yes				
Okeechobee Boulevard	Seminole Pratt Whitney	E Road	2LU	1140	EB	284	STA 3419	31	637	-584	0.0%	10.0%	265		-	-	-	-	-	-	633	Yes	No	103	736	14.0%	Yes	NA		
				1140	WB	488	2014	54	324	-258	10.0%	0.0%	228		-	-	-	-	-	-	836	Yes	No	70	906	7.8%	Yes			
	E Road	Folsum	2L	880	EB	556	STA 3451	61	690	-555	0.0%	9.0%	239		-	-	-	-	-	-	991	No	Yes	69	1,059	6.5%	No	4LD	1,960	Yes
Orange Boulevard				880	WB	748	2014	83	381	-245	9.0%	0.0%	205		-	-	-	-	-	-	1,172	No	Yes	47	1,219	3.8%	No		1,960	Yes
	Pratt Whitney Road	140th Av N	2L	880	EB	419	STA 2417	46	281	-175	0.0%	3.0%	80		-	-	-	-	29	-	680	Yes	No	12	691	1.7%	Yes	NA		
				880	WB	457	2014	50	186	-77	3.0%	0.0%	68		-	-	-	-	67	-	751	Yes	No	17	769	2.2%	Yes			
	140th Av N	Coconut Blvd	2L	880	EB	274	STA 2409	30	196	-146	0.0%	2.5%	66		-	-	-	-	29	-	449	Yes	No	103	552	18.6%	Yes			
			880	WB	469	2014	52	153	-65	2.5%	0.0%	57		-	-	-	-	67	-	733	Yes	No	70	803	8.7%	Yes				
Persimmon Boulevard			2L	880	EB	562	STA 2415	62	289	-117	0.0%	0.0%	0		-	-	-	-	-53	-	743	Yes	No	206	949	21.7%	No	4LD	1,960	Yes
				880	WB	645	2014	71	108	-52	0.0%	0.0%	0		-	-	-	-	-251	-	521	Yes	No	141	662	21.2%	Yes		1,960	Yes
	140 Avenue N	Coconut Blvd	2L	880	EB	231	STA 3447	26	964	-964	0.0%	16.5%	437		-	-	-	-	-	-	694	Yes	No	12	706	1.7%	Yes	NA		
				880	WB	345	TPS/2014	38	426	-426	16.5%	0.0%	376		-	-	-	-	-	-	759	Yes	No	17	777	2.2%	Yes			
Coconut Boulevard	Royal PB Blvd	2L	880	EB	231	STA 3447	26	945	-935	0.0%	12.0%	318		-	-	-	-	-	-	585	Yes	No	17	602	2.8%	Yes				
			880	WB	345	TPS/2014	38	419	-413	12.0%	0.0%	274		-	-	-	-	-	-	663	Yes	No	12	674	1.7%	Yes				
	Royal Palm Beach Boulevard	SR-7	2L	880	EB	255	Minto 2013	30	629	-613	0.0%	10.5%	278		-	-	-	-	-	-	579	Yes	No	17	597	2.9%	Yes			
				880	WB	363		42	286	-271	10.5%	0.0%	240		-	-	-	-	-	-	660	Yes	No	12	671	1.7%	Yes			

Table 6B Cont.
Avenir Traffic Projections (PM Peak Hour)

Roadway	Segment		Lanes	Service Volume	Dir.	PM PEAK HOUR																						Improvement		
	From	To				Existing (2014)	Source	0.5% Growth	Committed Trips	Minto from TPS	Minto-in 2,281	Minto-Out 2,651	Minto from Traffic Study	Bck Div to Avenir Connector See Pg E-7	Committed Dev Redistribution				SR7 Div. See App F	Roebuck Rd Div. See App F	Total Bckgd.	Meets Std?	Back logged?	Project	Total (2035)	Project % of Total	Meets Std?	# of Lanes	SV	Meets Std?
															Minto See Pg E-4	FL Research Pk See Pg E-2	Pratt Whitney See Pg E-3	N County Airport See Pg E-1												
PGA Boulevard	Beeline Hwy (1)	Ryder Cup Blvd/Jog	2L	1,140	EB	219	STA 2405	24	1,163	-58	0.0%	1.0%	27		-	-	-	-	-	-	1,375	No	Yes	224	1,599	14.0%	No	4LD	3,320	Yes
	Ryder Cup Boulevard (Jog)	FL Tpk	4LD	1,140	WB	163	2014	18	313	-26	1.0%	0.0%	23		-	-	-	-	-	-	491	Yes	No	153	644	23.8%	Yes		3,320	Yes
Pratt Whitney				1,960	EB	1,021	STA 2103	113	1,090	-58	0.0%	0.9%	24		-	-	-	-	-	-	2,190	No	Yes	172	2,361	7.3%	No	6LD	2,940	Yes
				1,960	WB	1,234	2014	136	414	-26	0.9%	0.0%	21		-	-	-	-	-	-	1,779	Yes	No	117	1,896	6.2%	Yes		2,940	Yes
Roebuck Rd	Indiantown Rd	Beeline Hwy	2L	1,140	NB	362	STA 1402	40	2,135	0	0.0%	0.5%	13		-	-	-	-	-	-	2,550	No	Yes	103	2,653	3.9%	No	4LD	3,320	Yes
				1,140	SB	84	2014	9	1,886	0	0.5%	0.0%	11		-	-	-	-	-	-	1,990	No	Yes	70	2,061	3.4%	No		3,320	Yes
	Jog Rd	Haverhill Rd	4LD	1,960	EB	702	STA 3107	78	138	-29	0.0%	0.5%	13		-	-	-	-	-	-	902	Yes	No	103	1,005	10.2%	Yes			
	*WB Not Significant			1,960	WB	1,203	2014	133	59	-13	0.5%	0.0%	11		-	-	-	-	-	-	1,393	Yes	No	70	1,464	4.8%	Yes			NA
Royal Palm Beach Boulevard	40th St	Persimmon Blvd	4LD	1,960	NB	764	STA 3426	84	137	-103	4.0%	0.0%	91		-	-	-	-	-120	-	853	Yes	No	82	935	8.8%	Yes			NA
				1,960	SB	604	2014	67	271	-234	0.0%	4.0%	106		-	-	-	-	-280	-	534	Yes	No	120	654	18.4%	Yes			
	Persimmon Blvd	60th St	2L	880	NB	904	STA 2402	100	173	-146	0.0%	2.5%	66		-	-	-	-	-120	-	977	No	Yes	94	1,071	8.8%	No	4LD	1,960	Yes
				880	SB	587	2014	65	94	-65	2.5%	0.0%	57		-	-	-	-	-280	-	458	Yes	No	137	595	23.1%	Yes		1,960	Yes
Seminole Pratt Whitney Road	60th St	Orange Blvd	2L	880	NB	904	STA 2402	100	55	-29	0.0%	0.5%	13		-	-	-	-	-53	-	990	No	Yes	129	1,119	11.5%	No	4LD	1,960	Yes
				880	SB	587	2014	65	41	-13	0.5%	0.0%	11		-	-	-	-	-251	-	440	Yes	No	189	629	30.0%	Yes		1,960	Yes
	Southern Blvd	Okeechobee Blvd	4LD	1,960	NB	787	STA 3420	87	845	-568	22.0%	0.0%	502		-	-	-	-	-	-	1,653	Yes	No	82	1,735	4.7%	Yes			NA
	*NB Not Significant	*2L to 4LD Under Const.		1,960	SB	413	2014	46	1,607	-1,285	0.0%	22.0%	583		-	-	-	-	-	-	1,364	Yes	No	120	1,484	8.1%	Yes			
	Okeechobee Blvd	Sycamore Dr E	4LD	2,700	NB	1,048	TM 2014	116	1,060	-852	33.0%	0.0%	753		-	-	-	-	-	-	2,125	Yes	No	164	2,289	7.2%	Yes			NA
	*2L to 4LD Under Const.			2,700	SB	548	8380.38c	61	2,164	-1,927	0.0%	33.0%	875		-	-	-	-	-	-	1,721	Yes	No	240	1,961	12.2%	Yes			
	Sycamore Dr E	Persimmon Blvd	4LD	1,960	NB	785	STA 3442	87	1,159	-995	38.0%	0.0%	867		-	-	-	-	-	-	1,903	Yes	No	176	2,079	8.5%	No	6LD	2,940	Yes
	*2L to 4LD Under Const.			1,960	SB	598	2013	66	2,456	-2,251	0.0%	38.0%	1,007		-	-	-	-	-	-	1,876	Yes	No	257	2,134	12.1%	No		2,940	Yes
	Persimmon Blvd	60th St N	2L	880	NB	785	STA 3442	87	2,415	-2,251	0.0%	32.0%	848		-	-	-	-	-	-	1,884	No	Yes	187	2,072	9.0%	No	6LD	2,940	Yes
				880	SB	598	2013	66	1,200	-995	32.0%	0.0%	730		-	-	-	-	-	-	1,599	No	Yes	274	1,873	14.7%	No		2,940	Yes
	60th St N	Orange Blvd	4LD	1,960	NB	510	STA 2408	56	1,763	-1,599	0.0%	27.0%	716		-	-	-	-	-29	-	1,417	Yes	No	223	1,639	13.6%	Yes			
	*2L to 4LD Under Const.			1,960	SB	592	2013	65	912	-707	27.0%	0.0%	616		-	-	-	-	-67	-	1,411	Yes	No	326	1,737	18.8%	Yes			
	Orange Blvd	Northlake Blvd	4LD	1,960	NB	467	STA 2406	52	1,212	-1,168	0.0%	20.0%	530		-	-	-	-	-57	-	1,036	Yes	No	234	1,271	18.4%	Yes			NA
	*2L to 4LD Under Const.			1,960	SB	477	2014	53	561	-516	20.0%	0.0%	456		-	-	-	-	-133	-	898	Yes	No	343	1,241	27.6%	Yes			
	Northlake Blvd	North	2L	1,140	NB	70	TM 2014	8	54	-29	0.0%	0.5%	13		-	-	-	-	-	-	116	Yes	No	34	151	22.8%	Yes			
				1,140	SB	57	p.9-67	6	41	-13	0.5%	0.0%	11		-	-	-	-	-	-	102	Yes	No	23	126	18.6%	Yes			
SR 7	Belvedere Rd	Okeechobee Blvd	6LD	2,680	NB	1,798	STA 3404	199	802	-168	6.5%	0.0%	148		-	-	-	-	-	-	2,779	No	Yes	94	2,873	3.3%	No	8LD	3,590	Yes
				2,680	SB	1,518	2014	168	1054	-380	0.0%	6.5%	172		-	-	-	-	-	-	2,532	Yes	No	137	2,670	5.1%	Yes		3,590	Yes
	Okeechobee Blvd	Roebuck Rd	4LD	1,960	NB	1,121	STA 3468	124	535	-439	13.5%	0.0%	308		-	-	-	-	120	-72	1,697	Yes	No	141	1,838	7.7%	Yes	6LD	2,940	Yes
	*2L to 4LD FY 2016			1,960	SB	514	2014	57	1077	-993	0.0%	13.5%	358		-	-	-	-	280	484	1,777	Yes	No	206	1,983	10.4%	No		2,940	Yes
	Roebuck Rd	Orange Grove Blvd	4LD	3,320	NB	1,121	STA 3468	124	535	-439	17.0%	0.0%	388		-	-	-	-	120	-	1,849	Yes	No	234	2,083	11.2%	Yes			NA
	*2L to 4LD FY 2016			3,320	SB	514	2014	57	1077	-993	0.0%	17.0%	451		-	-	-	-	280	-	1,386	Yes	No	343	1,729	19.8%	Yes			
	Orange Grove Blvd	Persimmon Blvd	4LD	1,960	NB	1,121	STA 3468 2014	124	535	-439	13.5%	0.0%	308		-	-	-	-	120	-	1,769	Yes	No	234	2,003	11.7%	No	6LD	2,940	Yes
	*2L to 4LD FY 2016			1,960	SB	514		57	1077	-993	0.0%	13.5%	358		-	-	-	-	280	-	1,293	Yes	No	343	1,636	21.0%	Yes		2,940	Yes
	Persimmon Blvd	60th St N	4LD	1,960	NB	528		58	0	0	6.0%	0.0%	137		-	-	-	-	120	-	843	Yes	No	258	1,101	23.4%	Yes			
	*2L to 4LD FY 2016			1,960	SB	181	2015 per PBC	20	0	0	0.0%	6.0%	159		-	-	-	-	280	-	640	Yes	No	377	1,017	37.1%	Yes			NA
	60th St N (1)	Northlake Boulevard	4LD	3,320	NB	0	NA	0	0	0	0.0%	4.0%	106		-	-	-	-	177	-	283	Yes	No	211	494	42.7%	Yes			
	*0L to 4LD FY 2018			3,320	SB	0		0	0	0	4.0%	0.0%	91		-	-	-	-	413	-	504	Yes	No	309	813	38.0%	Yes			

