Engineering and Public Works Department
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbc.gov

August 15, 2025

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

RE: Bulk Candy Store
FLUA Amendment Policy 3.5-d
Round 2025-26-A2

Dear Mr. Kelley:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Statement for the proposed Future Land Use Amendment for the above-referenced project, revised August 12, 2025, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

Location:	West side of Jog Road, approximately 0.1 mile North of Southern Boulevard.	
PCN:	00-42-43-27-05-005-1653	
Acres:	1.28 acres	
	Current FLU	**Proposed FLU**
FLU:	Industrial (IND)	Commercial High/Industrial (CH/IND)
Zoning:	Multiple Use Planned Development (MUPD)	Same
Density/ Intensity:	0.85 FAR	Same
Maximum Potential:	Light Industrial = 47,393 SF	Strip Retail Plaza (<40ksf) = 47,393 SF
Net Daily Trips:	747 (maximum – current)	
Net PH Trips:	41 (25/16) AM, 115 (58/57) PM (maximum)	
** **Maximum** indicates typical FAR and maximum trip generator. **Proposed** indicates the specific uses and intensities/densities anticipated in the zoning application.*		

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

Please do not hesitate to reach out with any questions or concerns at 561-684-4030 or DSimeus@pbc.gov.

Sincerely,

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS:ep

ec:

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division
Bryan Davis – Principal Planner, Planning Division
Stephanie Gregory – Principal Planner, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Kathleen Chang – Senior Planner, Planning Division
David Wiloch – Senior Planner, Planning Division
Alberto Lopez Tagle - Technical Assistant III, Traffic Division

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\26-A2\Bulk Candy Store.docx

SIMMONS & WHITE
CIVIL & TRAFFIC ENGINEERING

BULK CANDY STORE
1.28 ACRE LUPA
Palm Beach County, FL

LAND USE PLAN AMENEMENT
TRAFFIC STATEMENT

PREPARED FOR:

Pops Real Estate Holdings, LLC
235 N. Jog Road
West Palm Beach, Florida 33413

JOB NO. 25-111

DATE: 07/03/2025
Revised: 08/12/2025

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006 This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 08/13/2025. Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.	Digitally signed by Bryan Kelley Date: 2025.08.13 08:17:17-04'00'

2581 Metrocentre Blvd. West, Ste 3 | West Palm Beach, FL 33407
561.478.7848 | simmonsandwhite.com | Certificate of Authorization #3452

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TEST 2 ANALYSIS

1.0 SITE DATA

The subject parcel is located on the southwest corner of Wallis Road and Jog Road in unincorporated Palm Beach County, Florida and contains approximately 1.28 acres. The Property Control Number (PCN) for the subject parcel is 00-42-43-27-05-005-1653. The subject property is currently designated as Industrial (IND) on the Palm Beach County Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Commercial High with an Industrial underlying land use (CH/IND). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The increase in daily traffic generation due to the requested change in the 1.28 acres parcels' land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing IND future land use designation and the proposed CH/IND future land use designation:

IND

The most intensive land use under the existing IND land use designation is "Light Industrial". Based on a floor area ratio (FAR) of 0.85 and the site area consisting of 1.28 acres, the maximum allowable intensity for the designated acreage under the existing IND land use designation is 47,393 S.F calculated as follows:

$$1.28 \text{ Acres} \times \frac{43{,}560 \text{ SF}}{\text{Acre}} \times 0.85 = 47{,}393 \text{ SF}$$

Light Industrial (47,393 S.F.)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing IND land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition. Based on the maximum allowable intensity and the accepted traffic generation rates for Light Industrial, the maximum traffic generation for the property under the existing IND land use designation may be summarized as follows:

Existing Future Land Use

Daily Traffic Generation	= 208 tpd
AM Peak Hour Traffic Generation (In/Out)	= 31 pht (28 In/3 Out)
PM Peak Hour Traffic Generation (In/Out)	= 28 pht (4 In/24 Out)

2.0 TRAFFIC GENERATION (CONT.)

CH/IND

The most intensive land use for the proposed CH/IND land use designation is "General Commercial". Based on a floor area ratio (FAR) of 0.85 and the site area consisting of 1.28 acres, the maximum allowable intensity for the designated acreage under the proposed CH/IND land use designation is 47,393 S.F. calculated as follows:

$$1.28 \text{ Acres} \times \frac{43{,}560 \text{ SF}}{\text{Acre}} \times 0.85 = 47{,}393 \text{ SF}$$

General Commercial (47,393 S.F)

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

Maximum Potential (47,763 S.F.)

