



June 11, 2020

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

**RE: CHS Properties MUPD
 FLUA Amendment Policy 3.5-d Review
 Round 2020-21-A**

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 June 11, 2020, 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:	South of Ranch House Road, east of S. Congress Avenue	
PCN:	00-43-44-05-23-023-0020 (<i>Others on file</i>)	
Acres:	10.51 acres	
	Current FLU	Proposed FLU
FLU:	Industrial (IND)	Commercial High (CH)/Industrial (IND)
Zoning:	Multiple Use Planned Development (MUPD) Residential Medium (RM)	Multiple Use Planned Development (MUPD)
Density/ Intensity:	0.85 FAR	0.50 FAR
Maximum Potential:	Light Industrial = 389,143 SF	General Commercial = 228,908 SF
Proposed Potential:		General Commercial = 225,000 SF
Net Daily Trips:	5,374 (maximum – current) 5,274 (proposed – current)	
Net PH Trips:	145 (90/55) AM, 676 (324/352) PM (maximum) 142 (88/54) AM, 665 (319/346) PM (proposed)	
* <i>Maximum</i> indicates typical FAR and maximum trip generator. <i>Proposed</i> indicates the specific uses and intensities/densities anticipated in the zoning application.		

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

**Department of Engineering
 and Public Works**

P.O. Box 21229
 West Palm Beach, FL 33416-1229
 (561) 684-4000
 FAX: (561) 684-4050
 www.pbcgov.com



**Palm Beach County
 Board of County
 Commissioners**

- Dave Kerner, Mayor
- Robert S. Weinroth, Vice Mayor
- Hal R. Valeche
- Gregg K. Weiss
- Mary Lou Berger
- Melissa McKinlay
- Mack Bernard

County Administrator

Verdenia C. Baker

"An Equal Opportunity
 Affirmative Action Employer"



Bryan G. Kelley, P.E.
June 11, 2020
Page 2

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

Sincerely,

Dominique Simeus, P.E.
Professional Engineer
Traffic Division

DS/rb

cc: Addressee
Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division
Steve Bohovsky – Technical Assistant III, Traffic Division
Lisa Amara – Senior Planner, Planning Division
Khurshid Mohyuddin – Principal Planner, Planning Division
Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review
N:\TRAFFIC\Development Review\Comp Plan\21-A\CHS Properties MUPD.docx

SIMMONS & WHITE
2581 Metrocentre Blvd West, Suite 3, West Palm Beach, Florida 33407
O 561.478.7848 | F 561.478.3738 www.simmonsandwhite.com
Certificate of Authorization Number 3452



LAND USE PLAN AMENDMENT APPLICATION TRAFFIC STATEMENT

**CHS MUPD POD C
10.51 ACRE LUPA
PALM BEACH COUNTY, FLORIDA**

Prepared for:

Mr. David C. Saunders
340 Royal Poinciana Way
Suite 317, Box #384
Palm Beach, Florida 33480

Job No. 18-145D

Date: April 30, 2020



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

TABLE OF CONTENTS

1.0 SITE DATA	3
2.0 TRAFFIC GENERATION	3
3.0 RADIUS OF DEVELOPMENT INFLUENCE	5
4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION	5
5.0 YEAR 2045 ANALYSIS	5
6.0 TEST 2 – FIVE YEAR ANALYSIS	5
7.0 PEAK HOUR TURNING MOVEMENTS	5
8.0 CONCLUSION	6

1.0 SITE DATA

The subject parcel is located on the south side of Ranch House Road approximately 400 feet east of Congress Avenue in West Palm Beach, Florida and contains approximately 10.51 acres. The Property Control Number (PCN) for the subject parcels are summarized below:

00-43-44-05-23-000-0020 00-43-44-05-23-023-0020
00-43-44-05-06-008-0010

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 9.68 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 10.51 acres, the maximum allowable intensity for the designated acreage under the existing IND land use designation is 389,143 S.F. calculated as follows:

$$10.51 \text{ Acres} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.85 = 389,143 \text{ SF}$$

Light Industrial (389,143 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, 10th 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:

2.0 TRAFFIC GENERATION (CONTINUED)

Existing Future Land Use

Daily Traffic Generation = 1,737 tpd
AM Peak Hour Traffic Generation (In/Out) = 245 pht (215 In/30 Out)
PM Peak Hour Traffic Generation (In/Out) = 220 pht (29 In/191 Out)

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 0.50 and the site area consisting of 10.51 acres, the maximum allowable intensity for the designated acreage under the proposed CH/IND land use designation is 228,908 S.F. calculated as follows:

$$10.51 \text{ Acres} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.50 = 228,908 \text{ SF}$$

General Commercial (228,908 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