(1) Uninterrupted Flow

(2) Cralis

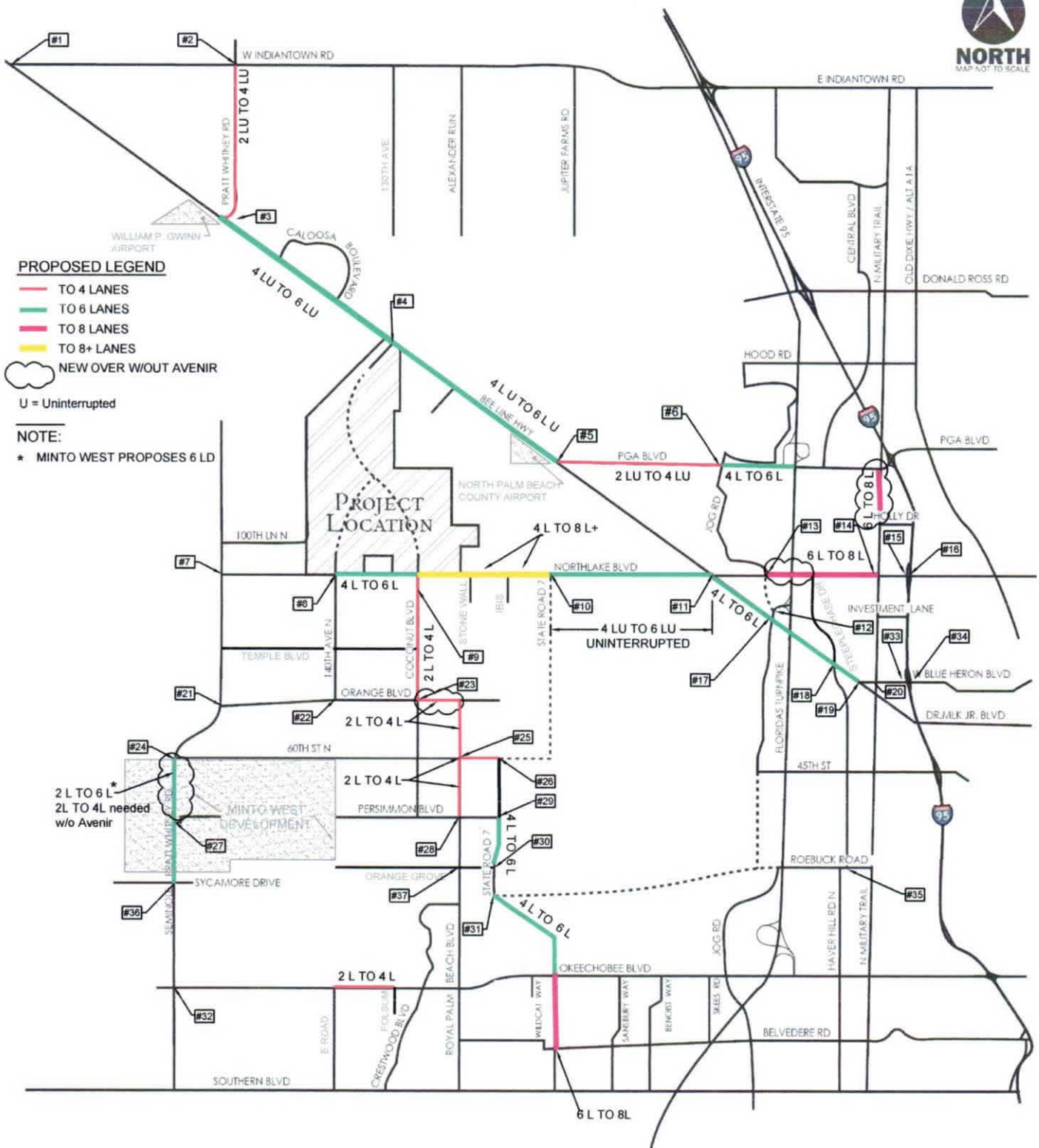
(3)SIS

(4) Project Traffic Including Pass-by: NB= 656 + 65 + 46; SB= 1133 + 73 + 91; see figure 5c

(5) Project Traffic from Figure 5c

(6) PBC 8L class II plus 1000

(7) 2.5% growth rate used see page 8-47a



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FIGURE - 4
2035 ROADWAY NEEDS
WITH AVENIR