Daily Traffic Generation	=	955 tpd
AM Peak Hour Traffic Generation (In/Out)	=	41 pht (25 In/16 Out)
PM Peak Hour Traffic Generation (In/Out)	=	115 pht (58 In/57 Out)

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

Trip Difference - Maximum Potential

Daily Traffic Generation	=	747 tpd INCREASE
AM Peak Hour Traffic Generation	=	10 pht INCREASE
PM Peak Hour Traffic Generation	=	87 pht INCREASE

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 747 trips per day, the radius of influence shall be the directly access link for the Year 2045 analysis. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 115 peak hour trips, the radius of development influence for purposes of Test 2 shall be two (2) miles.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The attached PROJECT DISTRIBUTION figure shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed CH/IND land use designation.

5.0 YEAR 2045 ANALYSIS

Table 3 represents the required Year 2045 Analysis. As shown in Table 3, the proposed project will have an insignificant impact on the surrounding roadway network or meet LOS "D" standards on all roadway links.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 4 and 5 represent the required Test 2 Five Year Analysis. As shown in Tables 4 and 5, all roadway links are insignificant or meet LOS "E" requirements. Therefore, the project meets the requirements of both the Year 2045 and Test 2 requirements.

7.0 PEAK HOUR TURNING MOVEMENTS

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

Directional Distribution
(Trips IN/OUT)

AM Peak Hour =	67 / 45
PM Peak Hour =	156 / 156

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

8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will meet the adopted Level of Service on the Year 2045 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis for the proposed development plan equating to 115 peak hour trips. Therefore, the project is in compliance with the Palm Beach County Comprehensive Plan.

pb x:/docs/trafficdrainage/25111.lupats.rev

BULK CANDY STORE

07/03/2025
REVISED 08/12/2025

TABLE 1
EXISTING IND FUTURE LAND USE DESIGNATION - 47,393 SF LIGHT INDUSTRIAL

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Light Industrial	110	47,393	S.F.	4.87			231		0	231	10%	23	208
			Grand Totals:				**231**	**0.0%**	**0**	**231**	**10%**	**23**	**208**

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Light Industrial	110	47,393	S.F.	0.74	0.88	0.12	31	4	35	0.0%	0	0	0	31	4	35	10%	4	28	3	31
			Grand Totals:				**31**	**4**	**35**	**0.0%**	**0**	**0**	**0**	**31**	**4**	**35**	**10%**	**4**	**28**	**3**	**31**

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Light Industrial	110	47,393	S.F.	0.65	0.14	0.86	4	27	31	0.0%	0	0	0	4	27	31	10%	3	4	24	28
			Grand Totals:				**4**	**27**	**31**	**0.0%**	**0**	**0**	**0**	**4**	**27**	**31**	**10%**	**3**	**4**	**24**	**28**

X:\Documents\PROJECTS\2025\25-111 Bulk Candy Store\FLUA Tables
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BULK CANDY STORE

07/03/2025
REVISED 08/12/2025

TABLE 2
EXISTING IND FUTURE LAND USE DESIGNATION - 47,393 SF LIGHT INDUSTRIAL

Daily Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips	Internalization %	Internalization Total	External Trips	Pass-by %	Pass-by Trips	Net Trips
Strip Retail Plaza (<40ksf)	822	47,393	S.F.	54.45			2,581		0	2,581	63%	1,626	955
			Grand Totals:				**2,581**	**0.0%**	**0**	**2,581**	**63%**	**1,626**	**955**