Daily Traffic Generation = 7,111 tpd
AM Peak Hour Traffic Generation (In/Out) = 145 pht (90 In/55 Out)
PM Peak Hour Traffic Generation (In/Out) = 676 pht (324 In/352 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 = 5,374 tpd INCREASE
AM Peak Hour Traffic Generation = 100 pht DECREASE
PM Peak Hour Traffic Generation = 456 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 5,374 trips per day, the radius of influence shall be two miles 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 676 peak hour trips, the radius of development influence for purposes of Test 2 shall be three (3) 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 4 represents the required Year 2045 Analysis. As shown in Table 4, 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 5-7 represent the required Test 2 Five Year Analysis. As shown in Tables 5-7, 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 = 90 / 55
PM Peak Hour = 324 / 352

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 676 peak hour trips. Therefore, the project is in compliance with the Palm Beach County Comprehensive Plan.

**TABLE 1
EXISTING IND FUTURE LAND USE DESIGNATION - 389,143 S.F. LIGHT INDUSTRIAL**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips
				In	Out		%	Total			%	Trips	
Light Industrial	110	389,143	S.F.	4.96			1,930		0	1,930	10%	193	1,737
Grand Totals:							1,930	0.0%	0	1,930	10%	193	1,737

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Light Industrial	110	389,143	S.F.	0.88	0.12	239	33	272	0.0%	0	0	0	239	33	272	10%	27	215	30	245	
Grand Totals:							239	33	272	0.0%	0	0	0	239	33	272	10%	27	215	30	245

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips				
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Light Industrial	110	389,143	S.F.	0.13	0.87	32	213	245	0.0%	0	0	0	32	213	245	10%	25	29	191	220	
Grand Totals:							32	213	245	0.0%	0	0	0	32	213	245	10%	25	29	191	220

**TABLE 2
PROPOSED IND/CH FUTURE LAND USE DESIGNATION - 228,908 S.F COMMERCIAL**

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization			External Trips	Pass-by		Net Trips	
				In	Out		%	Total			%	Trips		
Gen. Commercial ^e	820	228,908	S.F.	Ln(T) = 0.68 Ln(X) + 5.57 ^d		10,558	0.0%	0			10,558	33%	3,447	7,111
Grand Totals:						10,558	0.0%	0			10,558	33%	3,447	7,111

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Gen. Commercial ^e	820	228,908	S.F.	0.94		0.62	0.38	133	82	215	0.0%	0	0	0	133	82	215	33%	70	90	55	145
Grand Totals:						133	82	215	0.0%	0	0	0	133	82	215	33%	70	90	55	145		

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization			External Trips			Pass-by		Net Trips					
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total		
Gen. Commercial ^e	820	228,908	S.F.	Ln(T) = 0.74 Ln(X) + 2.89 ^d		0.48	0.52	481	522	1,003	0.0%	0	0	0	481	522	1,003	33%	327	324	352	676
Grand Totals:						481	522	1,003	0.0%	0	0	0	481	522	1,003	33%	327	324	352	676		

APPENDIX A

YEAR 2045 ANALYSIS

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

PROJECT: 10.51 ACRE LUPA
 EXISTING FUTURE LAND USE DESIGNATION: IND
 TRIPS PER DAY= 1,737
 PROPOSED FUTURE LAND USE DESIGNATION: CH/IND
 TRIPS PER DAY= 7,111
 TRIP INCREASE= 5,374

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	PROJECT SIGNIFICANCE
AUSTRALIAN AVENUE	BELVEDERE ROAD	SOUTHERN BOULEVARD	10%	537	6D	50,300	1.07%	NO
CONGRESS AVENUE	SOUTHERN BOULEVARD	GUN CLUB ROAD	50%	2687	6D	50,300	5.34%	YES
CONGRESS AVENUE	GUN CLUB ROAD	SUMMIT BOULEVARD	30%	1612	6D	50,300	3.21%	YES
CONGRESS AVENUE	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	19%	1021	6D	50,300	2.03%	NO
CONGRESS AVENUE	FOREST HILL BOULEVARD	10TH AVENUE	8%	430	6D	50,300	0.85%	NO
SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	12%	645	10D	84,600	0.76%	NO
SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	20%	1075	10D	84,600	1.27%	NO
SOUTHERN BOULEVARD	KIRK ROAD	CONGRES AVENUE	15%	806	10D	84,600	0.95%	NO
SOUTHERN BOULEVARD	CONGRES AVENUE	I-95	25%	1344	10D	84,600	1.59%	NO
GUN CLUB ROAD	HAVERHILL ROAD	MILITARY TRAIL	3%	161	5	33,200	0.49%	NO
GUN CLUB ROAD	MILITARY TRAIL	KIRK ROAD	9%	484	5	33,200	1.46%	NO
GUN CLUB ROAD	KIRK ROAD	CONGRESS AVENUE	20%	1075	5	33,200	3.24%	YES
SUMMIT BOULEVARD	MILITARY TRAIL	KIRK ROAD	7%	376	5	33,200	1.13%	NO
SUMMIT BOULEVARD	KIRK ROAD	CONGRESS AVENUE	7%	376	5	33,200	1.13%	NO
SUMMIT BOULEVARD	CONGRESS AVENUE	FLORIDA MANGO ROAD	4%	215	5	33,200	0.65%	NO