AVENIR

October 27, 2015

Table 7
Roadway Segment Improvements

Roadway	Segment		Improvement
	From	To	
60th St	SR 7	Royal Palm Beach Blvd	Widen to 4LD
Beeline Highway	Pratt Whitney Rd	Caloosa Blvd	Widen to 6LU
	Caloosa Boulevard	Project Entrance	Widen to 6LU
	Project Entrance	N. County Airport	Widen to 6LU
	N. Country Airport	PGA Blvd	Widen to 6LU
	Northlake Blvd	Jog Rd	Widen to 6LD
	Jog Rd	Haverhill Rd	Widen to 6LD
	Haverhill Rd	Blue Heron Dr	Widen to 6LD
Coconut Boulevard	Orange Blvd	Temple Boulevard	Widen to 4LD
	Temple Boulevard	Northlake Blvd	Widen to 4LD
Military Trail	Holly Dr	PGA Blvd	Widen to 8LD
Northlake Boulevard	140 Av N	Coconut Blvd	Widen to 6LD
	Coconut Blvd	Ibis Rd	Widen to 8LD+
	Ibis Rd	SR 7	Widen to 8LD+
	SR 7	Beeline Hwy	Widen to 6LU
	Ryder Cup Blvd/Jog	Steeplechase Dr	Widen to 8LD
	Steeplechase Dr	Military Tr	Widen to 8LD
Okeechobee Boulevard	E Road	Folsum	Widen to 4LD
Orange Boulevard	Royal Palm Beach	Coconut Blvd	Widen to 4LD
PGA Boulevard	Beeline Hwy	Ryder Cup Blvd/Jog	Widen to 4LU
	Ryder Cup Boulevard (Jog)	FL Tpk	Widen to 6LD
Pratt Whitney	Indiantown Rd	Beeline Hwy	Widen to 4LU
Royal Palm Beach Boulevard	Persimmon Blvd	60th St	Widen to 4LD
	60th St	Orange Blvd	Widen to 4LD
Seminole Pratt Whitney Road	Sycamore Drive	Persimmon Blvd	Widen to 6LD
	Persimmon Blvd	60th St N	Widen to 6LD
SR 7	Belvedere Rd	Okeechobee Blvd	Widen to 8LD
	Okeechobee Blvd	Roebuck Rd	Widen to 6LD
	Orange Grove Blvd	Persimmon Blvd	Widen to 6LD

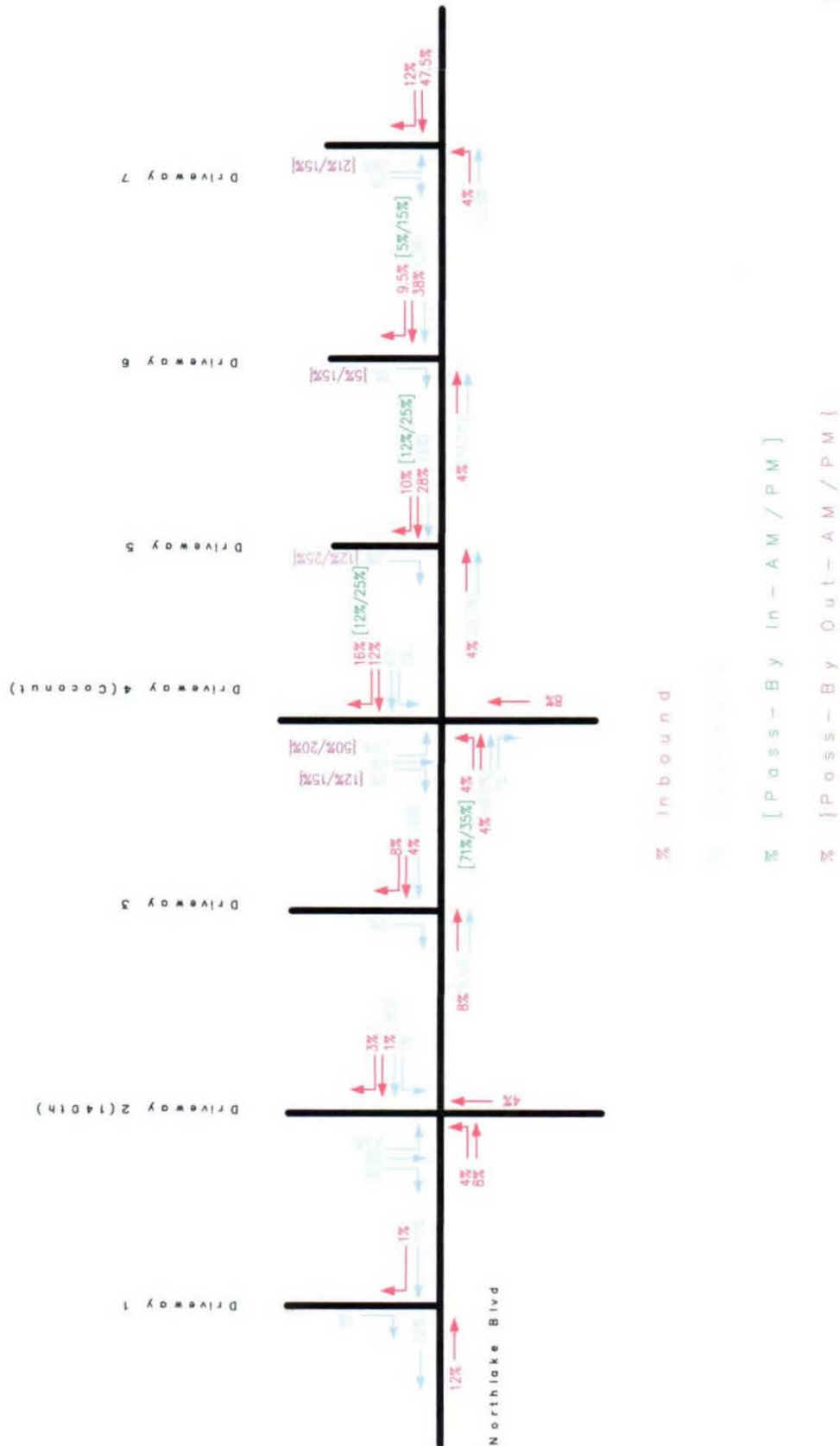
U= Uninterrupted
D= Divided

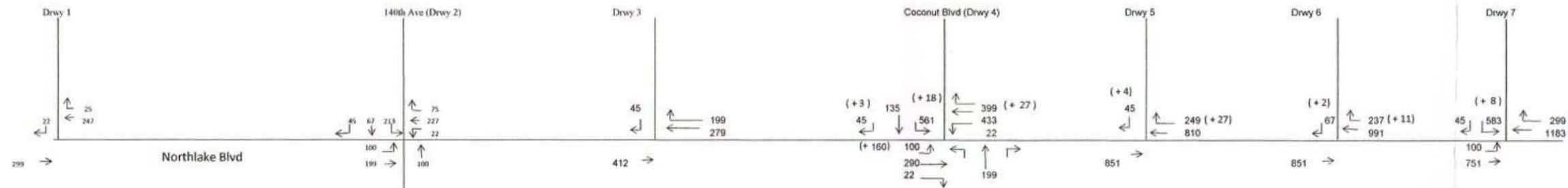
3.4 Driveway Volumes

Project percent assignments for the AM and PM peak hour on the proposed driveways is graphically portrayed in **Figure 5a**. Corresponding driveway volumes can be found in **Figure 5b** and **Figure 5c**. These full access driveways are outlined below along with the proposed lanes.

- Beeline Highway/Project Driveway
Signalization
Northbound: two left-turn lanes, and one right-turn lane;
Eastbound: four thru lanes, and two right-turn lanes,
Westbound: one left-turn lane, and four thru lanes.
- Northlake Boulevard/140th Street (Driveway 2)
Signalization
Southbound: two left-turn lanes, and one thru lane, one right-turn lane;
Eastbound: two left-turn lanes, one thru lane, and one shared thru-right lane;
Westbound: two left-turn lanes, three thru lanes, and one right-turn lane;
Northbound: one left-turn lane, one thru lane, and two right-turn lanes.
- Northlake Boulevard/Coconut Boulevard (Driveway 4)
Signalization
Southbound: three left-turn lanes, two thru lanes, and one right turn lane;
Eastbound: two left-turn lanes, four thru lanes, and one right-turn lane;
Westbound: two left-turn lanes, four thru lanes, and one right-turn lane;
Northbound: one left-turn lane, two thru lanes, and one free flow right-turn lane.
- Northlake Boulevard/Driveway 7
Signalization
Southbound: three left-turn lane and one right-turn lane;
Eastbound: one left-turn lane, and four thru lanes;
Westbound: one right-turn lane, and four thru lanes.