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Strip Retail Plaza (<40ksf)	822	47,393	S.F.	2.36	0.60	0.40	67	45	112	0.0%	0	0	0	67	45	112	63%	71	25	16	41
			Grand Totals:				**67**	**45**	**112**	**0.0%**	**0**	**0**	**0**	**67**	**45**	**112**	**63%**	**71**	**25**	**16**	**41**

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity		Rate/Equation	Dir Split In	Dir Split Out	Gross Trips In	Gross Trips Out	Gross Trips Total	Internalization %	Internalization In	Internalization Out	Internalization Total	External Trips In	External Trips Out	External Trips Total	Pass-by %	Pass-by Trips	Net Trips In	Net Trips Out	Net Trips Total
Strip Retail Plaza (<40ksf)	822	47,393	S.F.	6.59	0.50	0.50	156	156	312	0.0%	0	0	0	156	156	312	63%	197	58	57	115
			Grand Totals:				**156**	**156**	**312**	**0.0%**	**0**	**0**	**0**	**156**	**156**	**312**	**63%**	**197**	**58**	**57**	**115**

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APPENDIX A

Year 2045 Analysis

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Authorization # 3452 | 561.478.7848

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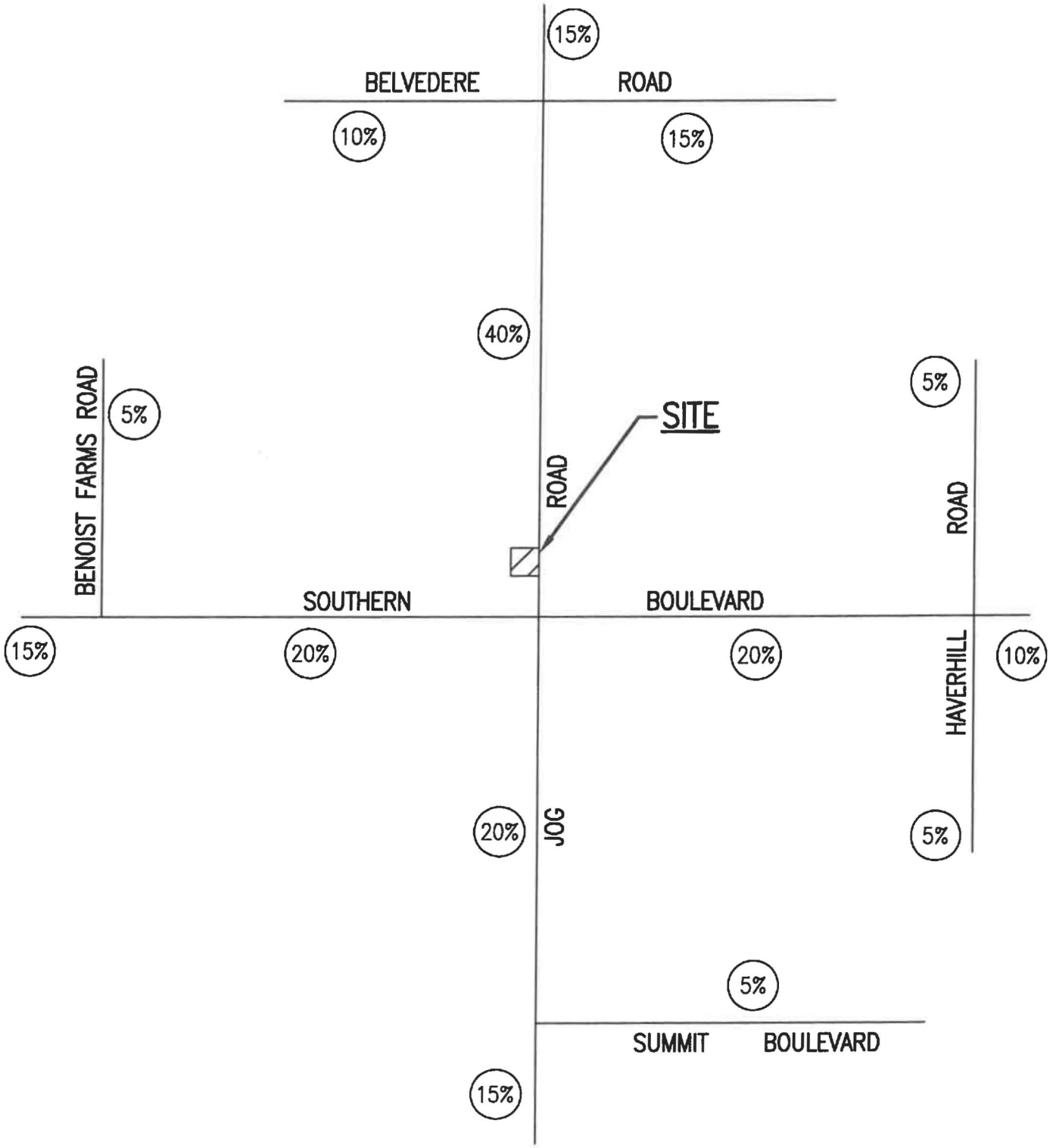