10.51 ACRE LUPA

04/30/2020

ROADWAY	FROM	TO	2045 PBC TPA TRAFFIC VOLUME	DISTRIBUTION (%)	PROJECT TRAFFIC	WEST BOYNTON CENTER TRAFFIC	VALICO NURSERY INDUSTRIAL TRAFFIC	TOTAL 2045 TRAFFIC	LANES	LOS "D" CAPACITY	V/C RATIO
AUSTRALIAN AVENUE	BELVEDERE ROAD	SOUTHERN BOULEVARD	43,200	10%	537			43,737	6D	50,300	0.87
CONGRESS AVENUE	SOUTHERN BOULEVARD	GUN CLUB ROAD	43,000	50%	2687			45,687	6D	50,300	0.91
CONGRESS AVENUE	GUN CLUB ROAD	SUMMIT BOULEVARD	43,200	30%	1612			44,812	6D	50,300	0.89
CONGRESS AVENUE	SUMMIT BOULEVARD	FOREST HILL BOULEVARD	34,800	19%	1021			35,821	6D	50,300	0.71
CONGRESS AVENUE	FOREST HILL BOULEVARD	10TH AVENUE	45,100	8%	430			45,530	6D	50,300	0.91
SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	93,600	12%	645			94,245	10D	84,600	1.11
SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	68,700	20%	1075			69,775	10D	84,600	0.82
SOUTHERN BOULEVARD	KIRK ROAD	CONGRES AVENUE	80,400	15%	806			81,206	10D	84,600	0.96
SOUTHERN BOULEVARD	CONGRES AVENUE	I-95	70,800	25%	1344			72,144	10D	84,600	0.85
GUN CLUB ROAD	HAVERHILL ROAD	MILITARY TRAIL	11,700	3%	161			11,861	5	33,200	0.36
GUN CLUB ROAD	MILITARY TRAIL	KIRK ROAD	15,600	9%	484			16,084	5	33,200	0.48
GUN CLUB ROAD	KIRK ROAD	CONGRESS AVENUE	19,700	20%	1075			20,775	5	33,200	0.63
SUMMIT BOULEVARD	MILITARY TRAIL	KIRK ROAD	24,900	7%	376			25,276	5	33,200	0.76
SUMMIT BOULEVARD	KIRK ROAD	CONGRESS AVENUE	26,100	7%	376			26,476	5	33,200	0.80
SUMMIT BOULEVARD	CONGRESS AVENUE	FLORIDA MANGO ROAD	15,700	4%	215			15,915	5	33,200	0.48

* 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.