Four more project driveways are proposed accessing Northlake Boulevard. All will provide right turn in/right-turn out, un-signalized access. The turn lanes for these driveways are summarized in **Table 8. Appendix H** provides the driveway data to include the HCS analysis worksheets





Northlake/ Drwy 1											
Net Trips In: 2491			Net Trips Out: 2242			Pass By Trips In: 226			Pass By Trips Out: 36		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	N/A	N/A	1%	N/A	N/A	N/A	12%	N/A	N/A	11%	1%
In/Out	-	-	Out	-	-	-	In	-	-	Out	In
Net Trips	N/A	N/A	22	N/A	N/A	N/A	299	N/A	N/A	247	25
Pass-by %											
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0

Northlake/ 140th Ave (Drwy 2)											
Net Trips In: 2491			Net Trips Out: 2242			Pass By Trips In: 226			Pass By Trips Out: 36		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	9.5%	3%	2%	4%	-	-	4%	8%	1%	1%	3%
In/Out	Out	Out	Out	-	In	-	In	In	Out	In	In
Net Trips	213	67	45	0	100	0	100	199	22	25	302
Pass-by %											
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0

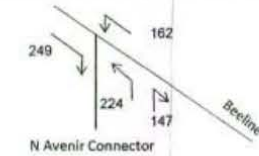
Northlake/ Drwy 3											
Net Trips In: 2491			Net Trips Out: 2242			Pass By Trips In: 226			Pass By Trips Out: 36		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	N/A	N/A	2%	N/A	N/A	N/A	9.5%	8.0%	N/A	4%	8%
In/Out	-	-	Out	-	In	-	Out	In	-	In	Out
Net Trips	N/A	N/A	45	N/A	N/A	N/A	213	199	N/A	100	179
Pass-by %											
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0

Northlake/ Coconut Blvd (Drwy 4)											
Net Trips In: 2491			Net Trips Out: 2242			Pass By Trips In: 226			Pass By Trips Out: 36		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	25%	6%	2%	8%	4%	4%	8.5%	1%	1%	12%	6%
In/Out	Out	Out	Out	In	In	In	Out	Out	In	Out	In
Net Trips	561	135	45	199	100	100	191	22	22	299	135
Pass-by %	50%		17%		71%						12%
Pass-by Trips	18	0	3	0	100	0	0	0	0	0	27

Northlake/ Drwy 5											
Net Trips In: 2491			Net Trips Out: 2242			Pass By Trips In: 226			Pass By Trips Out: 36		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	N/A	N/A	2.0%	N/A	N/A	N/A	4%	33.5%	N/A	28%	5.0%
In/Out	-	-	Out	-	-	-	In	Out	-	In	Out
Net Trips	N/A	N/A	45	N/A	N/A	N/A	100	751	N/A	697	112
Pass-by %			12%								12%
Pass-by Trips	0	0	4	0	0	0	0	0	0	0	27

Northlake/ Drwy 6											
Net Trips In: 2491			Net Trips Out: 2242			Pass By Trips In: 226			Pass By Trips Out: 36		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	N/A	N/A	3.0%	N/A	N/A	N/A	4%	33.5%	N/A	38%	2%
In/Out	-	-	Out	-	-	-	In	Out	-	In	Out
Net Trips	N/A	N/A	67	N/A	N/A	N/A	100	751	N/A	947	45
Pass-by %			5%								5%
Pass-by Trips	0	0	2	0	0	0	0	0	0	0	11

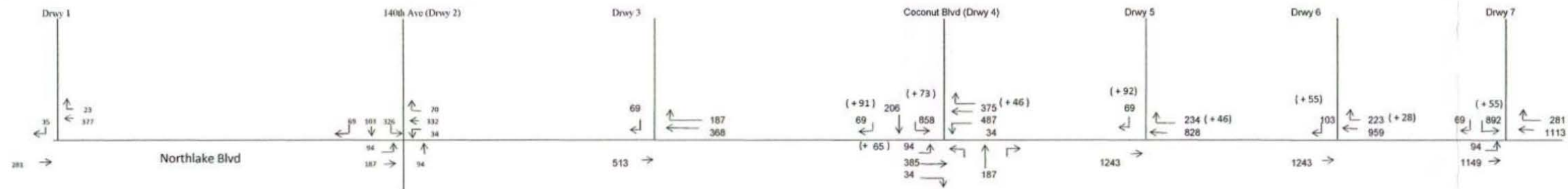
Northlake/ Drwy 7											
Net Trips In: 2491			Net Trips Out: 2242			Pass By Trips In: 226			Pass By Trips Out: 36		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	26.0%	N/A	2%	N/A	N/A	N/A	4%	33.5%	N/A	47.5%	12%
In/Out	Out	-	Out	-	-	-	In	Out	-	In	-
Net Trips	369	N/A	45	N/A	N/A	N/A	100	751	N/A	1183	299
Pass-by %	21%										
Pass-by Trips	8	0	0	0	0	0	0	0	0	0	0



N Avenir Connector/Beeline											
Net Trips In: 2491			Net Trips Out: 2242			Pass By Trips In: 226			Pass By Trips Out: 36		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	N/A	N/A	N/A	6.5%	10%	N/A	10.0%	N/A	6.5%	N/A	N/A
In/Out	-	-	-	Out	Out	-	In	-	-	-	-
Net Trips	N/A	N/A	N/A	147	224	N/A	249	N/A	162	N/A	N/A
Pass-by %											
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0

Figure 5b
AM Project Driveway Volumes
Avenir

North
Not to Scale



Northlake/ Drwy 1											
Net Trips In: 2343			Net Trips Out: 3431			Pass By Trips In: 185			Pass By Trips Out: 366		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	N/A	N/A	1%	N/A	N/A	N/A	N/A	12%	N/A	N/A	11%
In/Out	-	-	Out	-	-	-	In	-	-	Out	In
Net Trips	N/A	N/A	35	N/A	N/A	N/A	281	N/A	N/A	377	23
Pass-by %											
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0

Northlake/ 140th Ave (Drwy 2)											
Net Trips In: 2343			Net Trips Out: 3431			Pass By Trips In: 185			Pass By Trips Out: 366		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	9.5%	3%	2%	4%	-	-	4%	8%	1%	1%	9%
In/Out	Out	Out	Out	-	In	-	In	In	Out	In	Out
Net Trips	326	103	69	0	94	0	94	187	34	23	309
Pass-by %											
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0

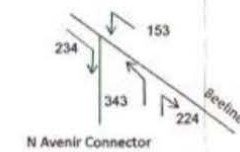
Northlake/ Drwy 3											
Net Trips In: 2343			Net Trips Out: 3431			Pass By Trips In: 185			Pass By Trips Out: 366		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	WBL	WBT	WBR
Net %	N/A	N/A	2%	N/A	N/A	N/A	9.5%	8.0%	N/A	4%	8%
In/Out	-	-	Out	-	In	-	Out	In	-	In	Out
Net Trips	N/A	N/A	69	N/A	N/A	N/A	326	187	N/A	94	274
Pass-by %											
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0

Northlake/ Coconut Blvd (Drwy 4)											
Net Trips In: 2343			Net Trips Out: 3431			Pass By Trips In: 185			Pass By Trips Out: 366		
	SBL	SBT	SBR	NBL	EBL	EBT	EBR	WBL	WBT	WBR	WBR
Net %	25%	6%	2%	8%	4%	4%	8.5%	1%	12%	6%	16%
In/Out	Out	Out	Out	In	In	In	Out	Out	In	Out	In
Net Trips	858	206	69	187	94	94	292	34	281	206	375
Pass-by %	20%		25%		35%						25%
Pass-by Trips	73	0	91	0	65	0	0	0	0	0	46

Northlake/ Drwy 5											
Net Trips In: 2343			Net Trips Out: 3431			Pass By Trips In: 185			Pass By Trips Out: 366		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	N/A	WBT	WBR
Net %	N/A	N/A	2.0%	N/A	N/A	N/A	4%	33.5%	N/A	28%	5.0%
In/Out	-	-	Out	-	-	-	In	Out	-	In	Out
Net Trips	N/A	N/A	69	N/A	N/A	N/A	94	1149	N/A	656	172
Pass-by %			25%								25%
Pass-by Trips	0	0	92	0	0	0	0	0	0	0	46

Northlake/ Drwy 6											
Net Trips In: 2343			Net Trips Out: 3431			Pass By Trips In: 185			Pass By Trips Out: 366		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	N/A	WBT	WBR
Net %	N/A	N/A	3.0%	N/A	N/A	N/A	4%	33.5%	N/A	38%	2%
In/Out	-	-	Out	-	-	-	In	Out	-	In	Out
Net Trips	N/A	N/A	103	N/A	N/A	N/A	94	1149	N/A	890	69
Pass-by %			15%								15%
Pass-by Trips	0	0	55	0	0	0	0	0	0	0	28

Northlake/ Drwy 7											
Net Trips In: 2343			Net Trips Out: 3431			Pass By Trips In: 185			Pass By Trips Out: 366		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	N/A	WBT	WBR
Net %	26.0%	N/A	2%	N/A	N/A	N/A	4%	33.5%	N/A	47.5%	12%
In/Out	Out	-	Out	-	-	-	In	Out	-	In	-
Net Trips	892	N/A	69	N/A	N/A	N/A	94	1149	N/A	1113	281
Pass-by %	15%										
Pass-by Trips	55	0	0	0	0	0	0	0	0	0	0