FIGURE 1
PROJECT DISTRIBUTION

LEGEND

(15%) PROJECT DISTRIBUTION

BULK CANDY STORE

25-111 KD 07-03-25

TABLE 3
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: BULK CANDY STORE
EXISTING FUTURE LAND USE DESIGNATION: IND
TRIPS PER DAY= 208
PROPOSED FUTURE LAND USE DESIGNATION: CH/IND
TRIPS PER DAY= 955
TRIP INCREASE= 747

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	2045 PBC TPA TRAFFIC VOLUME	TOTAL 2045 TRAFFIC	V/C RATIO	PROJECT SIGNIFICANCE*
JOG ROAD	BELVEDERE ROAD	WALLIS ROAD	40%	299	6D	50,300	0.59%	45400	45,699	0.91	NO
JOG ROAD	WALLIS ROAD	SOUTHERN BOULEVARD	60%	448	6D	50,300	0.89%	45400	45,848	0.91	NO

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

SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
5620	937040	JOG RD	Linton Blvd	Normandy Ln	6	6I	44,546	33,935	38,158	40,135	39,406	50,389	48,800
	937432	JOG RD	Normandy Ln	Floral Lakes Dr	6	6I			-	-	35,362	46,564	46,600
5616	937039	JOG RD	Floral Lakes Dr	Atlantic Ave	6	6I	44,315	36,423	41,228	44,360	32,504	43,460	52,200
5642	937043	JOG RD	Atlantic Ave	Lake Ida Rd	6	6	33,623	28,947	31,958	32,024	14,654	16,669	34,000
5648	937045	JOG RD	Lake Ida Rd	Flavor Pict Rd	6	6	28,463	23,771	24,867	28,761	15,706	18,839	28,000
5656	937046	JOG RD	Flavor Pict Rd	Pipers Glen Blvd	6	6	31,057	23,642	24,221	25,236	16,216	20,850	28,900
5640	937042	JOG RD	Pipers Glen Blvd	Woolbright Rd	6	6	30,603	23,794	25,487	28,386	14,568	18,978	29,900
5644	937044	JOG RD	Woolbright Rd	Boynton Beach Blvd	6	6	34,641	28,059	28,403	30,437	22,938	28,084	34,800
5200	937085	JOG RD	Boynton Beach Blvd	Gateway Blvd	6	6	37,603	32,795	33,181	35,810	28,522	39,180	45,600
4660	937084	JOG RD	Gateway Blvd	Le Chalet Blvd	6	6	38,805	34,962	37,759	38,308	31,901	40,799	48,300
4640	937083	JOG RD	Le Chalet Blvd	Hypoluxo Rd	6	6	40,540	36,577	41,103	43,270	34,730	42,804	50,700
4670	938520	JOG RD	Hypoluxo Rd	Winston Trails Bl	6	6	38,636	33,040	35,642	37,410	36,735	47,894	46,500
4628	937081	JOG RD	Winston Trails Bl	Lantana Rd	6	6	39,902	35,196	36,500	39,400	38,660	49,875	47,100
4612	938521	JOG RD	Lantana Rd	Melaleuca Ln	6	6	42,362	36,287	37,599	46,286	48,073	60,480	50,000
4634	937082	JOG RD	Melaleuca Ln	Lake Worth Rd	6	6I	50,395	41,001	43,082	46,554	48,849	56,505	49,800
4616	937080	JOG RD	Lake Worth Rd	10th Ave N	6	6	41,595	35,671	38,550	42,663	39,009	48,232	47,700