APPENDIX B

TEST 2 ANALYSIS

**TABLE 4
AREA WIDE GROWTH RATE CALCULATION**

STATION	ROADWAY	FROM	TO	2016 PEAK SEASON DAILY TRAFFIC	2019 PEAK SEASON DAILY TRAFFIC	IND. (%)
3605	BELVEDERE ROAD	CONGRESS AVENUE	AUSTRALIAN AVENUE	33,111	35,796	2.63%
3213	BELVEDERE ROAD	AUSTRALIAN AVENUE	I-95	n/a	n/a	
N/A	SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	n/a	n/a	
3637	SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	n/a	n/a	
3673	SOUTHERN BOULEVARD	KIRK ROAD	CONGRESS AVENUE	72,807	80,151	3.26%
3217	SOUTHERN BOULEVARD	CONGRESS AVENUE	I-95	n/a	n/a	
3313	SOUTHERN BOULEVARD	I-95	PARKER AVENUE	n/a	n/a	
3651	GUN CLUB ROAD	HAVERHILL ROAD	MILITARY TRAIL	10,455	11,005	1.72%
3653	GUN CLUB ROAD	MILITARY TRAIL	KIRK ROAD	11,708	12,788	2.98%
3655	GUN CLUB ROAD	KIRK ROAD	CONGRESS AVENUE	11,833	13,210	3.74%
3613	SUMMIT BOULEVARD	MILITARY TRAIL	KIRK ROAD	22,386	22,825	0.65%
3615	SUMMIT BOULEVARD	KIRK ROAD	DAVIS ROAD	21,662	21,684	0.03%
3617	SUMMIT BOULEVARD	DAVIS ROAD	CONGRESS AVENUE	24,080	25,176	1.49%
3619	SUMMIT BOULEVARD	CONGRESS AVENUE	FLORIDA MANGO ROAD	n/a	n/a	
3621	SUMMIT BOULEVARD	FLORIDA MANGO ROAD	I-95	n/a	n/a	
3629	FOREST HILL BOULEVARD	KIRK ROAD	CONGRESS AVENUE	44,053	47,705	2.69%
3219	FOREST HILL BOULEVARD	CONGRESS AVENUE	I-95	n/a	n/a	
3664	MILITARY TRAIL	SUMMIT BOULEVARD	GUN CLUB ROAD	46,815	43,680	-2.28%
3612	MILITARY TRAIL	GUN CLUB ROAD	SOUTHERN BOULEVARD	44,421	43,230	-0.90%
3628	MILITARY TRAIL	SOUTHERN BOULEVARD	BELVEDERE ROAD	45,741	45,974	0.17%
3656	KIRK ROAD	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	11,093	10,667	-1.30%
3662	KIRK ROAD	SUMMIT BOULEVARD	GUN CLUB ROAD	10,759	10,939	0.55%
3614	KIRK ROAD	GUN CLUB ROAD	SOUTHERN BOULEVARD	10,468	11,515	3.23%
4210	CONGRESS AVENUE	10TH AVENUE NORTH	FOREST HILL BOULEVARD	36,796	42,189	4.66%
3644	CONGRESS AVENUE	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	28,609	34,412	6.35%
3674	CONGRESS AVENUE	SUMMIT BOULEVARD	GUN CLUB ROAD	35,665	39,886	3.80%
3618	CONGRESS AVENUE	GUN CLUB ROAD	SOUTHERN BOULEVARD	34,390	40,630	5.72%
3658	AUSTRALIAN AVENUE	SOUTHERN BOULEVARD	TURNAGE BOULEVARD	35,292	36,886	1.48%
3610	AUSTRALIAN AVENUE	TURNAGE BOULEVARD	BELVEDERE ROAD	35,908	42,125	5.47%
3309	AUSTRALIAN AVENUE	BELVEDERE ROAD	OKEECHOBEE BOULEVARD	27,771	30,915	3.64%
3646	FLORIDA MANGO ROAD	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	7,015	6,874	-0.67%
				Σ = 662,838	710,262	2.33%
				AREA WIDE GROWTH RATE = 2.1		

TABLE 5
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
3 MILE RADIUS

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 90
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 55

STATION	ROADWAY	FROM	TO	AM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
3605	BELVEDERE ROAD	CONGRESS AVENUE	AUSTRALIAN AVENUE	2%	2	6D	II	2830	0.06%	NO
3213	BELVEDERE ROAD	AUSTRALIAN AVENUE	I-95	2%	2	6D	II	2830	0.06%	NO
N/A	SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	12%	11	8D	I	3940	0.27%	NO
3637	SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	20%	18	8D	I	3940	0.46%	NO
3673	SOUTHERN BOULEVARD	KIRK ROAD	CONGRESS AVENUE	15%	14	8D	I	3940	0.34%	NO
3217	SOUTHERN BOULEVARD	CONGRESS AVENUE	I-95	25%	23	8D	I	3940	0.57%	NO
3313	SOUTHERN BOULEVARD	I-95	PARKER AVENUE	5%	5	4D	II	1870	0.24%	NO
3651	GUN CLUB ROAD	HAVERHILL ROAD	MILITARY TRAIL	3%	3	5	II	1870	0.14%	NO
3653	GUN CLUB ROAD	MILITARY TRAIL	KIRK ROAD	9%	8	5	II	1870	0.43%	NO
3655	GUN CLUB ROAD	KIRK ROAD	CONGRESS AVENUE	20%	18	5	I	1960	0.92%	NO
3613	SUMMIT BOULEVARD	MILITARY TRAIL	KIRK ROAD	7%	6	5	II	1870	0.34%	NO
3615	SUMMIT BOULEVARD	KIRK ROAD	DAVIS ROAD	7%	6	5	II	1870	0.34%	NO
3617	SUMMIT BOULEVARD	DAVIS ROAD	CONGRESS AVENUE	7%	6	5	II	1870	0.34%	NO
3619	SUMMIT BOULEVARD	CONGRESS AVENUE	FLORIDA MANGO ROAD	4%	4	5	II	1870	0.19%	NO
3621	SUMMIT BOULEVARD	FLORIDA MANGO ROAD	I-95	3%	3	5	I	1960	0.14%	NO
3629	FOREST HILL BOULEVARD	KIRK ROAD	CONGRESS AVENUE	4%	4	6D	II	2830	0.13%	NO
3219	FOREST HILL BOULEVARD	CONGRESS AVENUE	I-95	4%	4	6D	II	2830	0.13%	NO
3664	MILITARY TRAIL	SUMMIT BOULEVARD	GUN CLUB ROAD	3%	3	6D	I	2940	0.09%	NO
3612	MILITARY TRAIL	GUN CLUB ROAD	SOUTHERN BOULEVARD	2%	2	6D	II	2830	0.06%	NO
3628	MILITARY TRAIL	SOUTHERN BOULEVARD	BELVEDERE ROAD	10%	9	6D	I	2940	0.31%	NO
3656	KIRK ROAD	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	5%	5	2	I	880	0.51%	NO
3662	KIRK ROAD	SUMMIT BOULEVARD	GUN CLUB ROAD	5%	5	2	I	880	0.51%	NO
3614	KIRK ROAD	GUN CLUB ROAD	SOUTHERN BOULEVARD	5%	5	4D	II	1870	0.24%	NO
4210	CONGRESS AVENUE	10TH AVENUE NORTH	FOREST HILL BOULEVARD	8%	7	6D	II	2830	0.25%	NO
3644	CONGRESS AVENUE	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	19%	17	6D	II	2830	0.60%	NO
3674	CONGRESS AVENUE	SUMMIT BOULEVARD	GUN CLUB ROAD	30%	27	6D	II	2830	0.95%	NO
3618	CONGRESS AVENUE	GUN CLUB ROAD	SOUTHERN BOULEVARD	50%	45	6D	I	2940	1.53%	NO
3658	AUSTRALIAN AVENUE	SOUTHERN BOULEVARD	TURNAGE BOULEVARD	10%	9	6D	I	2940	0.31%	NO
3610	AUSTRALIAN AVENUE	TURNAGE BOULEVARD	BELVEDERE ROAD	10%	9	6D	II	2830	0.32%	NO
3309	AUSTRALIAN AVENUE	BELVEDERE ROAD	OKEECHOBEE BOULEVARD	5%	5	6D	II	2830	0.32%	NO
3646	FLORIDA MANGO ROAD	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	1%	1	2	I	880	0.51%	NO