N Avenir Connector/Beeline											
Net Trips In: 2343			Net Trips Out: 3431			Pass By Trips In: 185			Pass By Trips Out: 366		
	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	N/A	WBT	WBR
Net %	N/A	N/A	N/A	6.5%	10%	N/A	10%	N/A	N/A	6.5%	N/A
In/Out	-	-	-	Out	Out	-	In	Out	-	In	-
Net Trips	N/A	N/A	N/A	224	343	N/A	234	N/A	N/A	153	N/A
Pass-by %											
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0

Figure 5c
PM Project Driveway Volumes
Avenir

North
Not to Scale

Table 8: Right-in/Right-out Driveway Turn Lane Requirements

Driveway		EBL	SBR	SBL	WBR
Northlake/ Driveway 1	AM Volume	0	22	0	25
	PM Volume	0	35	0	23
	Turn Lane Required	N/A	No	N/A	No
Northlake/ Driveway 3	AM Volume	0	45	0	199
	PM Volume	0	69	0	187
	Turn Lane Required	N/A	No	N/A	Yes
Northlake/ Driveway 5	AM Volume	0	49	0	276
	PM Volume	0	161	0	280
	Turn Lane Required	N/A	Yes	N/A	Yes
Northlake/ Driveway 6	AM Volume	0	69	0	248
	PM Volume	0	158	0	251
	Turn Lane Required	N/A	Yes	N/A	Yes

Note: Driveway 2/ 140th Ave; Driveway 4/ Coconut Blvd; and Driveway 7 are full access intersections included in intersection tables

3.5 Proportionate Share Calculation

Chapter Q of Article 12 of the Palm Beach County Unified Land Development Code establishes a method in which the impacts of development on transportation facilities can be mitigated by using the Proportionate Fair-share Program. Proportionate fair-share contributions are applied as credit against impact fees.

Table 9a shows the results of the link proportionate share. **Table 9b** summarizes how the cost of the improvements was calculated. **Table 10** summarizes the intersection proportionate share for those intersection improvements that were not included in Table 9a and Table 9b. (Noted with an 'A' in Figure 3) The total project proportionate share on the links is estimated to be over \$50,000,000.00. The intersection prop share for intersection costs not included on the link table are estimated to be over \$15,000,000. Details of the costs, and the trigger points for each link and intersection are provided in **Appendix I**.

Also included in **Appendix I** are the worksheets that calculate the timing of proportionate share payments, assured construction and the Avenir Connection.

Table 9a: Avenir Prop Share - Links

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	
Maintaining Agency	Segment	From	To	Direction	E+G Lanes	Existing Lanes	Proposed Lanes	Future Capacity	Length in Miles	AM Background (see Table 6a)	PM Background (see Table 6a)	AM Total Traffic	PM Total Traffic	AM Project Trips (see Table 6a)	PM Project Trips (see Table 6a)	Total AM Project Trips on the Link or adjusted	Total PM Project Trips on the Link or adjusted	Project % Increase Capacity (Average for Direction)	Rightway Improvement Condition #
PBCo	60th Street	Royal Palm	SR 7	EB	2L	6B0	4L	1960	0.8	985	474	1,041	560	36	0	36	0	5.32%	#32
				WB		6B0	4L	1960	0.8	980	468	1,041	567	0	0	0	59		
				SB	4	3320	6L	4980	1.75	3,673	4,052	1,178	4,163	0	211	0	211	12.46%	#41
				NB	4	3320	6L	4980	1.75	3,673	4,052	1,178	4,163	0	211	0	211	12.46%	
				SB	4	3320	6L	4980	2	3,772	4,095	1,322	4,420	0	234	0	234	13.80%	#38
				NB	4	3320	6L	4980	2	3,772	4,095	1,322	4,420	0	234	0	234	13.80%	
				SB	4	3320	6L	4980	0.7	955	3,242	1,102	3,466	0	224	0	224	4.60%	#51
				NB	4	3320	6L	4980	0.7	955	3,242	1,102	3,466	0	224	0	224	4.60%	
				SB	4	3320	6L	4980	2.5	849	3,381	996	3,605	0	224	0	224	8.55%	#47
				NB	4	3320	6L	4980	2.5	849	3,381	996	3,605	0	224	0	224	8.55%	
				SB	4	3320	6L	4980	1.2	2,248	2,131	2,696	2,817	0	686	0	686	60.43%	#11
				NB	4	3320	6L	4980	1.2	2,248	2,131	2,696	2,817	0	686	0	686	60.43%	
				SB	4	3320	6L	4980	1.39	2,048	1,416	2,385	1,990	0	318	0	318	33.37%	#23
				NB	4	3320	6L	4980	1.39	2,048	1,416	2,385	1,990	0	318	0	318	33.37%	
				SB	4	3320	6L	4980	0.48	2,033	1,340	2,304	1,786	0	446	0	446	26.28%	#25
				NB	4	3320	6L	4980	0.48	2,033	1,340	2,304	1,786	0	446	0	446	26.28%	
				SB	4	3320	6L	4980	1	1,092	691	1,278	867	0	187	0	187	20.56%	#10
				NB	4	3320	6L	4980	1	1,092	691	1,278	867	0	187	0	187	20.56%	
				SB	4	3320	6L	4980	1.16	1,439	501	1,638	688	0	196	0	196	21.90%	#7
				NB	4	3320	6L	4980	1.16	1,439	501	1,638	688	0	196	0	196	21.90%	
				SB	4	3320	6L	4980	1.5	1,378	953	1,468	1,068	0	331	0	331	37.65%	#26
				NB	4	3320	6L	4980	1.5	1,378	953	1,468	1,068	0	331	0	331	37.65%	
				SB	4	3320	6L	4980	2	2,076	1,205	2,288	1,567	0	555	0	555	50.90%	#1417
				NB	4	3320	6L	4980	2	2,076	1,205	2,288	1,567	0	555	0	555	50.90%	
				SB	4	3320	6L	4980	0.5	3,031	1,864	4,200	3,317	0	1,289	0	1,289	51.67%	#2117
				NB	4	3320	6L	4980	0.5	3,031	1,864	4,200	3,317	0	1,289	0	1,289	51.67%	
				SB	4	3320	6L	4980	2.5	5,433	1,633	4,668	3,779	0	1,075	0	1,075	63.77%	#210
				NB	4	3320	6L	4980	2.5	5,433	1,633	4,668	3,779	0	1,075	0	1,075	63.77%	
				SB	4	3320	6L	4980	0.75	1,266	1,578	3,095	2,340	0	415	0	415	28.88%	#31
				NB	4	3320	6L	4980	0.75	1,266	1,578	3,095	2,340	0	415	0	415	28.88%	
				SB	4	3320	6L	4980	1.25	2,973	2,096	3,377	2,713	0	464	0	464	40.80%	#30
				NB	4	3320	6L	4980	1.25	2,973	2,096	3,377	2,713	0	464	0	464	40.80%	
				SB	4	3320	6L	4980	1.10	1,110	961	1,155	1,059	0	422	0	422	5.51%	#16
				NB	4	3320	6L	4980	1.10	1,110	961	1,155	1,059	0	422	0	422	5.51%	
				SB	4	3320	6L	4980	3	347	1,575	493	1,598	0	224	0	224	8.88%	#44
				NB	4	3320	6L	4980	3	347	1,575	493	1,598	0	224	0	224	8.88%	
				SB	4	3320	6L	4980	1.25	1,579	1,190	1,987	1,491	0	172	0	172	15.15%	#33
				NB	4	3320	6L	4980	1.25	1,579	1,190	1,987	1,491	0	172	0	172	15.15%	
				SB	4	3320	6L	4980	1	1,687	2,550	1,735	2,653	0	303	0	303	4.08%	#22
				NB	4	3320	6L	4980	1	1,687	2,550	1,735	2,653	0	303	0	303	4.08%	
				SB	4	3320	6L	4980	1	1,687	2,550	1,735	2,653	0	303	0	303	4.08%	#9
				NB	4	3320	6L	4980	1	1,687	2,550	1,735	2,653	0	303	0	303	4.08%	
				SB	4	3320	6L	4980	1	1,687	2,550	1,735	2,653	0	303	0	303	4.08%	#8
				NB	4	3320	6L	4980	1	1,687	2,550	1,735	2,653	0	303	0	303	4.08%	#45
				SB	4	3320	6L	4980	1	1,687	2,550	1,735	2,653	0	303	0	303	4.08%	
				SB	2L	8B0	4L	1960	0.75	414	743	545	949	0	206	0	206	3.52%	#48
				EB	2L	8B0	4L	1960	0.75	738	321	887	662	0	7	0	7		
				WB	2L	8B0	4L	1960	0.75	738	321	887	662	0	7	0	7		
				SB	2L	8B0	4L	1960	1	912	880	418	1,012	0	94	0	94	8.52%	#9
				NB	2L	8B0	4L	1960	1	912	880	418	1,012	0	94	0	94	8.52%	
				SB	2L	8B0	4L	1960	1	946	980	480	1,119	0	129	0	129	11.57%	#8
				NB	2L	8B0	4L	1960	1	946	980	480	1,119	0	129	0	129	11.57%	
				SB	4L	1960	6L	2940	1	2,165	1,903	2,142	2,079	0	187	0	187	18.42%	#45
				NB	4L	1960	6L	2940	1	2,165	1,903	2,142	2,079	0	187	0	187	18.42%	
				SB	4L	1960	6L	2940	1	1,776	1,876	1,944	2,134	0	257	0	257	11.48%	#14
				NB	4L	1960	6L	2940	1	1,776	1,876	1,944	2,134	0	257	0	257	11.48%	
				SB	4L	1960	6L	2940	1	1,879	1,884	2,077	2,072	0	199	0	199	13.67%	#36
				NB	4L	1960	6L	2940	1	1,879	1,884	2,077	2,072	0	199	0	199	13.67%	
				SB	4L	1960	6L	2940	0.5	1,009	1,769	2,203	2,003	0	234	0	234	13.67%	#50
				NB	4L	1960	6L	2940	0.5	1,009	1,769	2,203	2,003	0	234	0	234	13.67%	
				SB	4L	1960	6L	2940	1	1,039	1,769	2,203	2,003	0	234	0	234	13.67%	#50
				NB	4L	1960	6L	2940	1	1,039	1,769	2,203	2,003	0	234	0	234	13.67%	