4204	938522	JOG RD	10th Ave N	Forest Hill Blvd	6	6I	48,296	41,352	44,233	49,789	51,372	62,126	53,500
3650	937079	JOG RD	Forest Hill Blvd	Summit Blvd	6	6I	49,007	40,108	39,544	45,959	45,849	57,916	50,000
3624	937078	JOG RD	Summit Blvd	Southern Blvd	6	6	38,464	36,794	36,684	42,679	41,638	53,203	46,900
3654	938523	JOG RD	Southern Blvd	Belvedere Rd	6	6	32,010	31,251	30,553	35,663	31,491	46,787	45,400
3220	937142	JOG RD	Belvedere Rd	Turnpike Int	6	6	26,334	24,994	25,922	29,428	24,593	35,262	37,200
3104	937142	JOG RD	Turnpike Int	Okeechobee Blvd	6	6		27,438	29,044	32,352	24,593	35,262	41,600
3458	937143	JOG RD	Okeechobee Bl	Roebuck Rd	4	4	25,482	24,731	26,728	29,261	14,648	24,955	37,000
2414	*2414*	JOG RD	45th St	Beeline Hwy	2	2		5,060	6,707	6,640	2,725	3,258	7,200
2416	971075	JOG RD	Beeline Hwy	Turnpike Int	4	4		11,310	14,963	16,641	19,694	24,958	20,200
	937141	JOG RD	Turnpike Int	Northlake Blvd	4	4			-	-	14,391	12,404	12,400
2107	937258	JOG RD	PGA Blvd	Hood Rd	2	2		9,290	10,721	11,407	737	1,210	11,200
2106	930180	JOG RD	Hood Rd	Donald Ross Rd	2	2		1,774	3,961	5,146	8,949	9,964	5,000
6420	937287	JUDGE WINIKOFF RD	Sandpoint Ter	SR-7	4	4	10,553	9,846	10,464	9,756	9,355	10,438	11,700
1404	937115	JUPITER FARMS RD	Indiantown Rd	South of Indiantown Rd	2	2	10,932	10,079	10,366	11,000	12,301	12,675	10,700
6417	937389	KIMBERLY BLVD	SR-7	Lyons Rd	4	4	7,469	6,423	6,170	6,321	4,408	4,604	6,400
4652	937284	KIRK RD	Melaleuca Ln	Lake Worth Rd	2	2	8,586	7,111	6,791	8,269	2,206	3,219	7,800
4630	937024	KIRK RD	Lake Worth Rd	10th Ave N	2	2	10,197	8,099	9,240	9,976	6,728	10,321	12,800
4664	937025	KIRK RD	10th Ave N	Purdy Ln	2	2	13,660	11,348	12,213	13,864	10,461	13,957	16,300
4208	937023	KIRK RD	Purdy Ln	Forest Hill Blvd	5	5	18,583	16,626	16,029	17,337	13,821	18,742	21,700
3656	937030	KIRK RD	Forest Hill Blvd	Summit Blvd	2	3	10,851	9,724	9,611	10,833	13,693	16,400	12,300
3662	937031	KIRK RD	Summit Blvd	Gun Club Rd	2	3	8,260	9,663	10,675	11,376	6,823	8,655	12,500
3614	937029	KIRK RD	Gun Club Rd	Southern Blvd	4	4	6,871	8,443	10,020	11,400	14,725	18,016	13,300
2617	930033	KYOTO GARDENS DR	Military Tr	Alt A1A/SR 811	4	4		-	8,924	8,800	4,289	7,944	12,600
2843	930033	KYOTO GARDENS DR	Alt A1A/SR 811	Lake Victoria Gardens Ave	5	5		-	6,661	8,800	4,289	7,944	10,300