TABLE 6
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

3 MILE RADIUS

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 324

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 352

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL				LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS			
3605	BELVEDERE ROAD	CONGRESS AVENUE	AUSTRALIAN AVENUE	2%	7	6D	II	2830	0.25%	NO
3213	BELVEDERE ROAD	AUSTRALIAN AVENUE	I-95	2%	7	6D	II	2830	0.25%	NO
N/A	SOUTHERN BOULEVARD	HAVERHILL ROAD	MILITARY TRAIL	12%	42	8D	I	3940	1.07%	NO
3637	SOUTHERN BOULEVARD	MILITARY TRAIL	KIRK ROAD	20%	70	8D	I	3940	1.79%	NO
3673	SOUTHERN BOULEVARD	KIRK ROAD	CONGRESS AVENUE	15%	53	8D	I	3940	1.34%	NO
3217	SOUTHERN BOULEVARD	CONGRESS AVENUE	I-95	25%	88	8D	I	3940	2.23%	NO
3313	SOUTHERN BOULEVARD	I-95	PARKER AVENUE	5%	18	4D	II	1870	0.94%	NO
3651	GUN CLUB ROAD	HAVERHILL ROAD	MILITARY TRAIL	3%	11	5	II	1870	0.56%	NO
3653	GUN CLUB ROAD	MILITARY TRAIL	KIRK ROAD	9%	32	5	II	1870	1.69%	NO
3655	GUN CLUB ROAD	KIRK ROAD	CONGRESS AVENUE	20%	70	5	I	1960	3.59%	YES
3613	SUMMIT BOULEVARD	MILITARY TRAIL	KIRK ROAD	7%	25	5	II	1870	1.32%	NO
3615	SUMMIT BOULEVARD	KIRK ROAD	DAVIS ROAD	7%	25	5	II	1870	1.32%	NO
3617	SUMMIT BOULEVARD	DAVIS ROAD	CONGRESS AVENUE	7%	25	5	II	1870	1.32%	NO
3619	SUMMIT BOULEVARD	CONGRESS AVENUE	FLORIDA MANGO ROAD	4%	14	5	II	1870	0.75%	NO
3621	SUMMIT BOULEVARD	FLORIDA MANGO ROAD	I-95	3%	11	5	I	1960	0.54%	NO
3629	FOREST HILL BOULEVARD	KIRK ROAD	CONGRESS AVENUE	4%	14	6D	II	2830	0.50%	NO
3219	FOREST HILL BOULEVARD	CONGRESS AVENUE	I-95	4%	14	6D	II	2830	0.50%	NO
3664	MILITARY TRAIL	SUMMIT BOULEVARD	GUN CLUB ROAD	3%	11	6D	I	2940	0.36%	NO
3612	MILITARY TRAIL	GUN CLUB ROAD	SOUTHERN BOULEVARD	2%	7	6D	II	2830	0.25%	NO
3628	MILITARY TRAIL	SOUTHERN BOULEVARD	BELVEDERE ROAD	10%	35	6D	I	2940	1.20%	NO
3656	KIRK ROAD	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	5%	18	2	I	880	2.00%	NO
3662	KIRK ROAD	SUMMIT BOULEVARD	GUN CLUB ROAD	5%	18	2	I	880	2.00%	NO
3614	KIRK ROAD	GUN CLUB ROAD	SOUTHERN BOULEVARD	5%	18	4D	II	1870	0.94%	NO
4210	CONGRESS AVENUE	10TH AVENUE NORTH	FOREST HILL BOULEVARD	8%	28	6D	II	2830	1.00%	NO
3644	CONGRESS AVENUE	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	19%	67	6D	II	2830	2.36%	NO
3674	CONGRESS AVENUE	SUMMIT BOULEVARD	GUN CLUB ROAD	30%	106	6D	II	2830	3.73%	YES
3618	CONGRESS AVENUE	GUN CLUB ROAD	SOUTHERN BOULEVARD	50%	176	6D	I	2940	5.99%	YES
3658	AUSTRALIAN AVENUE	SOUTHERN BOULEVARD	TURNAGE BOULEVARD	10%	35	6D	I	2940	1.20%	NO
3610	AUSTRALIAN AVENUE	TURNAGE BOULEVARD	BELVEDERE ROAD	10%	35	6D	II	2830	1.24%	NO
3309	AUSTRALIAN AVENUE	BELVEDERE ROAD	OKEECHOBEE BOULEVARD	5%	18	6D	II	2830	0.62%	NO
3646	FLORIDA MANGO ROAD	FOREST HILL BOULEVARD	SUMMIT BOULEVARD	1%	4	2	I	880	0.40%	NO