Adjusted - Total Traffic less existing capacity / new capacity created
This calculation is that same as Project Traffic on the link minus the capacity available after the background traffic is subtracted / new capacity created.

This column feeds into
column K Table 9a

Table 9b: Avenir Prop Share Cost Estimates- Links- COST ARE UNDER REVIEW AND SERVE AS PLACEHOLDERS ONLY AT THIS TIME

Maintaining Agency	Segment	From	To	Direction	E + C Lanes	Existing LOS Threshold	Proposed Lanes	Future Capacity	Length in Miles	Cost of Improvement	Des/Perm/CEI	R/W	Total
PBCo	60th Street	Royal Palm	SR 7	EB	2L	880	4L	1960	0.8	\$ 1,831,851	\$ 366,370		\$ 2,198,221
				WB		880	4L	1960	0.8	\$ 1,831,851	\$ 366,370		\$ 2,198,221
FDOT	Beeline Highway	Pratt Whitney	Caloosa	NB	4	3320	6L	4980	1.75	\$ 3,606,301	\$ 721,260		\$ 4,327,561
				SB		3320	6L	4980	1.75	\$ 3,606,301	\$ 721,260		\$ 4,327,561
		Caloosa	Project	NB	4	3320	6L	4980	2	\$ 4,121,487	\$ 824,297		\$ 4,945,784
				SB		3320	6L	4980	2	\$ 4,121,487	\$ 824,297		\$ 4,945,784
		Project	No. County Airport	NB	4	3320	6L	4980	0.7	\$ 1,442,520	\$ 288,504		\$ 1,731,024
				SB		3320	6L	4980	0.7	\$ 1,442,520	\$ 288,504		\$ 1,731,024
		No. County Airport	PGA Blvd.	NB	4	3320	6L	4980	2.5	\$ 5,151,858	\$ 1,030,372		\$ 6,182,230
				SB		3320	6L	4980	2.5	\$ 5,151,858	\$ 1,030,372		\$ 6,182,230
		Northlake Blvd	Jog Rd	NB	4	1960	6L	2940	1.2	\$ 2,472,892	\$ 494,578		\$ 2,967,470
				SB		1960	6L	2940	1.2	\$ 2,472,892	\$ 494,578		\$ 2,967,470
		Jog Rd	Haverhill Rd	NB	4	1960	6L	2940	1.39	\$ 2,864,433	\$ 572,887		\$ 3,437,320
				SB		1960	6L	2940	1.39	\$ 2,864,433	\$ 572,887		\$ 3,437,320
		Haverhill Rd	Blue Heron Blvd	NB	4	1960	6L	2940	0.48	\$ 989,157	\$ 197,831		\$ 1,186,988
				SB		1960	6L	2940	0.48	\$ 989,157	\$ 197,831		\$ 1,186,988
PBCo	Coconut Blvd.	Orange	Temple (2)	NB	2L	880	4L	1960	1	\$ 2,289,800	\$ 466,960	\$ 145,000	\$ 2,901,760
				SB		880	4L	1960	1	\$ 2,289,800	\$ 466,960	\$ 145,000	\$ 2,901,760
		Temple	Northlake (2)	NB	2L	880	4L	1960	1.16	\$ 2,747,760	\$ 549,552	\$ 105,000	\$ 3,402,312
				SB		880	4L	1960	1.16	\$ 2,747,760	\$ 549,552	\$ 105,000	\$ 3,402,312
PBCo	Northlake Blvd.	140th Ave N	Coconut Blvd (2)	EB	4L	1960	6L	2940	1.5	\$ 3,091,125	\$ 618,225	\$ 60,000	\$ 3,769,350
				WB		1960	6L	2940	1.5	\$ 3,091,125	\$ 618,225	\$ 60,000	\$ 3,769,350
		Coconut Blvd	Ibis (2)	EB	4L	1770	8L+	4590	2	\$ 8,843,800	\$ 1,768,760	\$ 680,000	\$ 11,292,560
				WB		1770	8L+	4590	2	\$ 8,843,800	\$ 1,768,760	\$ 680,000	\$ 11,292,560
		Ibis	SR 7 (2)	EB	4L	1770	8L+	4590	0.5	\$ 2,210,950	\$ 442,190	\$ 1,050,000	\$ 3,703,140
				WB		1770	8L+	4590	0.5	\$ 2,210,950	\$ 442,190	\$ 1,050,000	\$ 3,703,140
		SR 7	Beeline Hwy (2)	EB	4L	3320	6L	4980	2.5	\$ 5,770,100	\$ 1,154,020	\$ -	\$ 6,924,120
				WB		3320	6L	4980	2.5	\$ 5,770,100	\$ 1,154,020	\$ -	\$ 6,924,120
		Jog	Steeplechase	EB	6L	2680	8L	3590	0.75	\$ 1,770,878	\$ 354,176		\$ 2,125,054
				WB		2680	8L	3590	0.75	\$ 1,770,878	\$ 354,176		\$ 2,125,054
		Steeplechase	Military Trail	EB	6L	2940	8L	3940	1.25	\$ 2,951,464	\$ 590,293		\$ 3,541,756
				WB		2940	8L	3940	1.25	\$ 2,951,464	\$ 590,293		\$ 3,541,756
PBCo	Okeechobee	E. Road	Folsum (2)	EB	2L	880	4L	1960	1.24	\$ 2,747,760	\$ 549,552	\$ 870,000	\$ 4,167,312
				WB		880	4L	1960	1.24	\$ 2,747,760	\$ 549,552	\$ 870,000	\$ 4,167,312
PBCo	PGA Blvd.	Beeline Highway	Ryder Cup	EB	2L	1140	4L	3320	3	\$ 6,869,441	\$ 1,373,888		\$ 8,243,329
				WB		1140	4L	3320	3	\$ 6,869,441	\$ 1,373,888		\$ 8,243,329
		Ryder Cup	Fl Turnpike	EB	2L	1960	6L	2940	1.25	\$ 4,001,288	\$ 800,258		\$ 4,801,546
				WB		1960	6L	2940	1.25	\$ 4,001,288	\$ 800,258		\$ 4,801,546
PBCo	Pratt Whitney	Indiantown	Beeline Highway	NB	2L	1140	4L	3320	3	\$ 6,869,441	\$ 1,373,888		\$ 8,243,329
				SB		1140	4L	3320	3	\$ 6,869,441	\$ 1,373,888		\$ 8,243,329
PBCo	Royal Palm Beach Blvd	Persimmon	60th	NB	2L	880	4L	1960	1	\$ 2,289,814	\$ 457,963		\$ 2,747,776
				SB		880	4L	1960	1	\$ 2,289,814	\$ 457,963		\$ 2,747,776
		60th	Orange (2)	NB	2L	880	4L	1960	1	\$ 2,289,814	\$ 457,960	\$ 245,000	\$ 2,992,774
				SB		880	4L	1960	1	\$ 2,060,743	\$ 457,960	\$ 245,000	\$ 2,763,703
PBCo	Seminole Pratt Whitney	Sycamore	Persimmon	NB	4L	1960	6L	2940	1	\$ 2,060,743	\$ 412,149		\$ 2,472,892
				SB		1960	6L	2940	1	\$ 2,060,743	\$ 412,149		\$ 2,472,892
		Persimmon	60th	NB	2L	880	6L	2940	1	\$ 3,201,030	\$ 640,206		\$ 3,841,237
				SB		880	6L	2940	1	\$ 3,201,030	\$ 640,206		\$ 3,841,237
PBCo	Orange Boulevard	Coconut	Royal Palm Beach	EB	2L	880	4L	1960	0.75	\$ 1,717,360	\$ 343,472		\$ 2,060,832
				WB		880	4L	1960	0.75	\$ 1,717,360	\$ 343,472		\$ 2,060,832
FDOT	SR 7	Belvedere	Okeechobee	NB	6L	2680	8L	3590	1.2	\$ 2,833,405	\$ 566,681		\$ 3,400,086
				SB		2680	8L	3590	1.2	\$ 2,833,405	\$ 566,681		\$ 3,400,086
		Okeechobee	Roebuck	NB	4L	1960	6L	2940	2.5	\$ 6,763,492	\$ 1,352,698		\$ 8,116,190
				SB		1960	6L	2940	2.5	\$ 6,763,492	\$ 1,352,698		\$ 8,116,190
		Orange Grove Blvd	Persimmon	NB	4L	1960	6L	2940	0.5	\$ 1,030,372	\$ 206,074		\$ 1,236,446
				SB		1960	6L	2940	0.5	\$ 1,030,372	\$ 206,074		\$ 1,236,446
	Military Trail	Holly	PGA Blvd.	NB	6LD	2680	8LD	3590	1	\$ 2,361,171	\$ 472,234		\$ 2,833,405
				SB		2680	8LD	3590	1	\$ 2,361,171	\$ 472,234		\$ 2,833,405