APPENDIX B

Test 2 Analysis

TABLE 4
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 25
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 16

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
BELVEDERE ROAD	BENOIST FARMS ROAD	JOG ROAD	10%	3	6D	II	2830	0.09%	NO
BELVEDERE ROAD	JOG ROAD	HAVERHILL ROAD	15%	4	4D	II	1780	0.21%	NO
SOUTHERN BOULEVARD	SANBURYS WAY	BENOIST FARMS ROAD	15%	4	8D	I	3940	0.10%	NO
SOUTHERN BOULEVARD	BENOIST FARMS ROAD	JOG ROAD	20%	5	8D	II	3780	0.13%	NO
SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	20%	5	8D	I	3940	0.13%	NO
SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	10%	3	8D	I	3940	0.06%	NO
SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	5%	1	5	I	1960	0.06%	NO
BENOIST FARMS ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	5%	1	5	I	1960	0.06%	NO
JOG ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	15%	4	6D	II	2830	0.13%	NO
JOG ROAD	BELVEDERE ROAD	SITE	40%	10	6D	II	2830	0.35%	NO
JOG ROAD	SITE	SOUTHERN BOULEVARD	60%	15	6D	II	2830	0.53%	NO
JOG ROAD	SOUTHERN BOULEVARD	SUMMIT BOULEVARD	20%	5	6D	II	2830	0.18%	NO
JOG ROAD	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	15%	4	6D	II	2830	0.13%	NO
HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	5%	1	5	II	1870	0.07%	NO
HAVERHILL ROAD	SOUTHERN BOULEVARD	SUMMIT BOULEVARD	5%	1	5	II	1870	0.07%	NO

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 58
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 57

ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
BELVEDERE ROAD	BENOIST FARMS ROAD	JOG ROAD	10%	6	6D	II	2830	0.20%	NO
BELVEDERE ROAD	JOG ROAD	HAVERHILL ROAD	15%	9	4D	II	1780	0.48%	NO
SOUTHERN BOULEVARD	SANBURYS WAY	BENOIST FARMS ROAD	15%	9	8D	I	3940	0.22%	NO
SOUTHERN BOULEVARD	BENOIST FARMS ROAD	JOG ROAD	20%	11	8D	II	3780	0.30%	NO
SOUTHERN BOULEVARD	JOG ROAD	HAVERHILL ROAD	20%	11	8D	I	3940	0.29%	NO
SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	10%	6	8D	I	3940	0.14%	NO
SUMMIT BOULEVARD	JOG ROAD	HAVERHILL ROAD	5%	3	5	I	1960	0.15%	NO
BENOIST FARMS ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	5%	3	5	I	1960	0.15%	NO
JOG ROAD	OKEECHOBEE BOULEVARD	BELVEDERE ROAD	15%	9	6D	II	2830	0.30%	NO
JOG ROAD	BELVEDERE ROAD	SITE	40%	23	6D	II	2830	0.81%	NO
JOG ROAD	SITE	SOUTHERN BOULEVARD	60%	34	6D	II	2830	1.21%	NO
JOG ROAD	SOUTHERN BOULEVARD	SUMMIT BOULEVARD	20%	11	6D	II	2830	0.40%	NO
JOG ROAD	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	15%	9	6D	II	2830	0.30%	NO
HAVERHILL ROAD	BELVEDERE ROAD	SOUTHERN BOULEVARD	5%	3	5	II	1870	0.15%	NO
HAVERHILL ROAD	SOUTHERN BOULEVARD	SUMMIT BOULEVARD	5%	3	5	II	1870	0.15%	NO