TABLE 7
TEST 2 LINK ANALYSIS
PM PEAK HOUR

2024 BUILD OUT
 BACKGROUND GROWTH RATE = 2.33%
 NET PM PEAK HOUR PROJECT TRIPS (ENTERING) = 324
 NET PM PEAK HOUR PROJECT TRIPS (EXITING) = 352

ROADWAY	FROM	TO	DIRECTION	2019 PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL			1.0% GROWTH	BACKGROUND GROWTH	TOTAL BACKGROUND TRAFFIC	2024 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS E	MEETS LOS STD.
						PROJECT TRIPS	MAJOR PROJECT									
3655 GUN CLUB ROAD	KIRK ROAD	CONGRESS AVENUE	EB	460	20%	65	47	23	56	70	595	5	I	1,960	YES	
			WB	1010	20%	70	57	52	123	123	1203	5	I	1,960	YES	
3674 CONGRESS AVENUE	SUMMIT BOULEVARD	GUN CLUB ROAD	NB	1407	30%	97	230	72	172	302	1806	6D	II	2,830	YES	
			SB	2187	30%	106	238	112	267	350	2643	6D	II	2,830	YES	
3618 CONGRESS AVENUE	GUN CLUB ROAD	SOUTHERN BOULEVARD	NB	1403	50%	176	118	72	171	190	1769	6D	I	2,940	YES	
			SB	2387	50%	162	161	122	291	291	2840	6D	I	2,940	YES	

A B C D E F G H I

Input Data

ROAD NAME: Gun Club Rd STATION: 3655 Report Created
 CURRENT YEAR: 2019 FROM: Midpoint 4/21/2020
 ANALYSIS YEAR: 2024 TO: S Congress Ave
 GROWTH RATE: 3.74% COUNT DATE: 4/3/2019
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1268	592	677	1427	460	1010
Peak Volume	1268	592	677	1427	460	1010
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1268	592	677	1427	460	1010

Committed Developments Type % Complete

Hispanic Daycare	0	0	0	0	0	0	NR	100%
APEC Auto-Summit	11	5	5	9	5	5	NR	0%
CHS Properties	35	22	14	39	18	21	NR	52%
Airport Center	0	0	0	0	0	0	NR	75%
West Palm Beach TCEA	6	3	2	7	3	4	NR	66%
Morgan Hotel	2	1	1	2	1	1	NR	0%
Circus Trix	2	1	1	9	4	5	NR	0%
PBSO Evidence & Impound Facility	10	7	3	12	5	8	NR	0%
Auto Dealership - Toyota	0	0	0	0	0	0	NR	100%
PBIA Parcel A	5	3	2	11	4	6	NR	54%
Oxygen Development	0	0	0	0	0	0	NR	100%
Renaissance Charter School	0	0	0	0	0	0	NR	100%
WAWA-Belvedere and Australian	13	7	6	12	6	6	NR	27%
WAWA - Forest Hill & Congress	0	0	0	0	0	0	NR	100%
2773 Public Charter School	11	6	5	2	1	1	NR	75%
Total Committed Developments	95	55	39	103	47	57		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	95	55	39	103	47	57		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	95	55	39	103	47	57		
Historical Growth	255	119	136	287	93	203		
Comm Dev+1% Growth	160	85	74	176	70	109		
Growth Volume Used	255	119	136	287	93	203		
Total Volume	1523	711	813	1714	553	1213		