(2)Per Minto West total costs

\$173,843,873

Cost		
\$4,579,627	Add 2l to create 4L	\$2,289,814
\$4,121,487	Widen 4l to 6L	\$2,060,743
\$4,722,342	Widen 6L to 8L	\$2,361,171
\$5,410,793	Widen 8L to 8L+/10L	\$2,705,397
\$6,402,061	Widen 2L to 6l	\$3,201,030
\$7,226,562	4L to 10L	\$3,613,281
\$11,706,962		\$5,853,481

increased
byratio
using new 4
new 6l cons

Table 10 : Intersection Prop Share (Costs are under review and serve as placeholders only at this time)

Intersection	Project % of Cost	Project Prop Share Amount	Condition #
2. Pratt Whitney/ Indiantown	5.82%	\$72,454	#42
3. Beeline/ Pratt Whitney	28.90%	\$360,875	#29
5. Beeline/ PGA Blvd	26.20%	\$272,121	#24
10. Northlake/ SR 7	81.40%	\$507,770	#15
11. Beeline Highway/ Northlake	35.56%	\$12,319,713	#18
14. Northlake/ Military	43.15%	\$538,035	#34
16. Northlake/ I-95 East Ramp	24.00%	\$49,797	#49
17. Beeline/ Jog Rd	60.60%	\$125,939	#27
19. Beeline/ Blue Heron	26.00%	\$54,034	#37
20. Blue Heron/ Military	65.90%	\$137,003	#35
23. Orange Blvd/Coconut Blvd	52.00%	\$432,063	#21a
25. 60th St/ Royal Palm Beach Blvd.	19.40%	\$80,438	#19
27. Persimmon/ Seminole Pratt Whitney	20.80%	\$86,548	#46
28. Persimmon Blvd/ Royal Palm Beach Blvd	44.90%	\$186,478	#28

Total \$15,223,268

3.6 Project Phasing

1. No building permits for development generating an equivalent number of net 28 outbound am peak hour trips or 28 PM peak hour inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 50.9% of the cost for the construction of Northlake Boulevard from 4 lanes to 6 lanes from Coconut to Ibis. The payment for construction from 6L to 8L is tied to the timing of the Avenir connector and SR7 connections.
2. No building permits for development generating an equivalent number of net equivalent 29AM outbound or 29 inbound PM peak hour trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 51.67% for the construction of Northlake Boulevard from 4 lanes to 6 lanes from Ibis to SR 7. This payment may be used for this improvement or construction of another improvement that benefits mobility.
3. No building permits for development generating an equivalent number of equivalent 36 inbound am peak hour trips or 36 outbound PM peak hour trips shall be issued until the assured construction is let for the construction of Northlake Boulevard from 4 lanes to 6 lanes from 140th Avenue to Coconut Boulevard.
4. No building permits for development generating an equivalent number of equivalent 67 inbound am peak hour trips or 67 outbound trips shall be issued until the assured construction is let for the construction of Northlake Boulevard from 2 lanes to 4 lanes from Seminole Pratt Whitney to 140th Avenue.
5. No building permits for development generating an equivalent number of equivalent 73 inbound am peak hour trips or 73 outbound PM trips; shall be issued until the assured construction is let for the construction of SR 7 from 2 lanes to 4 lanes from Persimmon to 60th Street.
6. No building permits for development generating an equivalent number of 73 inbound am peak hour trips or 73 PM outbound trips; shall be issued until the assured construction is let for the construction of SR 7 to 4 lanes from 60th Street to Northlake Boulevard.
7. No building permits for development generating an equivalent number of net equivalent 76 PM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 21.9% of the cost for the construction of Coconut from Temple to Northlake from 2 lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

8. No building permits for development generating an equivalent number of net equivalent 145 PM inbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 11.67% of the cost for the construction of Royal Palm Beach Boulevard from 60th Street to Orange Avenue from 2lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.
9. No building permits for development generating net equivalent 200 PM inbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 8.52% of the cost for the construction of Royal Palm Beach Boulevard from Persimmon to 60th Street from 2 lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility in the area impacted by the project.
10. No building permits for development generating an equivalent number of net equivalent 386 AM inbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 20.56% of the cost for the construction of Coconut Boulevard from Orange to Temple from 2 lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.
11. No building permits for development generating an equivalent number of net equivalent 419 AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 60.41% of the cost for the construction of Beeline Highway from Northlake Boulevard to Jog Road 4lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.
- 12a/b. No building permits for development generating an equivalent number of 440 AM inbound peak hour trips or 440 PM outbound trips; shall be issued until the assured construction is let for the construction of SR 7 from and from Orange Grove to Persimmon and Roebuck to Orange Grove from 2 lanes to 4 lanes.
13. No building permits for development generating an equivalent number of 464 PM inbound peak hour trips shall be issued until the assured construction of intersection improvement at 60th Street and SR 7 is let.
14. No building permits for development generating an equivalent number of net equivalent 550 AM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 11.48% of the cost for the construction of Seminole Pratt Whitney from Persimmon to 60th Street from 2 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

15. No building permits for development generating an equivalent number of net equivalent 591 PM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 81.4% of the cost for the construction of intersection improvements at Northlake and SR 7. This payment may be used for this improvement or construction of another improvement that benefits mobility.

16. No building permits for development generating an equivalent number of net equivalent 657 PM Inbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 5.51% of the cost for the construction of Okeechobee Boulevard from E Road to Folsum from 2 lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

17. No building permits for development generating an equivalent number of net 702 PM inbound peak hour trips shall be constructed until payments have been made in the amount of 50.9% of the cost for the construction of Northlake Boulevard from Coconut to Ibis and 51.67 % for the cost of construction of Northlake Boulevard from Ibis to SR 7 from 6L to 8L+.

18. No building permits for development generating an equivalent number of net equivalent 709 PM inbound trips or 931 PM outbound trips, whichever shall occur first, shall be issued until the Property Owner makes a Proportionate share payment in the amount of 35.5% of the cost for the construction of intersection improvements at Beeline Highway and Northlake. This payment may be used for this improvement or construction of another improvement that benefits mobility.

19. No building permits for development generating an equivalent number of net equivalent 725 AM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 19.4% of the cost for the construction of intersection improvements at 60th Street and Royal Palm Beach Boulevard. This payment may be used for this improvement or construction of another improvement that benefits mobility.

20. No building permits for development generating an equivalent number of 733 AM inbound peak hour trips or 733 PM outbound trips; shall be issued until the assured construction is let for the construction of SR 7 from Okeechobee to Roebuck Road from 2 lanes to 4 lanes.

21a. No building permits for development generating an equivalent number of net equivalent 760 PM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 52.0% of the cost for the construction of intersection improvements at Orange Boulevard and Coconut Boulevard. This payment may be used for this improvement or construction of another improvement that benefits mobility.