Lanes	5L					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Gun Club Rd STATION: 3655
 CURRENT YEAR: 2019 FROM: Kirk Rd
 ANALYSIS YEAR: 2024 TO: Midpoint
 GROWTH RATE: 3.74% COUNT DATE: 4/3/2019
 PSF: 1

Report Created
 4/21/2020

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1268	592	677	1427	460	1010
Peak Volume	1268	592	677	1427	460	1010
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1268	592	677	1427	460	1010

Committed Developments							Type	% Complete
Hispanic Daycare	0	0	0	0	0	0	NR	100%
APEC Auto-Summit	11	5	5	9	5	5	NR	0%
CHS Properties	35	22	14	39	18	21	NR	52%
Airport Center	0	0	0	0	0	0	NR	75%
West Palm Beach TCEA	6	3	2	7	3	4	NR	66%
Morgan Hotel	2	1	1	2	1	1	NR	0%
Circus Trix	2	1	1	9	4	5	NR	0%
PBSO Evidence & Impound Facility	10	7	3	12	5	8	NR	0%
Auto Dealership - Toyota	0	0	0	0	0	0	NR	100%
PBIA Parcel A	5	3	2	11	4	6	NR	54%
Oxygen Development	0	0	0	0	0	0	NR	100%
Renaissance Charter School	0	0	0	0	0	0	NR	100%
WAWA-Belvedere and Australian	13	7	6	12	6	6	NR	27%
WAWA - Forest Hill & Congress	0	0	0	0	0	0	NR	100%
2773 Public Charter School	11	6	5	2	1	1	NR	75%
Total Committed Developments	95	55	39	103	47	57		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	95	55	39	103	47	57		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	95	55	39	103	47	57		
Historical Growth	255	119	136	287	93	203		
Comm Dev+1% Growth	160	85	74	176	70	109		
Growth Volume Used	255	119	136	287	93	203		
Total Volume	1523	711	813	1714	553	1213		

Lanes	5L					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Congress Ave STATION: 3674 Report Created
 CURRENT YEAR: 2019 FROM: Summit Blvd 4/21/2020
 ANALYSIS YEAR: 2024 TO: Midpoint
 GROWTH RATE: 3.80% COUNT DATE: 2/19/2019
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3606	2168	1445	3594	1407	2187
Peak Volume	3606	2168	1445	3594	1407	2187
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3606	2168	1445	3594	1407	2187

Committed Developments							Type	% Complete
Hispanic Daycare	0	0	0	0	0	0	NR	100%
APEC Auto-Summit	42	21	21	38	19	18	NR	0%
CHS Properties	53	33	20	58	28	31	NR	52%
Airport Center	3	2	1	3	1	2	NR	75%
West Palm Beach TCEA	6	3	2	7	3	4	NR	66%
Morgan Hotel	26	15	11	27	13	14	NR	0%
Summit/Congress Plaza	4	2	3	35	18	17	NR	68.75%
Circus Trix	27	11	16	135	72	63	NR	0%
Forest Hill / Congress Pharmacy	2	1	1	14	7	7	NR	50%
Congress Oaks	3	1	2	5	2	2	NR	0%
3111 South Dixie	1	0	1	3	2	1	NR	60%
Congress Center	11	5	6	23	11	12	NR	0%
PBSO Evidence & Impound Facility	5	3	1	6	3	4	NR	0%
Auto Dealership - Toyota	0	0	0	0	0	0	NR	100%
PBIA Parcel A	32	18	14	65	27	39	NR	54%
PBIA Parcel D	3	1	1	7	4	4	NR	0%
PBIA Parcel C	0	0	0	0	0	0	NR	100%
Oxygen Development	0	0	0	0	0	0	NR	100%
Off Lease Only	6	2	5	14	8	6	NR	65%
Renaissance Charter School	0	0	0	0	0	0	NR	100%
WAWA-Belvedere and Australian	13	7	6	12	6	6	NR	27%
Airport Professional Center	2	2	0	2	0	2	NR	57%
WAWA - Forest Hill & Congress	0	0	0	0	0	0	NR	100%
2773 Public Charter School	56	25	31	12	6	6	NR	75%
Total Committed Developments	295	152	142	466	230	238		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	295	152	142	466	230	238		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	295	152	142	466	230	238		
Historical Growth	739	444	296	737	288	448		
Comm Dev+1% Growth	479	263	216	649	302	350		
Growth Volume Used	739	444	296	737	302	448		
Total Volume	4345	2612	1741	4331	1709	2635		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Congress Ave		STATION: 3618		Report Created			
	CURRENT YEAR: 2019		FROM: Midpoint		4/21/2020			
	ANALYSIS YEAR: 2024		TO: Southern Blvd					
	GROWTH RATE: 5.72%		COUNT DATE: 2/19/2019					
	PSF: 1							

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
	Existing Volume	3855	2238	1617	3767	1403
Peak Volume	3855	2238	1617	3767	1403	2387
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3855	2238	1617	3767	1403	2387

Committed Developments	Type	% Complete
APEC Auto-Summit	NR	0%
CHS Properties	NR	52%
Airport Center	NR	75%
West Palm Beach TCEA	NR	66%
Morgan Hotel	NR	0%
Summit/Congress Plaza	NR	68.75%
Circus Trix	NR	0%
3111 South Dixie	NR	60%
Congress Center	NR	0%
PBSO Evidence & Impound Facility	NR	0%
Auto Dealership - Toyota	NR	100%
PBIA Parcel B	NR	10%
PBIA Parcel A	NR	54%
PBIA Parcel D	NR	0%
PBIA Parcel C	NR	100%
PBIA Parcel I	NR	0%
Oxygen Development	NR	100%
CentrePark DRI	NR	55%
Renaissance Charter School	NR	100%
PBIA Travel Plaza	NR	35%
WAWA-Belvedere and Australian	NR	27%
Airport Professional Center	NR	57%
WAWA - Forest Hill & Congress	NR	100%
2773 Public Charter School	NR	75%
Total Committed Developments		
Total Committed Residential		
Total Committed Non-Residential		
Double Count Reduction		
Total Discounted Committed Developments		
Historical Growth		
Comm Dev+1% Growth		
Growth Volume Used		
Total Volume		

Lanes	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	NO	NO	YES	NO	YES	NO
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	NO	YES	YES	YES	NO

Input Data

ROAD NAME: Congress Ave	STATION: 3618	Report Created
CURRENT YEAR: 2019	FROM: Gun Club Rd	4/21/2020
ANALYSIS YEAR: 2024	TO: Midpoint	
GROWTH RATE: 5.72%	COUNT DATE: 2/19/2019	
	PSF: 1	

Time Period	Link Analysis					
	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3855	2238	1617	3767	1403	2387
Peak Volume	3855	2238	1617	3767	1403	2387
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3855	2238	1617	3767	1403	2387

Committed Developments							Type	% Complete
APEC Auto-Summit	0	0	0	0	0	0	NR	0%
CHS Properties	0	0	0	0	0	0	NR	52%
Airport Center	3	2	1	0	0	0	NR	75%
West Palm Beach TCEA	6	3	2	0	0	0	NR	66%
Morgan Hotel	23	10	13	0	0	0	NR	0%
Summit/Congress Plaza	4	3	2	35	17	18	NR	68.75%
Circus Trix	25	11	15	94	46	48	NR	0%
3111 South Dixie	1	0	1	0	0	0	NR	60%
Congress Center	7	3	4	0	0	0	NR	0%
PBSO Evidence & Impound Facility	10	3	7	0	0	0	NR	0%
Auto Dealership - Toyota	0	0	0	0	0	0	NR	100%
PBIA Parcel B	15	13	2	0	0	0	NR	10%
PBIA Parcel A	37	21	16	76	31	45	NR	54%
PBIA Parcel D	3	2	1	0	0	0	NR	0%
PBIA Parcel C	0	0	0	0	0	0	NR	100%
PBIA Parcel I	8	6	2	41	12	29	NR	0%
Oxygen Development	0	0	0	0	0	0	NR	100%
CentrePark DRI	25	17	8	32	12	21	NR	55%
Renaissance Charter School	0	0	0	0	0	0	NR	100%
PBIA Travel Plaza	5	3	3	0	0	0	NR	35%
WAWA-Belvedere and Australian	26	13	12	0	0	0	NR	27%
Airport Professional Center	8	7	1	0	0	0	NR	57%
WAWA - Forest Hill & Congress	0	0	0	0	0	0	NR	100%
2773 Public Charter School	45	20	25	0	0	0	NR	75%
Total Committed Developments	251	137	115	278	118	161		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	251	137	115	278	118	161		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	251	137	115	278	118	161		
Historical Growth	1235	717	518	1207	449	765		
Comm Dev+1% Growth	448	251	197	470	190	283		
Growth Volume Used	1235	717	518	1207	449	765		
Total Volume	5090	2955	2135	4974	1852	3152		

Lanes	6LD					
LOS D Capacity	4880	2940	2940	4880	2940	2940
Link Meets Test 1?	NO	NO	YES	NO	YES	NO
LOS E Capacity	5150	2940	2940	5150	2940	2940
Link Meets Test 2?	YES	NO	YES	YES	YES	NO

Notes:
 Insignificant project removed. APEC gas station insignificant per approved Traffic Study, Circus Trix PM trips adjusted to reflect approved traffic study.