21b. No building permits for development generating an equivalent number of net equivalent 769 AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 63.77% of the cost for the construction of Northlake Boulevard from SR 7 to Beeline Highway from 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

22. No building permits for development generating an equivalent number of net equivalent 869 AM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 4.08% of the cost for the construction of Pratt Whitney from Indiantown Road to Beeline Highway from 2 lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

23. No building permits for development generating an equivalent number of net equivalent 894 AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 33.37% of the cost for the construction of Beeline Highway from Jog Road to Haverhill Road from 4 lanes to 6 lanes or the roadway is constructed by the FDOT. This payment may be used for this improvement or construction of another improvement that benefits mobility.

24. No building permits for development generating an equivalent number of net equivalent 954 PM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 15.6% of the cost for the construction of intersection improvements at Beeline Highway and PGA Boulevard. This payment may be used for this improvement or construction of another improvement that benefits mobility.

25. No building permits for development generating an equivalent number of net equivalent 1,010 AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 26.28% of the cost for the construction of Beeline Highway from Haverhill Road to Blue Heron Boulevard or the roadway is constructed by the FDOT. This payment may be used for this improvement or construction of another improvement that benefits mobility.

26. No building permits for development generating an equivalent number of net equivalent 1,082 AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 37.65% of the cost for the construction of Northlake Boulevard from 140th Avenue N to Coconut Boulevard 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

27. No building permits for development generating an equivalent number of net equivalent 1,100 PM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 60.6% of the cost for the construction of intersection improvements at Beeline Highway and Jog Road. This payment may be used for this improvement or construction of another improvement that benefits mobility.

28. No building permits for development generating an equivalent number of net equivalent 1,167 AM inbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 44.9% of the cost for the construction of intersection of Persimmon/ Royal Palm Beach Boulevard. This payment may be used for this improvement or construction of another improvement that benefits mobility.

29. No building permits for development generating an equivalent number of net equivalent 1,267 PM outbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 28.9% of the cost for the construction of intersection improvements at Beeline Highway and Pratt Whitney. This payment may be used for this improvement or construction of another improvement that benefits mobility.

30. No building permits for development generating an equivalent number of 1,319 net equivalent AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 40.8% of the cost for the construction of Northlake Boulevard from Steeplechase to Military Trail from 6 lanes to 8 lanes. This payment may be used for this improvement or construction of another benefits mobility.

31. No building permits for development generating an equivalent number of 1,340 net equivalent AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 28.68% of the cost for the construction of Northlake Boulevard from Jog Road to Steeplechase 6 lanes to 8 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility in the area impacted by the project.

32. No building permits for development generating an equivalent number of 1,459 net equivalent AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 5.32% of the cost for the construction of 60th Street from Royal Palm Beach Boulevard to SR 7 from 2 lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

33. No building permits for development generating an equivalent number of 1,524 net equivalent AM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 15.15% of the cost for the construction of PGA Boulevard from Ryder Cup to Florida's Turnpike from 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

34. No building permits for development generating an equivalent number of net equivalent 1525 AM inbound trips or 1594 PM Outbound trips whichever shall occur first, shall be issued until the Property Owner makes a Proportionate share payment in the amount of 43.15% of the cost for the construction of intersection improvements at Northlake Boulevard and North Military Trail. This payment may be used for this improvement or construction of another improvement that benefits mobility.

35. No building permits for development generating an equivalent number of net equivalent 1,563 AM inbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 65.9% of the cost for the construction of intersection of Blue Heron Boulevard/N. Military Trail. This payment may be used for this improvement or construction of another improvement that benefits mobility.

36. No building permits for development generating an equivalent number of 1,583 net equivalent AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 13.62% of the cost for the construction of SR7 from Orange Grove to Persimmon from 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

37. No building permits for development generating an equivalent number of net equivalent 1,589 PM outbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 26.0% of the cost for the construction of improvements at the intersection of Blue Heron Boulevard/Beeline Highway. This payment may be used for this improvement or construction of another improvement that benefits mobility.

38. No building permits for development generating an equivalent number of 1,688 net equivalent PM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 13.8% of the cost for the construction of Beeline Highway from Caloosa to the Project from 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

39. No building permits for development generating an equivalent number of 1,705 net equivalent AM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 6.89% of the cost for the construction of SR7 from Okeechobee to Roebuck, from 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

40. Not Used

41. No building permits for development generating an equivalent number of 1,726 net equivalent PM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 12.44% of the cost for the construction of Beeline Highway from Pratt Whitney to Caloosa from 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

42. No building permits for development generating an equivalent number of net equivalent 1,760 AM outbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 5.82% of the cost for the construction of intersection improvements at Pratt Whitney/Indiantown. This payment may be used for this improvement or construction of another improvement that benefits mobility.

43. No building permits for development generating an equivalent number of 1,922 net equivalent PM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 5.16% of the cost for the construction of SR7 from Belvedere to Okeechobee, from 6 lanes to 8 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

44. No building permits for development generating an equivalent number of 1,948 net equivalent AM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 8.88% of the cost for the construction of PGA Boulevard from Beeline Highway to Ryder Cup from 2 lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

45. No building permits for development generating an equivalent number of 1,974 net equivalent AM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 18.42% of the cost for the construction of Seminole Pratt Whitney from Sycamore to Persimmon from 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

46. No building permits for development generating an equivalent number of 2,400 net equivalent PM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 20.8% of the cost for the construction of the improvements to the intersection of Persimmon and Seminole Pratt Whitney.. This payment may be used for this improvement or construction of another improvement that benefits mobility.

47. No building permits for development generating an equivalent number of 2,433 net equivalent AM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 8.55% of the cost for the construction of Beeline Highway from North County Airport to PGA Boulevard from 4 lanes to 6 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

48. No building permits for development generating an equivalent number of 2,441 net equivalent AM inbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 3.52% of the cost for the construction of Orange Boulevard from Coconut Avenue to Royal Palm Beach Boulevard from 2 lanes to 4 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

49. No building permits for development generating an equivalent number of net equivalent 3,156 PM outbound trips; shall be issued until the Property Owner makes a Proportionate share payment in the amount of 24.0% of the cost for the construction of intersection improvements at Northlake/ I-95 East. This payment may be used for this improvement or construction of another improvement that benefits mobility.

50. No building permits for development generating an equivalent number of 3,243 net equivalent PM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 2.14% of the cost for the construction of Military Trail from Holly to PGA Boulevard, from 6 lanes to 8 lanes. This payment may be used for this improvement or construction of another improvement that benefits mobility.

51. No building permits for development generating an equivalent number of 3,249 net equivalent PM outbound trips shall be issued until the Property Owner makes a Proportionate share payment in the amount of 4.40% of the cost for the construction of Beeline Highway from Project to North County Airport, from 4L to 6L. This payment may be used for this improvement or construction of another improvement that benefits mobility.

52. The Avenir Connection shall be constructed according to the following phasing:

a) Following the 6 laning of Northlake Boulevard no building permits shall be constructed generating a net 266 PM inbound trips until the Avenir Connection is constructed or:

b) Following the 6 laning of Northlake Boulevard, and the SR 7 connection no building permit shall be constructed generating net 438 PM inbound trips

4.0 Conclusion

The Avenir project complies with Article 12. All analysis are complete and the impacts related to the project traffic have been mitigated through construction, timing and proportionate share.

The project will construct all turn lanes and driveway improvements to include:

- Beeline Highway/Project Driveway
Signalization
Northbound: two left-turn lanes, and one right-turn lane;
Eastbound: four thru lanes, and two right-turn lanes,
Westbound: one left-turn lane, and four thru lanes.
- Northlake Boulevard/140th Street (Driveway 2)
Signalization
Southbound: two left-turn lanes, and one thru lane, one right-turn lane;
Eastbound: two left-turn lanes, one thru lane, and one shared thru-right lane;
Westbound: two left-turn lanes, three thru lanes, and one right-turn lane;
Northbound: one left-turn lane, one thru lane, and two right-turn lanes.
- Northlake Boulevard/Coconut Boulevard (Driveway 4)
Signalization
Southbound: three left-turn lanes, two thru lanes, and one right turn lane;
Eastbound: two left-turn lanes, four thru lanes, and one right-turn lane;
Westbound: two left-turn lanes, four thru lanes, and one right-turn lane;
Northbound: one left-turn lane, two thru lanes, and one free flow right-turn lane.
- Northlake Boulevard/Driveway 7
Signalization
Southbound: three left-turn lane and one right-turn lane;
Eastbound: one left-turn lane, and four thru lanes;
Westbound: one right-turn lane, and four thru lanes.

In addition, the project will add a westbound right turn lane at Northlake/Driveway 3; westbound right turn lanes and southbound right turn lanes at Northlake/Driveway 5 and Northlake/Driveway 7.

The project will construct, make a proportionate share payment or phase development to all improvements shown in Tables 9a and 10.

The amount of development that can occur prior to mitigation of a particular improvement or committed improvement was identified in conditions 1 through 52.